



02/11/2014

Case 7272A-15Rec 2/11/15

Michael Centinario, Planner  
Development Review Committee  
City of Bloomington  
1800 West Old Shakopee Road  
Bloomington, MN 55431

Re: Anvil Remodel and Addition  
1201 West 96<sup>th</sup> St., Bloomington, MN

CNH No.: 14005

Owner: ZieglerCat  
901 W 94th St  
Bloomington, MN 55420  
(952) 888-4121  
Tary Draper, Director of Facilities

Architect: CNH Architects  
7300 W. 147<sup>th</sup> ST. Suite 504  
Apple Valley, MN 55124  
(952) 431-4433  
Wayne Hilbert, Principal Architect

### General Project Description

The scope of the project involves the remodel and addition of an existing industrial building into a facility for the purposes of rebuilding and servicing large engines and components. The design proposes modifications to the existing site, building and the addition of a new entrance and outside loading dock area. The building on the main level is approximately 110,000 sf with a second level office area of approximately 10,000sf. Building functions fall into three main categories, warehouse/storage which include loading areas, manufacturing or disassembly/assembly area and office functions.

*Design changes since the 10/28/14 Submittal include the following. A new 7,150 sf attached warehouse and loading dock addition is planned for the west side of the building. The loading docks are facing north. Also, an attached 2700sf drive through truck loading & unloading bay is planned on the south side of the building.*

Site Modifications:

The design proposes to expand the existing parking lot to the east. This lot will provide 213 parking stalls for employees and customers and includes 7 handicap stalls. The south storage area shows proof of park of 42 parking stalls if they are ever needed.

With the exception of the new ware house addition, the existing western parking lot footprint will stay largely the same. The existing north lane that connect the west and east lots has been eliminated to accommodate additional landscaping and new customer loading dock. The southern end will primarily be used for exterior storage and include a new drive through truck loading addition bay. A drive path is proposed to connect the storage on the west side to the storage area located on the south side of the property. A 6' high security fence is proposed surrounding all exterior storage areas. Exterior lighting is provided using a combination of wall mount and pole mounted LED light fixtures. Exterior lighting control will be by photocell and timer control, except the south lot which will be controlled by motion sensor.

Exterior Modifications:

A new two story main entrance addition is planned for the east side of the building. This will allow for handicap access through the use of an elevator and provides for a second exit stair from the second floor. A new loading dock is proposed for on the north side. The design calls for it to be screened from the road and to be covered by a canopy.

Exterior will be insulated and re-clad in a combination of stucco and architectural metal panels. Various existing overhead doors are to be infilled and a number of new exterior passage doors are to be added.

A new roofing system will be installed over the entire building and will have interior roof drains. An approximate 2' parapet will be added around the entire building to increase mechanical equipment screening and accommodate increased insulation thicknesses. Additional roof screening will be added for rooftop units not screened by the parapets, see site key plan and black/white perspectives for views of the roof from main grade level with roof top units.

Interior Modifications:

On the main level of the building the design calls for new rooms and works spaces for the service of engines and components. Areas of flooring may be removed and replaced for new crane and equipment footings. Additional structure is to be added to accommodate new cranes and snow load from the roof. Skylights and heat/smoke ventilation units are planned for the roof of the main manufacturing area. Along the south wall specialized testing and finishing rooms will be installed. On the upper level the majority of the existing walls are to be demolished to accommodate a new office area.

Site Statistics Summary:

(See breakdown for calculations on DD22)

Site Square Footage:	493,548 SF
Building Footprint Square Footage:	108,747 SF
Percent of Site Coverage & FAR:	22%

Parking Spaces Required: 259  
 Parking Spaces Provided: 220 (Including 7 Handicap Spaces)  
 Proof of Parking: 42

**Building Statistics:**

Gross Square Footage: 120,720 SF

Elevations Above Mean Sea Level:

	Survey	Drawing Elevations
Lower Floor:	820'	(96'-0")
First Floor:	824'	(100'-0")
Second Floor:	836'	(112'-0")
Roof 1:	844'8	(124'-8")
Roof 2:	850'	(130'-0")

Height of Roof Above Grade: Roof 1: 28'-8"

Roof 2: 34'-0"

Type of Construction: Type IIB

**Project Phasing & Construction Scheduling:**

It is anticipated that main portion of construction will start in late March, 2015 and be completed May 2016. November to February some preparation work is planned. This will include removal of asbestos, mold and other hazardous materials. Also, some interior demolition may be started.

**Variances Requested**

We are asking for two variances to make the building site usable for the owners operations.

1. Allow loading dock to be built 25' away from the front property line. The proposed loading dock is on the north façade and faces west with a screen wall on the north and east elevations. For the owners operations and the current layout of the existing building this is the only location that will work for the owner. We originally explored having this loading dock face north towards 96<sup>th</sup> St. but did not have enough distance between the dock and setback line for vehicle turning and maneuvering room. It also faced the loading dock directly towards the street. By turning the orientation of the dock to the west we have better screening, better vehicle maneuvering area and although the owner wanted space for 4 dock locations, the compromise to only 3 spaces for vehicle was acceptable.
2. Allow the back outside storage area to be gravel. This is the triangular area south of the rail road spur. Because of the nature of the vehicles to be stored in this area gravel is the best material. Asphalt will be ripped up by the metal tracks of the Caterpillar equipment. Concrete is expensive because of the additional thicken required to support the vehicle weight and gets scratch and gouged by the metal tracks. Gravel gives with the metal tracks and is easily repaired if an uneven area does develop.

Wayne G Hilbert, AIA  
 CNH Architects, Inc