

Bloomington Central Station

Final Development Plan for BCS 5 Multifamily Development Application

Pre-Application DRC Project Narrative

September 6, 2023

Property Owners:	Bloomington Central Station LLC BCS GD West LLC
Developer:	McGough Development 2737 Fairview Avenue North St. Paul, MN 55113
Prepared by:	Kimley-Horn and Associates, Inc. Elness Swenson Graham Architects, Inc. Damon Faber Landscape Architecture Sunde Land Surveying

A. DEVELOPMENT APPLICATION REQUESTED ACTIONS

The requested actions are:

BCS 5 Multifamily Development

- Final Development Plan for BCS 5 Multifamily
- Preliminary and Final Plat - Bloomington Central Station 9th Addition
- Airport Zoning Permit for BCS 5 Multifamily

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

Pre-Application Development Review Committee (DRC) Submittal	September 6, 2023
Pre-Application DRC Meeting	September 19, 2023
Submit Development Application to the City	October 25, 2023
Post-Application DRC Meeting	November 7, 2023
Resubmittal Prior to Planning Commission, if required	November 17, 2021
Planning Commission Hearing	November 30, 2023
City Council Meeting	December 18, 2023

2021

The Development Application will include the following:

- Development Application (submitted by McGough Development)
- Development Application Fees (submitted by McGough Development):

▪ Final Development Plan	\$1,660
▪ Type III Preliminary Plat (2 lots)	\$ 980
▪ Type III Final Plat (2 lots)	\$ 440
▪ Airport Zoning Permit	\$ 0
Total	\$3,080
- SRF Consulting prepared an update to the BCS Traffic Study on April 28, 2021 – this included BCS 5 and BCS 6
- Development Application documents will be uploaded to the City of Bloomington's CityView Portal on Wednesday, October 25, 2023 by 2:00 PM:
 - Project Narrative
 - BCS Stormwater Management Summary
 - Civil Engineering Plans – Kimley-Horn and Associates, Inc.
 - Landscape Architecture Plans – Damon Farber
 - Site Lighting Plans – ?
 - Architectural Plans – ESG Architects

B. PROJECT LOCATION

The BCS 5 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 East 80½ Street, and the west by 30th Avenue South. The site is currently an existing surface parking lot. The address is 3001 American Boulevard East.

C. PROPERTY

Bloomington Central Station 9th Addition – BCS 5 and BCS 6 Multifamily

- Outlot B, Bloomington Central Station 7th Addition PID 0102724140030

The Bloomington Central Station 9th Addition plat will create two lots:

- Lot 1 – easterly lot – 101,355 SF or 2.327 acres
- Lot 2 – westerly lot – 81,432 SF or 1.869 acres

There is an existing 20-foot Drainage and Utility Easement along American Boulevard East. There is also an existing Easement for Sidewalk and Bikeway Purposes per Doc No. A9301757 & 7788234 along American Boulevard East. These will remain.

There is a Perpetual Easement for Sidewalk, Bikeway, Drainage & Utility Purposes, Doc. No. A10100766 along 30th Avenue South. There is an approximately 20 foot gap in that easement at the southwest corner of Lot 2. We seek direction on how to resolve this gap.

A proposed 10-foot Drainage and Utility Easement is proposed on the exterior boundary of both lots, but not the interior lot line. There will be a private Access and Utility Easement for the shared access drive for BCS 5 and BCS 6.

D. PROPOSED PROJECT

General Building Description

McGough Development is proposing 164 dwelling units in a five-story building. This will be an active adult senior living development. The first level will be precast concrete with slab-on-grade. Above the first level will be four levels of wood construction. A one level below and one level at-grade parking garage is proposed at the northwest corner of the building.

Code Compliance

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

- 2023 Minnesota Building Code
- 2020 Minnesota Fire Code
- National Electrical Code
- 2020 Minnesota Mechanical and Fuel Gas Code
- 2020 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 - verify

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

Levels 2-5 of the Residential Building: Construction Type III-B - verify

Total Building Area

The total building area is approximately 276,500 gross square foot (GSF).

Building Height

The finished floor elevation of Level 1 is 820.00.

The five-story residential building utilizes a flat roof system. The majority of this roof sheathing is 56'-8" above Level 1, or an elevation of 876.67.

Parapets at the perimeter of this roof are X'-X" , or an elevation of XXX.XX..

Elevator overrun parapet is X'-X" above Level 1, or an elevation of XXX.XX..

Highest stair tower parapet is X'-X" above Level 1, or an elevation of XXX.XX.

The parapet heights listed above are all at or below the 90-foot maximum established by the City of Bloomington Airport Zoning Overlay and MSP Airport Zoning Ordinance. Additionally, the building heights conform to the building height limits (75'-0") established in the International Building Code.

Building Amenities

Site Amenities

Exterior Architectural Design and Materials

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. The project is proposing X storage units conforming with the code dimensions. This quantity is a deviation from the performance standard which would require 164 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 for BCS 5 Multifamily 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 BCS54 residential development.

Fully automatic irrigation designed in specific zones will be implemented for all planting areas in the courtyard spaces and the streetscapes. The 31st Avenue South streetscape will tie into the master associate (common) irrigation system. The remaining irrigation system will be designed for the BCS 5 project site.

Building Loading

Tenant move-in and move-out loading will occur primarily at the southwest corner of the parking garage. 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 or access to parking ramp.

Snow Removal

Bicycle Storage

The project includes 162 bicycle stalls in the bicycle storage room located on Level P1 and Level 1 of the parking ramp. Exterior bike parking is planned for at the residential entries near the lobby.

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. Multifamily 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 5 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 X'-X" above Level 1, or an elevation of XXX.XX. This is XX.XX feet below the Horizontal Surface.

The MSP Zoning Ordinance (Plate MCH-21) also establishes the maximum construction height of 90 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 XX'-X." 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 X 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. A submittal to the FAA has been made.

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 5 Multifamily has a residential density of 70.5 DU/acre (164 DU/ 2.327 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 5 Multifamily is 1.97 based on a total building area of 199,830 GSF and a 101,355 SF site. excluding the parking garage area. The City will view FAR on an overall Planned Development Plan basis. Note also that the approved Preliminary Development Plan for Bloomington Central Station has an overall FAR of 2.25.

6. Dimensional Requirements

City Code Section 19.29(h)(1) (HX-R District) requires no minimum setback requirement from property lines fronting public streets (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.

City Code Section 19.29(h)(2) (HX-R District) requires a minimum site area of 120,000 SF. The site area for Lot 1, Block 1 will be 101,355 SF. Flexibility is required here.

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 Height Limits Map, this site is restricted only by the Airport Zoning height limits, as discussed above. The proposed building height is highest at a stair tower parapet, which is XX'-X" above Level 1, or an elevation of XXX.XX. The maximum building height from the lowest planned abutting grade is 77'-4" (lowest perimeter grade of XXX.XX at the northwest corner of the building and the top of the stair parapet at XXX.XX).

City Code Section 21.301.10(c) establishes Pedestrian Street Step Back Standards for Pedestrian Streets identified on the Bloomington Building Height Limits Map. 31st Avenue South is a Pedestrian Street.

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 project includes 8 surface parking spaces, they may or may not remain with the development of BCS 6. These parking spaces have not been included in parking counts. 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 XX trees. XX 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 XXX shrubs. XXX shrubs are proposed.

City Code Section 19.52(d) requires perimeter screening of off-street parking areas and the public right-of-way. The screening must be between 3 and 4 feet, and can consist of plant material or berming, or a combination.

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 senior citizen housing/accessible housing, the required parking is based on the number of units. 1.5 parking spaces per dwelling unit, where 0.5 spaces per dwelling unit must be available for general parking. Guest parking must be provided and dispersed throughout the development.

- 164 dwelling units
- 246 parking spaces are required (164 x 1.5)
- The Planned Development or Travel Demand Management should allow a reduction of 10% - 221 parking spaces required, with a maximum of 164 spaces dedicated (not general parking)

The BCS 5 Multifamily project proposes the following:

Level P1 Parking Garage	104 spaces
Level 1 Parking Garage	101 spaces
Street Parking assigned to BCS 5*	<u>16 spaces</u>
Total	221 spaces

*Ten (10) parallel spaces on 31st Avenue South north of East 80½ Street and six (6) perpendicular spaces on the north side of East 80½ Street

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 compact spaces are distributed throughout the parking garage. The compact spaces will be clearly identified with MUTCD signs. McGough will provide the code required EV changing spaces.

McGough Development is obligated to provide 87 parking spaces per an easement the Hyatt Regency Hotel. Those parking spaces will be located in the northwest corner of Lot 2. A new, temporary curb cut will be required in 30th Avenue South.

H. TRAFFIC

The City of Bloomington retained SRF Consulting Group, Inc. in 2021 to prepare a traffic study for the proposed PDP revisions at Bloomington Central Station Residential Development. That study, dated April 28, 2021, assumed three phases:

Phase 1 – BCS 4 – 425 DU residential and 20 KSF retail
 Phase 2 - BCS 5 – 250 DU residential and 6 KSF retail
 Phase 3 – BCS 6 – 250 DU residential

This traffic study anticipated this development.

I. STORM WATER MANAGEMENT

The City of Bloomington required Overall Storm Water Management Summary be revised and updated in 2021 to address the updated 2018 Local Surface Waters Management Plan requirements. The proposed storm water management plan for the proposed BCS 5 Multi-Family project will 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.

The 2018 update of the Local Surface Waters Management Plan includes the following requirements:

- Volume Retention: 1.1” of runoff from new and/or fully reconstruction impervious surface
- Total Suspended Solids (TSS): 90% removal efficiency
- Total Phosphorous (TP): 60% removal efficiency
- Rate Attenuation: 2-, 10-, and 100-year NOAA Atlas-14 precipitation rainfall events

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.

BCS 5 Multifamily Storm Water Management Summary:

J. **LIGHTING**

Streetlighting per BCS standards was installed in 31st Avenue South and East 80½ Street with BCS 4. The existing streetlighting for the Pedestrian Corridor will be relocated.

BCS 5 Multifamily will install site lighting as described below:

K. **UTILITIES**

The BCS 4 Multifamily project install infrastructure improvements around the site, including the water main and sanitary sewer in 31st Avenue South; and water main, sanitary sewer, and storm sewer in East 80½ Street. This utility work anticipated the development of BCS 5 Multifamily.

Water Main

Sanitary Sewer

Storm Sewer

Electrical

- Two transformers are anticipated at the northwest corner of the proposed building with service coming from Xcel’s facilities is American Boulevard East.
- 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**