



## Narrative

# Luther Kia Preliminary and Final Development Plans

Prepared for:  
The Luther Company, LLLP

September 11, 2024

SUBMITTED TO  
City of Bloomington  
1800 West Old Shakopee Road  
Bloomington, MN 55431



PREPARED BY  
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## Introduction

On behalf of The Luther Company, LLLP (Luther), Landform is pleased to submit for a Preliminary and Final Development Plans to allow flexibility for the redevelopment of the Luther Bloomington Kia dealership. The proposed project will redevelop the site, located at 1701 American Boulevard West, demolishing the existing buildings to allow for the construction of a new dealership and service building. The site is 5.67-acres in size and comprises four parcels (PIDs 0402724240030, 0402724240034, 0402724240029 and 0402724240032).

## Preliminary and Final Development Plans

Luther is looking to redevelop the existing Kia dealership. The new building has been placed on the south side of the site to allow the existing dealership to remain open during construction. Having the building there will also allow the site to accommodate the need to allow for a potential sanitary sewer easement/pipe in order to expand the sewer capacity within the Penn-American overlay district. We will continue to work with staff as the needs become further defined and will incorporate them into our development plan.

The site will maintain a single access onto American Boulevard, Knox Avenue South and West 81<sup>st</sup> Street. This will allow easy access in and out of the site and will reduce the demand on any single access. The monument signs and building are proposed to be updated to meet the new Kia branding requirements.

The streetscape combines a variety of features enhancing the aesthetic quality of the public realm while meeting the user's requirements for operating the business. A vibrant planting palette comprised of native perennials, grasses, and street trees will provide seasonal interest and minimize the need for irrigation after plants are established. Benches made of solid stone line the public walkway and encourage pedestrians to stop along the way. Some of these same stone benches are placed strategically off the public sidewalk and act as vehicle theft protection for the car dealership. A set of pergolas at the northwest corner anchor the site with strong vertical elements while offering seating opportunities as well. Bike racks are included to contribute to the multi-modal transportation options of the area.

Additionally, we positioned the shop, trash, and car wash on the East side of the site, farthest away from the residential uses to mitigate potential noise concerns.

A preliminary and final development plan has been requested to allow flexibility in the street enclosure requirement which is discussed later in the report. The redevelopment plan meets the criteria for a preliminary and final development plan as identified below:

*(1) The proposed development is not in conflict with the Comprehensive Plan;*

The subject property is guided Regional Commercial. The reconstruction of an existing motor vehicle sales facility as proposed is not in conflict with the Comprehensive Plan.

*(2) The proposed development is not in conflict with any adopted district plan for the area;*

The subject property is located within the Penn American District Plan. The development plans for the site have incorporated the applicable standards from the Penn American District Plan.

*(3) The proposed development is not in conflict with state law and all deviations from city code requirements are in the public interest and within the parameters allowed under the Planned Development Overlay Zoning District or have previously received variance approval;*

Luther is proposing a redevelopment that will meet all code requirements with the exception of one standard. The one standard is street enclosure. Within the Planned Development Overlay District, City Council may grant flexibility on development standards through the approval of preliminary and final development plans. This standard has flexibility allowed in the city code provided findings can be met. Luther is requesting approval of this deviation from the development standards and the specific findings are discussed below.

- (4) *Each phase of the proposed development is of sufficient size, composition and arrangement that its construction, marketing and operation is feasible as a complete unit without dependence upon any subsequent unit.*

The proposed expansion will be completed in one phase.

- (5) *The proposed development will not create an excessive burden on parks, schools, streets, and other public facilities and utilities which serve or are proposed to serve the planned development; and*

The subject property is served by American Boulevard West, an arterial roadway with adequate capacity for any additional traffic generated by the proposed development. There is adequate capacity in the City's water system to serve the proposed expansion and a city sanitary sewer project is being accommodated with the redevelopment that will allow for expansion of the city's sanitary sewer system to serve this development and other developments in the area. The proposed development will not create an excessive burden on public streets, utilities or other facilities.

- (6) *The proposed development will not be injurious to the surrounding neighborhood or otherwise harm the public health, safety and welfare.*

The redevelopment of the existing use will not be injurious to the surrounding neighborhood or otherwise harm the public health, safety and welfare. The proposed redevelopment will be consistent with all standards intended to protect the adjacent properties including lighting, noise, stormwater and many other standards.

### Street Enclosure

The project site is bounded by three public street frontages (American Boulevard, Knox Avenue and W 81<sup>st</sup> Street). Section 21.302.02(f)(3) contains the requirements for street enclosure to foster a more urban character. The primary street frontage has been identified as Knox Avenue South with American Boulevard and West 81<sup>st</sup> Street identified as secondary streets. Primary street frontages must have at least 50% of the linear street frontage enclosed by buildings and at least 30% of the secondary street frontages enclosed by buildings. The section includes an exemption that allows the City Council to exempt through the Planned Unit Development process all but one of the street frontages from complying with the building placement, provided the following are determined to be met:

- (A) *The site cannot reasonably comply with the mixed use districts structure and parking placement requirements for all street frontages;*

The Luther Kia site is bounded by three public street frontages and cannot meet the street enclosure requirements for all of these frontages. The accommodation for the sanitary sewer easement through the middle of the site separates the north and south portions of the site, limiting the available area. We have focused the building on the south side of the site to allow the existing building to remain open through the construction process. With the building on the south side of the site we are asking to be exempt from the street enclosure requirement on American Boulevard as we are unable to have any building located on the north side of the site. Our primary frontage is Knox Avenue which has 483 lineal feet of frontage, and we have 139 lineal feet of building frontage which is 29% of the street frontage. This does not meet the requirement in the ordinance and is the only standard we are asking for PUD flexibility as part of the application. The secondary frontage is West 81<sup>st</sup> Street and has 474 lineal feet of frontage

with 197 lineal feet of building frontage, which is 42% of the street frontage. This exceeds the ordinance requirements.

*(B) The proposed structure and parking configuration will meet the purpose and intent of the mixed use districts;*

Our redevelopment plan includes a new building that meets the building standards. The proposed parking configuration meets the requirements for setbacks and to be located behind the principal structure. The parking is focused to the interior of the site when viewing from 81<sup>st</sup> and Knox.

*(C) The proposed structure and parking configuration will complement the character of existing or planned development in the area;*

The redevelopment of the site will complement the surrounding Penn American District. The site is oriented the same as the adjacent multi-family apartment structure to the west which has the building concentrated on the south side of the site to allow for landscaping and pedestrian amenities on the north side of the site.

*(D) The proposed structure and parking configuration will facilitate pedestrian and bicycle access;*

We have prepared rendered site plans which best depict the pedestrian and bicycle elements that have been included in the redevelopment plan. We have provided multiple pedestrian sidewalk connections into the building and site along with public benches and public bike racks. All of these elements contribute to making the site pedestrian and bicycle friendly.

*(E) The proposed structure and parking configuration will place vehicle access points in optimal locations; and*

The redevelopment proposes to keep one access point on both Knox Avenue and American Boulevard. There will be two access points from W 81<sup>st</sup> Street. The layout of access points puts the accesses roughly centered on the site frontages which is optimal to maintain the maximum spacing from the intersection corners.

*(F) The proposed structure and parking configuration will be compatible with natural features, surrounding development, redevelopment plans, and traffic volumes.*

The redevelopment of the site is compatible with the surrounding developments and is well served by major roadways to handle the traffic volumes.

### **Floor Area Ratio (FAR)**

The site plan shows a new Kia dealership with a floor area ratio of 0.23, where 0.6 is required by Section 21.302.01(k). The floor area ratio for existing motor vehicle sales uses and sites may be reduced at the discretion of the City Council provided the City Council makes the following findings:

*(1) The proposed modifications do not increase the proportion of land area devoted to passive uses (outdoor auto storage or display, parking, etc.) relative to the land area devoted to active uses (showroom, office, service, parts, indoor auto storage or display, etc.); and*

The redevelopment of the site will increase the portion of the site devoted to active uses by increasing the building square footage by just over 30,000 square feet. This furthers the goal of the City to have a more active site.

(2) *The proposed modifications will result in an increase in on site activity (additional jobs, additional customers); and*

The Luther Kia site redevelopment includes additional building space for the business and is expected to provide additional high paying jobs through the expanded operations. The intent of the redevelopment is also to provide a refreshed space for the Kia dealership which should drive additional customers to the site.

(3) *The proposed modifications will substantially advance any applicable zoning ordinance provisions for building placement, parking placement, streetscape enhancement, building design, building height, landscaping, and other related factors; or*

The Luther Kia dealership redevelopment will bring the site into substantial compliance with the recently updated zoning ordinance. Attached to this narrative is a table showing all applicable zoning ordinance standards and how the proposed redevelopment of the site furthers many of the zoning ordinance provisions by bringing the site into compliance through the redevelopment. The floor area ratio is one of the provisions that the redevelopment cannot meet. It is not feasible to meet the floor area ratio of 0.6 with a single-story structure on a 5.67-acre lot. The 0.23 floor area we have proposed is the maximum floor area feasible for this site. This improves upon the existing 0.09 floor area ratio for the existing building and site.

(4) *The proposed modifications are required to accommodate a public infrastructure project.*

There is no public infrastructure project associated with the redevelopment of the Luther Kia dealership. However, we are working to accommodate a sanitary sewer pipe and easement project that the City is looking to complete to expand capacity within the Penn American Overlay District. We will continue to work with staff as the needs become further defined and will incorporate them into our development plan.

### Architecture Exterior Materials

The building elevations show a new Kia dealership which uses a decorative precast metal panel exceeding the 15% maximum allowed by Section 19.63.08. The proposed building exterior uses 20% on the north and south elevations and 59% on the eastern elevation. We are requesting flexibility from this standard as part of the PUD.

## Summary

We respectfully request approval of the Preliminary and Final Development Plans to allow demolition of the existing Kia dealership at 1701 American Boulevard West and construction of a new Kia dealership on the site.

## Contact Information

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Any additional questions regarding this application can be directed to Kevin Shay at [kshay@landform.net](mailto:kshay@landform.net) or 612.638.0228.

Code Section	Code Requirement	Existing Site	Existing Site Compliance	Proposed Site	Proposed Site Compliance
<b>General Development Standards</b>					
21.302.01(k)	Floor area ratio between greater than 0.6	0.09	Not Met	0.23	Not Met
21.301.01(d)	Building floor area minimum of 20,000 square feet	Building 1- 15,560 sq ft, Building 2- 5,750 sq ft, Building 3- 1,300 sq ft	Not Met	57,656 sq ft	Met
21.301.01(d)	Impervious surface maximum of 95%	78.20%	Met	82.90%	Met
21.301.01(d)	Site width minimum of 250 feet and site area minimum of 80,000 square feet	Lot width - 535' Lot size- 320,000 sq ft	Met	Lot width - 535' Lot size- 320,000 sq ft	Met
21.301.02(e)	Structure Setbacks				
	Along public street - 10 foot minimum, 20 foot maximum	Knox: >80', 81st: >100', American: >80'	Not Met	Knox: 20', 81st: 20', American: >150'	Not Met
	Rear - 20 foot minimum	>20'	Met	>20'	Met
	Side - 20 foot minimum for buildings under 4 stories	>20'	Met	>20'	Met
21.301.02(f)(3)	Building enclosure - at least 50% of the linear primary street frontage must be enclosed by buildings. At least 30% of the linear secondary street frontage must contain buildings.	0 ft on all frontages	Not Met	Knox Ave (Primary): 139' of 483' or 29%, 81st Street (Secondary): 197' of 474' or 42%, American Blvd. (Exempt Frontage) 0%	Not Met
21.301.02(f)(4)	Corner sites. Off street parking must not be located within 100 feet of an intersection of two streets unless there is a building or gathering space between the parking and the public street	Parking areas are within the triangle	Not Met	Not within the triangle	Met
21.301.03(b)(3)	To promote intensity in the mixed use districts (C-5, LX), at least 60% of the building footprint area on a site must rise to at least two stories or 25 feet in height.	Tallest structure is 23.5' tall	Not Met	>60% of structure at 25 feet in height	Met
<b>Accessory Structure</b>					
21.301.19(b)	1 detached structure per principal building,	2	Not Met	0	Met
21.301.19(c)	Setbacks for structure				
	Minimum front and side along a street - same as principal building, however may not be closer to the property line along a public street than the principal structure.	Southern Building Closer to 81st Street	Not Met	No Structure	Met
	Minimum rear yard along a street - Same as principal structures	>20'	Not Met	No Structure	Met
	Minimum rear no street same as principal building	>20'	Met	No Structure	Met
	Minimum side yard no street is 10 feet	>10'	Met	No Structure	Met
21.301.19(d)	Max Height is 16 feet measured from the lowest exterior point to the highest point of the roof.	18' for southern building	Not Met	No Structure	Met
21.301.19(e)	Maximum size is 5% of the ground floor area of the principal building, up to a maximum of 600 square feet	>600 sq ft for both additional buildings	Not Met	No Structure	Met
<b>Landscape and Screening</b>					
21.301.15(c)(2)	1 tree per 2,500 sq ft of developable landscaping area - 96 Trees	30	Not Met	101	Met
	1 shrub per 1,000 sq ft of developable landscaping area, Up to 50% of the required shrubs may be perennial plants- four perennials plants equal one shrub - 240 Shrubs	52	Not Met	392 Shrubs, 402 perennials (additional 100 Shrubs), 347 grasses	Met



Code Section	Code Requirement	Existing Site	Existing Site Compliance	Proposed Site	Proposed Site Compliance
21.301.15(d)(4)	Parking lot screening must be a minimum of three feet and a maximum of four feet in height as measured from the adjacent finished surface of the parking area. When shrubs are used to provide the screen, such shrubs must be at least two feet tall at planting and anticipated to grow to at least three feet tall at maturity.	Only along Knox Ave, partially	Not Met	Along all frontages and buildings	Met
<b>Parking and Loading</b>					
21.301.02(f)(2)	Off-street parking must not be located between a building and a public street unless exempt for multiple street frontages	Parking on all sides of building	Not Met	Parking internal to the site except exempt street frontages	Met
21.301.06(b)(1)	Spaces accessory to uses in a Commercial or Industrial District must be located on the same site and within 800 feet of a main entrance to the principal building served	Both buildings are on different sides than main entrance	Not Met	None	Met
21.301.06(c)(2)	Parking Design				
	Minimum stall size, not including vehicle overhang area, of nine feet by 18 feet for 90-degree angle parking (see Figure 21.301.06(c)(3)). For spaces that are not 90-degree angle, the most recent Institute of Transportation Engineers (ITE) standards will be applied	9' by 18'	Met	9' by 18'	Met
	Minimum drive aisle width of 24 feet for 90-degree angle parking areas	24'	Met	24-30'	Met
	All off-street parking spaces must have access off driveways and not directly off the public street	Irving Ave used for parking	Not Met	Yes	Met
	The required setback for surface parking is a minimum of 20 feet from a planned widened right-of-way line and a minimum of five feet from a property line not abutting a street. In mixed use districts (B-4, C-5, LX), setbacks from streets may be reduced if screening is provided that meets the standards in 21.301.05(d)	15' with some screening	Not Met	>20' and screening provided	Met
21.301.06(d)	Parking required				
	Minor (Major) Vehicle repair: 1 space per 300 square feet of gross floor area excluding service bays, plus (3) spaces per service bay. Requires 172 spaces as shown on site plan.	327 parking spaces	Met	349 parking spaces	Met
23.301.06(c)(2)(h)(i)	Parking islands must be installed at the ends of each row of parking spaces. Additional parking islands must be provided mid-row at intervals not to exceed 200 feet for interior parking rows and 300 feet for perimeter parking rows. Where a parking lot contains ten parking spaces or less, the requirement for parking islands is waived, unless the issuing authority determines islands are needed for traffic circulation and safety.	Only along buildings	Not Met	Provided	Met
23.301.06(c)(2)(h)(ii)	Where a parking island is immediately adjacent to one or more parking stalls, the island length must be three feet shorter than the adjacent stall to promote ingress and egress into the stall.	N/A	N/A	Provided	Met
23.301.06(c)(2)(h)(iii)	A minimum of one deciduous tree must be provided per parking lot island, with exceptions as set forth in § 21.301.15 of this code.	None provided	Not Met	2 per island	Met
23.301.06(c)(2)(h)(iii)	Where one or more trees are present in a parking island, the minimum island width must be eight feet measured from the inside edges of curb to curb (see Figure 21.301.06(c)(3) below). Where no trees are present in a parking island, the minimum island width is four feet measured from the inside edges of curb to curb.	N/A	N/A	8'-9'	Met
<b>Exterior Lighting</b>					

Code Section	Code Requirement	Existing Site	Existing Site Compliance	Proposed Site	Proposed Site Compliance
21.307.07(c)(13)	33' Maximum Height for poles	No existing lighting information		25'	Met
	Uniformity ratios of 10 max :1 min			5.125	Met
	Minimum illumination on parking surface - 2.0 FC			6.7 FC	Met
	Minimum illumination for pedestrian entrance and exits - 10.0 FC within 20 ft. of primary entrances; 5.0 FC within 10 ft. of secondary entrances			>10 FC each door	Met
	Vehicle entrance and exits - 2.0 FC			Min.: 5.2, Max: 21.5	Met
	Minimum illumination on the pedestrian access surface within 30 ft. of a primary building entrance - 4.0 FC			5.6-14.6 FC	Met
	Maximum illumination at property line (no limit along public street) - 2.0 FC (Only on East Property Line)			0.1-1.7 FC	Met
<b>Architecture</b>					
19.63.08	Secondary materials. Up to 15% of the exterior wall surface of a building elevation may be secondary materials, such as wood, mtl, exterior insulation finish systems (EIFS) or other equivalent material.	N/A	N/A	East - 59% West - 10% North - 20% South - 20%	Not Met

# TRANSMITTAL

PL202400150  
PL2024-150



105 South Fifth Avenue  
Suite 513  
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Web: landform.net

PROJECT NAME	Luther Bloomington Kia		
PROJECT NUMBER	LUT23061		
DATE	August 14, 2024		
TRANSMITTED TO	Company	City of Bloomington	
	Name	Liz O'Day	
	Address 1	1800 West Old Shakopee Road	
	Address 2		
	City, State, Zip Code	Bloomington, MN 55431	
	Phone Number	952-563-8921	

WE ARE SENDING YOU THE FOLLOWING ITEMS VIA Online

COPIES	DATE	SHEET NUMBER	DESCRIPTION
1	8/14		Application
1	8/14		Project Narrative
1	8/14		Civil and Landscape Plan
1	8/14		Rendered Site Plan
1	8/14		Stormwater Narrative
1	8/14		Parking Calculation Exhibit
1	8/14		Floor Plan
1	8/14		Colored Elevations

## THESE ARE TRANSMITTED:

AS REQUESTED	<input type="checkbox"/>	FOR APPROVAL	<input type="checkbox"/>	FOR REVIEW AND COMMENT	<input checked="" type="checkbox"/>
FOR YOUR USE	<input type="checkbox"/>	APPROVAL AS NOTED	<input type="checkbox"/>	RETURNED FOR CORRECTIONS	<input type="checkbox"/>

REMARKS:

FILE:	COPY TO:	SIGNED:
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