



# Development Review Committee

## Approved Minutes

Pre-Application, PL202300084  
Meeting Date: June 20, 2023  
McLeod Conference Room  
Bloomington Civic Plaza  
1800 West Old Shakopee Road

### Staff Present:

Brian Hansen (Eng., Chair)	952-563-4543	Jason Heitzinger (Assessing)	952-563-4512
Laura McCarthy (Fire Prev)	952-563-8965	Erik Solie (Env. Health)	952-563-8978
Travis Schlangen (Utilities)	952-563-8775	Mike Thissen (Env. Health)	952-563-8981
Jordan Vennes (Utilities)	952-563-4533	Glen Markegard (Planning)	952-563-8923
Kelly Beyer (Bldg & Insp)	952-563-4519	Londell Pease (Planning)	952-563-8926
Mike Polermo (Port Authority)	952-563-8924	Nick Johnson (Planning)	952-563-8925
Tim Kampa (Utilities)	952-563-8776	Michael Centinar io (Planning)	952-563-8921
Kevin Toskey (Legal)	952-563-4889	Deb Heile (Eng)	952-563-4628
Nicholas Redmond (Legal)	952-563-8781	Desmond Daniels (Police)	952-563-8848

### Project Information:

Project	Park N Go Redevelopment - 7901 International Dr. - Pre-App
Site Address	7901 INTERNATIONAL DR, BLOOMINGTON, MN 55425
Plat Name	NEW B ADDITION;
Project Description	Preliminary development plan for the phased redevelopment of the Park N Go remote airport parking facility; final development plans for phase 1 - a
Application Type	Preliminary Development Plan Final Development Plan Preliminary Plat - Type III Final Plat - Type III
Staff Contact	Mike Centinar io - mcentinar io@BloomingtonMN.gov 952-563-8921
Applicant Contact	Dan Williamson - 952-292-2487/ dan@saintnap.com
Post Application DRC	YES

NOTE: To view all documents and minutes related to this review, please go to [www.blm.mn/plcase](http://www.blm.mn/plcase) and enter "PL202300084" into the search box.

### Guests Present:

Name	Email
Daniel Williamson (Park 'n Go)	<a href="mailto:dan@saintnap.com">dan@saintnap.com</a>

**INTRODUCTION –**

This meeting will be similar to DRC meeting we had last year, including the comment summary, meeting minutes, access to marked up plans etc.

The proposal is for a Preliminary development plan for the phased redevelopment of the Park N Go remote airport parking facility; final development plans for phase 1 - a 164-unit apartment building with 4,000 square feet of retail and structured remote airport parking.

**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.

- Renae Clark (Park and Recreation):
  - Absent
- Jason Heitzinger (Assessing):
  - \$592,500 is the calculated park dedication fee. There is a park dedication fee when there is a new development, and this fee will support the park system. This calculation is just for phase 1 and could change when we see the final plat. Note: Every time we replat a property there will be a park dedication fee.
    - Glen Markegard – With multi-phase projects, you could apply to defer the park dedication fees for future phases so rather than paying it all up front you can pay piece by piece when you develop the other phases.
- Mike Thissen (Environmental Health):
  - Remember a rental license is required for the permits.
- Kelly Beyer (Building and Inspection):
  - Without seeing the plans, my comments are general in the Comment Summary.
  - Question: Are you replating each building?
    - The applicant responded “Yes, we will plat each piece.”
- Laura McCarthy (Fire Prevention):
  - Please see my comments on the Comment Summary and on the proposed plans.
  - The top area remains surface parking (no change) with parking 2 levels below grade and 2 surface levels called a Texas wrap on the front with a residential feel, not a parking ramp.
  - L.McCarthy is concerned that when phase 5 is constructed, fire department will no longer have access to the building on the north side from phase 1.
    - The applicant said that trucks will have access to a road, hydrants, and all sides of the facility, but in phase 5, in theory, a set of apartments could be on the north side of the ramp. His partner, who is handling the apartment project, will have to consider the fire suppression in the courtyard. For financial reasons he may want to build more units vertically. Phase 1 is to build 5 levels of wood frame on a poured concrete base.
  - L.McCarthy said she hasn’t seen any side elevations but emphasized that she wants to anticipate future phases and address issues during the design of Phase 1. But, to respect people’s time at this meeting, L.McCarthy would like to have other conversations outside of this meeting to protect the interests of the fire department.
- Desmond Daniels (Police):
  - No comment

- Brian Hansen (Engineering):
  - Provide trip generation numbers for the site for the first phase using ITE Trip Generation numbers or another industry accepted method. We have assumptions for what the 2040 use might be on this site and would need to compare it with this latest plan.
    - The applicant reminded staff that his team is trying to get access off of 34<sup>th</sup> Avenue to take pressure off of 34<sup>th</sup> and American Blvd.
    - The applicant also commented on the sidewalks, stating there are no sidewalks on International Drive and there were sidewalks on 34<sup>th</sup> Ave but the sidewalks have been taken out to the bus stop. The grass is dead from people using the bus stops. The city took the sidewalks out, and should put them back in.
  - Regarding Storm Water review, provide soil borings for stormwater infiltration BMP as part of this report to verify assumed infiltration rate.
  - On the north side, there's a drainage and utility easement that will need to be vacated and public utilities would need to be relocated for future phases as the footprint of the buildings would be over the existing public utilities.
    - Applicant commented on the overhead Xcel line that if it goes away, it'll give the project more flexibility.
  - Reach out if you have more questions.
- Jordan Vennes (Utilities):
  - Without a Civil plan, please review the general comments listed on the Comment Summary.
- Tim Kampa (Utilities):
  - The city has recently installed new sanitary sewer in Am Blvd, we put a 15 inch stub up International Drive to support this development. Our Planning department made a good estimate for what would be developed in this area and it should serve the property very well. When you do the sewer design, direct that flow to that intersection rather than to the 60 year old pipes on the north and east side.
  - Not sure which Phase of your project would be impacted but wanted to put you on notice that the City of Bloomington is working on a city SAC program (Sewer Availability Charge) to pay for utility upgrades that will accommodate large developments. It will be similar to the Met Council SAC.
- Kate Ebert (Public Health):
  - Absent
- Kevin Toskey (Legal):
  - We have an expectation that there is a completed application into the city for the Preliminary and Final Development plans as it has been approximately 4 years without an application.
- Mike Centinario (Planning):
  - Review the Comment Summary for details.
  - This project is in the Southloop district and is designated South Loop Mixed Use in the Comprehensive and South Loop District Plans. The South Loop District Plan provides guidance and influence for a high-density urban design. It should be a pedestrian-oriented area with transit-supported and convenient access to the blue line. The six-story apartment building depicted in the plans is consistent with the South Loop Mixed Use land use designation.
  - We want to see a welcoming public plaza environment in this district and we will work with you on that.
  - The main challenge is remote airport parking is an interim use, which may only be approved in 5-year increments. The current IUP (Interim Use Permit) extends until next year. As Mr.

Toskey from Legal said, a formal application is important and expected. You should be building phase 1 and that is going to be really important as we review an IUP extension request.

- Since remote airport parking is depicted in the concept plans, there is no mechanism to approve the plans as presented. It is an entitlement issue with the remote airport parking uses. One option is to amend the City Code to allow remote airport parking as a permanent use. City staff is not supportive of such a Code amendment but it would ultimately be the decision of the City Council. An alternative to the City Code amendment would be to seek relief from that 5 year timeline and allow you to build it.
  - The applicant clarified that it would only be the ramp and the rest of the project is still on those 5 year increments and as we develop we keep presenting the project and make decisions we go along.
  - The applicant also responded saying that the market will drive these things.
- The concept plan depicts five development phases and a substantial amount of development. The preliminary development plan (PDP) formalizes the use mix of those future phases along with basic phase information such as units/rooms/density/gross floor area/parking supply. In addition to a PDP site plan, include a three-dimensional massing diagram that depicts all phases. Future phases do not need to depict architecture, just massing to see that it relates to other areas in the Southloop District.
  - The applicant stated that the design build contractor has already agreed to do that.
- The HX-R district has FAR minimums. Please identify the proposed FAR for each development phase, relative to that property, and the FAR for the fully built-out development.
- The property is located in an Airport Safety Zone. Residential uses are allowed but there are height limits of 991 feet above sea level and you have to accommodate a construction crane. There is a process to get a temporary variance through MAC depending on what the proposal is.
  - The applicant did the math and believes they can go 13 floors but doesn't believe they will get there so the crane shouldn't be that high.
- The City understands that PDPs change as the market conditions change. The first phase is pretty much what is envisioned but other phases can change dramatically.
- Regarding the hotel, our preference would be to put the hotel closer to the street to frame 34<sup>th</sup> Avenue a bit better with considerations of traffic and fire prevention.
  - The applicant confirmed that the hotel group is trying to mimic the Embassy Suites, but the shape may change. The Applicant also confirmed that the 164 Residential Units on American Blvd would all be walk-outs.
- Also note that we have an affordability requirement in terms of rent, so it is affordable at an area median income of 60%. Our chapter 9, Opportunity Housing Ordinance provides detail about how that needs to be implemented. The greater affordability, the greater the incentives.
  - The applicant said the current plan is for a mid-level income rental and they are not asking for any financial aid at this point. A future development partner might.
  - Glen Markegard emphasized that the applicant will need an affordable housing plan as part of your submittal.
  - The applicant summarized that by July 1<sup>st</sup>, he will submit drawings, a proforma with numbers that are real, and a letter that includes a statement that they are not asking for assistance at this point.
- M. Centinario clarified that this package does not meet the requirements for a Preliminary and Final Development Plan. Your architect and civil engineer will have to prepare plans that meet City Code submittal requirements for that. This could work if you are applying for a city code amendment.
  - The applicant said there will be no complete architecture and engineering plans by July 1. The owner won't spend money until he knows the development it's going to work.
  - Glen Markegard reminded the applicant that he is past the deadline and if we don't meet the deadlines outlined in the letter there may be fines.
    - The applicant understands there may be fines but he is more focused on submitting a project that will work and will make money.

- Glen Markegard reminded the applicant that the most important issue is that City Code does not allow this use so step one would be to apply for a code amendment and that would need to precede your application. The council adopted milestones and they need to be followed. If not it is in violation.
  - The applicant confirmed that he understands.
- Kevin Toskey, with the Legal Department, added that the City needs something to react to and if we need an application, then that is what we need. We need a Preliminary Development Plan.
- Fire Marshall L. McCarthy reminded the applicant that the city needs some elevations so we can provide some applicable comments.
  - The applicant said he can put elevations together.
- L. McCarthy asked the applicant to work with Mike Centinario and he will advise you.
- The meeting adjourned just after 10am.



# Comment Summary

**Application #:** PL202300084  
**Address:** 7901 INTERNATIONAL DR, BLOOMINGTON, MN 55425  
**Request:** Preliminary development plan for the phased redevelopment of the Park N Go remote airport parking facility; final development plans for phase 1 - a 164-unit apartment building with 4,000 square feet of retail and structured remote airport parking  
**Meeting:** Pre-Application DRC - June 20, 2023

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

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

- 1) Are you re-platting these as separate lots for each phase?
- 2) Must meet 2020 MN State Building Code
- 3) SAC review by MET council will be required.
- 4) Must meet 2020 MN Accessibility Code.
- 5) Provide a detailed code analysis with the plans.
- 6) Building plans must be signed by a MN licensed architect.

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

- 1) Emergency responder radio coverage meeting the requirements of appendix P in the 2020 MSFC shall be provided throughout the property and within the structures.
- 2) A looped water supply feeding a single, combined water service is required for the domestic and sprinkler system water demand for each structure.
- 3) 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
- 4) Standpipes requirement in all stairwells and hose valves shall be located at the floor landing
- 5) All emergency vehicle access lanes including all areas of the parking structure (top and lower levels) shall support a minimum 40 tons.
- 6) Fire alarm and annunciator panels and Knox box locations to be determined by the Fire Prevention Division. This project will require multiple panels and Knox boxes.
- 7) Ensure landscaping doesn't interfere with access to the building, hydrants and/or FDC.
- 8) Provide adequate turning radius for all emergency vehicle access lanes.
- 9) All exterior doors that allow access to the interior of the building(s) shall be numbered in a sequential order starting with the main entrance (public entrance) as number 1 and continue in a clockwise manner.
- 10) Decks and balconies may require sprinkler protection depending on construction type, combustibility of exterior building materials and type of roof assembly.
- 11) Building/property shall be adequately signed for emergency response.
- 12) Hydrant coverage shall be provided within 50' of the FDC and within 150' of all portions of the structure.

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

- 1) All unused water services must be properly abandoned at the main. All unused sanitary sewer services must be properly abandoned at the property line.
- 2) Provide civil plans for the project. Plan sheets may include grading, drainage, utility, erosion control, traffic control, civil site, etc.
- 3) Combination fire and domestic services must terminate with a thread on flange or an MJ to flange adapter.
- 5) Utility as-builts must be provided prior to issuance of Certificate of Occupancy.
- 6) Install hydrants to provide fire protection for entire building. Each hydrant covers 150-foot radius.
- 7) Provide peak hour and average day water demand and wastewater flow estimates.
- 8) A Minnesota licensed civil engineer must design and sign all civil plans.
- 9) Contact Met Council (651-602-1378) for Sewer Availability Charge (SAC) determination.
- 10) Utility permits are required for connections to the public storm, sanitary, and water system. Contact Utilities (952-563-8777) for permit information.
- 11) Loop water system (supply from two points) to provide increased reliability of service and reduction of head loss.

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

- 1) Provide trip generation numbers for the site using ITE Trip Generation Standards.
- 2) List the number of parking spaces required by city code and the number of spaces provided on the site plan.
- 3) 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.
- 4) Traffic Study may be needed
- 5) New sidewalk along 34th Avenue recommended

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

- 1) A National Pollutant Discharge Elimination System (NPDES) construction site permit and Storm Water Pollution Prevention Plan (SWPPP) must be provided.
- 2) A maintenance agreement must be signed by the property owner and recorded at Hennepin County.
- 3) Provide stormwater management plan meeting the requirements of Bloomington Comprehensive Surface Water Management Plan.
- 4) Utility permits are required for connections to the public storm, sanitary, and water system. Contact Utilities (952-563-8777) for permit information.
- 5) Provide soil boring for stormwater infiltration BMP to verify assumed infiltration rate
- 6) Provide a turf establishment plan.
- 7) An erosion control bond is required.
- 8) Utility as-builts must be provided prior to issuance of Certificate of Occupancy.
- 9) List erosion control maintenance notes on the plan.
- 10) Show erosion control BMP locations on the plan.
- 11) HDPE pipe connections into all concrete structures must be made with water tight materials utilizing an A-Lok or WaterStop gasket or boot, cast-in-place rubber boot, or approved equal. Where the alignment precludes the use of the above approved watertight methods, Con Seal 231 WaterStop sealant, or approved equal will only be allowed as approved by the Engineer.
- 12) Stormwater infiltration chamber systems shown here do not match what is provided in the stormwater management design narrative

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

- 1) Non-access easement must be provided.
- 2) Public drainage/utility and easements must be provided on the plat as approved by City Engineer.
- 3) See checklist of items that must be included on the preliminary plat per the Bloomington City Code, Chapter 22.
- 4) \$15 fee for certified copy of plat. Engineering staff will obtain a certified copy of the plat from Hennepin County.
- 5) Sidewalk/bikeway easement shall be provided along all street frontages as approved by City Engineer. Developer/owner shall provide legal description and Engineering staff will prepare easement document.
- 6) Consent to plat form is needed from any mortgage companies with property interest.
- 7) Property must be platted per Chapter 22 of the City Code and the approved plat recorded at Hennepin County prior to the issuance of a foundation or building permit.
- 8) A title opinion or title commitment that accurately reflects the state of the title of the property being platted, dated within 6 months of requesting City signatures, must be provided.
- 9) Private common driveway/access easement/agreement must be provided.
- 10) Private common utility easement/agreement must be provided.
- 11) Right-of-way dedication is required on the final plat if new streets are to be public.

**Assessing Review - Pre-App Contact:** Emily Hestbech at ehestbech@BloomingtonMN.gov,

- 1) For the first phase of the project, we have calculated a park dedication fee of \$592,500 based on limited information provided. If we receive more detail that changes our analysis, we will update it at that time.

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

- 1) The Park N Go property is designated South Loop Mixed Use in the Comprehensive and South Loop District Plans. The South Loop Mixed Use designation envisions high-density, transit-supportive development with residential uses. The six-story apartment building depicted in the plans is consistent with the South Loop Mixed Use land use designation. However, permanent or longer-term remote airport parking is not allowed by City Code and is not supported by staff.

The site is zoned HX-R High Intensity Mixed Use with Residential. The minimum residential density is 30-units per acre with an overall floor area ratio of 1.5. Given the size of the site, phased development is appropriate - each phase must contribute to the overall all development meeting development intensity requirements in the HX-R district.

- 2) As remote airport parking is depicted in the concept plans, there is no mechanism to approve the plans as presented. Remote airport parking is an interim use, which may only be approved in 5-year increments. A City Code amendment would be needed to permit remote airport parking as a permanent use. City staff is not supportive of such a Code amendment, but it would ultimately be the decision of the City Council.

An alternative to the City Code amendment would be to apply for an interim use permit and a variance to the 5-year limitation. Again, staff is not supportive of a variance to extent the interim use permit timeline, but the City Council is the approval authority.

- 3) The concept plan depicts five development phases. The preliminary development plan (PDP) formalizes the use mix of those future phases along with basic phase information such as units/rooms/density/gross floor area/parking supply. In addition to a PDP site plan, include a three-dimensional massing diagram that depicts all phases. Future phases do not need to depict architecture, just massing.
- 4) The HX-R district has FAR minimums. Please identify the proposed FAR for each development phase, relative to that property, and the FAR for the fully built-out development.

- 5) A landscaping plan is required for each development phase along with a landscaping surety. One tree is required for each 2,500 square feet of development area. One shrub is required for each 1,000 feet of development area.
- 6) Exterior materials must meet Section 19.63.08. Please review permitted exterior materials as you prepare building elevation designs.
- 7) Interior trash and recycling must be provided (see City Code Section 21.301.17).
- 8) Show location of bike racks and bike rack detail on the plan.
- 9) The maximum allowable height is dictated by the MSP Airport Zoning Ordinance. In this location, the ordinance allows a building height 991 feet in elevation. FAA 7460 review will be required before building permits may be issued. Also include details on construction cranes. Construction cranes must also be reviewed by the FAA for a No Hazard Determination.
- 10) Provide a sidewalk connection from the building to public sidewalk or street.
- 11) Parking lot and exterior security lighting must meet Section 21.301.07. Residential uses entail a lower footcandle requirement than a commercial use like remote airport parking.
- 12) All rooftop equipment must be screened equal to the height of the equipment. (Section 21.301.18)
- 13) Property must be platted per Chapter 22 of the City Code and the approved plat recorded at Hennepin County prior to the issuance of a foundation or building permit.
- 14) The City recognizes that PDPs will change over time as market conditions change. That said, the buildings depicted in the PDP should reflect the guidance established in the South Loop District Plan. For Phase 2, locate the hotel closer to 34th Avenue South and locate parking to the north, south, and west. This would better frame 34th Avenue S. and contribute to a more urban character.
- 15) The HX-R district requires a public plaza. The corner of 34th Avenue South and American Blvd. W. seems like a logical place for a public plaza. This may also benefit the commercial/retail use depicted on the plan. Standards for the public plaza are located in Section 19.29(L) of the City Code.
- 16) Consider implemented walk-out units along the International and American Blvd street frontages. Walk-out units improve the streetscape and provide a more pedestrian friendly environment.
- 17) Ease of use and convenience for pedestrians is vital. Entrance areas must be attractive and inviting - particularly given the proximity to the LRT station. Presumably, residents would use transit regularly.
- 18) A three-foot-high screen for a parking lot adjacent to all public streets (see City Code Section 21.301.15).
- 19) The property is located in Airport Safety Zone C. Residential uses are permitted, but there are height limits. The proposed building height would be within allowances, but be mindful of construction crane height. An Airport Zoning Permit would likely be required for the construction crane.
- 20) The City requires that at least 9 percent of dwelling units are affordable at a 60 percent area median income (AMI) level. Chapter 9 of the City Code includes the affordability requirement as well as a variety of development incentives. Generally, the greater the level of affordability incorporated into the development the greater the incentives.