

**SOUTHTOWN SHOPPING CENTER
REDEVELOPMENT PLAN – PHASE 1**

**A RETAIL COMMERCIAL REDEVELOPMENT
CITY OF BLOOMINGTON, MINNESOTA**

June 18, 2024

**Narrative in Support of an Application for
Preliminary Development Plan and Final Development Plan for
Phase I of Redevelopment of Southtown Shopping Center**

**SOUTHTOWN SHOPPING CENTER SPORTS ANCHOR
REDEVELOPMENT – PHASE I**

BLOOMINGTON, MINNESOTA

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I. FACTORS CONSIDERED IN FORMULATION OF SOUTHTOWN SHOPPING CENTER SPORTS ANCHOR DEVELOPMENT

The information contained in this development narrative, together with Southtown plans and building plans for the area formerly occupied by retail buildings for the Montgomery Wards/Herberger's and Toys 'R' Us stores (collectively, the "Blighted Buildings") at Southtown Shopping Center ("Southtown") for redevelopment for a sports anchor ("Sports Anchor") and a four-story medical office building (referred to collectively as the "Project") have been prepared taking into consideration the following:

- a. The location, characteristics, and boundaries of the 36 acres known as Southtown, which is located in the northeast quadrant of the intersection of Penn Avenue and American Boulevard in Bloomington, Minnesota. Southtown is legally described on the accompanying development applications;
- b. The Forward 2040 City of Bloomington Comprehensive Plan (the "Comp Plan") and Land Use Map;
- c. Existing zoning and land uses surrounding Southtown;
- d. The planned completion of Orange Line Bus Rapid Transit ("BRT") station connecting downtown Minneapolis, Southtown, and the City of Burnsville;
- e. The Penn-American District Plan
- f. The effect of the development on infrastructure, including the regional and local roadway network, and existing and planned utilities;
- g. The City of Bloomington Application Review Process Guide

II. SUMMARY DESCRIPTION OF SOUTHTOWN AND THE PROJECT

a. Summary of the Southtown Shopping Center

Since its development in the 1960's as a cutting-edge addition to the commercial marketplace Southtown has been a regional hub for commercial retail and entertainment experiences that continues today. It features a variety of retail spaces suitable for tenants ranging from large and small, local and national. While both the City and the commercial retail and entertainment markets have changed dramatically over the years Southtown continues to evolve as trends and demands shift over time.

Southtown is located in the northeast quadrant of the intersection of Penn Avenue and American Boulevard and immediately south of I-494 and just west of I-35W. This location provides it with excellent transportation and transit connectivity and is easily accessible from nearby neighborhoods. The property has convenient access to both those interstate highways, efficient arterial streets, and a newly constructed transit station for the Orange Line BRT providing fast, frequent, and reliable public transit capabilities to Southtown.

Overall, Southtown has supported locally and regionally significant commercial uses throughout the years and its continued evolution is necessary to ensure that it remains a bustling mixed-use commercial area into the future.

b. Summary of the Sports Anchor Development

The Project will involve construction of a new two-story single-tenant retail building with 120,000 total square feet with an attached accessory outdoor athletic area. The Project will be located along the northern edge of Southtown on that portion of the property formerly occupied by the Blighted Buildings and their parking areas. In addition, the Project will prepare a pad site for future development purposes for a potential Medical Office Building with approximately 100,000 square feet on four floors.

The Project is the initial phase in a multi-phase, multi-decade redevelopment of Southtown. It is the first major reconstruction at Southtown in nearly thirty years. Along with the Project, various improvements are being designed throughout Southtown, which will include enhancements to the pedestrian areas, landscaping, traffic circulation, parking areas, stormwater treatment, and utilities. These will predominantly be constructed on the eastern half and northeastern portions of Southtown to coincide with the Project and to minimize construction related disturbances throughout the property. Subsequent phases will continue to update and improve these elements across the entire property consistent with these planned improvements.

The Project involves:

- demolition of the Blighted Buildings, which occurred in early 2024;
- construction of a new 120,000 square-foot building for a Sports Anchor (“Anchor”) comprised of a 60,000 square-foot footprint and two-levels;
- an accompanying outdoor fenced sports field of approximately 18,000 square-feet;
- expansion and redesign of pedestrian areas, circulation, and new parking areas; and
- stormwater improvements to facilitate underground stormwater storage on the property.

The Project includes a pad site for future construction of a four-story medical office building of approximately 100,000 square feet. This building would be located to the east of the Project area and along Knox Avenue. At this time, the final approvals are being sought for the Sports Anchor only and not for the potential medical office building.

Other improvements will take place concurrent with the Project, including finalizing the demolition of the Blighted Buildings, updates to the stormwater infrastructure, improvements to parking, traffic circulation, and the pedestrian experience, including landscaping and separated walking areas.

Consistent with other retail spaces in Southtown, the Anchor will be oriented to face the interior of Southtown and will connect the front of the building with the parking and pedestrian areas. Traffic circulation will be redesigned to allow more direct path of travel to the Anchor when entering from the south off American Boulevard. Vehicle access to Southtown was maintained

throughout the process of demolishing the Blighted Buildings and access will continue to be provided through the existing local streets surrounding Southtown.

III. THE SOUTHTOWN SHOPPING CENTER

a. Property, Location, Boundaries, and Existing Conditions

Southtown is approximately 36 acres of land situated in the northeastern quadrant of the intersection between Penn Avenue and American Boulevard. Southtown is bounded by I-494 to the north, Penn Avenue to the west, American Boulevard to the south, and Knox Avenue to the east. Access to Southtown is provided through a variety of existing access points, including from improved, signal-controlled intersections with marked crosswalks at Penn Avenue and American Boulevard; two uncontrolled right-in, right-out access points on American Boulevard, a fully improved intersection with crosswalks at Knox and American Boulevard provides pedestrian access and manages traffic flow to and from the multiple uncontrolled driveways granting access from Knox, including on the west, south, and east sides, including to the northside of Southtown from Knox Avenue as it wraps westerly on the northern edge of Southtown. Electrical transmission lines run through Southtown within an existing electrical easement bisecting Southtown from west to east.

In addition to providing direct access to the eastern portion of Southtown, Knox Avenue also connects Southtown to local neighborhoods and the interchange access with I-35W at 82nd Street. The new Orange Line BRT station is located just off the southeastern corner of Southtown at the intersection of Knox Avenue and American Boulevard.

Southtown generally features buildings that face the interior portions of the property, many of which have signage that is visible to the adjacent roadways and properties. The interior of Southtown is dedicated to parking areas and to circulation for traffic and pedestrians.

The Project will be located on the northern edge of the eastern half of Southtown on the site of the Blighted Buildings and their parking areas. Since the demolition of the Blighted Buildings and the vacancy of the former Bed Bath & Beyond building (which will be reoccupied), the eastern portion of Southtown is largely inactive. This allows the Project to proceed without disturbing the active, western portions of Southtown.

b. Adjacent Land Uses and Surrounding Area

Southtown is located along one of the busiest and most developed corridors in the Minneapolis-St. Paul metropolitan area and lies within the City's Penn American District. The Penn American District is approximately 130 acres of development land, primarily zoned for mixed-use and commercial use. This area, even prior to creation of the small area plan, has long been a regional commercial destination within the City featuring a mixture of automotive sales lots, chain restaurants, retail and mixed use development. Much of this area has been developed or redeveloped and the land surrounding Southtown is considered fully developed with urban uses although there are some opportunities for in-fill development.

North: I-494 runs across the northern edge of Southtown, which is an integral part of the regional transportation network and also represents the northern boundary of the City,

and separates Southtown from the Best Buy headquarters located in the neighboring city of Richfield.

East: The area immediately to the east is developed as car dealerships and a restaurant. I-35W lies further to the east and big-box style retail development beyond I-35W.

South: American Boulevard runs across the southern edge of Southtown and the area on the opposite side of American Boulevard is a vibrant mixed-use area developed with multifamily residential and commercial uses that include restaurants, a grocery store, various retail and service storefronts, and a hotel.

West: Penn Avenue runs across the western edge of Southtown. The area west of Penn is developed as a retail-based commercial district anchored by a Target store, Hobby Lobby, Chick-fil-A, Huntington Bank, and other retail-based commercial uses. Further west, the nearby area is developed with additional commercial, office, and hotel uses.

In addition to the Penn American District, the areas surrounding Southtown include:

- (1) Best Buy Corporate headquarters
- (2) Target-anchored regional shopping area
- (3) Other Properties: Various car dealerships, office buildings, restaurants, Interstates 494 and 35W (as well as the interchange between them), big-box retail, hotels, and offices.

c. Existing Conditions.

- (1) Topography. Southtown is generally flat and is at an elevation between 825 and 835 feet above sea level. There is little topographic variety across the site, given that Southtown has been previously graded and developed. There are no significant or concerning slopes on Southtown.
- (2) Drainage. Southtown is predominantly impervious and like most parcels in the Penn-American District, drains directly into the City storm sewer system. There is not an existing stormwater management system designed to capture and treat stormwater for rate, water quality, or any other stormwater treatment metric.
- (3) Local Groundwater. According to the geotechnical investigation report prepared by Braun Intertec, the depth to observed ground water ranges between 15 and 23 feet below existing ground, generally near the 813 foot elevation. The depth to bedrock was not observed during the on-site geotechnical investigation but can be approximated at generally 185 feet below the surface, according to the University of Minnesota's Natural Resource Atlas.
- (4) Soils. Braun Intertec's geotechnical investigation report identified the soils generally as Type C. Throughout the site, beneath the existing

pavement section, a layer of Fill was encountered ranging from 1 to 11 feet beneath the surface. This layer of Fill is deemed unsuitable for building construction and will need to be remediated prior to the final building pad grading – within the building pad footprint. Beneath this layer, native soils consisting of alluvial silts, clays, and sands was encountered.

- (5) There are no parks in the immediate vicinity of Southtown and the surrounding area is fully developed. An open space used informally as a park exists approximately ¼ mile to the southwest of Southtown on property used by the City as a water reservoir. Haeg Park is located further to the southwest, approximately ½ mile from Southtown. Donaldson Park, located in the neighboring city of Richfield, is approximately ¼ mile away on the opposite side of Interstate 494 from Southtown.

IV. DESCRIPTION OF THE PROPOSED PROJECT

a. The Project

The Project will occupy a portion of Southtown that was occupied for many years by the Blighted Buildings. The demolition of the Blighted Buildings (181,023 square feet removed to date; 15,014 to be removed) will create an opportunity to redevelop a significant portion of Southtown for the Project. Demolition is also the catalyst to take a fresh look at redevelopment opportunities throughout Southtown.

The current application proposes a Preliminary Development Plan that allows for the redevelopment of the Blighted Buildings, which includes a new building to house a nationally known retailer, improvements to capture and treat stormwater on the property, and additional parking area configurations with pedestrian improvements. The Preliminary Development Plan includes the two-story Sports Anchor and a four-story medical office building. As provided in City Code, the Preliminary Development Plan may be modified and some details of this concept may change in the design of Final Development Plans.

b. Pedestrian Circulation

The Project is designed to include pedestrian enhancements that will provide easy and convenient pedestrian circulation throughout Southtown and around the Project. A pedestrian promenade oriented north and south will extend from the existing AMF Bowling into the parking areas adjacent to the Project. Additional pedestrian areas will similarly extend north-south through the interior of Southtown to allow safe and convenient pedestrian movements. The project will also connect to the pedestrian pathway adjacent to the Orange Line that traverses under 494.

c. Landscaping

The Project will comprise a number of distinct interconnected landscape areas that combine to result in comprehensive landscape scheme that succeeds in integrating a pedestrian scale within a

vehicular-oriented environment. The landscape plan will provide a variety of deciduous and coniferous materials that are hardy, salt tolerant and drought resistant. Plantings, structural improvements and earth forms will provide buffers to screen less desirable views while at the same time focusing and accenting the concept of a variety of plantings, safety and security, and visual continuity throughout Southtown.

A mix of boulevard trees, ornamental trees and flowering materials will focus on the seasonal qualities of the region providing color and texture year-around. The landscape will promote reduced maintenance and will offer texture, form and color through the introduction of a palette of different plant materials, native grasses and perennial flowers and annuals.

d. Municipal Utilities

The availability of existing municipal utility services (sanitary sewer, storm water and water main) around and throughout Southtown appears to be nominally adequate and accessible to serve the first phase of redevelopment. However, the City has identified a significant lack of capacity in the local sanitary sewer system that must be addressed within 24 months to serve the medical office building and later phases of the redevelopment.

- (1) Sanitary Sewer. There is an existing 4” CIP sanitary sewer that originally serviced the existing shopping center buildings that were demolished in the winter of 2024 (Herberger’s and Toys R Us). This sanitary sewer runs to the south, and ultimately ties into an 18” RCP sanitary sewer pipe at the southern portion of Southtown, within a Drainage and Utility Easement. This line ultimately conveys flow to the east across Knox Ave. South. With some slight modifications, it is anticipated that the first phase of development will be able to utilize this existing sanitary sewer service.
- (2) Water System. There is an existing 8” CIP watermain that “loops” the Southtown property. The existing shopping center buildings that were demolished in the winter of 2024 utilized this looped watermain for service. It is anticipated that the proposed first phase will also utilize this looped watermain for service. There are some slight modifications to the existing watermain that are anticipated to be needed to allow for the first phase of development.
- (3) Storm Water Retention System and Drainage. Along with the City of Bloomington Stormwater Requirements, this project will seek to conform to the requirements of Nine Mile Creek Watershed District and the Minnesota Pollution Control Agency. In order to meet the rate control and water quality requirements by these different agencies, underground stormwater management system(s) are proposed. Because of the poor infiltration rate the existing soils provide, filtration techniques are proposed in lieu of infiltration techniques. Stormwater is managed by the underground system(s) and ultimately discharged to the stormwater conveyance system within American Boulevard West, similar to the existing drainage patterns for the entire site.

e. Grading and Drainage

Because of the relative flatness of the existing site, as well as the existing development, the proposed site grading is similar to the existing condition in terms of slope and drainage patterns. Best Management Practices (BMPs) will be used to minimize erosion and sedimentation from Southtown. BMPs would be identified in the final construction and Project grading plans as required by NPDES permitting for construction areas. Silt fence, temporary diversions, ditch checks and temporary sedimentation basins are proposed to be utilized as erosion control measures during the appropriate construction phases in accordance with the City's erosion/sediment control standards. After construction, all disturbed areas would be either paved or landscaped (sod, trees, bedding plants, etc.) to eliminate exposed soil surfaces.

Since the existing land use of Southtown is vacant and nearly 100 percent impervious, the proposed project will improve the quality and reduce the quantity of stormwater runoff as additional landscaped areas and stormwater treatment facilities are proposed within the development.

f. Access and Traffic Characteristics

- (1) Traffic Studies. The City of Bloomington, and their consultant, are currently evaluating traffic considerations for the proposed project.
- (2) Access. Access to Southtown will be improved with the removal of buildings that prevent clear east-west traffic and pedestrian flow through the site. In addition, site lines will be improved throughout the Property.

Penn Avenue. Access from Penn Avenue will continue on the western edge of Southtown without interruption. This access will not be impacted by the Project.

American Boulevard. Access from American Boulevard at several points along the southern edge will continue without interruption. These accesses will not be impacted by the Project, though construction of the improvements to the interior traffic and pedestrian circulation and parking layout will cause some portions of the existing drive aisles and parking areas on the eastern side of Southtown to be inaccessible during Project construction as they are reconfigured to match the improved designs.

Knox Avenue. Access from Knox Avenue will continue to be available along the eastern edge of Southtown, but each of the existing driveways will be impacted by the Project and will be reconfigured to provide four access points, including three driveway accesses and a drive-in access along the northern edge of Southtown.

At its northern limit, Knox Avenue will curve westerly, which is similar to the existing roadway north of Southtown, to provide an access for service deliveries to the Anchor. This area will include sufficient room to allow internal maneuvering for delivery vehicles that is separate from the public parking areas. Additionally, the northern portion of Knox Avenue will provide access to the parking areas for the four-story medical building in the event it becomes viable in future phases of redevelopment at Southtown.

Orange Line BRT Station. A new station for the Orange Line BRT has been constructed at the intersection of Knox Avenue and American Boulevard at the southeast corner of Southtown. This intersection is fully improved and includes crosswalks, which will enable people to easily move by foot and other non-motorized means from the station to and from Southtown and surrounding Penn-American District safely and with ease. The station will also provide a point of reference for other transit users in the area. For reference, the Orange Line service corridor connects downtown Minneapolis with Burnsville and passes through the City and Richfield. The Orange Line will not disrupt or impede the pedestrian and vehicular access points to Southtown.

Parking along the eastern portion of Southtown will be reconfigured to provide improved spacing and distribution of parking spaces, along with connected pedestrian areas designed to create separation from traffic. These enhancements are expected to improve internal traffic safety and circulation of movement.

The addition of the Sports Anchor and site improvements will include a comprehensive wayfinding signage package for vehicular and pedestrian traffic through Southtown. The applicant will coordinate the wayfinding signage with City Staff.

Future phased improvements will involve consistent changes to the parking areas, drive aisles, and pedestrian pathways on the western portion of Southtown.

V. CONSISTENCY OF PROJECT WITH THE FORWARD 2040 BLOOMINGTON COMPREHENSIVE LAND USE PLAN AND ZONING ORDINANCE

a. Land Use Plan

The City's Comprehensive Plan guides Southtown for Regional Commercial development. This designation allows for large-scale commercial development near freeway access and includes uses that fall within both the General Business and Community Commercial designations, as well as others. These applicable guidance is defined by the Comp Plan as follows:

Regional Commercial (RC): This designation allows 'General Business' and 'Community Commercial' activities plus additional service and retail uses that require easy access from the freeway system such as hotels and motels, 'big box' retail, large shopping centers, hospitals, and automobile sales. Office uses are allowed within this designation when integrated with a commercial use or as a stand-alone use. Residential uses are allowed within this designation only when allowed in the underlying zoning district. . (sic) Residential density is limited by the floor area ratio (FAR) in the underlying zoning district, which may range from no minimum to a maximum FAR of 2.0. It is anticipated that approximately 23% of land designated Regional Commercial that is forecast to redevelop, with consist of residential uses. Access requirements of regional commercial uses are very high, so land should only be designated Regional Commercial when it is in close proximity to freeways and adjacent to arterial or collector streets.

General Business (GB): This designation allows a wide range of commercial uses that are suitable for the relatively small, shallow parcels of the City's neighborhood commercial nodes. Typical development includes retail and service uses such as neighborhood supermarkets, small shopping centers, drug stores,

restaurants, and gas stations. Office uses are allowed within this designation when integrated with a commercial use or as a stand-alone use. Residential uses are allowed within this designation only when allowed in the underlying zoning district. Access requirements for this designation are moderate to high, so land should only be designated General Business when in close proximity to arterial or collector streets. This designation excludes larger scale retail and service uses that require larger parcel sizes or freeway visibility, such as hotels and motels, “big box” retail, medium and large sized shopping centers, hospitals, and automobile sales.

Community Commercial (CC): This designation allows all General Business activities plus additional, larger scale service and retail uses that require larger parcels such as supermarkets and restaurants of any size, medium sized shopping centers, and theaters. Hotels and motels are allowed within the Community Commercial designation only when Southtown is within one mile of a freeway interchange. Office uses are allowed within this designation when integrated with a commercial use or as a stand-alone use. Residential uses are allowed within this designation only when allowed in the underlying zoning district. Residential density is limited by the floor area ratio (FAR) in the underlying zoning district, which may range from no minimum to a maximum FAR of 2.0. It is anticipated that approximately 40% of land designated Community Commercial that is forecast to redevelop, with consist of residential uses. Access requirements for this designation are high, so land should only be designated Community Commercial when adjacent to arterial or collector streets. This designation excludes regionally oriented retail and service uses that demand easy access from the freeway system such as large shopping centers, ‘big box’ retail, hospitals, or automobile sales

The Land Use Plan and the Comp Plan policies and land use designations are consistent with redevelopment of Southtown in general, and the addition of the Sports Anchor and medical office building in particular. The Sports Anchor is the ideal regional commercial user and its vision for the Project is aligned with the guided land use. The Project is multiple stories, increasing density of the shopping center which is predominantly one-story today. It is consistent with the intent and guidelines for regional commercial development that endeavors visitors from throughout the City and beyond.

The Project is also perfectly located within Southtown, which has cultivated a strong mixture of big-box retail, which includes the Project, and smaller format users in retail, service, and restaurants that offer exactly the diverse consumer experience that the City is looking for in the Regional Commercial zoning district and maximize the commercial activity in a high-visibility, high-mobility part of the City.

In addition, the redevelopment of Southtown is consistent with the vision of the Penn American District which builds on the construction of the Orange Line along the Knox Avenue alignment. The addition of pedestrian connections to the regional trail through the transitway will help achieve plans for multimodal transportation through the corridor. As stated, the redevelopment plan will achieve a significant increase in density over time as phases are constructed and development plans will likely include a mix of professional offices, hotel, restaurant,

entertainment, and multifamily residential uses. Redevelopment of Southtown will ensure the area remains relevant as a commercial hub within the City.

The inclusion of the outdoor recreation area into the Project will promote engagement, entertainment, and community. This also advances some of the more ambitious goals of the Comp Plan, which recognizes that shifting retail market trends require mixing uses in shopping centers and a focus on increasing customer engagement and entertainment to differentiate from online retail. In fact, amenities like this are critical in order for brick-and-mortar retail to compete with the online marketplace.

The Project is consistent with the Comp Plan and advances the City's overall visions and goals for the area.

b. Zoning

Southtown and the Project are located in the Freeway Commercial Center (C-3) District. The purpose of the C-3 zoning district is to provide opportunities for high intensity retail and mixed uses in high profile locations near freeway corridors and interchanges that have high quality accessibility and transit service potential with the intent of allowing significant retail-oriented development and prevent the underutilization of land. Southtown and the Project achieve these zoning objectives.

Southtown and the Project are also located with a Planned District (PD) overlay. The PD exists to promote creative and efficient land uses through flexibility in design and development standards while seeking to create both private and public benefit by:

- Allowing improved site and structure design;
- Allowing development on multiple lots to function as one coordinated site;
- Ensuring coordination of phased development;
- Allowing the location of structures, facilities and lot lines on a site to be adjusted to protect natural features;
- Allowing the shared use of facilities, including, but not limited to, parking, access and storm water management infrastructure; and
- Allowing increased signage, increased structure coverage, and reduced lot area.

The Anchor will use the property for a retail service and sales use, which is permitted within the C-3 zoning district. The Anchor's use is driving the Project, which as noted, is a two-story single-tenant building that meets the dimensional and setback requirements and a fenced accessory outdoor area for customers to test products and to serve as a high-quality multi-functional athletic space available for use by the community. This outdoor area is a customary amenity for the Anchor, which operates similar accessory outdoor spaces at other locations throughout the nation, including the upper Midwest region.

As discussed, Southtown is a high-intensity regional commercial shopping center with excellent access to regional transportation and transit networks. The Project and surrounding area are highly visible from I-494 and take full advantage of the recent demolition of the Blighted

Buildings. The Project, particularly the outdoor recreation area, and its surrounding improvements utilize the flexibility of the PD district ensure that Southtown redevelops in a way that is consistent with the existing commercial retail and infrastructure while also allowing a coordinated, multi-phased redevelopment.

- a. The Project meets the City the zoning requirements.
 - (1) Setbacks. The site is proposed as a Planned Development. The proposed exterior landscape and building setbacks meet the base zoning setback requirements.
 - (2) Building Height. Reference the building elevation drawings for additional information surrounding building height.
 - (3) Lot Coverage / Impervious. Reference the landscape drawings for additional information surrounding the impervious lot coverage.
 - (4) Landscaping as shown on the landscaping plan. Reference the landscape drawings for additional information regarding plantings, species, etc.
 - (5) Exterior Materials comply with the City requirements. Reference the building elevation drawings for additional information regarding exterior materials.
 - (6) FAR for the proposed Sports Anchor lot is 0.57, which exceeds the requirement for new development in Southtown. FAR for the overall development will be re-evaluated as redevelopment occurs on other lots.
 - (7) Deviations from City Code are as follows and will be approved as part of the final development plans for the Sports Anchor:
 - (a) Athletic Field Fence Height
 - (b) Lack of Drainage and Utility Easement between newly created Lots 1 and 4
- b. Parking
 - (1) Shared parking facilities are allowed in the PD zoning overlay. § 19.38.01
 - (a) It is anticipated that all parcels created as part of the plat will enter into a reciprocal easement agreement for shared parking across the entire shopping center.
 - (b) Overall, in the proposed condition, there are 1,628 parking stalls available across the entire shopping center.

VI. SUMMARY OF RATIONALE SUPPORTING SPORTS ANCHOR DEVELOPMENT APPROVAL

- a. The Project is designed to broaden the tax base of the City by adding redeveloping a key commercial node and by demolishing the Blighted Buildings to make way for the future phases of redevelopment and utilization of Southtown.
- b. The Project will make significant stormwater improvements that result in stormwater storage on the Southtown property and reduce the overall demand on the public stormwater infrastructure.
- c. The Project will benefit nearby existing and planned future businesses by bringing additional retail clientele and visitors to the regional commercial area, producing a larger and more diverse customer base for area businesses and services.
- d. The Project adds job opportunities to an area that is easily accessible to and well-served by the Orange Line BRT and public transportation, in addition to existing connections to the regional transportation network.
- e. The Project proposes the first phase of redevelopment and a mix of uses that represents the first major changes to Southtown since 1995, which included the construction and successful addition of Kohls building and other improvements along the northwestern portion of Southtown.
- f. The Project conforms to the Comprehensive Plan and the Penn-American small area plan and complies with the applicable zoning requirements of the C-3 zoning district.
- g. The Project is designed within the planned utility and infrastructure improvements assuming the City addresses constraints in the local sanitary sewer system within 24 months.