

8131 34th Avenue S Multifamily (Age-Restricted)

Case PL2020-00214 (Pre-Application) and
Case PL2020-00231 (Formal DRC)

Development Application



Project Narrative

December 22, 2020

Property Owner: Pars Properties LLC
1000 Boone Ave N #200
Golden Valley, MN 55427

Developer: Roers Investments, LLC
110 Cheshire Ln Ste 120
Minnetonka, MN 55305

Prepared by: Roers Investments, LLC
Loucks
ESG Architects

A. DEVELOPMENT APPLICATION REQUESTED ACTIONS

The requested actions for the 8131 34th Avenue S Multifamily (Age-Restricted) Development Application will be as follows:

- **Preliminary Development Plan** (includes a Major Revision to Preliminary Development Plans for Appletree Square Planned Development)
- **Final Development Plan** (includes Final Site and Building Plans)
- **Preliminary Plat**
- **Final Plat**
- **Airport Zoning Permit**

The Development Application will adhere to the following proposed approval schedule:

Preliminary Development Plan	September 24, 2020
Pre-Application DRC Meeting (completed)	November 17, 2020
Submit Development Application to the City	December 22, 2020
Formal DRC Meeting	TBD (tentative January 5, 2021)
Planning Commission Hearing	TBD (tentative January 28, 2021)
City Council Meeting	TBD (tentative February 8 or February 22, 2021)

The Development Application will include the following:

- ROW Vacation Application (emailed 12/10/2020 to Bruce Bunker, City of Bloomington) and Fees
- Development Application (uploaded 12/22/2020 to Bloomington Portal) and Fees (to be delivered to the City of Bloomington when confirmed)
- Development Application documents submitted electronically:
 - Project Narrative
 - Stormwater Management Plan – Loucks
 - Civil Engineering Plans – Loucks
 - Landscape Architecture Plans – Loucks
 - Site Lighting Plans – Loucks
 - Architectural Plans – ESG

B. PROJECT LOCATION

The project site is located immediately south of the existing office building at 8117 34th Avenue South. The address is 8131 34th Avenue South. The site is bounded on the north by the adjacent property at 8101 34th Avenue; on the west by 34th Avenue South; on the east by the property at 8121 34th Avenue; and on the south and east by the Minnesota River Valley. The site is currently occupied by an existing surface parking lot.

C. PROPERTY

The property is made up of 1 parcel:

- Lot 2, Block 1, Appletree Square 5th Addition, according to the recorded plat thereof, Hennepin County, Minnesota
- Being Registered land as evidenced by Certificate of Title No. 1371350.

The total area of Lot 2 is 107,950 +/- SF or 2.48 +/- acres. This excludes an area of approximately 569 square feet associated with the proposed acquisition of a portion of the 34th

Avenue Right Of Way. An Easement/Right-of-Way Vacation Application has been filed with the City of Bloomington Engineering Division. The total area of the existing property and requested vacated Right Of Way equals approximately 108,519 square feet.

The following addresses the public and private easements that do and will encumber Lot 2:

- Drainage and utility easement(s) over Land as shown on the recorded plat of Appletree Square 5th Addition.
- Public, pedestrian access easement(s) over the Land in favor of the City of Bloomington, as created in Document No. 1101611.
- Sidewalk and bikeway easement(s) over the Land in favor of the City of Bloomington, as created in Document No. 1339004.
- Utility services and access easement(s) over the Land as evidenced by Document No(s). 1354759. Said instrument was amended by Document Nos. 1573249 and 1575596.
- Terms and conditions of Parking Easement Agreement by and between Robert F. Jacobsen, Douglas G. Wolfangle, Donald C. G. Nelson, H. William Nara and Walton L. Wyatt, as Trustees of the Trust created under Ellerbe, Inc. and Affiliated Companies Profit Sharing Trust, and Apple Development Company, dated April 23, 1984, filed April 23, 1984, as Document No. 1573793.

D. REVISIONS TO THE APPROVED PRELIMINARY DEVELOPMENT PLAN

This application proposes to revise the approved Preliminary Development Plan for Appletree Square Planned Development with the submitted 8131 34th Avenue S Multifamily (Age-Restricted) Development Plan and is creating a new, Planned Development Overlay and preliminary and final plat for a six-story multifamily, age-restricted housing development.

E. PROPOSED PROJECT

General Building Description

Roers Investments, LLC, is proposing 146 active adult dwelling units in a seven-story building plus one basement level. The top six levels will contain the dwelling units and associated resident amenity spaces, while the lowest two levels contain structured parking serving the building and adjacent office property.

Code Compliance

The project will be constructed conforming to current applicable codes and regulations including the following:

- 2020 Minnesota Building Code Administration
- 2018 International Building Code with state amendments
- 2018 International Residential Code with state amendments
- 2020 MN State Fire Code
- 2020 Minnesota Electrical Code (Chapter 1315 references 2017 NEC)
- 2020 Minnesota Mechanical Code
- 2020 Minnesota Plumbing Code (Chapter 4714 references 2012 UPC)
- 2020 Minnesota Accessibility Code (Chapter 1341 references 2009 A117.1)
- 2020 Minnesota Commercial Energy Code (References 2018 IECC and 2016 ASHRAE 90.1)
- 2015 MN Elevator and Related Devices Code

- 2020 MN Pool Code (Chapter 4717)

Parking Levels P1 & P2: Construction Type I-A.
 Level 1 of the Residential Building: Construction Type I-A
 Levels 2-6 of the Residential Building: Construction Type III

Based on these Construction Types and the Occupancy Classes within them, all exterior walls are designed to meet the definition of non-combustible construction. Additionally, the residential building and parking levels have a complete fire safety and sprinkler system.

Total Building Area

The chart below describes the gross square foot (GSF) area calculations for the building:

Level	Use	Total GSF	Parking GSF	Apt GSF	Amenity GSF
Level P2	Parking	34,486	34,486	0	0
Level P1	Parking	35,600	34,190	0	0
Level 1	Residential/Amenity	28,449	0	16,233	7,521
Level 2	Residential	28,128	0	24,060	0
Level 3	Residential	28,128	0	24,060	0
Level 4	Residential	28,128	0	24,060	0
Level 5	Residential	28,128	0	24,060	0
Level 6	Residential/Amenity	27,412	0	22,605	710
Roof					
Total		238,460	68,675	135,078	8,231

Building Height

The finished floor elevation of Level 1 is 818.25 with P1 at 806.58 and P2 at elevation of 795.58. Lowest grade abutting the building is **785'**.

The residential building utilizes a flat roof system. The majority of this roof sheathing is **65'-0"** above Level 1, or an elevation of **883.25'**.

Parapets at the perimeter of this roof are 66'-0" to 70'-0" above Level 1, or an elevation of 884.25' to 887.25'.

Elevator overrun parapet is 71'-9" above Level 1, or an elevation of 890.0'.

The maximum building height from the lowest planned abutting grade is 105'-0" per 21.301.10 of the City Code.

The building heights listed above are all below the 150-foot maximum established by the City of Bloomington Airport Zoning Overlay and MSP Airport Zoning Ordinance. Additionally, these conform to the building height limits established in the International Building Code.

Building Amenities

The abundance of resident amenities will include a lobby, Wi-Fi lounge, activity center, children's room, fitness center, yoga studio, club room and resort style pool deck. The building

will offer its residents on-site management, enclosed parking, and private storage lockers. On-site parking stalls will satisfy a **1.48:1** parking stall to unit ratio to serve its residents, visitors, and staff, of which **178** of the parking stalls will be enclosed within the structured garage with 38 surface stalls providing the remaining balance. The stated parking ratio excludes 69 surface parking spaces on the adjacent site. Enclosed bicycle parking will be provided within the building to encourage 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 **702** square feet to **1,225** square feet and unit types will range from small 1-bedroom units to large 2-bedroom plus den units. This variety in housing types will help to accommodate a variety of household formations, sizes and incomes.

Site Amenities

This transit-oriented development of an under-utilized lot adds high-density housing to the South Loop neighborhood, emphasizing pedestrian and bicycle-focused connections to existing nearby amenities. Adding resident dwelling units at this 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 intently 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, street-facing stoops, enhanced landscaping, enclosed parking and a strong design aesthetic. The project will also incorporate attractive lighting and exterior signage. The building will be positioned to visually define the street edge along 34th Avenue South and will serve to extend the pedestrian-friendly character of surrounding developments such as Bloomington Central Station.

Exterior Architectural Design and Materials

The exterior design and materiality of the proposed project meet the intent of the City Code through the strategies described below.

The overall massing of the building is purposefully modulated to respond to several site conditions. The building geometry traces along the bluff line to the south and east, where grade sharply falls off to undevelopable portions of the site. At the same time, the building footprint is justified to the west side of the property, pushed out to engage the street along that frontage and approximately following the curvature of 34th Avenue. The northerly extent of the building is intentionally cut short in order to preserve important view corridors to the river valley for neighboring buildings to the north.

Vehicular access to the site occurs at the northeast corner of the lot from 34th Avenue with direct visual connection to the primary building entrance and drop-off zone. The entry route also ties to all proposed surface parking located on site, to existing parking for the office building property to the north, and to the enclosed parking access point on the north end of the proposed building.

The building will be constructed utilizing five levels of wood-framed construction over a 3-level concrete podium structure which includes the ground level (relative to 34th Avenue) and two parking levels below. The ground floor will include a mix of storefront amenity space and walk-up residential units.

Exterior materials will consist primarily of masonry, architectural precast, metal panel, fiber cement and glass, along with accent areas of specialty architectural cladding. Integrally colored

masonry, precast concrete and glazing mostly defines the base of the building. Meanwhile, the floors above primarily feature a combination of carefully composed metal panels, fiber cement panels and window units. The upper floor exterior panels aim to create a layered pattern of champagne color tones that wrap the building perimeter. On the sixth floor, the building will provide an outdoor sky deck at the northeast corner for residents to gather and enjoy exterior amenities while offering views of the Minnesota Valley National Wildlife Refuge to the south.

The exterior material strategy and percentage breakdown thereof subscribes to City standards, while taking advantage of the Alternative Exterior Materials Allowance as part of the affordable housing incentives – for building facades not facing 34th Avenue. See architectural drawing Sheet A-3.1 for more detailed information.

Building Storage

Section 21.302.09(d)(7) requires a fully enclosed, lockable storage space, located outside the unit for each dwelling unit. The storage space must be at least 3 feet by 4 feet and a minimum of 96 cubic feet. Due to affordable housing units provided, the proposed project is able to apply a 50% reduction to this base standard per Section 9.23, provided storage space is made accessible to the opportunity housing units without charge.

As noted on Title Sheet T-0.1, the project proposes a total of **53** storage units conforming with the code dimensions. This quantity is a deviation from the performance standard which would require 73 storage units. The deviation is requested in order to make available to tenants a supply of personal storage that is appropriate and consistent with market standards, and to avoid overburdening the project with additional cost in excess of that market standard.

Landscaping and Irrigation

The site landscaping will enhance the building aesthetics from 34th Avenue South and the adjacent properties. The tree and shrub requirements have been calculated per the zoning code using the site's developable area minus the bluff area at the rear of the site. Proposed quantities will meet the zoning code and are planned on site, with the exception of the 2 trees in the newly created parking lot island to the north. Trees have been added to the slope behind the building and will help with slope stabilization. The ground cover will be sod for mowable areas, native prairie grass in the drainage way along 34th Avenue South and at the south and rear of the building, and planting beds will be rock coble (mulch) over landscape fabric with a color to compliment the building. The site will be irrigated and controlled within the building. For snow removal, snow will need to be removed from the site as there is no open location to store it on-site.

Building Loading

Tenant move-in and move-out will occur at the northeast corner of the site at the loading pad provided north of the structured parking ingress/egress. A designated route connecting the loading pad to an entrance accessing Parking Level P1 is provided. Loading and unloading trucks will be prohibited from blocking access to surface parking areas and will have infrequent and minimal impact to on-site vehicular circulation.

Bicycle Storage

The City of Bloomington will require a minimum **4** Short Term Exterior Bike Parking spaces and **10** Long Term Internal Bike Parking spaces. The project proposes **5** Short Term bicycle spaces located less than 50 lineal feet to the east of the primary building entrance on the north side

adjacent to the vehicular drop-off area. Additionally, **10** Long Term bike spaces are proposed to be located internal to the building within Parking Levels P1 and P2.

F. ZONING CODE ANALYSIS

1. Comprehensive Plan

The project site is within the South Loop District of the City of Bloomington. The existing (2018) Comprehensive Plan Land Use Guide Plan designates the project site as Commercial. The future (2040) Comprehensive Plan Land Use Guide Plan designates the project site as South Loop Mixed Use (SLMU). According to the South Loop District Plan Land Use Framework Concept, the site is designated for Predominantly Residential and Parks and Open Space uses. The South Loop Mixed use designation is designed to work with the HX-R Zoning District. Multi-family residential is consistent with the Comprehensive Plan.

2. Zoning

The entire site is zoned High Intensity Mixed Use with Residential (HX-R) Zoning District. 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. The site is also within a Planned Development Overlay District, and a portion falls within the Bluff Protection Overlay District. Refer to the **Slope Evaluation Letter** (Braun Intertec). Major revisions to the preliminary development plans are proposed with this application.

3. Airport Zoning

The 8131 34th Avenue S Multifamily (Age-Restricted) site falls within the MSP Airport Safety Zone C, which establishes a maximum object elevation of 991.00 (NGVD 1929). As noted earlier, the maximum building height is 150.

The MSP Zoning Ordinance also establishes the maximum construction height of 80 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 991.00 elevation or 150 feet above ground level. The project will; however, require mobile cranes to erect pre-cast materials and to hoist other building materials. The mobile cranes will not exceed 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, thus far, the proposed mobile cranes (crane height to be further clarified by the selected general contractor and/or crane subcontractor) exceed the Horizontal Surface or exceed 150 feet in height.

4. Opportunity Housing Ordinance

Chapter 9 of the City of Bloomington Code addresses Opportunity Housing and the City's affordable housing goals. As part of this chapter, projects are afforded a number of incentives which increase with the level and quantity of affordable housing units provided. An Affordable Housing Plan, as outlined in Chapter 9, is included as part of the Development Application. In

accordance with the requirements of Chapter 9, the proposed project will restrict 9% of the units (14 units) to the 60% AMI (Area Median Income) level, affording the project a 20% parking reduction, among other incentives outlined in other portions of this narrative. Further details on the creation and implementation of Opportunity Housing Units at this project can be found in the included **Affordable Housing Plan**.

5. Residential Uses Required / Density

City Code Section 19.29(f) (HX-R District) addresses residential use requirements. A residential minimum density of 30 DU/acre is required. 8131 34th Avenue S Multifamily (Age-Restricted) proposes a residential density of **58.6 DU/acre**.

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 8131 34th Avenue S Multifamily (Age-Restricted) is **1.55** based on a total building area of **168,373 SF**, excluding the parking structure area. No deviation from the code standard is required.

7. Dimensional Requirements

City Code Section 19.29(h)(1) (HX-R District) requires no minimum setback requirement from property lines fronting public streets (34th Avenue South).

City Code Section 19.29(h)(1)(D) (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 City Council may approve an alternative location for buildings with ground level retail and service uses provided the alternative location better serves the goal of creating an active pedestrian level environment. The proposed project does not include retail and service uses for the public and features residential-related uses only. No deviation from the code standards is required.

City Code Section 19.29(h)(2) (HX-R District) requires a minimum site area of 120,000 SF. The site area for Lot 2, Block 1 is **107,950 SF** or **108,519 SF** including the requested vacated portion of the 34th Avenue Right of Way. We're requesting approval as part of the major revision to the preliminary development plans.

8. 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 Heights Limits Map, this site is restricted only by the Airport Zoning height limits, as discussed above. The proposed building height is **105'-0"**, measured from the lowest proposed abutting finish grade to the highest part of the structure.

City Code Section 21.301.10(e) establishes Pedestrian Street Step Back Standards. No Designated Pedestrian Street(s) border the subject property.

9. 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 in individual on-street spaces parallel with and adjacent to low volume streets. This code prohibits surface parking, allowing only a small number of short-term visitor surface parking spaces near structures. The code does allow for some flexibility in creating a Planned Development overlay. See the parking analysis section below.

10. Building Design

City Code Section 19.29(j)(1) (HX-R District) requires buildings adjacent to and within 100 feet of public street to have at least one public entrance that is clearly visible and accessible from an adjacent public street. The primary building entrance is located on the north façade a distance of approximately 84' from the 34th Avenue Right Of Way, connected directly to the public sidewalk via an accessible walkway. The building design also features a first floor façade along 34th Avenue with windows or entrances exceeding 25% of the total surface area.

11. 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 Landscaping Area, resulting in a requirement of 31 shade trees. 31 trees are currently proposed.

City Code Section 19.52(c)(2)(B) requires one shrub for every 1,000 SF of Developable Landscaping Area, resulting in a requirement of 77 shrubs. 120 shrubs and 60 perennials are currently proposed. These quantities may change at the time of submitting for permit, but will not be less than what is required.

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. There are no off-street parking areas directly adjacent the public right of way.

12. 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.

G. PARKING ANALYSIS

City Code Section 21.301.06(d) establishes the minimum number of off-street parking spaces required for a development. For multi-family residences, Senior Citizen Housing residences, the required parking is based on the number of units. For **146** dwelling units and **207** bedrooms the code requires **219** parking spaces (1.5 per Senior Citizen Housing dwelling unit), as well as **21** parking spaces for the 2,100 sf party room (per code, where party room space is provided, an additional 1 space per 100 square feet of party room is required) and **TBD** guest parking spaces (per code, guest parking spaces must be appropriately provided and dispersed throughout the development, subject to approval of the issuing authority – TBD by staff/public review process). Refer to parking summary details below.

Additionally, the proposed project will serve a portion of the existing office required parking (**169** parking spaces at 1 stall per 285 sf per code).

8131 34th Avenue S Multifamily (Age-Restricted) project proposes the following:

Existing Combined Surface Parking

Total Provided	168 spaces
<u>Required Development Parking (Office & Residential Site)</u>	
Parking Office	169 spaces (169 office spaces required site + ramp)
Parking Residents (Senior Citizen Housing)	219 spaces (146 units @ 1.5/DU)
Parking (Resident Party Room)	21 spaces (2100-sf party room @ 1 space per 100 sf)
Parking Ramp (Resident Guest)	TBD spaces (guest spaces required TBD)
Total Required	409 Spaces

Proposed Development Parking (Office & Residential Site)

Adjacent Site Surface Parking	69 spaces
Proposed Site Surface Parking	38 spaces
Parking Ramp	
(Shared Office/Residents)	62 spaces
Parking Ramp (Residents)	116 spaces
Total Provided	285 spaces (409 total required)
Percentage	69.7% provided vs. total required
Spaces per Unit (total)	1.48 (excludes adjacent site surface parking spaces)
Spaces per Bedroom (total)	1.04 (excludes adjacent site surface parking spaces)

The project does not meet the minimum parking requirements, and a parking study is provided in lieu of meeting the parking requirements. The City of Bloomington has retained Alliant Engineering to conduct a parking review for 8131 34th Avenue S Multifamily (Age-Restricted) Project. A draft of the **Parking Study** by Alliant has been submitted December 22, 2020.

H. TRAFFIC

Per the draft of the **Parking Study**, the parking demand for the combined site was estimated based on applicable parking rates in the *Institute of Transportation Engineers Parking Generation Manual (ITE PGM)*. The *ITE PGM* hypothetical weekday peak parking demand estimate is 217 vehicles (117 office and 100 apartment), which is below the proposed parking supply of 278 stalls (at the time the Parking Study was drafted). The peak parking demand for each land use by time of day would not be expected to coincide.

Table 5. ITE Estimated Trip Generation

Land Use	Units	Size	AM Peak Hour Trips ⁽²⁾			PM Peak Hour Trips ⁽¹⁾			Daily Trips
			Trips In	Trips Out	Total Trips	Trips In	Trips Out	Total Trips	
⁽²⁾ Office (710)	Square Feet	48,110	48	8	56	8	40	48	522
⁽³⁾ Senior Adult Housing (252)	Dwellings	145	10	19	29	20	17	37	558
Total Trips			58	27	85	28	57	85	1,080

(1) AM and PM peak hours of the adjacent roadway network

(2) Office peak hour estimates based on ITE dense multi-use urban rate, daily estimate based on ITE general suburban rate due to the limited availability of dense multi-use urban data

(3) Apartment estimates based on Senior Adult Housing (252) ITE general suburban rate due to the limited availability of dense multi-use urban

I. STORM WATER MANAGEMENT

The proposed storm water management plan for the proposed 8131 34th Avenue S Multifamily (Age-Restricted) project will be consistent with underground stormwater vaults. In addition to following this overall plan, the proposed storm water treatment and conveyance systems design followed the current City of Bloomington design standards and Lower Minnesota River Watershed District, including:

- Sizing of all new storm sewers to accommodate the 10-year storm event.
- Limiting pond discharge to pre-development runoff rates for the 2, 10 and 100-year ATLAS 14 storm events.
- Stormwater treatment for the 1.1” event will be treated on-site per stormwater requirements.

J. LIGHTING

The exterior lighting for the 8131 34th Avenue S Multifamily (Age-Restricted) apartment complex shall comply with the current edition of the City Code, Section 21.30.07. Exterior lighting shall be approved by the City of Bloomington Planning Division prior to installation. City submittal shall include items required by the City Code and be signed by a Lighting Certified (LC) or Professional Engineer (PE). The proposed lighting pole’s style and color will match the existing poles on the adjacent property. The proposed luminaires, Arieta13 Architectural, are LED and have a modern style to compliment the proposed building. The site lighting luminaires are equipped with 0-10 Volt dimming drivers and will be controlled by the building systems.

K. UTILITIES

The infrastructure improvements around the site planned for the proposed development of Lot 2:

Water Main

- Class 52 DIP pipe with 8 mil polywrap will be proposed for proposed building services and fire hydrant leads.
- There is a current water main running in the exiting utility easement on the north side of the site.

Sanitary Sewer

- Schedule 40 or SDR 26 PVC pipe will be used for the proposed building services.
- There is a sanitary main in the utility easement on the north side of the site for our proposed building connection.

Storm Sewer

- HDPE, RCP, Perforated CMP and Schedule 40 pipe will be proposed for the proposed project
- There is a storm main in the utility easement on the north side of the site for our proposed building connection along with a stub to the south side of the site.

Electrical

- Electric main is in 34th Avenue South

- Location of building transformers – one will likely be required – will be integrated into the design

Gas

- Gas is currently located in 34th Avenue South.

L. ANTICIPATED EMPLOYMENT

Once complete, the proposed project will employ three staff members. There will be two full-time and one part-time staff member.

M. ANTICIPATED HOURS OF OPERATIONS

The facility is anticipated to be a 24-hour facility with multifamily, age-restricted residents. It is anticipated the leasing office staff would work and be on-site between 9 AM and 5 PM Monday through Friday and between 10 AM and 5 PM on Saturdays.

N. ANTICIPATED PROJECT PHASING AND CONSTRUCTION SCHEDULING

The project will be built and completed in a single phase. There are currently no plans for additional phases.