Bloomington Central Station

Preliminary Development Plan Revision
Final Development Plan for BCS 4
Final Development Plan for Hyatt Regency Parking Improvements

Development Application

Project Narrative

February 10, 2021
(Pre-Application Development Review Committee)

Property Owner:	Bloomington Central Station LLC
Developer:	McGough Development 2737 Fairview Avenue North St. Paul, MN 55113
Prepared by:	Kimley-Horn and Associates, Inc. Elness Swenson Graham Architects, Inc. Oslund and Associates Emanuelson-Podas Consulting Engineers Sunde Land Surveying

A. DEVELOPMENT APPLICATION REQUESTED ACTIONS

The requested actions are:

- Major Revision to the Preliminary Development Plan for BCS
- Final Development Plan for BCS 4 Multifamily
- Final Development Plan for BCS Hyatt Regency Parking Improvements
- Preliminary and Final Plat - Bloomington Central Station 7th Addition
- Preliminary and Final Plat - Bloomington Central Station 8th Addition
- Airport Zoning Permit

The Development Application will adhere to the following proposed approval schedule:

Pre-Application Meeting with the City (completed)	August 16, 2017
Pre-Application Development Review Committee (DRC) Submittal	February 10, 2021
Pre-Application DRC Meeting (call)	February 16, 2021
Submit Development Application to the City	March 17, 2021
Post-Application DRC Meeting , if required	March 30, 2021
Resubmittal Prior to Planning Commission, if required	April 9, 2021
Planning Commission Hearing	April 22, 2021
City Council Meeting	May 17, 2021

The Development Application will include the following:

- Development Application
- Development Application Fees
- SRF Consulting has/will prepared an update to the BCS Traffic Study.
- Development Application documents will be uploaded to the City of Bloomington's CityView Portal on Wednesday, March 17, 2021 by 2:00 PM:
  - Project Narrative
  - BCS Stormwater Management Summary
  - Civil Engineering Plans – Kimley-Horn and Associates, Inc.
    - PDP Plans for BCS
    - FDP Plans for BCS 4 Multifamily
    - FDP Plans for BCS Hyatt Regency Parking Improvements
  - Landscape Architecture Plans - Oslund and Associates
    - PDP Plan for BCS
    - FDP Plan for BCS 4 Multifamily
    - FDP Plans for BCS Hyatt Regency Parking Improvements
  - Site Lighting Plans – Emanuelson-Podas Consulting Engineers
    - FDP Plan for BCS 4 Multifamily
    - FDP Plans for BCS Hyatt Regency Parking Improvements
  - Architectural Plans – ESG Architects
    - FDP Plan for BCS 4 Multifamily

B. PROJECT LOCATION

The BCS 4 Multifamily project site is located at the northwest quadrant of the Bloomington Central Station campus. The site is bounded on the north by American Boulevard East; on the east by proposed 31st Avenue South, on the south by the Blue Line LRT Corridor; and on the west by 30th Avenue South. The site is an existing surface parking lot. The address is 8100 31st Avenue South.

The BCS Hyatt Regency Parking Improvements project site is bounded on the north by American Boulevard East; on the east by proposed 33rd Avenue South, on the south by the East 81st Street, and on the west by 31st Avenue South. The site is an existing parking lot and undeveloped area. The address is 3200 East 81st Street.

C. PROPERTY

Bloomington Central Station 7th Addition – BCS 4 Multifamily

- Outlot B, Bloomington Central Station 2nd Addition
- Outlot U, Bloomington Central Station 2nd Addition
- Outlot R, Bloomington Central Station 2nd Addition
- Outlot S, Bloomington Central Station 2nd Addition
- Outlot T, Bloomington Central Station 2nd Addition

Bloomington Central Station 8th Addition – BCS Hyatt Regency Parking Improvements

- Lot 1, Block 1, Bloomington Central Station 3rd Addition
- Outlot Q, Bloomington Central Station 2nd Addition

D. MAJOR REVISIONS TO THE PRELIMINARY DEVELOPMENT PLAN

This application proposes a major revision to the approved Preliminary Development Plan for the northwest quadrant of Bloomington Central Station. The PDP had planned for three office buildings and two parking ramps in the northwest quadrant. The market has changed and the success of multifamily residential at BCS and modifications to airport noise, allow for the land use to change from office to multifamily residential. The revision to the approved Preliminary Development Plan at the northwest quadrant does not impact any other approved land use or approved development density.

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

- Remove **West Office C** – 306,400 GSF office including 4,000 GSF of retail – 10 stories
- Remove **NW Office A** – 306,400 GSF office – 10 stories
- Remove **NW Office B** – 305,500 GSF office – 10 stories
- Remove **Parking Ramp 2** – 1800 parking spaces
- Remove **Parking Ramp 3** – 900 parking spaces in south half
- Remove **Parking Ramp 4** – 900 parking spaces in north half
- Remove roadway network between 30th Avenue South and 31st Avenue South
- Add **BCS 4 Multifamily**
  - 425 units

    - 20,000 GSF retail (grocery)
- Add **BCS 5 Multifamily**
    - 250 units
    - 6,000 GSF retail
- Add **BCS 6 Multifamily**
    - 250 units
- Add East 80½ Street to the proposed roadway network between 30th Avenue South and 31st Avenue South
- Revisions to grading, utilities and landscaping

E. PROPOSED PROJECT

General Building Description

McGough Development is proposing 405 dwelling units in a six-story building. The first level will be precast concrete with slab-on-grade. Above the first level will be five levels of wood construction. 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:

- 2020 Minnesota Building Code
- 2020 Minnesota Fire Code
- 2020 National Electrical Code
- 2020 Minnesota Mechanical and Fuel Gas Code
- 2015 Minnesota Plumbing Code
- 2020 Minnesota Accessibility Code based on 2009 ICC/ANSI A117.1
- 2020 Minnesota Energy Code
- 2020 Minnesota Elevator and Related Devices 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

See architectural drawing T1-1 for the gross square foot (GSF) area calculations for the building.

Building Height

The finished floor elevation of Level 1 is 818.50. The retail portion of the building has a finished floor elevation of 818.50. Lowest grade abutting the building is 817.00.

The six-story residential building utilizes a flat roof system. The majority of this roof sheathing is 67'-4" above Level 1, or an elevation of 885.84.

Parapets at the perimeter of this roof are 69'-6" to 71'-6" above Level 1, or an elevation of 888.00 to 890.00.

Elevator overrun parapet is 75'-0" above Level 1, or an elevation of 893.50.

Parking ramp parapet is 71'-0" above Level 1, or an elevation of 889.5.

Stair tower parapet is 78'-6" above Level 1, or an elevation of 897.00.

The maximum building height from the lowest planned abutting grade is 80'-0" (lowest perimeter grade of 817.00 at the Southeast corner of the building and the top of the stair parapet at 897.00).

The building heights listed above are all at or 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 lobby and leasing lounge, work from home lounge, dog washing station, fitness center and studio, club room, activity "Base Camp," sky lounge amenity spaces, resort style pool deck with an outdoor kitchen, and additional outdoor amenity and open space. 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 serve its residents, visitors and staff. Additional street parking stalls are planned for 80 ½ Street. 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 residents in search of flexible living with strong connections to the outdoors. Unit sizes will range from 540 square feet to 1,500 square feet and unit types will range from studio 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 and significant retail tenant to the Bloomington Central Station community, emphasizing pedestrian and bicycle-focused connections to existing nearby amenities. Adding resident dwelling units and grocery retail store 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 East courtyard off 31st Avenue South is an overt gesture to the public park to the East. 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 (East) surrounded by ground level amenity spaces and units and a more heavily landscaped courtyard with outdoor amenities for residents (West). Both are given proper solar access and are oriented toward the LRT tracks. The West courtyard facing 30th Avenue South is quieter in character with landscape similar to the South courtyards. Finally, a recessed area at the North elevation marks the entry to the parking structure and grocery retail loading zone on East 80½ Street.

The building features a series of walk-up units at Level 1. These units are defined by private walks, stoops (with steps where required), low metal fences, and layers of landscaping. Additionally, this level is further distinguished from the residential floors above it by increased glazing and timber structures highlighting prominent areas of activity.

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 partially screened along East 80½ Street where a portion of the parking fronts the street.

Exterior materials will consist primarily of stucco, metal panel and glass, along with accent areas of wood timbers. Integrally-colored stucco mostly defines the building faces along the base and is paired with a profiled metal panel that undulates with the building at varying heights. Windows are designed with an industrial aesthetic, adding patterning that enlivens the building while providing plenty of daylight into the dwelling units. On the sixth floor, the building includes an outdoor sky deck at the Southeast corner for residents to gather and enjoy exterior amenities while offering views of the park and surrounding neighborhood.

The building design intends to create a refined, casual aesthetic that highlights natural properties of materials while serving as a simplified backdrop for an immersive landscape experience.

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 T1-1, the project is proposing 102 storage units conforming with the code dimensions. This quantity is a deviation from the performance standard which would

require 405 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 for the streetscapes while introducing new themed courtyard spaces reflecting the concept of the BCS 4 residential development. The spatial geometries that the central park utilizes will continue into the new streetscapes. These spaces will integrate native grasses, shrubs, and trees, as well as modifying the topography at times to help define spaces.

The BCS Hyatt Regency Parking Improvements will include the planting of 20 trees within the added landscape parking islands and street trees along the east side of 31st Avenue South. The west of the parking lot will screen the parking lot.

Fully automatic irrigation designed in specific zones will be implemented for all planting areas in the courtyard spaces and the streetscapes. The LRT Pedestrian Corridor, 31st Avenue South streetscape, and 80½ Street streetscape will tie into the master associate (common) irrigation system. The remaining irrigation system will be designed for the BCS 4 project site.

Building Loading

Tenant move-in and move-out loading will occur primarily in the Southwest corner of the parking ramp, 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 grocery space as well as the garbage pick-up will occur within the loading zone on the North side of the parking ramp.

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 area located East 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 at this time and pedestrians will be detoured to the North. Access to the parking ramp will be from the open East parking ramp entrance.

Bicycle Storage

The project includes 162 bicycle stalls in the bicycle storage room located on Level 1 of the parking ramp. Exterior bike parking is planned for both the retail land use at the Northeast corner of the site and outside residential entries near the lobby and Southwest courtyard amenity space.

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 2040 Forward Comprehensive Plan (2019) Future 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 4 Multifamily falls within Safety Zone C, or the Horizontal Surface and Zone (Plate SZ-21), which establishes a maximum object elevation of 991.00 (NGVD 1929). As noted earlier, the maximum building height at the stair tower parapet is 78'-6" above Level 1, or an elevation of 897.00. This is 94 feet below the Horizontal Surface.

The MSP Zoning Ordinance (Plate MCH-21) 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'-6". 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 220 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 4 Multifmily has a residential density of 94.2 DU/acre (405 DU/ 4.298 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 4 Multifamily is 2.24 based on a total building area of 419,136 GSF and a 187,211 SF site. 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 (30th Avenue South, East 80½ Street and 31st 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 grocery entrance meets this requirement.

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 187,211 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 78'-6" above Level 1, or an elevation of 897.00. The maximum building height from the lowest planned abutting grade is 80'-0" (lowest perimeter grade of 817.00 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.

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. 165 trees are proposed and include the boulevard trees proposed for 31st 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. 172 shrubs and roughly 4,800 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. .

- 405 dwelling units and 482 bedrooms
- 1,071 GSF of party room
- 14,086 GSF grocery (retail)
- Code required parking = 833 parking spaces

The BCS 4 Multifamily project proposes the following:

Public Parking Ramp (Grocery and Guest)	55 spaces
Public Parking Ramp Compact (Grocery and Guest)	4 spaces
Private Parking Ramp (Residents)	434 spaces
Private Parking Ramp Compact (Residents)	100 spaces
Street Parking assigned to BCS 4	47 spaces
Total	640 spaces

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 104 compact spaces, or a total of 16.3%. 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 4 Multifamily 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
- ITE parking ratios range from 1.37 to 1.94 per unit
- Market driven ratios range from 1.0 to 1.5 per unit
- Added party room parking is over estimated – 75% captive of residential users and others would demand the guest parking provided
- Retail parking at this site is over estimated – 50% captive of residential, hotel, and office users that are already parked
- Metro Transit LRT system is expanding (Blue Line Extension and Green Line Extension), providing for greater access to the entire metro area potentially increasing the mode split

H. TRAFFIC

The City of Bloomington retained SRF Consulting Group, Inc. to prepare a traffic study for the proposed PDP revisions at Bloomington Central Station Residential Development. That study will be available before the Development Application submittal on March 17, 2021.

I. STORM WATER MANAGEMENT

The proposed storm water management plan for the proposed BCS 4 Multi-Family project will be take into consideration the previously approved Overall Storm Water Management Summary for Bloomington Central Station as well as the 2018 update of the Local Surface Water Management Plan. In addition to following these standards, the proposed storm water treatment and conveyance systems design follow 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.

The City of Bloomington has requested that the Overall Storm Water Management Summary be revised and updated at this time to address the updated 2018 stormwater management requirements.

Overall Storm Water Management Summary
The Bloomington Central Station (BCS) Overall Storm Water Management Summary was first issued on June 2, 2004 and included a NURP pond designed to treat and attenuate stormwater for the anticipated BCS area development per the approved PDP Site Plan. This Summary has since been updated and approved by the City on eight occasions during subsequent development. Permanent stormwater management systems were provided on-site for the IndiGO, HealthPartners Parking Ramp Expansion, and The Fenley Apartments. These systems were designed to meet the local stormwater management requirements at the time and described in recent updates to the BCS Stormwater Summary. The updated Overall Stormwater Management Summary to be included as part of the Development Application will identify areas that were

developed prior to the 2018 stormwater management standards; current phase Best Management Practices (BMPs) and drainage patterns; and full build-out conditions.

BCS 4 Multi-Family and BCS Hyatt Regency Storm Water Management Summary
The proposed storm water management plan for the proposed BCS 4 Multi-Family and BCS Hyatt Regency parking improvements will include strategic grading to meet desired drainage patterns and a number of BMP's throughout the site to meet design requirements.

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. 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 four drainage areas, each managing stormwater in underground infiltration systems.

Drainage Area 1, which includes a portion of the roof drain as well as stoops and sidewalks, discharges to the existing storm sewer system in 30th Avenue. 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.
Drainage Area 2, which includes a portion of the roof drain, the retail (grocer) roof drains, sidewalks, and stoops discharges to proposed storm sewer in E 80 ½ Street then to existing storm sewer in 30th Avenue. 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.
Drainage Area 3, which includes a majority of proposed improvements to 31st Avenue as well as a portion of the drive turn-around discharges to existing storm sewer west of Central Park, north of the LRT, and within the future proposed 31st Avenue. 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.
Drainage Area 4, which includes a portion of the Hyatt Regency parking improvements discharges to proposed storm sewer in 31st Avenue. Prior to entering the proposed system, impervious coverage is treated in a proposed underground perforated pipe system. Pre-treatment will include sump manholes upstream of these BMP's.

Underground systems 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.

Portions of 31st Avenue and the Hyatt Regency parking improvements are not able to be captured on-site prior to discharging toward public right-of-way and/or existing storm sewer. Treatment of these areas is accommodated within one of the BMP's identified in the summary above.

J. LIGHTING

Streetlighting per BCS standards will be provided for 31st Avenue South and East 80½ Street . The existing streetlighting for the Pedestrian Corridor will be relocated.

BCS 4 site and courtyard:

1. 6th Floor Terrace: Provide festoon lighting or linear fixtures installed in the trellis structure to illuminate the area to 4 to 10 fc. Provide supplemental wall sconces near the grilling station. Provide wall mounted emergency egress fixtures at exits from the exterior terrace area.
2. Retail and Building Sign Lighting: Power will be provided for the retail signage and building signage.. Fixture will be provided to illuminate the retail signage and coordinated with the Architect and exterior elevations.
3. Architectural Building Exterior Lighting: Provide LED exterior building mounted light fixtures that are coordinated with the exterior building elevations and the building architecture. Flood lights with wide distribution shall be mounted at some courtyard areas to provide a subtle lighting for a broad area.
4. Common and Public Entrances: Building mounted LED light fixtures mounted to the exterior of the building and coordinated with the exterior elevations similar to or complimentary to the above. Fixtures shall be on the emergency power system.
5. Garage Entries and Main Building Entry Drop Off: The drives into the garage entrances shall have 20' tall poles in addition to building mounted fixtures at the garage entries. The drop off circle shall also have poles installed in the island area to illuminate that drive within the property line. The main entry canopy shall have fixtures installed within it to light the walk way and building entry. Bollards may also be used at the main walkway to fill in areas not covered by the canopy lighting and drive poles. Step lighting shall be provided at the steps to the fireplace area. The fireplace area shall also have on grade lighting around the perimeter of the fire pit area.
6. Provide receptacles in courtyard planters for accent lighting on plantings. The receptacles shall be controlled by the lighting control system and have locking wet location while in use coverplates.
7. Pool Courtyard lighting: Provide lighting for pool area to meet the required 10 fc at the water level and for 5 feet around the perimeter of the pool deck per Minnesota Pool Code. All pool lighting shall conform to Minnesota Department of Public Health requirements. In water lighting shall also be provided. Pool lighting controls shall not be accessible to the public. Four 20' light poles shall be planned at the north and south ends of the pool. Provide bollards on the south walkway and linear lights on the trellis.
8. Southwest Highland Prairie Living Courtyard: Provide wall sconces and bollards to illuminate walkway. Provide linear lights on trellis and provide linear lights to accent landscape feature.
9. West Northwood Camping Courtyard: Provide flood lights mounted on decorative wood poles to illuminate walkway. Provide on-grade up lights at each landscape frame and additional flood lights for accent lighting.

BCS 4 parking ramp:

1. General Parking area: The parking area will have surface mount LED low bay parking garage fixtures mounted in the drive lane areas to provide a uniform light level. Target light levels will be 4-8 footcandles in general parking areas. Controls for the parking area shall be motion sensors integral to the fixtures that dim fixtures to 50% when there is no occupancy. Fixtures shall not be turned completely off. The fixtures at the garage entry shall be dimmed to 50% from sunset to sunrise each day. Daylighting shall be provided to meet energy code requirements around the perimeter of the ramp where there are large openings. The top of the

ramp shall have double headed 15' to 20' poles mounted to the top of the center stitch wall to illuminate the top of the ramp. The fixtures on the top of the ramp shall be controlled via photocell.

BCS Hyatt Regency Parking Improvement will include modifications to existing parking lot lighting.

K. UTILITIES

The FDP BCS 4 Multifamily project will install infrastructure improvements around the site, including the water main and sanitary sewer in 31st Avenue South; water main, sanitary sewer, and storm sewer in East 80½ Street; and storm sewer in the LRT Pedestrian Corridor.

Water Main

- Existing 12" water main in 31st Avenue adjacent to Central Park.
- Existing 12" water main in the LRT Pedestrian Corridor.
- Existing 12" water main in 30th Avenue.
- A 12" combined domestic and fire water service was stubbed to site within E 80 ½ Street, west of the garage entrance.
- A 3" domestic water service was stubbed to the retail (grocer) within E 80 ½ Street, east of the loading dock.
- A 12" DIP water main loop and hydrants are needed. Therefore proposed 12" DIP will be located in 31st Avenue and E 80 ½ Street and connect to existing 12" DIP water stubs in 31st Avenue and 30th Avenue.
- Two hydrants have been proposed between the LRT and south building side to provide adequate coverage in the courtyards. Two hydrants are proposed along E 80 ½ Street to provide adequate coverage. A hydrant will be located within 50' of the building Fire Department Connection.
- 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

- Existing 12" sanitary bisects the BCS 4 site. This will be removed as part of this project.
- Existing 18" RCP sanitary in American Blvd.
- Two 10" PVC sanitary sewer service stubs located north of the building within E 80 ½ Street and one 10" PVC sanitary sewer service stub located in the SE corner of the building will be utilized for building service.
- The City has indicated that they are beginning design to upsize the sanitary sewer main in American Blvd E. These improvements will allow all the proposed residential land use within the NW Quadrant of BCS to tie into the trunk sanitary sewer in American Boulevard East, avoiding the need to horizontal directional drilling under the Blue Line LRT Corridor.
- 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

- 27" – 30" RCP storm sewer exists in 30th Avenue.

- 27" – 30" RCP storm sewer exists in 31st Avenue adjacent to Central Park.
- 42" RCP storm sewer exists under the LRT tracks at the southwest corner of the site.
- Existing swale directing BCS Hyatt Regency stormwater runoff toward American Blvd E.
- Stormwater management will be accommodated on-site at the expanded BCS Hyatt Regency parking improvements, since the existing swale is impacted by construction of 31st Avenue.
- Five (5) underground perforated pipe systems are proposed within the LRT pedestrian corridor; E 80 ½ Street, 31st Avenue, and Hyatt Regency parking lot.
- 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

- Two transformers existing at the NW portion of the Hyatt Regency parking lot. Final coordination of the transformer locations will be coordinated with Xcel.
- Three transformers are identified for BCS 4 Multi-Family and are located along the LRT pedestrian corridor, 30th Ave, and within the loading dock off E 80 ½ Street.
- One transformer is identified for the retail (grocer) and is located within the loading dock off E 80 ½ Street.
- The proposed service transformer locations will need to be coordinated with the design/build MEP, once they are onboard.

Gas

- CenterPoint Energy
- The proposed gas service location and size will need to be coordinated with the design/build MEP, once they are onboard

L. APPENDIX

- BCS PDP Sewer Demand, dated January 19, 2021
- BCS 4 Multifamily Parking Summary, dated February 10, 2021

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BCS 4 Multifamily

02/10/21

Bloomington, MN

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	0	1 BR	0	1.80	0			
Studio/Alcove	160	1 BR	160	1.80	288			
One Bedroom	180	1 BR	180	1.80	324			
Two Bedroom	53	2 BR	106	2.20	117			
Three Bedroom	12	3 BR	36	2.60	31	534		405 x 1.319
Party Room (GSF)	1071			0.01	11			
Grocery (Retail, GSF)	14086			0.00444	63			
Guest/Retail						59		
Street Parking Assigned to BCS 4						47		
Totals	**405**		**482**		**833**	**640**	77%	