

City Council Action: 08/02/10 – Approved Final Development Plan for 14-story Radisson Blu Hotel and parking structure (Case 8235B-10)

City Council Action: 05/19/03¹ – Approved Final Development Plan for IKEA (Case 6917B-03)

City Council Action: 10/19/06 – Approved revised Preliminary Development Plan for Phase II. (Case 10730A-06)

City Council Action: 10/21/86 – Approved Preliminary Development Plan for Mall of America and Fantasyworld (Case 8235A-86)

City Council Action: 04/10/89 – Approved Revised Final Development for Mall of America (Case 8235A-89)

CHRONOLOGY

Planning Commission Action: 04/25/13 – Recommended approval of the Revised Preliminary Development Plan for Phase I and Phase II Mall of America with 22 conditions and 13 Code requirements

City Council Agenda: 05/06/13 –

DEADLINE FOR AGENCY ACTION

Application Date: 03/20/13
60 Days: **05/18/13**
Extension Letter Sent: No
120 Days: 07/17/13

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APPLICABLE REGULATIONS

Section 21.207.01 Mixed Use Zoning District
Section 19.38.03 Airport Runway Overlay District
Section 21.501.02 Preliminary Development Plans

PROPOSAL

This revised Preliminary Development Plan (PDP) is intended to combine and replace the previously approved PDPs for both Phase I and Phase II of the Mall of America (MOA) development. The Phase I PDP was approved by the City Council in October 1986 and includes the existing MOA site south of Lindau Lane. The Phase II PDP was approved in October 2006, and then revised in 2010 for construction of the Radisson Blu Hotel on the south side of the mall. Phase II includes the former Met Center Site north of Lindau Lane, including IKEA.

All previously approved Final Development Plans (FDPs), and related conditions of approval, will remain in place. These include: the existing MOA, the four anchor stores (including recent revisions to Bloomingdales), IKEA, and the Radisson Blu Hotel.

The purpose of a PDP is to provide a framework for future development on a site. The PDP establishes the intensity and density of development and creates the framework to ensure the overall development is fully integrated. Subsequent FDPs are reviewed for consistency with the approved PDP.

The approved 2006 PDP focused on the MOA Phase II expansion, although it also included the "south pad" located on the Phase I site (Radisson Blu hotel). The 2006 PDP anticipated final development of the proposed MOA expansion would proceed in one phase. Given changes to the economy and development environment, build out of the entire MOA site is now expected to occur in multiple phases over several years.

Like previously approved development plans, the revised PDP proposes that MOA will develop as an intensive mix of retail, hotels, office, and entertainment uses. In addition to existing MOA development, future expansion is proposed to include additional retail, three hotels, including a hotel-waterpark, a performing arts center, museum, recreational anchor, and offices. The revised PDP is identical to the approved 2006 PDP for areas north of Lindau Lane. Some changes are proposed to the proposed Phase IC south of Lindau Lane. This phase includes a proposed hotel, office building, and additional retail located between the existing mall and Lindau Lane and is discussed later in this report.

Like the approved 2006 PDP, this revised PDP envisions a direct connection between the existing MOA development (including IKEA) and the Phase II expansion site north of Lindau Lane. In order to provide a direct, physical connection, Lindau Lane will be lowered and a portion of the mall structure will be constructed over Lindau Lane. Construction of the Lindau Lane project is just starting and should be completed in 2014.

PHASING PLAN

Historically, the MOA was expected to develop in two major phases. Phase I, consisting of the original MOA building (opened in 1992), encompasses the portion of the MOA site located south of Lindau Lane. The MOA expansion site located north of Lindau Lane is referred to as the Phase II site. Both were envisioned as large, single phase developments, with some exceptions: IKEA developed on the Phase II site in advance of MOA expansion and the Radisson Blu just recently opened on the Phase I site.

While the 2006 PDP envisioned Phase II as a single development phase, it is now clear that future expansion of MOA will occur in several, smaller phases. Phasing will allow major tenant anchors to develop independently, with future retail phases providing infill that will physically link and integrate the phases. A connection to

IKEA is planned with a future development phase, to fully integrate – physically and visually - the entire MOA development.

This revised PDP lays out a phasing plan that clarifies the two major development phases using Lindau Lane as the dividing line. Thus, all development south of Lindau Lane is considered Phase I and all development north of Lindau Lane is Phase II. Within these two major development phases, several sub-phases exist. The original MOA building and four anchors (Phase IA approved in 1989), IKEA (Phase IIA approved in 2003), and Radisson Blu Hotel (Phase IB approved in 2010) all have Final Development Plan approval and are constructed and open for business. Appendix B (attached) illustrates the phases and sub-phases.

ANALYSIS

Proposed Plan Changes

This PDP revision proposes all development north of Lindau Lane (Phase II) to remain substantially as approved in 2006. The only changes proposed are specific to the next phase of development - Phase IC – located between the north face of the existing mall and Lindau Lane. Staff anticipates a Final Development Plan (FDP) application for Phase IC to be submitted shortly after approval of this revised PDP.

Proposed development on the Phase IC site differs slightly in its size and configuration from the approved 2006 PDP. Changes include: some reductions in floor area for retail, office, hotel units, and the relocation of uses on the site. The retail portion will be reduced by about 41,500 square feet and will be on three, rather than four floors. The office will be relocated from the east side to the west side of the Phase IC site and the floor area reduced by about 69,000 square feet. The hotel will be relocated from the west to the east side of the Phase IC site and the number of hotel rooms reduced by about 53 rooms.

As noted previously, the proposed mix of uses on Phase I and II is not changing. While Phase IC is smaller than proposed in 2006, there have been changes to the remainder of Phase I that have added floor area. Therefore, the gross building area for the entire planned development (both Phase I and Phase II), is proposed to remain at 9.8 million square feet. This is consistent with previously approved Preliminary Development Plans and approved environmental studies conducted for this development.

It is noted that the 2006 PDP application submission included detailed studies on traffic, parking, utilities, and stormwater management. Because no significant changes are proposed at this time on the Phase II site, no updates to these studies are required now. Updates will be required, as deemed necessary, with future Preliminary/Final Development Plan applications.

Architecture and Urban Design

The City's Zoning Code includes standards and development requirements related to building materials, site design, and landscaping that apply to all development phases. In the CX-2 zoning district permitted exterior building materials include: glass, exterior cement plaster (stucco), natural stone, brick, architectural concrete, metal (in accordance with adopted policies), and EIFS (only on portions of facades over 18 feet above grade level).

In addition, all development must be consistent with the *Urban Design Guidelines* approved for the MOA site in 2003. These design principles include:

- Skyway/Atrium Unifying Elements
- “Base” Design Concept complimenting existing MOA
- Integrated Parking Decks
- Vertical/Horizontal Balance of Massing Elements
- Traditional/Contemporary Blend of Materials and Colors
- Entry Point Prominence
- Vibrancy of Materials/Colors
- Circulation Integration for Vehicles and Pedestrians
- Environmental Integration

This Revised PDP application includes only general information regarding architecture and urban design. More detailed information, including drawings and specifications, will be provided with the FDP applications for Phase 1C and other future development phases. As a planned development, some flexibility and deviations from code requirements may be allowed provided the intent of the CX-2 zoning and *Urban Design Guidelines* is met.

Setbacks

As individual lots were created for each of the major anchor tenants on the MOA Site (Radisson Blu, Bloomingdales, Macy's, Nordstrom, and Sears), all of these interior lots were developed with zero lot line setbacks. As a planned development, setbacks for development on interior anchor lots are considered from the lot lines encompassing the entire MOA site. Zero lot line setbacks are proposed for Phase IC, which is located on an interior anchor lot.

Building Floor Area

A minimum building floor area of 200,000 square feet is required in the CX-2 district. Phase I and Phase II include a combined gross building area of 9.8 million square feet, of which approximately 4.9 million has been developed with construction of the existing MOA, IKEA, and Radisson Blu.

Floor Area Ratio

A maximum floor area ratio (FAR) of 2.0 is required in the CX-2 zoning district. The FAR may be increased to 3.0 provided that 50 percent of the ground coverage is in structures of six or more stories in height, average vehicle occupancy is 1.2 people per vehicle or greater, and at least two percent of the peak period trips serving the site are made by public transit. A parking study conducted in 2012 showed that 11% of MOA visitors were arriving by public transit and the average vehicle occupancy was 1.75 persons per vehicle. This exceeds the code requirements allowing for a FAR of 3.0. However, the proposed development does not qualify for the FAR increase as 50 percent or more of the ground coverage is not in structures of six or more stories in height. Therefore, the applicable FAR limit is 2.0. The MOA is proposing an overall FAR of 1.97.

Height

Given that portions of the site are in the Airport Runway Overlay Zone and also located in the MSP airspace zones and are therefore subject to the height regulations in the 2004 MSP Zoning Ordinance. The MSP zoning

ordinance establishes maximum building heights for specific areas on the site. Allowed height ranges from 870-991 feet above mean sea level (FAA height limit), depending on the distance from the extended centerline of the MSP south runway. City staff may administratively approve an Airport Zoning Permit provided the building does not penetrate the MSP airspace elevation. Building heights that exceed the airspace elevation are prohibited unless a variance is issued by the MSP Board of Adjustment.

The proposed future building heights for Phase I and Phase II are all below the airspace elevations. Building layout and massing takes into consideration height limits in the airspace zones for the MSP north-south runway. Temporary tower cranes used for construction may be as high as 200 feet, which could pierce the MSP airspace elevation. A variance must be obtained from the MSP Board of Adjustments to exceed the maximum airspace elevation, even for temporary cranes during construction.

Signage and Wall Graphics

Approval of the revised PDP does not include sign approvals, which are subject to separate review and permit approval. City staff is currently working with the MOA to develop more flexible sign regulations that would apply specifically to the MOA sites (the CX-2 zoning district). If approved, all signs would be reviewed for consistency with an approved master sign plan that specifies standards for a wide variety of sign types, including some not allowed under the current sign code. It is anticipated that amendments to the City's Sign Code for the CX-2 district may be completed by the end of 2013.

The illustrative plans submitted for Phase 1C portray colorful wall graphics or murals on some facades as well as large window displays. Large graphics and murals can provide visual interest, particularly to portions of the façade without windows or surface relief. These images are generally consistent with concepts under discussion for a potential MOA master sign plan. Detailed information on signs and wall graphics will need to be provided with future sign permit applications.

Parking:

In review of the 2006 PDP, a detailed shared parking analysis was conducted through a joint effort between the City and MOA, based on the shared parking methodology developed by the Urban Land Institute (ULI). The approved 2006 PDP required 20,872 spaces be provided on-site to accommodate full development of both Phase I and II of MOA. This total excludes the 1,407 spaces provided on the IKEA site. The existing parking supply at MOA is 12,294 spaces. Therefore, 8,578 additional spaces must be provided to accommodate full build of the future phases of development.

The revised PDP proposes 8,694 additional parking spaces, most to be located within two future parking structures on the Phase II site. The Phase IC project is projected to eliminate 116 parking stalls, but will include 545 new stalls. The proposed on-site parking for Phase I and II remains at 20,872, consistent with the 2006 requirement.

Given the potential negative impacts that overflow parking could have on the street system and on surrounding uses, the 2006 PDP also required access to 3,119 overflow parking spaces. The 2006 approval included a condition that required an overflow parking plan to address occasional overflow conditions be submitted with a Final Development Plan. Since overflow parking is still anticipated when the MOA is fully developed, a similar condition will be placed on this revised PDP, however contingencies for overflow parking are not required until the development can no longer support the required parking onsite.

Vehicular Access and Circulation:

Vehicle access to the Phase I site will remain unchanged with accesses from Killebrew Drive at 20th and 22nd Avenues, Lindau Lane at Ikea Way and 22nd Avenue, 24th Avenue at 82nd Street, and a secured access on 24th Avenue south of 82nd Street. Likewise, access to the Phase II site will remain the same with accesses from Lindau Lane at Ikea Way and 22nd Avenue and American Boulevard East at Thunderbird Road.

Once on the site, proposed Phase IC will change the site circulation in regards to the Phase I ring road. The ring road is a private road open to public travel that encircles the existing Mall of America, Phase I. With Phase IC, the north ring road will no longer provide a direct through route for vehicles, but rather will be the entrance and exit to the Phase IC parking structure. All other internal site circulation on the Phase I site remains the same and all internal site circulation on the Phase II site remains the same as the 2006 approved PDP.

Pedestrian Access and Circulation:

Pedestrian access to the Phase I site will be enhanced across Killebrew Drive, with the 2013-2014 construction of a pedestrian bridge. On public streets, all areas where pedestrian routes are encouraged have existing public sidewalks. Areas near the Trunk Highway 77 accesses to Lindau Lane and Killebrew Drive do not have sidewalks. The Lindau Lane grade separation project will be relocating pedestrian crossings of Lindau from the Ikea and 22nd intersections to a grade separated plaza. Future Phase IC pedestrian access will need some additional consideration for pedestrians coming from the east on Lindau Lane. Phase IC has a pedestrian walkway to bring pedestrians from the northern parking lot and Lindau Plaza to the south side of Phase IC. Pedestrian access and circulation will be reviewed in detail with each Final Development Plan submittal.

Infrastructure

The Lindau Lane grade separation project, a requirement for the Mall of America's future plans, is currently under construction. In addition to this project, other upcoming South Loop Infrastructure projects include Lindau Lane extension, 30th Avenue construction, and a Diverging Diamond Interchange at 494 and 34th Avenue. It is anticipated that with MOA expansion, additional infrastructure projects will be needed, as listed in Appendix A. Timing of these improvements will be analyzed with each Final Development Plan submittal.

Traffic, Transit and Transportation Demand Management (TDM):

In 2006, the *Mall of America, Phase II – Traffic Study* was completed for the Preliminary Development Plan (PDP) for MOA Phase II. Based upon the analysis, several roadway improvements were recommended. There are, however, considerable changes to the roadway network planned in the South Loop District in the next few years, including the Lindau Lane grade separation, extension of Lindau Lane from 24th Avenue to 30th Avenue, construction of 30th Avenue from East Old Shakopee Road to American Boulevard East and a Diverging Diamond Interchange at 494 and 34th Avenue. It is anticipated that these transportation infrastructure improvements will be completed in 2014 and will alter traffic patterns in the District. Before MOA receives approval for its next phase of development after 2014, an updated full analysis similar to the detailed *2006 Mall of America, Phase II – Traffic Study* will need to be completed for the entire MOA development site (both Phase I and Phase II), specifically taking into account the new and changed roadway network and area development in the South Loop District. The study will be completed using the City Code requirements for Special Studies. After this baseline traffic study is completed, subsequent Final Development Plan phases will require updates to the study.

Existing traffic volumes related to the MOA on the current roadway system are unbalanced, with some roadways and intersections carrying substantial volumes while others remain underutilized. In 2007, the *Mall of America Wayfinding Concept of Operations* was completed to identify traffic management (wayfinding) enhancements for the transportation system to address this issue. The Freeway Component was completed in 2011. The Local Road Component is currently under design and is expected to be completed by end of 2014. The third and last component is the MOA On-Site Component which includes both Phase I and Phase II of the MOA. The On-Site Component for Phase I will be required to be installed and completed by MOAC prior to issuance of the Certificate of Occupancy for Phase IC. Subsequent Final Development Plan phases will require updates and expansion of the On-Site Component wayfinding system, including the development of operations plans to handle the increased traffic.

A condition of approval is completion of a Transportation Demand Management (TDM) plan for the site. An overall TDM plan will need to be completed for the MOA development (both Phase I and Phase II) and each subsequent phase will be required to submit a detailed TDM plan that is customized for each phase of development. The Mall of America Phase I site has excellent transit service, as it serves as a transit station for both buses and the Hiawatha Light Rail line. With development of the Phase II site, transit enhancements will need to be incorporated given the distance to the existing Mall of America Transit Station. The transportation infrastructure projects that are being constructed in South Loop through 2014 include more multi-modal routes around and through the South Loop District.

Stormwater Management:

Stormwater management for the site must meet the requirements of the City's Comprehensive Surface Water Management Plan. MOA has submitted a conceptual Stormwater Management Plan for all phases that includes piping stormwater to Pond C, which is a regional pond located offsite, north of Trunk Highway 77 and Long Meadow Lake. In 2008, Pond C was expanded in anticipation of MOA Phase II plans. As stormwater rules and regulations change, each Final Development Plan submittal will require an updated Stormwater Management Plan and maintenance agreement.

Utilities:

The availability and capacity of sanitary sewer and water service is currently adequate for the proposed development. Additional future development in South Loop may result in the need for improvements to the sanitary sewer or water system. The applicant will be required to fund their portion of the costs of necessary improvements.

Fire Prevention:

Maintaining access, water supply, and addressing for the existing Mall and future phased development plans will be critical factors. The existing ring route around the Mall of America has had a significant & positive impact on the ability for emergency vehicles to access the areas around and in the Mall. This continued access will be a critical factor as the Mall continues to expand. The access and circulation design must meet or exceed the minimum standards for fire prevention and be maintained in accordance to the approved plan including a surface to provide all weather driving capabilities. Apparatus access roads shall be asphalt or concrete and support a minimum of 80,000 pounds.

Standpipes shall be located in the parking ramp stairwells with doors provided from all ramp stairwells to each level of the parking ramp. There shall be sufficient stairwells to meet the distance requirements between standpipes.

Hydrants will need to be maintained for the existing Mall and additional hydrants strategically placed to provide an adequate water supply for firefighting operations in and around all areas of the Mall and subsequent development. A concern for the restaurants in the retail space and hotel, especially those producing grease laden vapors, is to assure the hood suppression system is tested to the UL300 Standard, be listed and labeled for the intended application and have the capability to flow water through the same nozzles upon discharge of the wet chemical.

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.

FINDINGS

Section 21.501.02(d)(1-6) Preliminary Development Plans

...The following findings must be made prior to the approval of new preliminary development plans or revisions to previously approved preliminary development plans:

- (1) The proposed development is not in conflict with the Comprehensive Plan;**
 - * The comprehensive plan recommends High Intensity Mixed Use for the site. Retail shopping mall, hotels, office and residential uses are all consistent with the land use designation.
- (2) The proposed development is not in conflict with any adopted District Plan for the area;**
 - * The proposed development is consistent with the South Loop District Plan.
- (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;**
 - * No deviations have been identified.
- (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;**
 - * The proposed Mall of America Expansion, in conjunction with the overall Planned Development, is a complete unit without dependence upon other subsequent units. There are several public roads, parking areas, and new accesses created to ensure that the Planned Development is able to fully accommodate all of the uses within the site.

- (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**
- * Water, sewer, and traffic studies have been, and will be conducted with each development phase to ensure that the proposed development will not be an excessive burden on public facilities and utilities.
- (6) **The proposed development will not be injurious to the surrounding neighborhood or otherwise harm the public health, safety and welfare.**
- * The proposed development is not expected to create excessive noise, light, odor, or other factor that would be injurious to the surrounding neighborhood.

RECOMMENDED CITY COUNCIL ACTION

The Planning Commission and Staff recommend approval of the Revised Preliminary Development Plan for Phase I and Phase II Mall of America at 7900, 8000 and 8100 24th Avenue, 2000 and 2100 Killebrew Drive, and 2001, 2101, and 2251 Lindau Lane subject to the following conditions:

- 1) A Site Development Agreement be executed by the applicant and the City that includes all conditions of approval;
- 2) With each Final Development Plan approval, the applicant shall execute a Public Improvement Agreement with the City that identifies cost participation and timing of those improvements to public infrastructure identified in Appendix A;
- 3) The applicant shall execute an Operation and Maintenance Agreement with the City for all private facilities in the public right-of-way and for any public infrastructure that may be attached, incorporated, or be part of Phase I or Phase II structures located in public right-of-way. This Agreement shall include, but not be limited to:
 - a. Lighting, traffic control devices, and ITS devices attached to private structures;
 - b. Air quality improvements including venting of areas under private structures;
 - c. Public safety improvements;
 - d. Anti-icing system or program;
 - e. Liability considerations;
 - f. Public right-of-way encroachment considerations;
 - g. General maintenance program; and
 - h. Security camera equipment and appurtenances.
- 4) A Final Development Plan showing construction on IKEA property must include a signature from the IKEA property owner on the Development Application;
- 5) An updated full Traffic Analysis similar to the detailed 2006 Mall of America, Phase II traffic study, shall be completed with the first final development application received by the City after 2014 to account for changes to the existing roadway network and area development. The updated traffic analysis shall be completed per City Code 21.502.01(h) and include, but not be limited to, the following:
 - a. Modifications to create consistency with the approved site plan, land use mix, approved roadway network, bicycle access and parking, parking infrastructure, and performing arts operations;
 - b. A detailed on- and off-site ITS and wayfinding system with participation and approval of the respective governmental agencies;
 - c. Verification that all intersections shall operate at Level of Service (LOS) D or better in the first year the facility is opened and two years after it opens; and
 - d. Expansion of the study area to include American Boulevard intersections located west of TH 77 to Portland Avenue and the I-494/Portland intersection;
- 6) A Construction Management Plan shall be submitted for review and approval by the City with each Final Development Plan application. Plan elements shall include, but not be limited to:
 - a. A temporary parking plan;
 - b. A temporary security/inspection area;
 - c. Construction staging areas;
 - d. Traffic control and pedestrian and bicycle circulation plans for encroachments in public streets and sidewalks; and
 - e. A detour plan specifying alternative traffic routes during road closures or construction;

- 7) Given the unique parking characteristics of a development the size of the Mall of America, the City has determined parking requirements using a parking calibrated model based on the Urban Land Institute's *Shared Parking Study, Second Edition*. The following parking related requirements apply:
 - a. Final Development Plans for each Subsequent Phase must include an updated shared parking study for review and approval by the City. At the time of Final Development Plan review, the applicant must demonstrate that sufficient parking is available for that phase according to the parking model.
 - b. Full build out of the Preliminary Development Plan, excluding IKEA, would require a minimum of 20,872 parking spaces on land controlled by the applicant.
 - c. Additionally, given that overflow parking could have significant negative impacts on surrounding property, full build out of the Preliminary Development Plan, excluding IKEA, would require the applicant to demonstrate peak period access to at least 3,119 additional off-site parking spaces via agreement or easement. Off-site overflow parking spaces must be accessible via LRT, shuttle bus or walking.
 - d. The parking figures above include an effective supply factor of 5 percent. In the event the applicant applies technologies to reduce the needed effective supply factor, the Issuing Authority may reduce the effective supply factor accordingly.
 - e. The applicant and any successors shall prohibit the performing arts facility from operating whenever the available on-site parking will be less than 1,000 spaces. This condition shall be incorporated into any operations, maintenance, and/or lease agreements.
- 8) The applicant shall submit a Tier I Transportation Demand Management Plan in conjunction with the first Final Development Plan submitted under this Preliminary Development Plan. The Tier I Transportation Demand Management Plan shall be updated with each subsequent Final Development Plan.
- 9) All intersections included in the on-site circulation system must operate at a Level of Service (LOS) D or better;
- 10) The bus and shuttle drop-off areas must provide sufficient height clearance, lighting, turning paths, and functional intersections;
- 11) Buildings constructed over roadways shall include lighting, sprinkler, and ventilation systems to ensure the tunnels meet all applicable regulations regarding air quality and safety;
- 12) An on-site stormwater management plan shall be submitted with the each Final Development Plan application that includes:
 - a. Rate control and water quality management practices compliant with the City's comprehensive Surface Water Management Plan; and
 - b. A stormwater management maintenance plan signed by the property owner and filed of record with Hennepin County. An analysis of sanitary sewer flows and calculations from all parking levels if it is determined that the ramps (or portions of ramps) are classified as "closed" ramps and drain to the sanitary sewer system;
- 13) Sanitary sewer and water utility service plans shall be submitted with each Final Development Plan application and must accommodate all future development expansion. For private utilities that cross property lines, standard maintenance agreements and easements shall be established and recorded prior to issuance of permits;
- 14) Sanitary sewer installed on the Phase II site shall be of sufficient depth and capacity to serve the development;
- 15) A Final Development Plan showing a cogeneration facility must include a cogeneration facility study containing information on capacity, system components, dimensional data, environmental factors, operations, and permits and approvals from regional, State, and Federal agencies or departments, as applicable;

- 16) An on-site ITS/Wayfinding system shall be installed per the 2008 Public Improvements Agreement Between MOAC and the City of Bloomington;
- 17) Pedestrian bridges connecting to buildings and/or parking ramp(s) shall be covered and enclosed. Exterior materials shall be visually integrated with the exterior materials used on abutting structures;
- 18) Applicant shall provide exterior pedestrian entrances along Lindau Lane so that pedestrians and bicyclists can easily enter into MOA's easterly side from Lindau Lane.
- 19) The development shall be consistent with the ten principles outlined in the *Urban Design* Guideline Plan approved in Case 10730B-13;
- 20) No structures or buildings shall be located in existing public drainage, utility, or sidewalk easements;
- 21) Final Development Plans showing parking structures must coordinate mall and parking structure design to:
 - a. Maximize efficiency of access and circulation to and from adjacent roads;
 - b. Better enable patron access by increasing the number of pedestrian entrances from parking ramps to the Mall;
 - c. Maximize efficiency of vehicle circulation within parking structure;
 - d. Maximize efficiency of arriving vehicles in finding available parking stalls; and
 - e. Separate truck/delivery traffic from visitor traffic within new parking structures.
- 22) A Security Plan including, but not limited to, design, structural, operational, internal security, traffic plans and communications elements must be submitted for review with each Final Development Plan application and approved by the Bloomington Police Chief and Fire Chief prior to the issuance of any grading, foundation, or building permits;

and subject to the following City Code requirements:

- 1) Property be platted in accordance with the requirements of Chapter 22 of the City Code;
- 2) Landscape plan be approved by the Planning Manager and landscape bond be filed (Sec 19.52);
- 3) Erosion control measures be in place and bond be filed;
- 4) All rooftop equipment be fully screened (Sec. 19.52.01);
- 5) All trash and recyclable materials be stored and screened inside the principal building(s). (Sec. 19.51);
- 6) Fire lanes be posted as approved by the Fire Marshal (MN State Fire Code Sec. 503.3);
- 7) Utility plan showing location of existing and proposed water main and fire hydrant locations be approved by the Fire Marshal and Utilities Engineer (City Code Sec. 6.20, Minnesota State Fire Code Sec. 508);
- 8) Food service plans be approved by the Environmental Services Division (City Code Sec. 14.360);
- 9) Parking ramp, lot and site security lighting shall satisfy the requirements of Section 19.54 of the City Code;
- 10) Exterior materials and finish of all buildings must be approved by the Planning Manager and shall be in conformance with the applicable requirements of Section 19.63.08 of the City Code.
- 11) Signage be in conformance with the requirements of Chapter 19, Article X of the City Code;
- 12) A uniform sign design be submitted for approval by the Planning Manager; and
- 13) All signage be in accordance with the approved Uniform Sign Design (Sec. 19.109).

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