



PL202000003
Park N Fly redevelopment
3700 American Boulevard E

Development Review Committee

Approved Minutes

Pre-Application, PL202000003
Meeting Date: January 14, 2020
McLeod Conference Room
Bloomington Civic Plaza
1800 West Old Shakopee Road

Staff Present:

Laura McCarthy (Fire Prev, Chair) 952-563-8965	Michael Centinario (Planning) 952-563-8921
Maureen O'Brien (Legal) 952-563-8781	Glen Markegard (Planning) 952-563-8923
Emma Struss (PW Sustainability) 952-563-4862	Jason Heitzinger (Assessing) 952-563-4512
Tim Skusa (Bldg & Insp) 952-563-8953	Mike Thissen (Env Health) 952-563-8981
Brian Hansen (Eng) 952-563-4543	Eileen O'Connell (Public Health) 952-563-4964
Sue Hults Sellnow (Eng) 952-563-4628	Jason Schmidt (Port Authority) 952-563-8922

Project Information:

Project	Park N Fly Development - 3700 American Blvd E - PDP/FDP and Subdivision
Site Address	3700 AMERICAN BLVD E, BLOOMINGTON, MN 55425
Plat Name	INTERNATIONAL AIRPORT PARK 5TH ADDN;
Project Description	Major Revision to preliminary development plans, final development plans, and preliminary and final plat to develop a 183-unit apartment building on a portion of the Park N Fly remote airport parking facility located at 3700 American Blvd E.
Application Type	Preliminary Development Plan Final Development Plan Preliminary Plat - Type III Final Plat - Type III
Staff Contact	Mike Centinario – (952) 563-8921 mcentinario@BloomingtonMN.gov
Applicant Contact	Julie A Kimble – (612) 670-8552 juliekimble@kimbleconsult.com
Developer	
Post Application DRC	YES

NOTE: To view all documents and minutes related to this review, please go to www.blm.mn/plcase and enter “PL202000003” into the search box.

Guests Present:**Park N Fly redevelopment
3700 American Boulevard E**

Name	Email
Mitchell Cookas, Kimley-Horn	mitchell.cookas@kimley-horn.com
Tom Erickson, BKV Group	terickson@bkgvgroup.com
Robert Ewert, BKV Group	rewert@bkgvgroup.com
Julie Kimble, Kimble Consult	juliekimble@kimbleconsult.com
Michael Krych, BKV Group	mkrych@bkgvgroup.com
Kristin Muir, Rosa Development Company	kristinmmuir@yahoo.com

Introduction – Mike Centinario, Planning:

Reviewing multi-phased development at the current Park N Fly location. Primary focus for this review is the Preliminary Development Plan (PDP), the Final Development Plan (FDP) for Phase 1, and plans for re-platting on the site.

Discussion/Comments:

PLEASE NOTE: Below **is not** a complete list of comments. Please read the comment summary and review plan mark-ups for a full list of comments.

- Jason Heitzinger (Assessing):
 - Final park dedication amount is figured based on the final plat. Based on plans provided for Phase 1 area, estimating the square footage, calculated a park dedication fee estimate of \$280,000. This estimate is only for phase one, and will change once the formal document with exact square footage has been provided to staff.
 - Markegard commented that the park dedication can be deferred to a future phase if desired. There are two ways to defer: 1) In platting, set aside a portion as an outlot, or 2) Request a Planning variance to pay park dedication fee at the time of building permit issuance.
 - Centinario indicated that there may be challenges with option 1 given the remainder of Park N Fly will be in operation. Issuing building permits would not be permitted on outlots. In addition, given that the property is already platted, replatting is not required.
 - Applicant asked if each lot for the future phases needed to be platted individually, or just one lot for Phase 1 and another for the rest of the property.
 - Centinario agreed that they could just plat two lots, one for Phase 1 and one for the rest of the property. Park dedication would be due for the Phase 1 lot, and the fee could be deferred to the point when the building permit is issued with an approved platting variance. However, probably desirable to keep the current parking structure on its own lot; so there would be 3 total lots.
 - Applicants asked for clarification about how park dedication is calculated.
 - Heitzinger commented that given the unknowns regarding the future phases, staff would focus on the Phase 1 plans, and make final calculations for the fee based on final plans. The applicant can then defer payment of park dedication fees for the other phases until such a time that more definitive development plans move forward.
- Mark Thissen (Environmental Health):
 - No comments
- Tim Skusa (Building & Inspection)
 - No comments at this time since the plans are conceptual at this point.

- Applicant asked for a preliminary plan review meeting, and agreed to provide staff with a code analysis.
- Laura McCarthy (Fire Prevention):
 - Current plans do not reflect necessary road access for the fire department; it appears that it would be very difficult to get at the various buildings. Asked if there is a known timeline for the phases.
 - Applicant responded that the timing for the phases will be guided by the market and how quickly the space is fully leased. So, timing for the future phases would only be speculation at this point.
 - McCarthy explained that she typically reviews the full campus plan, even when future phases are somewhat nebulous, to ensure that fire department access is considered as the property is being developed.
 - Requested that the applicants meet offline with her to discuss options, including how the area around the Phase 1 development could be used in the short-term to ensure good access is provided. The initial conversation is needed to help staff better understand what Phase 1 will look like, and further conversations can happen in the future about ensuring that fire access is provided in other phases (i.e., develop a good starting plan, and build upon it going forward). Staff recognizes that the phases can change, but still want to have at least some understanding of what the applicants think the development may look like, particularly as it relates to infrastructure such as roads on the property.
 - Centinario stated applicants are seeking preliminary approval for full campus development and approval to construct for Phase 1. Detailed review is focused on Phase 1.
 - McCarthy needs to see a more detailed plan for Phase 1, specifically a graphic for how fire access will work at the site both for Phase 1 and for the current Park N Fly structure.
 - Applicants asked about timing of a detailed conversation as it relates to gaining approvals for the application.
 - Centinario responded that ideally staff will need the issue to be resolved quickly to ensure that the application continues to move forward.
 - McCarthy asked that the applicant provide as much detail as possible and that they can email this to her for review.
- Brian Hansen (Engineering):
 - Traffic Review: Parking study will be required if applicant is seeking a deviation. If a parking study is completed, staff recommends that this is done for the full site rather than just Phase 1. As future phases move forward, the Parking Study can be amended rather than being recreated each time. Staff can meet off-line with applicants.
 - Centinario commented that parking supply for phase 1 is not an issue given the quantity of surface parking that would remain on site. However, how much proof of parking is needed for the Phase 1 development has not been determined.
 - Applicant commented that they have a trip generation study which is almost complete and will provide this to staff.
 - Hansen responded that this would be helpful input to the South Loop District Traffic /Study.
 - Utilities Review: There is an upcoming Sanitary Sewer Replacement project (in 2021) to increase capacity for this area to support this and other upcoming development projects. No direct impact to the project, but provided for awareness. Project location is on American Blvd to the west of property.
 - Water Resources Review: Needs to meet the surface storm water requirements
 - If there isn't one already in place, they need to have an Access Agreement for the private drive on the west side of the property.

- Eileen O’Connell (Public Health):
 - Asked if the apartments will be Smoke free.
 - Applicant responded yes.
 - Federal and State law requires that if there is more than one employee a mother’s room must be provided, and this cannot be a bathroom. Provided the applicants with a copy of a brochure about this requirement.
 - Staff in Public Health can assist if there are any questions.
- Maureen O’Brien (Legal)
 - No comments
- Jason Schmidt (Port Authority)
 - No comments on site plan.
 - Will continue to talk offline with applicants if there are any financial requests on this project.
- Mike Centinario (Planning):
 - On the PDP applicant lists several proposed major uses for various areas. For staff to complete analysis on parking and utility needs, applicant needs to pick the uses for each area (i.e., best guess of use or most desired use). Staff recognizes the uses will likely evolve over time.
 - All the uses that are listed are permitted so initially doesn’t appear to be a need for conditional use permits.
 - Property is HX-R zoning district, high intensity with residential, multi-family which is a permitted use. The *minimum* required floor area ratio (FAR) is 1.5, and Phase 1 meets this FAR requirement.
 - The existing approved PDP (from 1991) identifies a future 15-story office tower to be built above the current Park N Fly parking ramp structure. The draft master plan does not depict the tower. Staff wonders if this tower is still planned or if it is the intent of the applicant to remove it from the PDP.
 - Applicant has been focused on the Phase 1 and development of the surface lot. They do not believe the parking structure is fortified to support a tower over the entire structure (possibly only a small portion), and the necessary engineering reviews have not been completed. However, it is unlikely that they will build the office tower. Asked how this impacts their application.
 - Centinario points this out because if the tower is removed from the PDP, the FAR would be approximately 1.2, which is less than the 1.5 minimum. With the tower the FAR is 1.6. If the intent of the new PDP is to remove the office tower, a deviation to reduce the minimum FAR requirement must be approved by City Council. In general terms, it is an existing entitlement that must be addressed in the new PDP.
 - The purpose of a PDP is for staff to understand what the applicant’s intent is for future phases. If the intent is to remove the tower from the master plan (PDP), then this should be included in the narrative so that it is clear what the applicant is seeking.
 - If applicant seeks this approval for a lower FAR, it would be a PDP entitlement which carries forward for future phases.
 - Markegard commented if applicant seeks a reduction of more than 20%, code requires a variance process rather than PDP flexibility. A FAR of 1.2 is the minimum FAR that could be approved through the planned development process.
 - Review lighting and landscaping requirements to ensure proposed meets city code. See details on Comments Summary document.
 - Applicant asked if adjustments need to be done to the existing lighting in the Park N Fly facility to meet code requirements.

- Centinario responded that it wouldn't be necessary unless applicant changes something on the existing lighting.
- FAA will allow a 150 ft. structure (building or crane) without an FAA zoning permit. However, applicant will need to get a "No Hazard Determination" from the FAA. Staff recommends that the process is started early.
- Review exterior materials requirements to meet city code.
 - Applicant asked if these requirements were separate from anything under the Opportunity Housing Ordinance.
 - Centinario explained that the city has baseline code which dictates what external materials are acceptable. The Opportunity Housing Ordinance (OHO) can be viewed as an "overlay of standards" which allows additional secondary materials on certain elevations when the project has the required affordable component.
- Review City Code for noise attenuation standards. Due to airport proximity, additional noise attenuation beyond standard building practices may be necessary.
- McCarthy asked if the existing parking ramp was part of this review.
 - Centinario responded that while the applicant is not planning to make changes to the ramp, it is considered to be part of the PDP.
 - McCarthy noted that there are outstanding orders for the current ramp. The screens installed in the parking ramp are not code compliant. Staff is writing the second and final orders for this issue. The screening must be taken down and plans for new screening provided to the city for review and approval.
 - Applicant responded that they were not aware of the outstanding orders, that Park N Fly typically handles these issues themselves. Applicant will check with Park N Fly regarding this issue, and ensure that the issue is resolved.
 - Centinario asked that the applicants address the outstanding orders in the application.



Comment Summary

Application #: PL2020-03

Address: 3700 AMERICAN BLVD E, BLOOMINGTON, MN 55425

Request: **Major Revision to preliminary development plans, final development plans, and preliminary and final plat to develop a 183-unit apartment building on a portion of the Park N Fly remote airport parking facility located at 3700 American Blvd. E.**

Meeting: Pre-Application DRC - January 14, 2020

NOTE: All comments are not listed below.
Please review all plans for additional or repeated comments.

Planning Review - Pre-App Contact: Mike Centinario at mcentinario@BloomingtonMN.gov, (952) 563-8921

- 1) An interim use permit approval, memorialized through a recorded development agreement, established development milestones for the phased development of the Park N Fly site. One development milestone required development application submittal by December 31, 2019. The applicant is in violation of the IUP approval since a development application was not received by the end of the year. However, the agreement also gives the applicant the right to cure – no enforcement action is being taken. Progress towards an application is being made. The applicant intends on submitting an application in the near future.
- 2) For the preliminary development plan (PDP) select the use/uses you envision for each subsequent phase. Having a better idea of what may ultimately be development allows the City to analyze utility, transportation, and parking needs.
- 3) Landscaping requirements are determined by the development site area. One tree for each 2,500 square feet and one shrub for each 1,000 square feet is required.
- 4) Structured and surface parking lots and exterior security lighting must meet Section 21.301.07. A minimum of 1.0 foot-candles is required on the surface parking area. The structured parking surface must include a 3.0 footcandle minimum. See City Code Section 21.301.07.
- 5) All rooftop equipment must be screened equal to the height of the equipment. (Section 21.301.18)
- 6) Interior trash and recycling must be provided.
- 7) The maximum allowable height is dictated by FAA height limits. A construction crane up to 150 feet is permitted without the need for an Airport Zoning Permit. Regardless of whether or not an Airport Zoning Permit is needed, an FAA No Hazard Determination will be needed for the building and temporary construction crane.
- 8) Exterior materials must meet Section 19.63.08. Brick, stone, stucco, glass, and architectural concrete are permitted exterior materials. Metals may be permitted, subject to Planning Manager review. Materials such as EIFS and fiber cement siding are limited to 15% of each building elevation.
- 9) List the number of parking spaces required by city code and the number of spaces provided on the site plan. Staff is unable to determine with parking requirement without information on the number of unit types. Further, for the PDP, staff will need to know the preferred uses for future phases to determine a preliminary parking requirement.

- 10) Show location of a bike rack and bike rack detail on the plan.
- 11) All parking stall striping must be painted white. Parking islands must be 3-feet shorter than the parking stall and 8-feet wide.
- 12) If not done already, review Section 21.301.12 of the City Code - Noise Attenuation. Given elevated noise due to the airport, additional noise attenuation beyond standard building practices may be necessary.
- 13) With a floor area ratio (FAR) of about 1.6, Phase I falls within the floor area ratio range in the HX-R zoning district. The minimum FAR is 1.5. Phase I also complies with the residential density requirement (minimum 30 dwelling units per acre).
- 14) The existing preliminary development plan identifies a future office tower above the parking structure. Is the intent to remove the office tower from the PDP?
- 15) As proposed, with the office tower from the existing PDP removed, the FAR would be approximately 1.2, which is less than the 1.5 minimum. If the intent of the "new" PDP is to remove the office tower, a deviation to reduce the minimum FAR requirement must be approved by City Council.
- 16) Final development plans must demonstrate how Phase I would be integrated into continued Park N Fly operations. Because a parking deviation is anticipated, proof of parking for some of the Park N Fly parking supply seems like a logical solution - providing convenient access to those stalls would be needed.

Building Department Review - Pre-App Contact: Duke Johnson at djohnson@BloomingtonMN.gov, (952) 563-8959

- 1) Must meet current MN State Building Code
- 2) Must meet MN Accessibility Code
- 3) Plans must include a current building code analysis.
- 4) SAC review by MET council will be required.

Fire Department Review - Pre-App Contact: Laura McCarthy at lmccarthy@BloomingtonMN.gov, (952) 563-8965

- 1) Emergency vehicle access requirements not met.
- 2) Provide adequate turning radius to accommodate BFD Ladder 3
- 3) Hydrant coverage shall be provided within 50' of the FDC and within 150' of all portions of the structure.
- 4) Emergency responder radio coverage meeting the requirements of appendix L in the 2015 MSFC shall be provided throughout the property and within the structures.

Traffic Review - Pre-App Contact: Brian Hansen at bhansen@BloomingtonMN.gov, (952) 563-4543

- 1) See Document Markups
- 2) A parking study is required. Also, identify how Phase I parking demand will be measured after construction, including use of "proof of parking" outside of Phase I. This measured rate should be considered in future phase parking requirements and total site parking adjustments.
- 3) This design will likely require adjustment to minimize impact to American Boulevard traffic and pedestrian activity.
- 4) All construction and post-construction parking and storage of equipment and materials must be on-site. Use of public streets for private construction parking, loading/unloading, and storage will not be allowed.
- 5) Show location of a bike rack and bike rack detail on the plan.
- 6) The proposed site use should be compared to proposed use studies in the South Loop District Traffic Plan/Study. If the use is different, the applicant should fund the traffic study update based on this proposed use.

Utility Review - Pre-App Contact: Brian Hansen at bhansen@BloomingtonMN.gov, (952) 563-4543

- 1) The City is in the process of modeling and upgrading the wastewater mainlines in the South Loop area. The construction work is expected to start in the next two years. Please coordinate the forecast development intensities with Planning and Utilities staff so that the correct flow inputs are considered in these capacity evaluations. Otherwise there may be limits on the amount of flow and development upstream of critical pipes.

Water Resources Review - Pre-App Contact: Brian Hansen at bhansen@BloomingtonMN.gov, (952) 563-4543

- 1) Volume retention is required.

PW Admin Review - Pre-App Contact: Brian Hansen at bhansen@BloomingtonMN.gov, (952) 563-4543

- 1) Access agreement with neighboring properties needed.
- 2) Re-platting will depend on ownership and phasing.

Assessing Review - Pre-App Contact: Kent Smith at ksmith@BloomingtonMN.gov, (952) 563-8707

- 1) While we know that platting will be part of this project, to this date we have not received any preliminary plat documents. Therefore, we have utilized the phase 1 area in the master site plan to estimate an approximate area for phase 1 of the project only. Based on that we have calculated a preliminary park dedication fee of about \$285,000 for the initial phase of this project. This number is very preliminary and will almost certainly change when we receive a preliminary plat for the project.