

Bloomington Central Station

Final Development Plan for BCS 5

Multifamily

Development Application



Project Narrative

December 13, 2023

Property Owners:

BCS GD West LLC
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.
Damon Faber Landscape Architects
Sunde Land Surveying

A. DEVELOPMENT APPLICATION REQUESTED ACTIONS

The requested actions are:

BCS 5 Multifamily Development

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

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	December 13, 2023
Post-Application DRC Meeting	December 26, 2023
Resubmittal Prior to Planning Commission, if required	January 5, 2024
Planning Commission Hearing	January 18, 2024
City Council Meeting	January 29, 2024

The Development Application will include the following:

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

▪ Major Revision to Preliminary Development Plan	\$ 830
▪ Final Development Plan	\$1,660
▪ Airport Zoning Permit	\$ 0
▪ Type III Preliminary Plat (2 lots)	\$ 980
▪ Type III Final Plat (2 lots)	\$ 440
Total	\$3,910
- Development Application documents will be uploaded to the City of Bloomington's CityView Portal on Wednesday, December 13, 2023 by 2:00 PM:
 - Project Narrative
 - BCS Stormwater Management Summary
 - Civil Engineering Plans – Kimley-Horn and Associates, Inc.
 - Landscape Architecture Plans – Damon Farber Landscape Architects
 - Site Lighting Plans – Pulse Illuminated Design Service
 - Architectural Plans – ESG Architects
 - Preliminary and Final Plat – Sunde Land Surveying
 - Title Commitments
 - Proposed Sidewalk and Bikeway Easement

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 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

The property for BCS 5 Multifamily and BCS 6 Multifamily is Outlot B, Bloomington Central Station 7th Addition - PID 0102724140030

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

- Lot 1 – easterly lot – 101,677 SF or 2.334 acres
- Outlot A – westerly lot – 81,110 SF or 1.862 acres

D. EASEMENT / RIGHT-OF-WAY VACATION APPLICATION

An Easement/Right-of-Way Vacation Application was submitted to the City of Bloomington on October 2, 2023. This was requested to clean-up easements encumbering Outlot B:

- Vacation of the existing 20-foot Drainage and Utility Easement along American Boulevard East per BLOOMINGTON CENTRAL STATION 2nd ADDITION
 - The 20-foot-wide Drainage and Utility Easement will be dedicated on BLOOMINGTON CENTRAL STATION 9TH ADDITION plat
- Vacation of the existing 10-foot-wide Easement for Sidewalk and Bikeway Purposes per Doc. Nos. A9301757 and 7788234 along American Boulevard East
 - This 10-foot-wide easement will be included in a new Sidewalk and Bikeway Easement Document that will be recorded with the plat
- Vacation of the existing 10-foot-wide Perpetual Easement for Sidewalk, Bikeway, Drainage & Utility Purposes per Doc. No. A101007 along 30th Avenue South
 - This 10-foot-wide easement will be included in a new Sidewalk and Bikeway Easement Document that will be recorded with the plat

E. PROPOSED SIDEWALK AND BIKEWAY EASEMENT

The new Sidewalk and Bikeway Easement will include:

- 10-foot-wide easement along American Boulevard East (replacing existing)
- 10-foot-wide easement along 30th Avenue South (replacing existing)
- 7-foot-wide easement on the easterly end of East 80½ Street where the sidewalk is located north of the perpendicular parking
- 4-foot-wide easement to approximately 11 feet along 31st Avenue South to include all of the public sidewalk

F. PROPOSED DRAINAGE AND UTILITY EASEMENTS

The BLOOMINGTON CENTRAL STATION 9TH ADDITION plat will include:

- 20-foot-wide Drainage and Utility Easement along American Boulevard East
- 10-foot-wide Drainage and Utility easement along 30th Avenue South
- 10-foot-wide Drainage and Utility easement along East 80½ Street
- 10-foot-wide Drainage and Utility easement along 31st Avenue South
- No Drainage and Utility easement along the common boundary between Lot 1 and Outlot A

G. MAJOR REVISION TO THE PRELIMINARY DEVELOPMENT PLAN

This application proposes a major revision to the approved Preliminary Development Plan (PDP) for the northwest quadrant of Bloomington Central Station. The approved PDP had a larger number of dwelling units and retail space. The revisions to the approved PDP for Bloomington Central Station are summarized below:

- Revise **BCS 4 Multifamily (Carbon31)**
 - From 425 dwelling units to 403 dwelling units
 - From 20,000 GSF retail (grocery) to 15,318 SF retail (grocery)
- Revise **BCS 5 Multifamily**
 - From 250 dwelling units to 164 dwelling units
 - From 6,000 GSF retail to 0 GSF retail
- Maintain **BCS 6 Multifamily**
 - 250 dwelling units

H. 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
- Minnesota Electrical Code based on 2020 NEC and NFPA 70
- 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
Level 1 of the Residential Building: Construction Type I-A
Levels 2-5 of the Residential Building: Construction Type V-A

Total Building Area

The total building area is approximately 283,096 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 58'-8", or an elevation of 878.67.

Elevator overrun parapet is 63'-4" above Level 1, or an elevation of 883.33.

The Sky Lounge parapet is 60'-8" above Level 1, or an elevation of 880.67.

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.

Exterior Architectural Design and Materials

The proposed exterior design for the BCS5 Multifamily project endeavors to create a classically proportioned building with thoughtful nods to traditional residential detailing, including divided lite windows, trim elements, belt courses, etc. The goal is to develop a building with a timeless architectural character that suggests something rich and familiar while delivering the most current modern amenities and comforts on the market for its residents.

Overall, the proposed design follows a classic "base-middle-top" arrangement – to underpin the traditionalist design approach while also genuinely reflecting the different construction types that comprise the building: The building will be constructed utilizing four levels of wood-framed construction over a 2-level concrete podium structure which includes the ground level and one basement parking level. The ground floor will include a mix of storefront amenity space, walk-up residential units, and enclosed parking. The upper wood-framed levels house the bulk of the residential units in the project.

The exterior material finish strategy also helps reinforce the stratified organization of the building. Precast wall panels with an inlaid red-blend clay brick, integrally-colored architectural concrete accents, and large glazed areas mostly define the base or plinth of the building. Along its 31st Avenue South frontage, this plinth projects as far east as possible to place eight walkup units, each with prominent bay windows and front porches, close to the public sidewalk to help activate the pedestrian realm – while the building's upper floors are substantially setback on this side to address the pedestrian street step back City standard. Finally, the plinth expression along American Boulevard and wrapping around the northwest building corner – carefully reads as continuation of the active east, south and (south)west base facades, even though an enclosed parking garage lies immediately behind.

The floors above at Levels 2 through 4 primarily feature a light, neutral stucco finish contrasting black-frame window units, metal accent features and secondary fiber cement wall cladding and trim elements. These finishes and architectural components are orchestrated in a very balanced manner, contributing to the traditional character of the building.

The top (5th) floor distinguishes itself from the floors below in several respects to identify it as the “attic story”: (1) subtle sizing adjustments and detailing make the windows unique from the window stacks below; (2) at the midsection of several street elevations, the top floor is marked by dark accent wall cladding, color-matched to the windows – to visually modulate the building massing and produce a classical tripartite building façade organization; and (3) inclusion of the feature club room and associated roof deck at the southeast corner as signature spaces for residents to gather and enjoy exterior amenities while offering views of the Central Station Park and rest of the BCS campus.

In all, the exterior material palette will include stucco, brick, architectural precast, metal panel, fiber cement and glass. The exterior material strategy and percentage breakdown thereof subscribes to City standards for all building elevations **with the exception of the three elevations that comprise the upper-level west-facing courtyard.** The applicant team requests flexibility from the Exterior Materials standards for these three elevations on the following bases:

- The three elevations are largely not visible. They are elevated above the ground level by 14 feet to 22 feet on the west side, extending from Level 2 through Level 5.
- The west upper-level courtyard elevation faces the interior lot line of an adjacent parcel that will be developed in the future, to fully conceal its visibility. In the interim, this elevation is located 402 feet to 406 feet away from the nearest 30th Avenue South Right-Of-Way, to which it is oriented. This courtyard elevation is also set back approximately 145 feet from the westerly building façade at Level 1, making it virtually invisible from ground vantage points.
- The north-facing and south-facing upper-level courtyard elevations face each other, not a public right-of-way. As such, both are mostly unseen from the ground level.
- The north-facing courtyard elevation is approximately 196 feet to 199 feet set back from the American Boulevard Right-Of-Way line. Strategically, the westerly portion of this elevation – the portion that might be obliquely visible from distance along American Blvd. – concentrates a high percentage of primary materials (versus “secondary materials” defined by City Code). Where it returns from the west building façade or wraps the corner, the first 33 lineal feet of the elevation features less than 5% secondary materials. Therefore, if isolated, the most visible portion of the north-facing courtyard elevation does comply with the exterior materials standard – before giving way to a higher percentage of secondary materials as the elevation stretches east.
- The south-facing courtyard elevation is approximately 261 feet set back from the East 80-1/2 Street Right-Of-Way line. Similar to the approach for the north-facing courtyard elevation, the westerly portion of this elevation – the portion that might be obliquely visible from distance along 80-1/2 Street – concentrates a high percentage of primary materials. Where it returns from the west building facade, the first 63 lineal feet of the elevation features less than 5% secondary materials. So again, if isolated, the most visible portion of the south-facing courtyard elevation does comply with the exterior materials standard – before giving way to a higher percentage of secondary materials as the elevation stretches east.
- From a design standpoint, for this upper-level courtyard, the requested increased percentage of “secondary materials” on these three elevations allows us to use more painted fiber cement wall panels in lieu of stucco. With this, we can scale down the building elevations by incorporating smaller wall panels with more joint lines to create more textured facades and a more intimate environment for the residents inhabiting this courtyard environment.

For the reasons cited, we think this request for flexibility - outside the City's Opportunity Housing Ordinance incentives – is reasonable for this project.

See architectural building elevations on Sheets A3-1 to A3-3 for more detailed information.

Vehicular access to the site occurs at the southwest corner of the lot from East 80 ½ Street with direct visual connection to the primary building entrance and drop-off zone. The entry route also provides separate access to both enclosed parking levels via overhead doors carefully hidden from the public rights-of-way.

Building Amenities

The copious resident amenities proposed for this development include an active lobby, leasing lounge, a demonstration kitchen, game room, dog washing station, fitness center and studio, meeting room, library, social lounge with a variety of dining areas, a “Sky Lounge” amenity room plus roof terrace, an indoor resort-style pool room, a hot tub and a sauna. Additionally, a range of outdoor entertaining and gathering areas, including an outdoor kitchen, community garden, putting green and other landscaped, open spaces will be provided.

The building will offer its residents on-site management, enclosed parking and one guest suite for resident visitors. On-site parking stalls will serve its residents, visitors and staff. Additional street parking stalls are located on East 80 ½ Street and 31st Avenue South to serve the project. 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 tenant profile, tailored to an active adult demographic in search of flexible luxury living. Unit sizes will range from 752 square feet to 1,431 square feet and unit types will range from one-bedroom units to large 2-bedroom plus den units and walk-up units at ground level. This variety in housing types will help to accommodate a variety of household formations, sizes and incomes.

Site Amenities

The proposed BCS5 Multifamily project is another addition to transit-oriented Bloomington Central Station community, which, through its various phases, has enhanced pedestrian and bicycle-focused connections to existing nearby amenities. Adding age-restricted resident dwelling units at this current vacant lot 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, amenity courtyards, and other features along the three street frontages that define the property. Dense landscaping, enclosed parking, and a strong design aesthetic will also contribute to the vitality of this district. The parcel's sidewalk conditions will be improved, thus supporting nearby sites, and encouraging area residents to walk for their shopping and entertainment needs. Further, the project will sensitively incorporate lighting, and exterior signage to help support the BCS Master Plan vision of creating pedestrian-friendly community around the nearby Blue Line Light Rail Station.

Storage Space

Section 21.302.02(e)(6)(C) requires a designated storage space in senior citizen housing of at least 96 cubic feet, with a minimum dimension of at least four feet high, four feet wide and four feet deep must be located within each dwelling unit. All dwelling units have walk-in closets that meet or exceed this storage requirement.

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 BCS 5 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 association (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.

Bicycle Storage

The project includes 24 bicycle stalls in the bicycle storage room located on Level 1 of the parking ramp. Exterior bike parking is planned for at the residential entries near the lobby.

I. 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 elevator overrun parapet is 63'-4" above Level 1, or an elevation of 883.33. This is 107.67 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 63'-4". The project will, however, require mobile cranes to erect parking ramp, pre-cast materials for the podium, and to hoist other building materials. The crawler precast crane, and the Potain crane for other building material will not exceed a tip height of 150 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 C8.0 Airport Zoning Permit Plan. A submittal to the FAA has been made.

4. Minimum Site Area

City Code Section 19.29(h)(2) (HX-R District) requires a minimum site area of 120,000 SF. The site area for BCS 5 Residential is 101,677 SF. The City will consider the entire PDP site area of 1,676,322 SF.

5. Residential Minimum 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 70.3 DU/acre (164 DU/ 2.334 acres).

6. 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 2.08, based on a total building area of 211,406 GSF (283,096 GSF – 36,076 GSF Level -1 parking – 35,614 GSF Level 1 parking) and a 101,677 SF site.(verify with ESG's numbers) The FAR calculation excludes 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 2.21.

7. Minimum Structure Setbacks

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.

8. Pedestrian Street Step-Back Standard

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

9. Maximum 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 the elevator overrun parapet, which is 63'-4" above Level 1, or an elevation of 883.33. The maximum building height from the lowest planned abutting grade is 72'-0" (lowest perimeter grade of 811.33 at the northwest corner of the building and the top of the elevator overrun parapet at 883.333).

10. Building Design and Public Entrances

City Code Section 19.29(j)(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 project includes a public entrance to 31st Avenue South at the southeast corner of the building. There are nine townhome units along 30th Avenue South with individual entrances.

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.

11. Minimum Enclosed Parking

City Code Section 19.29(i)(2)(A) (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 guest 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 been included in parking counts and are assumed to be removed. The code does allow for some flexibility due to project phasing. See Parking Analysis below.

12. Minimum Parking Stall Sizes

The project will meet the following minimum parking stall sizes:

Surface Spaces	9 feet by 18 feet
Parking Structure	8.5 feet by 18 feet
Compact Spaces	8 feet by 16 feet

13. Minimum Drive Aisle Width

The project will meet the following minimum drive aisle width – 24 feet

14. Minimum Sidewalk Width

The project will meet the following minimum sidewalk widths:

Along Public Streets	8 feet
At the end of Perpendicular Parking Spaces	7 feet
All Other	6 feet

15. 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 (101,667 SF), resulting in a requirement of 41 trees. Forty-one trees are proposed and include the boulevard trees proposed for 31st Avenue South.

City Code Section 19.52(c)(2)(B) requires one shrub for every 1,000 SF of Developable Landscape Area (101,667 SF), resulting in a requirement of 102 shrubs. 158 shrubs are proposed along with 159 perennials. Per code, 4 perennials = 1 shrub and results in a grand total of 197 proposed shrubs.

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 perimeter screening is not required on this project.

16. 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.

J. 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% - 222 parking spaces required
 - With a maximum of 164 spaces dedicated (not general parking)

The BCS 5 Multifamily project proposes the following:

Level -1 Parking Garage	107 spaces
Level 1 Parking Garage	98 spaces
Street Parking Allocated to BCS 5*	<u>18 spaces</u>
Total	223 spaces

*Eight (8) parallel spaces on 31st Avenue South north of East 80½ Street and ten (10) perpendicular spaces on the north side of East 80½ Street – refer to the Sheet C7.0 – Parking Allocation Plan

There are eight parking spaces located on the shared drive access between BCS 5 and future BCS 6. These spaces will be used as guest parking spaces, but are not included in the parking counts. The development of BCS 6 may removed these spaces in the future so that remain unassigned.

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. Sixteen (16) compact parking spaces are shown in the parking, or 7.2%. 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. Up to 5% of required parking spaces can be EV spaces without triggering other parking restrictions.

McGough Development is obligated to provide 125 parking spaces adjacent to the hotel per an easement agreement with the Hyatt Regency Hotel through 2026. McGough Development constructed an addition to the Hyatt Regency parking lot in 2022 that netted an additional 38 parking spaces. Fifty-one (51) parking spaces will be located in the northwest corner of Outlot A in an existing, temporary parking lot. A new, temporary curb cut will be required from 30th Avenue South during construction for access. A permanent access will be provided through the central access drive. The remaining 36 parking spaces for Hyatt Regency will be street parking on East 80½ Street and 31st Avenue South.

K. 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. During the Pre-Application DRC, the City confirmed that no updated traffic study would be required.

L. STORM WATER MANAGEMENT

The Bloomington Central Station (BCS) Overall Storm Water Management Summary was first issued on June 2, 2004, and was subsequently updated to address each developing area. The City of Bloomington requested that the Overall Storm Water Management Summary be revised and updated in 2021 for BCS 4 to address the updated 2018 Local Surface Waters Management Plan requirements. The latest revision of this original summary was for BCS 4, Carbon31 Apartments, dated March 1, 2022. The latest development, BCS 5, will implement the 2018 updates to the Local Surface Water Management Plan. The following local stormwater management requirements include:

- 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 discharge to pre-development runoff rates.

BCS 5 Multifamily Storm Water Management Summary:

The proposed BCS 5 Multifamily development will meet the desired drainage patterns using strategic grading and BMP selection. A centrally located underground infiltration basin will be the main BMP for rate control and water quality for this site.

Given that soils are conducive to infiltration, this system is 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.

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.

Generally, the project can be split into three drainage areas. Most of the site will be directed to the central underground BMP system and small portions of the site will drain offsite into existing BMPs and storm sewer systems.

Drainage Area 1 – BMP #1 (To American Boulevard East), which includes all the roof drains of the new building as well as stoops and sidewalks of the building and the proposed driveway, discharges to the existing storm sewer system in American Boulevard East. Prior to entering the existing system, the roof, western sidewalk and driveway, impervious coverage is treated in the proposed underground perforated pipe system located within the new driveway on the west side of the proposed building. Pre-treatment will include sump structures upstream of this BMP.

Drainage Area 2 – (To 31st Avenue South), which includes a small portion of the land in the southeast adjacent to the proposed building, drains to the existing storm sewer in 31st Avenue South. This area will be fully turfed area. Underground storage pipes in 31st Avenue South have capacity to treat runoff.

Drainage Area 3 – (To East 80 ½ Street), which includes a portion of the amenity space, sidewalks, and proposed drive on the southern portion of the site discharges to existing storm sewer system within East 80 ½ Street before draining to the existing system in 30th Avenue South. The impervious coverage from 31st Avenue South is treated in a proposed underground perforated pipe system in East 80 ½ Street prior to entering the existing storm in 30th Avenue South. Pre-treatment will include sump manholes upstream of discharges to 30th Avenue South. This area was accounted for in the design of the existing BMP in East 80 ½ Street.

M. **LIGHTING**

Streetlighting per City of Bloomington standards exists on 30th Avenue South and American Boulevard East. No permanent changes are proposed for that lighting.

Streetlighting per BCS standards was installed on 31st Avenue South and East 80½ Street with BCS 4 (Carbon31) Project.

BCS 5 Multifamily will install site lighting meeting the following requirements:

Surface Parking Area	2.0 FC
Parking Ramp Areas	5.0 FC
Primary Building Entrances	10.0 FC

N. **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

BCS 5 will use an exiting 12” DIP water main stub from water main in East 80½ Street. This combined domestic and fire protection services will enter the building at the SW corner of the Level P1 Parking Garage. A new fire hydrant will be added to this service to provide hydrant coverage for the west side of the building.

An existing water main stub on 31st Avenue South and one on east 80½ Street will not be used. A new fire hydrant will be added to these stubs to provide additional hydrant coverage, rather than removing the stubs in newly constructed streets.

Sanitary Sewer

Two 10” PVC sanitary sewer services are proposed. A 10” PVC service is proposed at the southeast corner of the building, and a 10” PVC service is proposed at the northwest corner of the building. These services inverts should be low enough to allow for gravity drainage for the entire building.

Storm Sewer

The proposed storm sewer system will provide four roof drain leads, area drains for the south courtyard, catch basins from the shared access drive, and a buried infiltration BMP. The BMP will have a new outfall to existing storm sewer at northwest corner of Outlot A.

Electric

- Provided by Xcel Energy.
- 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

- Provided by CenterPoint Energy.
- The services will likely come the northwest corner of the building from CenterPoint Energy facilities in American Boulevard East.
- The proposed gas service location and size will need to be coordinated with the design/build MEP, once they are onboard.

O. APPENDIX

- BCS PDP Sewer Demand, dated December 13, 2023
- BCS 4 Multifamily Parking Summary, dated December 13, 2023
- BCS PDP Master Context Plan FAR Summary, dated December 13, 2023



BCS - PDP UPDATE (BCS 4, BCS 5, and BCS 6)

12/23/2023

Bloomington, MN

SEWER DEMAND

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

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

Residential Sewer Generation - MCES SAC Procedure Manual Rates

Building	DU	SAC Rate (gpd/DU)	Res. Sewage (gpd)	Res. Sewage mgd
BCS 4 Multifamily	403	274	110,422	0.110
BCS 5 Multifamily	164	274	44,936	0.045
BCS 6 Multifamily	250	274	68,500	0.069

Retail Sewer Generation - MCES SAC Procedure Manual Rates

Building	Use	Retail Gross SF	Restaurant Seats	Retail Sewer Rate (gpd/SF)	Restaurant Sewer Rate (gpd/seat)	Retail Sewage (gpd)	Restaurant Sewage (gpd)
BCS 4 Multifamily	Grocery	14,213	0	0.091	34.250	1,293	0
BCS 5 Multifamily	Retail	0	0	0.091	34.250	0	0

Sewer Demand Summary

Location	Residential Sewer Demand	Retail Sewer Demand	Office Sewer Demand	Restaurant Sewer Demand	Total Demand (gpd)	Total Ave. Demand (gpm)	Total Peak Demand (gpm)	Total Peak Demand (CFS)
To 31st Avenue South (BCS 4 + 1/2 BCS 5 + 1/2 BCS 6)	167,140	1,293	0	0	168,433	234	936	2.08
To American Boulevard (1/2 BCS 5 + 1/2 BCS 6)	56,718	0	0	0	56,718	79	315	0.70

BCS 5 Active Senior Housing

Bloomington, MN

12/13/2023

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
		100,000 SF and over	460 spaces plus 1.0 space per 285 SF of gross floor area over 100,000 SF
3	Grocery		1.0 space for each 225 SF of gross floor area
4	Restaurant		1.0 space for each 3 restaurant seats
5	Hotel		1.1 space per room + spaces equal in number to 1/3 capacity of meeting/banquet area
6	Multiple-Family Residence		One bedroom and Efficiency - 1.6 spaces per unit - 1 space must be enclosed
			Two or more bedrooms - 2.0 spaces per unit - 1 space must be enclosed
7	Senior Citizen Housing		1.5 spaces per unit - where 0.5 per unit must be available for general parking

PARKING REQUIREMENTS

Housing								
Unit Distribution	Units	Parking Classification	Bedroom Count	Parking Code Rate	Code Required Parking	Proposed	% of Code Required	Notes
Guest	1	1 BR	1	1.50	2			
One Bedroom	49	1 BR	1	1.50	74			
One Bedroom + Den	40	1 BR	1	1.50	60			
Two Bedroom	66	2 BR	2	1.50	99			
Two Bedroom + Den	8	2 BR	2	1.50	12			
Multifamily Subtotal					246			
HX-R Zoning Flexibility (10% Reduction)					221	205	92.6%	
Guest Parking Included in Total in Ramp					8			
Street Parking Assigned to BCS 5						18		
Totals	164				221	223	100.7%	

Street Parking for BCS 5

North Side of East 80th Street	10
West Side of 31st Avenue South	4
East Side 31st Avenue South	4
	<u>18</u>

Temporary Guest Parking on Shared Drive - Unassigned	8
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REVISED PRELIMINARY DEVELOPMENT PLAN

BLOOMINGTON CENTRAL STATION

12/13/2023

Bloomington, MN

FLOOR AREA RATIO (FAR) SUMMARY

Parcel Name	Plat Name	Parcel Area Revised Prelim. PD SF	Revised Preliminary Development Plan	
			Total GSF	FAR
HealthPartners and Tower Expansion	L 1 B 1 BCS 2nd Addition	249,242	615,900	2.47
HealthPartners Expansion	L 1 B1 and Outlot A 5th Addition	211,485	261,000	1.23
Reflections at BCS	L 1 B 2 BCS Addition	138,258	282,000	2.04
BCS Hyatt Regency	L 1 B1 BCS 8th Addition after reconveyance (1)	86,040	220,037	2.56
BCS IndiGO (BCS 2)	L1 B1 BCS 4th Addition	168,054	416,470	2.48
BCS Fenley (BCS 3)	L 1 B 1 BCS 6th Addition	185,756	433,183	2.33
SW Office A	Outlot C BCS 5th Addition (2)	124,307	225,000	1.81
BCS 4 Multifamily	L 1 B 1 BCS 7th Addition	187,210	420,766	2.25
BCS 5 Multifamily	L1 B1 BCS 9th Addition	101,677	211,406	2.08
BCS 6 Multifamily	OL A BCS 9th Addition (4)	81,110	250,000	3.08
Central Park Office (3)	L 1 B 1 BCS 8th Addition after reconveyance (3)	142,310	359,500	2.53
Totals		1,675,449	3,695,262	2.21

(1) BCS Hyatt Regency lot after reconveyance with Central Park Office and Ramp

(2) Outlot M for the pond will be reconfigured - assumed to be the same area of 55,414 SF

(3) Central Park Office and Ramp after reconveyance with BCS Hyatt Regency

(4) Assumed building area minus parking is 250,000 SF

All others parcel areas are platted lots or outlots