



DRAFT (9.27.18)
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MEMORANDUM

Project Name: KNOX & AMERICAN

Project No: 21580.01, 215805.02

Submitted By: Neil Reardon

PLANNING COMMISSION DEVELOPMENT REVIEW
KNOX & AMERICAN, FORMAL DRC REVIEW
August 8, 2018

Property Owners:

Knox and American 1, LLC
1000 West 80th Street
Bloomington, MN 55420

Bloomington HRA
1800 Old Shakopee Road
Bloomington, MN 55431

**Developers/
Applicants:**

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United Properties Investments, LLC
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OVERVIEW OF THE PROPOSED DEVELOPMENT

The Applicants are proposing to construct a mixed-use development that represents a third phase of the Penn & American development which began in 2008 with Phase I and continued in 2014 with Phase II. This new development will be comprised of three parcels. The north west parcel will hold the existing Red Lobster restaurant and a reconfigured parking lot. The north east parcel is proposed to house a new restaurant. The southerly parcel will house 248 rental, Workforce apartments including approximately 50 units that will be designated as affordable under Bloomington's affordable housing criteria. The apartments will be built in two buildings, each of varying heights. As with the previous phases of Penn & American, the apartment buildings with their first-floor public lobbies will address the District's primary pedestrian Street; 80 ½ Street.

The northerly sites and the southerly site will be separated by an extension of the existing 80 ½ Street, connecting Morgan Circle and Knox Avenue. 81st Street on the south side of the site will be extended to Knox Avenue and Morgan Circle will be extended south to intersect with the new 81st Street. The ROW's at the NE site will be modified to accommodate the Orange Line BRT station and turn-out. The site areas of the three lots listed below are net of the new ROW's for 80 ½ Street, 81st Street Morgan Circle modifications and American/Knox modifications.

1. Site Area;

• NW site	Lot 1	Existing Restaurant	approximately 72,675 sf	1.67 acres
• NE site	Lot 2	Proposed Restaurant	approximately 80,343 sf	1.84 acres
• <u>South site</u>	<u>Lots 3 and 4</u>	<u>Rental apartments</u>	<u>approximately 190,599 sf</u>	<u>4.38 acres</u>
• Total; All site			approximately 343,617 sf	7.89 acres

2. Proposed Uses, Floor Areas and FAR

• NW site	Existing Restaurant	8,536 gsf	0.12 FAR
• NE site	Proposed Restaurant	12,385 gsf	0.15 FAR
• <u>South site</u>	<u>Rental Apartments</u>	<u>264,054 gsf</u>	<u>1.39 FAR</u>
• Total; All Uses		284,975 gsf	0.83 FAR

ITEMS FOR DISCUSSION - FORMAL DRC

The applicants are requesting flexibility in the following areas.

1. Section 21.302.09; Non-Residential Uses Required in the C-5 district

The minimum required non-residential floor area is 25%. This plan reflects a minimum non-residential floor area of 7.3 %

• Residential Uses	264,054 gsf	92.7 %
• Proposed restaurant	12,385 gsf	4.3 %
• <u>Existing Restaurant</u>	<u>8,536 gsf</u>	<u>3.0 %</u>
• Total; All Uses	284,975 gsf	100.0 %

2. Section 21.301.06; Parking and Loading Requirements

As with previous Phases of the Penn & American Redevelopment, the Applicants are seeking flexibility the residential parking requirements specified in the Ordinance.

For the residential portion, they request approval of a parking ratio of “one car per bedroom” plus 9 cars in the public realm to accommodate guests or employees. The current plan shows 345 cars on the residential portions of the site to accommodate 336 bedrooms provided in the two buildings.

For the entire site the parking requirements require 641 spaces for the entire site, 600 spaces are proposed. 248 parking spaces are required to be fully enclosed garage spaces, 194 fully enclosed garage spaces are proposed. Flexibility is requested for the 41 spaces the site is lacking overall and for the 54 spaces the enclosed garage areas are deficient.

The Penn-American Phase 3 Parking Study summarizes that the parking supplies proposed will be adequate based on the ITE Parking Generation Manual Method and the Local Parking Model Method for both of the development alternatives studied.

3. Section 21.302.09 (d)(7); Storage outside the units

The Applicants seek flexibility in the methods by which they provide storage for their tenants. They propose to provide multiple storage options from which tenants may choose that which best suits their individual needs. When considered as a whole, the proposed options will satisfy the intent of the Ordinance by providing storage for all tenants who want it. Among the options available to the tenants include:

- *Large bicycle storage rooms providing lockable storage in the basement of each building.*
- *Outside-of-unit storage lockers at 96 cu. ft. complying with the Ordinance in rooms located outside the units.*
- *Large storage closets located within some of the units. These closets will be 96 cu. ft. or more.*
- *Cages located over the hoods of cars.*

4. Section 21.301.02 (e)(6); Zoning District Setbacks

It is the intent of the zoning code to place buildings close to the street in mixed-use districts. Exemptions may be allowed through the PUD process for sites with multiple street frontages.

Exception is requested for the multifamily buildings which encroach upon the 10’ minimum building setback along West 81st Street. Balconies are slightly over 1’ away from the property line while other portions of the building face come within 2’ of the property line.

Parking setback flexibility is requested for lot 2. A portion of the north most stalls are over the parking setback. These stalls are over the line to line up with the adjacent Red Lobster parking lot; which has parking lot area over the setback line today.

5. Section 19.63.08 (c)(1) Exterior Materials and Finishes

It is the applicants' intent to comply with the Ordinance and provide 30-year finishes for at least 85% of all materials on the primary elevations of both residential buildings. Primary elevations are those which face Morgan Circle, Knox Avenue, 80-1/2 Street, 80th Street and the Parking Court.

The applicants request approval of exterior material which provide a minimum of 20-year finishes on the secondary elevations which face the interior courtyards. See drawings for material percentage calculations.

6. **Section 21.301.03 (b)(1)(A);** *We do not anticipate that the proposed design will comply with the requirement for 50% glass between 2 and 10 feet above the first floor elevation on the primary (80-1/2 Street) façade. Due to the programming of primarily residential spaces along this façade of the building achieving 50% glazing will be a logistically difficult. Additionally, due to grade changes along 80-1/2 Street we do not anticipate that the lower portion of the façade below level 1 will be able to be glazed at 50%, thus greening or other aesthetic approaches will be explored.*
7. **Section 21.301.03 (b)(1)(B);** *We anticipate that the proposed design will comply with the requirement for 25% glass between 2 and 10 feet above the first floor elevation on the secondary façade of Knox Avenue and Morgan Circle.*
8. **Section 21.301.06 (c)(2)(H); Parking Islands**
In the parking courtyard between buildings, the Applicants are requesting flexibility in the placement of a parking island at the north end of the middle rows. Rather than placing an 8 x 15 island at the end of each row, the applicant proposes to provide a 20 x 190 island between the two rows. The north end will still be defined by raised curbs. See site plans for details of these design conditions.