

Approved Minutes

City of Bloomington

Development Review Committee

Tuesday, September 29, 2015

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
Duke Johnson (Bldg & Inspection) 952-563-8959
Glen Markegard (Planning) 952-563-8923
Jen Desrude (Engineering) 952-563-4862
Tim Kampa (Utilities) 952-563-8776
Erik Solie (Env Health) 952-563-8978
Heidi Miller (Police) 952-563-4975
Londell Pease (Planning) 952-563-8926
Mike Centinario (Planning) 952-563-8921
Amanda Johnson (Bldg & Insp) 952-563-8961

Item 1 - Formal	Cambria Suites - 8001 28th Avenue S.
Site address	8001 24th Ave S.
Previous DRC Appearance	Yes - 7.7.15
PC Hearing	10/22/2015
Application type	Preliminary and/or Final Development Plan; Rezoning
Staff contact	Centinario, Michael x8921
Proposal	<p>The applicant is proposing a Cambria Suites hotel at 8001 28th Avenue South. The development would initially be comprised of five floors and 164 hotel rooms with three banquet rooms.</p> <p>A future 7,360 square foot restaurant is depicted along the northwest corner of the site adjacent to the American Blvd. W. and 28th Avenue intersection. The restaurant would be a future development phase.</p> <p>The applicant indicates that the parking requirement based on City Code is 297 stalls. Two-hundred and forty stalls are proposed.</p>
Plat name	Lot 2, Block 1 28TH AVE LRT STATION
Decision maker	City Council
Reviews	DRC; City Council; Planning Commission
Contact 1 name	Stu Friedman, sfriedman.sdc@roadrunner.com , (216) 298-3529 / (216) 223-5262
Contact 1 address	Sterling Development Consultants 34375 Lakeview Dr. Solon, Ohio 44139
Contact 2 name	Mike Bultman, PE, MBultman@sambatek.com , (763)398-0867
Contact 2 address	Sambatek

Guests Present

Stu Friedman, Sterling Development

Mike Bultman, Sambatek

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MBultman@sambatek.com

Discussion/Comments:

- Michael Centinario (Planning):
 - The applicant is seeking to construct a 164 room hotel and future restaurant at 8001 28th Avenue South. Two-hundred and forty parking stalls are proposed. The applications include rezoning, preliminary development plan, and final development plan.
 - Hotels and restaurants are permitted by right uses in the LX district. Currently, the site is zoned CO-1 Commercial Office, but the Comprehensive Plan designates this site as Lindau Mixed Use. The City anticipates that the site will be rezoned LX Lindau Mixed Use to mirror the Comprehensive Plan's designation.
 - Applicant is intending on a structure being attached to the hotel and contemplating having 2 users for that space--a restaurant and a coffee shop. No tenants have been determined yet.
- Kent Smith (Assessing): Beware as it is currently exempt with MAC ownership but will be on tax roles for 2016 after the applicants purchase it. Applicant said closing date is scheduled for October 19th. There may be one additional extension to move it to December pending funds.
- Erik Solie (Environmental Health): No additional info. Solie gave them the application packet and guides for restaurants.
- Duke Johnson (Building & Inspections): Duke Johnson asked about their construction start date. Applicant said they would like to start the hotel as soon as possible. They do not want to start in December with MN winter, but the severity of the MN winter weather will determine it (ideal start time in February/March). Applicants plan on applying for building permit in January/February. Duke Johnson requested a preliminary plan review with architect on record as soon as possible to go over code when bid set is ready.
- Laura McCarthy (Fire Prevention):
 - Need to verify turning radiuses around the hotel and restaurant (Autoturn).
 - Applicant said they can provide it for McCarthy within the next day. Applicant mentioned they have used AutoTurn with the Bloomington fire truck and it makes the turns. McCarthy requested to send this to Desrude.
 - Will work with Utilities to identify hydrant locations.
 - Sprinkler system, fire alarm system and standpipes required.
 - All stairwells shall have an access door to the interior on all floors including the first floor. Stair B doesn't currently show a door to the interior. This is a fire code requirement to provide standpipe hose valves within 200 feet of the areas within the structure.
 - Applicant mentioned these are schematic drawings, and once they get to bid level drawings, they will have specific plans that comply 100%. McCarthy mentioned Fire does not always see plans that are submitted to building and inspections and she wants to make sure the plans comply. Applicant mentioned they will send a copy of the mechanical plans directly to McCarthy when they are completed.
 - Landscaping shall not interfere with Fire Department access; including areas along American Blvd and 28th Avenue. We will be working with Planning on this.

- Heidi Miller (Police):
 - Recommend participation in the Crime Free Hotel Motel Program provided by the Bloomington Police Department. This three phase process includes; an educational component – provided by law enforcement, on-site security assessment, and an annual meeting to maintain its certification. This would be the 41st hotel in Bloomington and Bloomington provides more hotel rooms than the entire metro combined. Applicant said they would be honored to do that and will have a manager in charge of completing this process and coordinating their efforts with the Police Department.
- Jen Desrude (Engineering): Provided Public Works comments and noted the following:
 - Provide copy of access easement with Met Council.
 - Why is access between Cambria site and Met Transit parking lot so wide (30')? Could narrow to 24'.
 - Applicant answered that they brought in the aerial of the lot to the south and it looked like a 30' driveway, so they wanted to match it. They can change it if need be.
 - Stoops/door swings and trees encroach into sidewalk easement; trees along west side encroach into 5' drainage and utility easement.
 - Parking stall dimensions are required to be 9' x 18' (not 20'), could adjust the parking dimensions and get some additional green space or parking stalls.
 - Parking lot island minimum width is 8'. Could shrink islands to make more space on perimeter for greenspace and landscaping outside of easements.
 - Tier 1 TDM plan required if requesting parking flexibility. Desrude mentioned this plan is a two year commitment to implement and maintain strategies on site for guests and employees. There is a financial guarantee with this as well. It is a detailed plan that will need to be done before building permit. This is due to Engineering before the CO is issued. Melissa Madison with Commuter Services will do it for free.
 - Traffic engineer marked up signing and striping plan, Desrude to provide a scan to the engineer.
 - Need more information about how grades will work at right in/right out, show spot elevations. Is there a plan to modify the rainwater garden curb? The curb is extra deep and it will need to be restored to its original design if damage occurs.
 - Storm water management plan is currently under review
- Tim Kampa (Utilities): Utility comments are also on the Public Works Comment sheet. Kampa wanted to highlight grease interceptors – is the restaurant a future plan? Applicant answered that it is essentially two parts – restaurant and coffee shop. Kampa asked if hotel will have any grease producing restaurant. Applicant answered yes. Kampa said then it will need a grease interceptor shown on civil plan and will need to work with environmental health and plumbing inspectors on size of this. Water service should also be immediately metered across the wall and mechanical room is right there.
- Lisa Firth (Public Health): Bicycle parking requirements. Applicant said they have provided bicycle parking. Centinario mentioned it is spaced for 4 spots. Desrude mentioned they will be requiring parking for 20 bike spots around the site – not just in one location.
- Centinario (Planning):
 - The restaurant does not need to be built at part of Phase I, although the applicants need to plan for the full build out and meet FAR and building footprint requirements. The restaurant is included as part of the Preliminary Development Plan, but it needs to be clearer on the plans that the restaurant would not to be constructed with the hotel. Markegard asked what improvements would be built

with the hotel. Applicant said all parking, landscaping, and lighting will be done except for the future restaurant space.

- The plans indicate that 297 parking stalls are required by Code. When calculating parking, we have to include the hotel restaurant, which proposes 53 seats, although staff is supportive of parking deviations for the hotel restaurant. Based on the number of rooms, banquet space, hotel restaurant, and phase 2 restaurant, the parking requirement is 318. Two hundred and forty stalls are proposed.
- Internal capture is the concept that some of the restaurant and banquet/meeting area customers will also be hotel guests, and therefore would not increase overall parking demand for the facility. Staff's conservative approach for past reviews, which has been accepted by the City Council for other hotels, assumes that 25 percent of the Code required parking need for the banquet facility and 33 percent of the parking need for the restaurant will be satisfied through internal capture. Using the internal capture allowance, the parking requirement is reduced to 279, a 14.1 percent deviation. A 14 percent deviation is appropriate for this particular location.
 - Through the Planned Development process, the City Council can further reduce the parking requirement due to the hotel's proximity to the airport, use of shuttle services, and adjacency to LRT.
 - Are there no banquet or meeting rooms proposed for the restaurant? The plan indicates 80 seats and a parking requirement of 32 stalls. The parking requirement will be greater if there are banquet rooms. Eighty seats for a restaurant of that size seem very low. Centinario mentioned it seems low and should be more like 150 plus and is wondering if that is still their intent. Applicant said that with the sizable parcel of land, city would like a certain amount of lot coverage, which is why the sizable building will be there, but they are not sure exactly how the restaurant will be implemented. They will keep us informed every step. Centinario mentioned that since they are proposing this as Phase II, there will be a final development plan later on when want to construct restaurant. Sharing a parking agreement with Metro Transit certainly will help.
- Minimum landscape yard (Section 19.52(c)(4)(A)): The landscape yard is flush with the hotel, which meets the design standard. Additional vertical elements are required, which are discussed more below. Centinario mentioned they have shifted parking lot already a bit to the east. The islands are quite wide and they may need that space to accommodate vertical elements. There is a 15' sidewalk/bikeway easement along 28th Avenue and landscaping should be kept out of the easement.
- Primary façade windows (Section 21.301.03(b)(1)(A): Minimum 50 transparency. It looks like the facade exceeds the 50 percent requirement along 28th Avenue (Primary Street).
- Secondary façade windows (Section 21.301.03(b)(1)(B): Minimum 25 percent. American Blvd. is the secondary street. We cannot determine compliance with the secondary façade because elevations were not provided for the restaurant.
- Street enclosure (Section 21.301.02): as detailed above, buildings must enclose at least 50 percent of the linear primary street frontage. Buildings or other vertical elements must enclose an additional 20 percent of the primary street frontage. Vertical elements may consist of trees, shrubs, walls, decorative fences, or sculptural elements. The plan meets the 50 percent street frontage, but does not include the additional 20 percent vertical elements. This will require a plan revision.

- It does not appear that the development meets the secondary street enclosure requirement, but only by a few feet. Extend the northeast corner of the building five or so feet to meet the standard. Additional vertical elements (e.g., landscaping, fencing, or some other decorative element) are needed along American Blvd. East. The 30 percent street frontage needs to be met. Applicant asked if there are special use requirements for outdoor seating. He is worried about adding space to building if they add an outdoor dining area. Centinario mentioned that staff might be supportive of development flexibility along American Blvd. if there is they proposed such an area, but detailed plans would need to be provided before Planning staff could form an opinion. Applicant said that when they move into Phase II, they would bring ideas. Centinario also asked about underground electrical distribution easement being so wide. Applicant said that they have checked into it with Xcel and were told they could not add landscaping there underground improvements. Centinario asked if there was to be no landscaping in easement at all or just proximity to where there is an underground line. Applicant wants to check into this. Desrude asked if they can put concrete in for sidewalk connection. Applicant said they need to speak to Xcel.
- Centinario discussed required sidewalk connections. City Code requires there to be a sidewalk connection between the street sidewalk and primary entrance. Centinario said yes it would. Markegard asked if they could sod the easement area. Applicant said that if it would not be too deep in surface (i.e. concrete walk or landscaping), and believes it would be ok. He will check on it. Applicant asked if shrubs are considered a vertical element – Centinario confirmed.
- Centinario asked the applicant to explain what is meant by “service area” on the plan. Applicant said service area is intended to be trash area. Centinario explained that an interior trash room must be incorporated into the design, as it is a Code requirement. Applicant confirmed the revision would be made to incorporate an interior trash room.
- The building materials are a mix of glass, metal panels, and masonry. Cement fiber panels, which were initially proposed, do not meet City exterior materials requirements.
 - For pre-finished metal panels, the City requires a 30-year finish warranty. A number of types of metal panels have been approved as part of other developments, but staff may need to do some additional review if the chosen panel is not similar to what has been approved for other projects.
 - EIFS is not a permitted material, although EIFS was originally shown on elevation drawings.
- Centinario reminded the applicant to work with the Metropolitan Airports Commission on crane heights. If the crane heights penetrate the Airport height limits a temporary construction variance will be necessary.
- Be sure to submit the FAA 7460 analysis to ensure that building height is within limits. The building height limit appears to be approximately 75 feet. This appears to be within the airport height limits. Temporary construction variances are not through the City of Bloomington. The applicant acknowledged the requirement and stated the process is a little delayed because they are proposing to build the hotel structure with steel as opposed to wood.
- Sections 21.501.02 and 21.501.03 of the City Code describing the application content requirements for preliminary and final development plans. The applicant is working on a massing graphic to depict the development at full build-out.

- Before a building permit may be issued, a lighting plan consistent with Section 21.301.07 must be reviewed by staff. When designing the lighting plan, keep landscaping in mind. Lighting poles are often depicted in the same location as trees. A minimum two footcandles are required in parking and circulation areas and one footcandle in the perimeter 25 feet of the site. Ten footcandles are required at primary entrances and two footcandles within 5 feet of secondary entrances. A lighting plan has not been submitted, but a Code-complying plan is required before we can issue a building permit. Lighting plans have a tendency to delay building permits. Applicant mentioned again it is schematic drawing and that lighting photometrics will be produced.
- Signs are reviewed administratively and are not approved through the rezoning or Planned Development process. A Uniform Sign Design must be completed before a sign permit may be issued. USDs must mirror the City Code. The type of signs must be consistent (e.g., channel letter or cabinet).
- Other design/bulk standards include:
 - Minimum building setback (Section 21.301.01(e)): 15 feet due to easement width.
 - Maximum building setback (Section 21.301.01(e)): 20 feet. Setback standard is met.
 - Minimum floor area ratio (Section 21.301.01(d)): 0.7. Total floor area for the hotel was not provided until the application was submitted. Based on the narrative and submitted plan, the FAR is less than the 0.7 minimum. There is a discrepancy between the narrative and plan sheets. We calculate FAR using gross square footage. Please confirm what the square footage is gross, not net. Applicant will review the floor plans. They then asked what happens if they are short. Centinario mentioned there may be flexibility if meet design requirements. Markegard mentioned if he had time after, they should walk through that option following the meeting.
 - Minimum floor area: Minimum 10,000 square feet. Standard is met. Restaurant user is physically connected to the hotel. If this physical connection is lost, the restaurant floor area would need to be at least 10,000 square feet.
- The landscape plan depicts 69 trees and 173 shrubs, which meets the minimum landscaping requirement in Section 19.52 of the City Code. Although the number of plants meets Code, Section 19.52(d)(4) requires parking lot screening between the property line and parking and circulation areas. Additional screening is needed along 28th Avenue South and American Blvd. East. (vertical elements).
- Some doors open into parking areas. There must be at least 5 feet of unobstructed, walkable width (Section 21.301.04(d)(1)(B)) if you are going to have a sidewalk. If they are emergency access doors, no sidewalk is required beyond a landing. If the door is an entrance to get to a stairwell, it needs to be 5 feet unobstructed (6.5 feet from edge of curb to account for vehicle overhang).
- There will be a condition of approval that will require certain sound transmission class ratings—similar to recent hotels. For a recently approved hotel, the STC ratings of at least 53 for exterior wall and roof assemblies, 38 for guest room windows, and 30 for HVAC equipment and vents. Applicant mentioned this is no problem and their other hotel developments exceed those ratings.
- A connection between the hotel site and Metro Transit parking lot is shown. No easement has been granted by Metro Transit for this connection, although staff is supportive of the additional access.
- By Thursday morning, we need the following items or staff will need to reject the application as incomplete:

- Consent from the Metro Transit for the southeast connection. This can be achieved by someone at Metro Transit signing the application. This does not mean they agree to all components of the connection, or that there is an easement agreement in place, but it allows the application to move forward. Centinario mentioned they a 15-day window to reject an application as incomplete. If the submittal is incomplete, the proposal will not be on the October 22nd Planning Commission agenda.
 - Massing graphic depicting both development phases.
 - Applicant asked if Planning Commission is a day or night meeting. Centinario stated it is an evening meeting and takes place in the City Council Chambers at 6 pm.
 - Applicant asked if there are two City Council dates or just one. Centinario stated that a public hearing will be scheduled before the City Council, but only one Council meeting is required. Sometimes applications are continued if the Council needs more time or information to make a decision, but that is fairly rare.
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