



HOM Furniture, Inc.  
10301 Woodcrest Drive NW  
Coon Rapids, MN 55433  
763.767.3600  
homfurniture.com

July 18th, 2018

City of Bloomington  
1800 West Old Shakopee Road  
Bloomington, MN 55431-3027

RE: **HOM FURNITURE EXPANSION PROJECT**  
**7800 and 7850 Dupont Avenue, South &**  
**1217 Clover Drive South**

**Legal Descriptions**

Lot 1, Block 1, Hollenbeck Enterprises Addition, Hennepin County, State of Minnesota  
Lot 2, Block 1, Hollenbeck Enterprises Addition, Hennepin County, State of Minnesota  
Block 2, South Bend Terrace

HOM Furniture is excited to present our proposed remodel. We feel it will be a significant improvement in functionality to our business, better use of the site and a pleasant improvement to the neighborhood. HOM Furniture has been doing business for over 25 years at our location on 7800 Dupont. In 1993, HOM expanded into the adjoining 7850 Dupont Ave building, along with Golf Galaxy. Our purchase of the 7850 building allows us to fulfill our vision of a furniture shopping destination. We're in the process of acquiring & moving Budget/Avis out of their location at 1217 Clover Drive S to better suite our project and create a more aesthetically pleasing building for all to enjoy. Our primary goal is to keep the overall footprint very similar to what's in place today. Before we do any groundbreaking, we will be going through the process with Planning of completing a Type II Plat (Commercial 6 parcels or less) and Rezoning I-3 (1217 Clover Dr S) into C-3(PD).

We have a phased approach to the building of this site; we'll first knock down the 7850 Dupont and 1217 Clover buildings and rebuild that portion of the property first, all the while staying open and operating out of the 7800 Dupont building while construction is in progress. Once we get to a point that the 7850 Dupont and 1217 Clover building site are near completion, we'll close the 7800 Dupont side down to ready it for a fully enclosed envelope to meet life safety requirements for exiting and to utilize temporary walls between the sites while construction is still in progress. HOM Furniture will be open and operating for most the construction process while ensuring that we meet life safety requirements and safety to our customers, employees and tradesman. Our timeline is to begin demo as early late 2018 with completion in 2020. We are also excited about the enhanced and updated image this allows us. We will be working with the City of Bloomington to ensure we meet all codes and requirements with regards to the phased project (including life safety).

We currently have proposed a basement to be included in this new buildout. While we anticipate the use of a basement in this development, down the line there may be subsequent plans that would



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eliminate the basement altogether. We may include all three store concepts in this new showroom (HOM Furniture, Gabberts & Dock86) or we may remove one of them if our data depicts so. Seeing as removing the basement will only decrease the building square footage and not the building envelope, we're hoping for an approval of our site both with & without the basement while we figure out the true need for the area.

We have Engineering approval from Bruce Bunker on July 16<sup>th</sup>, 2018 for an encroachment on the North property line by a small amount (roughly 3'). This will allow the proper building setbacks, circulation by Ladder #1 around the entire facility and the proper setbacks for the parking requirements.

We have discussed with the City (Glen Markegard, Londell Pease & Nick Johnson) the ability to maintain the 30' setback that is an existing condition today. City stated that they would support this setback as to maintain the proper circulation for Ladder 1 and the assumption that Clover Dr will be closed in the future for 494/35w interchange.

We're going to request the City of Bloomington to vacate the southern point (Blue pen below) of the 1217 Clover Dr S (Avis/Budget) property line as this isn't in line with the adjacent property lines (red pen below) today (BMW & HOM Furniture). This will assist us with the setback issues on the southwestern portion of our development to assist in meeting City code. Existing condition of not meeting setback is in place today.



Please find enclosed the following drawings and supporting data:

- Site Elevation; *final designs will be based on city approvals and structural engineering requirements*
- Site Plan
- Civil Plan with Stormwater Management



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- First Floor Plan; Second Floor Plan & Basement Floor Plan
- Existing and Updated Survey
- Preliminary Plat
- Landscape Plan
- Current and Proposed Exterior Lighting Plan with Photometrics

**Site Statistics**

Current Building

Site area	219,524 sq.ft.
Building; Main Level	78,111 sq.ft.
Building Main level Floor Area Ratio	.3558
Upper Level	28,000 sq.ft.
Building Total	106,111 gross sq.ft.
Floor Area Ratio 106,111/219,524 =	0.483
Existing site pervious area (open space)	26,081 sq.ft.

Proposed

Site area	238,519 sq.ft.
Building; main level	79,117 sq.ft.
Building Main Level Floor Area Ratio	.3317
Upper Level	78,369 sq.ft.
Proposed Basement	51,700 sq. ft.
Building total	209,213 gross sq.ft.
Floor Area Ratio 209,213/238,519 =	0.877
New/proposed site pervious (open space)	29,752 sq. ft.

**Parking Plan Notes**

The proposed site plan calls for 299 parking stalls (140 for first 50,000 SF and 1 per 1,000 thereafter = Total building 209,213 SF). We currently show 297 parking stalls but can add 7 more spaces (304 total) by changing 20% from Regular to Compact parking (8'x16' vs 9'x18'). We're hoping the City will allow us to show these compact spaces as proof of parking. The parking required by the City will more than suffice for what is needed for a furniture retailer. We prefer to keep the area coming off Fremont uncurbed for our customers sake. In a perfect world our customers would come around the building from the north but we know that won't always be the case. Some customers, for convenience purposes, will come straight off Fremont with a trailer and try to turn around in that little area in our CPU. Over time this curb will get run over, beat up and the grass will unlikely be able to survive in this curb. We're going to try and discourage our customers to park in those last few spaces unless absolutely needed. We've





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seen it before on a lot of our properties as these customers don't typically drive with trailers and aren't familiar with the turning radius' trailers have. We intend to leave that area without a curb in order not to damage our customer vehicles and ensure safety to all who utilize the CPU area.

Based on our calculations for the Interior perimeter parking (200 ft) we're just over the maximum length and hoping that the City will allow a deviation so that we can supply the amount of parking required by City code. Most customers will be parking in front (South) of the building, per our hopes, and these spaces will likely be only used for employee parking only. We'd be losing one parking space on the south property line (between us and Knights of Columbus) to meet the 300 foot requirement for an intermittent island. As stated earlier, Furniture retailers aren't high parking users and thus don't require a lot of spaces, but to comply with City guidelines of 299 spaces required we need every space we can get.

#### **Site Utilities and Services - Remain the Same**

- Telephone service: Level 3
- Electric: Xcel Energy
- Natural Gas: CenterPoint Energy
- Television: Direct TV
- SAC Charges to be determined by final design

#### **Landscaping Plan Notes**

Additional landscape areas will be added on the east, north and south sides of the building. The new landscape plan calls for an increase in the number of trees and shrubs. We have updated our landscaping plans to assist in meeting City code but will finalize the designs once we have conditional approval on the parameters the City requires.

#### **I-494 and American Blvd Sign Area Proposals**

Calculations are based on C-3 city codes and dependent upon final elevation drawings.

#### **Elevation Plan**

This is a simple example of some of the preliminary design elements we are considering. After we have an approved site plan we will refine the design elements based on utilizing architectural concrete, glass, stucco and/or other approved Class I materials as set by the City (85% minimum). A maximum of 15% Class II materials may also be utilized in our final designs which will be supplied and approved by the City. Until we have a firm site plan we have focused our energies and resources on producing all the related documentation for this Development App. We're in the process of the designing the elements that will make up the look of the building with our design utilizing the final formula of City Approved 85% Class I materials and 15% Class II materials or some combination thereof that meets code.



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**HVAC Screening and Roof Top Equipment**

We'll be installing Roof Top Units on our new building that will be screened. These details and locations will be provided upon final details.

**Pylon Sign**

Two existing pylon signs are to be removed and a new 250 square foot Dynamic Reader/Message Board, 45 foot tall pylon will be located as approved in the final designs. Detailed plans will be submitted. This was what we had proposed back in the 2015 development application, just didn't get to a point where we finalized the plans from conditional approvals. The final placement of this sign will be somewhere along the 494 corridor but we're looking for some flexibility of where this can be placed. We'll work with the City on the final location.

**Deviations from City Code:**

- We are asking for City support on the North drive isle reduction in the 20 foot yard area required. We're pulling the impervious side back from where it use to be. Our proposed curb line will be further South than what the existing pavement and conditions are today which will allow room for some burming and additional planting area to meet the intent of said requirement. The way that it is configured will allow for Ladder 1 to travel around the entire building without having to access Clover Dr.
- We're asking for a deviation on the North setback to what City code states to accommodate the Ladder 1 circulation, site parking and still giving us a product/development that we can work with. We'd prefer to stay on our current building setback.
- We'd like City support on maintaining the zero setback along Dupont which is existing condition today. This allows us to keep our parking ratios up to City code and maintain the building size we're looking to achieve. We're meeting existing conditions with the curb line on the east side and we feel that there is enough room on this side, with the low traffic levels on Dupont and Clover, to allow us to keep this zero setback to allow us to offset this requirement. When most or all of Clover is abandoned, there will be very little traffic other than our customers that will be utilizing Dupont which is the main reason we're asking for the deviation.

Thank You,

Wayne Johansen  
HOM Furniture