

PHILLIPS Architects & Contractors, Ltd.

Narrative for:
Rezoning from CS-O.5 to C-1, a Major Revision to Preliminary Development Plans,
and Final Development Plan

Walser Toyota

4401 American Boulevard West
Bloomington, MN
March 18, 2020 (Revised)

Contact Information

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Project Description

Walser Automotive Group and the applicant requests Rezoning from CS-O.5 to C-1, and approval of a Major Revision to Preliminary Development Plans, and Final Development Plan for construction of a parking ramp at Walser Toyota.

Legal Description & Address

Lot 1, Block 1, PA Walser Addition

Walser Toyota, 4401 American Boulevard West. Bloomington, MN 55437

Structured Parking

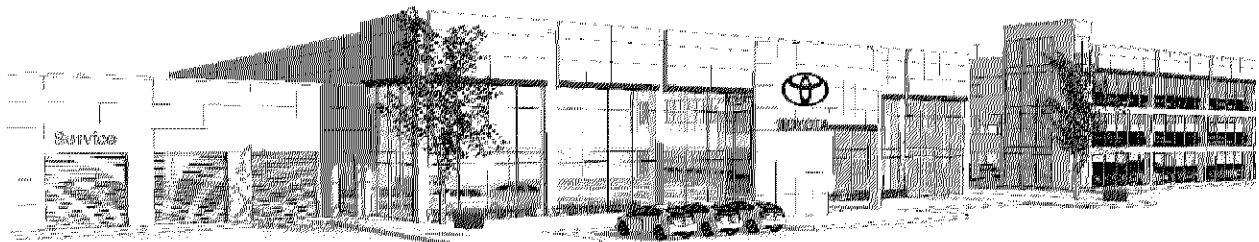
Walser Automotive Group and Walser Toyota is seeking to construct a three-tier parking structure with roof parking south of the existing Toyota dealership building. This structure will add about 310 (350 packed) vehicle parking spots to the site without creating additional hard surface area. In fact, there is a reduction of hard surface area with this request. It is constructed entirely within the current pavement sheet. There will be pavement removed south of the proposed parking structure to create an infiltration pond. More efficient use of the existing automotive dealership sites has been an objective of the City of Bloomington. This ramp is designed to work with and enhance the current dealership facility. It can also be incorporated into future plans as noted below.

Rezoning

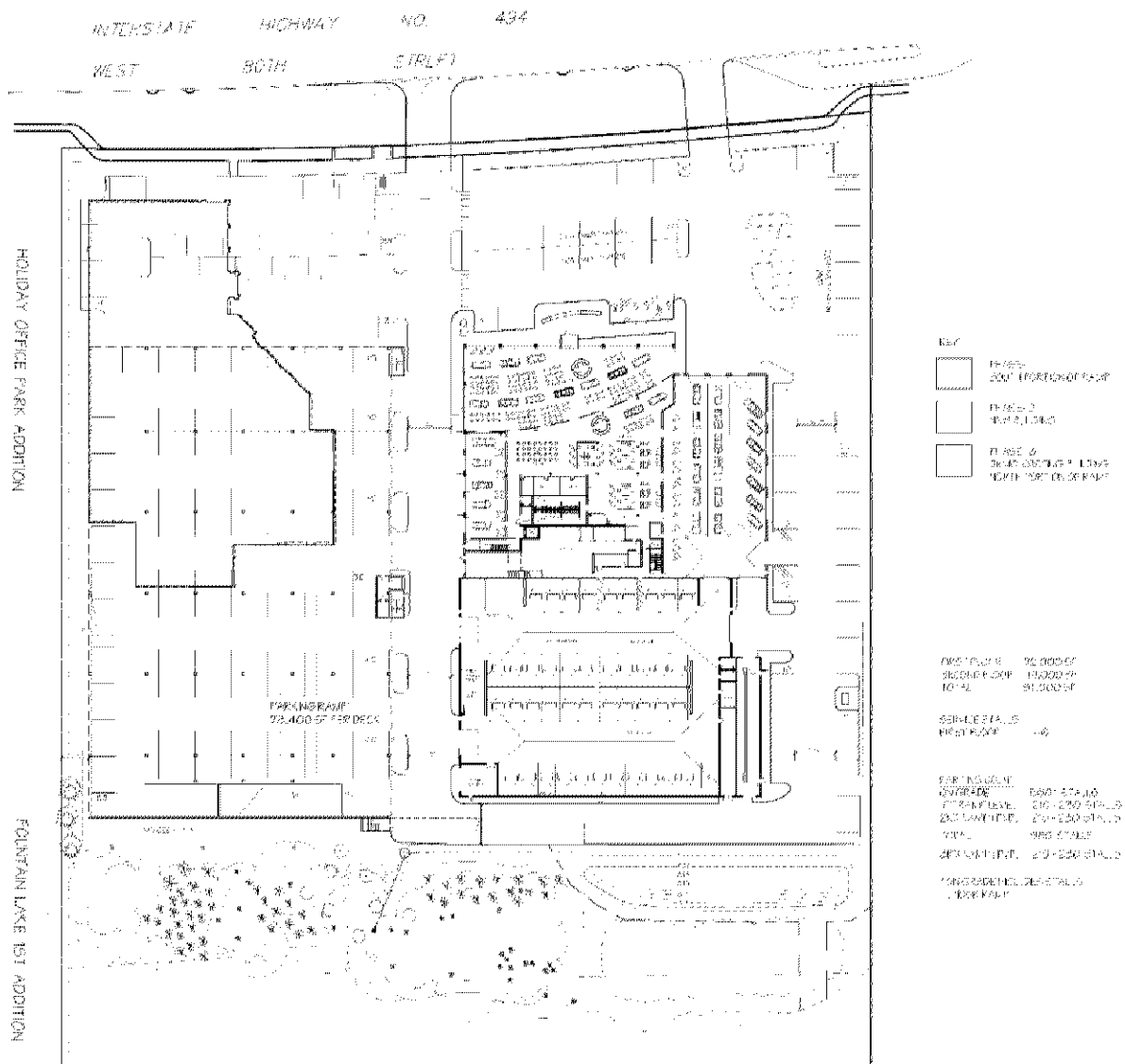
Walser Automotive Group requests that the City rezone the property from CS O.5 PD to C-1 PD. The C-1 zoning was designed to permit Class 1 automobile dealerships. For new facilities the city requires a 0.4 floor area ratio. Existing facilities have no minimum but must increase density if expanded. This site has 369,969 square feet of developable area. This City requirement would indicate a desired minimum building size of 147,988 square feet. The current Toyota building is just over 49,000 square feet.



This structured parking ramp is designed for a future addition to the north into the footprint of the existing dealership facility. This addition could only happen after the construction of a new dealership facility on the east portion of the site.



The current proposal allows for consideration of a future new 92,000 square foot dealership. The added parking in the current request, while needed by the dealership, would partially mitigate the loss of parking allowing for construction of any future dealership building.



Ramp Construction and Materials

The ramp structure consists of three tiers with roof parking. The towers and spandrels will be white precast concrete with decorative scoring patterns. The main structure will be standard gray concrete double tees. The site requires deep piling foundations.

The exterior white precast spandrels and tower panels are a deviation from Code section 21.301.06(h)(2)(B) which states that the “*Structure design and exterior building materials of a parking garage must be compatible with the surrounding buildings.*” The white ramp exterior will blend and compliment any new Toyota dealership facility or remodeling of the existing to meet the Toyota design standards.

The ground level of the ramp is elevated to allow large trucks access to the truck dock and trash facilities in the existing Toyota dealership. The ramp will have an elevator for accessible access to all levels. The south wall of the existing dealership building will provide the fire separation required from the ramp.

Additional Requested Deviation

Walser request the use of cable railings at the north elevation of the parking structure. This is a deviation from a railing that would block headlight visibility. The cable railings are strung between columns. With a future planned expansion, the cable railings would be removed to allow vehicles to drive into the expanded north portion of the ramp.

Civil Engineering

Please refer to the submitted civil engineering plans by Rehder & Associates, Inc. for this proposal. Per the City and Watershed requirements, we are proposing an infiltration basin to provide volume control for 1.1” off of the disturbed and reconstructed impervious pavement areas in addition to providing water quality and rate control. As previously noted, there is a small reduction in the hard surface area for the site with this request.

Landscaping

The parking ramp is constructed entirely within the existing pavement. There is some reduction in the pavement to create a new infiltration pond. Please refer to the landscape plan in the civil

set for restoration of these areas. The remaining existing landscaping remains as previously approved.

Exterior Lighting

A photometric plan has been submitted showing the low level of lighting for the roof parking at the ramp. The existing approved lighting remains for the balance of the site.

Walser Automotive Group and Phillips Architects respectfully requests the City Council's approval of this project.