



Development Review Committee

PL201600069
PL2016-69

Approved Minutes

Pre-Application, PL201600069

Meeting Date: May 3, 2016

McLeod Conference Room

Bloomington Civic Plaza

1800 West Old Shakopee Road

Staff Present:

Laura McCarthy (Fire Prev, Chair) 952-563-8965	Kent Smith (Assessing) 952-563-8707
Amanda Johnson (Bldg & Insp) 952-563-8961	Schane Rudlang (Port Auth.) 952-563-4861
Duke Johnson (Bldg & Insp) 952-563-8959	Erik Solie (Env. Health) 952-563-8978
Tim Skusa (Bldg & Insp) 952-563-8953	Heidi Miller (Police) 952-563-4975
Tom Bowlin (Eng.) 952-563-4914	Londell Pease (Planning) 952-563-8926
Jen Desrude (Eng.) 952-563-4862	Nick Johnson (Planning) 952-563-8925
Doug Junker (Licensing) 952-563-4923	Tim Kampa (Utilities) 952-563-8776

Project Information:

Project	Mall of America Transit Station
Site Address	8100 24TH AVE S, BLOOMINGTON, MN 55425
Plat Name	MALL OF AMERICA 8TH ADDITION;
Project Description	Major Revision
Application Type	Final Development Plan
Staff Contact	Mike Centinario mcentinario@BloomingtonMN.gov (952) 563-8921
Applicant Contact	Matt Jensen - Kimley Horn (651) 643-0473 Matt.Jensen@kimley-horn.com
Post Application DRC	Yes

Guests Present:

Name	Email
Derek Berube	Derek.berube@metrotransit.org
Mary Springer	Mary@snowkreilich.com
Matt Jensen	Matt.jensen@kimley-horn.com

Applicant introduced the project. He mentioned the current goal is to improve efficiency and the tracks crossings at drop off and layover. From a dollars and cents standpoint, it makes everything better. As a background, Metro Transit looked to separate MOA traffic from Metro bus traffic. At the Gate 6 queue gate, buses are getting delayed and the initial planning operations were not feasible. The entrance from Killebrew is the most feasible place to do this from a MOA and Metro Transit standpoint. It prevents busses from crossing the LRT (Light Rail

Transit) track internal to the site which is a great operational benefit. Applicant showed DRC attendees where they were looking to move MOA entrances. They would make the exit right turn only onto Killebrew. The buses would be on the east side and a new access point off of 24th to allow the buses to stay segregated from LRT crossing. The existing security checkpoint is on right of way on 24th currently. They are proposing an internal security gate. The MOA is concerned with security screening the vehicles that are entering the site. They propose a blast mitigation wall that will help with security. Their design case is a 500 pound bomb. MOA was concerned on direct rejection of vehicles, so they are designing a direct rejection route. The separation creates the same separation at exit as striving for at entrance. This enables it so that they do not have to co-mingle with MOA staff this way.

L. McCarthy asked about emergency vehicle access. Applicant responded that fire protection/emergency vehicles should enter from Killebrew where the new Gate 6 will be installed which will provide access to internal circulation. If there is a event in the Transit (bus & light rail area), emergency vehicles would enter off of 24th Ave. This can be discussed in a separate meeting with engineering, traffic and fire prevention. They need to ensure 13'6" height clearance is provided and provide an auto turn diagram showing adequate turning radius is provided using Ladder 3 truck dimensions. LRT access is currently the mall access; they have decided against this option because it made the project infeasible. They have made minor modifications to the pork chop. They are looking to modify speed reduction features and sight distance improvements. Right now inbound and outbound traffic at Gate 6 and modifications make it outbound only. They created new entry points, new queuing of trucks, a new way for MOA employees to badge in and out, full height truck access, etc. Grades by the salmon colored exit gate on plan show it would be easiest to come in 82nd. There is also an area for fire to park. L. McCarthy mentioned the primary entry points would be Killebrew or 24th Avenue so she wants to see options for that. Security gates need to be installed internally as well. The urban design has been improved on 24th which is in development. They are showing a new pull out area that Metro transit requires for a temporary bus bridge situation that may occur a couple times a year. This enables them a chance to continue patron service if something is to be fixed on the track. From security standpoint, all will be secured gate or crash rated barrier. It will be a badged entry.

For the building architectural view, they are still working with landscaping. There are nice trees that they would want to relocate and then fill some areas in and bring some over. Metro Transit and MOA want presence at location. The ribbon (sign) becomes a strong element drawing you into center. They are trying to ramp up illumination with white ceiling, floors, and creating some translucency. They worked with City of Bloomington to allow transparency with a giant glass wall (with a 3 hour rating) to see Mall entrance. Transit center also will have presence inside the MOA as well. This design will have users enter from the Sea Life area which removes the existing customer service area. This will make it easier for MOA visitors to see entrance to Mall. They are working on patterns for ceiling and lighting and sparkly qualities. There will be a replacement for loading dock and mechanical spaces. They have a space for Bloomington police and Transit police and a place to collaborate. It also removes issues when removing someone from space with exit out the back. Drivers break area will be created with natural light, restrooms and vending. They are thinking about future and a possible new train track coming to the west of the existing track. With a new train, they create an additional vestibule. The design team has taken into account future growth and needs while creating a strong identity for Transit center. Bus loading zones and train area are getting a facelift. They would add fireproofing, light fixtures and drop white planes that hold lighting and bounce lighting where the pedestrians are

located. Public art and integrating how wayfinding fits in with the entire mall is desired. They provide an explanation where additional retail could be added and adding in a potential skyway connection to future MOA development to the east.

Discussion/Comments:

- Kent Smith (Assessing):
 - Great improvements
- Erik Solie (Environmental Health):
 - No comment until retail spaces are built.
- Duke Johnson (Building and Inspection):
 - Existing mall exits shall have clear exiting with signage and lighting.
 - Applicant said they have some ideas for exits but would like another meeting on that.
- Tim Skusa (Building and Inspection):
 - All existing MOA walls and new walls must maintain proper fire rating.
 - Natalie from Summit talked to T. Skusa about exiting and as time goes on, less exits will be provided for the MOA.
 - Has there been thought to vehicular drop off?
 - Applicant said they were directed against having another pull out there
 - T. Bowlin from engineering mentioned one of the areas was drop off only. One of the thoughts on this is that when the bus bridge period drop is not needed, will have service there.
 - Applicant mentioned bus bridge happens very infrequently (3 times last year)
 - T. Skusa mentioned that if it is assigned and meant to be a drop off facility (kiss-and-ride), will need to look into accessibility.
- Laura McCarthy (Fire Prevention):
 - Maintain emergency vehicle access and flow.
 - They need to work on sprinkler and smoke zones which will be a challenge with the escalator opening to the mall.
 - Applicant responded that they are planning a smoke curtain.
- Heidi Miller (Police):
 - Police is requesting a cypher-lock on the exterior door access for the Bloomington Police Department area. They need to be sure there is room to remove people on stretchers through a controlled non-public area.
 - Applicant mentioned that the back of house corridor will be for this. Way-finding will also be easier to find transit station.
 - When will this open?
 - Applicant responded Black Friday of 2017 is goal date for functionality. Super bowl of 2018 is when they hope to be completed.
- Jen Desrude (Engineering):
 - See geometric and signal revisions (redline on plan sheet).
 - A bike and ride facility seems appropriate for this station.
 - Applicant mentioned that it would be a card access secured location to put bike in facility. Potentially it would have a vending machine, etc. Also, plaza area outside metro mobility area will be there. There will also be an outside bike rack/art piece.

- A Stormwater Management Plan/Report shall be provided.
 - Applicant said they are working through this.
 - A meeting with engineering and fire department and design team would be a good idea.
- Tim Kampa (Utilities):
 - Contact Met Council (651-602-1378) for Sewer Availability Charge (SAC) determination.
 - Provide a civil utility plan for city review and approval
 - Applicant asked about needing a new connection to 24th
 - Not a lot to review yet for utilities
- Londell Pease (Planning):
 - Facility must include a creative placemaking (public art) component
 - Need to address vertical circulation for crossing 24th Avenue for either a multi-modal transit hub, or for connection to future MOA phase.
 - Retail space of approximately 2000sf needs to be identified.
 - How will MOA signage be integrated into the facility? May need to amend Master Sign Plan.
 - Any landscaping removed must be replaced on-site.
 - What is the status of wayfinding signage inside and outside the facility? There is potential to partner with the City with ongoing wayfinding project.
 - A full parking analysis must be provided to account for any loss in parking.
 - If losing parking, Planning needs to know net gain or net loss. Applicant said it would be a gain for public, loss for employee parking.
- Schane Rudlang (Port Authority):
 - Wants to ensure the applicant understands length of time to get through the permit review process.
 - Port Authority has been working with MOA on the retail spaces and we must have these retail spots shown on the plan
 - Vertical circulation across 24th must integrate with exterior architecture. Suggest they proactively render plans for the future for skyway
 - Security inside the facility needs to be addressed.
 - There should be the perception that someone is watching from Met transit into station but the look of one way glass.
 - Applicant said they plan to have badges by doors and that spot in station is intended to be outlook location. They also may need red phone in hallway as well.