

October 06, 2021

## **Bloomington West Redevelopment – Project Narrative**

PID: 060272420004  
7851 Normandale Blvd  
Bloomington, MN

### **1) Development Team**

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### **2) Project Description**

United Properties is proposing a new three-story automobile dealership on the current Days Inn Hotel site in Bloomington. The building would be neighbored by a mix of commercial use buildings and the intersection of 494 and highway 100.

The proposed project would include limited on-site inventory surface parking and other employee/customer surface parking along with 2 levels of enclosed parking to house new and used vehicles. This would amount to a total of 331 spaces; 111 surface parking including up to 30 outdoor inventory vehicles and 220 indoor parking stalls. The ground level would incorporate the service and showroom areas for the dealership. The proposed exterior materials are to be finished precast paneling, undulations of metal panel accents along with storefront glazing. The building and site would be ornately lit to provide visual interest and excitement along the 494 and highway 100 corridors.

### **Zoning and Land Use Adjustments**

As a part of the project, the development team has applied for the addition of a new Use Type within the Neighborhood and Freeway Commercial Zoning District and will be seeking the rezoning of the site from its current designation of CS-1 to C-3.

The new Use Type would be defined as Motor Vehicle Sales, High Density, which would be a Permitted Use in the C-1, and C-3 Zoning Districts. This text amendment would allow for the conditional use of Motor Vehicle Sales—and allow for a limited number of motor vehicles to be stored or displayed outdoors, meanwhile the higher density number of vehicles shall be stored within a fully enclosed structure.

The new definition would include a higher minimum FAR, promoting more intensive and dense development. Historically motor vehicle sales centers have a low FAR value. The proposed use allows for auto sales which are similar to other retail sales, except a limited exterior product display.

Additionally the development team will be submitting for a Comp Plan Amendment, requesting a change from Community Commercial to Regional Commercial.

The automotive industry has changed and will continue to evolve. The proposed use is on the leading edge of this evolution—a trend towards more traditional retail service, and a delivery and service-based experience.

### **Wetland Delineation and Wetland Permitting**

There is a wetland on the project site. It is a Type 4 (Deep Marsh) constructed wetland and is incidental. Kimley-Horn performed a wetland delineation in the fall of 2017. A Notice of Decision for the Wetland Delineation Report with the RGU (City of Bloomington) and TEP was completed in December 2017. The US Army Corp of Engineers (USACE) concurred with the Notice of Decision on March 15, 2018. This concurrence is valid for five years, or until March 15, 2023. Depending on the proposed stormwater management plan, Rule 3.0 – Wetland Management for the Nine Mile Creek Watershed District (NMCWD) may need to be addressed. We have assumed a 40-foot average wetland buffer, with a minimum dimension of 20 feet.

### **Floodplain**

The project site is in the NMCWD and FIRM floodplain. The FIRM floodplain elevation is 821.0. The City of Bloomington is managing the local floodplain and has determined a localized flood elevation of 822.4. The City requires a minimum of 2 feet of freeboard, so the minimum elevation of the showroom/office building will need to be no less than 824.4. The storage of new cars should also be above the localized flood elevation of 822.4. NMCWD Rule 2.0 – Floodplain Management and Drainage Alterations will apply, and the City will enforce a "no net fill" below an elevation of 822.4.

Existing flood storage volume below 822.4:	3,856 CY
Proposed flood storage volume below 822.4:	3,862 cy

### **Stormwater Management**

The project site is in the NMCWD. Since the redevelopment will disturb more than 50 percent of the existing impervious surface on the parcel, the development will need to adhere to the district rules for stormwater management (Rule 4.0) and erosion control (Rule 5.0). Rule 4.0 requires:

- Retention onsite of 1.1 inches of runoff from the regulated impervious surface of the parcel
  - Where infiltration or filtration facilities are proposed, pretreatment of runoff must be provided
  - Drawdown of water levels in infiltration and filtration facilities must be within 48 hours
- Limit peak runoff flow rates to that from existing conditions for the 2-, 10-, and 100-year frequency storm events using the NOAA Atlas 14 24-hour rainfall distribution
- Provide for at least 60 percent annual removal efficiency for total phosphorus and at least 90

percent annual removal efficiency for total suspended solids from site runoff.

In addition to the volume reduction, rate control and water quality requirements, the project will need to implement a chloride management plan.

### **Xcel Energy Transmission Line Easement**

There is a gap in Xcel Energy's 50-foot transmission line easement at the southeast corner of the site. Kimley-Horn has made contact with Xcel's Area Manager to discuss the process to resolve this gap.

### **3) Preliminary City & Construction Draft Timeline (Subject To Change):**

- 10/06/21 - Pre-Application DRC Submittal: 10/6/21
- 10/12/21 – Pre-Application DRC Meeting
- 11/15/21 – Estimated Existing Structure Demolition
- 11/08/21 – Planning Commission Submittal
- 11/23/21 – Post Application DRC Meeting
- 12/16/21 – Planning Commission Hearing
- 01/17/21 or 01/24/21 – City Council Meeting (Depending on 2022 Calendar)
- 1/24/21-March – Met Council review of land use comprehensive plan amendment
- March 2022 – Building Permit Plans
- April 2022 – Begin Construction
- February 2023 – Construction Complete

### **4) Proposed Hours of Operation**

- TBD based on finalized operator

### **5) Description of Covenants or Agreements**

- TBD

### **6) Anticipated Employment**

- TBD based on finalized operator

### **7) Anticipated Trip Generation**

- Preliminary guidance from Planning staff and Engineering has indicated that no traffic study will be required.

### **8) Anticipated Peak Hour and Avg. Water Demand**

- TBD