Bloomington West Redevelopment

Preliminary and Final Development Plan
Preliminary and Final Plat
Development Application



Project Narrative

December 1, 2021
Revised December 14, 2021
Revised January 26, 2022

Property Owner: Housing and Redevelopment Authority in and for the City of Bloomington

Developer: United Properties Development LLC / Bloomington Crossroads Venture LLC
651 Nicollet Mall Suite 450
Minneapolis, MN 55402

Development Team: Tushie Montgomery Architects
7645 Lyndale Avenue South Suite 100
Minneapolis, MN 55423
Kimley-Horn and Associates, Inc.
767 Eustis Street Suite 100
St. Paul, MN 55114
Sunde Land Surveying

A. DEVELOPMENT APPLICATION REQUESTED ACTIONS

The requested actions are:

- Comprehensive Plan Amendment - Re-Guiding from Community Commercial to Regional Commercial
- Rezoning – Rezoning from CS-1 Commercial Service District to C-3 Freeway Commercial Center District
- Preliminary and Final Development Plan Approval
- Subdivision - Preliminary and Final Plat

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

Pre-Application Meeting with the City	Completed
Pre-Application Development Review Committee (DRC) Submittal	Completed
Pre-Application DRC Meeting	Completed
Submit Development Application to the City (Completed)	December 1, 2021
Post-Application DRC Meeting (Completed)	December 14, 2021
Planning Commission Hearing	January 6, 2022
City Council Hearing	February 7, 2022

The Development Application will include the following:

- Development Application (submitted by United Properties Development LLC)
- Development Application Fees (submitted by United Properties Development LLC):

▪ Amendment to the Comprehensive Plan	$1,660
▪ Rezoning	$1,660
▪ Preliminary Development Plan	$ 830
▪ Final Development Plan	$1,660
▪ Preliminary Plat – Type I	$ 250
▪ Final Plat – Type I	$ 250
Total Development Application Fee	$6,310
Total Development Application Fee Paid on 12/01/2021	$4,480
Development Application Fee Due	**$1,830**

- Development Application documents were uploaded to the City of Bloomington's CityView Portal on Wednesday, December 1, 2021 by 2:00 PM:
  - o Project Narrative
  - o Stormwater Management Summary
  - o Architectural and Site Lighting Plans – Tushie Montgomery Architects
  - o Civil Engineering and Landscape Plans – Kimley-Horn and Associates, Inc.
  - o Preliminary and Final Plat – Sunde Land Surveying

B. PROJECT LOCATION

The Bloomington West Redevelopment site is located at the northeast quadrant of I-494 and Highway 100. The street address is 7851 Normandale Boulevard. The site is the former home of Days Inn Hotel that is currently being demolished.

C. PROPERTY

- PID 0602724220004

The property is currently owned by the Housing and Redevelopment Authority in and for the City of Bloomington. The property will be sold to an entity of United Properties Development LLC. The site is 175,142 SF or 4.021 acres.

D. PROPOSED PROJECT

Comprehensive Plan Amendment

The proposed land use of Motor Vehicle Sales, High Density will require the guiding of the property from Community Commercial to Regional Commercial. This will need to be reviewed and approved by the Metropolitan Council.

Rezoning

The proposed land use of Motor Vehicle Sales, High Density, will require the property to be rezoned from CS-1 Commercial Service District to C-3 Freeway Commercial Center District.

The land use of Motor Vehicle Sales, High Density, was created with a privately initiated City Code Amendment process. An Ordinance was approved at the City Council hearing on Monday, November 29, 2021 to add the definition of Motor Vehicle Sales, High Density, to Chapter 19.03 Definitions. The Ordinance also added Motor Vehicle Sales, High Density, to Chapter 21.209 Use Tables, making it a permitted use in C-1 and C-3 Zoning Districts. A Resolution of Summary Publication was also approved by the City Council on Monday, November 29, 2021.

Preliminary and Final Planned Development

The project seeks Preliminary Planned Development and Final Planned Development approval for flexibility with respect to floor area ratio (FAR). The site will be rezoned to C-3 Freeway Commercial Center. The maximum FAR on C-3 is 1.0. The project is proposing a 180, 659 gross square foot building on a 175,142 square foot site. This results in an FAR of 1.031. We are seeking FAR flexibility with this PD overlay.

We will not be seeking flexibility on the front landscape yard area along the Normandale Boulevard/West 78th Street frontage. Code requires a 20-foot setback from the front yard boundary line. Stormwater management ponds are not permitted in the front landscape yard area. We have shifted to pond grading setback to 20 feet. During the permitting process, this will require flexibility from the Nine Mile Creek Watershed District or Xcel Energy concerning their grading setback from their transmission tower. We will seek this flexibility during the permitting process.

Approval of the project will provide several public benefits including:

- Improved public safety—demolition of the hotel will eliminate calls to and patrols by the police department—restoring resources back to BPD.
- Improved stormwater retention and water quality
- Enhanced natural drainage systems by improving flood storage volume below the local flood elevation
- Higher land use intensity and density—maximizing land use efficiency
- An estimated increase of approximately 40 jobs
- Significantly revitalizing a prominent tax parcel and increasing tax revenue (by many multiples) back to the City.
- Additionally, prior to the demolition of the Days Inn, the Developer coordinated with the City of Bloomington Police and Fire Departments to allow for training exercises *(in the vacant building)* for their respective departments.

Preliminary and Final Plat

The project site, PID 0602724220004, is a single tax parcel. The legal description for the tax parcels is made up of four separate parcel descriptions. The City of Bloomington has required that this site be combined into a single lot. This is a Type I plat per Chapter 22.04 – Types of Plats.

Sunde Land Surveying has created a Preliminary Plat and Final Plat for BLOOMINGTON CROSSROADS ADDITION.

There are several private easements that will need to be vacated and new easements to be created:

- Ingress and Egress and Parking Easement per Doc. No. 4362812 will need to be released. This easement benefits the Chilis parcel (PID 0602724220002, 0602724220003) with access and non-exclusive parking rights to 31 parking spaces on the northly boundary of the project site. United Properties is negotiating with this landowner to release this document in exchange for a revised ingress and egress easement.
- Drainage, Utility, Ingress and Egress Easement, per Doc. No. 832239 along the easterly boundary of the project site will need to be released. This easement benefits the property to the east (PID 0602724220005) with access. United Properties is negotiating with this landowner to release this document in exchange for a revised ingress and egress easement that will coincide with the 24-foot drive aisle on the east side of the proposed site plan and provide access to the parking on the adjacent property.
- Parking Easement per Doc. No. 832238 will be released. This easement benefits the project site with access to parking. United Properties is negotiating with this landowner to release this document and release rights to this parking. The proposed revised ingress and egress provides access to this parking area.

Kimley-Horn has been working with Xcel Energy on their 50-foot Transmission Line Easement that cuts across the site. There are two issues with this easement. The alignment of Transmission Line Easement per Doc. No. 625654 does not match the in-place transmission line and tower. Xcel Energy has prepared a revised depiction and legal description and is working with the Bloomington Housing and Redevelopment Authority to execute this revision. This is shown correctly on the plat. The Certificate of Title missed an in-place easement at the south end of the site (gap). This is shown correctly on the plat. The Certificate of Title will need to be corrected to include this easement.

A 10-foot Sidewalk and Bikeway Easement will be provided along the Normandale Boulevard / West 78th Street frontage. Note that this easement conflicts with the existing wetland. As directed by the City, we will not be constructing this 8-foot sidewalk with this project.

Project Description

United Properties is proposing a new four-story, 178,000 square foot automobile dealership situated on the 4.021-acre site--taking place of the existing Days Inn hotel—an asset that had reached its useful life. The automotive industry has changed and will continue to evolve. Our use is on the leading edge of this evolution—a trend towards more traditional retail service, and a delivery and service-based experience.

The building would be neighbored by a mix of commercial use buildings and the intersection of I-494 and Highway 100. The proposed project would include limited on-site inventory surface parking and other employee/customer surface parking along with three levels of enclosed vehicle storage. This would amount to a total of 463 spaces: 118 surface parking spaces including up to 30 outdoor inventory vehicles and 345 indoor parking spaces for inventory. The ground level would incorporate the service and showroom areas for the dealership.

The new project would create significant (many multiples) tax base increase, going back to the City and the Community.

Building Construction:

The proposed building is designed as a predominantly precast structure with additional areas of light gauge framing and CMU partition walls. The current foundation system is anticipated to be a traditional spread footing and column pad footing system, which may require some soil corrections. The structure will consist of perimeter precast bearing walls and interior concrete columns which support the upper floor precast T floor levels. The exterior of the building will be a mix of colored and textured precast walls, metal panel, storefront, and curtain wall systems. The project will be designed to accommodate rooftop solar that could be accommodated at a later date.

Zoning and Land Use Adjustments

Prior to the submittal of the development application, the development team initiated a zoning text amendment which added a new Use Type within the Neighborhood and Freeway Commercial Zoning District and will be seeking the rezoning of the site from its current designation of CS-1 to C-3.

The new Use Type has been defined as Motor Vehicle Sales, High Density, which would be a Permitted Use in the C-1, and C-3 Zoning Districts. This text amendment would allow a limited number of motor vehicles to be stored or displayed outdoors, meanwhile the higher density number of vehicles shall be stored within a fully enclosed structure.

The new definition includes a higher minimum FAR, promoting more intensive and dense development. Historically motor vehicle sales centers have a low FAR value. The use allows for auto sales which are similar to other retail sales, except a limited exterior product display.

Additionally, the development team will be submitting for a Comprehensive Plan Amendment, requesting a change from Community Commercial to Regional Commercial. The automotive industry has changed and will continue to evolve. The proposed use is on the leading edge of this evolution—a trend towards more traditional retail service, and a delivery and service-based experience.

Proposed Preliminary City and Construction Draft Timeline (Subject to Change):

10/06/21 - Pre-Application DRC Submittal
10/12/21 – Pre-Application DRC Meeting
11/15/21 – Estimated Existing Structure Demolition
12/01/21 – Development Application Commission Submittal
12/14/21 – Post Application DRC Meeting
12/20/21 – Existing Structure Demolition Estimated Completion
01/06/22 – Planning Commission Hearing
02/07/22 – City Council Hearing
02/11/22 – Submit Footing and Foundation Permit Package
02/16/22 – Submittal to Nine Mile Creek Watershed District
03/25/22 – Submit 95% CD's / Full Permit Plans
04/01/22 – Start Sitework/Footings/Foundations
05/01/22 – Full Building Permit Issues
03/01/23 – Estimated Construction Completion

Parking

The City of Bloomington will require a total of 75 parking for customers and employees.

Use	Requirement	Unit/Area	Required Parking
Retail	1 space per 185 SF	3,119 SF	16.9
Office	1 space per 285 SF	1,586 SF	5.6
Office High Intensity	1 space per 165 SF	548 SF	3.3
Repair	2 spaces per bay	21 bays	42.0
	1 space per 300 SF	1,538 SF?	5.1
Warehouse	1 space per 1000 SF	2,026 SF	2.0
Parking Requirement			75

The surface parking proposed is 118 parking spaces:
- 30 parking spaces along the front of the lot are the maximum exterior auto inventory
- 4 parking spaces at the showroom are test drive vehicles with EV charging
- 16 spaces are located at the rear are for vehicles awaiting service
- 68 customer/employee parking spaces

The upper three stories of the building will contain 344 indoor parking spaces for inventory.

Landscaping and Irrigation

The landscape design intent for the Bloomington West Redevelopment project is to provide an organized landscape aesthetic for the owner while fulfilling city code requirements for screening of parking and other requirements. Plant material used on the site is a mix of mostly native plants,

but also plants that are time tested to withstand cold harsh winters as well as hot dry summers. Turfgrass is used minimally in areas to provide a sense of openness and welcoming for car buyers. The overall design creates a sense of organization which reflects the guiding principles of the company's culture.

A fully automatic irrigation will be installed with a focus on water conservation which falls in line with the Owner's culture and philosophy as well. Plant materials chosen for the site do not require as much water or herbicides and native seeded areas, once established, will need little to no maintenance other than occasional mowing or if allowed, burning to remove invasive species and encourage native material health. Turfgrasses is again limited to areas only to open portions of the site and encourage employees and car buyers and open area to congregate for respite. Benches will be provided in these areas.

City codes covering landscaping and irrigation include the following: City Code Section 21.301.15 for landscaping and screening requirements. City Code Section 21.301.15(c)(2)(A) requires one tree for every 2,500 SF of Developable Landscape Area, resulting in a requirement of 70 trees. 70 trees are proposed.

City Code Section 21.301.15(c)(2)(B) requires one shrub for every 1,000 SF of Developable Landscape Area, resulting in a requirement of 175 shrubs. 225 shrubs are proposed.

City Code Section 21.301.15(d)(3)(A) requires perimeter screening of off-street parking areas and the public right-of-way. The screening must be between 3 and 4 feet high, and can consist of plant material or berming, or a combination thereof. This requirement applies to the area running parallel to the Normandale Boulevard / West 78th Street frontage road. The owner plans to use landscaping only with no berming to allow for good site lines into their showroom.

E. TRAFFIC

The City of Bloomington staff indicated that this project would not require a Traffic Study. The proposed traffic circulation would remain with a north-south easement to Viking Drive and a curb cut to the west at Normandale Boulevard.

F. STORM WATER MANAGEMENT

The project site will need to meet the requirements of the 2018 Bloomington Local Surface Water Management Plan. The project site is also in the Nine Mile Creek Watershed District (NMCWD). Since the redevelopment will disturb more than 50 percent of the existing impervious surface on the parcel, the development will need to adhere to the district rules for stormwater management (Rule 4.0) and erosion control (Rule 5.0). Rule 4.0 requires:

- Retention onsite of 1.1 inches of runoff from the regulated impervious surface of the parcel
    - Where infiltration or filtration facilities are proposed, pretreatment of runoff must be provided
    - Drawdown of water levels in infiltration and filtration facilities must be within 48 hours
- Limit peak runoff flow rates to that from existing conditions for the 2-, 10-, and 100-year frequency storm events using the NOAA Atlas 14 24-hour rainfall distribution
- Provide for at least 60 percent annual removal efficiency for total phosphorus and at least 90 percent annual removal efficiency for total suspended solids from site runoff.

Storm sewer, catch basins, and manholes will be constructed north of the building and east of the building. The storm sewer systems will be pre-treated with sump manholes. Two stormwater management BMP's will be constructed on the site and will provide ultimately discharging to the existing wetland. The stormwater management BMP's and wetland will provide detention.

The existing wetland control structure and associated 15" corrugated metal outlet pipe require maintenance. The project proposes to reconstruct those elements.

Refer the Stormwater Management Plan being submitted for details on the proposed stormwater management elements and performance.

G. WETLAND DELINEATION AND WETLAND PERMITTING

There is a wetland on the project site. It is a Type 4 (Deep Marsh) constructed wetland and is incidental. Kimley-Horn performed a wetland delineation in the fall of 2017. A Notice of Decision for the Wetland Delineation Report with the RGU (City of Bloomington) and TEP was completed in December 2017. The US Army Corp of Engineers (USACE) concurred with the Notice of Decision on March 15, 2018. This concurrence is valid for five years, or until March 15, 2023.

The next step is to submit a MnRAM to the NMCWD to confirm they agree with our wetland quality assessment and wetland buffer requirements. We have assumed a 40-foot average wetland buffer, with a minimum dimension of 20 feet. There is one point that may be slightly less than 20 feet.

We propose to clear and grub voluntary trees and woody shrubs from the edges of the wetland. We proposed to overseed the wetland buffer with Mesic prairie seed mix for our turf establishment. We propose some minor filling for two storm sewer outfalls into the wetlands. Culvert/aprons within the wetland boundary will be regulated by WCA and are considered fill. An area less than 100 sf is exempt from providing mitigation. Depending on the result of consultation with NMCWD and the City, we may be required to permit under WCA and NMCWD Rule 3.0 – Wetland Management.

H. FLOODPLAIN

The project site in is the NMCWD and FIRM floodplain. The FIRM floodplain elevation is 821.0. The City of Bloomington is managing the local floodplain and has determined a localized flood elevation of 822.4. The City requires a minimum of 2 feet of freeboard, so the minimum elevation of the showroom/office building will need to be no less than 824.4. The storage of new cars should also be above the localized flood elevation of 822.4. NMCWD Rule 2.0 – Floodplain Management and Drainage Alterations will apply, and the City will enforce a "no net fill" below an elevation of 822.4.

Existing flood storage volume below 822.4:	3,846 CY
Proposed flood storage volume below 822.4:	4,719 CY

I. UTILITIES

Water Main

An existing 4" water main service will be removed from the property, abandoned in the property to the north of the site, and disconnected at the main in Viking Drive. A new 8" DIP Class 52 water main loop and hydrants will be constructed from Normandale Boulevard on the west to West 78th Street on the south. The building will include an 8" combined water service. The Fire Department Connection is proposed at the northeast corner of the building and will be located within 50 feet of a fire hydrant.

Sanitary Sewer

The existing 8" VCP sanitary sewer service currently serves the existing hotel and connects north of the site in Viking Drive. It crosses the property to the north in a utility easement. This sanitary sewer service will be televised and inspected from the property line to Viking Drive to assess the condition of the pipe and manholes. This service may need to be cured in-place pipelined and the manholes reconstructed.

Electrical

Xcel Energy will provide electrical service for the project. The existing electrical service for the hotel will be removed. The new service will need to be 1600A @480V 3ph/4w. The new transformer will be located at the northeasterly corner of the site.

The project will be designed to accommodate rooftop solar PV panels that could be accommodated at a later date. The project also will include EV charging stations.

Gas

CenterPoint Energy will provide natural gas service for the project.