CASE FILE #PL201600215

BCS HealthPartners Parking Ramp Development Application

Major Revision to Final Development Plan
Preliminary and Final Plat
Airport Zoning Permit

Project Narrative

August 24, 2016 (Rev. 3)
October 7, 2016

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
Oslund and Associates
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A. DEVELOPMENT APPLICATION REQUESTED ACTIONS

The requested actions for the BCS HealthPartners Parking Ramp Project Development Application will be as follows:

- Major Revision to Final Development Plan for Bloomington Central Station
- Final Site Plan and Building Plan for BCS HealthPartners Parking Ramp on Lot 1, Block 1, and Outlot A, Bloomington Central Station 2nd Addition
- Preliminary and Final Plat Approval for Bloomington Central Station 5th Addition (subdivision of Outlot A, Bloomington Central Station 2nd Addition) – one (1) lot and three (3) outlots
- Airport Zoning Permit

The Development Application for the BCS HealthPartners Parking Ramp Project will adhere to the following proposed approval schedule:

Informal Development Review Committee (DRC) Submittal (completed)	December 3, 2015
Informal DRC Meeting (completed)	December 8, 2015
Submit Development Application to the City	August 24, 2016
Formal DRC Meeting	September 13, 2016
Planning Commission Meeting	September 26, 2016
City Council Meeting	October 24, 2016

The Development Application will include the following:

- Development Application
- Compact disk containing copies of all hard copy items
- Project Narrative
- Updated BCS Stormwater Management Summary
- Site Development Plans:
  - Four (4) full size sets (three folded and one rolled)
  - Four (4) sets of 11 x 17
- Development Application

Major Revision to Final Development Plan	$ 830
Preliminary Plat – Type II ($700 plus $90 per lot)	$1,060
Final Plat – Type II ($400 plus $20 per lot)	$ 480
Total Application Fees	$2,370

The Development Application also includes Bloomington Central Station Ramp Traffic Study prepared by SRF Consulting Group, Inc., dated June 16, 2016 (under a direct contract with the City of Bloomington). A Tier 1 Travel Demand Management Plan (TDMP) will not be prepared for this project.

B. PROJECT LOCATION

The project site is located south and west of the current HealthPartners building located at 8170 33rd Avenue South, in Bloomington, MN. The site is bounded on the south by East Old Shakopee Road; on the west by 30th Avenue South; on the north by the Blue Line LRT corridor; and on the east by the existing HealthPartners building. The site is primarily surface parking lots serving HealthPartners.

C. PROPERTY

The HealthPartners Parking Ramp will be built on what is currently platted as Outlot A, Bloomington Central Station 2nd Addition, Hennepin County, Minnesota. Outlot A has a PIN Number 01-027-24-14-0016 and is owned by Bloomington Central Station LLC.

Outlot A will be subdivided by Bloomington Central Station 5th Addition into one lot and three outlots as follows:

Lot 1 Block 1	90,600 SF	HealthPartners Parking Ramp – Phase I
Outlot A	120,885 SF	West Parking Lot – Future HealthPartners Expansion Building and Parking Ramp Phase II
Outlot B	29,916 SF	East 82nd Street
Outlot C	124,307 SF	Remaining Southwest Parking Lot – Future Development Lot
Total	365,708 SF	

Refer to the submitted BCS 5th Addition Preliminary and Final Plat. Note that when the parking ramp is expanded in the future, the expansion will occur on a future 35,600 ± SF lot or Lot 1 Block 1 will be replatted to include the expansion.

The HealthPartners Loading Dock and South Parking Lot improvements will be made on Lot 1, Block 1, Bloomington Central Station 2nd Addition. No changes are proposed to that lot. Other improvements will be made to other property at Bloomington Central Station including Outlot H, and Outlot J, Bloomington Central Station 2nd Addition.

D. PROPOSED PROJECT

The project consists of the design and construction a new HealthPartners parking ramp, partial renovation of the existing 8170 building and site improvements south of the existing light rail.

Existing HealthPartners Building – 8170 33rd Avenue South

The existing building will receive upgraded mechanical/electrical infrastructure. The existing loading dock will be renovated and include a revised entry sequence to allow for the construction of a portion of 31st Avenue South, which will run north to south to a new vehicle drop, surface guest parking and access to the new parking ramp and other at surface parking. The existing south parking lot will be modified to allow for the revised loading access. The entry level at grade will receive minor modifications including a new ADA compliant set of exterior doors and a pedestrian bridge from the South Parking Lot, over the new loading access to the new set of exterior doors. The bridge is planned to exceed exit width requirements serving the south exit and adjacent plaza area. The interior of the existing building will receive finish upgrades in the lower

level elevator lobby. All of the original bathroom in the existing building will be fully remodeled to be ADA compliant.

The revised loading dock will have two new overhead doors at 14'-0" high by 25'-0" wide on the south face of the existing building. The existing site will be excavated on to the south side of the building to the level of the existing loading dock. The existing wall of the building will be exposed cast in place concrete that will be sandblasted after the new doors have been cut into the existing basement wall. Plantings are planned for the new sloped surface along with some trees to screen views toward the new loading dock drive. The interior of the revised loading dock is intended to accommodate a full semi-tractor trailer within the dock with the doors closed. The dock will also include space for two additional box trucks, a trash compacter and a dumpster. Garbage and recycling bins will be stored within the dock and moved to the exterior for material removal.

The South Parking Lot will be removed and redesigned. It will accommodate 63 parking spaces, including three accessible parking spaces. It will be graded such that it could accommodate all the required accessible parking currently being proposed in the West Parking Lot when the future HealthPartners Expansion Building is constructed. An 8-foot wide steel truss pedestrian bridge will connect the South Parking Lot to the southwest building plaza and south entry. The exit width requirement for this south entry is 65".

West of the existing HealthPartners building and south of the HealthPartners Parking Ramp, a new surface parking lot will be constructed. The West Parking Lot is located were the future HealthPartners Expansion building will be built. A portion of this lot will include visitor parking and all of the required accessible parking spaces for the surface Southwest and West Parking Lots. A raised pedestrian connection between the existing building and parking ramp vestibule will be construction. This will be able accommodate a canopy and wind screen that is not a part of this project. Improved employee drop-off areas are included in the project. The West Parking Lot will also reconstruct the accessible ramp to the existing west building entrance.

HealthPartners Parking Ramp

The new parking ramp is seven levels above grade with one level below. The ramp supports **1,657** vehicles with a footprint of roughly 275' east to west by 245' north to south. The ramp and associated surface parking south of the light rail provide all of the necessary parking for the existing 8170 building. The ramp will have two-way traffic with two sloped parking ramps connecting levels. The ramp will have a precast structure with precast spandrel panels. The ramp is designed to accommodate another two full bays of parking in the future to accommodate the additional parking need if an additional office building is built on the parcel between the ramp and the existing 8170 building.

The new ramp will be clad in a warm gray precast similar in tone to the existing 8170 building and other developments on the Bloomington Central Station campus. The finish is planned to be a combination of sandblasted and acid etched finishes to create pattern. This pattern, along with added reveals and relief within certain panels, are intended to animate the façade of the ramp. On the south and north side of the ramp the design includes exposing a unique white precast structure that breaks up the overall mass of the ramp. On the east side of the new parking ramp a stair and elevator tower will have enclosed elevator lobbies and glass back elevators with the eastern face of the elevator tower clad in glass allowing visibility into the elevators at all times from the exterior.

The site is intended to be landscaped in a manner consistent with the overall Bloomington Central Station campus. Patterned concrete, a mix of plantings and the use of berms will assist in wayfinding within the campus and provide screening for some of the parked cars. The sidewalk at the south side of the light rail will be finished in a similar fashion as the area to the north of the existing 8170 building and the Reflections project to the east.

A snow drop is located at the southeast corner of the parking ramp. Snow will be dumped from the seventh level of the ramp onto a concrete pad. The snow will be hauled offsite.

Future HealthPartners Expansion Building

The future HealthPartners Expansion Building has been considered and planned for in the revised Preliminary Development Plan and the Final Development Plans for the HealthPartners Parking Ramp Project. The future building will be an eight-story office building of roughly 261,000 gross SF. There will be one level below grade consisting of mechanical and electrical, storage, and a small amount of office space. The building will have a building height of 136'-8". The new building will serve as the main entry to the HealthPartners campus and may include an auto court to accommodate short-term visitors. There is a one-story connection from the proposed building to the adjacent HealthPartners Parking Ramp elevator/stair tower. This one-story connection will also include a new loading dock, capable of serving two semi-trailers and one box truck. A skyway is proposed from the 8170 building to the new building.

Existing Surface Parking Modifications

The remaining Southwest Parking Lot, south of East 82nd Street, will be improved. The entrance at the southwest corner will be improved with concrete curb and gutter and connect to the curb cut built with the City of Bloomington's 30th Avenue South improvements. A new concrete drive way will be constructed at the northeast corner of the ramp at East 82nd Street and portion of the lot will be reconstructed for to address pavement grades. New concrete curb and gutter will replace existing bituminous curb installed over 10 years ago. The remainder of the parking lot will be milled, overlaid, and restriped. New parking lot lighting is proposed. These improvements are considered maintenance improvements to extend the life of the existing parking lot until it can be developed in the future. **The Southwest Parking Lot will not provide perimeter screening of off-street parking areas along 30th Avenue South per City Code Section 19.52(d).**

Roadway Improvements

The project will include the construction of several roadways. These roadways will be constructed by McGough Development to City of Bloomington standards. The roadway will be encumbered by a public roadway easement.

East 82nd Street will connect 30th Avenue South with 31st Avenue South, south of the proposed HealthPartners Parking Ramp. The roadway will be a 30-foot wide, two-way roadway with streetscape and lighting similar to East 80½ Street (BCS Phase 2B). The roadway will have 12" DIP water main connecting 30th Avenue South water main with 31st Avenue South water main, and provide hydrants and water services for the future buildings. The roadway will have storm sewer for both the roadway as well as the HealthPartners parking ramp and future building. The roadway will have 8" PVC sanitary sewer that will serve the HealthPartners parking ramp as well as the future building and parking ramp in the southwest corner of the BCS development.

31st Avenue South will be constructed from East Old Shakopee Road to a point north of East 82nd Street. The roadway will have varying typical sections, but generally will be a 38-foot wide, two-way roadway with parking. The streetscape and lighting is designed to match 33rd Avenue South (BCS Phase 2A), but will install only trees, street lighting, and only gray sidewalk on the east side. The additional hardscape and planting areas will be deferred until the future HealthPartners Building is built and the roadway is extended north of the Blue Line LRT. Storm sewer and water main was installed in 2006 anticipating this roadway construction. A 10" and 8" PVC sanitary sewer is proposed in the segment of 31st Avenue South north of the Blue Line LRT to serve the future buildings in the northwest corner of the BCS development.

The Blue Line LRT pedestrian corridor will be construction north of the HealthPartners Parking Ramp and south of the LRT track curb. The streetscape and lighting will be similar to the pedestrian corridor north of Reflections. The corridor will consist of two 8-foot trails separated by a 4-foot planting area. This corridor will be able to accommodate fire trucks, and will include depressed curb at 30th Avenue South and near 31st Avenue South. **A future pedestrian crossing, similar to the pedestrian crossing at Reflections, will be planned for and accommodated. Metro Transit will need to approve that crossing and integrate that into its LRT signal system.** The corridor will include 8" DIP water main connecting 30th Avenue South water main with 31st Avenue South water main. The corridor will provide hydrants and the Parking Ramp combined fire protection and domestic water service. The corridor will also include 12" PVC sanitary sewer that will serve the future building, as well as the future buildings in the northwest corner of the BCS development. A future crossing under the Blue Line LRT tracks will be required.

The recently completed 30th Avenue South streetscape improvements will be impacted by the HealthPartners parking ramp construction. Sheeting or other soil retention system will be installed at the back of the easterly curb. Street trees; plantings; irrigation main and heads; traffic control conduit and hand holes; light foundations, conduit, and hand holes; sidewalks; and signage will be removed along the west side the parking ramp to construct the lower level. The street light and pedestrian lights will be salvaged and reinstalled. These streetscape improvements will be replaced.

Site Landscaping

The landscape design of the BCS HealthPartners Parking Ramp and Loading Dock Project includes the following:

- Parking Lot Screening along East Old Shakopee Road and 30th Avenue South, which is accomplished by using existing planting materials and new trees and perennial plantings.
- Landscaping with shrub plantings, evergreen and deciduous trees to provide landscape coverage over the 8170 loading dock embankment.
- Plantings that include deciduous trees and perennials to line 31st Avenue South, which matches typical planting scheme on other parts of the Bloomington Central Station Development. The streetscape and planting beds will be installed in the future. Structure soil will be installed in continuous trenches along 31st Avenue South
- Plantings that include deciduous trees and perennials, along with rock mulch, to line 82nd Street.
- Rhythmic trees, shrubs, perennials and rock mulch to line Blue Line LRT pedestrian corridor and to match master plan design intent.
- A planting berm to screen parking lot views from 31st Avenue South. The berm will include perennials plantings and turf grass sod.
- Foundation landscape plantings around new parking ramp, which includes deciduous trees, perennials, shrubs, rock mulch, and turf grass sod.

- Trees comply with city code section 19.52(c) (2) (A).
- Shrubs/perennials comply with city code section 19.52(c) (2) (B).
- Trees and perennial plantings along 30th Avenue South will be removed and reinstalled to complete the parking ramp construction. Existing irrigation will be removed and reinstalled.
- A complete irrigation system, with a water source located in the northeast corner of the parking ramp, will be installed consistent with the rest of the BCS campus.

Site Lighting

Site lighting will adhere to City Code Sec. 21.301.07. Two separate photometric plans superimposed on a site plan have been prepared: one plan with the initial at-grade foot candle levels; and the other the maintained at-grade foot candle levels. Site photometric, fixture cuts/specification, and energy calculations are provided on the associated submitted drawings. Lighting controls will adhere to current energy codes and to include daylighting and motion sensing individual fixtures in the ramp as well as daylighting and dimming for the surface lots.

Upper level (top deck) of the HealthPartners parking ramp will utilize fixtures on a 25' pole on a 4' base. The maximum overall height based on FAA requirements to be 32'. Photometrics for the upper level has been included with the overall site photometrics. Photometrics for the lower and typical floors for the ramp to be submitted at a future date.

In the South Parking Lot and loading dock area, the existing light poles will be salvaged and reinstalled based on the reconfiguration of the parking area. These fixtures will also be retrofitted with new LED luminaires. The new dock area and adjacent walkway will be lit utilizing new poles and LED fixtures as shown on the site plan.

In the Southwest Parking Lot and West Parking Lot, the existing lighting will be removed and replaced with new poles and LED fixtures based on the new parking layout. These fixtures will match those light fixtures at the adjacent BCS Hyatt Regency in color and height.

Along 31st Avenue South and East 82nd Street, the street lights will match those fixtures and poles currently installed on 33rd Avenue South and East 80½ Street. They will be located to accommodate permanent streetscape design to be installed in the future. Weatherproof GFI convenience receptacles to be located at every other tree for tree/holiday lighting.

Along the Blue Line LRT pedestrian corridor, the fixtures, poles, and precast concrete bases to match those located along the Blue Line LRT corridor and Central Station Park north of the existing HealthPartners building. Weatherproof GFI convenience receptacles to be located at every other tree for tree/holiday lighting.

Along 30th Avenue South, the existing street lights and pedestrian lights that are impacted by construction will be salvaged and reinstalled. The existing fixtures have been reflected on the site photometric plan to illustrate the impact on the overall site.

E. ZONING CODE ANALYSIS

1. Comprehensive Plan

The HealthPartners Parking Ramp 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). The South Loop Mixed use designation is designed to work with the HX-R

Zoning District and office land use is consistent with the Comprehensive Plan. No Comprehensive Plan changes are proposed with this application.

2. Zoning

The entire Bloomington Central Station redevelopment site is zoned 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. The proposed parking ramp will support the existing and future office use., which is 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.

The southwest corner of HealthPartners Parking Ramp and Lot 1, Block 1 Bloomington Central Station 5th Addition falls within Safety Zone B. The remainder of the lot is in Safety Zone C and is in the Transition Surface and Zone. The maximum object elevation transitions from an approximately elevation of 912 (NGVD 1929) at the southwest corner to an approximate elevation of 955 at the northeast corner of the parking ramp. The proposed parking ramp building height is 69'-0" at the top of the spandrel walls, and with a proposed finish floor elevation of 816.50, it has a maximum elevation of 885.50. The proposed parking ramp elevator tower roof height is 81'-6", and with a proposed finish floor elevation of 816.50, it has a maximum elevation of 898.00. These are below the Precision Instrument Approach Surface of Safety Zone B and below Transition Surface of Safety Zone C.

The MSP Zoning Ordinance establishes the maximum construction height of 80 feet for the entire development parcel, before requiring an Airport Zoning Permit. Consistent with City Code Section 19.38.03, an Airport Zoning Permit from the City of Bloomington will be required for the parking elevator tower, as well as for the mobile crane that will construct this parking ramp. The project will require an Airport Zoning Permit for the parking ramp and mobile crane and is being sought with this application.

Well Precast provide their mobile crane plan for the erection of the HealthPartners Parking Ramp. Two Manitowoc 2250 Series 3 mobile cranes with a 220-foot boom will be used to set columns, beams, double tees, and spandrel panels. They will erect from west to east and will not be operating in 30th Avenue South. The maximum height of the crane will be 226 feet from the lower level of the parking ramp (elevation 805.83), or an elevation of 1031.8 along the west side of the parking ramp. This elevation rises to 1042.5 along the east side of the parking ramp because the crane will operate at existing grades. This rectangle volume of crane operation area exceeds the Part 77 surfaces (Precision Instrument Approach Surface and the Transition Surface) which will require MSP Zoning Ordinance Variance from the MAC MSP Zoning Board of Adjustment.

An FAA 7460-1 Airspace Study of the parking ramp and mobile crane will be required based on proximity to MSP International Airport. The Determinations of parking ramp points and mobile crane working areas will be issued by the Federal Aviation Administration. It is anticipated that

the parking ramp points will likely result in a no hazard determination. The mobile crane working area determinations will place operational restrictions and demarcation requirements. It is anticipated that the crane boom will be required to be lowered from sun down until sun up. Any penetration into the Part 77 surface, even temporary construction penetrations, will require an MSP Zoning Ordinance Variance from the MAC MSP Zoning Board of Adjustment. This process would occur after the FAA determinations.

The City will not issue the Airport Zoning Permit until the Federal Aviation Administration (FAA) and the Metropolitan Airports Commission (MAC) approved the project.

Condition of Approval No. 19 requires that an Airport Zoning Permit be approved by the Community Development Director "Prior to Permit". The Applicant would like the condition to be tied to actual construction versus the time when the building permit is issued. An FAA Form 7460-1 Airspace Study has been submitted to the FAA. The FAA has determined that it will take up to 45 days to process the Determinations. After the Determinations are issued by the FAA, an application for MSP Zoning Ordinance Variance from the MAC MSP Zoning Board of Adjustment will be submitted. Once submitted and approved by MAC, a MSP Zoning Board of Adjustment meeting will be scheduled. Only after this variance is approved, will the city issue the Airport Zoning Permit. This could take three months or more.

4. Dimensional Requirements

City Code Section 19.29(h)(1) (HX-R District) requires no minimum setback requirement from property lines fronting public streets 30th Avenue South. There is a 10-foot drainage and utility easement proposed and a 10-foot existing sidewalk and bikeway easement along 30th Avenue South. The parking ramp has been positioned so that no encroachment into these easements, including the foundations, will be required. The parking entry canopy has not been design and may require an encroachment into the drainage and utility and existing sidewalk and bikeway easement at or above the Second Level of the parking ramp.

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 of Bloomington Central Station 5th addition will be 90,600 SF. For parcels with areas below 120,000 SF, they may be created as part of a planned development, provided the area of the overall planned development is at least 120,000 square feet.

5. 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 parking ramp height is 80'-6".

City Code Section 21.301.10(e) establishes Pedestrian Street Step Back Standards. 31st 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.

6. 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 surface parking lots proposed with this Development Application are temporary and will be replaced with below grade and structured parking ramps in the future.

7. 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. McGough Development intends to use trees within the East 82nd Street, 31st Avenue South, and Blue Line LRT pedestrian corridor streetscape to meet the tree requirements. The Developable Landscape Area is 306,193 SF. The required number of trees is 122. The number trees provided is 143.

City Code Section 19.52(c) (2) (B) requires one shrub for every 1,000 SF of Developable Landscape Area. The Developable Landscape Area is 306,193 SF. The required number of shrubs is 306. The number shrubs provided is 2,676.

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 will apply to a portion of the surface parking along 30th Avenue South, just north of East 82nd Street. No significant changes are proposed for screening of the reconfigured South Parking Lot or the existing Southwest Parking Lot.

The landscaping plan has been revised to include a minimum of 3 feet of landscape screening, including multiple rows of staggered grasses. The grasses will not be trimmed in the fall to provide winter interest and screening during the winter.

8. Signage

Sign regulations within the HX-R District must comply with Article X of Chapter 19. Parking g Ramp and site signage, other that regulatory-type signage, will be addressed through a Signage Permit process.

9. Sidewalks

Condition of Approval No. 13 requires that sidewalk be constructed along the west side of 31st Avenue South connecting to the south side of East 82nd Street. Sidewalk along the west side of 31st Avenue South would be difficult to grade and build with the pond graded currently. The PDP plan proposes to create a hard edge for the pond when the southwest office building is constructed, allowing construction of this sidewalk. Sidewalk along the west side of 31st Avenue South is also in conflict with the "HealthPartners" monument sign. The plan currently is installing sidewalk along the east side of 31st Avenue South from East Old Shakopee Road to the westerly entrance of the 8170 building. The applicant would like this condition removed from the City Council approvals.

F. PARKING ANALYSIS

Currently, HealthPartners employees park in surface parking lots both north and south of the Blue Line LRT corridor. As part of McGough's lease negotiation with HealthPartners, HealthPartners employees and visitors will park south of the Blue Line LRT corridor, in the surface parking lots and the new parking ramp. This frees up the area north of the Blue Line LRT corridor for redevelopment.

Section 21.301.06 of the City Code established parking and loading requirements. For office land uses, one parking space is required for every 285 SF of gross building area. The HealthPartners 8170 gross building area is 539,800 SF (not including the basement which is mostly parking). The code required parking spaces are 1,894 parking spaces.

The lease letter of intent with HealthPartners uses the leasable floor area of 470,891 SF and requires a total of 2,119 parking spaces, 225 parking spaces more that the code required.

The following is the parking provided:

8170 Executive Parking	105 parking spaces
South Parking Lot	53 parking spaces
Southwest Parking Lot	172 parking spaces
West Parking Spaces	278 parking spaces
Parking Ramp	**1,657** parking spaces
Total	**2,265** parking spaces

The parking ramp has **133** parking spaces that are considered compact. This reduces the provided parking to 2,132 parking spaces for code comparison, which exceeds the code required parking by 238 parking spaces. **Of the provided parking spaces, a total of 64 spaces are accessible: 28 are provided in the parking ramp; 30 are provided in the South Parking Lot for employees; and 6 are provided in the West Parking Lot for employees.**

With full expansion of the HealthPartners parking ramp, a total of **2,522** parking spaces are proposed, with **222** considered to be compact and 36 are accessible. The required parking will be calculated at that time.

G. TRAFFIC

The City of Bloomington retained SRF Consulting Group, Inc. to prepare a traffic study for the Bloomington Central Station HealthPartners Parking Ramp Project. The primary purpose of that study was to look at the safety and traffic operations on the surrounding roadway network at opening and full build conditions. Included in the study was recommendations on the access point locations and access restrictions on 30th Avenue South.

The following is a list of recommendations from the study:

- The study recommends that the parking ramp (first and second phases) be limited to two access points. One lined up with the Metro Transit Park and Ride on 30th Avenue South and the other access from East 82nd Street. The current site plan locates the access points.
- Based on anticipate 2040 traffic forecasts, traffic signal and turn lane modifications are needed at East Old Shakopee Road / 30th Avenue South. The southwest office development parking ramp will need to divert 50% of the PM peak hour traffic away from this intersection to avoid congestion. This intersection will meet signal warrants when 60 to 70 percent of the proposed BCS land uses are developed.

- A sensitivity test indicated that if access control is added to the parking ramp, a southbound left turn queue on 30th Avenue South will back up north of the Blue Line LRT tracks. Newer access control technology may prevent this queueing from occurring.

The Bloomington Central Station Parking Ramp Traffic study was completed on June 16, 2016, and the recommendations included in the Final Development Plans.

A Tier 1 Transportation Demand Management Plan (TDMP) will be not be requires for this project. The City would like to see TDM strategies implemented for the existing 8170, but the financial guarantee is based only on a new building.

H. STORM WATER MANAGEMENT

The proposed storm water management system has been designed in accordance with the BCS Overall Stormwater Management Plan, which ensures that the entire BCS development is meeting the requirements of all governing agencies, including the MPCA and the City of Bloomington Comprehensive Surface Water Management Plan. These criteria include water quality thresholds for total suspended solids and total phosphorus, as well as volume control and rate attenuation requirements. The Overall Stormwater Management Plan has been updated based for the current phase, and is included in the development application for consideration.

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.

The project can be generally split into two subwatersheds, each managing storm water in underground infiltration systems. The loading dock tributary runoff is managed by an underground perforated pipe chamber system, and due to site grading constraints, the outfall from the system cannot drain by gravity. To accommodate the 100-year event, some internal pumping is anticipated to attenuate the peak rate of discharge. Additional temporary storage will occur at the surface of the loading dock in the 100-year event, taking advantage of up to 6" of ponding water adjacent to the inlet to the system. Following the peak of the storm, this ponding water will enter into the system and infiltrate. Runoff volumes in excess of the combined underground and surface storage will enter into an inlet near the building that will be directed into the building mechanical system and pumped to the roof drain leader.

For the watershed adjacent to the proposed parking ramp and surface parking, additional underground infiltration is proposed in the form of a perforated pipe infiltration gallery southeast of the proposed parking ramp. The outfall from this system will rely upon gravity storm sewer and a conventional outlet control structure design.

Refer to the updated BCS Stormwater Management Summary.

I. UTILITIES

Sanitary Sewer

The HealthPartners loading dock will require the reroute of the existing 10" sanitary sewer service on the south side of the building. The HealthPartners Parking Ramp will have two 8"

services, one at the northwest corner and the other at the southwest corner. These are sized and located for future parking ramp expansion.

The future HealthPartners Expansion building has an 8" sanitary sewer stubbed from the 12" sanitary sewer lateral located north of the parking ramp in the Blue Line LRT pedestrian corridor.

Watermain

The HealthPartners Parking Ramp will have an 8" combined domestic and fire protection water service into the northeast corner of the parking ramp. A 1½" domestic water meter will be located in the meter room for convenience water and irrigation. The water service is sized for the future parking ramp expansion. The parking ramp will not require a fire pump.

The future HealthPartners Expansion building has a 12" combined domestic and fire protection water service stubbed from the 12" water main located in East 82nd Street.

Private Utilities

The electrical transformer will be located at the northeast corner of the parking ramp. Xcel Energy primary electrical cable will be run along the north side of the parking ramp from 30th Avenue South to the transformer. The electrical service will be sized with capacity for the parking ramp expansion. Emergency power for the parking ramp will be provided by a diesel emergency generator located in the northeast corner of the parking ramp. The emergency generator will be sized with capacity for the parking ramp expansion. No other private utilities are proposed for the parking ramp. Xcel Energy will be relocating a distribution line at the northwest corner of the parking ramp that was installed in error.

McGough Development and McGough Facilities Management have been working with communication companies about relocating communication lines along the south side of the existing HealthPartners buildings. The companies involved are Comcast, CenturyLink and Americom. **The addition of the 8170 boilers will require a new service from CenterPoint Energy. A joint trench consisting of a 2" gas service and five 4" conduits will be installed this fall. The joint trench will be located just west of 33rd Avenue South and go from the East Old Shakopee ROW to the southeast corner of the building.**