



Development Review Committee

PL201900224 PL2019-224
American Square

Approved Minutes

Pre-Application, PL201900224
Meeting Date: December 3, 2019
McLeod Conference Room
Bloomington Civic Plaza
1800 West Old Shakopee Road

Staff Present:

Laura McCarthy (Fire Prev, Chair) 952-563-8965	Jason Heitzinger (Assessing) 952-563-4512
Jason Schmidt (Port Authority) 952-563-8922	Erik Solie (Env. Health) 952-563-8978
Duke Johnson (Bldg & Insp) 952-563-8959	Michael Centinario (Planning) 952-563-8921
Cherie Shoquist (HRA) 952-563-8946	Glen Markegard (Planning) 952-563-8923
Brian Hansen (Eng.) 952-563-4543	Deb Heile (Bldg & Insp) 952-563-4703
Tim Kampa (Utilities) 952-563-8776	Eileen O'Connell (Pub Health) 952-563-4964

Project Information:

Project	American Square – preliminary development plan (PDP), final development plan (FDP), variances, and platting for a multi-phased mixed use residential and commercial development - 3701 and 3601 American Blvd E. and 6 Appletree Square
Site Address	3601 and 3701 American Blvd. E. and 6 Appletree Square, Bloomington, MN 55425
Plat Name	APPLETREE SQUARE 4TH ADDITION; APPLETREE SQUARE 2ND ADDITION;
Project Description	Major revisions to the Appletree Square preliminary development plan, final development plans, variances from Bluff Protection requirements, and preliminary and final plat for a multi-phase, mixed-use development including market-rate, senior, and workforce housing with retail space, located at 3701 and 3601 American Blvd E. and 6 Appletree Square.
Application Type	Preliminary Development Plan Final Development Plan Variance Final Plat - Type III Preliminary Plat - Type III
Staff Contact	Mike Centinario mcentinario@BloomingtonMN.gov (952) 563-8921
Applicant Contact	Michael Roebuck mike@ronclark.com
Post Application DRC	YES

NOTE: To view all documents and minutes related to this review, please go to www.blm.mn/plcase and enter "PL201900224" into the search box.

Guests Present:

Name	Email
Jeff Wrede – Momentum Design Group	jeff@mdgarchitects.com
Megan Schires - Momentum Design Group	megan@mdgarchitects.com
Elizabeth Kief - Momentum Design Group	elizabeth@mdgarchitects.com
Carl Kaeding – Kaeding Development Group	carl_kaeding@msn.com
Brody Nordland – Kaeding Development Group	brody.nordland@kaedingmanagement.com
Mike Waldo – Ron Clark Construction	mwaldo@ronclark.com
Mike Roebuck – Ron Clark Construction	mike@ronclark.com
Dave Nash – Alliant Engineering	dnash@alliant-inc.com

INTRODUCTION –:

This is a large scale project with multiple phases, including three residential phases as well as retail space depicted as a grocery. It is incorporated into an existing Appletree Square planned development.

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.

- Jim Urie (Park and Recreation):
 - Not in attendance
- Jason Heitzinger (Assessing):
 - Based on current information the Park Dedication fee calculation for the project is \$570,000.
- Erik Solie (Environmental Health):
 - No comment
- Duke Johnson (Building and Inspection):
 - Other than the standard comments in the Comment Summary please note that there is an additional South Loop fee for this project. The fee will be the same as the building plan review fee.
 - Duke Johnson asked about the plan for the existing parking structure. Mike Waldo, with Ron Clark Construction, explained the planned phases, including anticipated timeline of the demo and the build. He mentioned some shared parking potential with the Embassy Suites Hotel depending on the results of the parking study and short and long term needs. Duke Johnson mentioned his concerns with the ramp not currently being maintained. He informed the applicants of current code violations with the ramp property and his concern about it handling the loads associated with heavy equipment and construction. Duke asked applicants to hire a structural engineer to evaluate the integrity of the ramp. Applicant Jeff Wrede, with Momentum Design Group, noted that the same structural engineer that analyzed the ramp years ago has been hired back to re-evaluate the ramp. Mike Waldo asked what needs to be addressed in the next 24 hours. Duke explained rotten stairways, holes in the upper deck, etc. Duke asked that the structural engineer evaluate immediate repairs needed to provide stability for the duration of the construction. Applicant Mike Waldo and the team will also consider how “tight” the ramps should be built to structures so the integrity of structures aren’t jeopardized by vibration etc. from construction.
- Laura McCarthy (Fire Prevention):

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See Comment Summary.

- Access and circulation for emergency vehicles and water supply access to the entire property is vital, including existing and new structures.
 - Confirmation of three levels of underground parking.
 - Question about number of residential stories above retail and height of the retail section.
 - Jeff Wrede, from Momentum Design Group, confirmed 4 residential stories and grocery height is 18 feet tall.
 - Parking structure and access lanes must support 40 tons (at minimum) to support trucks.
 - Hydrant coverage shall be provided within 50 feet of the fire department connection and within 150 feet of all portions of the structure.
 - Discussion about the address of the property as it needs to be easily recognized by emergency responders. Mike Waldo, with Ron Clark Construction, explained how each apartment building will have a different name and will likely be addressed using American Blvd but is open to what is determined as best. Carl Kaeding, with Kaeding Development Group, reviewed the current addresses and what might change.
 - Laura McCarthy discussed importance of access via surface parking lot. .
 - Mike Waldo again reviewed emergency access points and noted one corner of property on the south side has no access. He asked which direction emergency vehicles would be coming from and a discussing ensued about turning radius and viable accesses.
 - Mike Zolbilk asked which fire vehicle would be assigned for Autoturn calculations.
 - Laura McCarthy noted it is Ladder 3.
 - Carl Kaeding noted difficulty with emergency access due to terrain issues in the south and east sections.
 - Mike Waldo noted EMT stair access through the back.
 - Laura McCarthy concluded that access challenges will be addressed as project evolves.
- Erika Brown (Police):
 - absent
 - Brian Hansen (Engineering):

Review the water resource comments in Comment Summary.

 - Noted previous discussion about using pond as part of storm water management and importance of providing slope stability analysis and pretreating the water.
 - Regarding traffic review comment, the applicant should provide trip generation numbers for the proposed site, Daily, AM and PM trips.
 - Also, in front of grocery section, it is not likely that the dedicated right turn lane is needed into the site from American Blvd. If the applicant is interested and, if it benefits the design of the site, staff would not be opposed to removing the right turn lane, provided there were no utility or other conflicts. The cost would need to be borne by the applicant.
 - Jeff Wrede asked for clarification, if straightened curve of road, three lanes would be maintained.
 - Tim Kampa (Utilities):

Most comments in the Comment Summary are standard and are guidelines for design of utilities. Wanted to highlight a few comments:

 - Looping water system is required (supply from two points) to provide increased reliability of service and reduction of head loss. Provide water loop to the west to increase fire flow and reliability, secure private utility agreement. Show water system for entire site providing looping to American Blvd and 34th Avenue. Looping is important for volume of water and redundancy.
 - Install hydrants to provide fire protection for entire building. Each hydrant covers 150 foot radius. There must be a hydrant located within 50' of the Fire Department Connection that is accessible by a fire truck. Must have a hydrant available to trucks.

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- Any new or substantial removal of a food service facility must provide an exterior grease interceptor and grease interceptor maintenance agreement according to state standards. See plumbing plan reviews for number of fixtures and size standards before it is ordered.
 - Dave Nash, with Alliant Engineering, confirmed this requirement applies to grocery only.
- Sanitary sewer mainline, clean-outs, manholes, and services must be designed with adequate depth of cover or install high-density polystyrene insulation to prevent freezing. Minimum of two sheets of 2" insulation with staggered joints (total of 4").
- Water services must be metered within 10 feet of outside wall where it enters the building, not in ceiling or floor, according to fire code standard.
- Provide water and sewer average information during peak demand. Staff is doing analysis of system capacity because of the redevelopment in this area. Provide peak hour and average day water demand and wastewater flow estimates. Work with staff to confirm if sewer and water capacities are exceeded for this development since utilities were originally designed for single story buildings. A project is slated for launch in 2021 on American Blvd, closer to 28th avenue because of a pinch point for this area.
- Glenn asked for an approximation of when in 2021 the market rate will come on line.
 - Applicants Carl Kaeding, Jeff Wrede, and Mike Waldo agreed that it will be late in 2021 (at the earliest) because of this complexity of the project.
- Eileen O'Connell (Public Health):
 - Confirmed with applicants that the workforce and senior housing will be smoke free.
 - Reminded applicants that no tobacco products, including e-cigarettes are allowed within 25 feet of entrances.
 - Depending on space use, federal and state law may require a mother's room, separate from restroom.
- Jason Schmidt (Port Authority):
 - No comment at this time.
- Cherie Shoquist (HRA):
 - We have already talked, and will continue to do, to determine how to best utilize the Opportunity Housing Ordinance.
- Mike Centinaro (Planning):
 - As project evolves, we'll have more details of the landscaping plans, including removal of trees along the bluff. Landscaping requirements are based on developable area. Determining what is the developable area for this project is complicated by the bluff and the fact that almost the entire site is at or below the 800-foot elevation. Therefore, it falls under the Bluff Protection Standards.
 - Mike Waldo noted the tree survey is done, or nearly done. Dave Nash noted that not as many trees as first thought were affected when Boxelder trees and others on the prohibited list are excluded.
 - Looking broadly at comprehensive planning and zoning: This site is zoned HX-R High Intensity Mixed Use with Residential. The site is guided South Loop Mixed Use in the Comprehensive Plan. The proposed uses are permitted and consistent with the Comprehensive Plan designation. Re-guiding and re-zoning are not required. The plan entails a major revision to the existing preliminary development plan and a final development plan for the first phase. One challenge is parking. Based only on City Code requirements, the requirement is over 3,200 parking stalls. The City Code requirement does not take into account shared uses, transit, and internal capture rates, so we look forward to reviewing the parking study that is underway to determine parking supply needs.

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- In terms of approvals, a major revision and expansion to the Appletree square preliminary development plan is required. Because of this, a prepared document is needed which includes a site plan graphic and proposal for the entire planned development. The graphic should include a summary with an existing footprint and proposed developments, their associated land uses, gross building areas (GBA), parking supplies, and floor area ratio (FAR) calculations. The maximum FAR is 2.0, minimum HX-R is 1.5. Density bonuses would apply. Parking structures do not contribute to FAR.
 - Regarding the planned development proposal, applicant Carl Kaeding asked if a signature is needed from everyone involved in the former and current plan development of Appletree Square.
 - Mike Centinario explained that all property owners within the planned development would need to sign the development application form.
 - Applicant Jeff Wrede asked about needing a site plan with a survey. Existing conditions were discussed.
 - The preliminary development plan includes the whole “campus,” so it covers future building phases in one set of documents. A survey of entire buildings may be needed. The final development plan is for the market-rate apartments because that’s the first phase. That is the typical site plan submittal with full architectural, engineering, surveying documents
 - Applicant Jeff Wrede asked if a survey of all the buildings would be needed. Mike Centinario asked for accurate gross floor areas per floor. We can share Assessing records.
- Glen Markegard asked for clarification from the applicants regarding final versus preliminary plans. Do the applicants intend on seeking final development plan approval for all three phases at one time? Applicant Mike Waldo explained that it depends on timing and how the financing comes together. Because it’s an Opportunity Zone, in order to get the equity to make the rest of the project work we need that money invested by the end of next year.
 - Applicant Carl Kaeding noted that everyone would be more comfortable if all three came in together, but timing is crucial.
 - Mike Centinario explained that often with multi-phased projects, a preliminary development plan covers the whole campus, then final development plans are submitted for each phase. Glenn Markegard said a final development plan approval is good for 2 years with the possibility for a one year extension. Preliminary development plans don’t expire.
 - Applicant Mike Waldo concluded that we will know by spring if funds will come in. Goal is to do it at once but it is complicated.
- Total building heights are dictated by MSP Zoning and FAA regulations. The “Maximum Construction Heights Without Permit” is 170-feet at the site. Provided the construction cranes do not penetrate the 170-foot above grade height, an Airport Zoning Permit may not be needed. However, an FAA review will be required. Be sure to submit for the FAA’s No Hazard Determination review as soon as possible.
 - Applicant Mike Waldo asked about turn-around time and estimated 2 or 3 months if you get the agency the right information.
 - Applicant Dave Nash asked who to contact. Mike Centinario explained it is an online application.
- Regarding site plan elements. There is no minimum building setback in the HX-R district, except when there are public easements. There is a 10-foot drainage and utility easement along American Blvd. The building setback is effectively 10-feet except for a jog in the property line.
 - Applicant Mike Waldo asked about acquiring part of the right-of-way so it keeps the building where it is. Brian Hanson, from Engineering, said that could be considered.
- Mike Centinario said the parking requirement is still in question. It is rare to have the stall-to-unit ratio this low for the market rate development.

- Applicant Mike Waldo is assuming the ramp can be used for overflow, based on the initial parking study that feeds the first three buildings.
 - Applicant Carl Kaeding added that elevators will go into parking garage and applicant Mike Waldo said there will be no overnight parking.
 - Applicant Dave Nash thought the parking study will be back in the next week or so.
 - Laura McCarthy led discussion about the stairwell being important for emergency access instead of the elevators. A discussion ensued about hose valves in the stairwell and whether the area is heated or not. Two-hundred feet is travel distance required for hoses with enclosed, heated stairways with wet standpipe. (Or 130 feet for areas of garage if dry standpipe). Applicant Jeff Wrede noted that staircases are enclosed.
 - Laura McCarthy and Duke Johnson asked the applicants to contact them when plans are 50 to 60% finished to do a code analysis. They will set up code evaluation meetings that include City Plan Reviewers.
- Mike Centinario discussed need to provide a sidewalk connection from the primary entrance to each building and to public sidewalk or street. HX-R zoning needs a public entrance along American Blvd. It makes sense to have that on the northwest corner of the building. Applicant Mike Waldo discussed the grade difference across the north side of the property and the sidewalk locations. He also discussed a green space for senior housing area.
 - Mike Centinario also wanted to mention the requirement with the Opportunity Housing Ordinance that is complex and will need to continue to be worked through between the applicant and staff.



Comment Summary

Application #: PL2019-224

Address: 3601 and 3701 American Blvd. E. and 6 Appletree Square

Request: Major revisions to the Appletree Square preliminary development plan, final development plans, variances from Bluff Protection requirements, and preliminary and final plat for a multi-phase, mixed-use development including market-rate, senior, and workforce housing with retail space, located at 3701 and 3601 American Blvd E. and 6 Appletree Square.

Meeting: Pre-Application DRC - December 03, 2019

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) The proposed development, named American Square, would entail multiple phases of development in the existing Appletree Square development. The site is zoned HX-R High Intensity Mixed Use with Residential. The site is guided South Loop Mixed Use in the Comprehensive Plan. The proposed uses are permitted and consistent with the Comprehensive Plan designation. Reguiding and rezoning are not required. However, the plan entails a major revision to the existing Preliminary Development Plan and a Final Development Plan for the first phase.
- 2) Prepare a Preliminary Development Plan graphic for the entire Planned Development. This graphic would include an overall site plan identifying the existing and proposed developments, their associated land uses, gross building areas, FARs, and parking supplies.
- 3) See Document Markups
- 4) Provide a sidewalk connection from the building to public sidewalk or street. There doesn't appear to be a sidewalk connection between American Blvd. and the final residential phase.
- 5) Show location of a bike rack and bike rack detail on the plan.
- 6) Based on the preliminary proposal, the City Code requirement for the entire Planned Development is 3,286 parking stalls. The requirement may change as we confirm existing conditions, the proposal evolves, and does not take into consideration any shared parking, internal capture, or the impact of transit availability. Nonetheless, the 50+% parking deviation is a substantial reduction in parking supply. A parking study is underway to analyze shared parking and determine an anticipated demand.

A previous parking study identified some existing parking stalls as being allocated for airport parking. Airport parking is not permitted and has not been incorporated into the parking analysis.

- 7) After staff approval of stormwater management plans, provide an extra set of plans for staff to submit to Lower Minnesota River Watershed District.
- 8) Landscaping requirements are based on developable area. Determining what is the developable area for this project is complicated by the bluff and the fact that almost the entire site is at or below the 800-foot elevation.

Landscaping will continue to be a topic of conversation. If landscape plantings do not meet the Code requirement, a fee in lieu of landscaping will need to be requested.

- 9) Parking lot and exterior security lighting must meet Section 21.301.07. For the market rate residential development, a minimum of 3.0 foot-candles is required on the parking surface (which may be reduced to 1.5 foot-candles for the outer perimeter of the parking lot. The shared structured parking for office, hotel, retail, and residential uses has a higher lighting requirement - 5.0 foot-candles on the parking surface and 2.5 foot-candles along the perimeter.
- 10) Exterior materials must meet Section 19.63.08. Glass, brick, stone, architectural concrete, stucco are compliant with City Code. Metal panels that include a minimum 30-year finish warranty and are commercial-grade thickness are generally permitted. Metal lap siding typically associated with single-family homes does not meet the metals policy.
- 11) All rooftop equipment must be screened equal to the height of the equipment. (Section 21.301.18)
- 12) Interior trash and recycling must be provided.
- 13) Total building height is dictated by MSP Zoning and FAA regulations. Be sure to submit for the FAA's No Hazard Determination review as soon as possible.

The "Maximum Construction Heights Without Permit" is 170 feet at the site. Provided the construction cranes do not penetrate the 170 foot above grade height, an Airport Zoning Permit is not required. However, an FAA review will be required.

- 14) Include floor area ratio (FAR) calculations for the development. The minimum FAR in the HX-R zoning district 1.5. The FAR maximum is 2.0, though there are density bonuses that would apply to this development. Parking structures do not contribute to FAR.
- 15) There is a sidewalk connection gap for the "Affordable Senior" phase. Include a sidewalk connection between American Blvd. and the main entrance.
- 16) There is no minimum building setback in the HX-R district, except when there are public easements. There is a 10-foot drainage and utility easement along American Blvd. - the building setback is effectively 10 feet.
- 17) A public entrance is required along, and accessible by, the public street.
- 18) Development flexibility from Bluff Protection standards through the Planned Development process is not permitted. Variances would be required for the bluff side yard setback (Section 19.38.12(f)(1)) and the tree planting requirement (Section 19.38.12(f)(4)). Specifically request the variances and address variance practical difficulty findings in the project description.
- 19) Identify the building, as well as the balcony, setback along the south property line. The minimum setback is 10 feet. There is no "by-right" encroachment for balconies.
- 20) The City's Opportunity Housing Ordinance (OHO) requires at least 9% of the units to be affordable to households at or below 60% of area median income (AMI).

The first development phase is proposed to be 100% market rate. An entirely market rate phase would require payment in lieu of affordable units (Section 9.09 of the City Code). Future phases would be affordable units, and the payment in lieu of affordable units could be applied to those phases if approved in accordance with a specific timeline established by City Code Section 9.09(d). Continue to work with staff on analyzing OHO incentives.

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) Provide a code analysis with the plans.
- 4) SAC review by MET council will be required.
- 5) South Loop fee applies to this project.

- 6) When plans are 80% complete call Building Official for a code review meeting.
- 7) Building Official is requesting estimated tear-down date of existing parking ramp due to continuous orders for repairs to the ramp.

Fire Department Review - Pre-App 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) All emergency vehicle access lanes including all areas of the parking structure (top and lower levels) shall support a minimum 40 tons.
- 3) Hydrant coverage shall be provided within 50' of the FDC and within 150' of all portions of the structure.
- 4) Provide adequate turning radius to accommodate BFD Ladder 3
- 5) Access shall be provided to/from all stairwells on all floors and parking levels.
- 6) Standpipes requirement in all stairwells and hose valves shall be located at the floor landing
- 7) Hose valves shall be provided throughout the lower level of the parking garage within 130' of all areas of the garage if dry standpipe or within 200 feet if installing a wet standpipe
- 8) Emergency responder radio coverage meeting the requirements of appendix L in the 2015 MSFC shall be provided throughout the property and within the structures.
- 9) 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.
- 10) Building/property shall be adequately signed for emergency response.

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

- 1) Include a location for pedestrians to cross. This doesn't appear very accessible.

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

- 1) Private common utility easement/agreement must be provided.
- 2) Provide civil plans for the project. Plan sheets may include grading, drainage, utility, erosion control, traffic control, civil site, etc.
- 3) A Minnesota licensed civil engineer must design and sign all civil plans.
- 4) Utility as-builts must be provided prior to issuance of Certificate of Occupancy.
- 5) Contractor shall obtain a Public Works permit for underground work within the right-of-way. Permit is required prior to removals or installation. Contact Utilities (952-563-4568) for permit information.
- 6) Use updated city standard details for driveways, utilities, erosion control, etc. found on the website at www.bloomingtonmn.gov/information-sheets-and-handouts-engineering-division
- 7) Utility permits are required for connections to the public storm, sanitary, and water system. Contact Utilities (952-563-8777) for permit information.
- 8) All unused water services must be properly abandoned at the main. All unused sanitary sewer services must be properly abandoned at the property line.
- 9) A minimum 10-foot horizontal separation and 18-inch vertical separation is required between watermain and sewers. Provide a table with all water and sewer crossing elevation information including the separation dimension between the outsides of the pipes. Include a location index reference on the plans.
- 10) Loop water system (supply from two points) to provide increased reliability of service and reduction of head loss.

- 11) Provide valves for system isolation (longest interval cannot exceed 400 feet) and for building isolation without shutting down supply to hydrants.
- 12) Install hydrants to provide fire protection for entire building. Each hydrant covers 150-foot radius. There must be a Hydrant Located within 50' of the Fire Department Connection that is accessible by a fire truck. Pay extra attention to providing hydrant coverage in the area of the underground parking ramp.
- 13) Provide a minimum of 8-feet and a maximum of 10-feet of cover over all water lines, valves, services, etc.
- 14) Use Class 52 DIP water main for pipe 12-inches in diameter and smaller. A minimum 8 mil polywrap is required on all DIP.
- 15) Minnesota Department of Health (MDH) water permit/review may be required. Provide a copy of MDH approval letter or written confirmation from MDH that no permit/approval is required.
- 16) Minnesota Pollution Control Agency (MPCA) sanitary sewer permit/review may be required. Provide a copy of MPCA approval letter or written confirmation from MPCA that no permit/approval is required.
- 17) An inspection manhole is required on all commercial sewer services.
- 18) Use standard short cone manholes without steps.
- 19) Any new or substantial remodel of a food service facility must provide an exterior grease interceptor and grease interceptor maintenance agreement.
- 20) Install interior chimney seals on all sanitary sewer manholes.
- 21) Taps of live water mains are done by City forces and paid for and coordinated with the Contractor.
- 22) Utility and mechanical contractors must coordinate the installation of all water and sewer service pipes into the building to accommodate city inspection and testing. - Add This Note to the Plan.
- 23) Sanitary sewer mainline, clean-outs, manholes, and services must be designed with adequate depth of cover or install high-density polystyrene insulation to prevent freezing. Minimum of two sheets of 2" insulation with staggered joints. (Total of 4").
- 24) Use schedule 40, SDR 26, or better for PVC sewer services.
- 25) Combination fire and domestic services must terminate with a thread on flange or an MJ to flange adapter. - Add This Note to the Plan. Also note that the water meter(s) must be located within 10' of where they cross the building outside wall.
- 26) All components of the water system, up to the water meter or fire service equipment must utilize protective internal coatings meeting current ANSI/AWWA standards for cement mortar lining or special coatings. The use of unlined or uncoated pipe is not allowed. - Add This Note to the Plan.
- 27) Provide peak hour and average day water demand and wastewater flow estimates. Work with Utilities Staff to confirm if sewer and water capacities exist for this development.
- 28) Provide water loop to the west to increase fire flow and reliability, secure private utility agreement. Show water system for entire site providing looping to American Blvd and 34th Ave.

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

1) Water Resources Comments:

1. Lower Minnesota River Watershed District's Steep Slopes Overlay District which specifically prohibits stormwater ponds and will require a variance
2. If the pond continues to be the preferred method of stormwater management, provide stormwater management report in conformance with the City of Bloomington's Comprehensive Stormwater Management Plan. Additionally:
 - a. Provide slope stability analysis for pond
 - b. If the pond is intended for infiltration, pretreatment must be provided
 - c. Prior to issuing permits, acknowledgement from USFWS to allow discharge to their property must be received.

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

- 1) The applicant should provide trip generation numbers for the proposed site, Daily, AM Trips, PM Trips
- 2) With the current roadway volumes, it's not likely that the dedicated right turn lane into the site from American Boulevard is warranted or needed. If the applicant is interested and if it benefits the design of the site, Staff would not oppose removal of the right turn lane, provided there were no utility or other conflicts. The cost would need to be borne by the applicant.

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

- 1) Keep building, steps, and patios out of easement area.
- 2) South line of North 294.5 feet of SE 1/4 of NW 1/4 Sec 6

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

- 1) Based on the information we have received so far, we have calculated a preliminary park dedication amount of \$570,000 on the entire project.