

## GENERAL INFORMATION

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|----------------------------------|--|
| Applicants:                      | James Riley, Roers Investments LLC (developer)<br>Saeid Berenjian, PARS Properties, LLC (property owner)   |
| Location:                        | 8131 34 <sup>th</sup> Avenue South   |
| Request:                         | 1) Major revision to preliminary development plans to incorporate a six-story, 146-unit age restricted apartment building;<br>2) Final development plans to redevelop a surface parking lot as a six-story, 146-unit age-restricted apartment building; and<br>3) Preliminary and final plat to incorporate vacated public right-of-way into the existing lot. |
| Existing Land Use and Zoning:    | Surface parking lot; zoned HX-R(PD)(BP) High Intensity Mixed Use with Residential (Planned Development)(Bluff Protection)  |
| Surrounding Land Use and Zoning: | North – Office; zoned HX-R(PD)<br>South – Environmental corridor; zoned SC(BP) Conservation (Bluff Protection)<br>East – Multiple-family residential and environmental corridor; zoned HX-R(PD)(BP) and SC(BP)<br>West – Multiple-family residential; zoned HX-R(PD)   |
| Comprehensive Plan Designation:  | South Loop Mixed Use   |

## HISTORY

|                      |  |
|----------------------|--|
| City Council Action: | 04/27/1987 – Approved a final development plan to expand the office building and parking at 8101 and 8131 34 <sup>th</sup> Avenue S. (Case 7727AB-87). |
|----------------------|--|

## CHRONOLOGY

|                     |   |
|---------------------|---|
| Planning Commission | 01/28/2021 – Recommended City Council approval of the preliminary and final development plans and preliminary and final plat. |
| City Council        | 02/08/2021 – Consent agenda item  |

## DEADLINE FOR AGENCY ACTION

|                             |  |
|-----------------------------|--|
| Application Date:           | 12/21/2020   |
| 60 Days:                    | 02/19/2021   |
| 120 Days:                   | 04/20/2021   |
| <b>Applicable Deadline:</b> | <b>02/19/2020</b>                                    |
| Newspaper Notification:     | Confirmed – (01/14/2020 Sun Current – 10 day notice) |
| Direct Mail Notification:   | Confirmed – (500 buffer – 10 day notice)             |

## STAFF CONTACT

Mike Centinario, Planner  
Phone: (952) 563-8921  
E-mail: mcentinario@BloomingtonMN.gov

## PROPOSAL

The applicant is proposing to redevelop an existing surface parking lot at 8131 34<sup>th</sup> Avenue S. into a six-story, 146-unit age-restricted apartment building. The site is located along the Minnesota River Valley, making the site more challenging to redevelop without impacting the river valley bluff. An existing retaining wall supporting the parking lot would need to be removed and reconstructed to support the six-story building. To provide sufficient parking for both the residential and office buildings, a portion of the parking would be shared between the two uses.

To lessen disturbance along the bluff, the applicant is proposing a vacation of public right-of-way along 34<sup>th</sup> Avenue. The vacation is only 569 square feet, but allows the building to be slightly closer to 34<sup>th</sup> Avenue and less impactful to the bluff area. Should the vacation be approved by the City Council, the vacated right-of-way would be incorporated into the development site via a preliminary and final plat.

Access to the site would largely remain the same. A “right-out” of the surface parking lot to 34<sup>th</sup> Avenue would become a “right-in, right-out.” Access to Appletree Square to the north would be retained. The American Blvd. LRT station is within easy walking distance of the property.

## ANALYSIS

### Land Use

The approved Appletree Square preliminary development plan envisions multiple-family residential development at this site. The intent was to construct an additional phase of Appletree Condominiums, a five-story condominium building located immediately to the northeast at 8121

34<sup>th</sup> Avenue S. The second condominium phase never materialized and 8101 34<sup>th</sup> Avenue was approved for a building expansion in 1987 with 8131 34<sup>th</sup> Avenue accommodated a parking lot expansion.

High-density multiple-family residential development is consistent with the South Loop District Plan and is permitted within the HX-R Zoning District. There are no other age-restricted developments within the South Loop District. The project would improve the district’s housing mix by providing another housing choice that is currently unavailable.

**Code Compliance**

The proposed development complies with a majority of the Code requirements. Table 1 provides a Code analysis of items that meet or exceed City Code or require revision. The table is followed by commentary related to deviations requested and Opportunity Housing Ordinance (OHO) development incentives.

**Table 1: City Code Requirement Analysis for HX-R Development**

| Standard                           | Code Required  | Proposed   | Compliance                                |
|------------------------------------|--|--|---|
| Site area                          | 120,000 square feet minimum  | 177,711 square feet                                    | Yes                                       |
| Building setback along all streets | 10 feet - (equal to public easement) minimum                               | 12 feet  | Yes                                       |
| Building rear yard setback         | 10 feet minimum  | 50 feet  | Yes                                       |
| Impervious surface                 | 90 percent maximum   | 57.7 percent   | Yes                                       |
| Floor area ratio                   | 1.5 minimum<br>2.0 maximum (w/o credits)                                   | 1.56   | Yes                                       |
| Residential density                | 30 dwelling units/acre minimum   | 59 units/acre  | Yes                                       |
| Building height                    | As dictated by MSP Airport Zoning – 180 feet maximum                       | 77 feet from grade at west elevation                   | Yes                                       |
| Parking required                   | 409 spaces minimum – both 8101 and 8131 buildings                          | 285 spaces – with shared parking                       | Deviation requested through parking study |
| Parking location                   | Structured parking with minimal surface parking                            | Structured parking with minimal surface parking        | Yes                                       |
| Parking islands                    | 8 feet wide minimum inside of curb to inside of curb with a deciduous tree | Most islands compliant with width and tree requirement | Minor revisions required                  |
| Sidewalks                          | 8 feet wide minimum along streets  | 8+ feet wide along 34 <sup>th</sup> Avenue             | Yes                                       |

|                       |  |  |   |
|-----------------------|--|--|---|
| Drive aisle           | 24 feet two-way minimum;<br>20 foot fire lane minimum                      | 24 feet two-way; 20<br>foot fire lane          | Yes   |
| Trees                 | 31 trees minimum   | 31 trees                                       | Landscaping<br>quantity met;<br>minor revisions<br>required |
| Shrubs                | 77 shrubs minimum  | 120 shrubs                                     | Yes   |
| In-unit storage space | Minimum 96 cubic feet with<br>4 foot horizontal and<br>vertical dimensions | Unknown – unit<br>floor plans not<br>submitted | Confirmed prior<br>to building permit<br>issuance           |

**Opportunity Housing Ordinance and Incentives**

The applicant proposes to meet the Opportunity Housing Ordinance (OHO) affordability requirement with 14 units affordable to those earning up to 60 percent of area median income (AMI). By meeting the OHO requirement, the development is entitled to incentives outlined in Chapter 9 of the City Code. In addition to a 20 percent “by-right” parking deviation, the applicant may take advantage of increased secondary exterior material allowances. These allowances are for non-street side building elevations.

**Building Design**

Consistent with the South Loop District Plan’s guidance, the proposed building would redevelop a surface parking lot with a high-density residential building. The site would improve the urban character of the district and provide visual interest in the area. The exterior materials palette is similar to other developments in the area with a mix of glass, masonry, metal panels, and fiber cement. Glass and masonry are permitted primary exterior materials. Metal panels may be primary materials, subject to additional warranty and thickness reviews. Fiber cement panels are considered secondary materials.

As described in the OHO section, the project is permitted up to 50 percent secondary exterior materials on non-street side building elevations. Some design modifications are likely along the east elevation. The exterior of the structured parking levels would be a pre-cast concrete wall. In these situations, staff does not include the exposed foundation in the overall materials calculations when the foundation is not facing a public or private street. Since the building elevations identified the pre-cast concrete as a primary material, which it is not, additional architectural treatment is necessary. An option to meet the standard would be to replace the fiber cement panels with masonry along the east building elevation’s first floor. The masonry on the first floor and glass on all six floors would likely meet the 50 percent material requirement.

Developing along a bluff is challenging, but in this case leads to a unique design that “hugs” the bluff to maximize developable area. The applicant would minimize bluff disturbance and tree removal. Most of the existing mature trees on site along the bluff would be preserved. Given the area is within a bluff protection area, extensive analysis to demonstrate the construction would not

lead to negative bluff impacts or changes to existing hydrology must be submitted for review and approved. The applicant has provided initial slope analysis, which appears to show the bluff would be protected. Ultimately, a robust slope analysis completed by Professional Engineers would be required to be approved by City Engineering staff prior to any land disturbance.

### **Landscaping, Screening and Lighting**

Landscaping, including trees, shrubs, grasses, and perennials would be provided on site and most densely planted along the building's west and north sides. Trees would be removed from the bluff area, but removals would be kept to a minimum. In determining the "developable area" to determine landscaping quantity requirements, staff used the total disturbed area. Bluff areas that would be left undisturbed do not contribute to the landscaping requirement – these areas are currently forested and would remain so. Tree quantities meet and shrub quantities exceed City Code requirements and meet City landscaping design policies. Some minor revisions would be necessary to ensure parking islands include at least one deciduous tree. Landscaping locations may also shift to improve emergency access.

Landscaping outside the existing office building site has been removed over time. This is quite common as landscaping dies and is removed, but is often not replanted. As part of the development, the applicant would restore landscaping according to the approved 1987 plan. The missing landscaping primarily entails trees along 34<sup>th</sup> Avenue S. and within the surface parking areas.

A photometric lighting plan was submitted, but only a "maintained" site photometric plan. Initial and maintained photometric plans must be submitted and approved for the surface parking areas and structured parking before a building permit may be issued. Shared parking areas must meet office lighting standards, which has a slightly higher maintained footcandle requirement. The applicant is not seeking any deviations from any landscaping, lighting, or screening requirements.

### **Access, Circulation, and Parking**

Planned developments often share access, drive lanes, and parking. The proposed development is no exception. To improve access to the site, and to provide better emergency access, the existing "right-in" access along 34<sup>th</sup> Avenue, which serves as an exit for the 8101 building, would be converted to a "right-in, right-out." Immediately to the north of the office building is a signalized intersection which provides access for vehicles leaving the site and traveling south on 34<sup>th</sup> Avenue.

Table 2 below identifies the uses, parking standards, proposed conditions, and overall parking requirement for the two buildings. Because the proposed parking deviation was greater than the OHO incentive, a parking study was conducted to determine if the parking reduction is warranted. The South Loop District's parking demand tends to be lower than the City Code standard, in part given great transit access, but a 30 percent parking reduction necessitates a third-party review.

**Table 2: Parking Analysis**

| Use Description                        | Standard                | Proposed | Parking Requirement |
|--|-------------------------|----------|---------------------|
| Office                                 | 1 stall per 285 GFA     | 48,110   | 168.8               |
| Senior Housing                         | 1.5 stalls per unit     | 146      | 219.0               |
| Party Room                             | 1 stall per 100 sq. ft. | 2,100    | 21.0                |
| Total Requirement                      |                         |          | 408.8 stalls        |
| Total Requirement – with OHO Reduction |                         |          | 360.8 stalls        |
| Proposed Parking Supply                |                         |          | 285 stalls          |
| Deviation (%)                          |                         |          | 30.3                |
| Deviation (%) – with OHO Reduction     |                         |          | 21.0                |

The 21 percent parking deviation is substantial, but does not consider the 62 stalls shared with the office building. Peak parking demands between residential and office uses work well for shared parking because the peak parking demand does not overlap. As concluded by the parking study, which estimates a total peak parking demand at 171 stalls, staff believes there would be sufficient parking supply at the site and is supportive of the deviation.

**Noise Mitigation**

Given the South Loop District location relative to the north/south runway at MSP International Airport, noise insulation is an important factor to consider in conjunction with any application for a noise sensitive use. Residential uses are among the most noise sensitive uses and noise has been successfully mitigated at nearby residential development. City Code noise attenuation standards apply to this site. The applicant must provide documentation the windows, doors, and mechanical systems meet South Transmission Class (STC) ratings for residential development prior to the issuance of a building permit.

**Stormwater Management**

Stormwater will be managed to meet the City’s and Watershed District’s requirements for stormwater rate control (quantity), stormwater quality and volume.

The Stormwater Management plan calculations and narrative have been reviewed and appear to meet the requirements in the City of Bloomington Comprehensive Surface Water Management Plan. A maintenance plan has not yet been provided and will be required to be signed and filed at Hennepin County. This site is located within the Lower Minnesota River Watershed District, so no additional permit will be required.

### Utilities

The subject property is served by both City sanitary sewer and water. City sanitary sewer improvements are planned for the South Loop area that will increase capacity to serve future development in the area. Without the improvements, sufficient capacity does not exist. The utility plans for the site must be approved by the City Engineer prior to the issuance of a building permit for the site. Fire hydrant coverage and adequate supply for fire protection will also be evaluated as part of the review of the utility plans.

### Traffic Analysis

No significant impacts to the adjacent traffic patterns due to this building addition have been identified. Right-in, right-out access will be provided to the site off of 34<sup>th</sup> Avenue. Full access to and from the site is provided by the traffic signal located at 34<sup>th</sup> Avenue and Appletree Square.

### Fire Prevention and Public Safety

The applicant continues design work to meet the minimum standards for emergency vehicle access, including turning radius prior to the issuance of the building permits. The approved access road must be maintained in accordance with the approved plan including a surface to provide all weather driving capabilities. Apparatus access roads must be asphalt or concrete and support a minimum of 80,000 pounds.

A looped water supply feeding a single, combined water service into the building is required for the domestic and sprinkler system water demand. Hydrant coverage must be provided within 150 feet of all exterior walls and within 50 feet of the fire department connection. The Utilities and Fire Prevention Divisions would approve hydrant locations.

The building must be addressed plainly and visible from the street or road using numbers that contrast with the background. The numbers must be a minimum of four inches, be Arabic numbers or alphabetic letters with a minimum stroke width of 0.5 inches.

The applicant must ensure the proposed landscaping plans do not interfere with access to the building. Knox boxes and annunciator panels would be required at the main entrances and other areas as designated by the Fire Prevention Division.

All stairwells must have an access door to the interior on all floors including the first floor. The fire code requires wet standpipe hose valves within 200 feet of all areas within the structure. Due to limited emergency vehicle access, automatic wet standpipes per section 503.1.1.1(2) may be required.

Provide for emergency responder radio coverage throughout the complex and in all structures per the requirements of Appendix L in the 2015 Minnesota State Fire Code.

Any changes made to the current plans, including building location, access roads, water supply and addressing, shall be reviewed by the Fire Marshal to insure continued compliance with the fire code.

**Status of Enforcement Orders**

There are no open enforcement orders for the property.

**FINDINGS**

**Required Preliminary Development Plan Findings - Section 21.501.02(d)(1-6):**

| <b>Required Finding</b>   | <b>Finding Outcome/Discussion</b>   |
|---|---|
| (1) The proposed use is not in conflict with the Comprehensive Plan   | Finding made – There is no conflict between the proposed development and the Comprehensive Plan. The proposed apartment building is consistent with the Comprehensive Plan’s South Loop Mixed Use designation.  |
| (2) The proposed use is not in conflict with any adopted District Plan for the area   | Finding made – The proposed development is consistent with the South Loop District’s vision for dense development that takes advantage of and supports nearby transit options.  |
| (3) All deviations from City Code requirements are in the public interest and within the parameters allowed under the Planned Development Overlay Zoning District or have previously received variance approval           | Finding made – The proposed deviations would facilitate a development that is of similar character with the nearby multi-family housing development. The building’s height, density, massing, design and other characteristics are consistent with development projects within the South Loop District. The deviations would not have an adverse impact on the surrounding neighborhood and are in the public interest. |
| (4) Each phase of the proposed development is of sufficient size, composition, and arrangement that its construction, marketing, and operation is feasible as a complete unit without dependence upon any subsequent unit | Finding made – The planned development is one phase and is not dependent on subsequent phases.  |
| (5) The proposed development will not create an excessive burden on parks, schools, streets, and other public facilities and utilities which serve or are proposed to serve the planned development; and                  | Finding made – Given the size and characteristics of the proposed development, an excessive burden is not anticipated on parks, schools, streets, the sanitary sewer system or the water system once planned sanitary sewer improvements are completed in the area.   |
| (6) The proposed development will not be injurious to the surrounding   | Finding made – The proposed development is not anticipated to be injurious to the surrounding   |

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|---|---|
| <p>neighborhood or otherwise harm the public health, safety and welfare</p> | <p>neighborhood or otherwise harm the public health, safety and welfare. The development must meet stormwater requirements and the building design, building heights, and site circulation are consistent with multi-family housing development within the South Loop District. Special attention is being paid to environmentally sensitive slope areas.</p> |
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**Required Final Development Plan Findings – Section 21.501.03(e)(1-7)**

| <b>Required Finding</b>  | <b>Finding Outcome/Discussion</b>  |
|--|--|
| <p>(1) The proposed use is not in conflict with the Comprehensive Plan</p>   | <p>Finding made – There is no conflict between the proposed development and the Comprehensive Plan. The proposed apartment building is consistent with the Comprehensive Plan’s South Loop Mixed Use designation.</p>  |
| <p>(2) The proposed use is not in conflict with any adopted District Plan for the area</p>   | <p>Finding made – The proposed development is consistent with the South Loop District’s vision for dense development that takes advantage of and supports nearby transit options.</p>  |
| <p>(3) The proposed development is not in conflict with the approved preliminary development plan for the site</p>   | <p>Finding made –The final development is consistent the preliminary development plan, which shows multi-family housing at this location.</p>  |
| <p>(4) All deviations from City Code requirements are in the public interest and within the parameters allowed under the Planned Development Overlay Zoning District or have previously received variance approval</p> | <p>Finding made – The proposed deviations would facilitate a development that is of similar character with the nearby multi-family housing development. The building’s height, density, massing, design and other characteristics are consistent with development projects within the South Loop District. The deviations would not have an adverse impact on the surrounding neighborhood and are in the public interest.</p> |
| <p>(5) The proposed development is of sufficient size, composition, and arrangement that its construction, marketing, and operation is feasible as a complete unit without dependence upon any subsequent unit</p>     | <p>Finding made – The planned development is one phase and is not dependent on subsequent phases.</p>  |
| <p>(6) The proposed development will not create an excessive burden on parks, schools, streets, and other public facilities and utilities which serve or are proposed to serve the planned</p>                         | <p>Finding made – Given the size and characteristics of the proposed development, an excessive burden is not anticipated on parks, schools, streets, the sanitary sewer system or the water system once planned sanitary sewer improvements are completed in the area.</p>   |

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| development; and   |  |
| (7) The proposed development will not be injurious to the surrounding neighborhood or otherwise harm the public health, safety and welfare | Finding made – The proposed development is not anticipated to be injurious to the surrounding neighborhood or otherwise harm the public health, safety and welfare. The development must meet stormwater requirements and the building design, building heights, and site circulation are consistent with multi-family housing development within the South Loop District. Special attention is being paid to environmentally sensitive slope areas. |

**Required Preliminary Plat Findings - Section 22.05(d)(1-8):**

| <b>Required Finding</b>  | <b>Finding Outcome/Discussion</b>  |
|--|--|
| (1) The plat is not in conflict with the Comprehensive Plan  | Finding made – The plat is not in conflict with the Comprehensive Plan as the proposed lots meet City Code requirements.   |
| (2) The plat is not in conflict with any adopted District Plan for the area  | Finding made – The proposed plat is consistent with the South Loop District’s vision for dense, transit-supporting development.  |
| (3) The plat is not in conflict with City Code provisions  | Finding made – The proposed plat is not in conflict with provisions of the City Code, subject to the proposed preliminary and final development plans.   |
| (4) The plat does not conflict with existing easements   | Finding made – There are no known easements that cannot be vacated and rededicated. The plat does not conflict with existing easements.  |
| (5) There is adequate public infrastructure to support the additional development potential created by the plat  | Finding made – There is adequate public infrastructure to support the development intended for the lots created by the plat.   |
| (6) The plat design mitigates potential negative impacts on the environment, including but not limited to topography; steep slopes; trees; vegetation; naturally occurring lakes, ponds, rivers, and streams; susceptibility of the site to erosion, sedimentation or flooding; drainage; and stormwater storage needs | Finding made – The plat will establish new drainage and utility easements. The proposed development plan will be required to manage erosion, stormwater, and mitigate any potential negative impacts on the Minnesota River Valley bluff. Environmentally sensitive sloop areas require additional mitigation measures, which the development plans account for. |
| (7) The plat will not be detrimental to the public health, safety and welfare  | Finding made – The plat would subdivide an existing platted lot to incorporate right-of-way that is proposed to be vacated. The redevelopment will not be detrimental to the public health, safety, or general   |

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|  | welfare.   |
| (8) The plat is not in conflict with an approved development plan or plat. | Finding made – The proposed plat would facilitate construction of the proposed development on site and is not in conflict with the proposed development. |

**Required Final Plat Findings – Section 22.06(d)(1):**

| <b>Required Finding</b>   | <b>Finding Outcome/Discussion</b>  |
|---|--|
| (1) The plat is not in conflict with the approved preliminary plat or preliminary plat findings | Finding made – The final plat is consistent with the preliminary plat and preliminary plat findings. |

**RECOMMENDATION**

The Planning Commission and staff recommend approval using the following motions:

In Case PL2020-231, having been able to make the required findings, I move to approve major revisions to the preliminary development plan and final development plans for a six-story, 146-unit age restricted apartment building at 8131 34<sup>th</sup> Avenue South, subject to the conditions and Code requirements attached to the staff report.

In Case PL2020-231, having been able to make the required findings, I move to approve the preliminary plat and adopt the resolution approving a final plat for ROERS 34<sup>TH</sup> AVE REDEVELOPMENT, subject to the conditions and Code requirements attached to the staff report.

## RECOMMENDED CONDITIONS OF APPROVAL

Case PL202000231

**Project Description:** Major revision to the Appletree Square preliminary development plan, final development plans for a six-story, 146-unit senior housing building; and a one-lot preliminary and final plat.

**Address:** 8131 34TH AVE S

The following conditions of approval are arranged according to when they must be satisfied. In addition to conditions of approval, the use and improvements must also comply with all applicable local, state, and federal codes. Codes to which the applicant should pay particular attention are included below.

1. Prior to Permit A Site Development Agreement, including all conditions of approval, must be executed by the applicant and the City and must be properly recorded by the applicant with proof of recording provided to the Director of Community Development.
2. Prior to Permit Access, circulation and parking plans must be approved by the City Engineer.
3. Prior to Permit Parking lot and site security lighting plans must be revised to satisfy the requirements of Section 21.301.07 of the City Code.
4. Prior to Permit Exterior building materials must be approved by the Planning Manager (Sec. 19.63.08).
5. Prior to Permit A National Pollutant Discharge Elimination System (NPDES) construction site permit and a Storm Water Pollution Prevention Plan (SWPPP) must be provided if greater than one acre is disturbed (State of MN and Federal regulation).
6. Prior to Permit A Minnesota Department of Health (MDH) watermain review and approval must be obtained or notification from MDH that this permit is not required must be submitted to the City (State of MN).
7. Prior to Permit Fire lanes must be posted as approved by the Fire Marshal (MN State Fire Code Sec. 503.3).
8. Prior to Permit Prior to occupancy, life safety requirements must be reviewed and approved by the Fire Marshal.
9. Prior to Permit Landscape plan must be revised to be Code compliant, must be approved by the Planning Manager and landscape surety must be filed (Sec 19.52).
10. Prior to Permit Federal Aviation Administration review is required through the 7460 airspace analysis process.
11. Prior to Permit Storm Water Management Plan must be provided that demonstrates compliance with the City's Comprehensive Surface Water Management Plan. A maintenance plan must be signed by the property owners and must be filed of record with Hennepin County.
12. Prior to Permit Grading, Drainage, Utility and Erosion Control plans must be approved by the City Engineer.
13. Prior to Permit An erosion control surety must be provided (16.08(b)).
14. Prior to Permit Sewer Availability Charges (SAC) must be satisfied.

15. Prior to Permit Utility plan showing location of existing and proposed water main and fire hydrant locations must be approved by the Fire Marshal and Utilities Engineer (City Code Sec. 6.20, Minnesota State Fire Code Sec. 508).
16. Prior to Permit Professional certifications related to steep slope disturbances must be submitted in compliance with Bluff Protection standards and be approved by the City Engineer.
17. Prior to Permit Plans submitted for building permits must include documentation that construction will provide Sound Transmission Class (STC) ratings in accordance with Section 21.301.12 of the City Code.
18. Prior to Permit An Airport Zoning Permit must be approved by the Community Development Director for any crane or structure on site that exceeds 150 feet in height above existing grade (MSP Airport Zoning Ordinance Section VIII (A)).
19. Prior to Permit A designated storage space of at least 96 cubic feet, with minimum dimensions at least four feet high, four feet wide and four feet deep must be located within each dwelling unit.
20. Prior to C/O Building must be provided with an automatic fire sprinkler system as approved by the Fire Marshal (MN Bldg. Code Sec. 903, MN Rules Chapter 1306; MN State Fire Code Sec. 903).
21. Prior to C/O Buildings shall meet the requirements of the Minnesota State Fire Code Appendix L (Emergency Responder Radio Coverage) adopted through City Ordinance to have approved radio coverage for emergency responders based upon the existing coverage levels of the public safety communication systems.
22. Prior to C/O Bicycle parking spaces must be provided and located throughout the site as approved by the City Engineer.
23. Ongoing All rooftop equipment must be fully screened (Sec. 19.52.01).
24. Ongoing Alterations to utilities must be at the developer's expense.
25. Ongoing All construction stockpiling, staging and parking must take place on site and off adjacent public streets and public right-of-way.
26. Ongoing Signs must be in compliance with the requirements of Chapter 19, Article X of the City Code and Uniform Design Plan.
27. Ongoing A sidewalk must be provided to link the primary entrance of each building on site with the public sidewalk network.
28. Ongoing All trash and recyclable materials must be stored inside the principal building (Sec. 21.301.17).