

Hoffman stated he would bring to the Council's attention, that Mr. Dodge had never indicated his service on the Library Board would in any way deter him from serving on the Planning Commission, in addition.

Rezoning R-3 and I-2.  
to IN-1

The Council was requested to consider a request for a rezoning from Residential (R-3) and Industrial (I-2) to Institutional, (IN-1) for the area south of Old Shakopee Road at 34th Avenue. The proposed rezoning is adjacent to the presently zoned Institutional (IN-1) area east of 34th Avenue.

On December 14, 1967, the Planning Commission action had been to recommend the rezoning.

Harry Hoyer, of 3049 East Old Shakopee Road, appeared before the Council, stating he was a property owner "within a block of this proposed building." He stated he was concerned as to the effect on residents in the area--especially as to future costs for utilities. He estimated that the sewer and water costs for an industrial building would cost \$5,000. plus, and based on this he requested that the Council investigate this aspect with the residential taxpayer in mind.

Upon inquiry, the Director of the Public Works Department stated there is an existing water line under deferred assessment for a five year period ending next year. The other utility would be sanitary sewer, and again it is matter of time before a type of sanitary sewer will have to be required. The assessments against this property will be identical, regardless of the zoning or the use of the land. Any new development will require improvement.

Viitala noted that there was development south of Old Shakopee Road, and that this area would be served by this new sewer, also. Upon inquiry from Hoffman for reasons for the rezoning, the Planning Director stated that rezoning was initiated because of the office building by Control Data. The Planning Commission did not feel the property was reasonably developable as single family dwelling area, and office buildings were better than industrial.

Hoffman pointed out that previously, a thorough study of this area had been requested, to be made before any development was allowed. He questioned if any development should be considered before this study is finished.

The Planning Director stated this would be a policy decision by the Council--if they wished to wait for the completion of the study, or if they wished to approve this development which was now possible.

Mr. Fred Winker, facilities manager of the Control Data Corporation, appeared before the Council to state it was Control Data's intention to erect an executive office building, and they were presently negotiating with an architect to begin the designing. He further stated that this would be a relatively small building--intended to house 30 to 50 top level executives, and the area had been chosen for its privacy, and the view, which they desired for their executives.

Robert Darr, of 10119 Girard Avenue South, appeared before the Council to support the statements of Mr. Winker.

Nelson stated he had a comment from a resident in the neighborhood who was concerned about "industrial zoning", and he inquired if any peripheral activity was planned.

Mr. Darr stated that in the foreseeable future there were no plans other than an office building.

Lengthy discussion was held concerning "protections" of Institutional zoning, the extension of the zoning that is presently to the north, location of present sanitary sewer lines, present residential area, a letter stating "no opposition" from a property owner, Mr. Kelly, on the west, and concern over cost.

Malone stated he would move the rezoning be accomplished, for the following reasons: it would be an extension of the zoning to the north, the adjacent property owner is in favor of it, Control Data will be taking great pride in this building, the zoning will be raised from industrial to institutional, and this is the natural place to terminate the zoning, in his opinion.

Mr. Hoyer reappeared before the Council to state that he had talked with Mr. Kelly earlier in the evening, and he understood Mr. Kelly was planning on attending this meeting.

Malone made a motion to table the consideration for twenty minutes, to see if Mr. Kelly arrived. Nelson seconded the motion, and all voted yea.

Conditional Use Permit  
Residential Planned  
Development R-1  
10200 Normandale  
Bloomberg & Duoos  
Case 5842A-67

The Council was requested to consider approval of a conditional use permit for a planned development at 10200 Normandale, for John Bloomberg and Harold A. Duoos, Case 5842A-67.

On November 30, 1967, the Planning Commission action had been to recommend approval of the conditional use permit for a planned development based on affirmatively making the findings of 11.13.E2 and with certain conditions listed in the Planning Commission minutes of November 30, 1967.

Belanger made a motion, with Viitala making the second, to table this consideration until after the planning meeting of January 15, 1968, as this will be discussed as a study item--with no action being taken--at that meeting, along with the Planned Development ordinance. At this meeting a new hearing date will be set, the hearing will be readvertised, and adjacent residents notified.

Art Wilson, of 10410 Normandale, appeared before the Council to state that he was in favor of this project.

Malone stated that as he had made the motion to table to this meeting, he would apologize to the people who came to this meeting to hear the consideration; he felt that the Council had perhaps been remiss in not consulting with the neighbors ahead of time, so that they would know that the planned development ordinance would be studied first.

Mrs. John Shafer, 10401 Normandale appeared to state she still does not favor multiples west of Normandale, and does not favor this one.

Vote was called, and all voted yea.

Malone suggested the City Manager write to the Chairman or President in each case, and suggest these names--this is a touchy thing, he stated, as they may or may not appoint them.

Rezoning R-3 and I-2  
to IN-1. Control Data  
34th Ave. and OSR  
Case 6593A-67

Mayor Thomasberg resumed the consideration of Case 6593A-67 in their request for rezoning. The case had been tabled earlier in the evening, to wait for the appearance of Mr. Kelly, an adjacent neighbor to the area being considered for rezoning.

Mr. Kelly was called, and there was no response.

The City Manager stated that he had seen a letter from Mr. Kelly, and he understood Mr. Kelly was vehemently against the multiple dwelling that was suggested for this area, previously; but his letter represented to the Staff that he did not oppose this rezoning, or this use of the land.

Thomasberg read a photostatic copy of a letter from Mr. Kelly, dated 12-18-67, indicating he would not oppose this rezoning. Belanger made a motion to order the ordinance.

Nelson stated he supported this ordinance, and he would point out to Mr. Hoyer, who felt his property would be "put upon" that when the assessment hearings came up, at a different time than this, he could be heard. He seconded the motion.

O'Neil stated he talked with Mr. Kelly over the phone, this evening, and he verbally assured him that he did not oppose this rezoning.

Vote was called, and all voted yea, except Hoffman who voted nay.

Hoffman stated he would comment on the Institutional zone; he did not feel it did have built-in protection as had been represented. He recalled another property that had gone in under this type of zoning, and then later had put test panels on their property, causing great concern among surrounding neighbors. He stated he was voting against the request for the ordinance at this time, not because he did not feel that Control Data should build this building, but he felt this rezoning had not been handled in accordance with our development plan, such as presently exists. In his opinion, he stated, there was not general consensus that this is a good place to end the industrial zone. And it seemed to him, he further stated, that the main reason for this rezoning was that the Control Data Corporation wants to build an office building with a good view; and if this is what we are going to rezone on, he would object very strongly. For these reasons, he stated, he opposed this action.

Hearing - 1968-2  
Utility Project

The Council was requested to hold a public hearing on the 1968-2 Utility Improvement Project, prepared by the Public Works Department.

Slides were presented by Engineering personnel showing existing utilities, the laterals to be considered, and the trunk sewer area to be considered, as well as how the adjusted front footages are determined. The methods of assessing for the various improvements were discussed.

Individual areas, as numbered on the Report of Administrative Hearing of January 3, 1968, were read off, and a call was made, after each area, for any resident who wished to speak either "for or against" the improvement.

future as to the street plan." Nelson voted nay, stating "this is not a legitimate topic." O'Neil stated his "inclination is to vote nay, but since I don't feel I was a part and parcel to the background on this I feel I should abstain, and I will abstain." Malone voted nay, stating "in view of the problems we have had with past emergency actions of the Council. Beyond that, however, I would ask, informally, if at all possible, anything be held up for two weeks." Thomasberg voted yea. The motion failed; two yeas, four nays and one abstention.

Viitala made a motion to consider holding up the "bridge matters" until the ordinance was presented designating street definitions, and the Council was informed of their powers to regulate various types of streets.

Hoffman stated the Council should first consider a motion to consider discussion of the 106th Street Bridge, and he would move for unanimity to consider the subject.

Viitala stated he would move for unanimity of assent to consider the bridge, and further he moved to hold up on plans for two weeks until the matter of the traffic is determined, and get the ordinance from our City Attorney in two weeks. Hoffman seconded the motion. The vote was as follows: Hoffman, yea; Belanger, nay; Viitala, yea, Nelson abstained "as it is an illegal vote;" O'Neil, abstain; Malone, yea; and Thomasberg, yea.

Upon inquiry, the City Attorney stated that since the motions to declare the subject as urgent business and to secure unanimity of consent both failed, these actions have no effect.

The Council was requested to consider the report and recommendations on the 1968-3 hearing, which was held on January 22, 1968, and which had been submitted to the Council members.

Motion was made by Belanger to uphold the recommendation of the Public Works Department and adopt a resolution ordering the improvements, approving the plans and specifications, directing the Engineer to proceed with the improvements, with the exception of items No. 12, 66 and 105; and further to leave the motion open for any other councilman to add any exceptions.

Viitala stated he would request item 46 be deleted, and he was informed this item was already deleted.

Malone requested that storm sewer Area B be modified as follows: that part of storm sewer that is required for the construction of Old Shakopee Road be included and that part that is not necessary for the construction of Old Shakopee Road be excluded.

O'Neil seconded the motion made by Belanger and amended by Malone, and all voted yea.

Belanger stated that the alternatives for item #12 should be discussed.

Following lengthy discussion of possible procedures of assessment, Viitala made a motion, with Nelson seconding, to lay over items 12 and 66 and to definitely set time for these two items for the next study meeting for more background information, with the action to be taken on a regular meeting in March. All voted yea.

The Council was requested to consider adoption of an ordinance rezoning certain lands being an area located at 3315 East Old Shakopee Road and part of 8100 34th Avenue South from R-3 and I-2 to IN-1.

Hearing - 1968-3  
Street Project

Ordinance Rezoning  
from R-3 & I-2 to  
IN-1 Vicinity of  
Old Shakopee Road  
and 34th Avenue So.

Belanger made a motion, seconded by Thomasberg, with all voting yea except Hoffman, to close the hearing and adopt the ordinance as presented. Hoffman stated he voted nay for the same reason he gave at the previous hearing.

Conditional Use Permit  
Oversized Garage  
Matthew T. Selinsky  
7225 West 86th St.  
Case 6587A-67 R-1

The Council was requested to consider approval of a conditional use permit for an oversized garage for Matthew T. Selinsky, at 7225 West 86th Street, in an R-1 zone.

On January 18, 1968, the Planning Commission recommended approval of the conditional use permit for an oversized garage with the following conditions: 1) possible future access to Lakeview Road not be obstructed, 2) that the same material be used as on the existing portion of the garage and, 3) that an existing car garage be torn down.

Upon inquiry, the Planning Director indicated the stated purpose of the oversized structure was to house both the car and a tractor, but he did agree it was rather large. However, he noted, the applicant was not present at either of the Planning Commission hearings, and was represented by a brother who did not seem to be very familiar with the situation.

Vinjala noted that there have been problems with oversized garages in the past, in that they have been put to other uses.

Nelson made a motion, seconded by Thomasberg, with all voting yea, to lay this request on the table until the Council has been provided with additional information.

Alps Restaurant  
Progress Report

The Council was requested to consider a report of the progress of the Alps Restaurant in complying with terms evolved at the meeting of December 28, 1968.

Mr. Brand, and Mr. Duck, attorneys for the Alps, and Mr. Leuthold of the Alps, as well as Mr. Carr, attorney for Mr. Collins and Mr. Collins appeared before the Council regarding this report.

Mr. Brand reported that at the present time the Alps is in the process of ordering a plastic cage for the stage in the interior of the restaurant, has changed the driveways, and has made headway on the installation of a fence. The Director of the License and Inspection Department noted that a portion of the fence had been erected on City property.

Lengthy discussion followed as to the effectiveness of the cage as a substitute for the acoustical tile paneling of the west wall, as well as the result of its possible ineffectiveness.

The Council members took note of the minutes of December 28, 1967, which listed the following requirements:

1. The Alps will immediately take bids for the immediate construction of acoustical paneling on the west wall of the restaurant according to the recommendations of Mr. Brodie, the sound expert who testified on behalf of the Alps.
2. The Alps Restaurant will immediately explore the possibility of enclosing the stage in glass, or, in the alternative, determine what effects parabolic arches would have on reducing noise level.
3. The Alps will take steps to develop airlocks on their entrances which would prevent noise emanating from the Alps each time a door was opened.

3/5/68

ORDINANCE NO. 68-9

AN ORDINANCE REZONING CERTAIN LANDS BEING AN AREA LOCATED AT 3315 EAST OLD SHAKOPEE ROAD AND PART OF 8100-34th AVENUE SOUTH FROM R-3 AND I-2 TO IN-1 AND AMENDING SECTION 12.02 OF THE CITY CODE.

The City Council of the City of Bloomington ordains:

Section 1. That certain lands located at 3315 East Old Shakopee Road and part of 8100-34th Avenue South are rezoned from Residential(R-3) and Industrial (I-2) to Institutional (IN-1).

Section 2. That Section 12.02 B of the City Code is amended to read:

12.02. Institutional Districts. The following areas of the City are hereby zoned as institutional districts and are subject to those restrictions applicable to the indicated zoning districts as contained in the Zoning Code.

\* \* \*

B. IN-1 Institutional District.

Commencing at the intersection of the centerline of East 80th Street and 34th Avenue; thence East to the Northeast corner of the Southeast Quarter of the Northwest Quarter Section 6, Township 27, Range 23, Hennepin County, Minnesota; thence South along the East line of said Southeast Quarter of the Northwest Quarter to the foot of the Minnesota River Bluff; thence Southwesterly along the foot of the Minnesota River Bluff to the South line of said Southeast Quarter of the Northwest Quarter; thence West along said South line to the intersection with the centerline of 34th Avenue South extended; thence North along the centerline to the place of beginning.

That part of the Southwest Quarter of the Northwest Quarter of Section 6, Township 27, Range 23, Hennepin County, Minnesota, described as follows: Beginning at the intersection of the South line of said Southwest Quarter of the Northwest Quarter of Section 1 and the centerline of County Road No. 1 (Old Shakopee Road); thence Northwesterly at right angles to said centerline of County Road No. 1 a distance of 200 feet; thence Northeasterly at right angles a distance of 612 feet, more or less, to the East line of said Southwest Quarter of the Northwest Quarter (said East line of said Southwest Quarter of the Northwest Quarter being the centerline of 34th Avenue South); thence Southerly and Southwesterly along the centerline of 34th Avenue South and County Road No. 1 to the point of beginning.

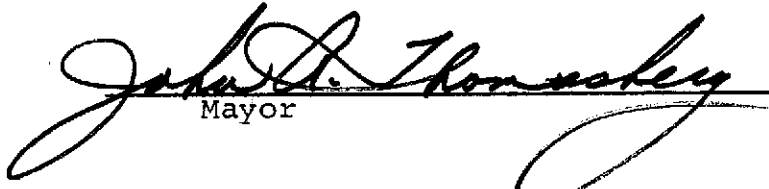
All that part of the North 1/2 of the Southwest Quarter of Section 6, Township 27, Range 23, described as follows: Commencing at the

Northwest corner of said Southwest Quarter of Section 6; thence South along the West line thereof 200 feet; thence East at right angles 100 feet; thence South parallel with the West line of said Southwest Quarter of Section 6, 123.8 feet, more or less, to the intersection of said line with a line perpendicular to the West line of said Southwest Quarter of Section 6, erected at a point therein; 996.2 feet North of the Southwest corner of said Southwest Quarter of Section 6; thence East along said latter line 774.5 feet (said line to be hereinafter referred to as Line "A"); thence South at right angles 996.2 feet, more or less, to the South line of the Northwest Quarter of the Southwest Quarter of Section 6; thence East along said line to the Southwest corner of the Northeast Quarter of the Southwest Quarter of said Section 6; thence Northeasterly in a straight line to the center of said Section 6; thence West along the North line of the Southwest Quarter of Section 6 to the place of beginning; except that part thereof lying Northwesterly of the centerline of Old Shakopee Road; except that part thereof lying Westerly of a line drawn Northwesterly at an angle of 69°20'30" from a point in said Line "A", distant 741.11 feet East, as measured along said line, from the West line of said Section 6.


and

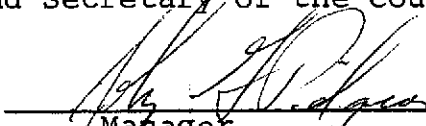
All that part of the Southwest Quarter of the Northwest Quarter Section 6, Township 27, Range 23, according to the Government Survey thereof lying Southeasterly of the centerline of East Old Shakopee Road, subject to the right-of-way of said road.

Passed and adopted this 5th day of February, 1968.

  
 \_\_\_\_\_  
 Mayor

Attest:

  
 \_\_\_\_\_  
 Clerk and Secretary of the Council

APPROVED:   
 \_\_\_\_\_  
 Manager

APPROVED:   
 \_\_\_\_\_  
 Attorney



# Request for Council Action

Originator <b>Community Development</b>	Item <b>Revised Preliminary Development Plan and Preliminary Plat</b>	# <b>5.2A1,2</b>
Agenda Section <b>HEARINGS/PUBLIC INPUT</b> Development Business	By RMS <i>SM</i>	Approved <i>CB</i>
Description	Date <b>02/6/06</b>	

Case 2830CD-05

## GENERAL INFORMATION

Applicant: MG Bloomington, LLC

Location: 8100 34th Avenue

Request:
 

1. Revised Preliminary Development Plan for a Mixed-Use, Transit-Oriented Development (Case 2830C-05); and
2. Preliminary Plat of Bloomington Central Station 2<sup>nd</sup> Addition (Case 2830D-05)

Existing Land Use and Zoning: Office and Residential; HX-R(PD)

Surrounding Land Use and Zoning:
 

- East - Office, Hotel, Financial Institution; zoned CO-1(PD) and CS-1(PD)
- South - Office and Low Density Residential (to be purchased by MAC); zoned CO-1(PD) and CS-1(BP-2) and CS-1(AR-17)(BP-2)
- West - Light Manufacturing, Transit Station Utility and Undeveloped; zoned CO-1(PD)(AR-17)
- North - Light Manufacturing, Office, Remote Airport Parking; zoned CO-1(PD) and CS-1

Comprehensive Plan: The Comprehensive Land Use Plan recommends Airport South Mixed Use land use for the property.

Related Applications: Case 2830D-06 - Preliminary and Final Plat of Bloomington Central Station 2<sup>nd</sup> Addition.

**Council Action**

Motion by Wilson Second by Peterson to Approve (7-0)

## PROPOSAL

### Background

The Bloomington Central Station mixed-use transit-oriented development (TOD) project was initially approved on December 6, 2005. City Council approved a Preliminary Development Plan for the entire 43 acre project and a Final Development Plan for the first phase of housing—two 17-story condominium towers with a total of 263 dwelling units. The December 6, 2005 approved Preliminary Development Plan includes high density residential (1103 dwelling units), a 200 room full service hotel, office (including the existing HealthPartners office tower) and retail uses and parks and common open space. The project centers around the Bloomington Central Station, one of three Hiawatha Light Rail Transit (LRT) stations in the City of Bloomington. Primary site access points will be from American Boulevard East at International Drive and from East Old Shakopee Road.

### Current Proposal

The application under consideration is a Revised Preliminary Development Plan for the next phases of the Bloomington Central Station project. The revised plan includes the following main items:

1. Refinement of the next phase of residential development (840 dwelling units) located north of the LRT line and the Reflections condominium project—specifically, there are proposed five 16-story buildings, one, 6-story double loaded building, and two and three-story townhomes that wrap the base of the 16-story buildings;
2. Change in the location and program for the full-service hotel—hotel rooms to increase from 200 rooms to 350 rooms with the hotel being removed from the Central Station Park and sited just to the north adjacent to the north office building;
3. Revision of the office development program; and
4. Additional detail on the Central Station Park concept with a minor increase in park area and a conceptual layout as a basis for a future final development plan submission.

A subdivision application has been submitted for replatting of lots to coincide with the Revised Preliminary Development Plan (Case 2830D-05).

**APPLICABLE REGULATIONS**                      Section 19.29 HX-R High Intensity Mixed Use with Residential

**REQUIRED FINDINGS**                              Sec. 19.38.01(e)(5)(A),(B),(C),(D),(E),(F),(G),(H)

### **HISTORY**

City Council Action:                              12/06/04—City Council approved Revised Preliminary Development Plan, Final Development Plan, and Preliminary and Final Plat.

### **CHRONOLOGY**

Planning Commission Agenda:                01/26/06 – Public hearing scheduled.

Planning Commission Action: 01/26/06 – Recommended approval of a revised preliminary development plan for a transit oriented mixed use development with seven conditions and one Code requirement (Case 2830C-05).

Planning Commission Action: 01/26/06 – Recommended approval of the preliminary plat of Bloomington Central Station 2<sup>nd</sup> Addition with seven conditions (Case 2830D-05).

City Council Agenda: 02/6/06 – Public hearing scheduled.

**DEADLINE FOR AGENCY ACTION**

Application Date: 12/21/05  
60 Days: 02/18/06  
Extension Letter Mailed: No  
120 Days: 04/91/06

## RECOMMENDED CITY COUNCIL ACTION

### (Case 2830C-05)

The Planning Division Staff and the Planning Commission recommend approval of a revised preliminary development plan for a transit oriented mixed use development as contained in the narrative and plan set for Case 2830C-05 subject to the following conditions:

- 1) A modified site development agreement be executed by the applicant and the City including (1) all approved plans and revised conditions as presented in Case 2830C-05 and (2) all conditions of approval and related documents and agreements between the applicant, City, and Bloomington Port Authority as determined by the City Attorney, Bloomington Port Authority Administrator, and the Director of Community Development;
- 2) Based on the Bloomington Central Station Traffic Study dated October 28, 2004 as amended by supplement material dated November 10, 2004 submitted by the applicant and contained in Case 2830G-04, traffic improvements shall be determined at the time of each subsequent final development plan application as determined by the City Council based on the evaluation or study of conditions existing at the time of final development plan submittal;
- 3) Transportation Management Plan to be approved prior to the issuance of the first occupancy permit for the Phase I housing element by the Director of Public Works including trip reduction alternatives and programs, a schedule for implementation and procedure for evaluation and revision based on project phases;
- 4) The Bloomington Central Station: Stormwater Management Summary dated October 26, 2004 (revised date) as approved by the Director of Public Works shall be supplemented with additional information: 1) a listing of long term maintenance procedures for Bloomington Central Station stormwater facilities (including procedures for periodic monitoring and assessment) and 2) a stormwater facilities maintenance escrow fund and replacement surety plan;
- 5) A sanitary sewer flow study shall be conducted prior to the implementation of Phase 3 development that is identified in the project phasing section contained in the Bloomington Central Station Traffic Study dated October 28, 2004 as amended;
- 6) Modified Urban Design Guideline Plan, including Case 2830C-05 approved revisions, outlining principles for physical, function, visual and architectural integration to be submitted and approved by the Director of Community Development to be utilized in the review and assessment of individual Final Development Plan requests; and
- 7) Each subsequent final development plan application which is not consistent with the approved preliminary development plan as determined by the Director of Community Development shall be accompanied by an application for a revised preliminary development plan complying with all zoning district regulations;

and subject to the following City Code requirements:

- 1) Property be platted in accordance with the requirements of Chapter 16 of the City Code (Sec. 16.03).

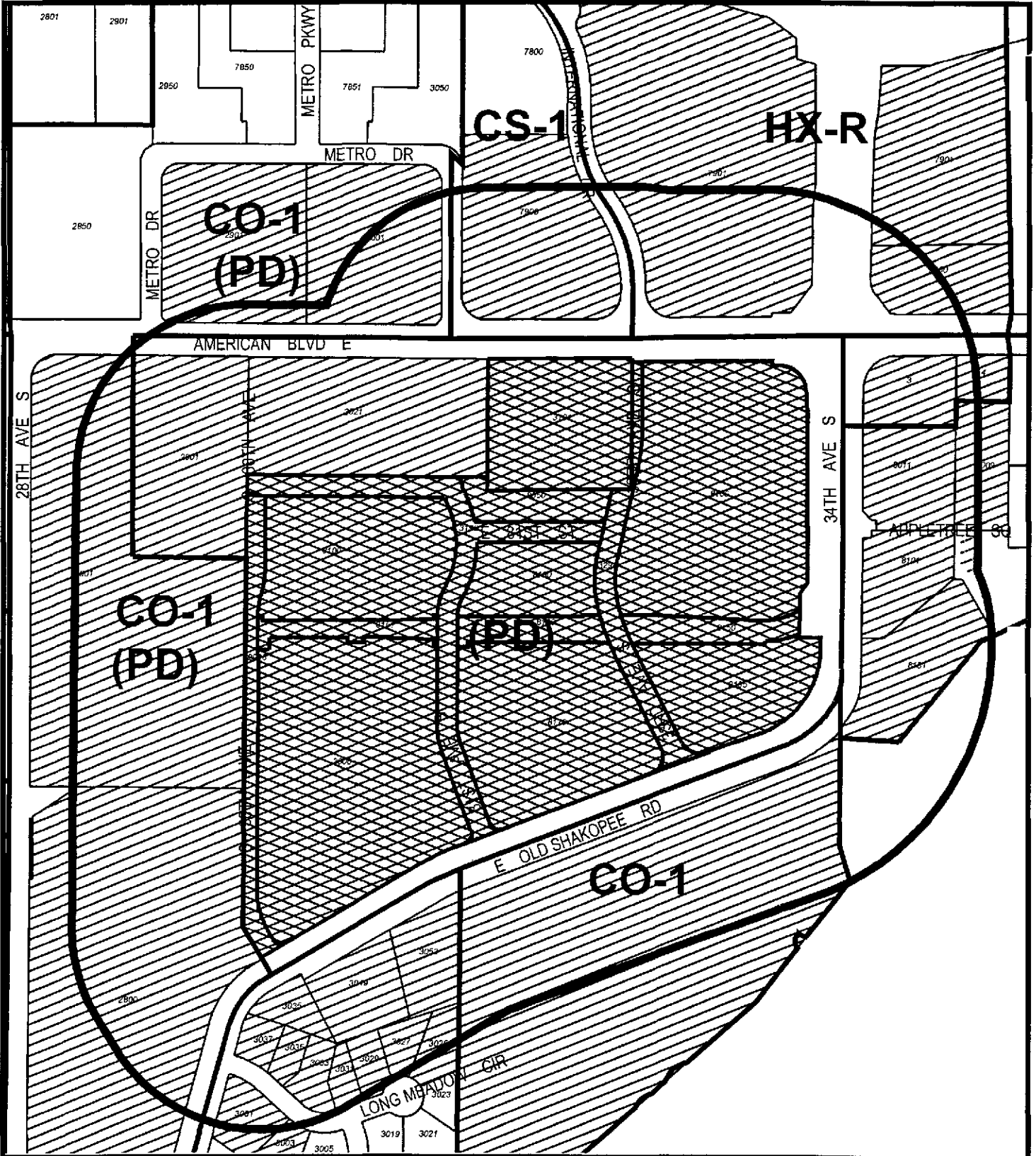
**(Case 2830D-05)**



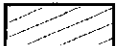
The Planning Division Staff and the Planning Commission recommend approval of the Preliminary Plat of Bloomington Central Station 2<sup>nd</sup> Addition, subject to the following conditions:


- 1) Provide title opinion or title commitment;
- 2) Standard drainage and utility easement be shown along public street frontage(s) as approved by the City Engineer;
- 3) Connection charges be satisfied;
- 4) Common driveway/access/ parking/circulation agreement/easement be provided as approved by the City Engineer;
- 5) Grading, drainage, utility and erosion control plans be approved by the City Engineer following review by the appropriate watershed district;
- 6) Temporary street signs, lighting, and addresses shall be provided during construction; and
- 7) Surveyor to provide monumentation letter certifying that all monuments shall be placed within one year of filing the plat, unless set before filing.

# City of Bloomington Notification Map

5.2A1,2



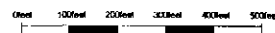
Notification Boundary   
 Applicant Property   
 Notified Properties 

Zoning District Boundary   
 (Labels Refer to Zoning District)

CASE 2830CD-05

(A notice of this application was sent to the registered owner of these properties)

SCALE: 1" = 400'



Date of plot: 12/22/05

-6-

Findings Required for  
the Approval of

5.2A1,2

Rezoning to a Planned Development Overlay District,  
Preliminary Development Plan, or  
Final Development Plan

The Planning Commission and the City Council shall find the following prior to the approval of preliminary development plans or final development building plans:

- (A) The planned development is not in conflict with the Comprehensive Plan.
- (B) The planned development is not in conflict with any adopted district plan.
- (C) The planned development is not in conflict with the intent of the primary zoning district.
- (D) The planned development is not in conflict with other applicable provisions of the City Code, subject to the provisions of Section 19.38(c).
- (E) The planned development or unit thereof is of sufficient size, composition, and arrangement that its construction, marketing, and operation is feasible as a complete unit without dependence upon any subsequent unit.
- (F) The planned development will not create an excessive burden on parks, schools, streets, and other public facilities and utilities which serve or are proposed to serve the planned development.
- (G) The planned development will not have an undue and adverse impact on the reasonable enjoyment of neighborhood property.
- (H) That any variation from strict application of the primary zoning district provisions in the planned development are not in conflict with the intent of the Planned Development Overlay District and are justified by the design of the proposed development.

Originator Community Development	Item <b>Revised Preliminary Development Plan and Preliminary Plat</b>		# 5.2A1,2
Agenda Section HEARINGS/PUBLIC INPUT Development Business	By RMS	Approved	Date 02/6/06

**APPLICANT:**                    **MG Bloomington, LLC**  
**SITE LOCATION:**            **8100 34th Avenue**

**Materials enclosed:**

- Staff Report
- Planning Commission Minutes of 1/26/06 (Will be a handout at the Council meeting)
- Development Review Committee Minutes of 1/3/06
- Applicant's Narrative
- Drawings
- Colored Overall Site Plan
- Colored Overall Site Plan – North

**(Case 2830DC-05)**

CITY OF BLOOMINGTON  
Division of City Planning  
**REPORT TO THE PLANNING COMMISSION**  
January 26, 2006

Item 1

**GENERAL INFORMATION**

Applicant: MG Bloomington, LLC (Case 2830CD-05)

Location: 8100 34th Avenue

Request: Revised Preliminary Development Plan for a Mixed Use Transit-Oriented-Development (Case 2830C-05); and Preliminary and Final Plat of Bloomington Central Station 2<sup>nd</sup> Addition (Case 2830D-05)

**PROPOSAL**

Background

The Bloomington Central Station mixed-use transit-oriented development (TOD) project was initially approved on December 6, 2005. City Council approved a preliminary development plan for the entire project 43 acre project and a final development plan for the first phase of housing—two 17-story condominium towers with a total of 263 dwelling units. The December 6, 2005 approved preliminary development plan includes high density residential (1103 dwelling units), a 200 room full service hotel, office (including the existing Health Partners office tower) and retail uses and parks and common open space. The project centers around the Bloomington Central Station, one of three Hiawatha Light Rail Transit (LRT) stations in the City of Bloomington. Primary site access points will be from American Boulevard E. at International Drive and from East Old Shakopee Road.

Current Proposal

The application under consideration is a Revised Preliminary Development Plan and subdivision for the next phases of the Bloomington Central Station project. The revised plan and plat includes the following elements:

**Preliminary Development Plan—Revisions**

1. Revised Central Station Park size and location
2. Revised Hotel size, program and site location
3. Revised Central Park Office and parking ramp
4. Revised West Office and Northwest Office
5. Revised NE Housing buildings and site plan
6. Decrease in Preliminary Development Plan office component
7. Decrease in Preliminary Development Plan retail component

**Plat—Revisions**

1. Plat includes the General Dynamics East parcel
2. Plat reflects administrative subdivision of old Outlot E
3. Plat includes revised 81<sup>st</sup> Street alignment
4. Plat includes revised 31<sup>st</sup> Avenue alignment

## ANALYSIS

A revision of the adopted Preliminary Development Plan for the Bloomington Central Station prior to the submission of final development plans for individual project components represents a slight modification of the overall development framework. The changes are a refinement of development objectives and provide additional information and detail. The project continues to be based on a mixed use transit-oriented-development concept to cluster or concentrate a mixture of complementary uses in proximity to the Bloomington Central Station.

The previously approved development plan for the site will be replaced by a new revised preliminary development plan that would serve as a general framework for the future redevelopment of the site. Approval of the revised preliminary development does not assure development of any specific building but establishes parameters for future development. Individual buildings or improvements require final development plan approval prior to construction. Section 19.38.01(e)(3) states the purpose of the final development plan: The purpose of the final development plan is to establish a detailed development plan for a proposed development.

### Revised Central Station Park

The Central Station Park is a major element of the project that provides a central open space focus for the entire development. In the Revised Preliminary Development Plan the park space is slightly increased from 1.2 acres to 1.59 acres. Additional detail on the layout and design of the park space is included in the plan revision. The general design is based on historical and regional landscape themes that provides the basis for a variety of sublandscaped areas in the park allowing for a multi-use space that is a positive recreational amenity. Additionally, the layout includes important pedestrian connections that tie elements of the development together for residents and visitors. Final layout and design will be included as a separate Final Development Plan submittal. That submittal should include details on park furnishings, landscaping, and stormwater utility improvements.

### Revised Hotel Development

Revision of the hotel development includes an increase in size from 200 rooms to 350 rooms and a new location just north of the Central Station Park. The previous location for the hotel was within the Central Station Park, sited on the east side of the parcel. A revised site improves the future utilization of the Central Station Park site and re-positions the hotel to a location that will allow the building to function more efficiently for hotel users and for those living or working within the development. The new location provides for a more balanced spatial arrangement of building around the Central Station Park and within the development. The hotel relates well to the Central Station Park and adjacent office structure and multi-purposed parking facility. The hotel is planned as a full service facility with restaurant and conference space. Architecturally, the building will be compatible with the overall architectural design of the project. As with the Central Station Park, final layout and architectural design will be included as a separate Final Development Plan submittal.

### Revised Northeast Housing

A most important aspect of the plan revision is additional detail on the residential concept for the Northeast Housing area. The Northeast Housing area is north of the Reflections condominium buildings and the Hiawatha LRT alignment and south and west of the 34<sup>th</sup> Avenue and American

Boulevard intersection. This area remains 8.78 acres in size and is below the 70 dB DNL aircraft noise contour. The new plan proposes a new site layout that is more compact and open with buildings closer to private and public streets with more useable open space. Proposed are five 16-story buildings, one 6 story double loaded building, and two and three story town homes that wrap the base of the 16- story buildings. Access, circulation and parking is arranged in a manner in that is accommodating to vehicular and pedestrian movements. Northeast housing types is further defined in the plan revision and includes a several building types at varying scales and densities. There is a small increase in the total number of dwelling units from 828 units to 840 units; housing density will slightly increase from 92.4 du/a to 95.6 du/a. The total number of units for the entire project, however, will remain unchanged—1103 units. A 1388 underground parking structure (2 levels) is included in the plan revision. This area is planned as a mixed use with approximately 34,000 sq. ft. of commercial space (an increase from 8,000 sq. ft.). Final layout and architectural design will be included as a separate Final Development Plan submittal.

#### Revised Central Park Office, West Office and Northwest Office

There is a revision in the primary office component of the project. The Central Park Office project within the project is planned as a 359,500 sq. ft. 12-story building that will be connected to the parking structure that will also provide parking for the hotel. This building is planned in conjunction with the hotel structure and will function as a integrated development. Additional office use is shown in the context plan that includes the redevelopment of the General Dynamics west building.

The southwest office component, just west of the existing Health Partners building and planned expansion, is adjacent to East Old Shakopee Rd between 31<sup>st</sup> Avenue and 30<sup>th</sup> Avenue and south of the LRT trackage. Two office building are proposed with an increase from 551,700 sq. ft. to 623,700 sq. ft.(an increase of 72,700 sq. ft.). Included in the plan are two parking structure with access from 30<sup>th</sup> Avenue (i.e., West Road)

Finally, the office development program is revised with the inclusion of office development (identified in the context plan) on the General Dynamics west building site. A second office building (10-story 306,500 sq. ft.) with a 1800 space parking structure is included.

#### Sanitary Sewer Utility Services

As for the provision of sanitary sewer utility services, City Utility Division Staff modeling for the approved preliminary development plan (December 2004) indicated adequate capacity for the initial two phases of the project. Project phasing will affect flow rate. Previous City planning and environmental review documents have anticipated the need for modification in a segment of the Killebrew Drive lines serving this Airport South sanitary sewer district in order to increase capacity.

Full development of all Airport South parcels may exceed the capacity of parts of the City's infrastructure. As improvements are needed, properties in Airport South are likely to share in the cost of upgrading through future special assessments and/or through Airport South TIF financing. The extent of those assessments is, of course, unknown at this time.

Revised Preliminary Development Plan—Summary

The proposed Revised Preliminary Development Plan changes are appropriate refinements that are compatible with the intent of the Bloomington Central Station project and the City development goals for Airport South. Building, open space and street and pedestrian circulation revisions are modifications that improve the general site layout and urban design of this transit-oriented-development project. The revisions are consistent with the HX-R District regulations including housing location, projected housing density (94.4 du/acre), and projected floor area ratio (2.01 FAR). Proposed new building heights are less than or equal to the height regulations as prescribed by the 2004 MSP Zoning Ordinance.

An updated traffic study was submitted by the applicant. The study is a comparative analysis that is supplemental to the project Traffic Impact Study dated October 28, 2004. The project Traffic Impact Study provides a list of mitigative measures that correspond to the phasing of development. The supplemental analysis that is included in this application submittal indicates that no significant traffic impacts are expected by this Revised Preliminary Development Plan. Planning Staff notes that the supplemental analysis, unless information is provided otherwise, is consistent with the Traffic Impact Study dated October 28, 2004. As with most large scaled phased projects, the mitigative measures identified are a list of recommended improvements to be reviewed and approved separately as future final development plans are submitted.

Preliminary and Final Plat: Bloomington Central Station 2<sup>nd</sup> Addition (Case 2830D-05)

The 40.366 acre subdivision reflects the parcelization for the proposed Revised Preliminary Development Plan for the Bloomington Central Station transit oriented mixed use development project (Case 2830C-05). The plat consists of two blocks and two lots, eleven outlots and right-of-way. Included in the subdivision is the dedication of rights-of-way along American Boulevard. The subdivision includes the 3.96 acre General Dynamics east parcel.

## RECOMMENDATIONS

In Case 2830C-05 Staff recommends approval of a revised preliminary development plan for a transit oriented mixed use development as contained in the narrative and plan set for Case 2830C-05 subject to the following conditions:

- 1) A modified site development agreement be executed by the applicant and the City including (1) all approved plans and revised conditions as presented in Case 2830C-05 and (2) all conditions of approval and related documents and agreements between the applicant, City, and Bloomington Port Authority as determined by the City Attorney, Bloomington Port Authority Administrator, and the Director of Community Development;
- 2) Based on the Bloomington Central Station Traffic Study dated October 28, 2004 as amended by supplement material dated November 10, 2004 submitted by the applicant and contained in Case 2830G-04, traffic improvements shall be determined at the time of each subsequent final development plan application as determined by the City Council based on the evaluation or study of conditions existing at the time of final development plan submittal;

- 3) Transportation Management Plan to be approved prior to the issuance of the first occupancy permit for the Phase I housing element by the Director of Public Works including trip reduction alternatives and programs, a schedule for implementation and procedure for evaluation and revision based on project phases;
- 4) The Bloomington Central Station: Stormwater Management Summary dated October 26, 2004 (revision date) as approved by the Director of Public Works shall be supplemented with additional information: 1) a listing of long term maintenance procedures for Bloomington Central Station stormwater facilities (including procedures for periodic monitoring and assessment) and 2) a stormwater facilities maintenance escrow fund and replacement surety plan;
- 5) A sanitary sewer flow study shall be conducted prior to the implementation of Phase 3 development that is identified in the project phasing section contained in the Bloomington Central Station Traffic Study dated October 28, 2004 as amended;
- 6) Modified Urban Design Guideline Plan, including Case 2830C-05 approved revisions, outlining principles for physical, function, visual and architectural integration to be submitted and approved by the Director of Community Development to be utilized in the review and assessment of individual Final Development Plan requests; and
- 7) Each subsequent final development plan application which is not consistent with the approved preliminary development plan as determined by the Director of Community Development shall be accompanied by an application for a revised preliminary development plan complying with all zoning district regulations;

and subject to the following City Code requirements:

- 1) Property be platted in accordance with the requirements of Chapter 16 of the City Code (Sec. 16.03).

In Case 2830D-05, Staff recommends approval of the Preliminary and Final Plat: Bloomington Central Station 2<sup>nd</sup> Addition, subject to the following conditions:

- 1) Provide title opinion or title commitment;
- 2) Standard drainage and utility easement be shown along public street frontage(s) as approved by the City Engineer;
- 3) Connection charges be satisfied;
- 4) Common driveway/access/ parking/circulation agreement/easement be provided as approved by the City Engineer;
- 5) Grading, drainage, utility and erosion control plans be approved by the City Engineer following review by the appropriate watershed district;
- 6) Temporary street signs, lighting, and addresses shall be provided during construction; and
- 7) Surveyor to provide monumentation letter certifying that all monuments shall be placed within one year of filing the plat, unless set before filing.

planning\p\reports\2830c05.doc

---

**Item 2**  
9:20 a.m.

**Project Name:** MG Bloomington, LLC  
**Formal** Formal  
**Cases:** 2830C-05 and 2830D-05  
**Application Type:** Revised Preliminary Development Plan  
Subdivision  
**Site Address:** 8100 34<sup>th</sup> Avenue  
**Plat Name:** Bloomington Central Station Addition  
**Proposal:** 1. Revised Preliminary Development Plan for a Mixed-Use, Transit-Oriented  
Development (Case 2830C-05); and  
2. Preliminary and Final Plat of Bloomington Central Station 2<sup>nd</sup> Addition  
(Case 2830D-05)

**Contact Name:** Thomas J. McGough, Jr.                      Thomas J. Lincoln, PE  
**Address:** MG Bloomington, LLC                      URS Corporation  
2737 Fairview Avenue North                      700 Third Street South  
St. Paul, MN 55113                      Minneapolis, MN 55415  
**Phone/Fax:** (651) 633-5050                      (612) 373-6430  
FAX – (651) 633-5673                      (612) 370-1378

**Staff Planner:** Robert Sharlin  
**Extension:** 8925  
**PC Hearing Date:** Thursday, January 26, 2006  
**CC Hearing Date:** Monday, February 6, 2006  
**Process:** Public Hearing  
**Reviews:** DRC  
Planning Commission  
City Council  
Traffic Commission

---

**Guests Present**

Mark Fabel – McGough	<a href="mailto:mfabel@mcgough.com">mfabel@mcgough.com</a>
Thomas Lincoln – URS	<a href="mailto:Thomas_lincoln@urscorp.com">Thomas_lincoln@urscorp.com</a>
Stephanie Black – URS	<a href="mailto:Stephanie_black@urscorp.com">Stephanie_black@urscorp.com</a>
Bake Baker - McGough	<a href="mailto:bbaker@mcgough.com">bbaker@mcgough.com</a>

**Discussion/Comments:**

**Revised Preliminary Development Plan**

- Bob Sharlin (Planning) – Revised preliminary development plan for the next phase of residential development, approximately 840 dwelling units located north of the LRT line, change location of hotel site to a site north of the Central Station Park. Also includes revised office development.
- Tom Lincoln (URS) – Reviewed revised proposal. The revisions are some refinements to the Preliminary Development plan. A few revisions are as follows:
  - Revised concept for northeast dwelling units (840) in five towers to take advantage of view sheds along with some architectural changes. It will be built over two levels of parking levels (below grade) with 238 parking spaces being dedicated to Health Partners, remainder parking for the residents.
  - Also changes the location and size of hotel, 350 rooms, conference and meeting space.

- Small change in office configuration shifted to the west side of the site. Another major change is where 4 office buildings were shown north of LRT there would now be 3 office buildings located there will roughly the same square footage. No changes to the southwest office configuration. Roadways: 33<sup>rd</sup> Avenue – no changes. 31<sup>st</sup> – slight alignment change as it crosses over LRT tracks. Shifted 81<sup>st</sup> Street slighter further south. 81<sup>st</sup> creating a “t” intersection at 31<sup>st</sup> Avenue. Park area now will be slightly larger. Storm water management remains the same, ultimately controlled by a storm water pond located in the southwest portion of the site, to be expanded in future development.
- Park & Recreation – no one present. Tom Lincoln noted they have a meeting in January with P&R.
- Mark Reichel (Assessing) – no comment on development plan.
- Environmental Health – no one present. Contact Eric Solie at 952-563-8978.
- Duke Johnson (Building and Inspection) Talked about the phasing and issuance of permits – will need to discuss this process to handle better than Phase I (such as one person calling for permit rather than several, etc.). Also mentioned that codes are changing.
- Gene Dugal (Fire Prevention) – Sprinkler system, smoke and fire alarm system, fire access and hydrants will be items to be reviewed further.
- Niki Pierson (Police) – Security and lighting review (as per City Code). Contact Emergency Director of the Police Department (Jim Ryan) for coordinating any evacuation/emergency plans.
- Jennifer Desrude (Engineering) – Provided Public Works comments to applicants noting the review is not complete by Engineering yet – should be by January 9<sup>th</sup>. – She reviewed a few comments. Under Traffic - table one of SRF dated 12/16/05 memo is missing, Parking and Traffic Management plans are required prior to TTAC meeting, queuing/capacity/operational concerns are listed below. Water Resources – resubmit a storm water plan in entirety - Contact Scott Anderson (952-563-4867) to discuss further. Any alterations to the previously approved pond must be approved prior to permits and construction.
- Tim Kampa (Utilities) – Reviewed his comments provided to the applicants. There seems to be some elements missing and inconsistencies from the 90% plans previously reviewed. Water service into the Health Partners building is different. Northeast housing doesn't look like there are services to these buildings? Fire protection and hydrant locations? Talked about an easement on west end going up to 28<sup>th</sup> Avenue for water and sewer – make sure there is a common easement maintenance agreement. Crossing of LRT with water main – include isolation couplings. Some items may be included in future phases but Utilities will have to look closely when more detailed plans are submitted.
- Bob Sharlin (Planning) – Reviewed items for staff report that may need further discussion – urban design guidelines plan, interior circulation and parking, access points at 34<sup>th</sup> Avenue, setbacks along public ROW, connectivity and pedestrian circulation, hotel, office and parking structures in relationship to setbacks – vehicular and pedestrian access, service access, revised plan review, utilities, capacities for sanitary sewer & water, storm water management.

Public Works comments reviewed and provided to the applicants for development:

FORMAL REVIEW NOT COMPLETED AS OF 1/3/06. FINAL COMMENTS TO BE REVIEWED WITH URS ON 1/11/06 (REDLINED PLANS)

All redline comments on plan sheets 5-14, 25, 42-45

1.	Development Coordinator (JD)	Right-of Way Agent (BG)	Surveyor (LS)
----	------------------------------	-------------------------	---------------

CC = Council Condition of Approval

PC = Plan Comments - need to revise plans or satisfy comment, but does not necessitate a Council condition

S/R = Suggestions/Recommendations

CC PC S/R

- Connection charges due – \$ to be determined.
- Provide standard drainage and utility easements 10 feet along street frontages.
- Provide signed copy of private common driveway/parking/access easement agreement.
- Provide signed copy of private common utility easement agreement.
- Provide signed copy of private infiltration basin easement agreement.
- Furnish Grading, Drainage, Utility, and Erosion Control plan; to be approved by the City Engineer prior to issuance of permits.
- Temporary street signs, lighting, and addresses shall be provided during construction.
- Public Works Permit Application for Work within Right-of-Way is required prior to removal or installation of concrete driveway and curb, installation of sidewalk/bikeway, or other work within the public right-of-way. Contact Dave Kutscher at 952-563-4568 for permit application and for fee information.

Sheet 6 - ? on roadway width

Sheet 7 – parking B, north driveway should be egress only.

2. Traffic Engineer (CS)

CC = Council Condition of Approval

PC = Plan Comments - need to revise plans or satisfy comment, but does not necessitate a Council condition

S/R = Suggestions/Recommendations

CC PC S/R

Revised plan increases traffic at some locations and increases traffic in earlier phases of development. Traffic and parking impacts need to be determined. The revised Preliminary Development Plan applicant narrative (p 14) states turning movements at all key intersections were analyzed. Provide capacity analysis for review.

~~Table 1 of SRF 12/16/05 memo was missing.~~

Parking and traffic management plans required (submit for review before TTAC meeting).

Queuing/capacity/operational concerns include:

- 1<sup>st</sup> access point south of American Blvd on 33<sup>rd</sup> Avenue.
- Offset between 81<sup>st</sup> Street and NE residential access on 33<sup>rd</sup> Avenue.
- Access point location/alignment south of American Blvd on 31<sup>st</sup> Avenue.
- Access point locations/spacing on 30<sup>th</sup> Avenue.

Several landscape/sight distance conflicts.

Provide parking stall and aisle dimensions. It appears some spaces do not have turn around space or access.

Where will construction equipment be staged? Plan will be needed that does not encroach on public right of way.

Trip and parking analysis did not include generation for conference space.

Additional Comments on plan sheets:

Page 3 – Design and location of access points, turn lanes, etc.

Pages 8,9,10 – Lane widths.

Page 14 – Sight obstructions

Pages 26A, 26B, 27A, 27B – Tandem and compact stalls included in counts? Also access issues.

3. Senior Civil Engineer (SR) Street Engineer (JL)

CC = Council Condition of Approval

PC = Plan Comments - need to revise plans or satisfy comment, but does not necessitate a Council condition

S/R = Suggestions/Recommendations

CC PC S/R

Restore City street by complying with the City Street Improvement Policy; contact Dave Kutscher (952-563-4568) for the requirements and show this on the plan.

No landscaping, ponds, retaining walls, or any structure within sidewalk, drainage, and utility or traffic easements.

Construct sidewalk with truncated dome type sidewalk pedestrian ramps, per new ADA and MnDOT requirements.

Bloomington standard non-residential driveway apron required (see detail).

Verify sidewalks do not exceed 2% maximum cross slope and 5% maximum longitudinal grade per ADA requirements.

On 30<sup>th</sup> Avenue why are you changing curb types from B624 to B618. Even though B618 is existing wouldn't it make more sense to either replace it or use B618 everywhere? City standard is B618.

Please add sidewalk to the typical section C (30<sup>th</sup> Avenue south of LRT).

Sidewalk is shown on the plan at typical section D but is not shown on the typical section. This also occurs on other typicals like F&G, etc. Please show correctly.

Please check scales of preliminary plat. They do not appear correct.

The contours in areas of typical section G (31<sup>st</sup>, 33<sup>rd</sup> Avenue) with valley gutter are shown as if a B6 type curb is in that area. Valley gutter seems like a poor idea on the road.

People will not walk in a circle around an object when the shortest distance is a straight line. Please place sidewalk straight across at parking A on sheet 11.

Why build Central Park as phase 2A.1. Wouldn't it make a good construction staging area for phase 2A?

How does circulation work for RES I in phase 2B work? It appears they can come in but how do they get out?

4. Senior Water Resources Engineer (SA) Water Resources Engineer (SS)

CC = Council Condition of Approval

PC = Plan Comments - need to revise plans or satisfy comment, but does not necessitate a Council condition

S/R = Suggestions/Recommendations

CC PC S/R

Provide Stormwater Management Plan – include: \* Resubmit stormwater plan in entirety. All modifications to original Stormwater Management plan must be approved.

o Stormwater Rate Control – No net increase in runoff.

o Water Quality Treatment meeting requirements of Bloomington Comprehensive Surface Water Management Plan (CSWMP)

<http://www.ci.bloomington.mn.us/cityhall/dept/pubworks/engineer/wetland/mgmtplan/mgmtplan.htm>

o Maintenance Schedule/Plan for Stormwater BMP signed by property owner.

- Provide NPDES construction site permit and SWPPP, include name and phone number of party responsible for erosion control. Resubmit if altering original bmps/pond.
- Erosion Control Bond required – dollar amount to be determined.
- Provide Erosion Control Plan. Show Erosion Control BMP locations, for each phase.
- Erosion control plan must include note(s) for maintenance, consistent with the MPCA BMP Manual (Nov. 2002):
  - o No bales allowed for inlet protection and/or ditch checks.
  - o Use City Standard Erosion Control Details – <http://www.ci.bloomington.mn.us/cityhall/dept/pubworks/engineer/specific.htm>
  - o Use approved inlet protection at all active storm sewer inlets; only basket or sack style in traffic areas.
  - o Include turf establishment plan.
- Include note to contact Utilities Division (952-563-8777) regarding permit for storm sewer permit, required when connecting to public storm sewer.
- Alterations to approved pond must be approved prior to permits and construction. Alternative BMP's will require documentation and calculations to show suitability.
- Building west of pond will have 25' exposed/submerged to pond bottom.
- Clarify flow direction of storm sewer on sheet not 13.
- Limited snow storage in most areas. Will require "removal", will pond be used or trucked off-site.

#### 5. Utilities (TK)

##### **Code Requirements**

- Unused water services shall be properly abandoned (Sec. 11.15).

CC = Council Condition of Approval

PC = Plan Comments - need to revise plans or satisfy comment, but does not necessitate a Council condition

S/R = Suggestions/Recommendations

##### **General/Common**

CC PC S/R

Sewer Availability Charge (SAC) be satisfied. Contact Utilities at 952-563-8777 for a SAC determination, which is required by the Metropolitan Council Environmental Services.

Use City Standard Details

((<http://www.ci.bloomington.mn.us/cityhall/dept/pubworks/engineer/specific.htm>)).

There shall be at least a 10-foot horizontal separation between water and sewer lines.

Water mains crossing storm or sanitary sewers shall have a minimum of 18-inch vertical separation.

MN licensed Civil Engineer must design (and sign) all utility plans.

Alterations to utilities shall be at the developer's expense.

See notes from previous routing (90% set – Stephanie Black's plans).

Many of the utility (water and sanitary sewer) components and mains are missing from the overall utility plan making it impossible to review the development impact on city systems. Until these are shown plans are NOT approved.

##### **Water**

CC PC S/R

Looping of water system (supply from two points) recommended providing increased reliability of service and reducing head loss.

- Additional valves required for system isolation. (Longest interval shall not exceed 400 feet.)
- Install enough hydrants to provide fire protection for the entire building (each hydrant covers a 150' radius). Northeast area is short on coverage.
- Provide valving such that the building service can be isolated without shut down of the supply to hydrants.
- Provide a minimum of 8 feet and a maximum of 10 feet of cover on all water lines, valves, services etc.
- Use Class 54 for 8" DIP and Class 55 for 6" DIP. (Polywrap on all DIP required.) Double wrap under LRT>
- All components of the water system, up to the water meter or fire service equipment, (i.e.. mainline pipes, services larger than 2", valves, fittings, caps, etc.) shall utilize protective internal coatings meeting current ANSI/AWWA Standards for cement mortar lining or special coatings. The use of unlined or uncoated (cast-iron, gray-iron, steel, galvanized, etc.) pipe shall not be allowed.
- Combination Fire and Domestic services must terminate with a thread on flange or an MJ to flange adapter.
- Utility and mechanical contractors shall coordinate installation of water service pipes, fittings, and valves all the way into the building (i.e. up to meters and/or fire service equipment) to accommodate City inspection and testing.
- Provide isolation couplings and stray current test ports at LRT crossings for DIP.
- Some of the future building water services are not shown on the utility plans.
- Submit detailed utility plans for City review and approval with each stage.

CC PC S/R

- An inspection manhole is required on all commercial sewer services.
- Use standard short cone manholes (no steps allowed).
- Use schedule 40, SDR 26, or better for PVC sewer services.
- Design sewer (mainline pipes, clean-outs, manholes, and services) with adequate depth of cover, or (high-density polystyrene) insulation to prevent freezing.
- Utility and mechanical contractors shall coordinate installation of sewer services all the way into the building to accommodate City inspection and testing.
- Several of the future buildings don't show service connections?
- Continue to coordinate sewer capacity concerns with the City's Utility Division.

**Platting**

- Mark Reichel (Assessing) – Park Dedication calculation will be done phased along with the development (like Reflections) This next phase, Park Dedication fee should be offset by credit for the Park area.
- Jennifer Desrude (Engineering) – Reviewed a few of the comments listed below. Update platting plans to reflect current easements. Tom Lincoln stated they would be working with LRT for easements along their property. Discussion about easements along streets and whether these streets are going to be public or private. Shelly Pederson noted this item would have to be discussed and coordinated further.

Public Works comments reviewed and provided to the applicants for platting:

*FORMAL REVIEW NOT COMPLETED AS OF 1/3/06. FINAL COMMENTS TO BE REVIEWED WITH URS ON 1/11/06 (REDLINED PLANS)*

1. Development Coordinator (JD) Right-of Way Agent (BG) Surveyor (LS)

*Code Requirements*

- Property must be platted per Chapter 16 of the City Code (Section 16.03).
- The approved Final Plat shall be filed with Hennepin County (Section 16.05.01). A certified copy shall be provided to the Engineering Division prior to the issuance of building permits (Section 16.10).
- All development setbacks shall be based on planned widened rights-of-way for the abutting public street(s) (Section 19.42).

CC = Council Condition of Approval

PC = Plan Comments - need to revise plans or satisfy comment, but does not necessitate a Council condition

S/R = Suggestions/Recommendations

CC PC S/R

- |                                     |                                     |                          |  |
|-------------------------------------|-------------------------------------|--------------------------|--|
| <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/> | Provide title opinion or title commitment.   |
| <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/> | Connection charges due – \$ to be determined.  |
| <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/> | Provide standard drainage and utility easements 10 feet along street frontages (both public and private) and 5 feet along internal lot lines. Did easements from BCS addition get vacated? (See redlined plans)  |
| <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/> | Provide signed copy of private common driveway/parking/access easement agreement.  |
| <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/> | Furnish Grading, Drainage, Utility, and Erosion Control plan; to be approved by the City Engineer prior to issuance of permits.  |
| <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/> | Temporary street signs, lighting, and addresses shall be provided during construction.   |
| <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/> | Surveyor to provide monumentation letter certifying that all monuments shall be placed within one year of filing the plat, unless set before filing.   |
| <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/> | Public Works Permit Application for Work within Right-of-Way is required prior to removal or installation of concrete driveway and curb, installation of sidewalk/bikeway, or other work within the public right-of-way. Contact Dave Kutscher at 952-563-4568 for permit application and for fee information. |
| <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/> | Existing drainage and utility easements be vacated. Contact Steve Jorschumb at 952-563-4864 for a copy of the Public Rights-of-Way Vacation Application and for fee information. (Developer/owner to provide legal description of location. Engineering Staff will prepare vacation document.)                 |
| <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <u>East Old Shakopee Road</u>  |
| <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/> | Remove URS border from final plat.   |

2. Traffic Engineer (CS)

CC = Council Condition of Approval

PC = Plan Comments - need to revise plans or satisfy comment, but does not necessitate a Council condition

S/R = Suggestions/Recommendations

CC PC S/R

- |                          |                                     |                          |  |
|--------------------------|-------------------------------------|--------------------------|--|
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | Provide sidewalk/bikeway easements along public streets and from public streets to transit station.<br>Provide cross/joint easements for sidewalk/bikeways between lots. |
|--------------------------|-------------------------------------|--------------------------|--|

3. Senior Civil Engineer (SR) Street Engineer (JL)

- No comment on plat.

4. Senior Water Resources Engineer (SA) Water Resources Engineer (SS)

- No comment on plat.

5. Utilities (TK)

- No comment on plat.

# **Bloomington Central Station**

## **Revised Preliminary Development Plan**

**Bloomington, MN**

### **PROJECT NARRATIVE**

December 21, 2005

**Property Owner:** MG Bloomington, LLC  
c/o McGough Development  
2737 Fairview Avenue North  
St. Paul, MN 55113  
PH: (651) 633-5050  
FAX: (651) 633-5673

**Developer:** McGough Development  
2737 Fairview Avenue North  
St. Paul, MN 55113  
PH: (651) 633-5050  
FAX: (651) 633-5673

**Prepared by:** URS Corporation  
700 Third Street South  
Minneapolis, MN 55415  
PH: (612) 373-6430  
FAX: (612) 370-1378

**RECEIVED**  
DIVISION OF CITY PLANNING  
DEC 21 2005  
CITY OF BLOOMINGTON  
MINNESOTA

**URS**

**2830 C 05**

**A. REQUESTED ACTION**

The requested actions for the Bloomington Central Station Project are as follows:

- Revision to Preliminary Planned Development
- Preliminary Plat Approval – BLOOMINGTON CENTRAL STATION 2<sup>nd</sup> ADDITION
- Final Plat Approval- BLOOMINGTON CENTRAL STATION 2<sup>nd</sup> ADDITION

The Development Applications for Bloomington Central Station will adhere to the following proposed approval schedule:

Submit Development Applications to the City	December 21, 2005
Agenda Closes	December 21, 2005
Development Review Committee (DRC)	January 3, 2006
Traffic and Transportation Advisory Commission	January 12, 2006
Parks, Arts and Recreation Commission (if required)	January 18, 2006
Planning Commission	January 26, 2006
City Council Regular	February 6, 2006
City Council Public Hearing (if required)	February 20, 2006

Included in this submittal are the following:

- Development Application (Preliminary Planned Development Approval)
- Development Application (Preliminary and Final Plat Approval)
- Project Narrative (15 copies)
- Preliminary Planned Development Plans and Preliminary/Final Plat Plans:
  - Four (4) 22" x 34" sets (three folded and one rolled) – color and blackline
  - Ten (10) 11" x 17" sets – color and blackline
  - One (1) 8.5" x 11" set – color and blackline
- Development Application Fees including the following:
 

-Revised Preliminary Development Plan	\$ 500	Check No. 003500
-Preliminary Plat (\$500 plus 41 acres*\$100)	\$4,600	Check No. 003492
-Final Plat (\$250 plus 14 lots/outlots*\$10)	<u>\$ 390</u>	Check No. 003492

Total \$5,490

- SRF Consulting Group Traffic Technical Memo: As has been reviewed by City staff during early December, a Review of the Revised Preliminary Development Plan for the Bloomington Central Station Traffic Study Memo, dated December 16, 2005, has been prepared by SRF Consulting Group. This memorandum has been prepared to compare the current Preliminary Development Plan with the October 13, 2004 Preliminary Development Plan and the Traffic Study, dated October 28, 2004, as prepared by SRF Consulting Group. This memorandum is attached.

**B. PROJECT LOCATION**

The project site is located at the southwest quadrant of 34<sup>th</sup> Avenue South and American Boulevard (East 80<sup>th</sup> Street), in the Airport South area of the City of Bloomington. The project site was platted as BLOOMINGTON CENTRAL STATION ADDITION in 2004. McGough Development has since purchased what is known as the General Dynamics East parcel (PIN 06-027-23-23-0001), which will be incorporated in the BLOOMINGTON CENTRAL STATION 2<sup>nd</sup> ADDITION.

The project site currently has five buildings. The fourteen-story tower, located at 8100 34<sup>th</sup> Avenue South, commonly known as the HealthPartners Building, will remain. The Boiler Plant building (Mod B), which serves the HealthPartners Building, will remain. The current plan is to consolidate and upgrade boiler and cooling equipment in a reduced footprint and build a residential tower with at-grade retail around this facility. The cooling equipment would be moved to the roof of this building. The easterly part of Mod B has been remodeled and expanded into the Reflections Sales Center for the Bloomington Central Station Project. This building will likely be demolished in the summer of 2006 when Phase 1 of the NE Housing Project is scheduled to begin. The two-story building, located at 3105 East American Boulevard (East 80<sup>th</sup> Street), commonly referred to as Mod C, will be demolished in the summer of 2006. The Reflections residential project is well underway and includes 263 dwelling units in two seventeen-story towers and underground parking. The Reflections building will be completed in June 2006. The General Dynamics East building will remain. General Dynamics has a lease until 2008 to occupy both General Dynamics East and West buildings, after which the buildings will be removed. The BLOOMINGTON CENTRAL STATION 2<sup>nd</sup> ADDITION reflects this by creating Lot 2 Block 2 for the General Dynamics East building. The remainder of the project site is surface parking for the HealthPartners building.

Metro Transit is operating the Hiawatha Light Rail Transit Line through the project site since December 4, 2004. McGough Development has and continues to work with Metro Transit on construction and operation issues of the imbedded track, signals, and the station. Metro Transit will continue to maintain the Hiawatha Line through the project site. Note also that the platted outlots of BLOOMINGTON CENTRAL STATION ADDITION and BLOMMINGTON CENTRAL STATION 2<sup>nd</sup> ADDITION about the LRT Corridor are coincidental with the permanent easement granted to Met Council (Metro Transit), with the minor exception at the 31<sup>st</sup> Avenue South crossing. McGough is determining if the permanent easement must be revised.

One building, located immediately northwest of the project site, commonly referred to as General Dynamics West, will remain. McGough Development is in the process of purchasing the General Dynamics West parcel, located at 3101 East American Boulevard. This parcel is needed for the ultimate 31<sup>st</sup> Avenue South connection to East American Boulevard and for the Northwest office buildings (A and B) and ramp. Although this parcel is not included in the Revised Preliminary Development Plans, it is integrated into the future Bloomington Central Station Master Plan.

McGough Development has been working with Metro Transit / Met Council, and the Metropolitan Airports Commission on the development of Outlot A, CERIDIAN 2<sup>nd</sup> ADDITION, as an expanded park and ride facility for the 28<sup>th</sup> Avenue LRT Station. This site is immediately west of the Bloomington Central Station project site. Metro Transit is currently operating the 28<sup>th</sup> Avenue LRT Station and the 491 surface park and ride spaces. The demand for park and ride spaces far exceed the current supply. A proposed concept plan for Outlot A proposes 150,000 SF of transit-oriented or neighborhood retail and a minimum of 2,250 parking spaces. These parking spaces would include additional park and ride spaces and parking spaces to support the proposed retail. This concept plan is represented in the Context Plan. Metro Transit is exploring other park and ride configurations and has retained SEH to study the options. The application does not make any changes to the current Bloomington Central Station Context Plan west of 30<sup>th</sup> Avenue South.

## **C. PROPERTY**

The following property will be platted as BLOOMINGTON CENTRAL STATION 2<sup>nd</sup> ADDITION:

LEGAL DESCRIPTION

LOT 1, BLOCK 1, OUTLOTS A, B, C, D, G, H, and J, BLOOMINGTON CENTRAL STATION ADDITION

AND

All that part of OUTLOT E, BLOOMINGTON CENTRAL STATION ADDITION according to the recorded plat thereof, Hennepin County, Minnesota which lies southerly, easterly, southerly, westerly, and southerly of the following described line and its extensions: Commencing at the northwest corner of said OUTLOT E; thence on an assumed bearing of SOUTH, along the westerly line of said OUTLOT E, for 202.73 feet; thence continuing along said westerly line southerly for 119.84 feet along a tangential curve, concave to the west, radius 530.00 feet and central angle 12 degrees 57 minutes 20 seconds; thence continuing along said westerly line South 12 degrees 57 minutes 20 seconds West for 116.97 feet to the actual point of beginning of the line to be described; thence South 89 degrees 58 minutes 04 seconds East for 218.42 feet; thence North 0 degrees 01 minutes 56 seconds East for 11.59 feet; thence South 89 degrees 58 minutes 04 seconds East for 165.00 feet; thence South 0 degrees 01 minutes 56 seconds West for 11.59 feet; thence South 89 degrees 58 minutes 04 seconds East for 141.66 feet to the easterly line of said OUTLOT E and there terminating.

AND

All that part of OUTLOT K, BLOOMINGTON CENTRAL STATION ADDITION which lies northerly of a line and its extensions drawn from the northwest corner of said OUTLOT F to the northeast corner of said OUTLOT G

AND

All that part of the North 443.38 feet of the West 500 feet of the Southwest Quarter of the Northwest Quarter of Section 6, Township 27, Range 23 Hennepin County, Minnesota, lying east of a line described as follows: Beginning at a point in the north line of said Southwest Quarter of the Northwest Quarter of Section 6, distant 74.57 feet east of the northwest corner thereof; thence southerly to a point in the south line of said North 443.38 feet of the Southwest Quarter of the Northwest Quarter of Section 6, distant 78.52 feet east of the southwest corner of said North 443.38 feet and there terminating, EXCEPT the North 40 feet thereof.

And that Port Authority of the City of Bloomington, a Minnesota body politic and corporate, fee owner of the following described property situated in the County of Hennepin, State of Minnesota, to wit;

All that part of OUTLOT E, BLOOMINGTON CENTRAL STATION ADDITION according to the recorded plat thereof, Hennepin County, Minnesota which lies northerly, westerly, northerly, easterly, and northerly of the following described line and its extensions: Commencing at the northwest corner of said OUTLOT E; thence on an assumed bearing of SOUTH, along the westerly line of said OUTLOT E, for 202.73 feet; thence continuing along said westerly line southerly for 119.84 feet along a tangential curve, concave to the west, radius 530.00 feet and central angle 12 degrees 57 minutes 20 seconds; thence continuing along said westerly line South 12 degrees 57 minutes 20 seconds West for 116.97 feet to the actual point of beginning of the line to be described; thence South 89 degrees 58 minutes 04 seconds East for 218.42 feet; thence North 0 degrees 01 minutes 56 seconds East for 11.59 feet; thence South 89 degrees 58 minutes 04 seconds East for 165.00 feet; thence South 0 degrees 01 minutes 56 seconds West for 11.59 feet; thence South 89 degrees 58 minutes 04 seconds East for 141.66 feet to the easterly line of said OUTLOT E and there terminating.

Area = 1,758,340 SF = 40.366 acres

Lot 1, Block 2, Outlot F and Outlot I of BLOOMINGTON CENTRAL STATION ADDITION are not included in the plat BLOOMINGTON CENTRAL STATION 2<sup>nd</sup> ADDITION.

<u>Parcel</u>	<u>Plat</u>	<u>PIN</u>
Lot 1, Block 1	Bloomington Central Station Addition	06-027-23-23-0004
Outlot A	Bloomington Central Station Addition	01-027-24-14-0007
Outlot B	Bloomington Central Station Addition	01-027-24-14-0008
Outlot C	Bloomington Central Station Addition	06-027-23-23-0006
Outlot D	Bloomington Central Station Addition	06-027-23-23-0007
Outlot E	Bloomington Central Station Addition	06-027-23-23-0008
Outlot G	Bloomington Central Station Addition	06-027-23-23-0010
Outlot H	Bloomington Central Station Addition	01-027-24-14-0009
Outlot J	Bloomington Central Station Addition	01-027-24-14-0011
Outlot K	Bloomington Central Station Addition	06-027-23-23-0011
General Dynamics E	Ceridian	06-027-23-23-0001

#### **D. PROPOSED PROJECT**

Bloomington Central Station is now a 46.02 acre mixed-use, transit oriented redevelopment (TOD). The project site is centered around the Hiawatha Light Rail Transit (LRT) Line's Bloomington Central LRT Station. The project site is ideally located immediately south of Minneapolis-St. Paul International Airport and just east of the Mall of America, and has the potential to be a national model for TOD. The project will provide a significant amount of housing within a vibrant mixed-use neighborhood. The opportunity to maximize the potential benefits of TOD is enhanced by the existing employment base that includes two corporate headquarters within a block of the LRT station, the Airport, and the Mall of America. In addition, the LRT line originates/terminates in downtown Minneapolis, a significant employment, cultural, and entertainment destination. This allows residents and workers to significantly reduce their reliance on automobiles for a broad range of life's activities.

McGough Development retained EDAW, Inc. of Denver, CO, in 2004 to revisit and test the master planning efforts that were done in 2002 by ESG Architects and URS Corporation. This planning exercised generally supported the planning efforts to date and helped better define the Central Station Park concept and the enhanced value of development fronting this urban park. They have worked on the revised Master Plan, including a reconfigured Central Station Park without the hotel. EDAW is currently working on implementing the Phase 1 public realm and designing the Central Station Park.

McGough Development retained Pickard Chilton Architects, Inc. of New Haven, CT, in 2004 to serve as the master architects for the hotel and office development. They have worked on the revised Master Plan layout of the office and hotel sites. The hotel has moved north of the Central Station Park, north of 81<sup>st</sup> Street and has expanded from 200 to 350 rooms with a conference center. They have reconfigured the West Office and future Northwest Office from four building with connectors to three separate buildings. They developed site-specific schematic layouts which have been incorporated into the Master Plan. They have provided preliminary renderings to describe the proposed architectural design of these buildings.

McGough retained architects Alliance of Toronto as the design architect for the Reflections "point tower" condominium project. Elness Swenson Graham (ESG) Architects of Minneapolis has served as the local architects-of-record for the Reflections at Bloomington Central Station. McGough retained Hancock Bruckner Eng +Wright Architect of Vancouver as the design architect for the NE Housing project. They developed a revised "point tower" building design, site orientation, site plan, and have included town home units. Elness Swenson Graham (ESG) Architects of Minneapolis will serve as the local architects-of-record on subsequent phases of the residential housing.

The following are the general differences between the October 13, 2004 Preliminary Development and the Revised Preliminary Development Plan submitted:

- Revised Central Station Park size and design – Outlot D
- Revised Hotel size, program, and site location – Lot 1 Block 2
- Revised Central Park Office and ramp – Outlot C and Lot 2 Block 2
- Revised West Office and Northwest Office – Outlot B and General Dynamics West
- Revised NE Housing building and site plan – Lot 1 Block 3 and Outlot E
- Decrease in PDP office from 1,651,600 SF to 1,536,000 SF (Master Plan increase from 2,441,250 SF to 2,477,700 SF)
- Decrease in PDP retail 76,500 SF to 45,400 SF (no change in Master Plan retail at 75,100 SF)
- Same number of residential dwellings units at 1103
- Increase in hotel rooms from 200 to 350 and added conference center
- Plat includes General Dynamics East parcel
- Plat reflects administrative subdivision of old Outlot E
- Plat includes revised 81<sup>st</sup> Street South alignment
- Plat includes revised 31<sup>st</sup> Avenue South alignment

**The Development Program and Site Plan now include the following:**

- The existing 470,900 SF HealthPartners office building, located on Lot 1, Block 1, BLOOMINGTON CENTRAL STATION 2<sup>nd</sup> ADDITION, has been integrated into the Master Plan, with a future 145,000 SF, 8-story office expansion proposed on the west side of the existing building. 747 (increase from 515) additional parking spaces are proposed in a garage/ramp south of the existing building and 44 additional parking spaces under the expansion.
- A total of 1103 (no change) residential dwelling units (DU) are proposed on two parcels of the project site.

Reflections at Bloomington Central Station (Lot 1, Block 2, BLOOMINGTON CENTRAL STATION ADDITION) has 263 residential dwelling units in two 17-story mid-rise buildings, with 389 underground parking spaces on two levels. Reflections has a total gross floor area of 282,000 SF. The resulting residential density is 90.9 DU/acre. These are actual areas that are under construction.

The NE Housing parcels (Lot 1 Block 3 and Outlot E, BLOOMINGTON CENTRAL STATION 2<sup>nd</sup> ADDITION) has 840 residential dwelling units in five 16-story mid-rise buildings, one 6-story double loaded building, and two and three story town home units that wrap the base of the towers. A total of 1388 underground parking spaces in two levels are proposed with 33 surface on-grade. NE Housing has a total gross floor area of 1,041,200 SF and 34,000 gross SF of retail. The resulting residential density is 95.6 DU/acre.

- ❑ 350-room (increase of 150 rooms) full-service hotel, with 1,400 SF of hotel retail and general retail, 11,200 SF of ballroom, 4,900 SF of meeting room, 3,160 SF of coffee shop/restaurant, 3,210 SF of lobby lounge. The parcel is Lot 1 Block 2 BLOOMINGTON CENTRAL STATION 2<sup>nd</sup> ADDITION and has moved from the Central Station Park parcel to a new parcel north of the Park and north of 81<sup>st</sup> Street South. The hotel will be a 16-story building with a total gross floor area of 289,100 SF and a FAR of 3.46.
- ❑ A 1.59 -acre (increase from approximately 1.2 acre) Central Station Park is proposed for Outlot D, BLOOMINGTON CENTRAL STATION 2<sup>nd</sup> ADDITION.
- ❑ 623,700 SF (increase of 72,700 SF) of office, including about 4,700 SF of office retail, is proposed on Outlot A, BLOOMINGTON CENTRAL STATION 2<sup>nd</sup> ADDITION. The office complex will be in two buildings, with heights of 8 and 11 stories. 3,749 parking spaces are proposed in two parking garage/ramps.
- ❑ 306,400 SF (decrease from 500,000 SF) of office, including about 5,300 SF of office retail, is proposed on Outlot B, BLOOMINGTON CENTRAL STATION 2<sup>nd</sup> ADDITION. The proposed office complex (Building C) will have one 10-story building and 1800 parking spaces one parking garage/ramp.
- ❑ 305,500 SF of office, including about 5,300 SF of office retail, is proposed on Outlot B, BLOOMINGTON CENTRAL STATION 2<sup>nd</sup> ADDITION and the General Dynamics West parcel. This will require a replat to create this parcel. The proposed office complex (Building B) will have one 10-story building.
- ❑ 306,400 SF of office is proposed on General Dynamics West Parcel. This will require a replat to create this parcel. The proposed office complex (Building B) will have one 10-story building and 1800 parking spaces one parking garage/ramp.
- ❑ 359,500 SF (decrease from 572,250 SF) of office is proposed on Outlot C, BLOOMINGTON CENTRAL STATION ADDITION. The Context Plan proposes 572,250 SF of office, including about 27,700 SF of office retail, proposed on Outlot C, BLOOMINGTON CENTRAL STATION ADDITION and the adjacent General Dynamics East parcel. This office complex will be in two buildings of 12 stories each. 2200 parking spaces are proposed in one parking garage/ramp.
- ❑ Five private roads are proposed: 33<sup>rd</sup> Avenue South from American Boulevard to East Old Shakopee Road; 31<sup>st</sup> Avenue South from American Boulevard to East Old Shakopee Road; 30<sup>th</sup> Avenue South from American Boulevard to East Old Shakopee Road; 81<sup>st</sup> Street South from 33<sup>rd</sup> Avenue South to 30<sup>th</sup> Avenue South; and North Road (to be named latter) that loops through the General Dynamics West parcel in the future. Two new connections to East Old Shakopee Road will be constructed with the Phase I Infrastructure Improvements at 33<sup>rd</sup> Avenue South and 31<sup>st</sup> Avenue South. The 30<sup>th</sup> Avenue South connection will be enhanced in the future. The existing connection to American Boulevard at proposed 33<sup>rd</sup> Avenue will be enhanced in Phase 2. The two existing connections to American Boulevard at 31<sup>st</sup> Avenue South and 30<sup>th</sup> Avenue South will be enhanced in the future.

- The Hiawatha LRT line runs east to west through the project site, with the Bloomington Central LRT Station located north of the existing HealthPartners building, between 33<sup>rd</sup> Avenue South and 31<sup>st</sup> Avenue South. On either side of the LRT will be a linear pedestrian corridor.
- The project will be built in five phases – refer to the phasing plans within the Planned Development Plans. Phase 1 is underway.

**Key Redevelopment Features:**

- Bloomington Central LRT Station is located in the center of the redevelopment. LRT will provide transit connections to the Mall of America Transit Station, the Airport, the Metro Transit feeder system along the LRT line, and the various transit connections in downtown Minneapolis. The trains will also enliven the project site.
- The Central Station Park and linear pedestrian corridor along the LRT tracks will enhance the uses that surround these amenities, namely the office, hotel, retail and housing.
- The Central Station Park and linear pedestrian corridor along the LRT tracks, and the adjacent mid-rise buildings will create a corridor experience that will be unique to the Hiawatha LRT Transit Line.
- The proposed pedestrian connections through the site, connections with the City's trail system, and possible connection with the Minnesota River National Wildlife Refuge, combined with the critical mass of dwelling units will create a distinct urban residential neighborhood.
- Pedestrian streetscapes, signature streetlights, and neighborhood-scaled streets will also contribute to this distinct urban neighborhood.
- Mid-rise residential buildings in the southeast and easterly parts of the project site will have spectacular views of the Minnesota River Valley.
- Centralized and coordinated management of parking in underground and above-grade parking structures, owned and controlled by the master association, will create opportunities for shared and valet parking, and limit the total number of spaces constructed. One hundred and six on-street parking spaces with high turnover will provide the convenient parking for the retail located within the project site.

**Residential Architecture:**

The proposed NE Housing has been further refined from the previous Revised Preliminary Development Plan submittal. The three easterly 16-story towers have been designed and oriented to maximize the southeast exposure to the Minnesota Valley National Wildlife Refuge. They have been aligned along 34<sup>th</sup> Avenue South. The westerly towers have established the westerly edge of residential development along 33<sup>rd</sup> Avenue South. The southwest tower has been aligned to create an easterly edge to Central Station Park.

All towers have been lined with two- and three-story town homes with individual entrances which create residential character and pedestrian scaled interaction at grade. Individual residential courtyards emphasize the pedestrian scale. A large central green space and amenity area has been created in the center of the residential development by the internal circulation drive. This central internal circulation drive provides drop-off zones at the residential tower lobbies, as well as visitor and retail parking. This

drive will be one-way and designed to calm traffic through the residential site. Retail space is proposed at grade along 33<sup>rd</sup> Avenue South.

Two levels of underground parking are proposed for residential and visitor parking, as well as HealthPartners office parking. An ingress ramp to this garage parking is located directly off of 34<sup>th</sup> Avenue, and two other two-way ramps are located off of the circulation drive at the outer perimeter. Service will occur within this garage.

The proposed architecture for NE Housing is different from the architecture for Reflections. The forms of the buildings will be more highly articulated, more multifaceted, creating a variety of residential building styles and types. There will be a larger variety of building materials. Materials may include precast stone, precast concrete, metal panels, curtain wall, wood trellises, and other wood features. There will be a reduction in the glass area to a maximum of 50% to provide a variety of materials and help the exterior building envelope meet the sound proofing requirements of the City and MAC.

### **Hotel Architecture:**

The Bloomington Central Station Hotel sits just north of the Central Station Park and north of 82nd Street South. The 16-story, 289,100 GFS building consists of a two-story podium containing both public and back-of-house functions and a 14-story room tower housing 350 room with 375 room keys (378 guest room modules). Public functions and amenities include a fitness center (with indoor pool), sundries shop, lobby lounge and bar, and a park-side restaurant on the first floor and 8 meeting rooms and a 11,200 SF ballroom on the second floor. Each of the 14 guest floors contain 27 room modules, three of which have been dedicated to a Hotel Club Lounge on the topmost floor. The Club Lounge sits along the northern side of the building, allowing for views past the airport to downtown Minneapolis and St. Paul.

Entry into the hotel is served by a drop-off court along the park, which will also serve the adjacent office building. The hotel houses a small amount of retail along its eastern edge (facing the residential development), and will be connected at the first floor to the office building via a future retail connection. After the completion of the structured parking along American Boulevard, it will be connected via a skyway to the second-floor of the hotel podium.

The hotel podium is clad primarily with a curtain wall system, which allows for maximum visual connection between the public functions of the hotel and the park. The room tower is clad in pre-cast concrete panels. Due to sound concerns in the vicinity of the airport, glazing was limited to 50% maximum area of the wall on the north and south face, and a very minimal amount of glazing on the east and west facades. Lighting of the tower will focus on the screened curtain wall of the podium, the canopies on top of the restaurant and room tower, and the translucent glass panels on the south face of the room tower

### **Office Architecture:**

The Bloomington Central Station development features 6 office buildings and 5 structured parking ramps distributed across the westerly part of the site. The typical floor office floor plate area ranges from approximately 32,000 GSF to approximately 35,000 GSF on Outlot A. Outlot A contains a pair of office buildings which are distinguished by their large triangular roof canopies. On Outlot B and the General Dynamics West parcel they been combined to hold a composition of three buildings which define an urban open space between them. The office building north of the Central Station Park is connected to the Bloomington Central Station Hotel by a ground-floor retail corridor. Enclosures on the 6 buildings are similar and are composed of both pre-cast concrete spandrel zones and a zone of

clear-glass curtain wall. Some form of sun shading will be included in the typical wall detail. Night lighting for the office buildings will focus on the roof canopies and setback floors.

The design of the parking ramps is similar throughout the development. Each structure is designed on a 60' bay size, which allows for parking on ramps (no speed-ramp required). Structured parking will serve both existing and new office buildings on the site, as well as the hotel. The parking structures will be clad with pre-cast concrete panels along the floor plates and open to the garage between floors.

### **Landscaping and the Public Realm:**

The public realm landscape design for Bloomington Central Station draws from the physical and cultural context of the site and its surrounding region. Historical agrarian patterns, natural landscape patterns and the idea of movement through landscapes are the core conceptual ideas shaping the design. Through these ideas the landscape will knit this multi-phased project together.

Streets and streetscapes play a pivotal role in shaping the public realm. At the edges of the site, they are standard and functional in character. As one enters further into the site they become more pedestrian oriented with opportunities to sit, meet and converse. At the center of the project the streets become curbsless and plaza-like and the streetscapes contain outdoor dining spaces, seating and garden plantings.

Elements of the landscape including concrete paving patterning, site furnishings and plantings are designed so as to tie the site together. The pattern and coloring of the concrete paving are abstracted from the region's agrarian landscapes. The paving patterns continue from street to streetscape to private space, connecting all together. The site furnishings including street lights, pedestrian lights, benches, trash receptacles and like elements. These site furnishings create a consistent vocabulary tying the various projects together.

### **Central Station Park:**

Like the public realm landscape, the Central Station Park draws from the history of the site and its region. Again influences from the agrarian and natural landscape patterns and the idea of movement take form through the use of planting and paving. Spaces in the park are created to meet multiple user needs: sitting and eating lunch, reading a book, throwing a frisbee or holding a large community event. The park is mostly green and soft in character with bold, expressive landscape forms which take advantage of the opportunities to view it from above. It will be visually interesting year round through the strategic use of lighting, seasonal planting and landscape form.

## **E. ZONING CODE ANALYSIS**

### **1. Comprehensive Plan**

The Bloomington Central Station project site is within the Airport South District of the City of Bloomington. The current land use guide designation for the project site is Airport South Mixed Use. This is a recently adopted guide designation, which amended the City's 2000 Comprehensive Plan (the Land Use Guide Plan was amended effective April 1, 2004).

This land use guide designation is meant to foster a mixture of intense, employment oriented, tourist oriented, residential and support uses in the Airport South district as a way to:

- Provide increased employment opportunities and services for residents;

- Maintain community and school vitality;
- Provide increased housing choices;
- Increase and diversify the City's tax base;
- Encourage the redevelopment of outdated uses and structures;
- Support existing businesses;
- Satisfy market demands;
- Reduce the need to locate development in other areas of the region less suited for high intensity development, where such development might create greater impacts on the regional highway system, require consumption of farmland or open space, be incompatible with surrounding uses, and/or require costly extensions of public infrastructure;
- Foster transit and non-vehicular travel modes; and
- Be compatible with future aircraft noise levels and runway safety zone limitations.

The land use guide designation seeks high-density residential uses within the district to:

- Create a live-work environment;
- Meet the City's objective to located housing near employment and transit opportunities;
- Reduce the number of vehicle trips and vehicle miles traveled by encouraging linked trips, walking trips, carpool trips, and transit trips;
- Reduce the overall cost and impacts of parking by making feasible shared parking where peak parking demand times vary among the uses; and
- More efficiently use public and private infrastructure – mixed uses have varying peak demand periods which allows for infrastructure (roads, transit, sewer, water) to be used more efficiently.

The Revised Preliminary Development Plan for Bloomington Central Station meets the land use guide designation criteria very well.

## **2. Zoning**

The entire Bloomington Central Station development site has been rezoned to High Intensity Mixed Use with Residential HX-R District (Planned Development). Both General Dynamics East and West parcels have also been rezoned to High Intensity Mixed Use with Residential HX-R District (Planned Development). No zoning changes are proposed with this application.

## **3. Airport Zoning**

The Joint Airport Zoning Board (JAZB) has adopted the 2004 MSP Zoning Ordinance. The MSP Zoning Ordinance was created and established by the Metropolitan Airports Commission (MAC), Hennepin County, and seven surrounding cities, including the City of Bloomington, to control development and address potential hazards in and around MSP International Airport. It is actually a restatement and amendment of an existing ordinance precipitated by the opening of Runway 17-35 in October of 2005. The 2004 MSP Zoning Ordinance creates Safety Zone A (RPZ), Safety Zone B for Runway 17-35, and Safety Zone C. Safety Zone B impacts the southwesterly corner of Outlot A of BLOOMINGTON CENTRAL STATION 2<sup>nd</sup> ADDITION, placing additional zoning restrictions on this portion of the project site. The remainder of the project site is within Safety Zone C, which establishes height restrictions.

MSP Zoning Map Plate A-21 shows three horizontal surfaces that impact the project site. Coincidental with Safety Zone B is the Precision Instrument Approach (PIA) Surface, which is the 50:1 approach surface to end of Runway 35. Immediately to the east of Safety Zone B is the 7:1 Transition Surface between the PIA and the Horizontal Surface. The Horizontal Surface is the surface at an elevation 991.0 NGVD 1929 that extends to the Airspace Zoning Limit. These surfaces establish

the maximum construction height permitted. MSP Zoning map Plate MCH-21 establishes the maximum construction height for the entire development parcel to 80 feet without an Airport Zoning Permit. Because many of the proposed buildings in Bloomington Central Station exceed this height, an Airport Zoning Permit from the City of Bloomington will be required at Final Development Plan approval. The Metropolitan Airports Commission Board of Adjustment must grant a variance for the temporary tower cranes required to construct these buildings. Again this will be required at Final Development Plan approval.

The City of Bloomington has adopted an Ordinance Establishing Airport Runway Overlay Districts, Case 10000B-04, in accordance with the 2004 MSP Zoning Ordinance. The City ordinance establishes Airport Runway Overlay District AR-17, which includes Safety Zone A and B. The City's ordinance prohibits land uses based on the location in a particular Airport Safety Zone, height regulations, and other provisions of the 2004 MSP Zoning Ordinance. The 2004 MSP Zoning Ordinance establishes the Bloomington Director of Community Development as the Zoning Administrator. As such, the City must issue the required Airport Zoning Permit for the proposed building and building heights.

Runway 17-35 aircraft noise is significant issue for the residential development of Bloomington Central Station. All residential units are located to the east of the 70 DNL noise contour and will need to provide a building envelope with a composite STC of 45 dB rating or better. McGough Development has retained several experts to assist in the assessment of the issue, determination of design parameters, and the testing of design solutions. The result of this analysis, and the field experience with the construction of Reflections, will be applied to the building envelope, curtain wall, structural connections, roof systems, and mechanical systems. This analysis will also be shared with the Metropolitan Airports Commission as part of the Airport Zoning Permit process.

#### **4. Building Heights**

As mentioned above, the 2004 MSP Zoning Ordinance established a maximum building elevation based on building location and the governing surface. Any building that exceeds the maximum construction height of 80 feet, as shown on Plate MCH-21, will require an Airport Zoning Permit.

The attached Building Height Table identifies all buildings, the first floor elevations, proposed building heights, and maximum building elevations in NGVD 1929. This data is also summarized on the Site Plan. Note that the existing HealthPartners Building has a surveyed maximum height of 201.7 feet, or an elevation of 1019.8. This currently exceeds the maximum height of 991.0 in Safety Zone C.

The FAA will require that Aeronautical Studies be conducted for both the permanent buildings and temporary or mobile cranes required to construct them. URS Corporation, on behalf of McGough Development, will be preparing FAA Form 7640-1 Notice of Proposed Construction or Alteration Forms, for all the proposed buildings shown on the Masterplan and the cranes required to construct them. This application will be prepared within 15 days of the filing of the Final Development Plan Application.

#### **5. Residential Density**

Reflections at Bloomington Central Station, located on Lot 1 Block 2 BLOOMINGTON CENTRAL STATION ADDITION has a final count of 263 residential dwelling units on a 2.894 acre parcel. The resulting density is 90.9 DU/acre.

The NE housing parcels, Lot 1 Block 3 and Outlot E of BLOOMINGTON CENTRAL STATION 2<sup>nd</sup> ADDITION, has 840 residential dwelling on an 8.786 acre parcel. The resulting density is 95.6 DU/acre.

The average residential density for Bloomington Central Station is 94.4 DU/acre, an increase from 94.2 in the previous Preliminary Development Plan.

**6. Floor Area Ratio**

The minimum floor area ratio in the High Intensity Mixed Use with Residential HX-R District is 1.5. The maximum floor area ratio is 2.0, but this can be increased with bonuses for retail uses, below grade parking, open spaces, affordable housing, and public art. See the attached Program Summary and Floor Area Ratio (FAR) Summary.

**7. Building Setbacks**

The High Intensity Mixed Use with Residential HX-R District has no minimum building setback from the public streets, although the ordinance will not allow the building to encroach the public easements. The proposed building setbacks will be established formally by the Final Planned Development process.

**F. PARKING ANALYSIS**

The following is a summary of Section 19.64 Parking from the Bloomington City Code:

- 1. Multiple Dwelling 2.20 spaces per dwelling unit of which one space must be a garage space
- 2. Office 1.0 space for each 200 square feet of gross leaseable area on each floor including basements (5.0 / KGsf)
- 3. Retail Shopping 1.0 space for each 85 square feet of retail floor space
- 4. Hotels 1.0 space for each unit and one for each employee  
1.0 space for each 2.5 restaurant seats  
1.0 space for each 25 square feet of meeting or banquet room

In a Planned Development, the City will allow up to a 20% reduction in the required parking to account for the shared trips and shared parking associated with a mixed-use development. The Airport South Mixed Use HX-R District Zoning has established adjustments to the requirements of Section 19.64 Parking. These adjustments include reductions for high intensity, mixed-use, transit-oriented developments; shared parking adjustments; and provisions for valet parking. HX-R District allows for a 30% reduction in the required parking.

The following is a summary of the attached detailed Parking Summary spreadsheet for the Bloomington Central Station.

Land Use	DU / KGsf/Rooms	Required (Code Reduced)	Proposed
Residential	1103 DU	1699	1572
Office	2447.7 KGsf	8238	9704
Hotel/Hotel Retail/ Rest.	350 Rooms	498	450
Retail	75.1 KGsf	433	188
<b>Total</b>		<b>10,868</b>	<b>11,914</b>

The actual proposed parking spaces on-site are 12,058. This includes 106 street parking spaces, which supplement the retail parking spaces, and an excess of 39 spaces in the parking ramps. McGough intends to monitor the required parking as the project evolves and build only the number of spaces needed.

The Bloomington Central Station development must also manage the number and location of spaces to meet the requirements of the HealthPartners lease. The current lease requires 5 spaces per 1000 GSF plus 165 visitor parking spaces. It is anticipated that when HealthPartners expands its building that the parking provisions of the lease can be renegotiated to 4 spaces per 1000 GSF plus 165 visitor parking spaces. The parking analysis above assumes this.

## **G. TRAFFIC**

McGough Development retained SRF Consulting Group, Inc. to prepare the Traffic Impact Study for the Bloomington Central Station Development. SRF was involved in the City's Airport South District AUAR, and has the traffic model of Airport South District, which was used in this analysis. McGough, URS, SRF and the City fully reviewed the traffic analysis and list of mitigative improvements required to meet future traffic demand. This Traffic Impact Study, dated October 28, 2004 has been approved as a condition of the Revised Preliminary Development Plan Approval.

As agreed to with the City staff at a meeting in October, this Revised Preliminary Development Application needed to compare the original land use and trip generation with the October 13, 2004 Revised Preliminary Development Plan. SRF prepared the Revised Preliminary Development Plan for the Bloomington Central Station Traffic Study Memo, dated December 16, 2005. A draft of this document was reviewed by City staff in mid-December. The final memorandum is attached.

The Revised Preliminary Development Plan generated fewer AM and PM peak trips. Turning movements at all key intersections were also analyzed. The result of this analysis is that no significant traffic impacts are expected by this Revised Preliminary Development Plan.

SRF also calculated the trips generated from the revised overall Master Plan. In this case total trips did increase by approximately 100 trips in both the AM and PM peak hours. A few turning movements increased by 60 to 70 vehicles. Future phases may require additional analysis. The City Council has the right to revisit the traffic analysis and traffic improvements with each Final Development Plan.

## **H. STORM SEWER / STORMWATER MANAGEMENT**

The proposed stormwater management for the project site is summarized in the approved Stormwater Management Summary Report, dated June 2, 2004, revised August 26, 2004, revised October 26, 2004, and revised February 8, 2005. This summary describes pre-development drainage conditions, post-development drainage design, water quality provisions and proposed best management systems for Bloomington Central Station. Pre- and post-development HydroCAD and XP-SWMM models have been created for the project site. This Revised Preliminary Development Plan does not significantly change the assumptions in these models; in fact there is a larger amount of pervious area that assumed. These models and the Stormwater Management Summary Report may need to be updated as a part of the Final Development Plan process for each project, when the site coverage and best management techniques for each site have been design. The overall goal is to reduce the size of the stormwater dead storage pond by implementing best management techniques.

A majority of the existing drainage drains to the south through the Ceridian Outfall south of East Old Shakopee Road. This will continue to serve as the primary outfall for the project site. Minor drainage areas will continue to drain to the north into American Boulevard at current rates with treatment manholes providing the water quality. The majority of the proposed drainage will be routed to the south to the storm water pond just west of 31<sup>st</sup> Avenue South. A control structure has been designed that controls the discharge at pre-developed rates and provides stormwater treatment. Best management techniques may include infiltration, filtration, and pervious pavers.

The proposed storm sewer system is shown on the Utility Plan.

## I. UTILITIES

### 1. Sanitary Sewer

The current Comprehensive Plan has established projected average daily flows for 2020, which has been identified as the 2020 Sanitary Sewer Policy Plan. These average daily flows that have been modeled did not take into consideration the proposed intensity of the Airport South Mixed Use district, including the proposed Bloomington Central Station Development. As a result, the projected average daily flows exceed the modeled flows.

The developments sanitary sewer system will connect to the City's sanitary sewer system in four locations: at the existing 18" sanitary sewer in American Boulevard (East 80<sup>th</sup> Street) at the future 33<sup>rd</sup> Avenue South; at the existing 8" sanitary sewer in East Old Shakopee Road at 33<sup>rd</sup> Avenue South; at the existing 10" sanitary sewer in East Old Shakopee Road at 31<sup>st</sup> Avenue South; and connection to a private 15" PVC sanitary sewer system to the west of the project in a public drainage easement between Ceridian 2<sup>nd</sup> Addition Outlot A and the PolarFab property. It has been discussed with the City, MAC (current property owner of Outlot A), and PolarFab that this private sanitary sewer system would be dedicated to the City when Bloomington Central Station needs to connect in Phase 3.

The future Northwest Office A will be served by an existing 8" service that current serves General Dynamic West.

The following is a comparison of projected average daily flows with those currently modeled:

	<u>Proposed Flow (1)</u>	<u>Comp. Plan (2)</u>
To American Boulevard	319,686	140,250
To Old Shakopee Road	125,745	36,000
To West via "82 <sup>nd</sup> Street" Utility Extension	197,458	20,000

(1) Refer to the attached Sewer Summary, dated December 21, 2005 for the sewer calculations, by land use, in gpd (gallons per day) – refer to also to the summary of sanitary sewer flows by project phase

(2) Current Bloomington Comprehensive Plan Sewer Model Inputs – Year 2020 Maximum Build – provided to URS from Tim Kampa on October 17, 2002 – in gpd (gallons per day)

Through numerous meetings on this subject with the Public Works, the additional flows raise capacity concerns in the Killebrew Drive sewer and potentially in the TH 77 line south of the Wrights Lake manhole. McGough Development has committed to working with the City and Public Works on equitable resolution of this capacity issue per the development agreement.

The proposed sanitary sewer system is shown on the Utility Plan. Note that the crossing of the LRT tracks just west of 31<sup>st</sup> Avenue has been review with Metro Transit.

## **2. Watermain**

The project site is surrounded by 12" water main, with 12" main in East Old Shakopee Road, 34<sup>th</sup> Avenue South, and American Boulevard. The proposed water main system will extend a 12" water main from American Boulevard through the project site to East Old Shakopee Road along 33<sup>rd</sup> Avenue and to the existing 12" private main to the west of the project in a public drainage easement between Ceridian 2<sup>nd</sup> Addition Outlot A and the PolarFab property. It has been discussed with the City, MAC (current property owner of Outlot A), and PolarFab that this private water main system would be dedicated to the City when Bloomington Central Station needs to connect. A 27" RCP sleeve was placed under the Hiawatha Light Rail Transit Line rail at 31<sup>st</sup> Avenue South to facilitate this main. Another 12" water main extension is proposed from American Boulevard along 33<sup>rd</sup> Avenue and south of the park where it ties into the 31<sup>st</sup> Avenue main. Another 8" loop is proposed in the northwest part of the site which ties into American Boulevard at 30<sup>th</sup> Avenue. The proposed water main system is shown on the Utility Plan.

## **3. Private Utilities**

McGough Development and URS have met with the four major private utility companies that serve this development. These utility companies are responsible for designing their systems for the proposed development density and project phasing. They are as follows:

Xcel Energy	Electrical Power	Contact: Dan Maurer
CenterPoint Energy Minnesgasco	Natural Gas	Contact: Tom Dolan
Qwest Communications	Telephone/Internet	Contact: Dan Johnston
Time Warner Cable	Cable TV/Internet	Contact: Kelly Doonan

## **J. ATTACHMENTS (to the Project Narrative)**

1. Program Summary and Floor Area Ratio (FAR) Summary, dated December 21, 2005
2. Building Heights Summary, dated December 21, 2005
3. Parking Summary, dated December 21, 2005
4. Sanitary Sewer Summary, dated December 21, 2005
5. SRF's Review of the Revised Preliminary Development Plan for the Bloomington Central Station Traffic Study, dated December 16, 2005

**ATTACHMENT J-1**

**PROGRAM SUMMARY AND FLOOR AREA RATIO (FAR) SUMMARY**



700 Third Street South  
 Minneapolis, MN 55415  
 Phone: (612) 370-0700  
 Fax: (612) 370-1378

# REVISED PRELIMINARY DEVELOPMENT PLAN BLOOMINGTON CENTRAL STATION

Bloomington, MN

12/21/2005

## PROGRAM SUMMARY

Parcel Name	Plat Name	Land Use	Revised Preliminary PD				Master Plan				Total
			Office GSF	Residential GSF	Retail GSF	Hotel GSF	Office GSF	Residential GSF	Retail GSF	Hotel GSF	
HealthPartners	L 1 B 1 BCS 2nd Addition	Office	470,900	0	0	0	470,900	0	0	0	470,900
HealthPartners Expansion	L 1 B 1 BCS 2nd Addition	Office	145,000	0	0	0	145,000	0	0	0	145,000
Reflections at BCS	L 1 B 2 BCS Addition	Residential	0	282,000	0	0	0	282,000	0	0	282,000
SW Office-Parcel A	Outlot A BCS 2nd Addition	Office/Retail	619,000	0	4,700	0	619,000	0	4,700	0	623,700
West Office-Parcel B	Outlot B BCS 2nd Addition	Office/Retail	301,100	0	5,300	0	301,100	0	5,300	0	306,400
Central Park Office	L 2 B 2 & Outlot C BCS 2nd	Office/Retail	0	0	0	0	335,100	0	24,400	0	359,500
Central Park Hotel (1)	L 1 B 2 BCS 2nd Addition	Hotel	0	0	1,400	287,700	0	0	1,400	287,700	289,100
NE Housing (2)	L 1 B 3 & Outlot E BCS 2nd	Residential/Retail	0	1,041,200	34,000	0	0	1,041,200	34,000	0	1,075,200
Northwest Office B	GD West & Outlot B BCS 2nd	Office/Retail	0	0	0	0	300,200	0	5,300	0	305,500
Northwest Office A	GD West	Office	0	0	0	0	306,400	0	0	0	306,400
Park and Ride Retail	Cerdian 2nd (A&B)	Retail	0	0	0	0	0	0	150,000	0	150,000
<b>Totals</b>			<b>1,536,000</b>	<b>1,323,200</b>	<b>45,400</b>	<b>287,700</b>	<b>2,477,700</b>	<b>1,323,200</b>	<b>75,100</b>	<b>287,700</b>	<b>4,163,700</b>
				1103 DU (3)		350 (4)		1103 DU (3)		350 (4)	

- (1) Central Park Hotel includes a 100 seat / 3,180 SF coffee shop/restaurant, 3,210 SF lobby lounge, and 1400 SF of hotel retail and retail on 33rd Avenue
- (2) Assumes that the total SF of NE Housing will be approximately the same - NE Housing Phase 1 is 190,200 SF
- (3) 283 DU for Reflections and 840 DU for NE Housing = 1103 DU
- (4) 350 hotel rooms with 375 keys

## FLOOR AREA RATIO (FAR)

Parcel Name	Plat Name	Parcel Area Revised Prelim. PD SF	Revised Preliminary PD		Master Plan		Parcel Area Master Plan SF
			Total GSF	FAR	Total GSF	FAR	
HealthPartners and Exp.	L 1 B 1 BCS 2nd Addition	249,242	615,900	2.47	615,900	2.47	249,242
Reflections at BCS	L 1 B 2 BCS Addition	126,071	282,000	2.24	282,000	2.24	126,071
SW Office-Parcel A	Outlot A BCS 2nd Addition	421,122	623,700	1.48	623,700	1.48	421,122
West Office-Parcel B (1)	Outlot B BCS 2nd Addition	137,653	306,400	2.23	306,400	2.23	137,653
Central Park Office	L 2 B 2 & Outlot C BCS 2nd	118,551	359,500	2.47	359,500	2.47	118,551
Central Park Hotel	L 1 B 2 BCS 2nd Addition	83,552	289,100	3.46	289,100	3.46	83,552
NE Housing Phase 1	L 1 B 3 BCS 2nd Addition	171,889	190,200	1.11	190,200	1.11	171,889
Remainder NE Housing	Outlot E BCS 2nd Addition	211,039	885,000	4.19	885,000	4.19	211,039
Central Station Park	Outlot D BCS 2nd Addition	89,308					89,308
Northwest Office B (2)	GD West & Outlot B BCS 2nd		305,500	4.26	305,500	4.26	305,500
Northwest Office A (3)	GD West		306,400	2.46	306,400	2.46	306,400
Park and Ride Retail	Cerdian 2nd (A&B)		150,000	0.25	150,000	0.25	150,000
<b>Totals</b>		<b>1,588,227</b>	<b>3,192,300</b>	<b>2.01</b>	<b>4,163,700</b>	<b>2.30</b>	<b>1,811,402</b>

**ATTACHMENT J-2**

**BUILDING HEIGHTS SUMMARY**

**BUILDING HEIGHTS SUMMARY**  
**REVISED PRELIMINARY DEVELOPMENT PLAN**  
**BLOOMINGTON CENTRAL STATION**

Bloomington, MN  
 12/21/2005

PARCEL	BUILDING	BUILDING DESCRIPTION	FIRST FLOOR ELEVATION	NUMBER OF STORIES	LOBBY HEIGHT	2ND FLOOR	TYPICAL STORY HEIGHT	PENTHOUSE / ROOF HEIGHT	TOTAL BUILDING HEIGHT	FFE + BUILDING HEIGHT	MAX FAA HEIGHT
HEATH PARTNERS FUTURE EXPANSION	EX. BLDG1	EXISTING HEALTH PARTNERS BUILDING (NORTH)	818.1						169.0	987.1	991.0
	EX. BLDG2	EXISTING HEALTH PARTNERS BUILDING (SOUTH)	818.1						201.7	1019.8	991.0
	OFFICE	8-STORY OFFICE EXPANSION	818.1	8	14.00		14.00	14.00	126.0	944.1	991.0
	PARKING	515 STALLS - 2 STORIES ABOVE, 2 STORIES BELOW	815.0	4			11.00	4.00	26.0	841.0	991.0
REFLECTIONS	RES1	17-STORY RESIDENTIAL (WEST)	819.0	17	11.75		9.67	13.67	170.4	989.4	991.0
	RES2	17-STORY RESIDENTIAL (EAST)	819.0	17	11.75		9.67	13.67	170.4	989.4	991.0
	LOBBY	LOBBY	819.0	1	11.75				11.8	830.8	991.0
NORTHEAST HOUSING	RES1	16-STORY RESIDENTIAL (SOUTHEAST)	821.0	16	11.50	10.33	10.17	15.00	169.0	990.0	991.0
	RES2	16-STORY RESIDENTIAL (EAST)	821.5	16	11.50	10.33	10.17	15.00	169.0	990.5	991.0
	RES3	16-STORY RESIDENTIAL (NORTHEAST)	821.5	16	11.50	10.33	10.17	15.00	169.0	990.5	991.0
	RES4	16-STORY RESIDENTIAL (NORTHWEST)	822.0	16	11.50	10.33	10.17	15.00	169.0	991.0	991.0
	RES5	16-STORY RESIDENTIAL (SOUTHWEST)	819.0	16	11.50	10.33	10.17	15.00	169.0	988.0	991.0
CENTRAL PARK HOTEL	HOTEL	16-STORY HOTEL	820.0	16	17.00	14.00	9.00	13.00	170.0	990.0	991.0
CENTRAL PARK OFFICE / RETAIL	BUILDING A (W)	12-STORY OFFICE	820.0	12	17.00		13.00	11.00	171.0	991.0	991.0
	CONNECTOR	1-STORY	820.0	1	17.00		13.00	4.00	21.0	841.0	991.0
	PARKING	2002 STALLS, 8 STORIES ABOVE GRADE	820.0	8			10.00	15.00	95.0	915.0	991.0
SOUTHWEST OFFICE/RETAIL	BUILDING A (S)	8-STORY OFFICE	819.0	8	15.00		12.00	9.00	108.0	927.0	927.0
	BUILDING B (N)	11-STORY OFFICE	814.5	11	15.00		12.00	9.00	144.0	958.5	959.0
	PARKING A (N)	3,060 STALLS, 8 STORIES ABOVE GRADE, 1 LEVEL	818.5	8			10.00	14.00	94.0	912.5	913.0
	PARKING B (S)	689 STALLS, 6 STORIES ABOVE GRADE	819.0	6			10.00	14.00	74.0	893.0	916.0
WEST OFFICE/RETAIL-BUILDING C	BUILDING C	10-STORY OFFICE	819.5	10	15.00		12.00	11.50	134.5	954.0	954.0
	PARKING	1800 STALLS, 10 STORIES ABOVE GRADE	820.0	10			10.00	12.00	102.0	922.0	922.0
NORTHWEST OFFICE/RETAIL- BUILDING B	BUILDING B	10-STORY OFFICE	820.5	10	15.00		12.00	12.50	135.5	956.0	965.0
NORTHWEST OFFICE-BUILDING A	BUILDING A	10-STORY OFFICE	820.5	10	15.00		12.00	12.50	135.5	956.0	971.0
	PARKING	1800 STALLS, 10 STORIES ABOVE GRADE	820.5	10			10.00	14.00	104.0	924.5	933.0

**ATTACHMENT J-3**

**PARKING SUMMARY**

## BLOOMINGTON CENTRAL STATION

Bloomington, MN

12/21/05

### PARKING SUMMARY

The following is a summary of Section 19.64 Parking from the Bloomington City Code:

1	Multiple Dwelling	2.20 spaces per dwelling unit of which one space must be a garage space
2	Office	1.0 space for each 200 square feet of gross leasable area on each floor including basements
3	Retail Shopping	1.0 space for each 85 square feet of retail floor space
4	Hotels	1.0 space for each unit and one for each employee
5	Restaurant	1.0 space for each 2.5 restaurant seats
6	Meeting/Banquet	1.0 space for each 25 square feet of meeting or banquet room

HX-R Zoning permits a 30% reduction in code required parking

### PARKING REQUIREMENTS

Residential									
Parcel	Land Use	DU	KLSF	Code Required	Code Reduced (70%)	Proposed Rate	Proposed	Balance +/-	% of Code Reduced
Reflections	Residential	263	n/a	579	405	1.48 / DU (1)	389	-16	96.0%
NE Housing	Residential	840	n/a	1848	1294	1.41 / DU (2)	1183	-111	91.5%
<b>Totals</b>		<b>1103</b>		<b>2427</b>	<b>1699</b>		<b>1572</b>	<b>-127</b>	<b>92.5%</b>

Office									
Parcel	Land Use	K GSF	K LSF	Code Required	Code Reduced (70%)	Proposed Rate	Proposed	Balance +/-	% of Code Reduced
HealthPartners	Office	470.9	447.4	2237	1566	5.0 / K GSF (Lease) + 165	2520	954	160.9%
HP-Expansion	Office	145.0	137.8	889	482	0.75 / K GSF (a)	109	-373	22.6%
Central Park	Office	335.1	318.3	1592	1114	4.0 / K LSF	1273	159	114.3%
West C	Office	301.1	286.0	1430	1001	4.0 / K LSF	1144	143	114.3%
Southwest	Office	619.0	588.1	2940	2058	4.0 / K LSF	2352	294	114.3%
Northwest B	Office	300.2	285.2	1426	998	4.0 / K LSF	1141	143	114.3%
Northwest A	Office	306.4	291.1	1455	1019	4.0 / K LSF	1164	146	114.3%
<b>Totals</b>		<b>2477.7</b>		<b>11769</b>	<b>8238</b>		<b>9704</b>	<b>1177</b>	<b>117.8%</b>

Hotel									
Parcel	Land Use	Rooms	Rest. Seat	Ballroom/Meeting (4)	Code Required	Code Reduced (70%)	Proposed (5)	Balance +/-	% of Code Reduction
Hotel	Hotel	350	100	16,100	712	498	450	-48	90.3%
<b>Total</b>		<b>350</b>			<b>712</b>	<b>498</b>	<b>450</b>	<b>-48</b>	<b>90.3%</b>

Retail									
Parcel	Land Use	GSF	Retail SF	Code Required	Code Reduced (70%)	Proposed Rate	Proposed	Balance +/-	% of Code Reduced
Hotel	Retail	1,400	980	12	8	2.5 / KGSF (e)	4	-5	43.4%
NE Housing	Retail	34,000	23,800	280	196	2.5 / KGSF (e)	85	-111	43.4%
Central Park	Retail	24,400	17,080	201	141	2.5 / KGSF (e)	61	-80	43.4%
West C	Retail	5,300	3,710	44	31	2.5 / KGSF (e)	13	-17	43.9%
Northwest B	Retail	5,300	3,710	44	31	2.5 / KGSF (e)	13	-17	43.9%
Southwest	Retail	4,700	3,290	39	27	2.5 / KGSF (e)	12	-15	43.9%
<b>Totals</b>		<b>75,100</b>		<b>618</b>	<b>433</b>		<b>188</b>	<b>-240</b>	<b>43.5%</b>

(1) Actual final parking count including visitor

(2) Proposed P1:434+ P2:718 + 33 surface = 1183 including visitor

(3) When HP Expansion occurs McGough will renegotiate lease rate at aggregate 4.0 / G 1000 + 165

(4) Hotel has 11,200 SF of ballroom and 4900 SF of meeting room - 50% public u

(5) Operators have required 450 spaces including employee parking

(6) Used rate of 2.5 / 1000 for office support/service retail

(7) Not including street parking

CODE REDUCED TOTAL **10868**

TOTAL PROPOSED (7) **11914**

### PROPOSED PARKING @ FULL BUILDOUT

Parcel/Area	Parking	Comments	Available for HP	Excess Office Parking
Existing HP Underground Exe.	101	Not included in calculations	101	0
HP Expansion	44	Under expansion	44	0
HP Expansion Ramp/Surface	747	South of existing HP	747	0
Reflections	389	No public or HP parking	0	0
Hotel	0	No parking on hotel site	0	0
Central Park Office	2002	Required=1273+450+150=1873	0	Transfer 129 W Office Ramp
NE Housing Ph 1 (S)	545	535 underground + 10 surface	238	0
NE Housing Ph 2 (N)	876	853 underground + 23 surface	0	0
SW Office Ramps	3749	Req'd=2352 + 12 = 2364	1346	39
West Office Ramp	1800	Req'd=1144+13+7+570=1734	254	0
Northwest Office Ramp	1800	Req'd=1164+6+571=1741	0	Transfer 59 W Office Ramp
Street Parking	106		0	
<b>Total Parking</b>	<b>12058</b>		<b>2629</b> (=2520+109)	<b>39</b>

**ATTACHMENT J-4**

**SANITARY SEWER SUMMARY**

## BLOOMINGTON CENTRAL STATION

Bloomington, MN

12/21/2005

Page 1

### SEWER SUMMARY

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

		<u>City of Bloomington Comp. Plan Rates</u>	<u>MCES SAC Procedure Manual Rates</u>
1	Residential Rate	75 gpcd (per City of Bloomington)	274 gpd per DU (SAC Manual)
2	Office Rate	0.03 gpd/SF (per City of Bloomington)	0.114 gpd/SF (SAC Manual-1 SAC/2400 SF)
3	Retail Rate	0.077 gpd/SF (per City of Bloomington)	0.091 gpd/SF (SAC Manual-1 SAC/3000 SF)
4	Hotel Rate	0.25 gpd/SF (per City of Bloomington)	137 gpd/room (SAC Manual-1 SAC/2 rooms)
5	Restaurant Rate	12 gpcd (Mn Dept.of Public Health)	34.25 gpd/seat (SAC Manual-1 SAC/8 seats)
6	Ballroom		0.464 gpd/SF (SAC Manual-1 SAC/590 SF)

#### Assumed Residential Occupancy

DU Type	DU Mix	DU Occupancy	Reflections	NE Phase 1	Remaining NE Housing	Totals
# of DU			263	142	698	1103
Efficiency	0%	1.1	0	0	0	0
1 BR	61%	1.5	241	130	639	1009
2 BR	39%	2.3	236	127	626	989
<b>Occupancy</b>			<b>477</b>	<b>257</b>	<b>1265</b>	<b>1999</b>

#### Residential Sewer Generation - MCES SAC Procedure Manual Rates

Parcel	DU	Occupancy	SAC Rate (gpd/DU)	Res. Sewage (gpd)	Retail Gross SF	Retail Sewer Rate (gpd/SF)	Retail Sewage (gpd)	Total Sewage (gpd)
Reflections	263	477	274	72,062	0	0.091	0	72,062
NE Housing-Ph 1	142	257	274	38,908	0	0.091	0	38,908
NE Housing-Ph 2	698	1265	274	191,252	34,000	0.091	3,094	194,346
<b>Totals</b>	<b>1103</b>	<b>1999</b>			<b>34,000</b>			<b>305,316</b>

#### Commercial Sewer Generation - MCES SAC Procedure Manual Rates

Parcel	Use	Office Gross SF	Retail Gross SF	Office Sewer Rate (gpd/SF)	Retail Sewer Rate (gpd/SF)	Office Sewage (gpd)	Retail Sewage (gpd)	Total Sewage (gpd)
HP	Office	470,900	0	0.114	0.091	53,683	0	53,683
HP-Expansion	Office	145,000	0	0.114	0.091	16,530	0	16,530
Central Park	Office	335,100	24,400	0.114	0.091	38,201	2,220	40,422
Southwest	Office	619,000	4,700	0.114	0.091	70,566	428	70,994
West	Office	301,100	5,300	0.114	0.091	34,325	482	34,808
Northwest Office B	Office	300,200	5,300	0.114	0.091	34,223	482	34,705
Northwest Office A(1)	Office	306,400	0	0.114	0.091	34,930	0	34,930
<b>Totals</b>		<b>2,477,700</b>	<b>39,700</b>					<b>286,071</b>

(1) Northwest Office continues to be serviced from American Boulevard



Thresher Square  
 700 Third Street South  
 Minneapolis, MN 55415  
 Phone: (612) 370-0700  
 Fax: (612) 370-1378

**LOOMINGTON CENTRAL STATION**  
 Bloomington, MN

12/21/2005  
 Page 2

**Hotel Sewer Generation - MCES SAC Procedure Manual Rates**

Parcel	Use	Rooms	Hotel Retail GSF	Restaurant Seats	Hotel Sewer Rate(gpd/room)	Restaurant Rate(gpd/seat)	Retail Rate (gpd/SF)	Total Sewage (gpd)
Hotel	Hotel	350	1,400	100	137	34.250	0.091	51,502
<b>Total</b>								<b>51,502</b>

Hotel retail of 1400 SF  
 Assumed 100 seat / 3160 SF restaurant

**COMPREHENSIVE PLAN COMPARISON**

		Proposed	Comp.Plan (1)	% Comp.Plan
<b>To American Blvd.:</b>	Hotel, NE Housing, and Northwest Office A	<b>319,686</b>	140,250	227.9%
<b>To Old Shakopee Rd.:</b>	Existing Health Partners and Reflections	<b>125,745</b>	36,000	349.3%
<b>To West-82nd St.:</b>	HP Expansion, SW Office, West Office, Northwest Office B, and Central Park Office	<b>197,458</b>	20,000	987.3%
<b>Total</b>		<b>642,889</b>	196,250	327.6%

(1) Current Bloomington Comprehensive Plan Sewer Model Inputs - Year 2020 Maximum Build - provided to URS from Tim Kampa on October 17, 2002 - these are NOT based on MCES SAC Procedure Manual Rates

**SEWER SUMMARY BY PHASE**

Phase	Probable Date	To American	To West	To Old Shakopee Rd.	Total (gpd)
Phase 1	2005-2006	0	0	125,745	125,745
Phase 2	2006-2007	284,756	0	125,745	410,501
Phase 3	2007-2008	284,756	40,422	125,745	450,923
Phase 4	2009-2012	319,686	56,952	125,745	502,382
Phase 5	2012-2018	319,686	197,458	125,745	642,889

**ATTACHMENT J-5**

**SRF's REVIEW OF THE REVISED PRELIMINARY DEVELOPMENT PLAN FOR THE  
BLOOMINGTON CENTRAL STATION TRAFFIC STUDY**



# CONSULTING GROUP, INC.

Transportation • Civil • Structural • Environmental • Planning • Traffic • Landscape Architecture • Parking • Right of Way

---

SRF No. 0045080

## MEMORANDUM

TO: Mark Fabel  
McGough Development

FROM: Marie Cote, P.E., Principal  
Joshua Maus, Engineer

DATE: December 16, 2005

SUBJECT: REVIEW OF THE REVISED PRELIMINARY DEVELOPMENT PLAN FOR THE  
BLOOMINGTON CENTRAL STATION TRAFFIC STUDY

### REVISED PRELIMINARY DEVELOPMENT PLAN REVIEW

As requested, a review of the revised Preliminary Development Plan (PDP) for Bloomington Central Station was completed. Upon review of the revised PDP, there were no changes in the land use types, with only small changes in their sizes. The revised PDP assumes the following:

- A reduction of 114,700 SF of office development
- No change in the amount of residential units
- A reduction of 25,100 SF of retail development
- An increase of 150 hotel rooms

Trip generation estimates were calculated based on land use information in the revised PDP and compared to trip generation estimates assumed in the Bloomington Central Station Traffic Study (2004). The revised PDP will generate approximately 60 fewer trips during the a.m. peak hour and 40 fewer tips during the p.m. peak hour. A detailed trip generation comparison is displayed in Table 1.

Since some developments increased in size, turning movement volumes were analyzed in greater detail at all key intersections. Tables 2 and 3 display the difference in trips between the original PDP and the revised PDP.

Based on the traffic volumes in Tables 1 through 3, no significant traffic impacts are expected with the land use assumptions listed in the revised PDP.

One Carlson Parkway North, Suite 150, Minneapolis, MN 55447-4443  
Telephone (763) 475-0010 + Fax (763) 475-2429 + <http://www.srfconsulting.com>

**Table 2**  
**Turing Movement Volume Comparison - PM Peak Hour**  
**Only Developments Listed in the Revised Preliminary PD Section**

Bloomington Central Station

**Updated PDP - 2005**

Intersection	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
American Boulevard/28th Avenue								84			293	
American Boulevard/30th Avenue	245								84	14	48	
American Boulevard/Metro Drive East	6									11	56	
American Boulevard/International Drive/33rd Avenue	42									123	25	
American Boulevard/34th Avenue		699			355	149						
Old Shakopee Road/33rd Avenue				339		104	161	360			55	87
Old Shakopee Road/31st Avenue				94		51	11	427			122	37
Old Shakopee Road/30th Avenue				265		257	55	172			155	18
Old Shakopee Road/28th Avenue			50					177		92	321	

**BCS Traffic Study - 2004**

Intersection	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
American Boulevard/28th Avenue								91			335	
American Boulevard/30th Avenue	300								91	23	36	
American Boulevard/Metro Drive East	6									17	53	
American Boulevard/International Drive/33rd Avenue	30									97	40	
American Boulevard/34th Avenue		716			346	137						
Old Shakopee Road/33rd Avenue				317		92	148	398			51	90
Old Shakopee Road/31st Avenue				88		51	11	458			108	35
Old Shakopee Road/30th Avenue				311		287	63	158			143	17
Old Shakopee Road/28th Avenue			49					172		95	334	

**Additional Trips**

Intersection	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
American Boulevard/28th Avenue								-7			-42	
American Boulevard/30th Avenue	-55								-7	-9	12	
American Boulevard/Metro Drive East	0									-6	3	
American Boulevard/International Drive/33rd Avenue	12									26	-15	
American Boulevard/34th Avenue		-17			9	12						
Old Shakopee Road/33rd Avenue				22		12	13	-38			4	-3
Old Shakopee Road/31st Avenue				6		0	0	-31			14	2
Old Shakopee Road/30th Avenue				-46		-30	-8	14			12	1
Old Shakopee Road/28th Avenue			1					5		-3	-13	

**Table 3**  
**Turing Movement Volume Comparison - AM Peak Hour**  
**Only Developments Listed in the Revised Preliminary PD Section**  
**Bloomington Central Station**

**Updated PDP - 2005**

Intersection	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
American Boulevard/28th Avenue								301			81	
American Boulevard/30th Avenue	38								301	76	42	
American Boulevard/Metro Drive East	1									57	117	
American Boulevard/International Drive/33rd Avenue	41									91	133	
American Boulevard/34th Avenue		427			464	224						
Old Shakopee Road/33rd Avenue				371		147	73	56			289	106
Old Shakopee Road/31st Avenue				14		8	57	115			242	194
Old Shakopee Road/30th Avenue				41		40	286	130			155	95
Old Shakopee Road/28th Avenue			92					324		43	151	

**BCS Traffic Study - 2004**

Intersection	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
American Boulevard/28th Avenue								354			80	
American Boulevard/30th Avenue	47								354	112	33	
American Boulevard/Metro Drive East	1									85	144	
American Boulevard/International Drive/33rd Avenue	32									65	197	
American Boulevard/34th Avenue		420			441	262						
Old Shakopee Road/33rd Avenue				359		139	61	62			268	108
Old Shakopee Road/31st Avenue				13		8	57	109			225	182
Old Shakopee Road/30th Avenue				48		45	318	118			147	86
Old Shakopee Road/28th Avenue			97					339		42	149	

**Additional Trips**

Intersection	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
American Boulevard/28th Avenue								-53			1	
American Boulevard/30th Avenue	-9								-53	-36	9	
American Boulevard/Metro Drive East	0									-28	-27	
American Boulevard/International Drive/33rd Avenue	9									28	-64	
American Boulevard/34th Avenue		7			23	-38						
Old Shakopee Road/33rd Avenue				12		8	12	-6			21	-2
Old Shakopee Road/31st Avenue				1		0	0	6			17	12
Old Shakopee Road/30th Avenue				-7		-5	-32	12			8	9
Old Shakopee Road/28th Avenue			-5					-15		1	2	

**Table 4**  
**Trip Generation Comparison - Revised Preliminary Development Plan**  
**All Developments - Full Build Out**  
 Bloomington Central Station

Location	Land Use	Land Use Type	Bloomington Central Station Traffic Study - 2004						Revised Preliminary Development Plan - 2005						Increase (2005-2004)					
			Size	Daily Trips	A.M. Peak		P.M. Peak		Size	Daily Trips	A.M. Peak		P.M. Peak		Size	Daily Trips	A.M. Peak		P.M. Peak	
					In	Out	In	Out			In	Out	In	Out			In	Out		
Health Partners	Health Partners Expansion	710	145 ksf	1,997	211	28	39	180	145 ksf	1,697	211	29	38	190	0 ksf	0	0	0	0	0
SE Housing	2 residential towers	220	275 units	1,758	27	107	105	57	283 units	1,678	25	102	101	54	-12 units	-77	-2	-5	-4	-3
NE Housing	11 residential towers	220	829 units	5,288	80	321	317	171	840 units	5,383	81	328	322	173	12 units	77	1	5	5	2
	Retail - assume 1 restaurant	832	8.3 ksf	528	25	23	28	18	8.3 ksf	528	25	23	28	18	0 ksf	0	0	0	0	0
	Retail - assume mix	814	9 ksf	399	6	4	11	14	12.9 ksf	572	8	5	16	20	3.8 ksf	173	2	1	4	8
Central Park	Retail - assume mix	814	8.8 ksf	390	8	4	10	13	12.8 ksf	587	8	5	15	19	4 ksf	177	2	1	6	8
	14-story office tower	710	544.65 ksf	4,674	809	83	111	543	335.1 ksf	3,218	413	58	73	358	-209.45 ksf	-1,458	-185	-27	-38	-185
Hotel	Flex retail	814	27.7 ksf	1,226	18	11	33	42	24.4 ksf	1,081	16	10	28	37	-3.3 ksf	-147	-2	-1	-4	-6
	Hotel	310	200 rooms	1,552	66	41	59	53	350 rooms	2,717	114	73	104	92	150 rooms	1,185	48	32	45	39
Hotel	Restaurants	832	5 ksf	319	15	14	17	11	3.18 ksf	201	9	8	11	7	-1.84 ksf	-117	-6	-6	-6	-4
	Retail	814	1 ksf	44	1	0	1	2	1.4 ksf	62	1	1	2	2	0.4 ksf	18	0	1	1	0
SW Office	Office (4 bldgs)	710	548.3 ksf	4,565	810	88	112	545	618 ksf	5,158	674	92	126	609	72.7 ksf	478	64	8	13	84
	Flex retail	814	4.7 ksf	209	3	2	8	7	4.7 ksf	208	3	2	6	7	0 ksf	0	0	0	0	0
West Office	Office	710	488.4 ksf	4,305	559	78	101	494	301.1 ksf	2,981	379	52	67	328	-188.3 ksf	-1,344	-180	-24	-34	-168
	Flex retail	814	10.6 ksf	470	7	4	13	16	5.3 ksf	235	3	2	6	8	-8.3 ksf	-236	-4	-2	-7	-8
NW Office	9-story office bldg	710	245.1 ksf	2,528	321	44	67	279	808.8 ksf	5,078	883	90	122	598	361.6 ksf	2,550	342	48	65	319
	Flex retail	814	0 ksf	0	0	0	0	0	5.3 ksf	235	3	2	8	8	5.3 ksf	235	3	2	8	8
Park-and-Ride	Transit-oriented retail	814	150 ksf	8,848	87	80	179	228	150 ksf	8,648	87	60	179	228	0 ksf	0	0	0	0	0
	LRT park-and-ride <sup>(1)</sup>	890	1675 spaces	7,088	945	238	225	752	1575 spaces	7,088	945	238	225	752	0 spaces	0	0	0	0	0
<b>GRAND TOTAL</b>				<b>43,784</b>	<b>3,904</b>	<b>1,142</b>	<b>1,424</b>	<b>3,435</b>		<b>45,284</b>	<b>3,578</b>	<b>1,175</b>	<b>1,476</b>	<b>3,508</b>		<b>1,490</b>	<b>74</b>	<b>33</b>	<b>81</b>	<b>73</b>

**Table 5**  
**Turing Movement Volume Comparison - PM Peak Hour**  
**All Developments - Full Build Out**  
**Bloomington Central Station**

**Updated PDP - 2005**

Intersection	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
American Boulevard/28th Avenue	87							181	50	11	701	
American Boulevard/30th Avenue	286								181	31	425	
American Boulevard/Metro Drive East	97									30	147	
American Boulevard/International Drive/33rd Avenue	42									149	111	
American Boulevard/34th Avenue		1131			382	260						
Old Shakopee Road/33rd Avenue				497		104	161	634			82	87
Old Shakopee Road/31st Avenue				94		158	38	701			149	37
Old Shakopee Road/30th Avenue				540		421	90	200			262	45
Old Shakopee Road/28th Avenue		98	64		307	431	152	225		152	531	

**BCS Traffic Study - 2004**

Intersection	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
American Boulevard/28th Avenue	87							175	50	11	678	
American Boulevard/30th Avenue	341								175	39	348	
American Boulevard/Metro Drive East	140									26	149	
American Boulevard/International Drive/33rd Avenue	30									133	108	
American Boulevard/34th Avenue		1113			373	241						
Old Shakopee Road/33rd Avenue				551		92	148	562			78	90
Old Shakopee Road/31st Avenue				88		209	49	622			135	35
Old Shakopee Road/30th Avenue				474		362	78	197			301	43
Old Shakopee Road/28th Avenue		98	61		307	431	152	214		147	516	

**Additional Trips**

Intersection	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
American Boulevard/28th Avenue	0							6	0	0	23	
American Boulevard/30th Avenue	-55								6	-8	77	
American Boulevard/Metro Drive East	-43									4	-2	
American Boulevard/International Drive/33rd Avenue	12									16	3	
American Boulevard/34th Avenue		18			9	19						
Old Shakopee Road/33rd Avenue				-54		12	13	72			4	-3
Old Shakopee Road/31st Avenue				6		-51	-11	79			14	2
Old Shakopee Road/30th Avenue				66		59	12	3			-39	2
Old Shakopee Road/28th Avenue		0	3		0	0	0	11		5	15	

**Table 6**  
**Turing Movement Volume Comparison - AM Peak Hour**  
**All Developments - Full Build Out**  
**Bloomington Central Station**

**Updated PDP - 2005**

Intersection	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
American Boulevard/28th Avenue	25							751	68	6	151	
American Boulevard/30th Avenue	51								751	84	106	
American Boulevard/Metro Drive East	16									157	265	
American Boulevard/International Drive/33rd Avenue	41									199	438	
American Boulevard/34th Avenue		503			478	637						
Old Shakopee Road/33rd Avenue				398		147	73	105			304	106
Old Shakopee Road/31st Avenue				14		26	173	164			256	194
Old Shakopee Road/30th Avenue				91		65	466	246			173	109
Old Shakopee Road/28th Avenue		374	158			96	133	502	554	53	185	

**BCS Traffic Study - 2004**

Intersection	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
American Boulevard/28th Avenue	25							734	68	6	141	
American Boulevard/30th Avenue	59								734	121	87	
American Boulevard/Metro Drive East	23									133	229	
American Boulevard/International Drive/33rd Avenue	32									221	415	
American Boulevard/34th Avenue		491			455	636						
Old Shakopee Road/33rd Avenue				397		139	61	95			282	108
Old Shakopee Road/31st Avenue				13		33	226	142			239	182
Old Shakopee Road/30th Avenue				81		56	405	287			172	100
Old Shakopee Road/28th Avenue		374	154			96	133	502	538	51	178	

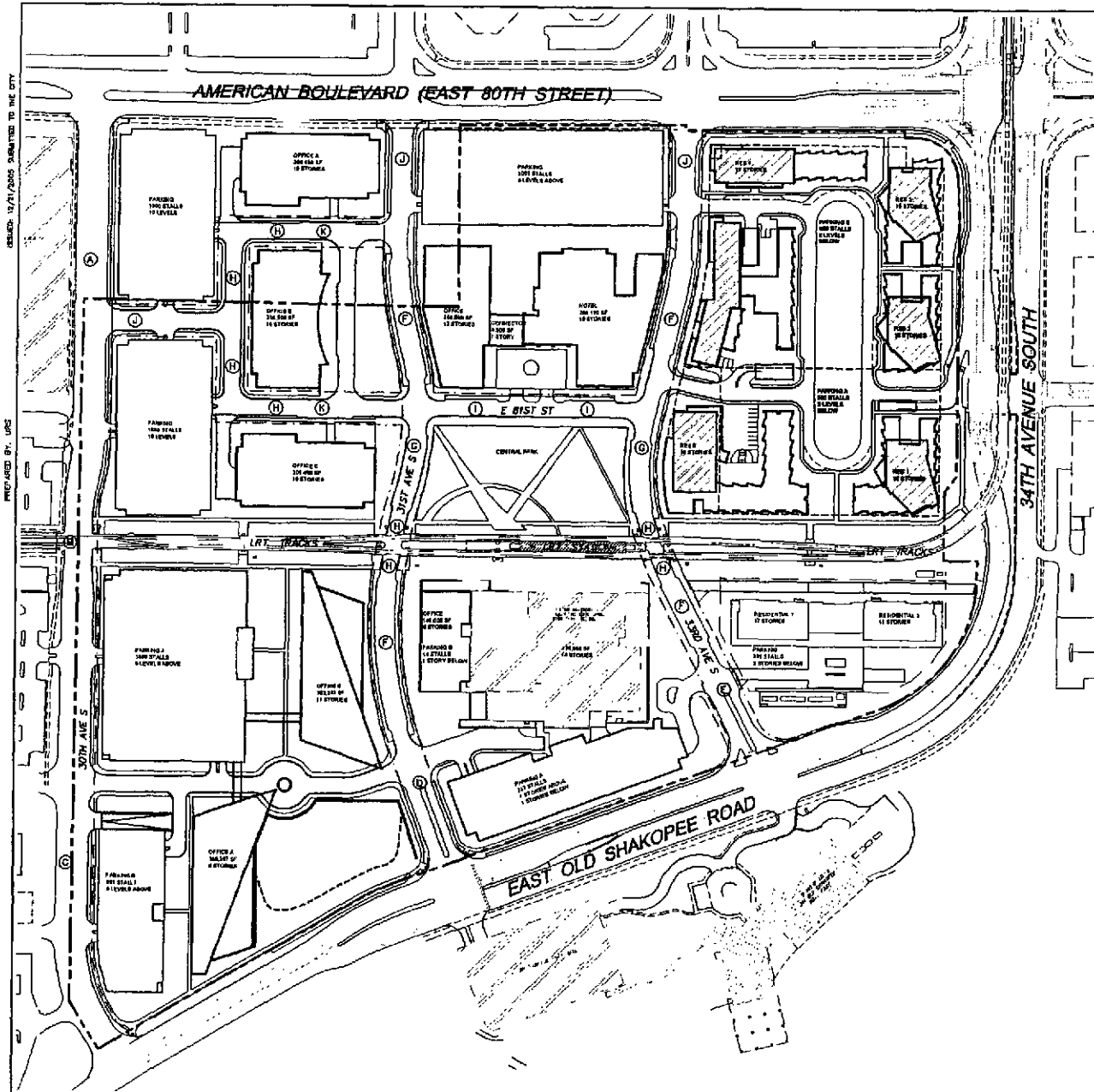
**Additional Trips**

Intersection	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
American Boulevard/28th Avenue	0							17	0	0	10	
American Boulevard/30th Avenue	-8								17	-37	19	
American Boulevard/Metro Drive East	-7									24	36	
American Boulevard/International Drive/33rd Avenue	9									-22	23	
American Boulevard/34th Avenue		12			23	1						
Old Shakopee Road/33rd Avenue				1		8	12	10			22	-2
Old Shakopee Road/31st Avenue				1		-7	-53	22			17	12
Old Shakopee Road/30th Avenue				10		9	61	-41			1	9
Old Shakopee Road/28th Avenue		0	4			0	0	16		2	7	



DESIGN: 12/1/2005 SUBMITTED TO THE CITY

PREPARED BY: URS



**PARCEL AND BUILDING DATA:**  
SEE PRELIMINARY PLAT SHEET 19 FOR PARCEL DESIGNATIONS

**LOT 1 BLOCK 1 - HEALTH PARTNERS**  
SITE AREA = 249,242 SF = 5.722 AC.  
BUILDING AREA = 470,900 SF  
FLOOR AREA RATIO (FAR) = 1.89  
FINISHED FLOOR ELEVATION = 818.1  
BUILDING HEIGHT = 201.7 FT.  
HIGHEST BUILDING ELEVATION = 1010.8

**LOT 1 BLOCK 1 - HEALTH PARTNERS EXPANSION**  
SITE AREA = 248,242 SF = 5.722 AC.  
BUILDING AREA = 616,900 SF  
FLOOR AREA RATIO (FAR) = 2.47  
FINISHED FLOOR ELEVATION = 818.1  
BUILDING HEIGHT (8 STORY) = 126.0 FT.  
HIGHEST BUILDING ELEVATION = 944.1

**REFLECTIONS**  
SITE AREA = 128,071 SF = 2.894 AC.  
BUILDING AREA = 282,000 SF  
FLOOR AREA RATIO (FAR) = 2.24  
OWELLING UNITS = 283 UNITS  
OWELLING UNITS / ACRE = 90.9  
FINISHED FLOOR ELEVATION = 819.0  
BUILDING HEIGHT (17 STORY) = 170.4 FT.  
HIGHEST BUILDING ELEVATION = 980.4

**OUTLOT A - SOUTHWEST OFFICE / RETAIL**  
SITE AREA = 421,122 SF = 9.888 AC.  
BUILDING AREA = 623,700 SF  
RETAIL AREA = 4,700 SF  
FLOOR AREA RATIO (FAR) = 1.48  
FINISHED FLOOR ELEVATION = 814.5  
BUILDING HEIGHT (11 STORY) = 144.0 FT.  
HIGHEST BUILDING ELEVATION = 938.5

**OUTLOT B (PARTIAL) - WEST OFFICE / RETAIL**  
SITE AREA = 137,853 SF = 3.160 AC.  
BUILDING AREA = 301,100 SF  
RETAIL AREA = 5,300 SF  
FLOOR AREA RATIO (FAR) = 2.23  
FINISHED FLOOR ELEVATION = 819.5  
BUILDING HEIGHT (10 STORY) = 134.5  
HIGHEST BUILDING ELEVATION = 954.0

**LOT 2 BLOCK 2 AND OUTLOT C - CENTRAL PARK OFFICE / RETAIL**  
SITE AREA = 116,551 SF = 2.722 AC.  
BUILDING AREA = 359,500 SF  
RETAIL AREA = 24,400 SF  
FLOOR AREA RATIO (FAR) = 2.47  
FINISHED FLOOR ELEVATION = 820.0  
BUILDING HEIGHT (12 STORY) = 171.0 FT.  
HIGHEST BUILDING ELEVATION = 991.0

**LOT 1 BLOCK 2 - CENTRAL PARK HOTEL**  
SITE AREA = 85,532 SF = 1.918 AC.  
BUILDING AREA = 288,100 SF  
RETAIL AREA = 1,400 SF  
FLOOR AREA RATIO (FAR) = 3.48  
FINISHED FLOOR ELEVATION = 820.0  
BUILDING HEIGHT (12 STORY) = 170.0 FT.  
HIGHEST BUILDING ELEVATION = 990.0

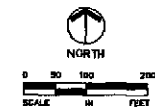
**LOT 1 BLOCK 3 AND OUTLOT E - NORTHEAST HOUSING / RETAIL**  
SITE AREA = 362,728 SF = 8.786 AC.  
BUILDING AREA = 1,075,200 SF  
RETAIL AREA = 34,000 SF  
FLOOR AREA RATIO (FAR) = 2.81  
OWELLING UNITS = 840 UNITS  
OWELLING UNITS / ACRE = 95.8  
FINISHED FLOOR ELEVATION = 822.0  
BUILDING HEIGHT (18 STORY) = 189.0  
HIGHEST BUILDING ELEVATION = 918.0

**GENERAL DYNAMICS WEST - NORTHWEST OFFICE A**  
SITE AREA = 124,828 SF = 2.881 AC.  
BUILDING AREA = 308,400 SF  
FLOOR AREA RATIO (FAR) = 2.46  
FINISHED FLOOR ELEVATION = 820.5  
BUILDING HEIGHT (10 STORY) = 135.5  
HIGHEST BUILDING ELEVATION = 956.0

**GENERAL DYNAMICS WEST - NORTHWEST OFFICE B**  
SITE AREA = 71,835 SF = 1.645 AC.  
BUILDING AREA = 305,500 SF  
FLOOR AREA RATIO (FAR) = 4.28  
FINISHED FLOOR ELEVATION = 820.5  
BUILDING HEIGHT (10 STORY) = 135.5  
HIGHEST BUILDING ELEVATION = 958.0

**KEY (SEE SHEETS 8-10 FOR TYPICAL SECTIONS)**

- Ⓐ 81 FT. ROADWAY (4 LANE/OPPOSING TURN LANE/NO PARKING)
- Ⓑ 52 FT. ROADWAY (4 LANE/NO TURN LANE/NO PARKING)
- Ⓒ 81 FT. ROADWAY (4 LANE/OPPOSING TURN LANE/NO PARKING)
- Ⓓ 48 FT. ROADWAY (3 LANES/CENTER ISLAND/NO PARKING)
- Ⓔ 49 FT. ROADWAY (3 LANES/CENTER ISLAND/NO PARKING)
- Ⓕ 38 FT. ROADWAY (2 LANE/NO TURN LANE/WITH PARKING)
- Ⓖ 38 FT. ROADWAY (2 LANE/NO TURN LANE/WITH PARKING)
- Ⓗ 30 FT. ROADWAY (2 LANE/NO TURN LANE/NO PARKING)
- Ⓛ 31 FT. ROADWAY (2 LANE/NO TURN LANE/NO PARKING)
- Ⓜ 38 FT. ROADWAY (3 LANE/THRU-TURN LANE/NO PARKING)
- Ⓝ 34 FT. ROADWAY (3 LANE/NO TURN LANE/WITH PARKING)



TRADERS BUILDING, SUITE 605  
1000 W. WASHINGTON AVENUE  
MINNEAPOLIS, MINNESOTA, 55401  
TEL: 612.337.1111  
WWW.URS.COM

**URS**

**Bloomington Central Station**



McGough

REVISED  
PRELIMINARY DEVELOPMENT PLAN  
OVERALL SITE PLAN

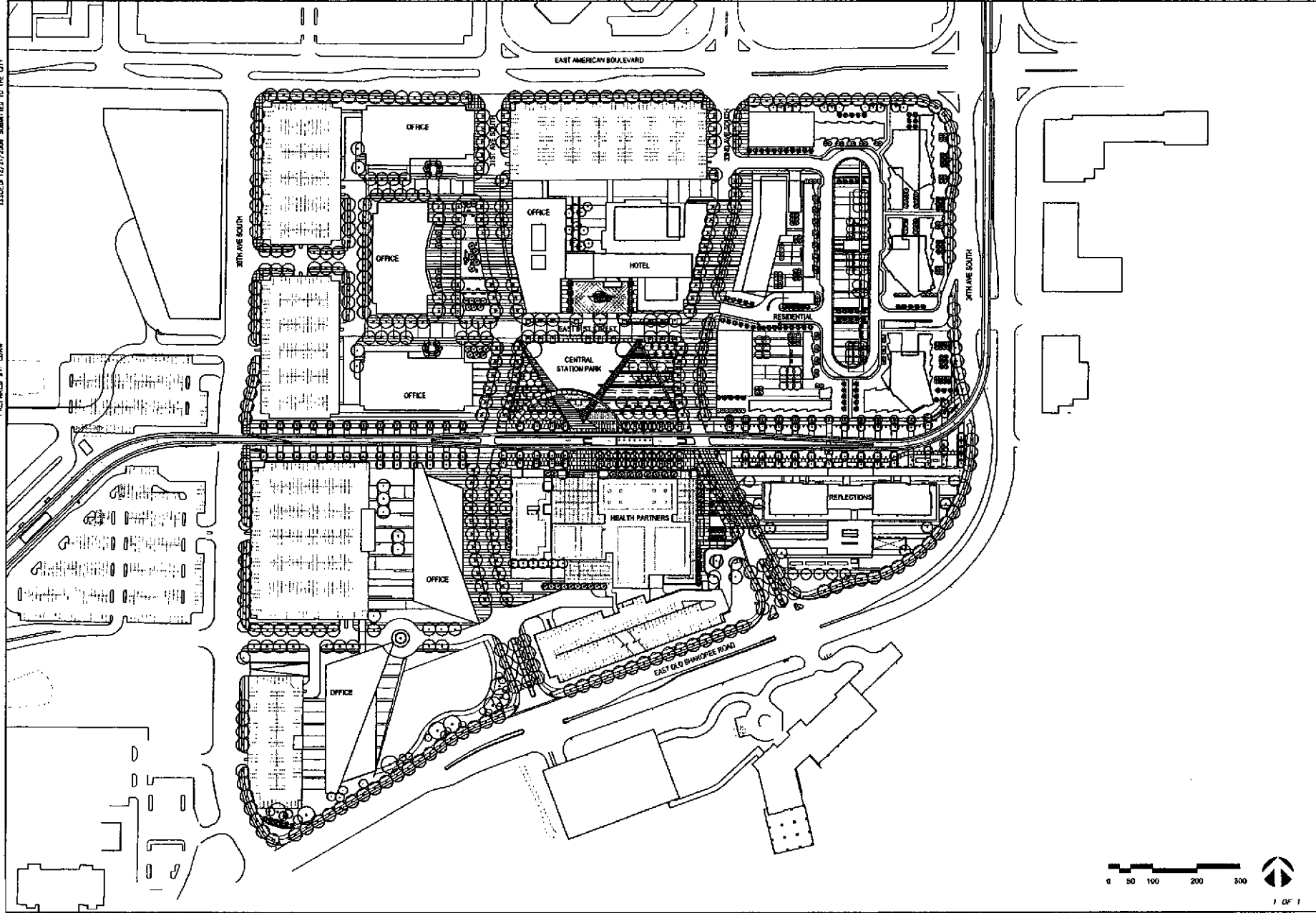
SHEET No.

6

2830 C 05

ISSUED 12/27/2008 SUBMITTED TO THE CITY

PREPARED BY: EDAW



1000 N. LAKE CENTER  
SUITE 200  
DENVER, COLORADO 80202  
TEL: 303.596.1400  
WWW.EDAW.COM



# Bloomington Central Station



McGough

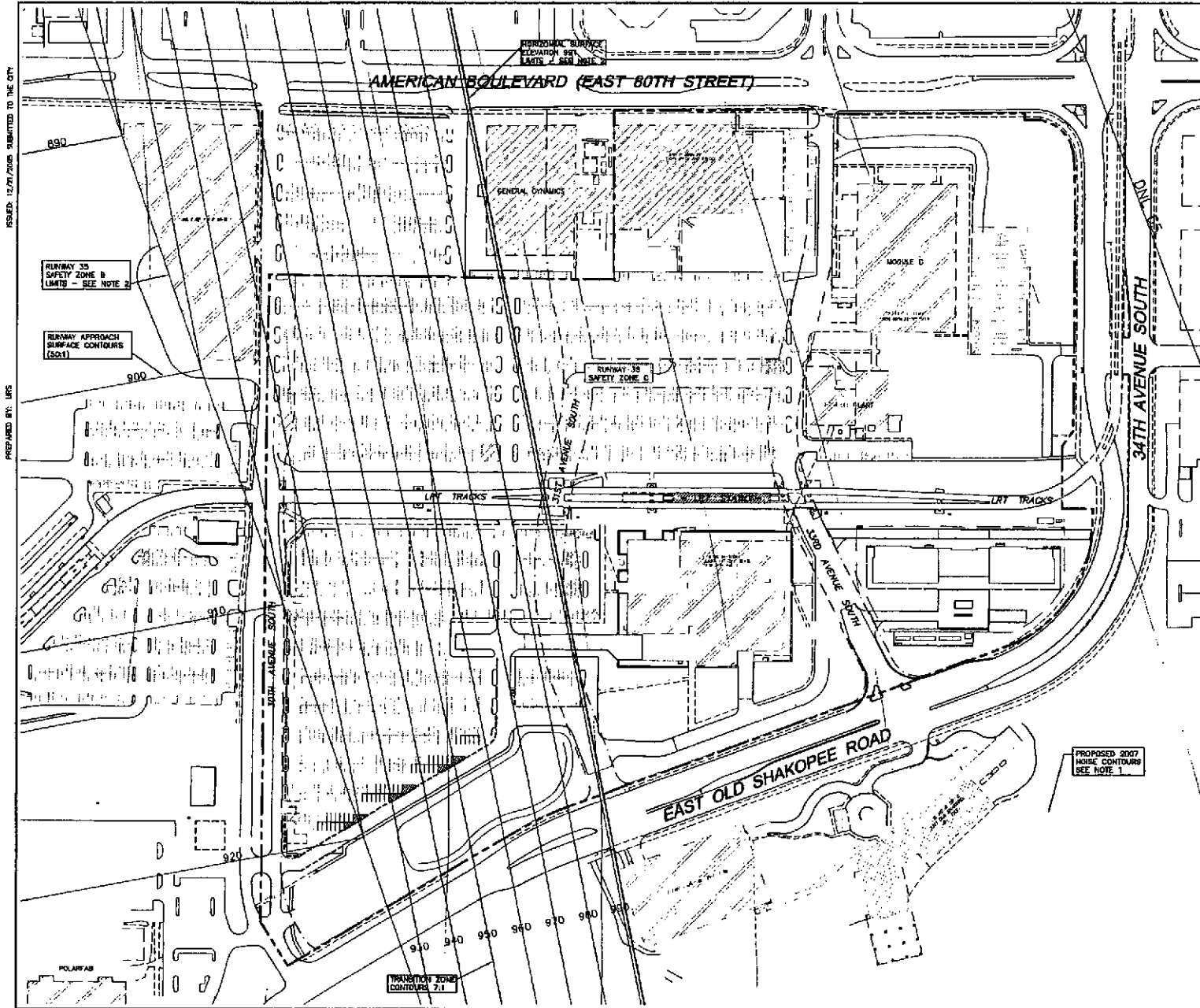
REVISED  
PRELIMINARY DEVELOPMENT PLAN  
OVERALL LANDSCAPE PLAN

SHEET NO.

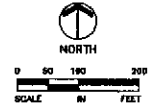
14



2830 C 05



- NOTES
1. NOISE CONTOURS  
THE 2007 PROJECTED DNL NOISE CONTOURS (RECEIVED FROM NAC 4-23-04) HAVE NOT BEEN APPROVED BY THE FAA & ARE SUBJECT TO CHANGE.
  2. RUNWAY 35 SAFETY ZONE B  
THE LIMITS AND CONTOURS SHOWN ARE FROM THE ZONING ORDINANCE APPROVED BY THE JOINT AREA ZONING BOARD (4-28-04).



THESE DRAWINGS, WITH AND WITHOUT THESE NOTICES, SHALL BE THE PROPERTY OF URS CORPORATION. ANY REUSE OR REPRODUCTION OF THESE DRAWINGS WITHOUT THE WRITTEN PERMISSION OF URS CORPORATION IS PROHIBITED.

**URS**

**Bloomington Central Station**



REVISED  
PRELIMINARY DEVELOPMENT PLAN  
EXISTING CONDITIONS

SHEET NO.

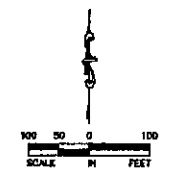
4

2830 C 05

# BLOOMINGTON CENTRAL STATION 2ND ADDITION

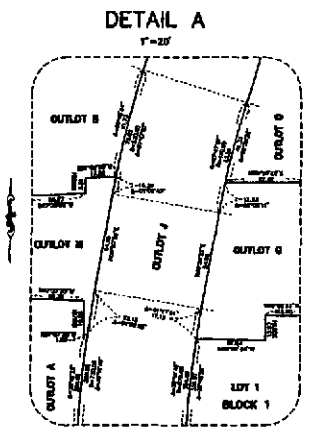
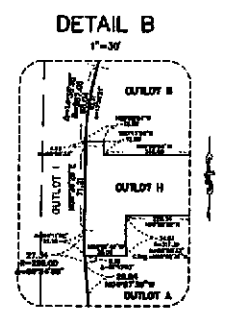
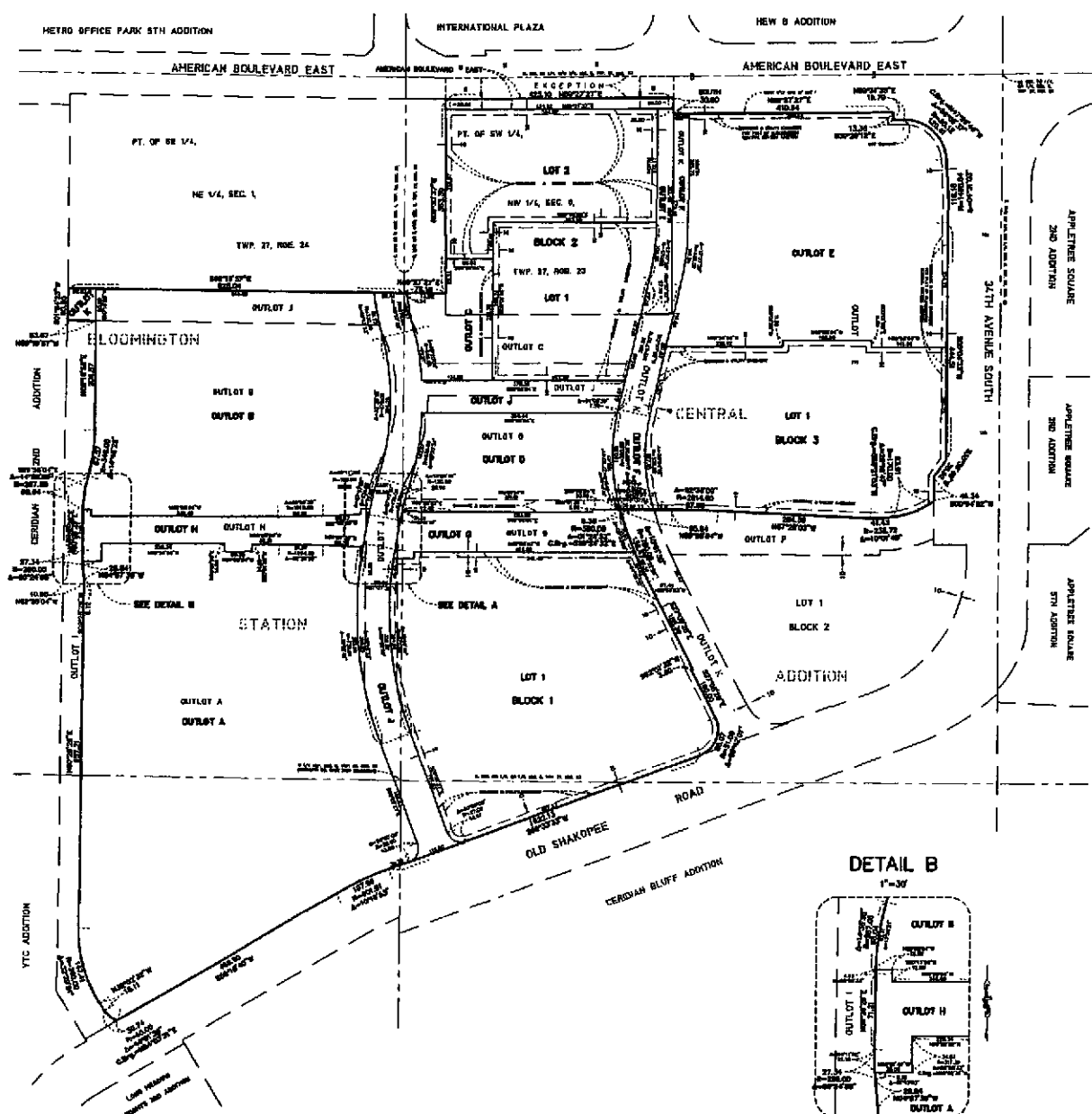
**AREA TABULATION**

LOT 1, BLOCK 1	= 248,342 Sq. Ft. which is 5.722 Ac.
LOT 1, BLOCK 2	= 63,882 Sq. Ft. which is 1.478 Ac.
LOT 2, BLOCK 2	= 88,037 Sq. Ft. which is 2.044 Ac.
LOT 4, BLOCK 2	= 171,088 Sq. Ft. which is 3.941 Ac.
OUTLOT A	= 421,122 Sq. Ft. which is 9.668 Ac.
OUTLOT B	= 228,982 Sq. Ft. which is 5.210 Ac.
OUTLOT C	= 28,814 Sq. Ft. which is 0.678 Ac.
OUTLOT D	= 28,308 Sq. Ft. which is 0.651 Ac.
OUTLOT E	= 271,038 Sq. Ft. which is 6.248 Ac.
OUTLOT F	= 32,143 Sq. Ft. which is 0.739 Ac.
OUTLOT G	= 32,847 Sq. Ft. which is 0.754 Ac.
OUTLOT H	= 22,748 Sq. Ft. which is 0.523 Ac.
OUTLOT I	= 13,210 Sq. Ft. which is 0.303 Ac.
OUTLOT J	= 87,242 Sq. Ft. which is 2.003 Ac.
OUTLOT K	= 3,180 Sq. Ft. which is 0.073 Ac.
RIGHT OF WAY	= 5,566 Sq. Ft. which is 0.129 Ac.
<b>TOTAL PLAT</b>	<b>= 1,768,340 Sq. Ft. which is 40.388 Ac.</b>



12/19/05

c:\urvs\31809344\loc-1\loc2-add.dwg



THESE PLANS HAVE BEEN PREPARED BY URS UNDER CONTRACT TO THE CITY OF BLOOMINGTON, MINNESOTA. ALL INFORMATION IS UNCLASSIFIED AND NOT FOR RELEASE UNDER E.O. 13526.



Bloomington Central Station



REVISED  
PRELIMINARY DEVELOPMENT PLAN  
PRELIMINARY PLAT

SHEET NO.  
5

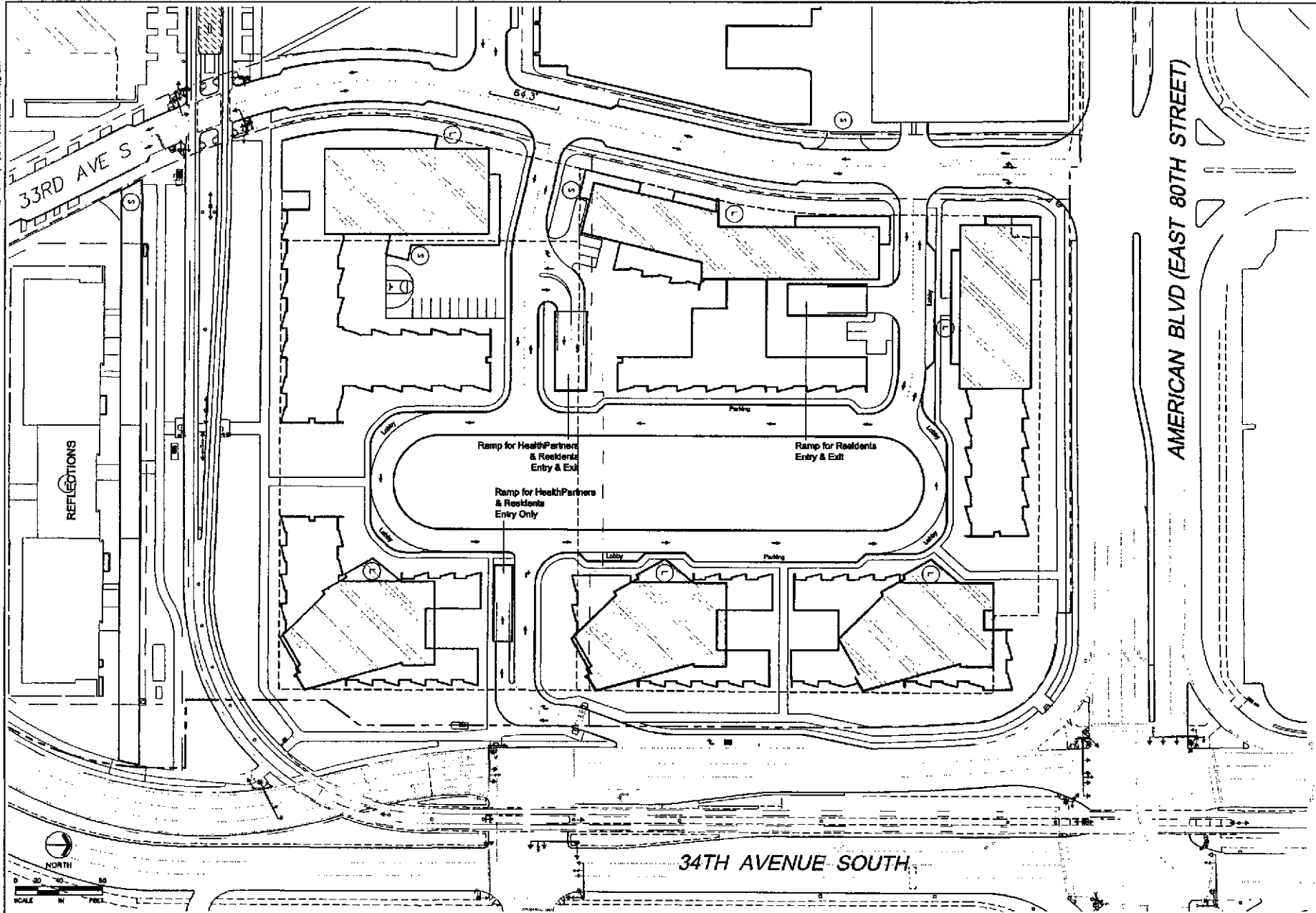
2830 0 05

ISSUED: 12/21/2005 SUBMITTED TO THE CITY

PREPARED BY: URS

REVISION 11/14/2008 SUBMITTED TO THE CITY

PREPARED BY: URS



URS  
UNIVERSITY OF WISCONSIN  
ENGINEERING, ARCHITECTURE & DESIGN  
1000 UNIVERSITY AVENUE  
MADISON, WISCONSIN 53706  
TEL: 608-263-8000  
WWW.URS.COM



Bloomington Central  
Station



McGough

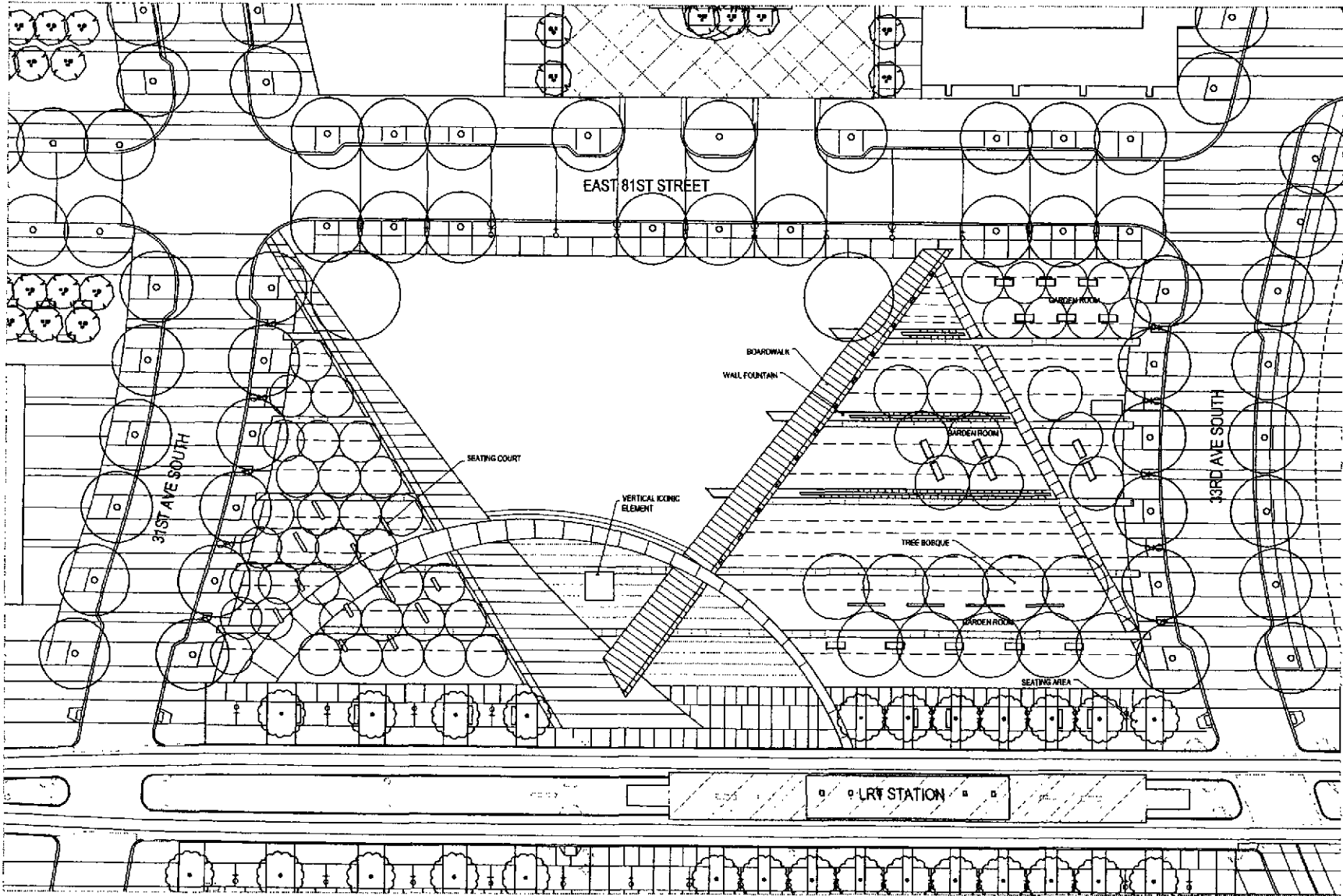
REVISED  
PRELIMINARY DEVELOPMENT PLAN  
OVERALL HOUSING SITE PLAN

SHEET NO.  
25

2830 C 05

ISSUED 12/27/2005 SUBMITTED TO THE CITY

PREPARED BY: ED&W



1 OF 1

1605 BROADWAY SUITE 2000 DENVER COLORADO 80202 TEL: 303.555.1234 FAX: 303.555.1234 www.edaw.com



Bloomington Central Station

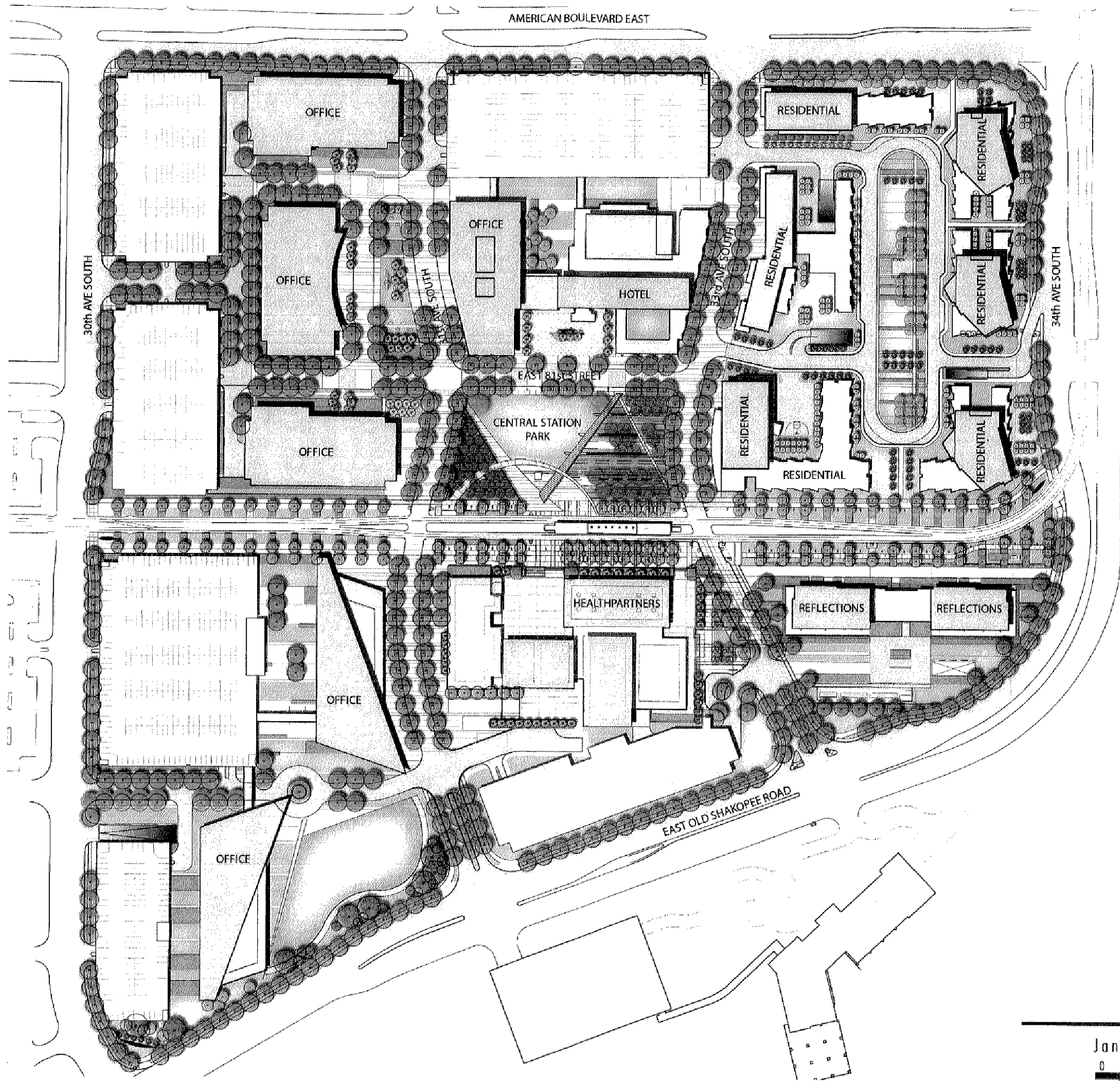


REVISED PRELIMINARY DEVELOPMENT PLAN PARK SITE PLAN

SHEET NO. 22

2830 C 05

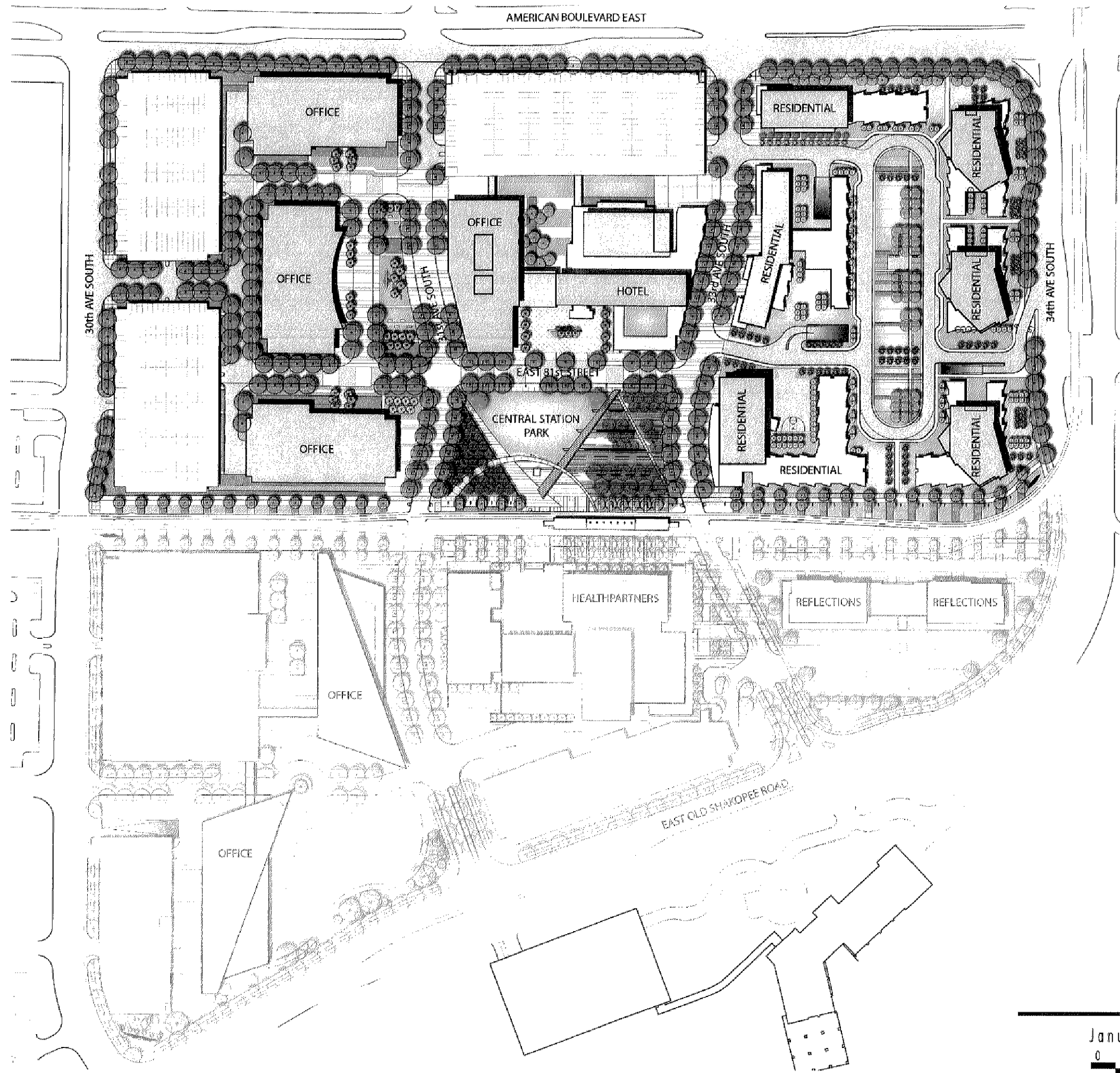
Revised 12/20/05  
2830C-05



BLOOMINGTON CENTRAL STATION  
OVERALL SITE PLAN



Rec'd 1/20/05  
28300-00



BLOOMINGTON CENTRAL STATION  
OVERALL SITE PLAN - NORTH



**ITEM 5.2A1,2****ITEM 1**  
6:01 p.m.

---



---

<b>CASE:</b>	2830CD-05
<b>APPLICANT:</b>	MG Bloomington, LLC
<b>LOCATION:</b>	8100 – 34 <sup>th</sup> Avenue
<b>REQUEST:</b>	Revised Preliminary Development Plan for a Mixed-Use, Transit-Oriented Development; and Preliminary Plat of Bloomington Central Station 2 <sup>nd</sup> Addition

---



---

**APPEARING FOR THE APPLICANT:**

Mark Fabel, representing MG Bloomington, LLC  
 Bake Baker, representing MG Bloomington, LLC  
 Tom Lincoln, representing URS Corporation

**SPEAKING FROM THE PUBLIC:**

No one.

**DISCUSSION BY THE COMMISSION:**

Sharlin presented the staff report recommending approval of a revised preliminary development plan for a transit oriented mixed use development as contained in the narrative and plan set for Case 2830C-05 subject to seven conditions and one Code requirement and in Case 2830D-05, approval of the Preliminary Plat of Bloomington Central Station 2<sup>nd</sup> Addition subject to seven conditions. There are seven elements that are proposed for revision. They include revised Central Station Park size and location, revised hotel size, program and site location, revised Central Park Office and parking ramp, revised West Office and Northwest Office areas, revised Northeast housing buildings and site plan, decrease in Preliminary Development Plan office component and decrease in Preliminary Development Plan retail component. There are also four plat revisions that include the General Dynamics East parcel, reflects administrative subdivision of old Outlot E, includes revised 81<sup>st</sup> Street alignment and revised 31<sup>st</sup> Avenue alignment. Sharlin stated the purpose of a preliminary development plan is to establish the intent, density and intensity for a proposed development. It provides an overall development framework to be followed with Final Development Plans for each individual component or project thereafter. Final layout and design will be included in separate Final Development Plan submittals.

Sharlin reviewed several of the changed elements proposed, the Central Station Park, the revised Hotel Development and the most importantly, the revision of the housing in the northeast section of the site. The park space is proposed to increase slightly from 1.2 acres to 1.59 acres. The hotel is proposed to increase in size from 200 rooms to 350 rooms and have a new location just north of the Central Station Park. The revised northeast housing proposes a new site layout that is more compact and open with buildings closer to streets with more useable space. The proposal includes five 16-story buildings, one 6-story double loaded building and two and three story townhomes that would increase the number of units from 828 to 840. The housing density would increase slightly from 92.4 du/a to 95.6 du/a. Sharlin added that the total number of units for the entire site would remain the same. All of the revisions are consistent with the HX-R District regulations.

Mark Fabel and Bake Baker presented a five minute CAD rendering video that shows the site at full build-out. Fabel added the landscaping for the stormwater pond would be complete in the summer of this year. There will be no curb or gutter surrounding the Central Park area. There is estimated to be 8,000 –

10,000 people on the site at build-out. Baker stated the townhomes scheduled for the project lend themselves to the “eyes” on the street from the standpoint of safety and security. Fabel added the second phase architect is from Vancouver and has met with Baker and some other people from McGough. He stated the second phase would have 50% less vision glass on the housing, mostly in the bedrooms of the units. The walls will consist of one third glass and two-thirds drywall. There will be exterior spandrel glass on the buildings, however.

Baloga asked how the actual measuring of the aircraft noise is conforming now that the runway has opened and is being used. Sharlin stated the testing phase is still underway on the “Reflections” project. Baker stated they have been meeting with the Metropolitan Airports Commission on a monthly basis. There are no new contour models currently, but the acoustical wall testing has out performed the standards set. Baker offered to update the Commission when new modeling is completed. Klassen asked for clarification regarding the residential parking. Baker stated most of the residential parking is underground with minimal on-street parking. The on-street parking would be used by visitors, retail and hotel users. The southern portion of the residential parking area has a parking ramp that has 230 spaces on the upper level that would be used by HealthPartners workers. After 3:00 p.m., the parking would become available for visitors and residents of the site. Peper asked what are the models used to determine accessory space parking and how could outside factors affect those models. Sharlin stated the applicant has submitted a detailed parking analysis based on the different functions or land uses contained within the project. Tom Lincoln added that the current “Reflections” buildings have a parking ratio of 1.48 spaces per dwelling unit. This included 33 visitor parking spaces. The plan for the second phase is 1.41 spaces per dwelling unit with the same ratio for visitor parking. He stated they are working with staff on the remaining parking for the site. The HX-R Zoning District allows for a 30% reduction from the current City Code for parking and that is where this project is at currently. There are 106 surface parking spaces on the site, but the 33 surface parking spaces in the residential area are not included in this number. Fabel added they are aiming to not have the site become a sea of parking. Being as the development is transit-oriented, they are striving to change behaviors to lower parking needs. Spencer stated he is concerned about the amount of behavior modification required to achieve the parking behaviors wanted. Fabel stated the residential parking would be closer to normal standards. The parking for the site will greatly change as the office users leave the site and open those spaces up to evening visitors.

Peper asked for clarification regarding the permit needed for exceeding the 80-foot height limit for the Airport Safety Zone. Lincoln stated the permit is required for the “Reflections” and has been obtained. The HealthPartners building will be grandfathered in. Sharlin added the proposed building heights for the rest of the buildings are at or below the MAC height limits.

Fabel congratulated the City of Bloomington, thanked City Staff and Mayor Winstead for the hard work that was completed to secure the Metropolitan Council award for the Central Park grant. This gives full funding and allows for construction documents to move forward for construction on the park. The 1.6 acre park is scheduled to begin construction in June and be completed in October. This helps secure and create credibility for future developers and attracting future corporate tenants. Hawbaker asked how much the grant was for. Fabel stated the grant was for \$2.2 million award for this year that combined with the Metropolitan Council award of \$500,000 from last year and two years of Hennepin County funds makes the total award \$3.5 million.

Jodeit asked if the parking number were the final numbers for the proposal. Sharlin stated they provide a framework for the development that is being proposed. A Final Development Plan may reflect a slight change to the numbers dependant upon the final building size. Spencer asked if the hotel would be geared towards the smaller boutique type hotels or would it be managed by one of the bigger national chains. Fabel stated the preliminary plan does provide for a full service, 350-room hotel with conference space.

Baloga asked if the parking structures will be engineered so as to provide expansion parking decks, if need should arise. Baker stated it may be considered with phase, but is not being looked at this time. Peper stated he was pleased with the street scaping shown for the development. He asked what the proposed infrastructure impacts are proposed to be and what ways are they being looked at to deal with or minimize. Baker stated they are looking at all of the water conservation measures that are part of the LEEDS certification process. Peper asked if there were new models that would provide systems that provide ways of capturing or reusing water. Baker stated they are looking at it currently. It was cost prohibitive in "Reflections". Peper asked if the perimeter parking structures would have an upgrade to the exterior to be better than the Mall of America (MOA) parking structures. Baker stated the structure exterior would be superior to the MOA structures. They are currently budgeting for architectural pre-cast with some screening in the in-fill panels in the ventilization zones on the ramps. Peper asked for staff clarification regarding the impact on sanitary sewer and water once this project is complete. Sharlin stated based on the modeling at this point, the next phase can proceed. In relationship to Airport South, as capacity is reached, however, other areas, including the MOA, Metro Office Park, does show some pinch points in the system. Hawbaker added that at full build out, there would have to be another sanitary sewer line built from West Road to 24<sup>th</sup> Avenue to handle the flow from this project and others along this corridor. The water system does not show any problems. Jodeit stated she is concerned about this not being looked at as a "destination" place, but more as a campus for office and residential users. Fabel stated this project is not being looked at such as an Arbor Lakes type designation geared toward the visitors to the site. It is being geared more towards the office and residential users.

#### **ACTIONS OF THE COMMISSION:**

**M/Bruce, S/Spencer:** Having reviewed the Findings in Section 19.38.01(e)(5)(A),(B),(C),(D),(E),(F),(G),(H), in Case 2830C-05 to recommend approval of a revised preliminary development plan for a transit oriented mixed use development as contained in the narrative and plan set for Case 2830C-05 subject to seven conditions and one Code requirement. Motion carried 7 - 0.

**M/Bruce, S/Spencer:** Having reviewed Case 2830D-05, recommend approval of the Preliminary Plat of Bloomington Central Station 2<sup>nd</sup> Addition subject to seven conditions. Motion carried 7 - 0.

#### **CONDITIONS OF APPROVAL RECOMMENDED BY THE COMMISSION:**

In Case 2830C-05, the Planning Commission recommends approval of a revised preliminary development plan for a transit oriented mixed use development as contained in the narrative and plan set for Case 2830C-05 subject to the following conditions:

- 1) A modified site development agreement be executed by the applicant and the City including (1) all approved plans and revised conditions as presented in Case 2830C-05 and (2) all conditions of approval and related documents and agreements between the applicant, City, and Bloomington Port Authority as determined by the City Attorney, Bloomington Port Authority Administrator, and the Director of Community Development;
- 2) Based on the Bloomington Central Station Traffic Study dated October 28, 2004 as amended by supplement material dated November 10, 2004 submitted by the applicant and contained in Case 2830G-04, traffic improvements shall be determined at the time of each subsequent final development plan application as determined by the City Council based on the evaluation or study of conditions existing at the time of final development plan submittal;
- 3) Transportation Management Plan to be approved prior to the issuance of the first occupancy permit for the Phase I housing element by the Director of Public Works including trip reduction

- alternatives and programs, a schedule for implementation and procedure for evaluation and revision based on project phases;
- 4) The Bloomington Central Station: Stormwater Management Summary dated October 26, 2004 (revision date) as approved by the Director of Public Works shall be supplemented with additional information: 1) a listing of long term maintenance procedures for Bloomington Central Station stormwater facilities (including procedures for periodic monitoring and assessment) and 2) a stormwater facilities maintenance escrow fund and replacement surety plan;
  - 5) A sanitary sewer flow study shall be conducted prior to the implementation of Phase 3 development that is identified in the project phasing section contained in the Bloomington Central Station Traffic Study dated October 28, 2004 as amended;
  - 6) Modified Urban Design Guideline Plan, including Case 2830C-05 approved revisions, outlining principles for physical, function, visual and architectural integration to be submitted and approved by the Director of Community Development to be utilized in the review and assessment of individual Final Development Plan requests; and
  - 7) Each subsequent final development plan application which is not consistent with the approved preliminary development plan as determined by the Director of Community Development shall be accompanied by an application for a revised preliminary development plan complying with all zoning district regulations;

and subject to the following City Code requirements:

- 1) Property be platted in accordance with the requirements of Chapter 16 of the City Code (Sec. 16.03).

In Case 2830D-05, the Planning Commission recommends approval of the Preliminary Plat: Bloomington Central Station 2<sup>nd</sup> Addition, subject to the following conditions:

- 1) Provide title opinion or title commitment;
- 2) Standard drainage and utility easement be shown along public street frontage(s) as approved by the City Engineer;
- 3) Connection charges be satisfied;
- 4) Common driveway/access/ parking/circulation agreement/easement be provided as approved by the City Engineer;
- 5) Grading, drainage, utility and erosion control plans be approved by the City Engineer following review by the appropriate watershed district;
- 6) Temporary street signs, lighting, and addresses shall be provided during construction; and
- 7) Surveyor to provide monumentation letter certifying that all monuments shall be placed within one year of filing the plat, unless set before filing.

\*\*\*\*



# Request for Council Action

Originator ENGINEERING/PUBLIC WORKS	Item FINAL PLAT OF BLOOMINGTON CENTRAL STATION 2 <sup>ND</sup> ADDITION located at 8100 34 <sup>TH</sup> Ave. E.		# 5.2A3
Agenda Section HEARINGS/PUBLIC INPUT Ordinances	By JCD <i>JCD</i>	Approved <i>CB</i>	Date 2/6/06
Description			

Case No. 2830D-05

MG Bloomington, LLC requests council approval of the final plat of BLOOMINGTON CENTRAL STATION 2<sup>ND</sup> ADDITION located at 8100 34<sup>th</sup> Ave. E.

The property is being replatted in order to continue with the second phase of their development plan.

The conditions of the approved preliminary plat included:

1. Provide title opinion or title commitment;
2. Standard drainage and utility easement be shown along public street frontage(s) as approved by the City Engineer;
3. Connection charges be satisfied;
4. Common driveway/access/ parking/circulation agreement/easement be provided as approved by the City Engineer;
5. Grading, drainage, utility and erosion control plans be approved by the City Engineer following review by the appropriate watershed district;
6. Temporary street signs, lighting, and addresses shall be provided during construction; and
7. Surveyor to provide monumentation letter certifying that all monuments shall be placed within one year of filing the plat, unless set before filing.

The proposed final plat was reviewed by Public Works Staff. Public Works recommends approval of the final plat with the following conditions:

1. Existing drainage and utility, sidewalk/bikeway, traffic control, and street easements to be vacated. Vacation scheduled for City Council Public Hearing on February 27, 2006.
2. Traffic control, and sidewalk/bikeway easement to be granted.

and Code requirements:

1. Property must be platted per Chapter 16 of the City Code (Section 16.03).
2. The approved Final Plat shall be filed with Hennepin County (Section 16.05.01). A certified copy shall be provided to the Engineering Division prior to the issuance of building permits (Section 16.10).
3. All development setbacks shall be based on planned widened rights-of-way for the abutting public street(s) (Section 19.42).

**Requested Action**

Approval of the final plat and adoption of a resolution granting approval of the final plat of BLOOMINGTON CENTRAL STATION 2<sup>ND</sup> ADDITION located at 8100 34<sup>th</sup> Ave. is recommended to be approved subject to completion of the preliminary plat conditions, Public Works staff conditions, code requirements, receipt of the title opinion, necessary documents, deposits and review of all documents by the City Attorney.

H:\Services\Plats\AGENDA ITEMS\Agenda Items Final Plats\BLOOMINGTON CENTRAL STATION 2ND AD.doc

**Council Action**

Motion by Wilson Second by Peterman to Adopted Res.  
 \_\_\_\_\_  
 \_\_\_\_\_ (7-0)

S.2A3

RESOLUTION NO. 2006-

RESOLUTION APPROVING THE PLAT OF  
BLOOMINGTON CENTRAL STATION 2ND ADDITION

WHEREAS, the City of Bloomington is a Municipal Corporation organized and existing under the laws of the State of Minnesota; and

WHEREAS, the City Council of the City of Bloomington has adopted subdivision regulations for the orderly, economic and safe development of land within the City; and

WHEREAS, the City Council has considered the application for a subdivision plat of BLOOMINGTON CENTRAL STATION 2ND ADDITION; and

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Bloomington hereby approves the subdivision plat of BLOOMINGTON CENTRAL STATION 2<sup>ND</sup> ADDITION subject to the attached Conditions of Approval (Exhibit A).

This resolution will expire one year from the date of adoption. If the aforesaid subdivision plat is not recorded with the appropriate offices of Hennepin County within one year, a new application will be required for subdivision approval by the City of Bloomington.

Passed and adopted this 6<sup>th</sup> day of February 2006.

\_\_\_\_\_  
Mayor

Attest:

\_\_\_\_\_  
Secretary to the Council

EXHIBIT A

**CONDITIONS OF APPROVAL – BLOOMINGTON CENTRAL STATION 2<sup>ND</sup> ADDITION**

The conditions of the approved preliminary plat included:

1. Provide title opinion or title commitment;
2. Standard drainage and utility easement be shown along public street frontage(s) as approved by the City Engineer;
3. Connection charges be satisfied;
4. Common driveway/access/ parking/circulation agreement/easement be provided as approved by the City Engineer;
5. Grading, drainage, utility and erosion control plans be approved by the City Engineer following review by the appropriate watershed district;
6. Temporary street signs, lighting, and addresses shall be provided during construction; and
7. Surveyor to provide monumentation letter certifying that all monuments shall be placed within one year of filing the plat, unless set before filing.

The proposed final plat was reviewed by Public Works Staff. Public Works recommends approval of the final plat with the following conditions:

1. Existing drainage and utility, sidewalk/bikeway, traffic control, and street easements to be vacated. Vacation scheduled for City Council Public Hearing on February 27, 2006.
2. Traffic control, and sidewalk/bikeway easement to be granted.

and Code requirements:

1. Property must be platted per Chapter 16 of the City Code (Section 16.03).
2. The approved Final Plat shall be filed with Hennepin County (Section 16.05.01). A certified copy shall be provided to the Engineering Division prior to the issuance of building permits (Section 16.10).
3. All development setbacks shall be based on planned widened rights-of-way for the abutting public street(s) (Section 19.42).

R.T. DOC. NO. \_\_\_\_\_  
C.R. DOC. NO. \_\_\_\_\_

# BLOOMINGTON CENTRAL STATION 2ND ADDITION

KNOW ALL PERSONS BY THESE PRESENTS: That Bloomington Central Station, LLC, a Delaware limited liability company, fee owner of the following described property situated in the County of Hennepin, State of Minnesota, to wit:

LOT 1, BLOCK 1, OUTLOTS A, B, C, D, G, H, J, and K, BLOOMINGTON CENTRAL STATION ADDITION;

AND

All that part of OUTLOT E, BLOOMINGTON CENTRAL STATION ADDITION according to the recorded plat thereof, Hennepin County, Minnesota which lies southerly, easterly, southerly, westerly, and southerly of the following described line and its extensions: Commencing at the northwest corner of said OUTLOT E; thence on an assumed bearing of SOUTH, along the westerly line of said OUTLOT E, for 202.73 feet; thence continuing along said westerly line southerly for 119.84 feet along a tangential curve, concave to the west, radius 530.00 feet and central angle 12 degrees 57 minutes 20 seconds; thence continuing along said westerly line South 12 degrees 57 minutes 20 seconds West for 116.97 feet to the actual point of beginning of the line to be described; thence South 89 degrees 58 minutes 04 seconds East for 218.42 feet; thence North 0 degrees 01 minutes 56 seconds East for 11.59 feet; thence South 89 degrees 58 minutes 04 seconds East for 165.00 feet; thence South 0 degrees 01 minutes 56 seconds West for 11.59 feet; thence South 89 degrees 58 minutes 04 seconds East for 141.86 feet to the easterly line of said OUTLOT E and there terminating;

AND

All that part of the North 443.38 feet of the West 500 feet of the Southwest Quarter of the Northwest Quarter of Section 6, Township 27, Range 23 Hennepin County, Minnesota, lying east of a line described as follows: Beginning at a point in the north line of said Southwest Quarter of the Northwest Quarter of Section 6, distant 74.57 feet east of the northwest corner thereof; thence southerly to a point in the south line of said North 443.38 feet of the Southwest Quarter of the Northwest Quarter of Section 6, distant 78.52 feet east of the southwest corner of said North 443.38 feet and there terminating, EXCEPT the North 40 feet thereof.

The registered portion being those parts of said OUTLOT A, said OUTLOT J and said LOT 1, BLOCK 1, BLOOMINGTON CENTRAL STATION ADDITION embraced with the Northwest Quarter of the Southwest Quarter of Section 6, Township 27, Range 23.

And that Port Authority of the City of Bloomington, a Minnesota public body corporate and politic, fee owner of the following described property situated in the County of Hennepin, State of Minnesota, to wit:

All that part of OUTLOT E, BLOOMINGTON CENTRAL STATION ADDITION according to the recorded plat thereof, Hennepin County, Minnesota which lies northerly, westerly, northerly, easterly, and northerly of the following described line and its extensions: Commencing at the northwest corner of said OUTLOT E; thence on an assumed bearing of SOUTH, along the westerly line of said OUTLOT E, for 202.73 feet; thence continuing along said westerly line southerly for 119.84 feet along a tangential curve, concave to the west, radius 530.00 feet and central angle 12 degrees 57 minutes 20 seconds; thence continuing along said westerly line South 12 degrees 57 minutes 20 seconds West for 116.97 feet to the actual point of beginning of the line to be described; thence South 89 degrees 58 minutes 04 seconds East for 218.42 feet; thence North 0 degrees 01 minutes 56 seconds East for 11.59 feet; thence South 89 degrees 58 minutes 04 seconds East for 165.00 feet; thence South 0 degrees 01 minutes 56 seconds West for 11.59 feet; thence South 89 degrees 58 minutes 04 seconds East for 141.86 feet to the easterly line of said OUTLOT E and there terminating.

Have caused the same to be surveyed and platted as BLOOMINGTON CENTRAL STATION SECOND ADDITION and do hereby donate and dedicate to the public, for public use forever the boulevard and drainage and utility easements shown on the plat.

In witness whereof, said Bloomington Central Station LLC, a Delaware limited liability company, has caused these presents to be signed by its proper officer this \_\_\_\_\_ day of \_\_\_\_\_, 2006, and in witness whereof, said Port Authority of the City of Bloomington, a Minnesota public body corporate and politic, has caused these presents to be signed by its proper officers this \_\_\_\_\_ day of \_\_\_\_\_, 2006.

SIGNED: Bloomington Central Station, LLC, a Delaware limited liability company

By: MG Bloomington, LLC, a Delaware limited liability company, its Manager

By: \_\_\_\_\_, its President  
Thomas J. McCough, Jr.

SIGNED: Port Authority of the City of Bloomington, a Minnesota public body corporate and politic

By \_\_\_\_\_, its \_\_\_\_\_

And By \_\_\_\_\_, its \_\_\_\_\_

STATE OF \_\_\_\_\_

COUNTY OF \_\_\_\_\_

The foregoing instrument was acknowledged before me

this \_\_\_\_\_ day of \_\_\_\_\_, 2006.

by Thomas J. McCough, Jr., the President of MG Bloomington, LLC, a Delaware limited liability company, the Manager of Bloomington Central Station, LLC, a Delaware limited liability company, on behalf of said company.

Notary Public \_\_\_\_\_ County, \_\_\_\_\_

My Commission Expires \_\_\_\_\_

STATE OF \_\_\_\_\_

COUNTY OF \_\_\_\_\_

The foregoing instrument was acknowledged before me

this \_\_\_\_\_ day of \_\_\_\_\_, 2006

by \_\_\_\_\_ as \_\_\_\_\_ of Port Authority of the City of Bloomington, a Minnesota public body corporate and politic, on behalf of said public body.

Notary Public \_\_\_\_\_ County, \_\_\_\_\_

My Commission Expires \_\_\_\_\_

I, Keith E. Dahl, hereby certify that I have surveyed and platted the property described on this plat as BLOOMINGTON CENTRAL STATION ADDITION 2ND ADDITION; that this plat is a correct representation of said survey; that all distances are correctly shown on the plat in feet and hundredths of a foot; that all monuments have been correctly placed in the ground as shown; that the outside boundary lines are correctly designated on the plat; and that there are no wetlands as defined in Minnesota Statute Section 505.02, Subd. 1, to be designated on the plat.

Keith E. Dahl, Land Surveyor  
Minnesota License No. 18418

STATE OF \_\_\_\_\_

COUNTY OF \_\_\_\_\_

The foregoing Surveyor's Certificate was acknowledged before me

this \_\_\_\_\_ day of \_\_\_\_\_, 2006.

by Keith E. Dahl, Land Surveyor, Minnesota License No. 18418.

Notary Public \_\_\_\_\_ County, \_\_\_\_\_

My Commission Expires \_\_\_\_\_

BLOOMINGTON, MINNESOTA

This plat of BLOOMINGTON CENTRAL STATION 2ND ADDITION was approved and accepted by the City Council of Bloomington, Minnesota at a regular meeting thereof, held this \_\_\_\_\_ day of \_\_\_\_\_, 2006. If applicable, the written comments and recommendations of the Commissioner of Transportation and the County Highway Engineer have been received by the City or the prescribed 30 day period has elapsed without receipt of such comments and recommendations, as provided by Minnesota Statutes, Section 505.03, Subdivision 2.

CITY COUNCIL OF THE CITY OF BLOOMINGTON, MINNESOTA

By: \_\_\_\_\_ Mayor

By: \_\_\_\_\_ City Manager

TAXPAYER SERVICES DEPARTMENT, Hennepin County, Minnesota

I hereby certify that taxes payable in the year 200\_\_\_\_ and prior years have been paid for the land described on this plat.

Dated this \_\_\_\_\_ day of \_\_\_\_\_, 2006.

Patrick H. O'Connor, Hennepin County Auditor

By: \_\_\_\_\_ Deputy

SURVEY DIVISION, Hennepin County, Minnesota

Pursuant to Minnesota Statutes Section 383B.585 (1969), this plat has been approved

this \_\_\_\_\_ day of \_\_\_\_\_, 2006.

William P. Brown, Hennepin County Surveyor

By: \_\_\_\_\_

REGISTRAR OF TITLES, Hennepin County, Minnesota

I hereby certify that this plat of BLOOMINGTON CENTRAL STATION 2ND ADDITION was filed in this office this \_\_\_\_\_ day of \_\_\_\_\_, 2006, at \_\_\_\_\_ o'clock \_\_\_\_\_ M.

Michael H. Cunniff, Registrar of Titles

By: \_\_\_\_\_ Deputy

COUNTY RECORDER, Hennepin County, Minnesota

I hereby certify that this plat of BLOOMINGTON CENTRAL STATION 2ND ADDITION was filed in this office this \_\_\_\_\_ day of \_\_\_\_\_, 2006, at \_\_\_\_\_ o'clock \_\_\_\_\_ M.

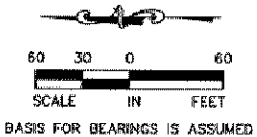
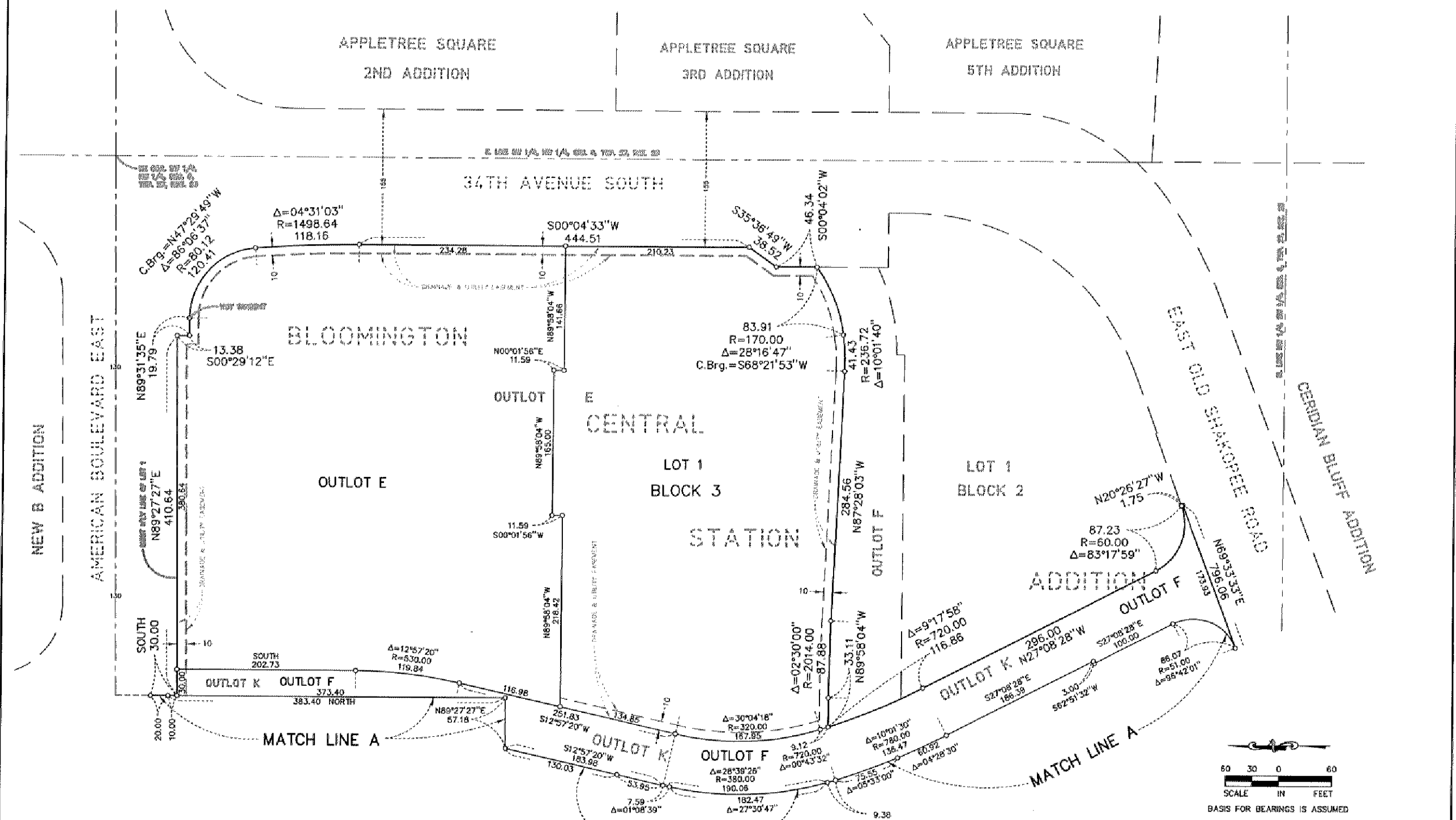
Michael H. Cunniff, County Recorder

By: \_\_\_\_\_ Deputy



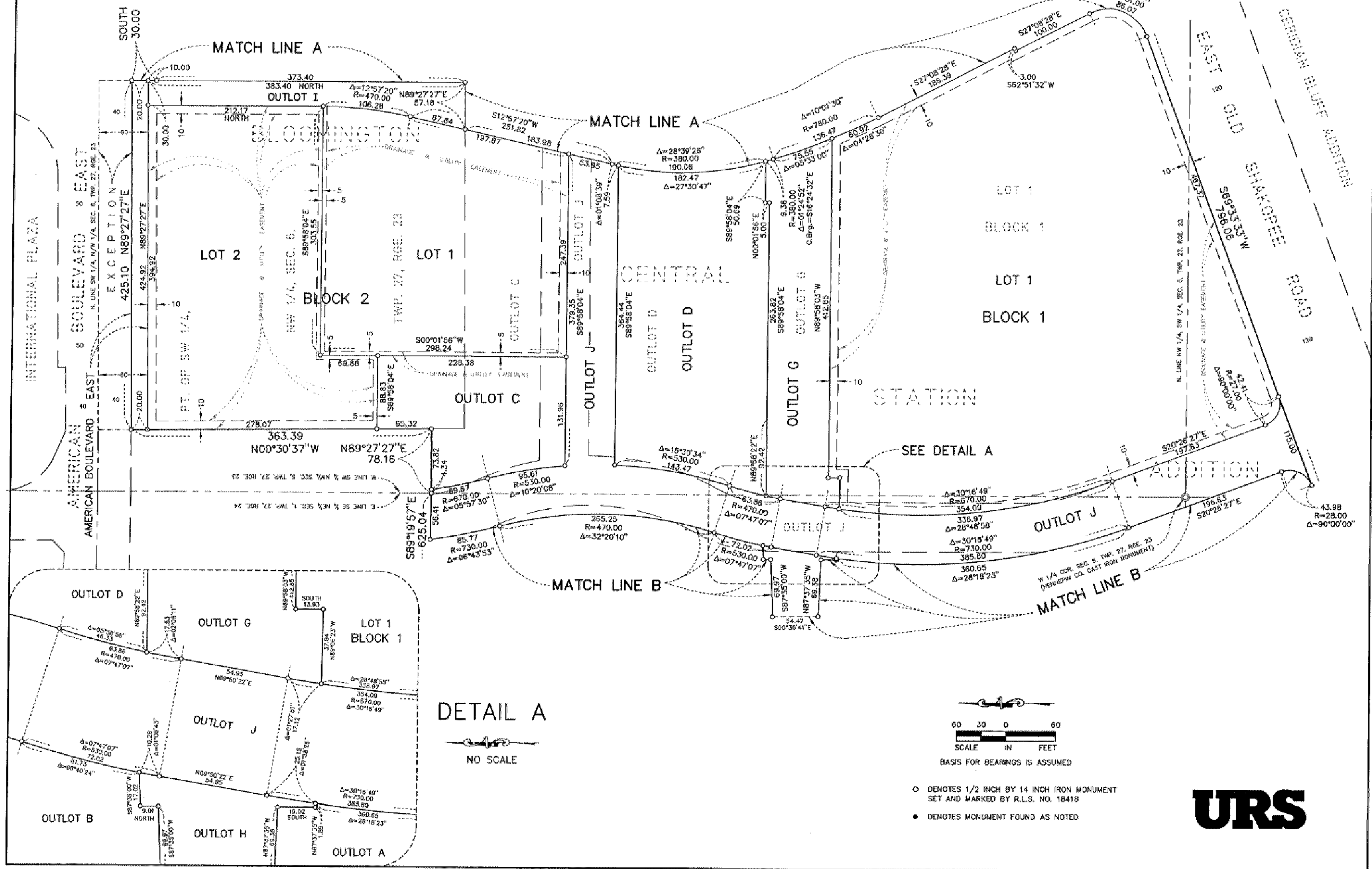
# BLOOMINGTON CENTRAL STATION 2ND ADDITION

R.T. DOC. NO. \_\_\_\_\_  
C.R. DOC. NO. \_\_\_\_\_

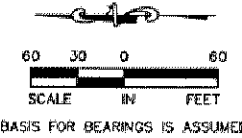


# BLOOMINGTON CENTRAL STATION 2ND ADDITION

R.T. DOC. NO. \_\_\_\_\_  
C.R. DOC. NO. \_\_\_\_\_



**DETAIL A**  
NO SCALE

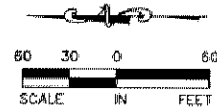


- DENOTES 1/2 INCH BY 14 INCH IRON MONUMENT SET AND MARKED BY R.L.S. NO. 16418
- DENOTES MONUMENT FOUND AS NOTED



R.T. DOC. NO. \_\_\_\_\_  
C.R. DOC. NO. \_\_\_\_\_

# BLOOMINGTON CENTRAL STATION 2ND ADDITION



SCALE IN FEET

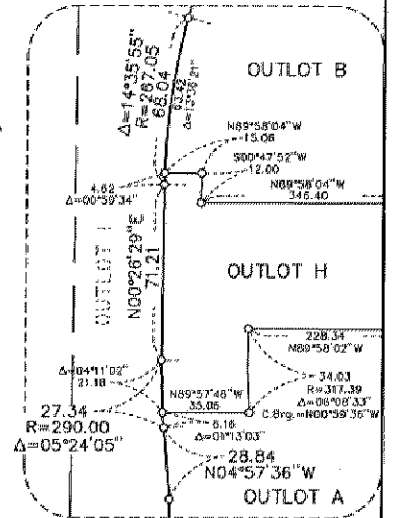
BASIS FOR BEARINGS IS ASSUMED

○ DENOTES 1/2 INCH BY 14 INCH IRON MONUMENT SET AND MARKED BY R.L.S. NO. 18418

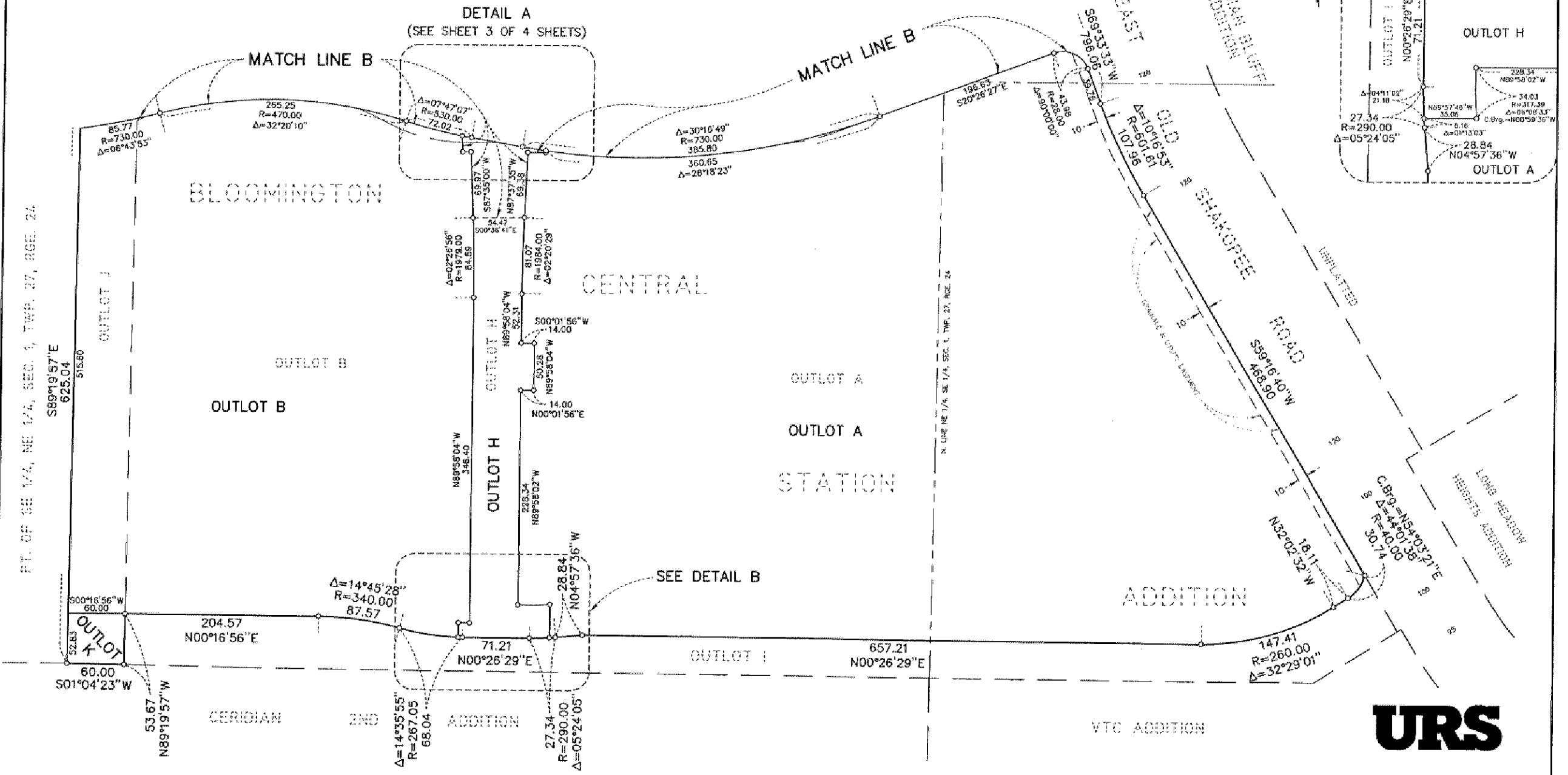
● DENOTES MONUMENT FOUND AS NOTED

## DETAIL B

NO SCALE



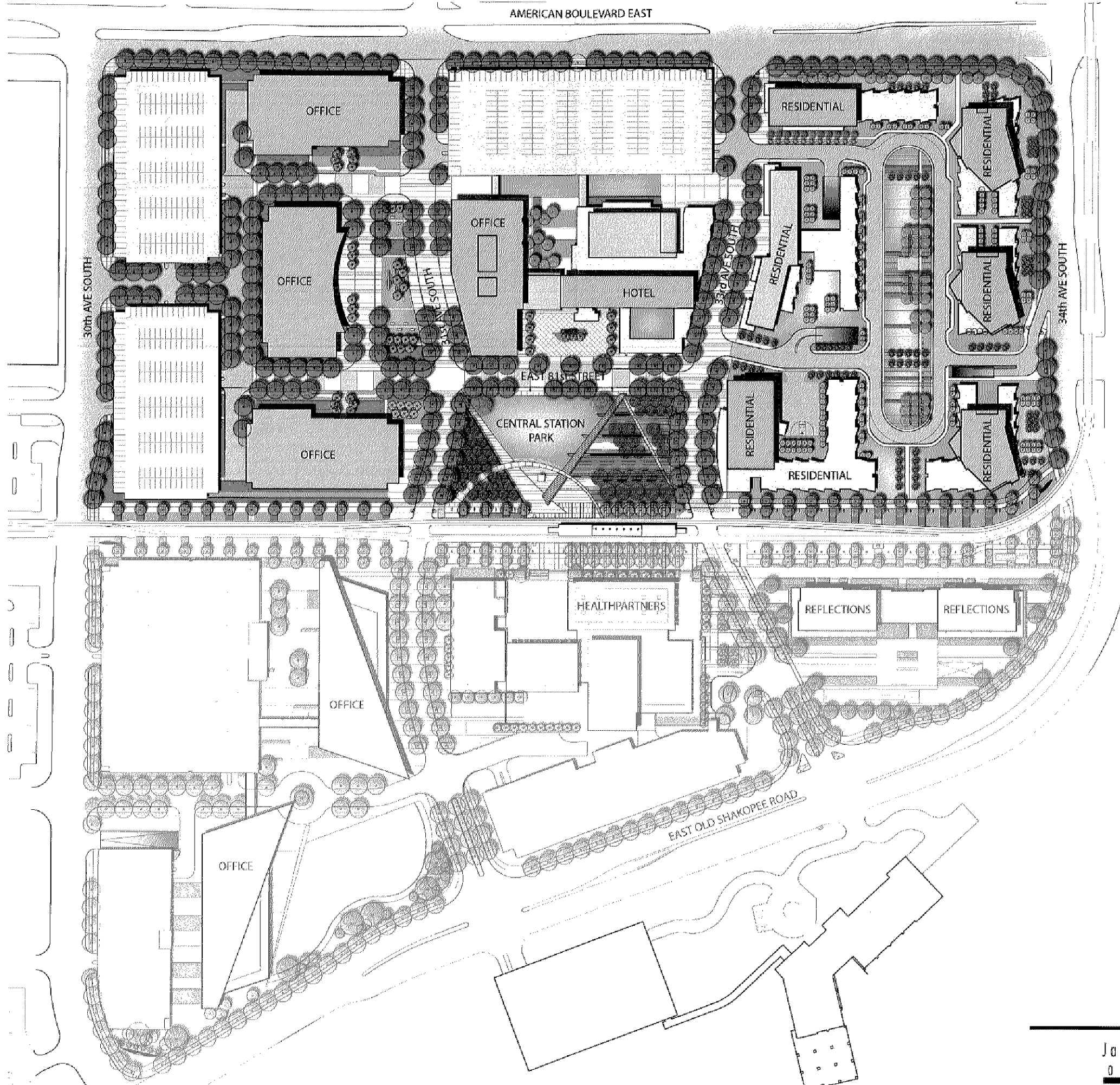
## DETAIL A (SEE SHEET 3 OF 4 SHEETS)



SEE DETAIL B



AMERICAN BOULEVARD EAST



BLOOMINGTON CENTRAL STATION  
 OVERALL SITE PLAN - NORTH

EDAW

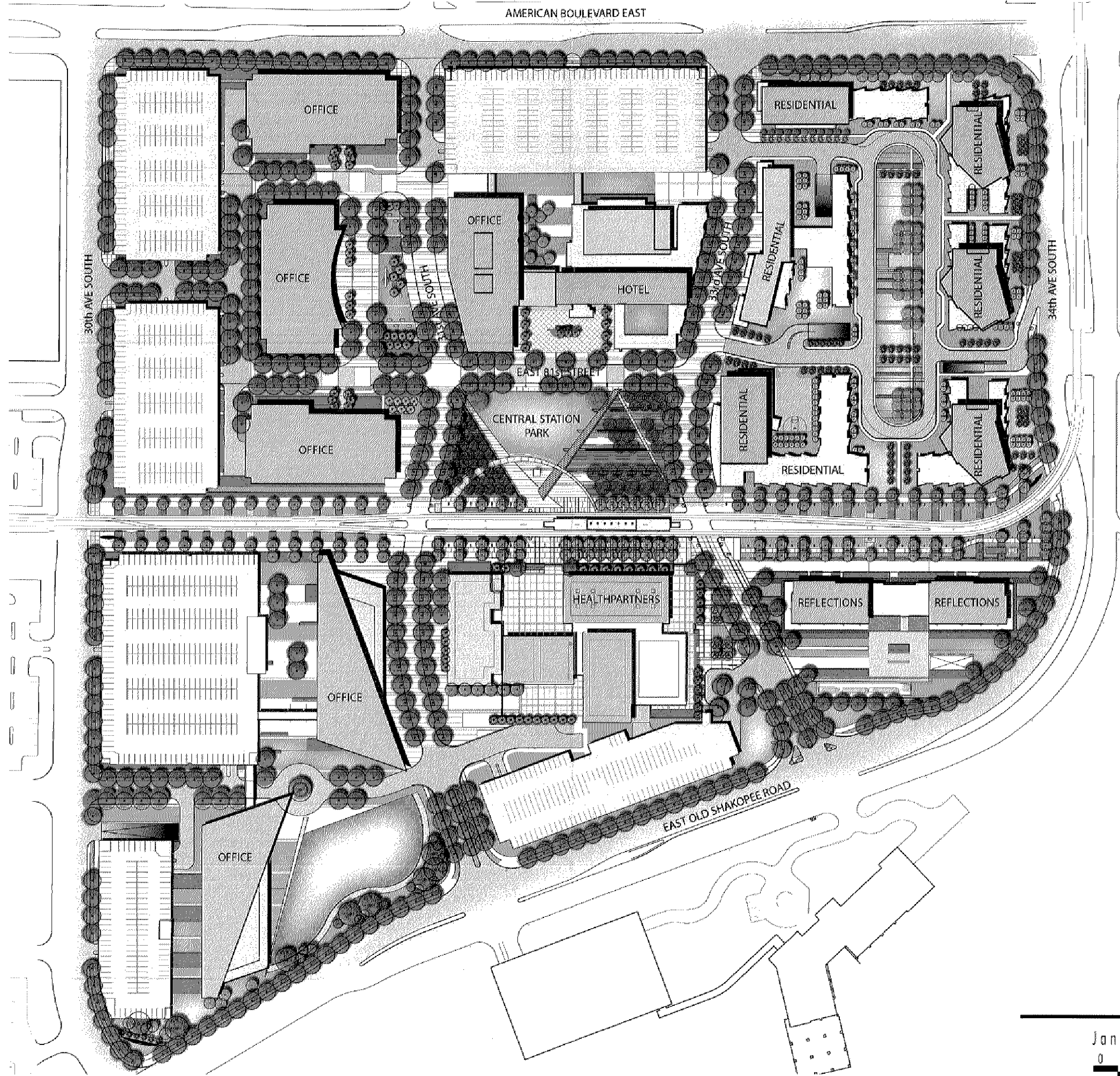
McGOUGH DEVELOPMENT

January 26, 2005

0 80 160 320



AMERICAN BOULEVARD EAST



BLOOMINGTON CENTRAL STATION  
 OVERALL SITE PLAN



**Approved New On-Sale 3.2 Percent Main Liquor License for Hunan Restaurant  
ITEM 5.1A**

Motion was made by Wilcox, seconded by Grady, and all voting aye, to approve a new on-sale 3.2 percent main liquor license, expiring December 31, 2006, for D & J Co., Inc. dba Hunan Restaurant at 8066 Morgan Circle.

No public testimony was received.

**Approved Revised Preliminary Development Plan for MG Bloomington, LLC 8100 34<sup>th</sup> Avenue So. Case 2830C-05  
ITEM 5.2A1**

Motion was made by Wilcox, seconded by Peterson, and all voting aye, to approve the Revised Preliminary Development Plan for a transit-oriented, mixed-use development as contained in the narrative and plan set for Case 2830C-05, for MG Bloomington, LLC located at 8100 34<sup>th</sup> Avenue South subject to the following 7 conditions of approval and 1 Code requirement as set forth by the Planning Division Staff and the Planning Commission:

1. A modified site development agreement be executed by the applicant and the City including (1) all approved plans and revised conditions as presented in Case 2830C-05 and (2) all conditions of approval and related documents and agreements between the applicant, City, and Bloomington Port Authority as determined by the City Attorney, Bloomington Port Authority Administrator, and the Director of Community Development;
2. Based on the Bloomington Central Station Traffic Study dated October 28, 2004 as amended by supplement material dated November 10, 2004 submitted by the applicant and contained in Case 2830G-04, traffic improvements shall be determined at the time of each subsequent final development plan application as determined by the City Council based on the evaluation or study of conditions existing at the time of final development plan submittal;
3. Transportation Management Plan to be approved prior to the issuance of the first occupancy permit for the Phase I housing element by the Director of Public Works including trip reduction alternatives and programs, a schedule for implementation and procedure for evaluation and revision based on project phases;
4. The Bloomington Central Station: Stormwater Management Summary dated October 26, 2004 (revision date) as approved by the Director of Public Works shall be supplemented with additional information: 1) a listing of long term maintenance procedures for Bloomington Central Station stormwater facilities (including procedures for periodic monitoring and assessment) and 2) a stormwater facilities maintenance escrow fund and replacement surety plan;
5. A sanitary sewer flow study shall be conducted prior to the implementation of Phase 3 development that is identified in the project phasing section contained in the Bloomington Central Station Traffic Study dated October 28, 2004 as amended;
6. Modified Urban Design Guideline Plan, including Case 2830C-05 approved revisions, outlining principles for physical, function, visual and architectural integration to be submitted and approved by the Director of Community Development to be utilized in the review and assessment of individual Final Development Plan requests; and
7. Each subsequent final development plan application which is not consistent with the approved preliminary development plan as determined by the Director of Community Development shall be accompanied by an application for a revised preliminary development plan complying with all zoning district regulations;

and subject to the following City Code requirements:

1. Property be platted in accordance with the requirements of Chapter 16 of the City Code (Sec. 16.03).

Bob Sharlin, Senior Planner provided the staff report stating that the Council approved this project initially on December 6, 2005, which included high-density housing, a 200 room full-service hotel, office, including the existing HealthPartners tower, retail uses, parks and common open space. At the same time, the Council approved the Final Development Plan for the Reflections condominium project. He explained the seven areas that make this plan different from the Preliminary Development Plan:

1. Central Station Park: (Change in size and additional site detailing.)
2. Hotel element: (Relating to hotel program and location.)

**ITEM 5.2A1 continued**

3. Central Park/Office & Parking Ramp: (Relating to site location and size.)
4. Revised west office and northwest office components.
5. Revised northeast housing element: (Relating to building program and site plan.)
6. Project office & retail components: (A minor decrease in square footages.)

Sharlin's presentation focused on three areas: Revised Central Park Plan (slight increase in size and additional alignments on pedestrian walkways), Revised Hotel Development (an increase in size from 200 rooms to 350 rooms and a new location just north of the Central Station Park), and the Revised Northeast Housing Section (area north of the current Reflections project – includes a new site layout that is more compact and open with the buildings closer to private and public streets that allows for some usable open space primarily within the center of the project). Five sixteen-story buildings are proposed, one six-story double-loaded building, and two and three-story townhomes that wrap around the base of the 16-story buildings. This results in a slight increase in the number of dwelling units from 828 units to 840 units and the housing density will increase slightly from 92.4 dwelling units per acre to 95.6 dwelling units per acre. The total number of units will remain unchanged at 1,103.

The second item to be considered involves the Preliminary and Final Plat of Bloomington Central Station 2<sup>nd</sup> Addition, which reflects the parcelization for the proposed Revised Preliminary Development Plan described above. He stated the primary change is the addition in the 3.96-acre General Dynamics East Building, which the applicant now owns and needs to plat. Sharlin stated that staff recommends approval of the Revised Preliminary Development Plan and the Preliminary & Final Plat.

Mark Fabel, McGough Development narrated a short video of the project. He stated the construction of the Park is scheduled to begin in June with anticipated completion in October. He stated that the Reflections tower is scheduled to be completed in June with occupancy in July and August, pre-sales for Phase II to start in June and July, and hotel construction to start in late 2006. The goal for completion of the entire project has been modeled at approximately 15 years.

Sharlin stated that the Final Development Plan would be going back to the Planning Commission and the City Council for another review and final approval prior to construction.

No public testimony was received.

**Adopted Resolution  
Approving Final Plat of  
Bloomington Central  
Station 2<sup>nd</sup> Addition  
8100 34<sup>th</sup> Avenue  
ITEM 5.2A2,3  
R-2006-14**

Motion was made by Wilcox, seconded by Peterson, and all voting aye, to approve the Preliminary Plat and adopted a resolution granting Final Plat approval for Bloomington Central Station 2<sup>nd</sup> Addition located at 8100 34<sup>th</sup> Avenue, Case 2830D-05, subject to the following 9 conditions of approval and 3 Code requirements as set forth by staff:

1. Provide title opinion or title commitment;
2. Standard drainage and utility easement be shown along public street frontage(s) as approved by the City Engineer;
3. Connection charges be satisfied;
4. Common driveway/access/parking/circulation agreement/easement be provided as approved by the City Engineer;
5. Grading, drainage, utility and erosion control plans be approved by the City Engineer following review by the appropriate watershed district;
6. Temporary street signs, lighting, and addresses shall be provided during construction; and
7. Surveyor to provide monumentation letter certifying that all monuments shall be placed within one year filing the plat, unless set before filing.
8. Existing drainage and utility, sidewalk/bikeway, traffic control, and street easements to be vacated. Vacation scheduled for City Council Public Hearing on February 27, 2006.

**ITEM 5.2A2,3  
continued**

9. Traffic control and sidewalk/bikeway easement to be granted.  
and Code requirements:

1. Property must be platted per chapter 16 of the City Code (Section 16.03).
2. The approved Final Plat shall be filed with Hennepin County (Section 16.05.01). A certified copy shall be provided to the Engineering Division prior to the issuance of building permits (Section 16.10).
3. All development setbacks shall be based on planned widened rights-of-way for the abutting public street(s) (Section 19.42).

No public testimony was received.

**Adopted Resolution  
Ordering 2006-2 Street  
Improvement Project  
for Bloomington  
Central Station Ph. IIA  
ITEM 5.3B  
R-2006-17**

Motion was made by Peterson, seconded by Grady, and all voting aye, to adopt a resolution ordering improvements for the 2006-2 Street Improvement Project for Bloomington Central Station – Phase IIA Improvements.

No staff report was provided and no public testimony was received.

**Adopted Resolution  
Approving Conditional  
Use Permit for  
Longevity at 8701  
France Avenue South  
Case 10719A-05  
ITEM 5.2B  
R-2006-15**

Motion was made by Grady, seconded by Elkins, and all voting aye, to adopt a resolution approving a Conditional Use Permit for a home business (Acupuncture Clinic) in an existing single-family dwelling for the property located at 8701 France Avenue South, Case 10719A-05 for Gretta Graceland dba Longevity subject to the following 4 conditions of approval and 1 Code requirement as set forth by the Planning Division Staff and the Planning Commission:

1. All business licenses shall be obtained and maintained as required;
  2. The home business shall be limited to one licensed acupuncturist who shall be a resident on the property;  
No more than two clients shall be on the property at any time, and hours shall be from 8:00 a.m. to 8:00 p.m., Monday through Saturday;
  4. All client parking, pick-up, and drop-off shall occur on-site and off the adjacent public street;
- and subject to the following Code requirements:

1. Business signage shall be consistent with Section 19.110 of the City Code.

Sharlin provided the staff report on the application for a Conditional Use Permit to operate an acupuncture clinic in a single-family residence. He provided details relating to the application stating that the Planning Staff and the Planning Commission recommended approval.

No public testimony was received.

**Approved Revised  
Final Development  
Plan for GRECO, LLC  
2301 Village Lane  
Case 10634A-05  
ITEM 5.2C**

Motion was made by Peterson, seconded by Grady, to approve the Revised Final Development Plan for GRECO, LLC at 2301 Village Lane, Case 10634A-05. Motion passed 5-2 (Elkins and Wilcox opposing).

Sharlin provided the staff report stating the applicant is proposing a revision to the Final Development Plan for the westerly portion of the building site adjacent to West Old Shakopee Road. The plan approved in 2003 had a four-story 64-unit condominium building and a 6-unit townhome building but the revised plan replaces the condominium and townhome buildings with two townhome buildings for a total of 24 dwelling units, which will be designed as three-level units. No changes are proposed to the internal roadway pattern. This change reduces the number of approved units on the entire 7.3 acre site from 168 units to 118 units. The land use density would be revised from 23.9 dwelling units per acre to 16.2 dwelling units per acre. He stated staff focused on the issues of density and design, in particular the building mass and what type of transition would be made between the building types.



February 7, 2006

Mr. Thomas J. McGough, Jr.  
MG Bloomington, LLC  
2737 Fairview Avenue North  
St. Paul, MN 55113

RE: Case 2830CD-05

Dear Mr. McGough:

At its regular meeting of February 6, 2006, the City Council approved a revised preliminary development plan for a transit oriented mixed use development as contained in the narrative and plan set for Case 2830C-05 at 8100 34<sup>th</sup> Avenue, subject to the following conditions:

- 1) A modified site development agreement be executed by the applicant and the City including (1) all approved plans and revised conditions as presented in Case 2830C-05 and (2) all conditions of approval and related documents and agreements between the applicant, City, and Bloomington Port Authority as determined by the City Attorney, Bloomington Port Authority Administrator, and the Director of Community Development;
- 2) Based on the Bloomington Central Station Traffic Study dated October 28, 2004 as amended by supplement material dated November 10, 2004 submitted by the applicant and contained in Case 2830G-04, traffic improvements shall be determined at the time of each subsequent final development plan application as determined by the City Council based on the evaluation or study of conditions existing at the time of final development plan submittal;
- 3) Transportation Management Plan to be approved prior to the issuance of the first occupancy permit for the Phase I housing element by the Director of Public Works including trip reduction alternatives and programs, a schedule for implementation and procedure for evaluation and revision based on project phases;
- 4) The Bloomington Central Station: Stormwater Management Summary dated October 26, 2004 (revision date) as approved by the Director of Public Works shall be supplemented with additional information: 1) a listing of long term maintenance procedures for Bloomington Central Station stormwater facilities (including procedures for periodic monitoring and assessment) and 2) a stormwater facilities maintenance escrow fund and replacement surety plan;
- 5) A sanitary sewer flow study shall be conducted prior to the implementation of Phase 3 development that is identified in the project phasing section contained in the Bloomington Central Station Traffic Study dated October 28, 2004 as amended;
- 6) Modified Urban Design Guideline Plan, including Case 2830C-05 approved revisions, outlining principles for physical, function, visual and architectural integration to be submitted and approved by the Director of Community Development to be utilized in the review and assessment of individual Final Development Plan requests; and

- 7) Each subsequent final development plan application which is not consistent with the approved preliminary development plan as determined by the Director of Community Development shall be accompanied by an application for a revised preliminary development plan complying with all zoning district regulations;

and subject to the following City Code requirements:

- 1) Property be platted in accordance with the requirements of Chapter 16 of the City Code (Sec. 16.03).

Also, at its regular meeting of February 6, 2006, the City Council approved the Preliminary Plat of Bloomington Central Station 2<sup>nd</sup> Addition at 8100 34<sup>th</sup> Avenue (Case 2830D-05), subject to the following conditions:

- 1) Provide title opinion or title commitment;
- 2) Standard drainage and utility easement be shown along public street frontage(s) as approved by the City Engineer;
- 3) Connection charges be satisfied;
- 4) Common driveway/access/ parking/circulation agreement/easement be provided as approved by the City Engineer;
- 5) Grading, drainage, utility and erosion control plans be approved by the City Engineer following review by the appropriate watershed district;
- 6) Temporary street signs, lighting, and addresses shall be provided during construction; and
- 7) Surveyor to provide monumentation letter certifying that all monuments shall be placed within one year of filing the plat, unless set before filing.

Should you have any questions regarding this action, please contact Robert Sharlin, Planner at (952) 563-8925. Before any construction work begins, you must obtain all required building permits. Please contact the Building and Inspection Division at (952) 563-8930 to discuss the requirements for building permit application.

Sincerely,



Glen Markegard  
Senior Planner

cc: Mr. Mark Fabel  
McGough Development

Mr. Thomas J. Lincoln, P.E.  
URS Corporation  
700 Third Street South  
Minneapolis, MN 55415



February 7, 2006

Thomas J. McGough, Jr.  
MG Bloomington, LLC  
2737 Fairview Avenue North  
St. Paul, MN 55113

Attn: Thomas J. McGough, Jr.

Re: Final Plat: BLOOMINGTON CENTRAL STATION 2<sup>ND</sup> ADDITION  
Case No.: 2830D-05  
Site Address: 8100 34<sup>TH</sup> Ave. E.

On February 6, 2006 the City Council approved the final plat of BLOOMINGTON CENTRAL STATION 2<sup>ND</sup> ADDITION with the following conditions:

The conditions of the approved preliminary plat:

1. Provide title opinion or title commitment;
2. Standard drainage and utility easement be shown along public street frontage(s) as approved by the City Engineer;
3. Connection charges be satisfied;
4. Common driveway/access/ parking/circulation agreement/easement be provided as approved by the City Engineer;
5. Grading, drainage, utility and erosion control plans be approved by the City Engineer following review by the appropriate watershed district;
6. Temporary street signs, lighting, and addresses shall be provided during construction; and
7. Surveyor to provide monumentation letter certifying that all monuments shall be placed within one year of filing the plat, unless set before filing.

The proposed final plat was reviewed by Public Works Staff. Public Works recommends approval of the final plat with the following conditions:

1. Existing drainage and utility, sidewalk/bikeway, traffic control, and street easements to be vacated. Vacation scheduled for City Council Public Hearing on February 27, 2006.
2. Traffic control, and sidewalk/bikeway easement to be granted.

2830 D 05

and Code requirements:

1. Property must be platted per Chapter 16 of the City Code (Section 16.03).
2. The approved Final Plat shall be filed with Hennepin County (Section 16.05.01). A certified copy shall be provided to the Engineering Division prior to the issuance of building permits (Section 16.10).
3. All development setbacks shall be based on planned widened rights-of-way for the abutting public street(s) (Section 19.42).

Sincerely,

DEPARTMENT OF PUBLIC WORKS



Jennifer C. Desrude, PE  
Development Coordinator

JCD/cr

cc: Bob Hawbaker, City of Bloomington  
Thomas Lincoln, URS Corporation  
Clark Arneson, Port Authority of the City of Bloomington

Originator <b>Community Development</b>	Item <b>Revised Preliminary Development Plan and Final Development Plan for temporary parking lot</b>	# <b>5.2B1, 2</b>
Agenda Section <b>HEARINGS/PUBLIC INPUT Development Business</b>	By <i>RMS</i>	Approved <i>[Signature]</i>
Description		Date <b>7/24/06</b>

Case 2830CD-06

## GENERAL INFORMATION

Applicant: Bloomington Central Station, LLC

Location: 8100 - 34th Avenue S.

Request: 1) Revised Preliminary Development Plan (Case 2830C-06)  
2) Final Development Plan for a replacement parking lot (Case 2830D-06)

Existing Land Use and Zoning: Office and Residential; HX-R(PD)

Comprehensive Plan: The Comprehensive Land Use Plan recommends Airport South Mixed Use land use for the property.

## APPLICABLE REGULATIONS

Section 19.29 HX-R  
Section 19.38.01 PD Overlay Districts  
Section 19.52 Landscaping and Screening  
Section 19.62 Parking

## REQUIRED FINDINGS

Section 19.38.01(e)(5)(A),(B),(C),(D),(E),(F),(G),(H)

## PROPOSAL

The applicant is requesting revisions to the approved Revised Preliminary Development for Bloomington Central Station and a Final Development Plan for a replacement parking lot to be located on the south side of the Health Partners office building. The purpose of the lot is to provide temporary replacement of Health Partners' parking spaces that will be lost due to construction of Central Station Park on the north side of their building. Construction of the park will result in removal of approximately 300 existing surface parking spaces. The proposed replacement parking lot will provide 175 spaces.

The Revised Preliminary Development Plan (approved in Feb. 2006) includes a phasing plan for parking that indicates that no parking will be provided in Parking Area H (on the south side of Health Partners) until Parking Phase 3, when the 747 stall Health Partners parking ramp is constructed in this area. The approved plan also

**Council Action** Motion by SP Second by SE to Approved  
(7.0)

indicates that 43 spaces will be provided in Parking Area G, which abuts Parking Area H, prior to Phase 3 when the ramp is constructed. The current request would revise the parking phasing plan to indicate that 130 replacement parking spaces will be constructed in Parking Area H as part of Parking Phase 2A-1 and that 45, rather than 43, spaces will be constructed in Parking Area G for a combined total of 175 temporary parking spaces. Parking Phase 2A-1 has begun and coincides with construction of Central Station Park. According to the applicant, the replacement parking will be used for 3 to 5 years when it is anticipated that there will be a need for structured parking in this area.

## BACKGROUND

The Bloomington Central Station mixed-use transit-oriented development (TOD) project was initially approved on December 6, 2004. City Council approved a Preliminary Development Plan for the entire 43-acre project and a Final Development Plan for the first phase of housing—two 17-story condominium towers with a total of 263 dwelling units. In February 2006, City Council approved a Revised Preliminary Development Plan and Subdivision Plat altering hotel and office development and adding detail to the Central Station Park. The project centers around the Bloomington Central Station, one of three Hiawatha Light Rail Transit (LRT) stations in the City of Bloomington. Primary site access points will be from American Boulevard East at International Drive and from East Old Shakopee Road. In May 2006, City Council approved a Final Development Plan for Central Station Park, the primary open space focus within Bloomington Central Station. The 1.6-acre park is located north of the existing Health Partners office building and the Hiawatha LRT station.

## ANALYSIS

An analysis of the proposed replacement parking lot is provided under separate cover in the Staff Report on Case 2830CD-06 dated July 19, 2006.

## HISTORY

Related Applications:	Revised Preliminary Development Plan for a Mixed Use, Transit Oriented Development (Case 2830C-05) Final Development Plan for Central Station Park (Case 2830A-06)
-----------------------	---

## CHRONOLOGY

City Council Agenda:	7/24/06
----------------------	---------

## DEADLINE FOR AGENCY ACTION

Application Date:	07/14/06
60 Days:	09/11/06
Extension Letter Mailed:	No
120 Days:	11/10/06

## RECOMMENDATION

Should the City Council recommend approval of revisions to the Revised Preliminary Development Plan and a Final Development for a 175 stall replacement (temporary) parking lot to be located on Parking Areas G and H, staff recommends that the following conditions be included:

1. The temporary replacement parking lot shall be removed within 60 days of the City's approval of a final development plan for the Health Partners parking ramp in Parking Areas G and H, or earlier, should other structured parking become available off-setting the need for the temporary replacement parking lots. The City will withhold public financing for the parking structure located in Areas G and H until the developer has complied with this condition of approval.
2. A temporary parking agreement be executed noting conditions for removal.
3. No permanent parking lot improvements be made, other than those contained in the plans submitted in Case 2830CD-06, unless approved by the City Council.
4. Landscape and lighting plans shall be approved by the Planning Manager.
5. Revised grading, drainage, utility and erosion control plans shall be provided and approved by the City Engineer prior to issuance of permits.
6. Temporary street signs, lighting, and addresses shall be provided during construction.
7. Landscaping, ponds, retaining walls, or any structures shall not be located within sidewalk, drainage, and utility or traffic easements.
8. Fire lanes shall be maintained during construction.
9. Access to existing fire hydrants on the south side of the Health Partners building shall remain clear during construction.
10. All doorways around the Health Partners building (both inside and outside) shall be numbered in a clockwise direction from the main entrance.

5.2B1,2

Findings Required for  
the Approval of

Rezoning to a Planned Development Overlay District,  
Preliminary Development Plan, or  
Final Development Plan

The Planning Commission and the City Council shall find the following prior to the approval of preliminary development plans or final development building plans:

- (A) The planned development is not in conflict with the Comprehensive Plan.
- (B) The planned development is not in conflict with any adopted district plan.
- (C) The planned development is not in conflict with the intent of the primary zoning district.
- (D) The planned development is not in conflict with other applicable provisions of the City Code, subject to the provisions of Section 19.38(c).
- (E) The planned development or unit thereof is of sufficient size, composition, arrangement that its construction, marketing, and operation is feasible as a complete ~~unit~~ without dependence upon any subsequent unit.
- (F) The planned development will not create an excessive burden on parks, schools, streets, and other public facilities and utilities which serve or are proposed to serve the planned development.
- (G) The planned development will not have an undue and adverse impact on the reasonable enjoyment of neighborhood property.
- (H) That any variation from strict application of the primary zoning district provisions in the planned development are not in conflict with the intent of the Planned Development Overlay District and are justified by the design of the proposed development.

Originator <b>Community Development</b>	Item <b>Revised Preliminary Development Plan and Final Development Plan for temporary parking lot</b>	# <b>5.2B1, 2</b>
Agenda Section <b>HEARINGS/PUBLIC INPUT Development Business</b>	By <b>JEF</b>	Approved  Date <b>7/24/06</b>

**APPLICANT:** Bloomington Central Station, LLC  
**SITE LOCATION:** 8100 34<sup>th</sup> Avenue S.

**Materials enclosed:**

- Staff Report
- Applicant's Letter (Project Narrative)
- Drawings

**(Case 2830CD-06)**



**DATE:** July 19, 2006

**TO:** Mayor, City Council, City Manager

**FROM:** Planning Staff

**RE:** MG Bloomington, LLC (Case 2830CD-06)  
Revised Preliminary Development Plan and Final Development Plan for a replacement parking lot for Health Partners

---

## **PROPOSAL**

The applicant is requesting revisions to the approved Revised Preliminary Development for Bloomington Central Station and a Final Development Plan for a replacement parking lot to be located on the south side of the Health Partners office building. The purpose of the lot is to provide temporary replacement of Health Partners' parking spaces that will be lost due to construction of Central Station Park on the north side of their building. Construction of the park will result in removal of approximately 300 existing surface parking spaces. The proposed replacement parking lot will provide 175 spaces.

The Revised Preliminary Development Plan (approved in Feb. 2006) includes a phasing plan for parking that indicates that no parking will be provided in Parking Area H (on the south side of Health Partners) until Phase 3, when the 747 stall Health Partners parking ramp is constructed in this area. The approved plan also indicates that 43 spaces will be provided in Parking Area G, which abuts Parking Area H, prior to Phase 3 when the ramp is constructed. It is noted that the parking phase numbers do not directly correlate with the overall project phase numbers for building construction. All of the phases referred to in this staff report relate to the parking phasing plan as illustrated in the drawings submitted (sheets 41-48) with this application (and previously submitted with the approved Revised Preliminary Development Plan).

The current request would revise the parking phasing plan to indicate that 130 replacement parking spaces will be constructed in Parking Area H as part of Phase 2A-1 and that 45, rather than 43, spaces will be constructed in Parking Area G for a combined total of 178 temporary parking spaces. Parking Phase 2A-1 has begun and coincides with construction of Central Station Park. The applicant is requesting that this replacement parking lot remain until the parking ramp is constructed during Phase 3. According to the applicant, the replacement parking will be used for 3 to 5 years when it is anticipated that there will be a need for structured parking in this area.

## BACKGROUND

The Bloomington Central Station mixed-use transit-oriented development (TOD) project was initially approved on December 6, 2004. City Council approved a Preliminary Development Plan for the entire 43 acre project and a Final Development Plan for the first phase of housing—two 17-story condominium towers with a total of 263 dwelling units. In February 2006, City Council approved a Revised Preliminary Development Plan and Subdivision Plat altering hotel and office development and adding detail to the Central Station Park. The project centers around the Bloomington Central Station, one of three Hiawatha Light Rail Transit (LRT) stations in the City of Bloomington. Primary site access points will be from American Boulevard East at International Drive and from East Old Shakopee Road. In May 2006, City Council approved a Final Development Plan for Central Station Park, the primary open space focus within Bloomington Central Station. The 1.6-acre park is located north of the existing Health Partners office building and the Hiawatha LRT station.

## ANALYSIS

Proposed Parking Lot Design. The proposed replacement lot is not intended to be a permanent parking facility. It will consist of a 175 stall temporary surface parking lot to be located in Parking Areas G and H. The proposed parking stalls will be 9-foot wide by 18-foot long. Two-way drive aisles will be 22-foot wide, except the central drive aisle will be 24-foot wide. This drive aisle accommodates through traffic movement between the lot access points on 31<sup>st</sup> Avenue South and 33<sup>rd</sup> Avenue South. No handicapped accessible spaces are proposed in this lot. According to the applicant, there are no accessible building entrances on the south side of Health Partners and required accessible parking for this building is provided in the lot near the west building entrance, which is the primary visitor and employee entrance.

The replacement lot will be paved with bituminous. Concrete curb and gutter will be installed around most of the lot perimeter, although concrete curb stops are proposed along the south edge of the lot on Parking Area G. Painted, internal traffic islands are proposed, rather than landscaped curbed islands as required by Code. The south edge of the parking lot will be setback 20 feet from Old Shakopee Road, as required by Code. Landscaping consisting of a mix of trees and shrubs will provide buffering from adjacent streets.

The proposed replacement parking lot meets many of the design requirements in the City Code. However, the City Code does not provide standards for temporary parking areas. The Planned Development Overlay District allows for deviations from City Code requirements. Code requirements proposed to be modified include:

- Section 19.64(c)(1) requires a minimum of 300 s.f. of standing and maneuvering area per stall. The proposed stalls will be 261 s.f. (along 22 foot drive aisles) and 270 s.f. (along 24 foot drive aisles) per stall.
- Section 19.64(c)(4) and Section 19.52(c)(6) require landscaped traffic islands in parking lots. The proposed traffic islands will be paved and striped, not landscaped.

Consistency with HX-R Zoning District Requirements. The HX-R zoning district has very restrictive standards regarding at-grade parking lots. Section 19.29(i)(2)(B) states that existing at-grade parking be proportionately reduced with each phase of new development in order to comply with limitations on at-grade parking prior to, or in conjunction with, the final phase of construction. As noted above, the proposed replacement parking lot will be removed in conjunction with construction of the parking ramp on the south side of Health Partners during Phase 3. The proposed revisions to the parking phasing plan of the approved Revised Preliminary Development Plan do not change the intent of the approved phasing plan to construct structured parking in this area during Phase 3.

## **RECOMMENDATION**

Should the City Council recommend approval of revisions to the Revised Preliminary Development Plan and a Final Development for a 175 stall replacement (temporary) parking lot to be located on Parking Areas G and H, staff recommends that the following conditions be included:

1. The temporary replacement parking lot shall be removed within 60 days of the City's approval of a final development plan for the Health Partners parking ramp in Parking Areas G and H, or earlier, should other structured parking become available off-setting the need for the temporary replacement parking lots. The City will withhold public financing for the parking structure located in Areas G and H until the developer has complied with this condition of approval.
2. A temporary parking agreement be executed noting conditions for removal.
3. No permanent parking lot improvements be made, other than those contained in the plans submitted in Case 2830CD-06, unless approved by the City Council.
4. Landscape and lighting plans shall be approved by the Planning Manager.
5. Revised grading, drainage, utility and erosion control plans shall be provided and approved by the City Engineer prior to issuance of permits.
6. Temporary street signs, lighting, and addresses shall be provided during construction.
7. Landscaping, ponds, retaining walls, or any structures shall not be located within sidewalk, drainage, and utility or traffic easements.
8. Fire lanes shall be maintained during construction.
9. Access to existing fire hydrants on the south side of the Health Partners building shall remain clear during construction.

10. All doorways around the Health Partners building (both inside and outside) shall be numbered in a clockwise direction from the main entrance.

# HealthPartners' Temporary Replacement Parking

## Bloomington Central Station

### Revised Preliminary and Final Development Plan Bloomington, MN

#### PROJECT NARRATIVE

July 14, 2006

Revised July 21, 2006

**Property Owner:**

Bloomington Central Station, LLC  
c/o McGough Development  
2737 Fairview Avenue North  
St. Paul, MN 55113  
PH: (651) 633-5050  
FAX: (651) 633-5673

**Developer:**

McGough Development  
2737 Fairview Avenue North  
St. Paul, MN 55113  
PH: (651) 633-5050  
FAX: (651) 633-5673

**Prepared by:**

URS Corporation  
700 Third Street South  
Minneapolis, MN 55415  
PH: (612) 373-6430  
FAX: (612) 370-1378

**URS**

## A. REQUESTED ACTION

The requested actions for the HealthPartners Temporary Replacement Parking Lot at Central Station Park at Bloomington Central Station is as follows:

- Revised Preliminary Development Plan Approval
- Final Development Plan Approval

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

Submit Development Applications to the City	July 14, 2006
City Council Meeting	July 24, 2006

Included in this submittal are the following:

- Development Application (Revised Preliminary and Final Development Plan Approval)
- Project Narrative (10 copies)
- Final Development Plans:
  - Three (3) 22" x 34" sets (three folded)
  - Ten (10) 11" x 17" sets
  - One (1) 8.5" x 11" set – color and blackline
- Development Application Fees including the following:

-Revise Preliminary Development Plan	\$500.00	Check No. 003938
-Final Development Plan	\$ 75.00	Check No. 003938

## B. PROJECT LOCATION / PROPERTY

The project site is located immediately south of the existing HealthPartners Building, located at 8170 33<sup>rd</sup> Avenue South (formerly 8100 34<sup>th</sup> Avenue South), in Bloomington, MN. The project site is Lot 1 Block 1, BLOOMINGTON CENTRAL STATION ADDITION. A replat of this lot is pending. The new lot will be Lot 1 Block 1, BLOOMINGTON CENTRAL STATION 2<sup>nd</sup> ADDITION. The PIN is 06-027-23-23-0004. The project site is currently a lawn and roadway on the southside of the HealthPartners Building.

## C. PROPOSED PROJECT

The proposed project includes the construction of a temporary replacement parking lot, to be located in a lawn area south of the HealthPartners' Building. The project will construct 130 temporary replacement parking spaces. The proposed temporary replacement parking will be used for 3 to 5 years, when the 747-space HealthPartners parking ramp is built at this location. It is being built to mitigate the loss of proximate parking spaces for the Central Station Park and has been negotiated with HealthPartners. The phasing and management of parking spaces on the overall development site is one of the major challenges to this project. We have shown that phasing in the approved Revised Preliminary Development Plans. The delay of the construction of costly structured parking, by maximizing the surface parking on-site, is critical to the viability of the tax increment model.

The plans that were presented at the Informal DRC Meeting on July 11, 2006 have been modified as noted below:

- Added the property lines and D&U easements to the plan
- Reduced the center drive aisle to 24 feet (was 28 feet)
- Reduced the other drive aisles to 22 feet (was 24 feet)
- Eliminated the problematic parking space on the west side near the “16.6” dimension by revising the curbline in this area
- Revised the southerly curbline by installing concrete curb and gutter just east of the 11 parking spaces which creates more room for landscaping
- The southerly curb line is no less than 20 feet from the right-of-way of East Old Shakopee Road in accordance with the City standard (Section 19.64(a)) and no less than 13 feet from the northerly edge of the trail.
- At least 2 feet of clear zone will be maintained from the northerly edge of the trail and the proposed landscape screening.
- Because of the temporary nature of this lot we are not proposing to install raised concrete islands at the two easterly parking row ends.
- No accessible spaces are provided in this lot because HealthPartners has located all site accessible spaces at it Visitor Lot, located west of the West Entrance to the building – a total of 30 accessible spaces are required for all of HealthPartners surface parking spaces and the Visitor Lot provides 36.

## **D. ZONING CODE ANALYSIS**

### **1. Comprehensive Plan**

The Bloomington Central Station project site is within the Airport South District of the City of Bloomington. The current land use guide designation for the project site is Airport South Mixed Use.

As discussed during the recent Revised Preliminary Development Plan process for Bloomington Central Station, this development meets the land use guide designation criteria very well.

### **2. Zoning**

The entire Bloomington Central Station redevelopment site has been rezoned to High Intensity Mixed Use with Residential HX-R District (Planned Development). Permanent surface parking is very limited in the HX-R District. The parking proposed is temporary replacement parking. No zoning changes are proposed with this application.

### **3. Airport Zoning**

Not applicable to this application.

### **4. Building Heights**

Not applicable to this application.

### **5. Residential Density**

Not applicable to this application.

**6. Floor Area Ratio**

Not applicable to this application.

**7. Building Setbacks**

Not applicable to this application.

**E. PARKING ANALYSIS**

Section 19.64 Parking from the Bloomington City Code does not address temporary parking lots. We have used the following in the design of the temporary replacement parking lot:

Parking Space:	9 feet wide
	18 feet long
Drive Aisles:	24 feet wide (thru lane)
	22 feet wide
Setback from EOSR	20 feet

Refer to the submitted revised parking phasing drawings (Sheet 41 through 48 from the Revised Preliminary Development Plan, submitted to the City on December 21, 2005). These exhibits show how this temporary replacement parking lot mitigates lost parking due to the phased construction.

**F. TRAFFIC**

No updated traffic analysis is proposed at this time.

**G. STORM SEWER / STORMWATER MANAGEMENT**

The additional runoff from the temporary replacement parking lot will be piped to the new 42-inch trunk storm sewer line south of the parking lot and treated in the storm water pond.

**H. UTILITIES**

**1. Sanitary Sewer**

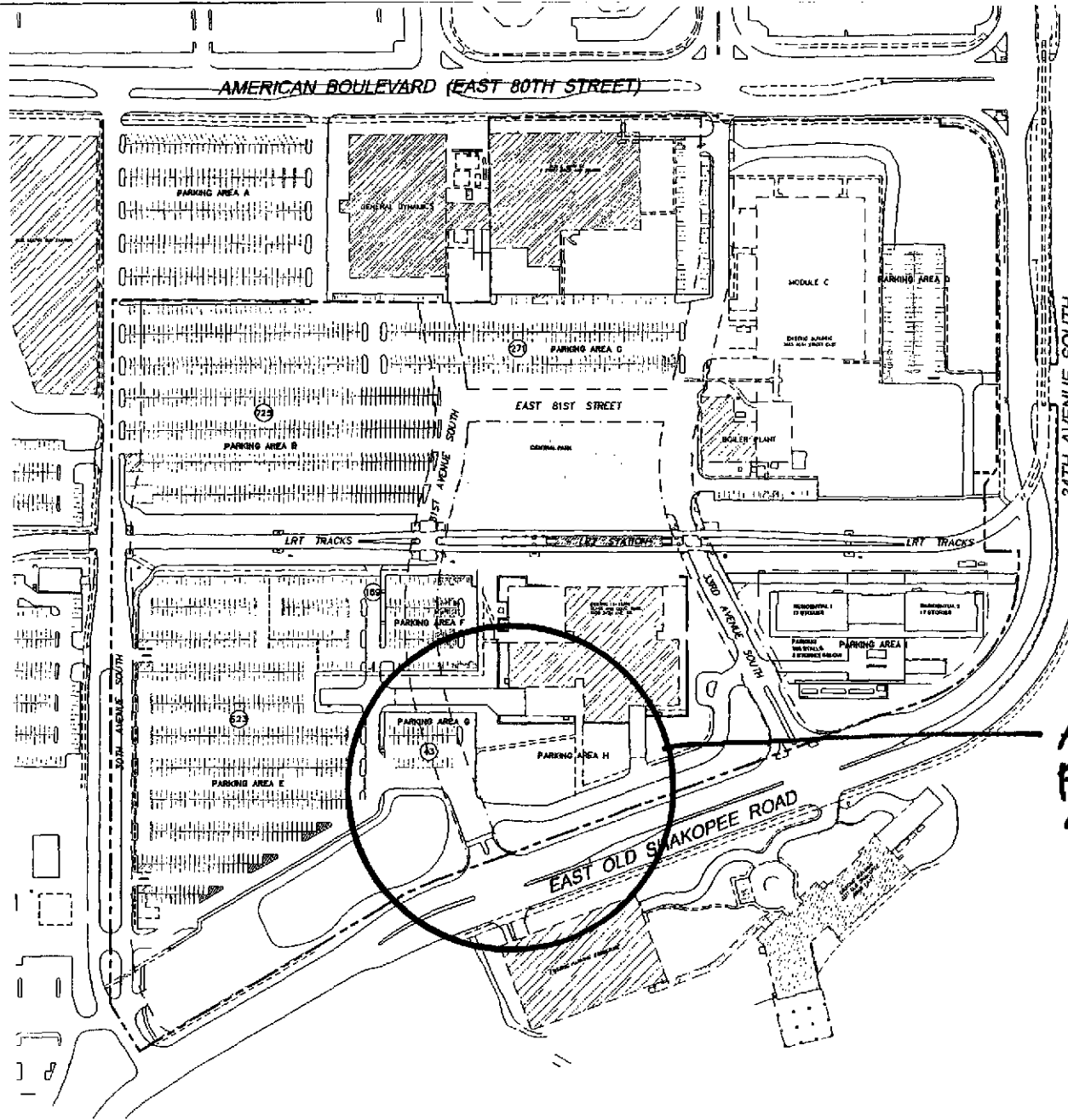
No sanitary sewer is proposed with this application.

**2. Water Main**

No water main is proposed with this application.

**3. Private Utilities**

McGough will coordinate with the private utility companies, as required, to construct this temporary replacement parking lot.



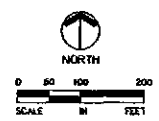
**PARKING SUMMARY**

AREA	PARKING AVAILABLE BEGIN THIS PHASE	PARKING AVAILABLE END THIS PHASE
A	N/A	N/A
B	399	725
C	708	271
D	N/A	N/A
E	188	188
F	43	43
G	0	0
H	389	389
<b>TOTAL AVAILABLE</b>	<b>2520</b>	<b>2220</b>

- NOTES:**
1. PARKING AREA 'A' WILL NOT BE AVAILABLE FOR BLOOMINGTON CENTRAL STATION PARKING DURING PHASE 2A-1.
  2. THE LAYOUT OF PARKING AREAS 'B' AND 'C' WILL BE MODIFIED TO ALLOW FOR CENTRAL PARK CONSTRUCTION.
  3. PARKING AREA 'D' WILL BE USED FOR CONSTRUCTION STAGING DURING PHASE 2A-1.
  4. PARKING AREAS 'E', 'F', 'G', 'H', AND 'I' WILL NOT BE ALTERED DURING PHASE 2A-1.
  5. UNDERGROUND PARKING STALLS BENEATH EXISTING HEALTHPARTNERS TOWER ARE NOT INCLUDED IN THIS PARKING SUMMARY.
  6. 1,831 PARKING STALLS (725+271+823+188+43) WILL BE AVAILABLE FOR HEALTHPARTNERS PARKING FOLLOWING PHASE 2A-1 CONSTRUCTION.

*Area currently proposed for additional revisions*

**LEGEND**  
 CONSTRUCTION AREA THIS PHASE



THREACHER SQUARE, SUITE 890  
 100 THIRD STREET SOUTH  
 BLOOMINGTON, IL 61710  
 TEL: 314.399.3300 FAX: 314.399.3301  
 WWW.URS.COM



**Bloomington Central Station**

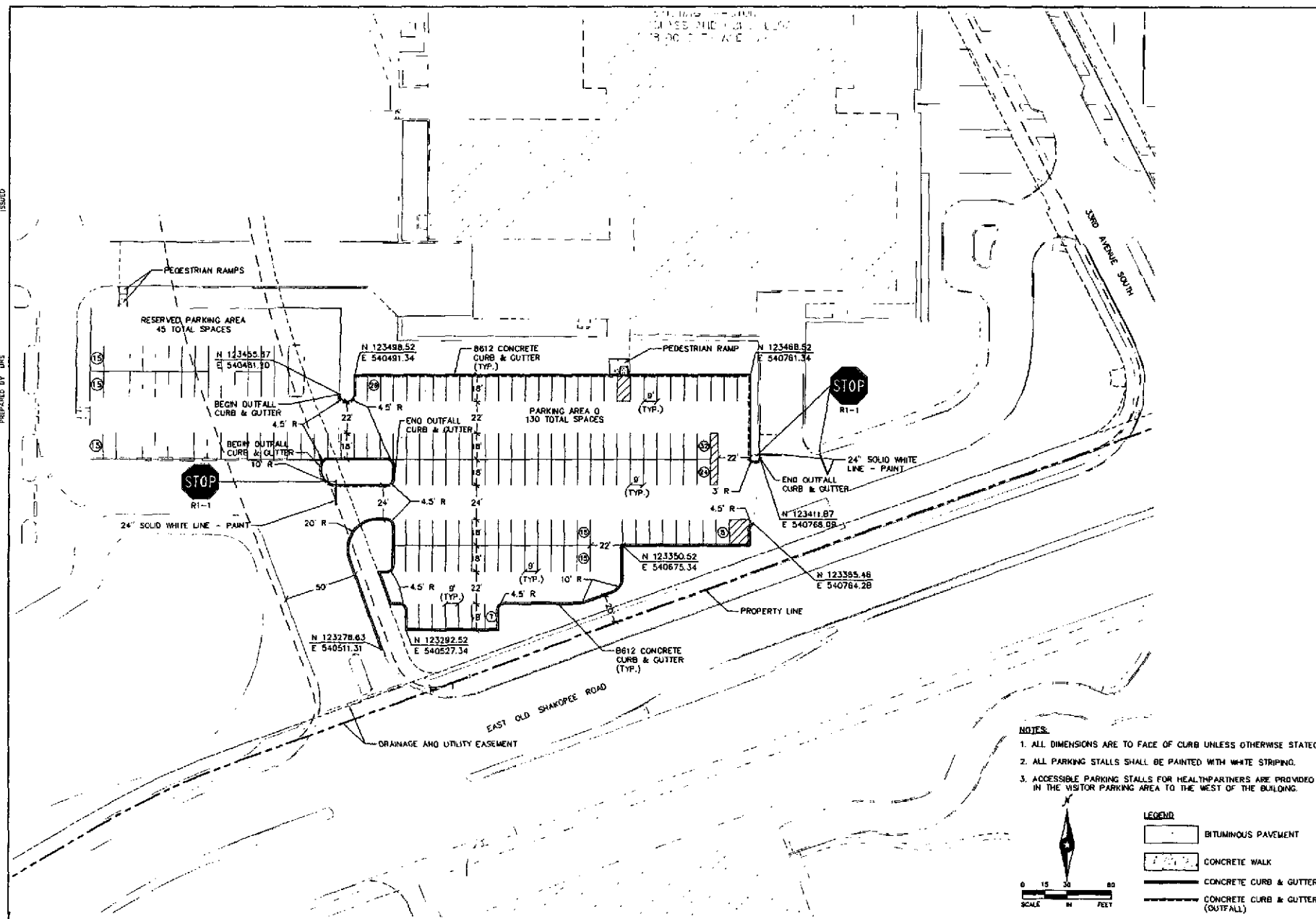


McGough

REVISED  
 PRELIMINARY DEVELOPMENT PLAN  
 PHASE 2A-1 PLAN

*Parking Phase 2A-1 per approved Revised Preliminary Development Plan (Feb. 2006)*

PREPARED BY URS



- NOTES:**
1. ALL DIMENSIONS ARE TO FACE OF CURB UNLESS OTHERWISE STATED.
  2. ALL PARKING STALLS SHALL BE PAINTED WITH WHITE STRIPING.
  3. ACCESSIBLE PARKING STALLS FOR HEALTHPARTNERS ARE PROVIDED IN THE VISITOR PARKING AREA TO THE WEST OF THE BUILDING.

**LEGEND**

- BITUMINOUS PAVEMENT
- CONCRETE WALK
- CONCRETE CURB & GUTTER
- CONCRETE CURB & GUTTER (OUTFALL)

DATE: 08/12/06  
 DRAWN: RMC  
 CHECKED: SSB  
 APPROVED: T.L.  
 PROJECT NO.  
 SHEET: C102

**HEALTHPARTNER'S  
REPLACEMENT PARKING  
BLOOMINGTON CENTRAL STATION  
SITE PLAN**

**Bloomington Central  
Station**

**URS**

DATE	REVISIONS	DESCRIPTION	BY	CHK
7/15/06	REV PER CITY & DEVELOPER COMMENTS		SSB	
7/21/06	REVISED PER CITY COMMENTS		SSB	

DATE: 07/20/06 1:44 P.M. L.C. NO. 20153

THOMAS STRICKER

2830 D 06



**PLANTING SCHEDULE**

Deciduous Trees							
Abbr	Qty	Genus	Species	Common Name	Min. Size	Spacing	Notes
F-ARA	11	Acer	rubrum	Northwood	2.5"	30' a.c.	B&B Specimen
T-CB	5	Quercus	bicolor	Swamp White Oak	2.5"	as shown	B&B Specimen

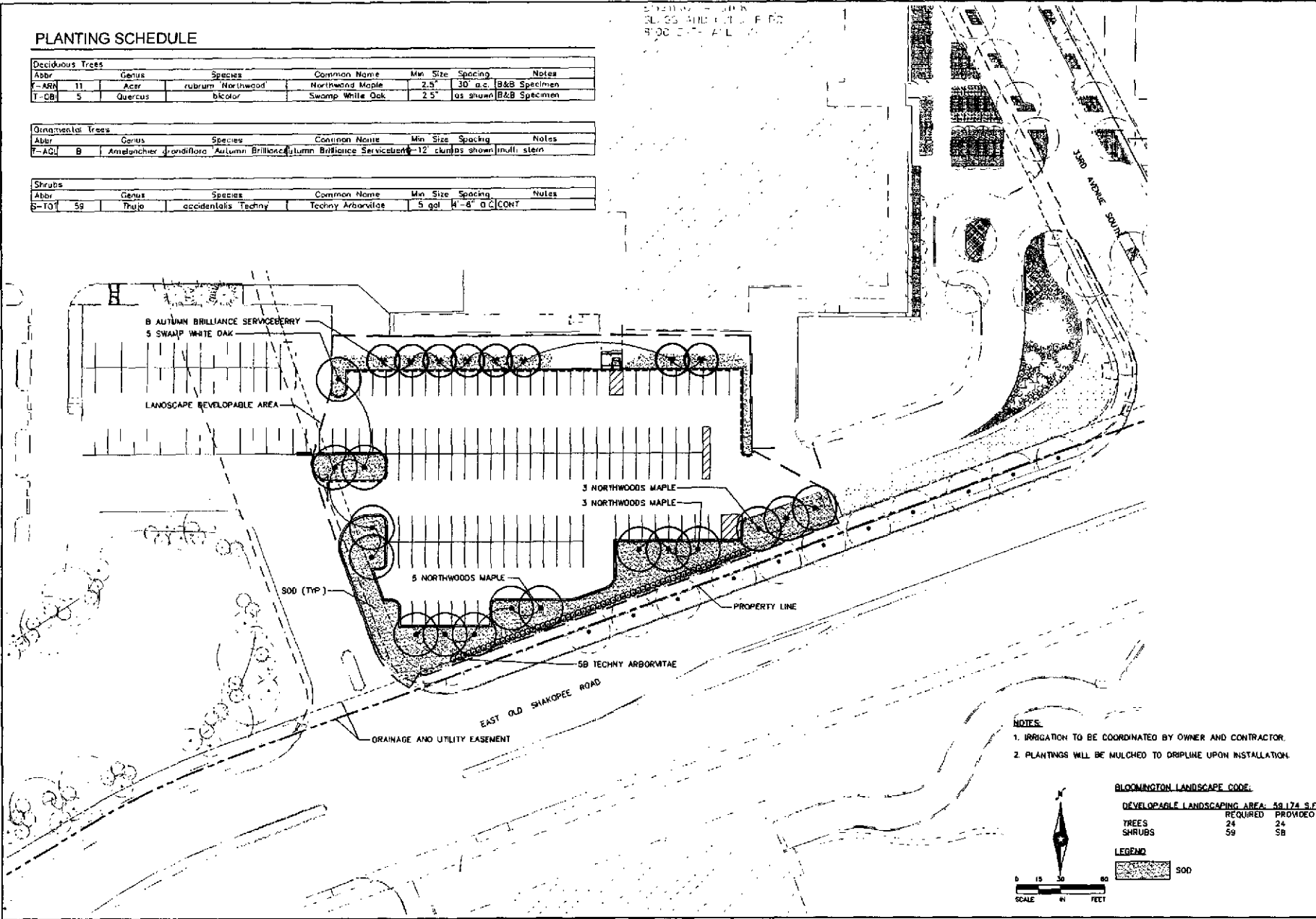
Ornamental Trees							
Abbr	Qty	Genus	Species	Common Name	Min. Size	Spacing	Notes
F-AGL	8	Amelanchier	floridana	Autumn Brilliance	Autumn Brilliance Serviceberry	12' clumps shown	in full stem

Shrubs							
Abbr	Qty	Genus	Species	Common Name	Min. Size	Spacing	Notes
S-TQ	59	Thuja	occidentalis	Techny	Techny Arborvitae	5 gal	4'-6" O.C. COH7

3/22/06 - 10:00 AM  
 3/25/06 - 10:00 AM  
 3/28/06 - 10:00 AM

ISSUED

PREPARED BY: URS



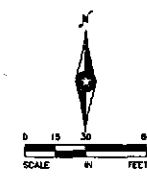
- NOTES**
- IRRIGATION TO BE COORDINATED BY OWNER AND CONTRACTOR.
  - PLANTINGS WILL BE MULCHED TO DRIPLINE UPON INSTALLATION.

**BLOOMINGTON LANDSCAPE CODE:**

	REQUIRED	PROVIDED
DEVELOPABLE LANDSCAPING AREA: 59,174 S.F.		
TREES	24	24
SHRUBS	59	59

**LEGEND**

500



HEALTHPARTNER'S  
 REPLACEMENT PARKING  
 BLOOMINGTON CENTRAL STATION  
 LANDSCAPE PLAN

**Bloomington Central Station**

REVISIONS		
DATE	DESCRIPTION	BY
7/11/06	REV. PER CITY & DEVELOPER COMMENTS	RWK
7/27/06	REVISED PER CITY COMMENTS	RWK

I HEREBY CERTIFY THAT THIS PLAN, SPECIFICATION AND CONTRACT DOCUMENTS HAVE BEEN PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL LANDSCAPE ARCHITECT UNDER THE LAWS OF THE STATE OF ILLINOIS.

*Thomas J. Brennan*  
 THOMAS J. BRENNAN  
 DATE: 07/26/06  
 REG. NO. 24153

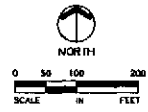
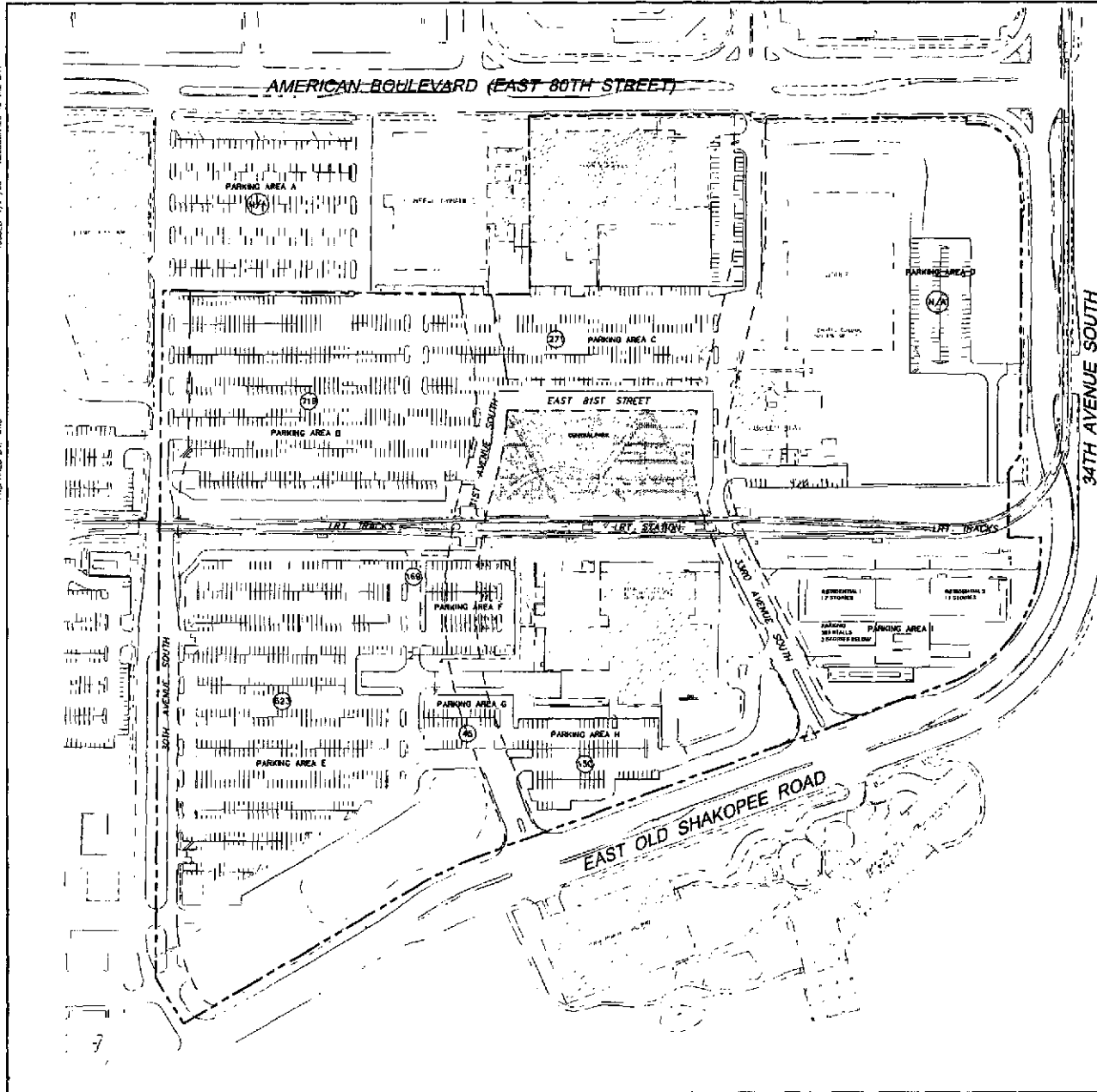
DATE: 06/22/06  
 DRAWN: RWK  
 CHECKED: RWK  
 APPROVED: T.J.B.

PROJECT NO.  
 SHEET:  
**L101**

2830 D 06

ISSUED 1/77/06 REVISIONS TO THE CITY

PREPARED BY: URS



PARKING SUMMARY		
AREA	PARKING AVAILABLE BEGIN THIS PHASE	PARKING AVAILABLE END THIS PHASE
A	N/A	N/A
B	999	719
C	708	271
D	N/A	N/A
E	614	623
F	169	169
G	45	45
H	0	130
I	360	309
TOTAL AVAILABLE	2522	2346

- NOTES:
1. PARKING AREA 'A' WILL NOT BE AVAILABLE FOR BLOOMINGTON CENTRAL STATION PARKING DURING PHASE 2A-1
  2. THE LAYOUT OF PARKING AREAS 'B' AND 'C' WILL BE MODIFIED TO ALLOW FOR CENTRAL PARK CONSTRUCTION
  3. PARKING AREA 'D' WILL BE USED FOR CONSTRUCTION STAGING DURING PHASE 2A-1.
  4. PARKING AREAS 'E', 'F', 'G', AND 'H' WILL NOT BE ALTERED DURING PHASE 2A-1.
  5. PARKING AREA 'I' WILL BE CONSTRUCTED DURING PHASE 2A-1 TO ALLOW FOR ADDITIONAL HEALTHPARTNERS PARKING.
  6. UNDERGROUND PARKING STALLS BENEATH EXISTING HEALTHPARTNERS TOWER ARE NOT INCLUDED IN THIS PARKING SUMMARY.
  7. 1,967 PARKING STALLS (719+271+823+369+45+130) WILL BE AVAILABLE FOR HEALTHPARTNERS PARKING FOLLOWING PHASE 2A-1 CONSTRUCTION.

LEGEND  
 CONSTRUCTION AREA THIS PHASE

URS  
 100 WEST WASHINGTON STREET, SUITE 2000  
 MINNEAPOLIS, MINNESOTA 55402  
 TEL: 612.724.6200 FAX: 612.310.0700  
 WWW.URS.COM

**URS**

Bloomington Central Station



REVISIONS  
 PRELIMINARY DEVELOPMENT PLAN  
 PHASE 2A-1 PLAN

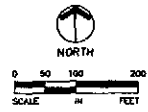
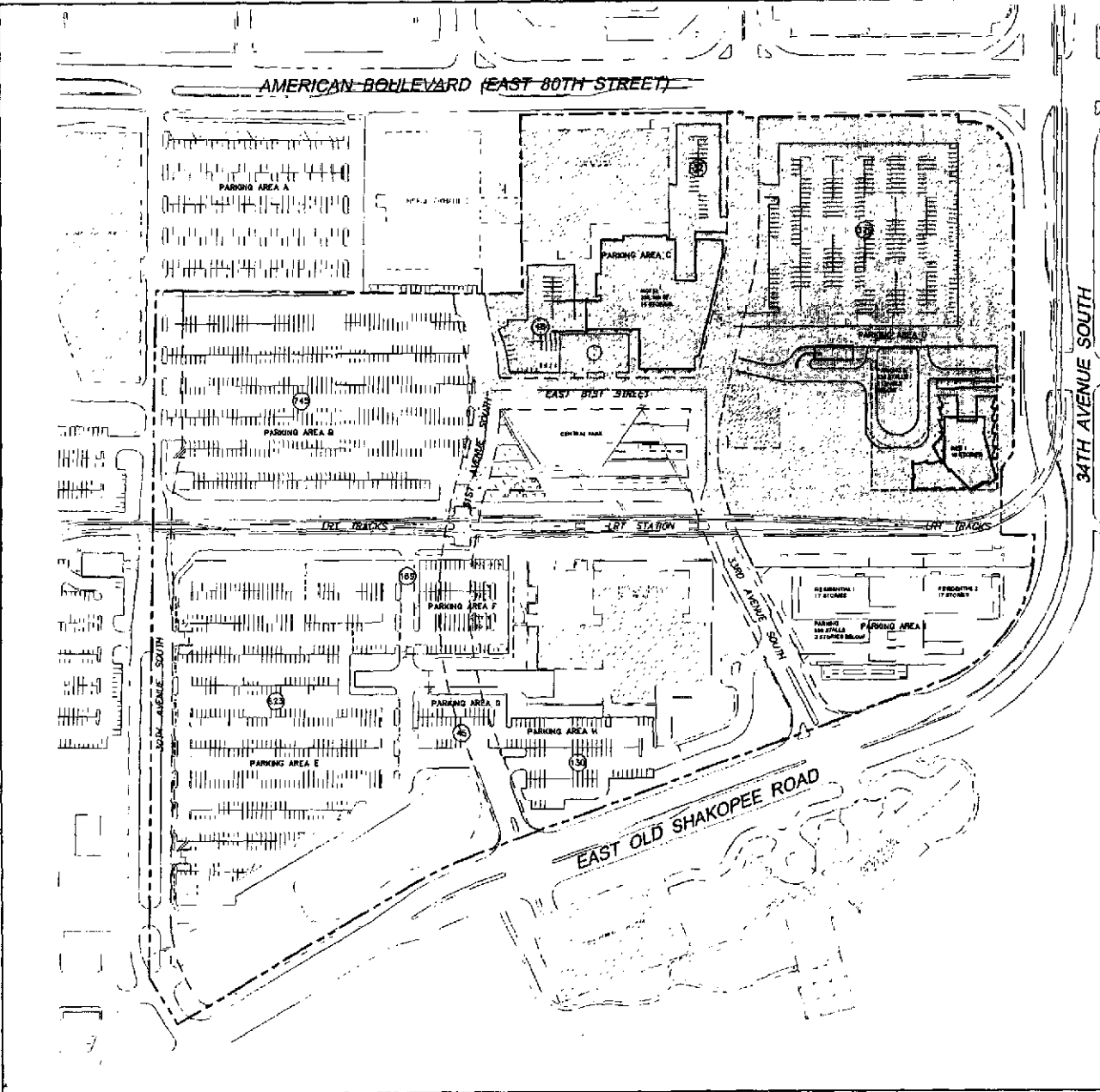
SHEET NO. 41

REVISED JULY 21, 2006 TO CITY

2830 C 06

ISSUED 1/27/06 RE-ROUTED TO THE CITY

PREPARED BY URS



THIS DRAWING IS THE PROPERTY OF URS CORPORATION. IT IS TO BE USED ONLY FOR THE PROJECT AND SITE SPECIFICALLY IDENTIFIED HEREON. ANY REUSE OR MODIFICATION OF THIS DRAWING WITHOUT THE WRITTEN CONSENT OF URS CORPORATION IS PROHIBITED.

PARKING SUMMARY		
AREA	PARKING AVAILABLE BEGIN THIS PHASE	PARKING AVAILABLE END THIS PHASE
A	N/A	N/A
B	719	745
C	271	80
D	N/A	314
E	623	623
F	169	169
G	45	45
H	130	130
I	369	369
TOTAL AVAILABLE	2346	3095

- NOTES:
1. PARKING AREA 'A' WILL NOT BE AVAILABLE FOR BLOOMINGTON CENTRAL STATION PARKING DURING PHASE 2A.
  2. THE LAYOUT OF PARKING AREAS 'B', 'C', AND 'D' WILL BE MODIFIED TO ALLOW FOR HOTEL AND NORTHEAST HOUSING CONSTRUCTION.
  3. PARKING AREAS 'E', 'F', 'G', 'H', AND 'I' WILL NOT BE ALTERED DURING PHASE 2A.
  4. UNDERGROUND PARKING STALLS BENEATH EXISTING HEALTHPARTNERS TOWER ARE NOT INCLUDED IN THIS PARKING SUMMARY.
  5. 1,860 PARKING STALLS (745+238+623+169+45+130) WILL BE AVAILABLE FOR HEALTHPARTNERS PARKING FOLLOWING PHASE 2A CONSTRUCTION.

LEGEND  
 CONSTRUCTION AREA THIS PHASE

**URS**

Bloomington Central Station



McGough

REVISED PRELIMINARY DEVELOPMENT PLAN PHASE 2A PLAN

SHEET NO.

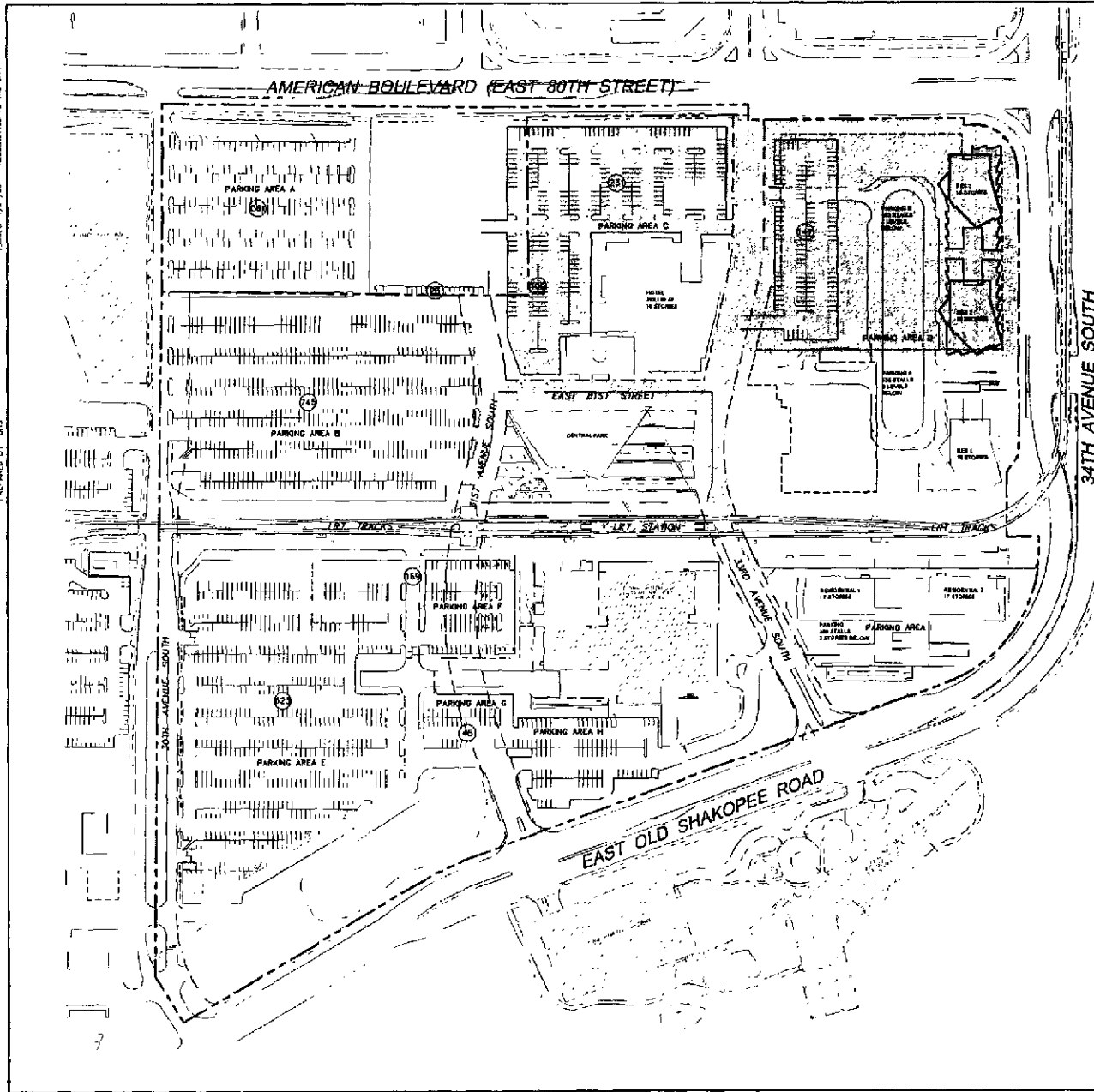
42

REVISED JULY 21, 2006 TO CITY

2830 C 06

ISSUED 1/27/06 SUBMITTED TO THE CITY

PREPARED BY URS



PARKING SUMMARY		
AREA	PARKING AVAILABLE BEGN THIS PHASE	PARKING AVAILABLE END THIS PHASE
A	N/A	384
B	746	746
C	80	338
D	914	1536
E	623	623
F	169	169
G	46	46
H	130	130
I	389	389
TOTAL AVAILABLE	3065	4356

NOTES:

1. PARKING AREA 'A' WILL BE AVAILABLE FOR HEALTHPARTNERS PARKING FOLLOWING PHASE 2B CONSTRUCTION.
2. PARKING AREAS 'B', 'E', 'F', 'G', 'H' AND 'I' WILL NOT BE ALTERED DURING PHASE 2B.
3. PARKING AREA 'C' AND 'D' WILL BE MODIFIED TO ALLOW FOR NORTHEAST HOUSING CONSTRUCTION.
4. UNDERGROUND PARKING STALLS BENEATH EXISTING HEALTHPARTNERS TOWER ARE NOT INCLUDED IN THIS PARKING SUMMARY.
4. 1,950 PARKING STALLS (746+258+623+169+46+130) WILL BE AVAILABLE FOR HEALTHPARTNERS PARKING FOLLOWING PHASE 2B CONSTRUCTION

LEGEND

- CONSTRUCTION AREA THIS PHASE

TERRACON SOLUTIONS, BRIDGE AND  
 STRUCTURAL ENGINEERING  
 1000 W. WASHINGTON ST. SUITE 100  
 MINNEAPOLIS, MN 55401-3719 FAX  
 612-378-0719  
 URS/CDP/CON

**URS**

**Bloomington Central  
 Station**



REVISED  
 PRELIMINARY DEVELOPMENT PLAN  
 PHASE 2B PLAN

SHEET NO.

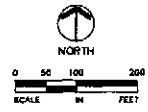
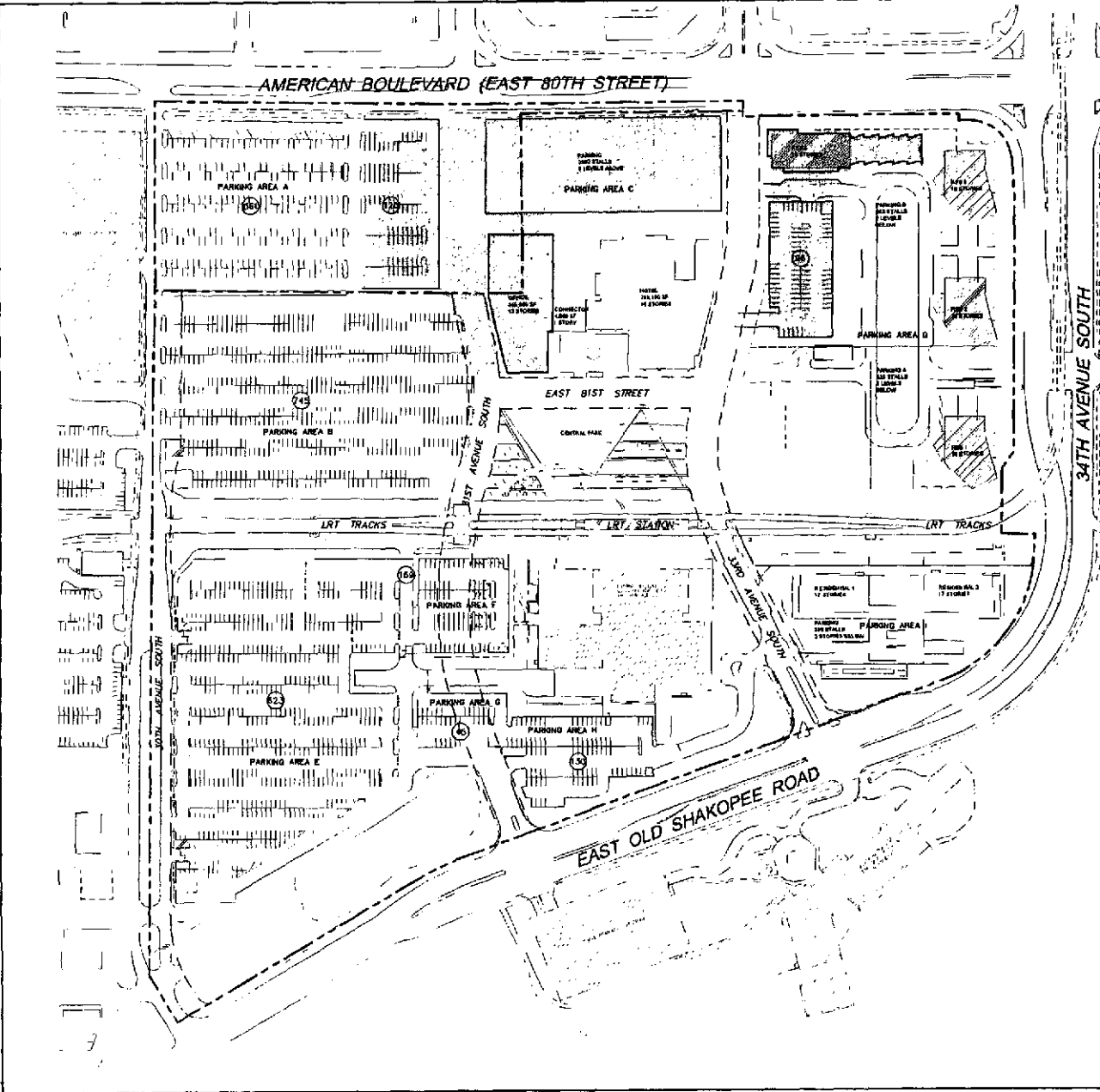
43

REVISED JULY 21, 2006 TO CITY

2830 C 06

ISSUED 1/27/06 RESUBMITTED TO THE CITY

PREPARED BY: URS



PARKING SUMMARY		
AREA	PARKING AVAILABLE BEGIN THIS PHASE	PARKING AVAILABLE END THIS PHASE
A	354	481
B	745	745
C	336	2002
D	1535	1484
E	823	823
F	169	189
G	45	45
H	130	130
I	389	389
TOTAL AVAILABLE	4356	6085

- NOTES:
1. PARKING AREAS 'A', 'C', AND 'D' WILL BE MODIFIED TO ALLOW FOR CENTRAL PARK OFFICE AND PARKING RAMP CONSTRUCTION.
  2. PARKING AREAS 'B', 'E', 'F', 'G', 'H' AND 'I' WILL NOT BE ALTERED DURING PHASE 2C.
  3. UNDERGROUND PARKING STALLS BENEATH EXISTING HEALTHPARTNERS TOWER ARE NOT INCLUDED IN THIS PARKING SUMMARY.
  4. 1,530 PARKING STALLS (745+238+823+169+45+130) WILL BE AVAILABLE FOR HEALTHPARTNERS PARKING FOLLOWING PHASE 2C CONSTRUCTION.

LEGEND  
 CONSTRUCTION AREA THIS PHASE

1000 WEST SHAKOPEE ROAD, SUITE 100  
 100 WEST 100TH STREET, SOUTH  
 BLOOMINGTON, MINNESOTA 55425  
 612.370.0319 FAX  
 612.370.0319  
 URS CORP. ICA

**URS**

**Bloomington Central Station**



REVISED  
 PRELIMINARY DEVELOPMENT PLAN  
 PHASE 2C PLAN

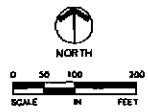
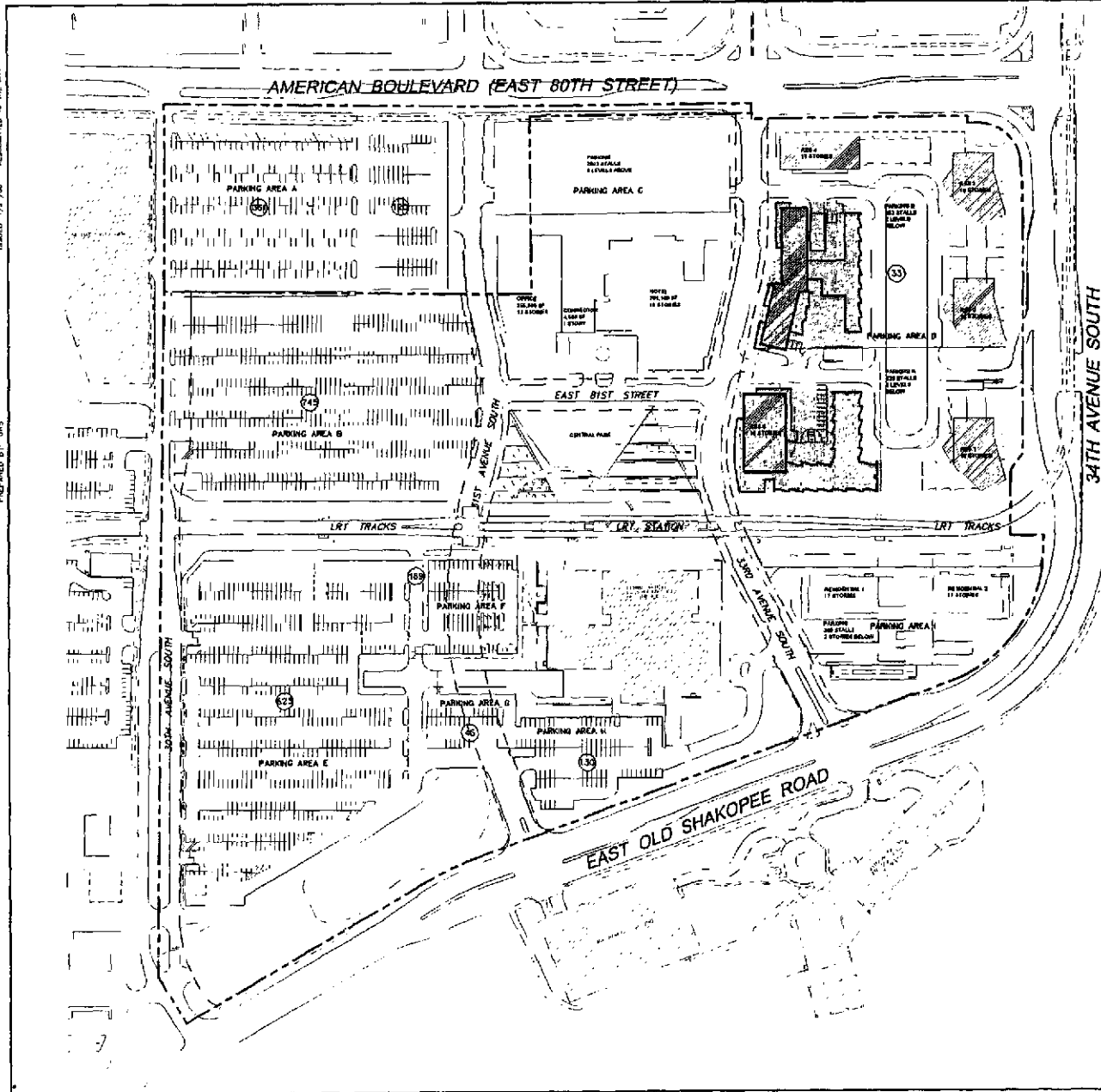
SHEET NO.  
**44**

REVISED JULY 21, 2006 TO CITY

2830 C 06

ISSUED 1/21/06 RE-APPROVED TO THE CITY

PREPARED BY URS



PARKING SUMMARY		
AREA	PARKING AVAILABLE BEGIN THIS PHASE	PARKING AVAILABLE END THIS PHASE
A	481	481
B	745	745
C	2002	2002
D	1484	1421
E	823	823
F	189	189
G	45	45
H	130	130
I	389	389
TOTAL AVAILABLE	6088	6005

- NOTES:
1. PARKING AREAS 'A', 'B', 'C', 'E', 'F', 'G', 'H', 'I', AND 'J' WILL NOT BE ALTERED DURING PHASE 2D.
  2. THE LAYOUT OF PARKING AREA 'D' WILL BE MODIFIED TO ALLOW FOR NORTHEAST HOUSING CONSTRUCTION.
  3. UNDERGROUND PARKING STALLS BENEATH EXISTING HEALTHPARTNERS TOWER ARE NOT INCLUDED IN THIS PARKING SUMMARY.
  4. 1,850 PARKING STALLS (745+238+823+189+45+130) WILL BE AVAILABLE FOR HEALTHPARTNERS PARKING FOLLOWING PHASE 2D CONSTRUCTION.

**LEGEND**  
 CONSTRUCTION AREA THIS PHASE

1"=100' SCALE  
 10' 20' 30' 40' 50' 60' 70' 80' 90' 100'  
 1"=100' SCALE  
 10' 20' 30' 40' 50' 60' 70' 80' 90' 100'

**URS**

**Bloomington Central Station**



REVISED  
 PRELIMINARY DEVELOPMENT PLAN  
 PHASE 2D PLAN

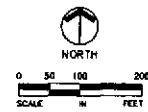
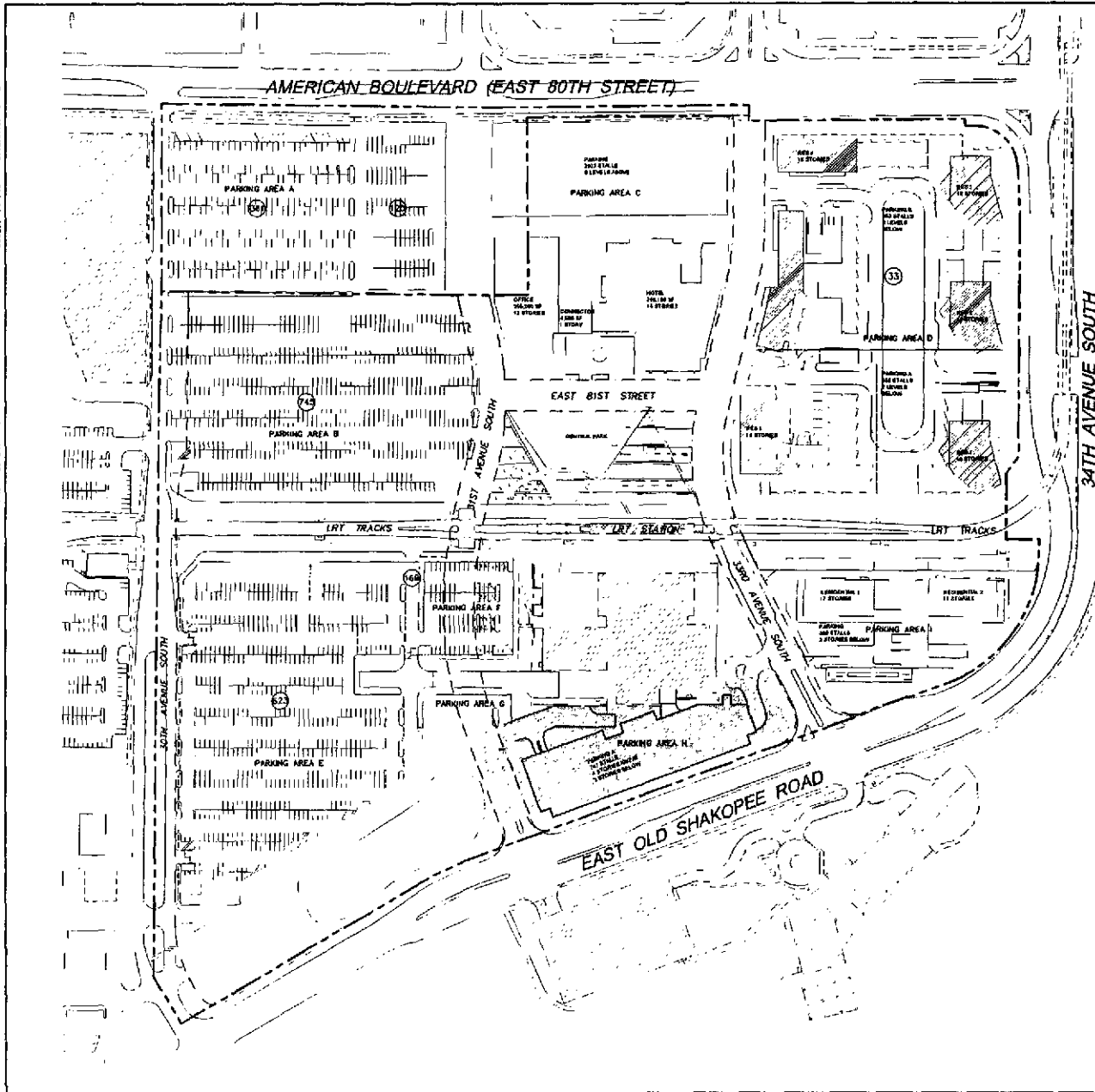
SHEET NO.  
**45**

REVISED JULY 21, 2006 TO CITY

2830 C 06

ISSUED: 1/27/06 REVISIONS TO THE CITY

PREPARED BY: URS



PARKING SUMMARY		
AREA	PARKING AVAILABLE BEGN THIS PHASE	PARKING AVAILABLE END THIS PHASE
A	481	481
B	745	745
C	2002	2002
D	1421	1421
E	823	823
F	189	189
G	45	0
H	130	747
I	389	389
TOTAL AVAILABLE	6005	8577

- NOTES
1. PARKING AREAS 'A', 'B', 'C', 'D', 'E', 'F', AND 'I' WILL NOT BE ALTERED DURING PHASE 3.
  2. THE LAYOUT OF PARKING AREAS 'C' AND 'H' WILL BE MODIFIED TO ALLOW FOR HEALTHPARTNERS PARKING RAMP CONSTRUCTION.
  3. UNDERGROUND PARKING STALLS BENEATH EXISTING HEALTHPARTNERS TOWER ARE NOT INCLUDED IN THIS PARKING SUMMARY.
  4. 2,522 PARKING STALLS (745+238+823+189+747) WILL BE AVAILABLE FOR HEALTHPARTNERS PARKING FOLLOWING PHASE 3 CONSTRUCTION.

LEGEND  
 CONSTRUCTION AREA THIS PHASE

THESE PLANS, SPECIFICATIONS, SCHEDULES AND CONDITIONS ARE THE PROPERTY OF URS CORPORATION. NO PART OF THESE PLANS, SPECIFICATIONS, SCHEDULES AND CONDITIONS ARE TO BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM, WITHOUT THE WRITTEN PERMISSION OF URS CORPORATION.

**URS**

Bloomington Central Station



REVISED PRELIMINARY DEVELOPMENT PLAN PHASE 3 PLAN

SHEET NO. 46

REVISED JULY 21, 2006 TO CITY

2830 C 06



**Approved Preliminary & Adopted Resolution Granting Final Plat Approval for MC DONALDS BLOOMINGTON 4<sup>TH</sup> ADDITION at 9516 Garfield Avenue & 9529 Lyndale Ave. Case 5735CD-06 ITEM 5.2A3,4 R-2006-82**

Motion was made by Peterson, seconded by Wilcox, to approve the Preliminary Plat of McDonald's Bloomington 4<sup>th</sup> Addition subject to the six conditions as set forth by the Planning Division Staff and the Planning Commission and adopted a resolution granting approval of the Final Plat of MC DONALDS BLOOMINGTON 4<sup>TH</sup> ADDITION located at 9516 Garfield Avenue & 9529 Lyndale Avenue South, Case 5735CD-06, for McDonald's Corporation, subject to completion of the Preliminary and Final Plat conditions, receipt of the title opinion, necessary documents and deposits, and a review of all documents by the City Attorney. Motion passed 6-0-1 (Grady abstaining).

1. Title opinion or title commitment dated within the past six months shall be provided.
2. Connection charges shall be due prior to issuance of utility permits.
3. Right-of-way to 60 feet from centerline along Lyndale Avenue shall be dedicated on the final plat.
4. Standard drainage and utility easements, 10 feet along street frontages and 5 feet along internal lot lines; shall be provided.
5. A 10-foot sidewalk/bikeway easement shall be provided along all street frontages.
6. The Grading, Drainage, Utility and Erosion Control plans shall be approved by the City Engineer prior to issuance of permits.
7. Temporary street signs, lighting, and addresses shall be provided during construction.

and subject to the following Code requirements:

1. Property must be platted per Chapter 16 of the City Code (Section 16.03).
2. The approved Final Plat shall be filed with Hennepin County (Section 16.05.01). A certified copy shall be provided to the Engineering Division prior to the issuance of building permits (Section 16.10).
3. All development setbacks shall be based on planned or widened rights-of-way for the abutting public street(s) (Section 19.42).

No public testimony was received.

**Adopted Ordinance Vacating Easements at 9516 Garfield Ave. & 9529 Lyndale Ave. ITEM 5.2A5 O-2006-29**

Motion was made by Peterson, seconded by Wilcox, to adopt an ordinance vacating sidewalk, bikeway and utility easements located at 9516 Garfield Avenue and 9529 Lyndale Avenue South for McDonald's Corporation in order to combine two lots into one lot for redevelopment. Motion passed 6-0-1 (Grady abstaining).

No public or private utilities are affected by this vacation. New drainage and utility easements will be dedicated on the approved plat of MCDONALDS BLOOMINGTON 4<sup>TH</sup> ADDITION.

No public testimony was received.

**Approved Revised Preliminary & Final Development Plan for Bloomington Central Station, LLC Case 2830CD-06 ITEM 5.2B1, 2**

Motion was made by Peterson, seconded by Elkins and all voting aye, to approve the Revised Preliminary Development Plan and a Final Development Plan for a 175-stall replacement (temporary) parking lot to be located on Parking Areas G and H, at 8100 34<sup>th</sup> Avenue South, Case 2830CD-06, for Bloomington Central Station (BCS), LLC subject to the following 10 conditions as set forth by City Staff:

1. The temporary replacement parking lot shall be removed within 60 days of the City's approval of a final development plan for the HealthPartners parking ramp in Parking Areas G and H, or earlier, should other structured parking become available off-setting the need for the temporary replacement parking lots. The City will withhold public financing for the parking structure located in Areas G and H until the developer has complied with this condition of approval;
2. A temporary parking agreement be executed noting conditions for removal;
3. No permanent parking lot improvements be made, other than those contained in the plans submitted in Case 2830CD-06, unless approved by the City Council;
4. Landscape and lighting plans shall be approved by the Planning Manager;
5. Revised grading, drainage, utility and erosion control plans shall be provided and approved by the City Engineer prior to issuance of permits;

**ITEM 5.2B1, 2  
continued**

- 6. Temporary street signs, lighting, and addresses shall be provided during construction;
- 7. Landscaping, ponds, retaining walls, or any structures shall not be located within sidewalk, drainage, and utility or traffic easements;
- 8. Fire lanes shall be maintained during construction;
- 9. Access to existing fire hydrants on the south side of the Health Partners building shall remain clear during construction; and
- 10. All doorways around the Health Partners building (both inside and outside) shall be numbered in a clockwise direction from the main entrance.

Sharlin explained that these revised plans were necessary due to the BCS Park. The proposed temporary lot will provide 175 parking spaces. When the plan was originally approved, there was no provision made for temporary parking. The Final Development Plan is for construction of the replacement parking lot. He stated there were no conditions on the Preliminary Plat but there are 10 conditions on the Final Plat. The timeframe for the temporary parking lot could be between 3-5 years depending on the phasing of the new HealthPartners' parking ramp.

Axtell inquired as to the impact this project will have on the condition of East Old Shakopee Road.

Bernhardson replied that East Old Shakopee Road was just repaved as part of the Pavement Management (PMP) Program.

Nordstrom inquired about the proposed landscaping.

Sharlin replied that the landscaped yard will be 20 feet per City Code.

No public testimony was received.

**CLOSED PUBLIC  
COMMENT PERIOD**

The Mayor asked if anyone wished to address the Council during the public comment period, or it would be closed. No one came forward to speak so the public comment period was closed.

**Approved Temporary  
Conditional Use  
Permit for Play &  
Praise Christian  
Daycare at 8443 2<sup>nd</sup>  
Avenue South  
Case 3470A-06  
ITEM 5.2C**

Motion was made by Grady, seconded by Wilcox, and all voting aye, to approve a six-month Temporary Conditional Use Permit (TCUP) for a preschool facility in an existing church pursuant to plans contained in Case 3470A-06 for Play and Praise Christian Daycare at 8443 2<sup>nd</sup> Avenue South, subject to the following four conditions of approval as set forth by the Planning Division Staff:

- 1. Capacity not exceed 48 children nor hours of operation exceed those stated in Case 3470A-06 within the permit period without approval by the Planning Manager;
- 2. All pick-up and drop-off occur on site and off of the public street;
- 3. Signage be in conformance with the requirements of Chapter 19, Article X of the City Code; and
- 4. Food service be as approved by the Environmental Services Division.

Sharlin presented the staff report explaining that the TCUP is for a period of six months. The applicant was located in Cedar Valley Church but it is being converted to a school. Therefore, the location at 8443 2<sup>nd</sup> Avenue South (Emmaus Lutheran Church) will serve as a bridge location until they get their Conditional Use Permit.

Speaker: Joyce Maki, Play and Praise Christian Daycare  
She was available for Council questions but they had none.

**Approved the  
Proposed Restriping  
of West 86<sup>th</sup> Street  
ITEM 5.3A**

Motion was made by Elkins, seconded by Grady, and all voting aye, to approve the revised restriping plan on West 86<sup>th</sup> Street to meet the requirements for minimum parking and drive lane widths for the south side of 86<sup>th</sup> Street between West Bush Lake Road and Texas Avenue as proposed by staff.

Elkins inquired about the discussions that took place between staff, the Minnesota Department of Transportation (MnDOT), and TTAC specifically relating to marking the 6-foot shoulders as bike lanes.



July 25, 2006

Mr. Thomas J. Lincoln  
URS Corporation  
700 Third Street South  
Minneapolis, MN 55415

RE: Case 2830CD-06

Dear Mr. Lincoln:

At its regular meeting of July 24, 2006, approved the Revised Preliminary Development Plan and Final Development Plan for a 175 stall replacement (temporary) parking lot to be located on Parking Areas G and H at 8100 34<sup>th</sup> Avenue subject to the following conditions:

1. The temporary replacement parking lot shall be removed within 60 days of the City's approval of a final development plan for the Health Partners parking ramp in Parking Areas G and H, or earlier, should other structured parking become available off-setting the need for the temporary replacement parking lots. The City will withhold public financing for the parking structure located in Areas G and H until the developer has complied with this condition of approval;
2. A temporary parking agreement be executed noting conditions for removal;
3. No permanent parking lot improvements be made, other than those contained in the plans submitted in Case 2830CD-06, unless approved by the City Council;
4. Landscape and lighting plans shall be approved by the Planning Manager;
5. Revised grading, drainage, utility and erosion control plans shall be provided and approved by the City Engineer prior to issuance of permits;
6. Temporary street signs, lighting, and addresses shall be provided during construction;
7. Landscaping, ponds, retaining walls, or any structures shall not be located within sidewalk, drainage, and utility or traffic easements;
8. Fire lanes shall be maintained during construction;
9. Access to existing fire hydrants on the south side of the Health Partners building shall remain clear during construction; and
10. All doorways around the Health Partners building (both inside and outside) shall be numbered in a clockwise direction from the main entrance.

**2830 CD 06**

Mr. Thomas Lincoln  
July 25, 2006

Page 2

Should you have any questions regarding this action, please contact Robert Sharlin, Senior Planner at (952) 563-8925. Before any construction work begins, you must obtain all required building permits. Please contact the Building and Inspection Division at (952) 563-8930 to discuss the requirements for building permit application.

Sincerely,



Bob Hawbaker, Manager  
Division of Planning and  
Economic Development

cc: Thomas J. McGough, Jr.  
Bloomington Central Station, LLC  
2737 Fairview Avenue North  
St. Paul, MN 55113

planning\submit06\02830CD-06

2830 CD 06