

# **Bloomington Central Station Phase 3 Housing**

## **Development Application**



### **Draft Project Narrative**

October 19, 2017

**Property Owner:**

Bloomington Central Station LLC  
c/o McGough Development  
2737 Fairview Avenue North  
St. Paul, MN 55113

**Developer:**

McGough Development  
2737 Fairview Avenue North  
St. Paul, MN 55113

**Prepared by:**

Kimley-Horn and Associates, Inc.  
Elness Swenson Graham Architects  
Oslund and Associates  
Emanuelson-Podas Consulting Engineers

## A. DEVELOPMENT APPLICATION REQUESTED ACTIONS

The requested actions for the Bloomington Central Station Phase 3 Housing Development Application will be as follows:

- Minor Revision to Preliminary Development Plan – verify with City
- Final Development Plan for Lot 1, Block 1 of Bloomington Central Station 6th Addition
- Airport Zoning Permit

The Development Application for the Bloomington Central Station 6th Addition Plat will adhere to the following proposed approval schedule:

Pre-Application Meeting with the City (completed)	August 16, 2017
Informal Development Review Committee (DRC) Submittal	October 19, 2017
Informal DRC Meeting	October 24, 2017
Submit Development Application to the City	November 15, 2017
Formal DRC Meeting	November 21, 2017
Resubmittal Prior to Planning Commission	December 8, 2017
Planning Commission Hearing	December 21, 2017
City Council Meeting	TBD?

The Development Application will include the following:

- Development Application – wet signature delivered to the City of Bloomington
- Development Application Fees – delivered to the City of Bloomington
 

Revision the Preliminary Development Plan	\$ 830
Review of Final Development Plan	<u>\$1,660</u>
Total Development Application Fees	\$2,490
- Development Application Documents Submitted Electronically:
  - Project Narrative
  - Stormwater Management Plan
  - Civil Engineering Plans – Kimley-Horn
  - Landscape Architecture Plans - Oslund
  - Site Lighting Plans – Emanuelson-Podas
  - Architectural Plans – ESG

## B. PROJECT LOCATION

The project site is located immediately south of BCS Indigo. The address is 8041 33<sup>rd</sup> Avenue South. The site is bounded on the north by East 82<sup>nd</sup> Street; on the east by 34<sup>th</sup> Avenue South; on the south by the Blue Line LRT Corridor; and on the west by 33<sup>rd</sup> Avenue South. The site is occupied by the existing Mod B boiler plant and office building and a surface parking lot.

## C. PROPERTY

The property is made up of two parcels:

- Outlot B, Bloomington Central Station 4<sup>th</sup> Addition, Hennepin County, Minnesota – with a PIN 06-027-23-23-0648 and is owned by Bloomington Central Station LLC.

- Outlot N, Bloomington Central Station 2<sup>nd</sup> Addition, Hennepin County, Minnesota – with a PIN 06-027-23-23-0638 and is owned by Bloomington Central Station LLC.

The total area of Lot 1, Block 1, Bloomington Central Station 6<sup>th</sup> Addition is 185,756 SF or 4.264 acres.

These two outlots will be platted as Lot 1, Block 1, Bloomington Central Station 6<sup>th</sup> Addition. A separate Development Application for Preliminary and Final Plat and Easement Vacation Application was submitted to the City of Bloomington on October 16, 2017. This will be heard by the City Council on December 4, 2017. The intent is to file the approved plat with Hennepin County before the end of the year.

The following addresses the public and private easements that do and will encumber Lot 1, Block 1, Bloomington Central Station 6<sup>th</sup> Addition:

#### Vacation and Rededication of Drainage and Utility Easements

- Vacate drainage and utility easement per plat of Bloomington Central Station 2<sup>nd</sup> Addition
- Vacate drainage and utility easement per plat of Bloomington Central Station 4<sup>th</sup> Addition
- Rededicate drainage and utility easement per plat of Bloomington Central Station 6<sup>th</sup> Addition

#### Vacation of Sidewalk and Bikeway Easement

- Vacate a portion of the sidewalk and bikeway easement along 34<sup>th</sup> Avenue South encumbering parts of Outlot B (BCS 4<sup>th</sup> Addition) and Outlot N (BCS 2<sup>nd</sup> Addition) per Doc Nos. A9301757, A10147075, and T4601119.
- Rededicate sidewalk and bikeway easement with new easement after the plat of Bloomington Central Station 6<sup>th</sup> has been filed – to be drafted by the City of Bloomington

#### Temporary Construction Easement

There is a temporary construction easement that encumbers parts of Outlot B (BCS 4<sup>th</sup> Addition) and Outlot N (BCS 2<sup>nd</sup> Addition) per Doc No. 9175656 and amended by Doc. No. 10088907. This was an easement for the Phase 2A and Phase 2B Infrastructure Improvements Projects, City Projects 2013-304 and 2013-305. This temporary easement should have expired in June 2017. McGough is working with its title company to remove this title exception.

#### Utility Easement

There is a utility easement that encumbers parts of Outlot B (BCS 4<sup>th</sup> Addition) and Outlot N (BCS 2<sup>nd</sup> Addition) per Doc. Nos. 8668780(A) – 4413982(T) as amended by Doc. Nos. 9021314(A) - 413983(T) and further amended by Doc. No. A10147077 and further amended by Doc. No. A10410843. This utility easement provide access for utility services serving the Mod B boiler plant and office building – sanitary sewer, water,

electrical, and gas services. When this building is decommissioned and demolished, the utilities will be removed. Bloomington Central Station, LLC (McGough) will work with other parties to this easement and will vacate the easement. This was considered in the HealthPartners lease agreement and will likely occur after the plat has been filed in 2018.

#### HVAC Easement

There is a HVAC easement that encumbers parts of Outlot N (BCS 2nd Addition) per Doc. Nos. 8668780(A) – 4413982(T) as amended by Doc. Nos. 9021314(A) - 413983(T) and further amended by Doc. No. A10147077 and further amended by Doc. No. A10410843. This easement is for mechanical heating and cooling equipment for the HealthPartners Building (8170 33<sup>rd</sup> Avenues South). This equipment is being replaced at the 8170 building that will allow this equipment to be decommissioned and demolished. Bloomington Central Station, LLC (McGough) will work with other parties to this easement and will vacate the easement. This was considered in the HealthPartners lease agreement and will likely occur after the plat has been filed in 2018.

#### Access Easement

There is an access easement that encumbers parts of Outlot N (BCS 2nd Addition) per Doc. Nos. 8668780(A) – 4413982(T) as amended by Doc. Nos. 9021314(A) - 413983(T) and further amended by Doc. No. A10147077 and further amended by Doc. No. A10410843. This access easement is for personnel, mechanical piping, electrical, and communication access between the 8170 building and Mod B boiler plant and office building. A portion of this access easement will need to remain for continued communication access between 33<sup>rd</sup> Avenue South and the 8170 building. Bloomington Central Station, LLC (McGough) will work with other parties to modify and amend this easement. This was considered in the HealthPartners lease agreement and will likely occur after the plat has been filed in 2018.

## **D. REVISIONS TO THE APPROVED PRELIMINARY DEVELOPMENT PLAN**

This application proposes to revise the approved Preliminary Development Plan for the northeast quadrant of Bloomington Central Station that has been planned as multi-family residential. The revision to the approved Preliminary Development Plan does not impact any other approved land use or approved development density.

The revisions to the approved Preliminary Development Plan for the northeast quadrant of Bloomington Central Station are summarized below:

- No change in the approved total number of dwelling units – 840 dwelling units
- Revise the approved commercial/retail land use from 34,000 SF to 4,059 SF
- Revise the approved number of parking spaces from 1348 to 1203 (verify 686 approved for Indigo plus 517 proposed for BCS Phase 3 Housing) parking spaces
- Revisions to grading, utilities and landscaping

## **E. PROPOSED PROJECT**

### **General Building Description**

McGough Development is proposing 398 dwelling units in a six-story building in the first phase. The residential building will wrap around all sides of a six-level pre-cast concrete parking ramp. Both the building and the parking ramp will be slab-on-grade.

### Code Compliance

The project will be constructed conforming to current applicable codes and regulations including the following:

- 2015 Minnesota Building Code Administration
- 2012 International Building Code with state amendments
- 2012 International Residential Code with state amendments
- 2012 International Fire Code with state amendments
- 2017 National Electrical Code
- 2015 Minnesota Mechanical and Fuel Gas Code
- 2016 Minnesota Plumbing Code/Uniform Plumbing Code
- 2015 Minnesota Accessibility Code based on 2009 ICC/ANSI A117.1
- Minnesota Commercial Energy Code
- 2015 MN State Elevator Code

Parking Ramp: Construction Type I-A.

Level 1 of the Residential Building: Construction Type I-A

Levels 2-6 of the Residential Building: Construction Type III

Based on these Construction Types and the Occupancy Classes within them, all exterior walls are designed to meet the definition of non-combustible construction. Additionally, the residential building and parking ramp have a complete fire safety and sprinkler system.

### Total Building Area

The chart below describes the gross square foot (GSF) area calculations for the building.

Level	Use	Total GSF	Parking GSF	Apt GSF	Amenity
Level 1	Res/Park/Amenity	99,767	25,286	57,263	12,699
Level 2	Residential/Park	101,522	30,372	67,171	
Level 3	Residential/Park	102,039	30,372	71,667	
Level 4	Residential/Park	102,039	30,372	71,667	
Level 5	Residential/Park	102,039	30,372	71,667	
Level 6	Res/Park/Amenity	100,659	30,372	68,709	1,578
Total		608,065	177,144	408,145	14,277

Level 1 includes 4,059 SF of retail.

### Building Height

The finished floor elevation of Level 1 is 821.50. The retail portion of the building has a finished floor elevation of 819.50.

The six-story residential building utilizes a flat roof system. The majority of this roof sheathing is X above Level 1.

Parapets at the perimeter of this roof range from X to X above Level 1.  
Penthouse X above Level 1  
Elevator overrun X above Level 1  
Parking ramp X above Level 1

With a finished floor of 821.50, the maximum building height is X

The building heights listed above are all below the 80-foot maximum established by the City of Bloomington Airport Zoning Overlay and MSP Airport Zoning Ordinance. Additionally, these conform to the building height limits established in the International Building Code.

### **Building Amenities**

#### **Site Amenities**

#### **Exterior Architectural Design and Materials**

#### **Landscaping and Irrigation**

## **G. ZONING CODE ANALYSIS**

### **1. Comprehensive Plan**

The Bloomington Central Station Residential project site is within the South Loop District of the City of Bloomington. The current Land Use Guide Plan designates the project site as South Loop Mixed Uses (SLMU). Residential land uses are required within this designation to be integrated with commercial land uses. The South Loop Mixed use designation is designed to work with the HX-R Zoning District. Multi-family residential is consistent with the Comprehensive Plan.

### **2. Zoning**

The entire Bloomington Central Station redevelopment site was rezoned to High Intensity Mixed Use with Residential HX-R Zoning District (Planned Development). The intent of this district is to provide for high intensity employment-oriented, tourist-oriented and residential uses in areas close to frequent transit services. Multi-family dwellings are a permitted principal use in the HX-R District. No zoning changes are proposed with this application.

### **3. Airport Zoning**

The City of Bloomington adopted the Airport Runway (AR-17) Overlay District that codifies the 2004 MSP Zoning Ordinance. This ordinance creates Safety Zone A (RPZ), Safety Zone B, and Safety Zone C for Runway 17-35 which creates additional zoning requirements for this project site.

BCS Phase 3 Housing falls within Safety Zone C, or the Horizontal Surface and Zone, which establishes a maximum object elevation of 991.00 (NGVD 1929). As noted earlier, the maximum building height is X, or X feet below the Horizontal Surface.

The MSP Zoning Ordinance also establishes the maximum construction height of 80 feet for the entire development parcel, before requiring an Airport Zoning Permit. The current design does

not include any part of the building greater than X. The project will, however, require mobile cranes to erect pre-cast materials and to hoist other building materials. The mobile cranes will not exceed 150 feet. Consistent with City Code Section 19.38.03, an Airport Zoning Permit from the City of Bloomington will be required and is being sought with this application.

An FAA 7460-1 Airspace Study of the building and the mobile cranes will be required based on proximity to MSP International Airport. Neither the building nor the proposed mobile cranes exceed the Horizontal Surface or exceed 200 feet in height, but are close to Runway 17-35. Refer to the Sheet X Airport Zoning Permit Plan.

#### **4. Residential Uses Required / Density**

City Code Section 19.29(f) (HX-R District) addresses residential use requirements. A residential minimum density of 30 DU/acre is required. BCS Phase 3 Housing has a residential density of 93.3 DU/acre.

#### **5. Floor Area Ratio**

City Code Section 19.29(g) (HX-R District) requires a minimum floor area ration (FAR) of 1.5 and maximum floor area of 2.0, without credits. The proposed FAR for the BCS Phase 3 Housing is 2.20 based on a total building area of 408,145 SF, excluding the parking ramp area. The City will view FAR on an overall Planned Development basis. Note also that the approved Preliminary Development Plan for Bloomington Central Station has an overall FAR of 1.94. No deviation of the code is required.

#### **6. Dimensional Requirements**

City Code Section 19.29(h)(1) (HX-R District) requires no minimum setback requirement from property lines fronting public streets (34<sup>th</sup> Avenue South, East 80½ Street and 33<sup>rd</sup> Avenue South). A minimum of 10 feet setback is proposed.

City Code Section 19.29(h)(1) (HX-R District) requires building placement to create an active pedestrian level environment. At least one public entrance to buildings with ground level retail and service uses must be located within 20 feet from a public street, internal private street, or major pedestrian way. Verify

City Code Section 19.29(h)(2) (HX-R District) requires a minimum site area of 120,000 SF. The site area for Lot 1, Block 1 will be 186,756 SF.

#### **7. Building Height**

City Code Section 19.29(h)(3) (HX-R District) refers to City Code Section 21.301.10 for maximum structure height. According to the Bloomington Building Heights Limits Map, this site is restricted only by the Airport Zoning height limits, as discussed above. The proposed building height is X.

City Code Section 21.301.10(e) establishes Pedestrian Street Step Back Standards. 33rd Avenue South is designated as a Pedestrian Street Segment. The height of any portion of a new building adjacent to a Pedestrian Street Segment may not exceed the horizontal distance of that portion of the structure to the centerline of the adjacent Pedestrian Street Segment, except that portions of buildings or structures more than 80 feet from the centerline are exempt from further step back. Verify

## **8. Parking**

City Code Section 19.29(i) (HX-R District) requires that required parking be located below grade, within structured parking ramps, or be on-street. This code prohibits surface parking, allowing only a small number of visitor surface parking spaces. The code does allow for some flexibility due to project phasing. See parking summary below.

## **9. Building Design**

City Code Section 19.29(j)(1) (HX-R District) requires building adjacent to and within 100 feet of public street to have at least one public entrance that is clearly visible and accessible. Verify

City Code Section 19.29(j)(2) (HX-R District) requires first floor non-residential building facades facing and within 100 feet of public or private streets, or major pedestrian corridors, must have a minimum of 25% of the façade be composed of windows or entrances. Also blank building facades must not exceed 20 feet in length. There is no condition of a blank building façade that exceeds 20 feet in length. The calculations below demonstrate that the minimum area requirement for windows is being met.

## **10. Open Space and Landscaping**

City Code Section 19.29(l) (HX-R District) refers to City Code Section 19.52 for landscaping and screening requirements. City Code Section 19.52(c)(2)(A) requires one tree for every 2,500 SF of Developable Landscape Area, resulting in a requirement of X trees. X shade trees and X ornamental trees are proposed and include the boulevard trees proposed for 33<sup>rd</sup> Avenue South, American Boulevard, 34<sup>th</sup> Avenue South, and East 80½ Street.

City Code Section 19.52(c)(2)(B) requires one shrub for every 1,000 SF of Developable Landscape Area, resulting in a requirement of X shrubs. X shrubs are proposed.

City Code Section 19.52(d) requires perimeter screening of off-street parking areas and the public right-of-way. The screening must be between 3 and 4 feet, and can consist of plant material or berming, or a combination. This requirement does not apply because other than street parking, all other parking spaces are within the parking ramp. The parking ramp will be wrapped with residential units on four sides.

## **11. Signage**

Sign regulations within the HX-R District must comply with Article X of Chapter 19. Building and site signage will be addressed through a Signage Permit process.

## **H. PARKING ANALYSIS**

City Code Section 21.301.06(d) establishes the minimum number of off-street parking spaces required for a development. See the attached Parking Summary. For multi-family residences, the required parking is based on the number of units and the number of bedroom. For 398 dwelling units and 547 bedrooms with 4,059 SF of retail, the code requires 799 parking spaces. Refer to the attached Parking Summary.

The BCS Phase 3 Housing project proposes the following:



On-Street Parking	0 spaces
Parking Ramp (Retail/Visitor)	50 spaces
Parking Ramp (Residents)	<u>467 spaces</u>
Total	517 spaces
Spaces per Unit (total)	1.30
Spaces per Bedroom (total)	0.95

The City of Bloomington has retained SRF Consulting Group, Inc. to conduct a parking review for BCS Phase 3 Housing Project. A draft of the parking study will be completed by November 13, 2017.

## **I. TRAFFIC**

The City of Bloomington retained SRF Consulting Group, Inc. in 2013 to prepare a traffic study for Bloomington Central Station Residential Development. That Traffic Study, dated November 18, 2017, included BCS Residential Phase 1 (Indigo) and Phase 2 (BCS Phase 3 Housing) and included a total of 840 dwelling units and 34,000 SF of retail. The results of that study are still valid.

## **J. STORM WATER MANAGEMENT**

The proposed storm water management plan for the proposed BCS Residential project will be consistent with the approved Overall Storm Water Management Summary for Bloomington Central Station, which was last revised on X for consistency. In addition to following this overall plan, the proposed storm water treatment and conveyance systems design followed the current City of Bloomington design standards, including:

- Sizing of all new storm sewers to accommodate the 10-year storm event.
- Limiting pond discharge to pre-development runoff rates.
- Designing treatment facilities to treat to NURP standards.

## **K. LIGHTING**

The exterior lighting for the Bloomington Central Station Residential shall comply with the current edition of the City Code, Section 21.301.07 for Bloomington, MN. All exterior lighting shall be approved by the City of Bloomington Planning Division prior to installation. City submittal shall include all items required by the City Code including initial and maintained lighting photometric plans, light fixture cut sheets, lighting control information, energy code calculations, and shall be signed by a Lighting Certified (LC) or Professional Engineer (PE).

## **E. UTILITIES**

The infrastructure improvements around the site, including the construction of 33<sup>rd</sup> Avenue South and East 80½ Street planned for the proposed development of Lot 1, Block 1 Bloomington Central Station 6<sup>th</sup> Addition.

### **Water Main**

- 12" water main in East 80½ Street
- 12" water main in 33<sup>rd</sup> Avenue South

- 12" combined domestic and fire water service is stubbed to site at traffic circle in East 80½ Street
- An 8" water main loop and hydrants will need to loop south and east of the new building
- Kimley-Horn will need to determine hydrant coverage

#### **Sanitary Sewer**

- 10" sanitary sewer in East 80½ Street
- 10" sanitary sewer in 33<sup>rd</sup> Avenue South
- Two 10" service stubs located north of the building at San MH 2 and San MH 6 in East 80½ Street
- One 8" service could be adapted at outside drop San MH 4 at traffic circle in East 80½ Street - verify
- One 10" service stub on west side of building in 33<sup>rd</sup> Avenue South
- Need to coordinate with MEP on multiple service locations

#### **Storm Sewer**

- 48" HDPE storm sewer in East 80½ Street
- 24" RCP storm sewer is located at 33<sup>rd</sup> Avenue South and the LRT corridor
- Two 15" and three 12" service stubs are located north of the site that tie into the infiltration pipe in East 80½ Street
- One 12" service stub is in 33<sup>rd</sup> Avenue South
- A limited portion of the site/building will be directed to the north to the existing 48" HDPE storm sewer in East 80½ Street
- A limited portion of the site will be directed to the west to the 12" service stub in 33<sup>rd</sup> Avenue South
- A large portion of the site will be directed to the south to existing 24" storm sewer under LRT tracks
- Existing rain garden will need to be removed and replaced with a large infiltration BMP
- Need to coordinate roof drainage with MEP

#### **Electrical**

- Some existing electrical transformers and switches along 33<sup>rd</sup> Avenue South need to be relocated – Xcel
- Existing Mod B transformers and service will be removed by Xcel and the duct bank will be abandoned
- Location of building transformers – four will likely be required – will be integrated into the design

#### **Gas**

- Currently located in East 80½ Street and 34<sup>th</sup> Avenue South
- Existing Mod B service will be removed



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## BCS Phase 3 Housing

Bloomington, MN

10/19/17

## PARKING SUMMARY

The following is a summary of Section 21.301.06 Parking and Loading from the Bloomington City Code:

1	Office		1.0 space for each 285 SF of gross floor area
2	Retail Shopping	Under 10,000 SF	1.0 space per 180 SF of gross floor area
		10,000 SF-99,999SF	55 spaces plus 1.0 space per 220 SF of gross floor area over 10,000 SF
3	Grocery		1.0 space for each 225 SF of gross floor area
4	Restaurant		1.0 space for each 2.5 restaurant seats
5	Hotel		1.1 space per room + spaces equal in number to 1/3 capacity of meeting/banquet
6	Multi-Family Residence		One bedroom - 1.8 spaces per unit Two bedrooms - 2.2 spaces per unit Three bedrooms - 2.6 spaces per unit Four bedrooms - 3.0 spaces per unit Plus 1 space per 100 SF of party room

## PARKING REQUIREMENTS

Unit Distribution	Units	Parking Classification	Bedroom Count	Parking Code Rate	Code Required Parking	Proposed	% of Code Required
Studio/Alcove	109	1 BR	109	1.8	196		
One Bedroom	149	1 BR	149	1.8	268		
Two Bedroom	128	2 BR	256	2.2	282		
Townhomes (Two BR)	3	2 BR	6	2.2	7		
Three Bedroom	9	3 BR	27	2.6	23	467	
Retail (GSF)	4059			0.0056	23	23	
Restaurant (Seats)						27	
Guest							
<b>Totals</b>	<b>398</b>		<b>547</b>		<b>799</b>	<b>517</b>	<b>65%</b>
Spaces per Unit Total		1.30					
Spaces per Bedroom Total		0.95					