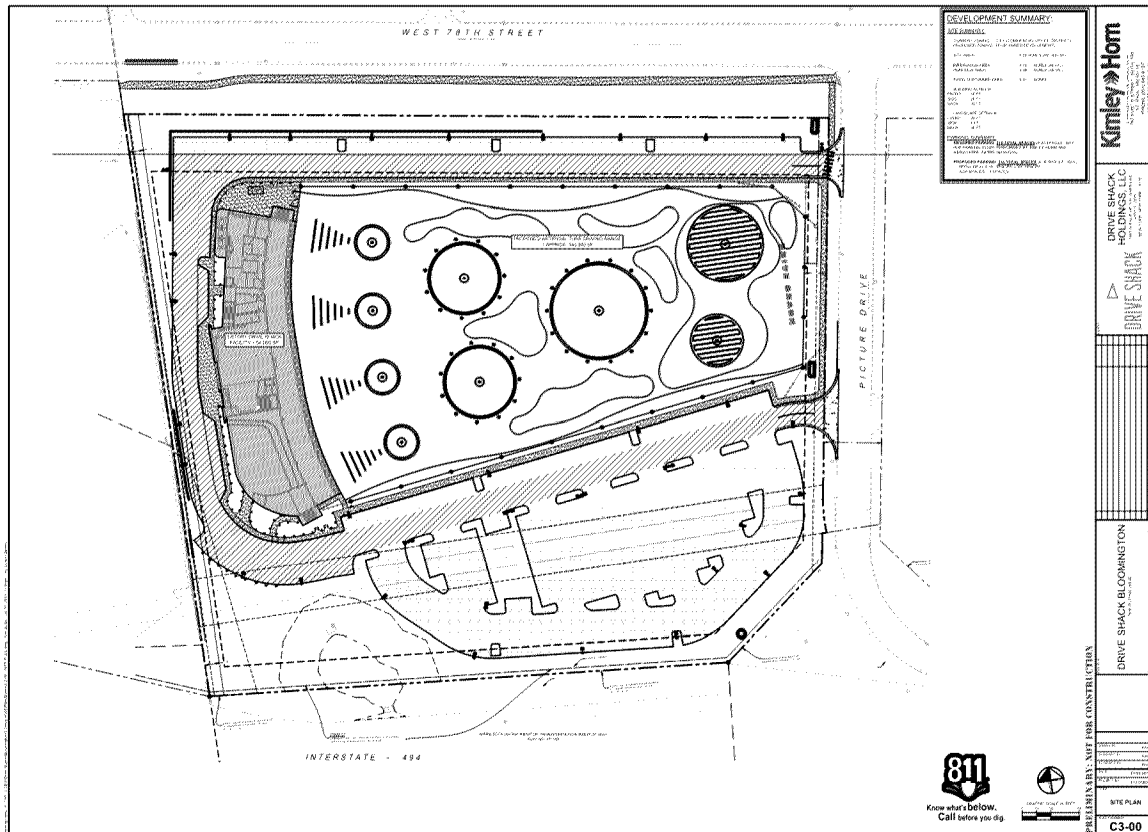


# DRIVE SHACK BLOOMINGTON

## Development Application



## Project Narrative

July 3, 2019

Developer: Drive Shack Holdings, LLC  
111 West 19<sup>th</sup> Street  
New York, New York 10011

Prepared By: Drive Shack Holdings, LLC  
Kimley-Horn and Associates, Inc.  
Artech Design Group

## **A. Development Application Requested Actions**

The requested actions for the Bloomington Drive Shack Development Application will be as follows:

The Development Application for the Bloomington Drive Shack Development Application anticipates adhering to the following approval schedule:

- |   |                   |
|---|-------------------|
| - Pre-Application Meeting with the City (completed)                 | March 14, 2019    |
| - Informal Development Review Committee (DRC) Submittal (completed) | March 26, 2019    |
| - Informal DRC Meeting (completed)                                  | April 2, 2019     |
| - Submit Development Application to the City                        | July 3, 2019      |
| - Formal DRC Meeting  | July 16, 2019     |
| - Resubmittal Prior to Planning Commission, if required             | —                 |
| - Planning Commission Hearing                                       | August 8, 2019    |
| - City Council Meeting  | August 19, 2019   |
| - City Council Hearing  | September 9, 2019 |

The Development Application will include the following:

- Development Application
- Development Application Fees
- Development Application Supporting Documents
  - Project Narrative
  - Civil Engineering Plans – Kimley-Horn and Associates
  - Landscape Architecture Plans – Kimley-Horn and Associates
  - Architectural Plans – Artech Design Group
  - Site Lighting & Photometric Plans – TES Engineering
  - Parking Study Memorandum – Kimley-Horn and Associates
  - Stormwater Management Report – Kimley-Horn and Associates
  - Noise Study – ESI Engineering
  - Ball Trajectory Study – Tanner Consulting Group
  - Wetland Delineation Report - Kimley-Horn and Associates
  - Netting Effects on Birds – LFS Sports and Industrial Netting
  - Guy Pole Example – Net Connection, Inc.

## **B. Project Location**

The project is located on one existing parcel at 7800 Picture Drive, Bloomington, MN that is 9.25 acres per ALTA and topographic survey performed by Egan, Field, and Nowak, Inc. dated April 15, 2019. The site currently contains a commercial building and associated parking lot. The property is bounded to the north by West 78th Street, to the west by Doran Companies and Northland Group, LLC, to the south by Interstate Hwy. 494, and to the east by Picture Drive.

## C. Property Description

1. Plat information:
  - a. The parcel is comprised of a single 9.22-acre tract per ALTA and topographic survey performed by Egan, Field, and Nowak, Inc. dated April 15, 2019. Platting of the property is not anticipated.
2. Site Drainage:
  - a. The project requires a single stormwater management system with two outfalls in the southwest corner of the Site. An underground stormwater management system is anticipated to meet the requirements of the City of Bloomington and Nine Mile Creek Watershed District.
  - b. Stormwater management will consider runoff rate, volume, and water quality management requirements as outlined by the City of Bloomington and Nine Mile Creek Watershed District.
3. Existing City Improvements:
  - a. The City has public streets adjacent to the site on West 78<sup>th</sup> Street and Picture Drive. Public sidewalk infrastructure is located along West 78<sup>th</sup> Street as well as mid-block along Picture Drive.
4. Right-of-Way Easements:
  - a. It is not anticipated that any Right-of-Way modifications will be required for the project.
5. Easements:
  - a. *Drainage & Utility Easement* (5 – feet wide) runs along west property line.
  - b. *Snow Fences Easement and Limitation on Rights of Access* (5 – feet wide)
  - c. *Electric Transmission Line Easement* (50 – feet wide) for Xcel Energy runs from east to west across the proposed parking lot.
  - d. *Utility Easement* (10 – feet wide) for electric cables, wires, conduits, manholes, and related purposes. Located along north portion of east property line.
  - e. *Drainage and Utility Easement* (Varying width)
  - f. *Slope Maintenance Easement* (15 – feet wide)
6. Wetland:
  - a. There is an approximate 0.10-acre wetland located in the southwest corner of the site per information provided through the Hennepin County Wetland Inventory and National Wetlands Inventory.
  - b. Kimley-Horn has prepared a Wetland Delineation Report dated June 2019.
  - c. It is understood that the existing wetland on site will be regulated by the City of Bloomington.
  - d. As part of the project, Kimley-Horn will coordinate with the U.S. Army Corps of Engineers to determine if they have jurisdiction of this wetland.



- e. Wetland management will consider requirements as outlined by the City of Bloomington, Nine Mile Creek Watershed District, and U.S. Army Corps of Engineers, if applicable.
- 7. Topography:
  - a. The project area has a substantial amount of grade change across the site. The high point is located in the northwest corner, approximately 30 feet above the southern property line.
- 8. Flood Plain:
  - a. According to the FEMA Flood Insurance Rate Map, the site is not located in a documented floodplain.
  - b. The City of Bloomington classifies this site within the Flood Hazard Overlay zone.
- 9. Access:
  - a. There are two existing drive entrances to the property, one from W. 78<sup>th</sup> Street along the northern boundary and one from Picture Drive to the east. It is anticipated that the Site will be accessed from two drives located off Picture Drive as depicted on the conceptual site plan. An access to W. 78<sup>th</sup> street is not feasible due to the elevation drop across the site and achieving reasonable slopes on the driveways and throughout the parking field.
- 10. FAA Height Restrictions:
  - a. This site is located within proximity to the MSP International Airport and will require review through the Federal Aviation Administration (FAA). There are several buildings in the area that are taller than the proposed Drive Shack Project so the project height is not anticipated restricted by the FAA but this will be confirmed through the permitting process.

## **D. Proposed Project**

- 1. General Building Description:

Development and construction of a 3 story, 56,500 SF Major Commercial Golf Facility that includes:

  - a. 72 golf hitting bays designed to provide customers with luxury seating and entertainment options.
  - b. An approximate 144,000 SF synthetic turf driving range with 170-ft tall net poles
  - c. Open air pavilion
  - d. VIP Lounge
  - e. Multiple lounge locations within the building
  - f. 140 televisions placed throughout the building for sports and entertainment viewing
  - g. The building is designed to be controlled by an in-house sound system. All third-party clients are required to connect to the sound system, allowing our Operations Manager



to control the sound at all times in order for the facility to meet code requirements. Furthermore, all the speakers in the facility are positioned to play into the facility, which helps mitigate sound pollution.

2. Project Phasing:
  - a. The project is anticipated to be completed in one phase.
3. Code Compliance:
  - a. The building will be designed per the current Minnesota Building Code
  - b. Sprinklered:
    - i. The building will be fully sprinklered in compliance with NFPA and IBC.
  - c. Fire Resistance Ratings:
    - i. The building will be in compliance with adopted version of IBC and any local or State adopted codes.
4. Building Areas:
  - a. Total Interior Building Area = +/- 30,700 SF
    - i. Main 1<sup>st</sup> Floor Lounge = +/- 300 guests
    - ii. 1<sup>st</sup> Floor Service and Building Support
    - iii. 2<sup>nd</sup> Floor Specialty Lounge = +/- 100 guests
    - iv. 2<sup>nd</sup> Floor Lounge = +/- 50 guests
    - v. 2<sup>nd</sup> Floor Kitchen and Building Support
    - vi. 3<sup>rd</sup> Floor Teeline Lounge = +/- 100 guests
    - vii. 3<sup>rd</sup> Floor VIP Lounge = +/- 50 guests
    - viii. 3<sup>rd</sup> Floor Shell Area for future Uses
  - b. Total Exterior Building Area = +/- 25,800 SF
    - i. Teeline = +/- 430 guests
    - ii. Level 2 Pavilion Balcony = +/-
    - iii. Level 3 Pavilion Balcony = +/-
    - iv. 1<sup>st</sup> Floor Outdoor Pavilion = +/- 300 guests
  - c. Total Exterior on grade area = +/- 4,800 SF
    - i. 1<sup>st</sup> Floor Pavilion = +/- 300 guests
5. Building and Net Pole Height:
  - a. Approximate building height:  $\pm$  48 ft
  - b. Height of net poles: 170 ft
    - i. A ball trajectory study was performed by Tanner Consulting Group, dated April 3, 2017, which studied above average golfer swing speeds and ball trajectories. The data was then interpolated to the 3<sup>rd</sup> floor of the Drive Shack facility, and it was determined that the highest trajectory that would need to be accommodated was 157 feet. The net poles for this project are anticipated to be 170 feet tall.



6. Exterior Architectural Design and Materials:
  - a. See drawing sheet A2.1, Exterior Building Elevations for reference
  - b. Trash Recycling – will be located exterior to the building footprint and will include aluminum metal screen gates. The colors and textures of the façade around the enclosure will match that of the building.
7. Site Amenities:
  - a. Per the City's request, an 8-ft wide sidewalk will be installed along W 78<sup>th</sup> Street and a 6-ft wide sidewalk (provided within a 10-ft bike and pedestrian easement) will be installed along Picture Drive.
8. Landscaping and Irrigation:
  - a. Existing trees will be required to be removed as part of the project. Where possible, a portion of trees along West 78<sup>th</sup> Street and the existing wetland will remain and be protected.
  - b. Client intends on meeting tree replacement requirements
9. Parking:
  - a. 314 surface parking spaces will be provided on site with most of the spaces (245) being located to the south of the building and driving range.
  - b. There are sidewalks provided along either side of the driving range to allow for pedestrians to safely access the building.
10. Stormwater Management:
  - a. The proposed storm water management plan for the Bloomington Drive Shack project will be consistent with the City of Bloomington design standards as well Nine Mile Creek Watershed District's Rules, which was last revised in May of 2019. The proposed storm water treatment and conveyance systems design adhere to the following requirements:
    - i. All new storm sewers must be sized to accommodate the 10-year storm event.
    - ii. Site discharge is restricted to pre-development runoff rates.
    - iii. Abstraction requirements
    - iv. Water Quality requirements
11. Utilities:
  - a. The project will provide utility improvements including:
    - i. Water main
      1. 8" DIP water main exists in Picture Drive
      2. 12" CIP water main exists in West 78<sup>th</sup> Street
      3. An 8" DIP water main loop and hydrants will loop around the proposed building and field connecting to 8" DIP water main within Picture Drive.
      4. Fire and domestic water services will be stubbed to the west side of the proposed building.



5. Two hydrants have been proposed to provide adequate coverage of the building. Both hydrants are located on the west side of the building. An existing hydrant is located at the intersection of West 78<sup>th</sup> Street and Picture Drive.
6. Final location of the water service location and size will be coordinated with the MEP.
- ii. Sanitary sewer
  1. 8" PVC sanitary sewer exists in Picture Drive, initiating mid-block.
  2. Sanitary sewer exists just north of West 78<sup>th</sup> Street.
  3. 20" Clay sanitary sewer exists along the south property line within MnDOT Right-Of-Way.
  4. 6" CIP public sanitary sewer exists along the west and south portion of the property located with a Drainage & Utility Easement.
  5. One existing sanitary service to the existing building is located off Picture Drive.
  6. One 6" PVC sanitary sewer service is proposed extending from the proposed building mechanical room to existing 8" PVC sanitary within Picture Drive.
  7. One grease interceptor per City of Bloomington standards is proposed adjacent to proposed sanitary sewer service.
  8. The final proposed sanitary service locations and size will be coordinated with MEP.
- iii. Storm sewer
  1. 24" RCP storm sewer exists in W 78<sup>th</sup> Street.
  2. 18" RCP, 42" RCP, and 48" RCP trunk storm sewer exists within MnDOT Right-Of-Way.
  3. Existing site drainage discharges to the 48" RCP trunk storm sewer pipe through an existing 24" RCP service.
  4. On-site existing storm sewer infrastructure will be removed as part of the project with the exception of a portion of the 24" RCP service to the site.
  5. Nearly the entirety of the site proposed stormwater runoff will be directed to onsite storm sewer system, then to an underground stormwater management system, then to the existing 24" RCP service, then to the existing 48" RCP trunk storm sewer.
  6. Remain runoff will surface runoff to the existing wetland on site or to Picture Drive.
  7. The final proposed roof storm sewer service locations and sizes will be coordinated with MEP.
- iv. Electrical
  1. Overhead transmission lines for Xcel Energy runs from east to west across the proposed parking lot.
  2. One proposed transformer is located at the north west corner of the building. Final location of transformer to be coordinated.
- v. Natural Gas
  1. Underground gas main exists in Picture Drive.
  2. Final proposed gas service location and size to be coordinated.
- vi. Data and Communications



12. Netting Effects on Birds

- a. To address questions raised during the Informal DRC as it relates to the effect of the driving range netting on local and migratory birds, LFS Sports and Industrial Netting has provided a memorandum detailing the netting used for Drive Shack and other sports facility projects. The memorandum states that the proposed netting (#930 Polyester Barrier Netting) should provide no harm to any local or migratory birds.

## E. Zoning Code Analysis

1. Comprehensive Plan

- a. The current Comprehensive Plan (2008) Land Use Guide Plan designates the project site as Office (OFC).

2. Zoning:

- a. The site is currently zoned Commercial Office District (CO-1)
- b. Through the City's Code Text Amendment process, the Client requested, and the City of Bloomington has granted approval on the two following City Zoning Code changes.
  - i. Amends City Code Section 19.03 to add the following use definition:
    1. Major Commercial Golf Facility – A combined indoor and outdoor recreational golf driving range which may include a associated uses such as a restaurant, arcade, entertainment, meeting facilities and incidental retail.
  - ii. Adds Major Commercial Golf Facility as a Conditional Use in 19.40.08
    1. *Section 19.40.08 COMMERCIAL OFFICE DISTRICT CO-1*
      - a. Conditional Uses.
        - i. (15) Major Commercial Golf Facility
- c. The site is located within the Flood Hazard Overlay zone.

3. Airport Zoning:

- a. An FAA 7460-1 Airspace Study of the building pole will be required based on proximity to the MSP International Airport.

4. Building Floor Area Ratio (FAR):

- a. Per City Code Section 19.40.08, the maximum allowed FAR is 1.0 for nonresidential uses
  - i. The proposed development will achieve approximately 0.14 FAR. This is due to the fact that the facility mainly functions as a driving range which occupies a majority of the site area.

5. Dimensional Requirements:

- a. Front Yard Setback = 60 feet
- b. Side Yard Setback = 20 feet plus 0.25 foot for each one foot of structure height in excess of 60 feet.
- c. Rear Yard Setback = 20 feet plus 0.25 foot for each one foot of structure height in





excess of 60 feet, but in no instance less than 30 feet.

6. Building Design:

- a. Building Height: +/- 48 ft
  - i. No height restriction per the City's zoning code
- b. Section 19.29(j)(1) Public entrance requirements: Buildings adjacent to and within 100 feet of public streets must include at least one public entrance clearly visible and directly accessible from an adjacent public street. The public entrance may include security controls. We are beyond 100 feet from any building façade, but we do have a public entrance that is clearly and directly accessible from an adjacent street.
- c. Section 19.29(j)(2) Building façade requirements: First floor building facades facing and within 100 feet of public or private streets or major pedestrian corridors must meet the following window standards on those facades to promote a pedestrian oriented environment and add visual interest:
  - i. (b) For nonresidential uses, a minimum of 50% of the area of the first-floor building facade must be composed of windows or entrances. No more than 25% of the total window area and eye level window area may be obscured by signs, product displays or similar covering. Blinds, curtains and similar temporary coverings for privacy or sunlight control are permitted. *We are greater than 100 feet from any building façade to a public street, so this does not apply.*

7. Open Space and Landscaping:

- a. City Code Section 19.52 for landscaping and screening requirements.
- b. City Code requires:
  - i. Landscape Yard: An area for landscaping, kept free of parking, storage or storm water ponds, must be provided around the perimeter of a site. The landscape yard must be a minimum of 20 feet deep when adjacent to public or private streets and a minimum of five feet deep when not adjacent to streets.
  - ii. Where a parking island is immediately adjacent to one or more parking stalls, the island length must be three feet shorter than the adjacent stall to promote ingress and egress into the stall.
  - iii. A minimum of one deciduous tree must be provided per parking lot island.
  - iv. Parking island with tree – minimum of 8 foot width.
  - v. One tree required per 2,500 square feet of developable landscaping area.
  - vi. One shrub required per 1,000 square feet of developable landscaping area.

8. Exterior Lighting:

- a. Lighting must comply with City Code Section 21.301.06.
  - i. A minimum of 2 ft-candles must be maintained within the parking lot except for within the exterior 25-ft of the parking lot.
- b. Lighting for the driving range will be provided using a Qualite lighting system. See Qualite Range Photometric Plans. The lighting system is designed so that the Operations Manager can dim the lights and allow Drive Shack to remain in compliance



with the City code. Furthermore, it is important to note that the photometric plan shows the lighting FC decreasing as it approaches the end of the driving range. This is because Drive Shack's technology does not require the driving range to be completely lit like other outdoor lighting for sporting fields.

- c. A portion of the light poles will be located under an Xcel Energy high power transmission line. Kimley-Horn is coordinating with Xcel on the improvements proposed within their utility easement, and will reduce the height of the light poles, if required.

9. Signage:

- a. Signage must comply with Chapter 19.

10. Parking Analysis:

- a. The Major Commercial Golf Facility is not listed within current City Code Section 21.30106 Parking and Loading.
- b. Parking as required for the project has been coordinated with the City of Bloomington. As result, a Parking Study performed by Kimley-Horn, dated June 28, 2019, was completed, which studies the parking demand at an existing Drive Shack site and informs the evaluation of parking needs at Drive Shack sites.
- c. Total proposed parking on site is 314 spaces that have a minimum space size of 9 feet by 18 feet for 90° angle parking.
- d. Up to 20% of total number of required parking may be for compact cars that have a minimum space size of 8 feet by 16 feet for 90°-angle parking, however, this application proposes no compact stalls.

11. Traffic:

- a. A Traffic Study was not required by the City for this site and proposed project.

12. Noise:

- a. Outdoor noise must comply with City Code Section 10, Article 4: Noise Code.
- b. A Noise Study was performed by ESI Engineering, dated June 28, 2019, which evaluated the existing conditions of the site, as well as the actual noise levels emitted at the Orlando Drive Shack Facility (only Drive Shack location currently open). The Noise Study determined that the anticipated noise levels produced by normal operations of the building will not exceed the City's Code requirements.

## **F. Planned Development Flexibility Requests**

1. Setbacks:

- a. Flexibility on the required 20-ft front yard landscape setback is requested to construct a retaining wall in the northwest portion of the site. After the retaining wall is constructed, approximately 15.5 feet will be available for landscaping.
- b. Flexibility on the required building setback along Picture Drive is requested for the

construction of 4 driving range net poles (Pole #10 – Pole #13 as shown on the Civil Site Plan included in this submittal).

- i. The City requires a setback of 20 feet plus an additional 0.25 feet for every foot above 60 feet.
  1. The net poles will be 170 feet tall to contain golf balls hit from the teeline of the building and therefore a building setback of 47.5 feet will be required ( $20' + 0.25 \times 110' = 47.5'$ ).
- ii. The proposed net poles will be approximately 20.5-ft setback from the Picture Drive Right-of-Way.
- c. Flexibility on the required 20-ft landscape setback along Picture Drive is requested for the construction of net pole guy wires and guy poles.
  - i. The guy wires and guy poles are necessary to stabilize the net poles and provide the necessary tension in the netting. Guy wires are used where enough length is available to guy directly into the ground (usually around 25-ft – 550-ft). Guy poles are required when there is not sufficient distance from the net poles to guy into the ground and must guy down to a stub/support pole (usually 15-ft – 20-ft in height).
    1. An example of the guy wire and guy pole design is included in the submittal.
- d. Flexibility on the required landscape setbacks along West 78<sup>th</sup> Street, Picture Drive, and Interstate Highway I-494 is requested to allow for the placement of monument and pylon signs as shown on the Civil Site Plan which is included in this submittal.