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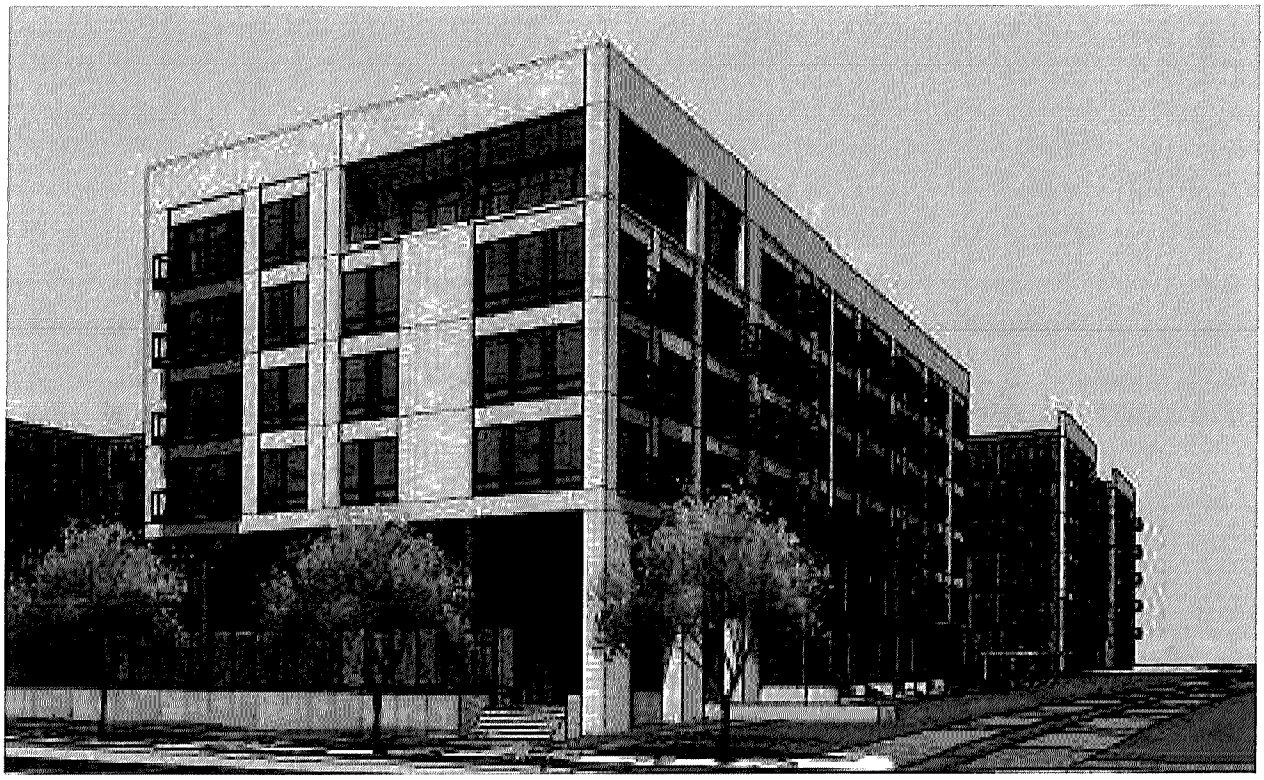
PL2018-21

Bloomington Central Station
BCS 3 Multi-Family

Development Application



Project Narrative

January 31, 2018
Revised February 21, 2018

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 BCS 3 Multi-Family Development Application will be as follows:

- Minor Revision to the Preliminary Development Plan
- 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 BCS 3 Multi-Family Development will adhere to the following proposed approval schedule:

Pre-Application Meeting with the City (completed)	August 16, 2017
Informal Development Review Committee (DRC) Submittal (completed)	October 19, 2017
Informal DRC Meeting (completed)	October 24, 2017
Submit Development Application to the City (completed)	November 15, 2017
Formal DRC Meeting (completed)	November 28, 2017
Resubmittal Prior to Planning Commission (completed)	December 15, 2017
Planning Commission Hearing - continued	January 11, 2018
Development Application withdrawn	January 12, 2018
Submit New Development Application to the City	January 31, 2018
Formal DRC Meeting, if required	February 13, 2018
Resubmittal Prior to Planning Commission, if required	February 23, 2018
Planning Commission Hearing	March 8, 2018
City Council Meeting	March 19, 2018

The Development Application will include the following:

- Development Application – wet signature copy was delivered to the City of Bloomington on Friday, January 26, 2018
- Development Application Fees – are being coordinated by Dave Higgins with McGough Development and will be paid by Wednesday, January 31, 2018

Review of Final Development Plan Resubmittal Fee	$830
Additional Notification Fee	$

- SRF Consulting has prepared an update to the BCS Residential Development Parking Review, draft dated November 14, 2017 – there have been multiple meetings with the City and SRF to discuss parking count. At the time of this submittal, the parking count is not resolved.

- Development Application documents will be uploaded to the City of Bloomington's CityView Portal on Wednesday, January 31, 2018 by 2:00 PM:
  - o Project Narrative
  - o BCS Stormwater Management Summary
  - o Civil Engineering Plans – Kimley-Horn and Associates, Inc.
  - o Landscape Architecture Plans - Oslund and Associates
  - o Site Lighting Plans – Emanuelson-Podas Consulting Engineers
  - o Architectural Plans – ESG Architects

B. PROJECT LOCATION

The project site is located immediately south of BCS Indigo. The address is 8041 33rd Avenue South and 8051 33rd Avenue South. The site is bounded on the north by East 80½ Street; on the east by 34th Avenue South; on the south by the Blue Linc LRT Corridor; and on the west by 33rd 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 was platted in 2017. The property is now Lot 1, Block 1, Bloomington Central Station 6th Addition. The site area is 185,756 SF or 4.264 acres.

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

- Drainage and utility easement per plat of Bloomington Central Station 6th Addition
- Sidewalk and bikeway easement with new easement after the plat of Bloomington Central Station 6th has been filed – to be drafted by the City of Bloomington

Temporary Construction Easement

There is a temporary construction easement that encumbers parts Lot 1, Block 1 of Bloomington Central Station 6th 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 Lot 1, Block 1 of Bloomington Central Station 6th 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) has or 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.

HVAC Easement

There is a HVAC easement that encumbers parts of Lot 1, Block 1 of Bloomington Central Station 6th 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 33rd 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) has or 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.

Access Easement

There is an access easement that encumbers parts of Lot 1, Block 1 of Bloomington Central Station 6th 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 33rd Avenue South and the 8170 building. Bloomington Central Station, LLC (McGough) has or 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.

D. MINOR REVISIONS TO THE PRELIMINAR Y DEVELOPMENT PLAN

This application proposes to minor revisions to 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:

- Revise the approved total number of dwelling units from 840 dwelling units to **797** dwelling units (395 DU for BCS IndiGO plus 402 DU for BCS 3 Multi-Family)
- Revise the approved commercial/retail land use from 34,000 SF on this parcel to approximately 13,000 GSF commercial/retail land use on parcels that abut Bloomington Central Station Park. This change results from market reality and the goal of activating the park.
    - **2,050** GSF for BCS 3 Multi-Family
    - 3,034 GSF at the Hyatt Regency Hotel (bar, market and restaurant) – not previous considered in the commercial/retail land use calculations but it meets the goal of activating the park and is open to the public
    - 4,000 GSF for the future Central Park Office
    - 4,000 GSF for the future West Office C
- Revise the approved number of parking spaces from 1348 to **1,283** (663 parking spaces approved for IndiGO parking ramp, plus, plus **620 parking spaces** for BCS 3 Multi-Family)
- Revisions to grading, utilities and landscaping

E. PROPOSED PROJECT

Building Demolition

Mod B and the Boiler Plant will be decommissioned after the HealthPartners 8170 Building mechanical and electrical improvements are completed and operational. The building will undergo an asbestos and hazardous building materials pre-demolition abatement. Once completed, the building will be demolished.

An existing mechanical tunnel that currently connects Mod B and the Boiler Plant with the HealthPartners 8170 Building will be partially removed. A portion of the tunnel that goes under the LRT Corridor will be retained as a utility corridor. This tunnel currently contains communications infrastructure.

General Building Description

McGough Development is proposing 402 dwelling units in a six-story building. The first level will be precast concrete with slab-on-grade. Five levels of wood construction above the first level. The residential building will wrap around all sides of a seven-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	Apartment GSF	Amenity GSF
Level 1	Res/Park/Amenity	97,798	21,890	59,977	13,874
Level 2	Residential/Parking	99,039	28,454	71,286	
Level 3	Residential/Parking	102,042	29,696	72,376	
Level 4	Residential/Parking	102,072	29,696	72,265	
Level 5	Residential/Parking	102,072	29,696	72,265	
Level 6	Res/Park/Amenity	101,267	29,560	70,707	850
Roof	Parking	27,499	27,016	483	
Total		631,790	196,009	419,359	14,724

Level 1 includes 2,050 GSF of retail/restaurant.

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. Lowest grade abutting the building is 819.00.

The six-story residential building utilizes a flat roof system. The majority of this roof sheathing is 63'-8" above Level 1, or an elevation of 885.10.

Parapets at the perimeter of this roof are 65'-8" to 70'-0" above Level 1, or an elevation of 887.17 to 891.50.

Elevator overrun parapet is 72'-0" above Level 1, or an elevation of 893.50.

Parking ramp parapet is 67'-2" above Level 1, or an elevation of 888.67.

Stair tower parapet is 75'-6" above Level 1, or an elevation of 897.00.

The maximum building height from the lowest planned abutting grade is 78'-0" (lowest perimeter grade of 819.00 at the retail portion of the building and the top of the stair parapet at 897.00).

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

The abundance of resident amenities will include a hotel-like lobby, Wi-Fi coffee lounge, activity center, dog run and washing station, fitness center, yoga studio, club room, "sky lounge" amenity spaces, and resort style pool deck with an outdoor kitchen. The building will offer its residents on-site management, enclosed parking, private storage lockers, and one guest suite for resident visitors. On-site parking stalls will total approximately 1.5:1 parking stall to unit ratio to serve its residents, visitors and staff, and all of the parking stalls will be enclosed within the structured ramp. Enclosed bicycle parking will be provided within the building to encourage residents use of the nearby bike trail system.

This residential community will offer various unit types for its diverse tenant profile, tailored to the working professionals and empty nesters in search of flexible luxury living. Unit sizes will range from 520 square feet to 1,400 square feet and unit types will range from small 1-bedroom units to large 3-bedroom units and walk-up townhomes at ground level. This variety in housing types will help to accommodate a variety of household formations, sizes and incomes.

Site Amenities

This transit-oriented development of a primarily vacant lot adds high-density housing to the Bloomington Central Station community, emphasizing pedestrian and bicycle-focused connections to existing nearby amenities. Adding resident dwelling units at this location naturally creates a more inviting streetscape, as more people will be walking and biking to and from the site which creates an energetic, safe and people-friendly environment, in place of the existing conditions today. The new development will work closely with all surrounding land uses to provide appropriate connectivity and long-term compatibility. The surrounding properties will benefit from the new improvements which include pedestrian walkways, porches and amenity courtyards fronting all four sides of the property, dense landscaping, enclosed parking and a strong design aesthetic. The parcel's sidewalk conditions will be improved, thus supporting nearby sites and encouraging area residents to walk for their shopping and entertainment needs. Finally, the project will incorporate attractive, high-quality native landscaping, lighting and exterior signage. The building will be positioned to visually define the street edge and supports the BCS Master Plan vision of creating pedestrian-friendly community at this Blue Line Light Rail Station.

Exterior Architectural Design and Materials

The exterior design and materiality of the proposed project meet the intent of the City Code through the strategies described below.

The overall massing of the building is purposefully modulated to create a series of partially-enclosed exterior courtyards around its perimeter. These courtyard spaces provide relief along the street elevations and respond directly to several site conditions.

The west courtyard off 33rd Avenue South is an overt gesture to the public park to the west. It is the primary point of arrival for the project with vehicular drive on axis with East 81st Street. Fronting this exterior court with exposure to the park are the Retail space, the main lobby, leasing office, a "Sky Lounge" amenity space, and a maximized number of dwelling units with premium views.

The two courtyards on the south side include an active pool terrace (west) surrounded by ground level amenity spaces and a more meditative, landscaped courtyard for residents (east). Both are given proper solar access and are oriented toward the LRT tracks and The Reflections project beyond. The east courtyard facing 34th Avenue South is similar in character to the south landscaped courtyard and is perceived as a terminus for Appletree Square. Finally, a singular recessed area at the north elevation marks the entry to the parking structure at the round-about on East 80½ Street.

The north elevation features a series of walk-up units at Level 1 with finish floor elevated above grade. These units are defined by private walks, stoops with steps, alternating segments of wood slat site walls and low metal fences, and layers of landscaping - to enhance the pedestrian experience along the East 80½ Street corridor. Additionally, this level is further distinguished

from the residential floors above it by a continuous metal canopy/trellis element hung overhead and screen walls clad in accent paneling.

The building will be constructed utilizing five levels of wood-framed construction over a ground level concrete structure. The ground floor will include a mix of storefront amenity space and walk-up residential units. The above-grade parking ramp will be lined with apartments and fully screened along East 80½ Street where a portion of the parking fronts the street.

Exterior materials will consist primarily of masonry, metal panel and glass, along with accent areas of specialty architectural façade panels. Integrally-colored masonry mostly defines the building faces that are pushed out closest to the street edges and LRT pedestrian corridor, and runs full height for those elevations. Meanwhile, the conceptually "carved out" courtyard elevations feature high quality profiled prefinished metal wall panels as the primary material. Window patterning is differentiated between the courtyard elevations and perimeter masonry elevations. The former involves a randomized composition of narrow, vertical window units, while the latter features a more classic arrangement of larger stacked masonry openings reminiscent of Chicago School architecture. This juxtaposed patterning enlivens the building while providing plenty of daylight into the dwelling units. On the sixth floor, the building will provide an outdoor sky deck at the southwest corner for residents to gather and enjoy exterior amenities while offering views of the Minneapolis skyline and surrounding neighborhood.

The building design intends to create a graceful transition between the compositionally and materially varied exterior of the IndiGO project to the north and the minimalist glass tower aesthetic of The Reflections project to the south.

Building Storage Space

Section 21.302.09(d)(7) requires a fully enclosed, lockable storage space, located outside the unit for each dwelling unit. The storage space must be at least 3 feet by 4 feet and be at least 96 cubic feet. As noted on Title Sheet 1.0, the project is proposing 201 storage units throughout the parking ramp conforming with the code dimensions. This quantity is a deviation from the performance standard which would require 402 storage units. The deviation is requested to enable the proponent to make available to tenants a supply of personal storage that is consistent with market standards, and to avoid overburdening the project with additional cost well in excess of that market standard.

Landscaping and Irrigation

The landscape design intent is to continue the aesthetic that has been established at Bloomington Central Station while introducing new types of outdoor spaces. The spatial geometries that the central park utilizes will continue into the new landscape design. These spaces will integrate native grasses, shrubs and trees, as well as modifying the topography at times to help define spaces.

Fully automatic irrigation designed in specific zones will be implemented for all plantings and turf grasses in the courtyard areas and the streetscapes. The LRT Pedestrian Corridor, 33rd Avenue South streetscape, and East 80½ Street streetscape will tie into the master associate (common) irrigation system. The remaining irrigation system will be designed for the project site.

Building Loading

Tenant move-in and move-out loading will occur primarily in the drop-off area, the loading pad area located west of the north parking ramp entrance, and the southerly parallel parking spaces on the westerly side of East 80½ Street. Parking control and maintenance of traffic will be controlled by the building manager. Tenant loading and unloading will not impact the operation of the drop-off area. Loading and unloading trucks will be prohibited from blocking East 80½ Street.

Tenant loading/unloading for the retail space, as well as the retail garbage pick-up, will occur at off-peak times and will access through a southern façade backdoor and across a dedicated walkway for roller/dollies to the LRT pedestrian corridor at the southwest corner of the property. Vehicles will temporarily park at the western end of the pedestrian corridor to access the retail loading/unloading walkway on the south side of the retail portion of the building.

Snow Removal

Snow removal for the upper level of the parking ramp will occur at the north parking ramp entrance on East 80½ Street. There is concrete pad located west of the parking ramp entrance that is designed for this snow removal operation. During off-peak times, snow will be dumped from level seven of the ramp and loaded into trucks to be removed from the site. The north parking ramp entrance will be closed and pedestrians will be detoured to the north. Access to the parking ramp will be from the open west parking ramp entrance.

Dog Run Area

The project includes a dog run area located on the east side of the building, along 34th Avenue South. Refer to updated Landscape plans. The dog run area is an enclosed area, with an artificial surface and wood slat fencing screening it from the adjacent residential units, together with landscape plantings screening it from the adjacent roadway on 34th Avenue. It is located within the eastern-most building façade and west of the heavily landscaped 15-foot front yard. The dog run area has direct access to the dog wash room, located on the easterly end of the building on Level 1.

The dog run placement was studied and determined to be incompatible with the building's western, southern, and northern perimeters. The western drop-off courtyard serves as the building's main entry area and marketing presence; the depth of the northern setback area is inadequate, the character and intended use of building's other courtyards are intended to be more passive amenity areas for residents; and the dog run was not located south of the building because of grading challenges between the building and the LRT pedestrian corridor. In contrast, the grading on the east end is favorable and the dog run area activity level is consistent with the pace of activity expected along 34th Avenue, as well as the activity and noise of the Blue Line LRT.

Bicycle Storage

The City of Bloomington will require a minimum of minimum 27 bicycle stalls distributed evenly throughout the complex for the residential units and 13 bicycle stalls for the retail component.

The project includes 70 bicycle stalls in the bicycle storage room located on Level 1 of the parking ramp. A total of 20 outside bicycle stalls are proposed for the retail land use at the southwest corner of the site, located near 33rd Avenue and the LRT Pedestrian Corridor.

F. 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 Comprehensive Plan (2008) 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 3 Multi-Family 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 at the stair tower parapet is 75'-6" above Level 1, or an elevation of 897.00. This is 94 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 78'-0". The project will, however, require mobile cranes to erect parking ramp, pre-cast materials for the podium, and to hoist other building materials. The mobile parking ramp crane, the crawler precast crane, and the Potain crane for other building material will not exceed a tip height of 170 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 C7.0 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 3 Multi-Family has a residential density of 94.3 DU/acre (402 DU/ 4.264 acres).

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 3 Multi-Family is **2.35 based on a total building area of 435,781 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 1.95. 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 (34th Avenue South, East 80½ Street and 33rd Avenue South). A minimum of 10 feet setback is proposed due to a 10-foot drainage and utility easement.

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. The northeast entrance is located within 20 feet of East 80½ Street.

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 1will 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 the stair tower parapet which is 75'-6" above Level 1, or an elevation of 897.00. The maximum building height from the lowest planned abutting grade is 78'-0" (lowest perimeter grade of 819.00 at the retail portion of the building and the top of the stair parapet at 897.00).

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. Because this site is located across 33rd Avenue South from Central Station Park, this requirement does not apply.

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 Analysis 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. The drop off and public entrance to the building is clearly visible and accessible.

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.

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 75 trees. 107 trees are proposed and include the boulevard trees proposed for 33rd Avenue South, American Boulevard, 34th 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 187 shrubs. 141 shrubs and 1052 perennials 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.

G. 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 bedrooms, the gross square footage of party rooms, and the amount of retail or restaurant. Refer to the attached Parking Summary.

- 402 dwelling units and **551 bedrooms**
- 3,575 net SF of party rooms
- 2,050 SF restaurant - 50 restaurant seats (with 10 outdoor seasonal seats)
- Code required parking = 839 parking spaces

The BCS 3 Multi-Family project proposes the following:

Parking Ramp (Retail/Restaurant)	**20 spaces**
Parking Ramp (Guest)	**60 spaces**
Parking Ramp (Residents)	**540 spaces**
Total	**620 spaces**
Spaces per Unit (excluding retail/restaurant)	**1.49**
Spaces per Bedroom (excluding retail/restaurant)	**1.09**

As permitted in the City Code, up to 20% of the 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. The proposed plan has 122 compact spaces, or a total of 19.7%. The compact spaces are distributed throughout the ramp, on Levels 1 through the Roof Level. The compact spaces will be clearly identified with MUTCD signs.

The BCS 3 Multi-Family project proposes code required parking flexibility for the following reasons:

- City Code (Sec. 21.301.06) parking requirements for multifamily residential do not reflect higher density, TOD multifamily projects
- SRF's BCS Residential Development Parking Review, draft dated November 14, 2013, approved a parking ratio of 1.58 (662 spaces for 420 DU) for this project
- ITE parking ratios range from 1.37 to 1.94 (SRF's Parking Review)
- IndiGO is a very comparable development – anecdotally, Lennar has indicated that 500 parking spaces are required for 375 DU (95% leased) or a parking ratio of 1.33
- Market driven ratios range from 1.0 to 1.5
- Added party room parking is over estimated – 75% captive of residential users and others would demand the guest parking provided
- Restaurant/retail parking at this site is over estimates – 75% captive of residential, hotel, and office users that are already parked
- Metro Transit LRT system has expanded since SRF's Parking Review (added Green Line), and will expand in near future (Blue Line Extension and Green Line Extension), providing for greater access to the entire metro area potentially increasing the mode split

The City of Bloomington has retained SRF Consulting Group, Inc. to conduct a parking review update for BCS 3 Multi-Family Project. A draft of the parking study was completed on November 14, 2017. There have been multiple meetings with the City and SRF to discuss parking count. At the time of this submittal, the parking count is not resolved.

H. 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 3 Multi-Family) and included a total of 840 dwelling units and 34,000 SF of retail. The results of that study are still valid.

I. STORM WATER MANAGEMENT

The proposed storm water management plan for the proposed BCS 3 Multi-Family project will be consistent with the approved Overall Storm Water Management Summary for Bloomington Central Station, which was last revised in August of 2016 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.

Given that soils are conducive to infiltration, these systems are designed to maximize the potential for infiltration to meet volume control and water quality requirements, and reduce the demand on the existing NURP pond located at the southwest corner of BCS. All infiltration devices have been designed in accordance with the MN Stormwater Manual design guidelines for infiltration as a best management practice.

Generally, the project can be split into three drainage areas, each managing stormwater in underground infiltration systems. **Drainage Area 1**, which includes a small portion of the roof drain as well as stoops and sidewalks, discharges to the existing storm sewer system in East 80½ Street. The existing underground perforated pipe system located in East 80½ Street was modeled to accommodate this design flow during the construction of the Indigo building and East 80½ Street in the BCS Phase 2B Infrastructure Improvement Project. **Drainage Area 2**, which includes the retail roof drains, driveway turnaround, and sidewalk, discharges to 33rd Avenue. Prior to discharging to the existing system, the driveway turnaround area is treated in a proposed underground perforated pipe system. **Drainage Area 3,** which includes a majority of the building roof drains as well as courtyards and associated stoops and sidewalks, discharges to an existing storm sewer system under the LRT corridor at the southwest corner of the site. Prior to entering the existing system, impervious coverage is treated in a proposed underground perforated pipe system. Pre-treatment will include sump manholes upstream of these BMP's.

Both underground systems for Drainage Areas 2 and 3 are designed to accommodate the 100-year event. The infiltration volumes are designed to accommodate the proposed impervious cover that drains to the system. The outfall from these systems will rely upon gravity storm sewer and a conventional outlet control structure design. Refer to the attached BCS Stormwater Management Summary.

J. LIGHTING

The exterior lighting for the Bloomington Central Station Residential project will be LED source with a color temperature of 4000K, apart from the proposed poles near the southern property line, which will be metal halide source. For consistency, these poles are proposed to be identical to the existing poles installed along 33rd Avenue South and East 80½ Street.

The main entrance off 33rd Avenue South will be lit via 15' architectural poles. Accent lighting will be provided by tree uplights meeting the requirements of Bloomington City Code.

Residence courtyards will be lit via walkway bollards. Architectural wall packs are proposed for the lighting of the residence swimming pool as well as all primary and secondary building entrances.

Photocell and/or time clock control will be provided for all fixtures to ensure proper operation and compliance with Bloomington City Code.

K. UTILITIES

The infrastructure improvements around the site, including the construction of 33rd Avenue South and East 80½ Street planned for the proposed development of Lot 1, Block 1 Bloomington Central Station 6th Addition. These utility improvements were included in BCS Phase 2A and Phase 2B Infrastructure Improvement Projects.

Water Main

- 12" DIP water main exists in East 80½ Street
- 12" DIP water main exists in 33rd Avenue South
- A 12" combined domestic and fire water service was stubbed to site at traffic circle in East 80½ Street
- An 8" DIP water main loop and hydrants will need to loop south and east of the new building connecting to existing 8" DIP water stubs at 34th Avenue South and 33rd Avenue South
- Two hydrants have been proposed between the LRT and south building side to provide adequate coverage in the courtyards. One hydrant is proposed along 80½ Street at the traffic circle to ensure a hydrant is located within 50' of the building Fire Department Connection
- The project water room is located in the parking ramp and west to the north parking ramp entrance – this water room will have an exterior door to East 80½ Street for access
- The proposed water service location and size will need to be coordinated with the design/build MEP once they are onboard with the project

Sanitary Sewer

- 10" PVC sanitary sewer exists in East 80½ Street
- 10" PVC sanitary sewer exists in 33rd Avenue South
- Two 10" PVC sanitary sewer service stubs located north of the building at San MH 2 and San MH 6 in East 80½ Street will be utilized for building service
- Outside drop at San MH 4 will be removed - one 8" PVC sanitary sewer services from the reconstructed San MH 4 at the traffic circle in East 80½ Street will be utilized for building service
- One 10" PVC sanitary sewer service stub from the San MH in 33rd Avenue South will be used on west side of building – since this service will likely serve commercial land uses, an inspection manhole is proposed
- The proposed sanitary service locations and sizes will need to be coordinated with the design/build MEP once they are onboard with the project

Storm Sewer

- 48" HDPE perforated storm sewer exists in East 80½ Street
- 24" RCP storm sewer exists under the LRT tracks at the southwest corner of the site (at 33rd Avenue South and the LRT corridor)

- Three 12" RCP storm sewer service stubs will be removed north of the site in East 80½ Street
- Two 15" RCP storm sewer service stubs are located north of the site will be used for roof services and tie into the existing 48" HDPE perforated storm sewer in East 80½ Street
- One 12" RCP storm sewer service stub in 33rd Avenue South will be used for
- A limited portion of the site/building will be directed to the north to the existing 48" HDPE storm sewer in East 80½ Street – Drainage Area 1
- A limited portion of the site will be directed to the west to the 12" RCP storm sewer service stub in 33rd Avenue South - Drainage Area 2
- A large portion of the site will be directed to the south to existing 24" storm sewer under LRT tracks – Drainage Area 3
- The existing rain garden at the southwest corner of the site will need to be removed and replaced with a large infiltration BMP
- The proposed roof storm sewer service locations and sizes will need to be coordinated with the design/build MEP once they are onboard with the project

Electrical

- Some existing electrical transformers and switches along 33rd Avenue South may need to be relocated
- The existing Mod B transformers and service duct bank will be removed – Xcel will remove the conductor and McGough will removed and/or abandon the existing duct bank
- The location of building transformers – four will likely be required – will be integrated into the design
- The proposed service transformer locations will need to be coordinated with the design/build MEP, once they are onboard, and Xcel Energy

Gas

- Gas main is currently located on the south side of East 80½ Street and 34th Avenue South
- The existing Mod B service from East 80½ Street will be terminated and removed
- The proposed gas service location and size will need to be coordinated with the design/build MEP, once they are onboard, and CenterPoint Energy

L. APPENDIX

- Bloomington Central Station revised Preliminary Development Plan – Floor Area Ratio (FAR) Summary, dated January 31, 2018
- **BCS 3 Multi-Family Parking Summary, dated February 8, 2018**
- BCS 3 Multi-Family Sewer Demand, dated January 31, 2018

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REVISED PRELIMINARY DEVELOPMENT PLAN
BLOOMINGTON CENTRAL STATION

Bloomington, MN

1/31/2018

FLOOR AREA RATIO (FAR) SUMMARY

Parcel Name	Plat Name	Parcel Area Revised Prelim. PD SF	Revised Preliminary PD Total GSF	FAR
HealthPartners and Tower Expansion	L 1 B 1 BCS 2nd Addition	249,242	615,900	2.47
HealthPartners Expansion	L 1 B1 and Outlot A 5th Addition	211,485	261,000	1.23
Reflections at BCS	L 1 B 2 BCS Addition	138,258	282,000	2.04
BCS Hotel (Hyatt Regency)	L 1 B1 BCS 3rd Addition after reconveyance (1)	76,739	220,037	2.87
BCS Residential (IndiGO)	L1 B1 BCS 4th Addition	168,054	416,470	2.48
BCS 3 Multi-Family	L 1 B 1 BCS 6th Addition	185,756	435,781	2.35
SW Office A	Outlot C BCS 5th Addition (2)	124,307	225,000	1.81
West Office C (3)	Part of OL B BCS 2nd Addition	165,375	306,400	1.85
Northwest Office B (4)	Part of OL B and OL U BCS 2nd Add'n	107,728	305,500	2.84
Northwest Office A (5)	Part of OL U BCS 2nd Add'n	151,181	306,400	2.03
Central Park Office (6)	OL Q BCS 2nd Add'n & part of L1 B1 3rd Add'n	152,278	359,500	2.36
Totals		**1,730,403**	**3,374,488**	**1.95**

(1) BCS Hotel lot after reconveyance
(2) Outlot M for the pond will be reconfigured - assumed to be the same area of 55,414 SF
(3) West Office B requires part of Outlot B BCS 2nd Addition - includes private streets at this point
(4) Northwest Office B requires part of Outlot U and part of Outlot B BCS 2nd Addition - includes private street att this point
(5) Northwest Office A requires part of Outlot U of BCS 2nd Addition - includes privates streets at this point
(6) Central Park Office lot includes
All others parcel areas are platted lots or outlots

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BCS 3 Multi-Family

Bloomington, MN

02/08/18

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 rooom + 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

Housing and Restaurant

Unit Distribution	Units	Parking Classification	Bedroom Count	Parking Code Rate	Code Required Parking	Proposed	% of Code Required	Notes
Guest	1	1 BR	1	1.80	2			
Studio/Alcove	113	1 BR	113	1.80	203			
One Bedroom	148	1 BR	148	1.80	266			
Two Bedroom	128	2 BR	256	2.20	282			
Town Home (Two BR)	3	2 BR	6	2.20	7			
Three Bedroom	9	3 BR	27	2.60	23	540		402 x 1.343
Party Room (Net SF)	3575			0.01	36			
Restaurant Indoor 2,050 SF (seats)	50			0.4	20	20		
Restaurant Outdoor (seats)	10				0			20% maximum
Guest						60		
Totals	**402**		**551**		**839**	**620**	74%	
Spaces per Unit Total		1.49	(excluding restaurant parking)					
Spaces per Bedroom Total		1.09	(excluding restaurant parking)					

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BLOOMINGTON CENTRAL STATION - BCS 3 Multi-Family

1/31/2018

Bloomington, MN

SEWER DEMAND

The following are the rates assumed for sewer generation at the Bloomington Central Station District

		MCES SAC Procedure Manual Rates
1	Residential Rate	274 gpd per DU (SAC Manual)
2	Office Rate	0.114 gpd/SF (SAC Manual-1 SAC/2400 SF)
3	Retail Rate	0.091 gpd/SF (SAC Manual-1 SAC/3000 SF)
4	Restaurant Rate	34.25 gpd/seat (SAC Manual-1 SAC/8 seats)
5	Hotel	137.0 gpd/room (SAC Manual - 1 SAC/2 rooms)

Residential Sewer Generation - MCES SAC Procedure Manual Rates

Building	DU	SAC Rate (gpd/DU)	Res. Sewage (gpd)
BCS 3 Multi-Family	402	274	110,148

Retail / Restaurant Sewer Generation - MCES SAC Procedure Manual Rates

Building	Use	Retail Gross SF	Restaurant Seats	Retail Sewer Rate (gpd/SF)	Restaurant Sewer Rate (gpd/seat)	Retail Sewage (gpd)	Restaurant Sewage (gpd)
BCS 3 Multi-Family	Restaurant		46		34.250		1,576

Use worse-case sewage generation - restaurant land use

SEWER SUMMARY

Building	Residential Sewer Demand	Retail Sewer Demand	Office Sewer Demand	Restaurant Sewer Demand	Total Demand (gpd)	Total Ave. Demand (gpm)	Total Peak Demand (gpm)	Total Peak Demand (CFS)
BCS 3 Multi-Family	110,148	0	0	1,576	111,724	155	621	1.38

Notes:
Total demand per day is assumed to occur during a 12 hour day

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