



PL201900184
PL2019-184

Development Review Committee

Approved Minutes

Development Application, #PL2019-184

Mtg Date: 10/15/2019

McLeod Conference Room

Bloomington Civic Plaza

1800 West Old Shakopee Road

Staff Present:

Laura McCarthy (Fire Prev, Chair) 952-563-8965
Rena Clark (Park & Rec) 952-563-8881
Duke Johnson (Bldg. & Insp) 952-563-8959
Jason Schmidt (Port Authority) 952-563-8922
Brian Hansen (Eng.) 952-563-4543
Kris Kaiser, (Fire Prev) 952-563-8968
Tim Kampa (Utilities) 952-563-8776
Steve Segar (Utilities) 952-563-4533

Kent Smith (Assessing) 952-563-8707
Dan Blonigen (Assessing) 952-563-4649
Megan Rogers (Legal) 952-563-4889
Maureen O'Brien (Legal) 952-563-8781
Eileen O'Connell (Public Health) 952-563-4964
Liz O'Day (Planning) 952-563-8919
Michael Centinario (Planning) 952-563-8921
Glen Markegard (Planning) 952-563-8923

Project Information:

Project	Mall of America and South Loop Waterpark - 8000 24th Avenue S. - PDP/FDP
Site Address	8000 24TH AVE S, BLOOMINGTON, MN 55425
Plat Name	MALL OF AMERICA 6TH ADDITION;
Project Description	Major revision to the Mall of America preliminary development plan and final development plans for the South Loop Waterpark and parking structure located at 8000 24th Avenue S.
Application Type	Preliminary Development Plan; Final Development Plan
Staff Contact	Mike Centinario; 952-563-8921; mcentinario@BloomingtonMN.gov
Applicant Contact	David Loehr dloehr@dlrgroup.com; Kurt Hagen khagen@mallofamerica.com
PC (scheduled)	11/07/19
CC (tentative)	11/18/19

NOTE: All documents and minutes related to this case can be viewed at www.blm.mn/plcase, enter the permit number, "PL201900184" into the search box.

Guests Present:

Name	Email
David Loehr, DLR Group	dloehr@dlrgroup.com
Bill Griffith, Larkin Hoffman	wgriffith@larkinhoffman.com
Dave Gotham	dave.gotham@ryancompanies.com
Justin Gese	jgese@sehinc.com

Introduction – Mike Centinario (Planning):

This is a major revision to the Mall of America Preliminary Development Plan and Final Development Plans for the South Loop Waterpark and parking structure.

Dave Lochr (DLR Group) stated they are putting in utilities and roadwork to accommodate future phases. There will also be a skyway network to the Mall of America. There is pedestrian circulation on the east and west sides and pedestrian access into the Mall of America. The parking structure is designed for future expansion for the future hotel use and adaptability. It will also include a relocated rideshare platform to be located in the parking structure. They are working on a few issues including stormwater volume reduction, parking supply, traffic and transportation and the landscaping plan.

Discussion/Comments:

Please review the comment summary and plans for mark-up comments as all the comments are not discussed at the meeting.

- Renae Clark (Park and Recreation):
 - No comment.
- Kent Smith (Assessing):
 - Based on the platting and project size, the park dedication is \$191,880. If and when development occurs on the outlot, park dedication will be calculated.
- Duke Johnson (Building and Inspection):
 - No comment.
- Laura McCarthy (Fire Prevention):
 - They will be addressing sprinklering of rides and amenities in a separate meeting.
- Brian Hansen (Engineering) provided the Public Works comments and noted the following:
 - Engineering staff believes that a 1.1 inches of stormwater retention is not achievable considering the site conditions. .55 inches would be the new goal to achieve. If that is not achievable, staff would request to have the applicant clearly document why that is not achievable.
 - Rate has been addressed in the stormwater documents. Stormwater quality must be addressed. Pond C was developed based on 70% TSS and 40% TP. The new standard is 90% TSS and 60% TP. The treatment is not adequate so other options for stormwater quality will need to be investigated.
 - The South Loop Traffic Study will have to be updated. Staff is working on that.
- Tim Kampa (Utilities):
 - He has submitted the sewer modeling to the consultant. This will be ongoing.
 - He asked if the parking structure will be more than 50% sidewalk.
 - The applicant confirmed.
 - The Met Council will want to look at spaces for SAC determination. The stormwater will be going to the sewer, and to avoid rainfall to filter into the sanitary drains. The Met Council will look at SAC determination for the enclosed spaces.

Post-application DRC PL2019-184

- In the southeast corner of the Waterpark, there is a 12 inch stub that comes into the Waterpark. He asked if the service will be used for the waterpark. He suggested to turn it so that it only serves the hydrant.
 - Their grease interceptor must come up higher so it is maintainable.
 - There is a hydrant that is closer than 10 feet from a sewer line. Must be separated to meet the spacing.
 - He pointed out dead spots for hydrant coverage and noted it should be tied to a service.
 - Some of the duct is deflecting underneath the storm sewer. He addressed the City Code section for reference.
- Eileen O'Connell (Public Health):
 - No comment.
 - Maureen O'Brien (Legal):
 - No comment.
 - Jason Schmidt (Port Authority):
 - No comment.
 - Mike Centinario (Planning):
 - City Code requires 1/3 occupancy plus displaced stalls. Parking analysis is ongoing so the parking supply is consistent with the parking demand.
 - Submit applications for FAA review in a timely manner. No Hazard Determinations will be required for structure height. Airport zoning permit through Planning will be required.
 - There is a pedestrian-way and landscaped area that occupy the same space on different plans. Revise so plans are consistent.
 - The Master Sign Plan for the Mall of America must be amended.
 - A revised landscaping plan must be submitted in time to review prior to Planning Commission. The plan must identify the required number of trees and shrubs. The plan must meet City Code requirements for the Waterpark and parking structure development, but replace the landscaping that is currently in those areas. Landscaping required as part of Phase IC was planted in the Phase II area.
 - Lighting plans must be submitted. When reconstructing surface lots, the exterior lighting must be brought into compliance.
 - Pre-cast concrete panels must be integral in color.
 - The mall entrance/exit on the west side of the bridge is consistent with the design guidelines and will provide more convenient access along the west side of the building.
 - Staff is requesting a graphic that shows *all* the phases of the Mall of America PDP. The Kelley site (Phase III) is absent from the submittal.
 - The parking on Phase III and "Porkchop" site was not identified in the overall supply. It is overflow parking and is available, so it should be incorporated into the overall parking analysis.
 - The Planning Commission meeting is November 7th and City Council meeting on November 18th. The applicant may want to consider moving the City Council date to the next meeting as it is a full agenda.



Comment Summary

Application #: PL2019-184

Address: 8000 24TH AVE S, BLOOMINGTON, MN 55425

Request: Major revision to the Mall of America preliminary development plan and final development plans for the South Loop Waterpark and parking structure located at 8000 24th Avenue S.

Meeting: Post Application DRC - October 15, 2019
Planning Commission - November 07, 2019
City Council (tentative) - November 18, 2019

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

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

- 1) At 4,000 maximum occupancy, as defined by Building Code, the parking requirement would then be 1,333 parking stalls (1/3 occupancy). The shared parking analysis must demonstrate that the actual parking demand is no greater than 798 stalls, as proposed.

Staff is actively working with the applicant on determining parking demand and supply at the Mall of America Campus. The applicant has provided detailed analysis on what they think is an appropriate supply based on data from the West Edmonton waterpark and Park Assist information. Staff will be reviewing that information while calibrating the MOA Parkulator.

- 2) FAA No Hazard Determinations followed by Airport Zoning Permits are required prior to construction commencing on site. The parking structure's total height is close to the maximum building height in the MSP Zoning Ordinance.
- 3) The pedestrian way along the east side of the waterpark is not depicted as hardscape elsewhere in the application. It also appears there is a stairwell obstructing the sidewalk in the southeast corner of the waterpark building.
- 4) The Waterpark signage package will require an amendment to the Mall of American Master Sign Plan. The sign plan amendments process may take place while the waterpark is under construction, but the amendments must be approved by City Council prior to sign permits being approved. Any wall sign 100 square feet or greater will require a structural permit in addition to sign and electrical permits.
- 5) Ensure at least 5-feet of clear width is maintained when generator screening doors are open. The current design only maintains about 4 feet.
- 6) The landscaping plan must replace the landscaping that was required as part of Phase IC and meet the Code requirement for Phase IIB. The landscaping graphic does not demonstrate compliance.
- 7) The landscaping plan that was submitted is deficient. A lot of information is missing, such as:
 - The number of displace/removed trees and shrubs as part of the waterpark and parking structure development is not fully addressed
 - How those displace/removed trees will be relocated or replaced at the waterpark site or elsewhere on the MOA campus

- Specific species lists and locations for those plantings
- Is the 566k figure the disturbance area for the project? If so, the amount of "new" landscaping is correct. That amount, plus the required landscaping from Phase IC that would be removed, make up the total landscaping requirement for the project.

- 8) Parking lot and exterior security lighting must meet Section 21.301.07. A minimum of 2.0 foot-candles is required on the parking surface (which may be reduced to 1.0 foot-candles for the outer perimeter of the parking lot. Parking structure surfaces have a higher requirement - 3.0 foot-candles.
- 9) Exterior materials must meet Section 19.63.08. The proposed mixture of glass and pre-cast concrete panels are Code-complying, provided the pre-case panels are integrally colored. Staff is concerned, however, about the east elevation. Although the material is compliant, it is a large area without architectural detailing or windows.
- 10) At staff's request, an entrance/exit was added to the southwest corner of the Lindau bridge connection. This improves pedestrian integration throughout the campus and improves convenience for visitors and employees using transit.
- 11) Even though a specific development plan hasn't been established for the Kelley Site, add another Masterplan sheet identifying Phase 3.
- 12) On the "Site Data" slide, the Phase IIB parking demand is listed at 695. Elsewhere, the demand is identified as 798. Ensure consistency throughout the application submittal.
- 13) Why is Lot 3, the "Porkchop," listed as NA in the surface parking tabulation? Is it not available for overflow parking?
- 14) Since it is part of the MOA PDP, and is available for overflow parking, include the Kelley site as parking provided.

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

- 1) Provide for the new structures and maintain for existing structures emergency vehicle access throughout the property.
- 2) Provide adequate turning radius for BFD Ladder 3 for all emergency vehicle access lanes.
- 3) Hydrant coverage shall be provided within 50' of the FDC and within 150' of all portions of the structure.
- 4) Access shall be provided to/from all stairwells on all floors and parking levels.
- 5) Fire alarm and annunciator panels and Knox box locations to be determined by the Fire Prevention Division. This project may require multiple panels and Knox boxes.
- 6) Appliances/cooking producing grease laden vapors requires a hood and suppression system.
- 7) Emergency responder radio coverage meeting the requirements of appendix L in the 2015 MSFC shall be provided throughout the property and within the structures.
- 8) Building/property shall be adequately signed for emergency response.

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

- 1) Contractor shall provide stabilized entrances to prevent tracking at all areas where they will be accessing the site.
- 2) Suggest managing water run-on from adjacent impervious areas
- 3) Update as needed as stormwater management plan is developed
- 4) This is setting the bar pretty low
- 5) Can use pavement to limit exposed soil
- 6) Downstream perimeter control required prior to land disturbing activities and around stockpiles
- 7) SWPPP includes several items that are not relevant to this site and simply makes erosion control incidental to mobilization. While the MN River is more than 1 mile away, storm sewer inlets in the area are a direct conduit to the river. The SWPPP needs to be designed for the site and implement BMPs that will be effective for this site and set the contractor up to succeed.
- 8) Labels overlapping

- 9) Remove Storm?
- 10) Infiltration basin, protect from sediment and ensure it is functioning as designed
- 12) Protect infiltration areas from sedimentation
- 13) Remove 36" storm north of proposed storm structure 100
- 14) Can this be out from under parking structure?
- 15) This should be a manhole to provide access for future maintenance
- 16) Will there be space for equipment to remove top slab to access pipe for future maintenance activity?
- 17) Conflict?
- 18) Show proposed storm in profile
- 19) Move structure off 72" RCP
- 20) Conflict?
- 21) Update or delete, all profile sheets
- 22) Will steel plate have hooks or something to facilitate removal?
- 23) Increase separation from 72" Storm
- 24) Increase separation from 72" Storm
- 25) Increase separation from 72" Storm
- 26) Utility as-builts must be provided prior to issuance of Certificate of Occupancy.
- 27) Provide stormwater management plan meeting the requirements of Bloomington Comprehensive Surface Water Management Plan.
- 28) A National Pollutant Discharge Elimination System (NPDES) construction site permit and Storm Water Pollution Prevention Plan (SWPPP) must be provided.
- 29) An erosion control bond is required.
- 30) Utility permits are required for connections to the public storm, sanitary, and water system. Contact Utilities (952-563-8777) for permit information.
- 31) Does site have rights to drain to IKEA private storm system?
- 32) Does site have rights to drain to IKEA infiltration area?

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

- 1) Final typical sections will come from the traffic study.
- 2) Illustrate on plan that the clear view triangle (15' from property corner to driveway approaches) is not obstructed by landscaping or signage.
- 3) This opens awkwardly from 2 lanes to 5. May need to modify depending upon recommendations from traffic study
- 4) Show and label existing street light poles, handholes, conduit, and signal interconnect on the plans. Street lighting and interconnect conduit must be exposed for city inspection prior to pouring concrete or backfilling excavation in city right-of-way.
- 5) Move silt fence to backside of traffic signal cabinets (as shown with blue line).
- 6) Provide appropriate MMUTCD references for signs proposed for circulating traffic. All private signage must be installed outside of the city right-of-way.
- 7) Removals may change depending upon final traffic study recommendations.
- 8) All parking stall striping must be painted white. Parking islands must be 3-feet shorter than the parking stall and 8-feet wide.
- 9) Disabled parking signage and pavement markings must be placed in accordance with ADA and MMUTCD
- 10) 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.
- 11) Provide a sidewalk connection from the building to public sidewalk or street.
- 12) Show location of a bike rack and bike rack detail on the plan.
- 13) Is this an auto turn sheet or traffic control plansheet?
- 14) Traffic control plansheets depicting the lane closure(s) anticipated or needed on public roads must be included in the Civil Plan set.

- 15) Lindau Lane and Killebrew Drive are prohibited as haul and delivery routes. Approved haul and delivery route shall use:
 - CSAH 1 to American Blvd to Thunderbird Road (for all ingress and egress of haul routing and deliveries)
- 16) More discussion with Bloomington traffic is needed on who will be performing the traffic signal and fiber work for this cabinet relocation
- 17) Coordinate all work in this area with Metro Transit D-Line Station construction and Bloomington Traffic. The sidewalk location will be moving south to accommodate the new station.
- 18) More discussion needed with Bloomington Traffic on who to perform this work.
- 19) Xcel SOP to traffic signal cabinet needs to stay in same quadrant as traffic cabinets.
- 20) Do not disturb in-place street lighting. Move hydrant as needed.
- 21) Do not disturb in-place street lighting. Move hydrant as needed.
- 22) The maximum allowable time that the signal will be allowed to be inactive is 6 hours.
- 23) 6 SM fiber that goes into traffic signal cabinet is required to be tested before and after relocating.
- 24) BPD license plate reader cabling for gate 4 inbound lanes routes to the traffic signal cabinet via the traffic signal system conduits. Please show this cabling. Will need to coordinate with BPD on when this system can go down.
- 25) This FO cable is required to be tested BEFORE and AFTER relocating.
- 26) This seems like an awkward transition from 2 to 5 lanes. May need to modify based upon traffic study recommendations.
- 27) Traffic study to look at which pedestrian movements should be provided and where. Striping sheet may need to change based upon recommendations.
- 28) These ped movements can be expected.
- 29) This sidewalk connection should be provided. It is the most direct and likely route for pedestrians from American Blvd & Thunderbird Rd intersection.
- 30) Traffic study to provide final recommendation on wayfinding signing (DMS and Static) for onsite and local roads. It is expected that expansion of the onsite and local road DMS wayfinding systems will be needed and required.
- 31) Traffic study to determine the appropriate intersection control.
- 32) Provide temp circuitry to service cabinet so that street lights remain in operation at all times.
- 33) All street lighting along 24th Avenue and also along Lindau Lane shall remain operational throughout the duration of work activities. Provide temp lighting connections as needed.
- 34) Proposed skyway has potential for blocking required visibility to traffic signal indications. Please provide cross-section view of sightline. If proper sightline cannot be maintained, near-side signals may be required to be installed.
- 35) This location for relocated services should not be assumed to be acceptable given the challenges existing on signing to the gate 7 entrance and current gate and exit issues onto 24th Avenue. This needs to be discussed further with Bloomington Traffic before the concept moves anymore forward.
- 37) See comment previous sheet.

Construction/Infrastructure Review Contact: Brian Hansen at bhansen@BloomingtonMN.gov, (952) 563-4543

- 1) Does this need to be output curb & gutter?
- 2) Verify all pavement sections meet geotech report
- 3) This area holds water frequently. Verify there is sufficient grade to drain.
- 5) Sidewalks in the area do not meet minimum width requirements of 6' (TYP)
- 6) Replaced all damaged or impacted walk to match existing color/joint pattern
- 7) 18" RCP and smaller is typically Class V
- 8) Remnant removal linetype, otherwise not called out in legend

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

- 1) Remove sanitary sewer pipe or fill with sand or flowcrete.
- 2) If the Existing 12" service will be used there needs to be a valve on the service. If it will not be used reconfigure the service to reduce and only serve the hydrant.
- 3) Install a MH at this transition point and remove or fill the remainder of the service running east.
- 4) There must be 10' separation between hydrant and sewer pipes.
- 5) The grease interceptor can't be so deep that contractors can't remove the grease.
- 6) Another Tap here.
- 7) Hydrant must be 10' away from sewer.
- 8) Put a MH at this transition point and remove or fill the unused portion of the existing service east of this point.
- 9) Suggest keeping the Gas service 10' from water service for future repairs.
- 10) Remove all the extra water pipes in this area if the service is not going to be used - and just reduce down to serve the hydrant.
- 11) Show water connection as a Tap.
- 12) Change depth for ease of grease removal / Maintenance.
- 13) Add a MH at this transition Point.
- 14) Add Valve.
- 15) If Ex 12" water service isn't used reconfigure to reduce and serve only the Hydt. - Eliminate the dead end stub.
- 16) Don't put this Hydrant on the Water Service.
- 17) Add Valve.
- 18) This area doesn't appear to have hydrant coverage.
- 19) This dead end water line should be looped to connect with the City system. One suggested possibility (depending on conflicts) is shown below. Other options are North to the Ex 8" Stub or East to 24th Ave.
- 20) This area doesn't appear to have hydrant coverage.
- 24) Call out Sewer Removals/Abandonments.
- 25) Add Valve.
- 26) Bring Services straight into the property and provide 10' Separation between pipes.
- 27) Provide 10' Separation between service pipes.
- 28) Add Valve.
- 29) Don't put this Hydrant on the Water Service as it will starve the fire service when used in a fire.
- 30) Add Valve.
- 31) Use heaver wall DIP for extra depth watermain in accordance with City Specifications Section 36. - 2611.2 (Page 60). Typical throughout the Project.

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

- 1) City records show 820.60 for BM #4
- 2) Encroachments into easements must be figured out either by eliminating encroachments or with vacation or encroachment agreements.
- 3) Updated private common utility easement/agreement must be provided.
- 4) Updated private common driveway/access easement/agreement must be provided.

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

- 1) Based on platting required in Item #3 and given size of project (328,150 sq ft GBA), we have calculated park dedication at \$191,880. If and when any other development happens on the new outlot created, additional park dedication will be calculated.