



CASE FILE #PL201800176

May 15, 2018

MEMORANDUM

Project Name: KNOX & AMERICAN

Project No: 21580.01, 215805.02

Submitted By: Sutliff

PLANNING COMMISSION DEVELOPMENT REVIEW

KNOX & AMERICAN, INFORMAL DRC REVIEW

May 16, 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:**

Stuart Development Corporation (StuartCo)
1000 West 80th Street
Bloomington, MN 55420

United Properties Investments, LLC
651 Nicollet Mall, Suite 6034
Minneapolis, MN 55402

Prepared by:

Kimley-Horn and Associates, Inc
2550 University Avenue West
Suite 238N
St. Paul, MN 55114
PH: (651) 643-0463

ESG Architecture & Design
500 Washington Avenue South
Suite 1080
Minneapolis, MN 55415

ARCHITECTURE & DESIGN
500 Washington Avenue South Suite 1080
Minneapolis, MN 55415 p 612.339.5508
www.esgarchitects.com

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 four-story Hotel. 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 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 80-1/2 Street, connecting Morgan Circle and Knox Avenue. Potential 81st Street is identified on the south side of the site from Morgan Circle to Knox Avenue. Morgan Circle will be extended to 81st Street.

The ROW's at the NE site will be modified to accommodate the Orange Line BRT station and turn-out.

1. Site Area;

• NW site	Red Lobster	approximately 81,600 sf	1.8 acres
• NE site	Hotel	approximately 91,240 sf	2.1 acres
• <u>South site</u>	<u>Rental apartments</u>	<u>approximately 227,350 sf</u>	<u>5.2 acres</u>
• Total; All site		approximately 400,190 sf	9.2 acres

2. Proposed Uses, Floor Areas and FAR

• Existing Restaurant	8,505 gsf	0.10 FAR
• Hotel	67,484 gsf	0.74 FAR
• <u>Rental Apartments</u>	<u>263,554 gsf</u>	<u>1.16 FAR</u>
• Total; All Uses	339,543 gsf	0.85 FAR

ITEMS FOR DISCUSSION AT INFORMAL 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 22.5%

• Residential Uses	263,554 gsf	77.6 %
• Hotel	67,484 gsf	19.9 %
• <u>Existing Restaurant</u>	<u>8,505 gsf</u>	<u>2.5 %</u>
• Total; All Uses	339,543 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. 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.

The restaurant site plan is re-worked to hold 135 cars to support xx seats and 8,505 gsf
The hotel site plan shows 88 cars to support 124 guest rooms.

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. Options available to the tenants will include;

- Large bicycle storage rooms providing lockable storage in the basement of each building.
- Outside-of-unit storage lockers at 96 cu. ft. complying the Ordinance in locker 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. **The east building is currently set outside of a 20' setback along Knox Avenue. We may wish to reduce this dimension, thereby creating greater opportunities for landscaping between parking stalls and the building façades in the parking court.**

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.

6. Section 21.301.03 (b)(1)(A); We 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.

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.