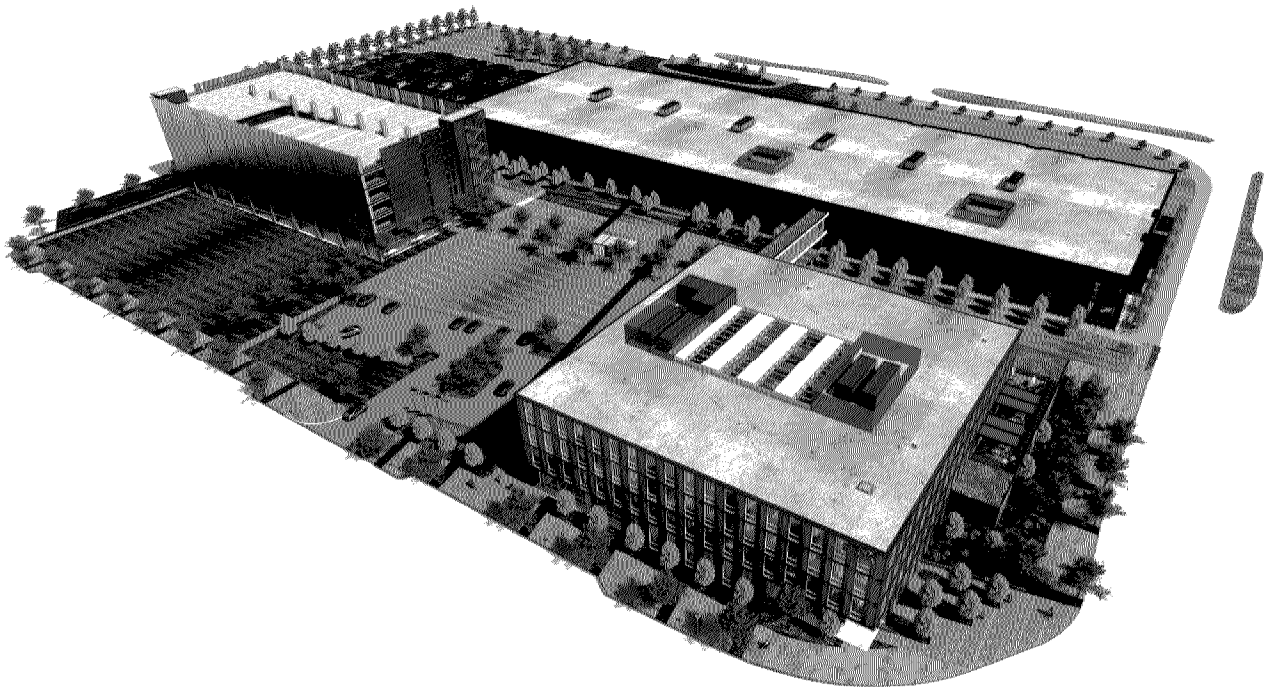


SICK Campus USA, Phase Two

Pre-DRC Development Application

Project Narrative

June 30th, 2023



Developer:
SICK Product & Competence Center Americas, LLC
6900 West 110th Street
Bloomington, Minnesota 55438

Prepared By:
Clow Berg Inc.
Kimley Horn and Associates
TLAL-LI Collaborative, LLC

A. Project Location

The Project is located on vacant land bounded by the SICK Campus USA Phase One building at 2601 American Boulevard on the north, Lindau Lane on the south, 26th Avenue South on the west, and Winstead Way on the East.

B. Project Description

a. North American Headquarters for SICK, including the following uses:

i. Phase Two

- i. Offices
- j. Customer Engagement and Training
- k. Research and Development

ii. Existing Phase One

- i. Production / Assembly
- j. Logistics and Warehouse

b. The project will be completed over multiple phases:

- i. Phase One finished construction in the summer of 2022.
- ii. Phase Two will be constructed starting October of 2023 and completed Summer of 2025. The project schedule contemplates entitlements occurring based on the following timeline:

Pre-Application DRC Review	July 12th, 2023
Submit DRC Application	July 26th, 2023
Post-Application DRC Meeting	August 8th, 2023
Planning Commission	April 31st, 2023
City Council Meeting	September 11th, 2023

iii. Phase Three is anticipated to commence construction no later than 2030.

iv. Phase Four is anticipated to commence construction no later than 2035.

- c. Phase Two will include the construction of a four-story office and resource center, a skyway connection to Phase One, fire lane, landscape development, and small surface parking lot for guests. A six-story structured parking garage will be constructed by the Bloomington Port Authority on a similar timeline as the office & resource center but as a separate project.

C. Property Description

a. Parcel Information:

The existing parcels were re-platted on June 22nd, 2021. The Project is located on Lot 3, Block 1 and Lot 4, Block 1 of the SICK Plat. Re-plating is not anticipated for this project. Additional re-platting of the property, as necessary, will be completed as future phases advance.

b. Zoning

The site is zoned Lindau Mixed Use and located within the South Loop District.

c. FAA Height Restriction:

The site is in the AR-17 overlay district with FAA height restriction. Approvals are needed for the project from the FAA, MSP and the City of Bloomington. The project as planned meets current FAA height restrictions.

d. Site Drainage:

Storm water will be addressed with underground storage and disbursement per the requirement of the South Loop District and the MSP Zoning Ordinance. A small rain garden is being evaluated between Winstead Way and the Phase Two office building. The rain garden would be designed to limit

e. Existing City Improvements:

The City has completed street and sidewalk improvements along American Blvd, Winstead Way and Lindau Lane. These improvements will be modified in Phase Two for consistency with the site hardscape design and to facilitate entry drive modifications to the site.

f. Temporary Easements for Construction:

In Phase Two and future phases, temporary easements and permits will be required for driveway additions or removals and utilities connections located in the public right of way.

g. Right-of-Way Easements:

No Right-of-Way Easements adjustments are proposed.

h. Utility Easements:

- i. Existing Utility Easements are in place along Winstead Way, America Blvd, and the West side of the 2501 American Blvd parcel.
- ii. The existing 20' wide NSP (Xcel) electrical easement running east to west across the center of the site, north side of Lot 3 and Lot 4, is to remain in place.

i. Storm Water Easements:

- i. A new shared stormwater easement will be created for the southern portion of the site to accommodate the stormwater collection and containment of Lot 4, from a portion of Lot 3.

j. Access Easements:

- i. A new alley easement will be created between the Phase One Lot 1, Parking Lot 3, and Phase Four Lot 2. This alley will also provide access for the NSP (Xcel) electrical easement running east to west across the site, in addition to emergency vehicle access.
- ii. A parking use agreement between the parcels will be established to allow for parking under all four phases of development.
- iii. A site access agreement will be established for a fire access roadway with the four parcels.
- iv. A 7' wide sidewalk easement is proposed on the west edge of Lot 4 to provide access to the Phase 2 ramp.
- v. A 20' wide pedestrian and emergency access easement is proposed along the north side of Lot 3 and Lot 4. This corridor will provide emergency vehicle and pedestrian access between 26th Avenue South and Winstead Way.

D. Proposed Project

- a. Phase One (completed) includes: Logistics, Production, Systems Assembly and Office

- b. Phase Two will include: a four-story Office / Resource Center Building
 - i. An elevated skyway will connect the Phase One building and the Phase Two office Building
 - ii. One half of the master plan developments parking structure will be constructed by the Bloomington Port Authority as a separate project and coordinated with Phase Two per the October 29, 2020 Development Agreement between SICK and the City of Bloomington Port Authority.
- c. Phase Three will include: A single-story expansion of the production facility along American Boulevard and Winstead Way.

Phase Four will include: a multi-story expansion of the Office / Resource Center Phase Two Building.

- i. A second half of the master plan development's parking structure will be constructed by the Bloomington Port Authority as a separate project coordinated with Phase Four per the October 29, 2020 Development Agreement between SICK and the City of Bloomington Port Authority.
- d. Code Compliance:
 - i. The project will be designed per 2020 Minnesota Building Code based on the 2018 IBC.
- e. Building Areas:

Description	Phase 1	Phase 2	Phase 3	Phase 4	
Year	2020	2025	2030	2035	
Logistics/ Warehouse	66,000	-	-	-	66,000sf
Warehouse	-	-	-	60,000	60,000 sf
Production	36,000	-	43,000		79,000 sf
Office/Lab	38,400	-	-	-	38,400 sf
Office Building	-	144,000	-	108,000	252,000 sf
Total	140,400	144,000	43,000	168,000 sf	495,400 sf*

*Values are approximate

- f. Building Height:
 - i. Phase One 35' (Roof top mechanical units extend to 43')
 - ii. Phase Two 65' (Roof top mechanical units extend to 80')
 - iii. Phase Three 35' (Roof top mechanical units extend to 43')
 - iv. Phase Four 45' (Roof top mechanical units extend to 53')
65' (Roof top mechanical units extend to 80')
 - v. Parking Ramp 80'

This site is governed by the AR-17 overlay district that imposes FAA height restrictions. Limit building height to 80 feet of height for the southernly parcels and 50 & 60 feet of height for the northly parcels.

- g. Site Amenities:
 - i. Street Scape:

- i. Phase Two will include the development and enhanced plaza areas between the building and Lindau Lane and Winstead Way, with landscaping improvements at the southeast corner of the site to address the public plaza traffic circle.
 - j. Phase Four will include the development of enhanced plaza and landscape areas between the building and Lindau Lane.
 - k. An internal courtyard will be constructed and landscaped starting in Phase Two, between the Production and Logistics building and the new Office Building.
- h. Exterior Architectural Design and Materials:

Phase Two

- i. Walls
 - i. Building materials are to be determined. Materials will be consistent with the requirements of the City of Bloomington zoning requirements, and may include architectural curtain wall and Architectural Enclosure Panels.
- ii. Glazing
 - i. Clear vertical windows and larger glazed wall areas
- iii. Loading Dock
 - i. The Phase 2 building will screen the truck court/ service dock from Winstead Way
- iv. Screen Walls
 - i. Roof mechanical and electrical equipment located on the roof will be screened from view on the adjacent streets and sidewalks.
- v. Trash
 - i. Trash for the buildings is internal to the building. Collection will happen adjacent to the loading docks.
- vi. Recycling
 - i. Recycling is internal to the building. Collection will happen adjacent to the loading docks.
- vii. Parking Ramp
 - i. Cast-in-Place Post-Tensioned Concrete, with areas of Glazed Aluminum Curtain Wall and Architectural Screen Enclosure Systems (location and composition T.B.D.)

Phases Three and Four:

- i. Will be designed consistent with Phase One and Two for harmonious architectural appearance.
- i. Landscaping and Irrigation:
 - i. Landscape screening of surface parking lots and truck courts.
 - ii. Landscape screening fences of mechanical and electrical equipment located at grade.

- iii. All plantings will be irrigated with a high-efficiency irrigation system compatible with the existing system on campus.
 - iv. Site landscape plantings include native and non-native trees, shrubs, perennials, and turfgrass. All planting areas to be contained by steel edging if not bordered by paving or structure. A maintenance strip along all building edges bordered by turfgrass will be rock mulch with steel edging. Mulch specified in planting beds to be shredded hardwood mulch.
 - v. Trees removed due to construction to be replaced.
 - j. Parking and Drop-off:
 - i. Phase Two Office & Resource Center parking will be provided at the Phase Two parking ramp located on Lot 3. The structured parking garage will be constructed by the Bloomington Port Authority and expanded in Phase Four. A shared parking agreement between SICK and the Bloomington Port Authority will be established and documented to ensure access.
 - ii. A small surface lot and drop-off area will be located on the southwest corner of Lot 4 to accommodate visitors.
- E. ZONING CODE ANALYSIS AND PLANNED DEVELOPMENT FLEXIBILITY
- a. Comprehensive Plan:

The project site is located within the South Loop District of the City of Bloomington. The current Comprehensive Plan (2008) Land Use Guide Plan designated the project site as Lindau Mixed use (LX) District.
 - b. Zoning:

The Lindau Mixed-Use District is intended for a dense mix of commercial, hospitality and office use in a compact area with excellent accessibility to transit service and a high level of amenities.

The City of Bloomington has modified the Lindau Mixed-Use district to include Technology Campus as a conditional use.

Technology Campus. A facility or group of facilities dedicated to development, manufacturing, and/or distribution of high-tech products and where a substantial proportion of the building floor area is dedicated to office uses as well as high-tech production and/or research and development.

The LX District provisions are intended to:

- *Allow a broad mix of uses to create a vibrant, walkable and transit-supportive district.*
- *Encourage active uses along the street to create a safe and inviting pedestrian environment.*
- *Promote an attractive streetscape through building placement and design;*
- *Encourage sustainable best practices in building, site, and infrastructure design;*

A Conditional Use approval is required for the Technology campus use will be part of the Planned Development Application.

The project and operations are in line with the Technology Campus terminology of the required Conditional Use and aligns with the provisions of the LX District Provisions currently under review by the city of Bloomington.

c. Planned Development:

The project requires rezoning for a Planned Development. This will allow for the design flexibility needed to complete the project over the four Phases.

d. Airport Zoning

The project site is located within the Airport Runway (AR-17) Overlay District that codifies the 2004 MSP Zoning Ordinance. This overlay district has additional zoning requirements for the project.

FAA height restrictions vary over the site.

FAA and MAC approvals are required. Application for review and approval of building, lighting, and construction crane height are currently being developed.

e. Floor Are Ratio:

The Lindau Mixed Use District has FAR Requirements of 0.70 to 2.0. The project did not meet this FAR requirement for Phase One. However, it is intended that the project will exceed the minimum 0.70 FAR with the completion of all phases.

f. Parking Analysis: In development, will be provided with the DRC application.

g. Traffic: A traffic Study was performed in May of 2020 in coordination with the City of Bloomington. Updated trip generation data is being developed and will be provided to the City Bloomington for evaluation of conformance with the 2020 traffic study.

h. Stormwater management:

- Underground stormwater management will be provided in accordance with the Lower Minnesota River Water Shed District in coordination with the City of Bloomington.
- Underground stormwater storage will be construction in phases as required for each phase of the development.
- A stormwater easement will be developed between all parcels within shared development and use of the underground stormwater management.

i. Lighting

- i. Exterior lighting requirements are being designed to comply with the city's lighting requirements.

j. Utilities

- i. Phase Two, utilities will be connected from the existing services located within the Lindau Lane, 26th Avenue South, or Winstead Way right-of-way.
 - i. Water
 - ii. Sanitary Sewer

- iii. Storm Sewer
 - iv. Electrical
 - v. Natural Gas
 - vi. Communication
- ii. Phase Two is anticipated to include the construction of multiple geothermal wells located south of the Phase One building. Geothermal would provide heating and cooling for the Office and Resource Center.
- iii. Phase Three is anticipated to be serviced from the existing utilities established in Phase One from American Blvd or Winstead Way.
- iv. Phase Four Warehouse is anticipated to be serviced from the existing utilities established in Phase One from American Blvd for the expansion of the warehouse. Phase Four office building is anticipated to have separated utility services, which will be supplied from Lindau Lane and supplemented with geothermal wells.
- v. The water usage for all phases of the project will be calculated based on Metropolitan Council standards. The project does not have any process water use for water. The only water use is for domestic use.

Additional Design and Flexibility Requests:

Master Plan

1. Conditional Use: the project is requesting to be granted conditional use for a Technology Campus.
2. FAR: the initial project will not achieve the required FAR for the individual parcels. However, with the completion of the master plan the entire project will meet the requirement, with an approximate FAR of 0.92. Flexibility on the FAR requirement is requested for Phase Two.
3. Parking: the high-level of mass transit options immediately adjacent to the project and anticipated increase in options are desirable and were part of the site selection Criteria for SICK. Flexibility on the Parking requirement is requested for Phase Two, Three and Four.
4. Setbacks:
 - a. These properties have both a minimum and maximum setback from the street. Due to the phased development meeting these maximum setbacks would hamper the future phase construction. Flexibility on the maximum setback is requested for Phase Two, Three and Four to address phased construction.
 - i. Primary Street Setback: For the master plan the primary streets are Lindau lane and Winstead Way. Flexibility on the maximum setback is requested for Phase Two and Four to allow building design that address the street and the existing public plaza traffic circle located at the intersection of Lindau Lane and Winstead Way.
 1. The Office / Resource Center building in Phase Two is being designed in anticipation of the Phase Four office building and the development of public pedestrian space and plaza along Lindau Lane.
 2. Along Lindau Lane and Winstead Way, the Phase 2 building facades are to align with the north and west edge of Lindau/Winstead public

plaza traffic circle. This opens the sight lines along the Lindau land and Winstead Way. This accomplishes a few important functions. First this allows for a building massing plan change when the Phase Four office building engages the Phase Two building. Second it provides space between the sidewalk and the building for a grade change from the office building's floor elevation of 809.5' and the sidewalk's elevation.

3. The phase Four office building along Lindau Lane is also set back more than maximum setbacks of for a Primary Street. The distance is to be determined as future phases are developed.
4. The planned public plaza space at the intersection of Lindau Lane and Winstead Way, is consistent with other public plazas that have been developed and planned within the South Loop District, including at the NE and SE corners of Lindau and 24th Avenue and the SE corner of Lindau Lane and Winstead Way.
 - ii. Secondary Street Setback: For the master plan along American Blvd, flexibility on the maximum setback was granted for Phase One. This flexibility will allow for future expansion as part of Phase Three and Four, where expansion will bring the building closer to the street.
- b. Landscape: Flexibility is requested on landscaping due to the phasing of the project including, a reduction in the required tree and shrub counts are requested due to the limited unbuilt green space area upon the completion of Phase Four.
5. Glazing Percentages: Flexibility is requested on glazing requirements due to the phasing of the project. Several of the elevations of Phase One will be covered by future additions or blocked from view of public streets by future construction.

Phase Two:

1. FAR:

Phase One and Phase Two located on Parcels A and B is requesting a FAR reduction to 0.64 FAR allowance versus the 0.70 required by the client.

2. Parking:

a. Counts: A transit reduction is requested with proof of parking indicating the ability to provide the code require count if needed.

3. Setback:

a. Primary Street Setback: Along Lindau Lane Relief from the of the 20'-0' maximum. This will allow both the Phase Two Office Building and Phase Four Office Building to align with the traffic plaza and provide a public plaza space along Lindau Lane and Winstead Way. The existing large radius corner of street, sidewalk and traffic plaza impact the construction closer to the street.

4. Landscape:

Tree count and Landscape Reduction, to be determined with further development of the master plan.

Phase Three

1. Parking:

a. Counts: The parking counts required by the City code far exceed the projected requirements of the master plan through Phase Four project. A reduction is requested with a reduction of proximity to the transit.

2. Setbacks:

a. Primary Street Setback: Along Lindau Lane Relief from the of the 20-0' maximum. This will allow both the Phase Two Office Building and Phase Four Office Building to align with the traffic plaza and provide a public plaza space along Lindau Lane and 27th Ave South. The existing large radius corner of street sidewalk and traffic plaza impact the construction closer to the street.

3. Landscape:

a. Tree Count Reduction, to be determined based on available open green space.