Norman Pointe Residential Development

Revised Preliminary Development Plan/
Final Development Plan
Bloomington, MN

Project Narrative

August 12, 2015

Property Owner: Duke Realty Limited Partnership, an Indiana Partnership
c/o Duke Realty Corporation
9377 West Higgins Road, Suite 600
Rosemont, Illinois 60018
PH: (847) 232-5400
FAX: (847) 232-5690

Developer: Invest Bloomington I, LLC
c/o Commercial Investment Properties, Co.
1065 North 115th Street, Suite 200
Omaha, Nebraska 68154
PH: (402) 436-3444

Prepared by: Kimley-Horn and Associates, Inc
Elness Swenson Graham Architects (ESG)

A. REQUESTED ACTIONS

The requested actions for Norman Pointe Residential Development are as follows:

- Major Revision to Preliminary Development Plan for Norman Pointe Development
- Final Development Plan for Lot 1, Block 1, of Norman Pointe Business Center 3rd Addition

The Development Applications for the Norman Pointe Residential Development will adhere to the following proposed approval schedule:

Informal DRC (completed)	May 21, 2015
Informal DRC Meeting (completed)	May 26, 2015
Pre-Application Meeting with City (completed)	August 5, 2015
Submit Development Application	August 12, 2015
Formal Development Review Committee (DRC)	August 25, 2015
Formal Staff Report Available	September 11, 2015
Planning Commission Hearing	September 17, 2015
City Council Meeting (Regular)	October 5, 2015

Included in this submittal are the following:

- ❑ Development Application
- ❑ Compact Disk (CD) Containing all Hard Copy Items
- ❑ Project Narrative (1 copy)
- ❑ Norman Pointe Residential Storm Water Management Report (1 copy)
- ❑ Original Norman Pointe Development Master Site Plan (Prepared by Pope Architects)
  -Four (4) 30" x 42" sheets (three folded and one rolled, included in final development plans)
- ❑ Final Development Plans:
  -Four (4) 30" x 42" sets (three folded and one rolled)
- ❑ Development Application Fees including the following:

-Final Development Plan	$1,660	Check No. 014129
-Major Revision to Preliminary Development Plan	$830	
Total Application Fees:	$2,490	

B. PROJECT LOCATION

The project site is located immediately north of American Boulevard West, surrounded on the West and North by Normandale Lake Boulevard. The street address is 5650 American Boulevard West. The project site is currently platted as Lot 1 Block 1 of NORMAN POINTE BUSINESS CENTER 3RD ADDITION. The PIN is 16-116-21-24-0015.

The majority of the site currently lies vacant as an open field and sits ready to develop. The southeast corner of the site is home to an access drive which services a parking structure located on the lot directly to the northeast. The lot is associated with the Norman Pointe Development Plan which was initially proposed in 2001.

C. PROPERTY

The project site is currently platted as Lot 1, Block 1, of Norman Pointe Business Center 3rd Addition. Property information is as follows:

Platted Parcel	PIN	Ownership
Lot 1 Block 1	16-116-21-24-0015	Duke Realty Limited Partnership

Total Area = 112,686 SF = 2.587 acres

Legal Description: Lot 1, Block 1, Norman Pointe Business Center 3rd Addition, Hennepin County, Minnesota.

D. REVISIONS TO THE APPROVED PRELIMINARY DEVELOPMENT PLAN

The approved Preliminary Development Plan (as prepared by Pope Architects, dated March 28, 2001, included within the submittal) contemplated Building III as 10 stories with a 32,985 SF footprint with a gross leasable area of 332,000 SF office use on this 2.59 acre Site for a FAR of 2.86. Proposed is a 5 story residential building with a 37,451 SF footprint with 2 levels of underground parking for a gross occupied area of 187,255 SF for a FAR of 1.70.

The 2001 PDP contemplated 2,576 stalls in a 9 level structured parking deck (structure 7 of the 2001 PDP) to serve Buildings II and III. 1,288 stalls were constructed in 8 levels to serve Building II. This PDP proposes 8 at grade parking stalls and 313 underground parking stalls to serve the proposed 179-unit residential Building III.

Building III was set back 60' from Norman Center Drive, as referenced in the 2001 PDP. With the widening of American Boulevard, the former Norman Center Drive, the proposed building setback is 23', with patios facing American Boulevard within the setback area. A 10' wide concrete sidewalk is now proposed along both American Boulevard and Normandale Lake Boulevard, which was not contemplated in the 2001 PDP.

E. PROPOSED PROJECT

General Building Description

Invest Bloomington I, LLC is proposing 179 dwelling units in a five story building. The building wraps around two exterior plazas, and sits above two levels of below grade parking garage.

Code Compliance

The project will be constructed conforming to current applicable codes and regulations including the following:

- ☐ 2015 MN State Building Code (includes the 2012 International Building Code)
- ☐ 2007 MN State Fire Code
- ☐ 2011 National Electrical Code
- ☐ Chapter 1346 - MN State Mechanical Code
- ☐ 2015 Minnesota Accessibility Code Chapter 1341

☐ 2009 ICC/ANSI A117.1 Accessible and Usable Buildings and Facilities
☐ Minnesota Commercial Energy Code
☐ 20015 MN State Elevator Code

The following portions of the building are designed to the Construction Type definitions established in the 2015 International Building Code (IBC):
Parking Garage: Construction Type I-A.
Residential Building: Construction Type III-A

Based on these Construction Types and the Occupancy Classes within them, all exterior walls are designed to meet the definition of non-combustible construction. Additionally, the residential building and parking ramp have a complete fire safety and sprinkler system.

Total Building Area

The chart below describes the gross square foot (GSF) area calculations for the building.

Level Use	Total GSF
Parking	
Parking Level 1	55,777 sf
Parking Level 2	54,915 sf
Total of parking	**110,692 sf**
Residential	
Level 1	37,451 sf
Level 2	37,451 sf
Level 3	37,451 sf
Level 4	37,451 sf
Level 5	37,451 sf
Total of residential	**187,255 sf**
Total sf	*297,947 sf*

Building Height

The five story residential building utilizes a flat roof system. The majority of this roof sheathing is 53'-0" above the first floor. The first floor elevation varies between 1 foot to 4 feet above adjacent grade. Parapets vary from 1'-8" to 4'-0" above the roof deck. Elevator overruns are approximately 6'-8" above the roof deck. Therefore, all parapets and overruns are below the 75' maximum top floor level established by the building code for non-highrise. The project is in a zone with no height limit, established by Bloomington Zoning Code.

Building Amenities

The amenities within the building are intended to serve the building tenants and their guests. These interior amenities are primarily located on Level 1, adjacent to a two-story entry/ common space. Interior amenities are projected to include a community room with a small kitchenette, lounge seating, and fireplace; a fitness center that houses traditional exercise equipment along with a specialized group fitness area; a lobby/lounge equipped with technology for connecting personal electronic devices, interior bike storage; and a dog wash facility.

Site Amenities

The project enjoys two courtyards overlooked by the residential units, each having a unique design and experience to them. Where ground floor units occur at the courtyards, walkout patios are provided with steel and wood trellis work. These patios have direct access to the courtyards.

The north courtyard is tailored to activity, incorporating a pool, lounge areas, and outdoor cooking. This area is approximately 4-5 feet above adjacent grade, and will also have a low opaque screen wall, with a required secure fence wall on top of that.

The south courtyard creates a more relaxed, comfortable outdoor area. Seating, benches, and plantings will be provided.

Ground floor units that face streets will be a mix of walkout conditions and plaza/ terrace conditions.

Exterior Architectural Design and Materials

The exterior design and material selections meet the intent of the City Code and Ordinances through the strategies described below:

Creating an exterior design that is pedestrian-friendly is important to this project. While the building is placed on an elevated base of 1-5 feet, pedestrian scale is accomplished by incorporating walk-up stair conditions at two of the north and south facades, and those walk-ups are reiterated in a larger stair at the main entry. The building mass wraps around the two courtyards, rather than establishing a central mass, and rhythm is established on the facades with the use of vertical bays and material changes. Large areas of glazing in the units betters the tenant environment, and creates additional interest from the exterior. The result of this approach is a building that appears to be an assemblage of smaller buildings, rendering a small scale feel to a large footprint building, held together by the selection and usage of materials.

The main entry on the north incorporates an aluminum and wood trellis, marking the point of entry for the project. The main entry/ common area is also differentiated by two stories of glazing, and contrasting metal panels above the glazing, so that visitors have clear indications of entry.

Rooftop elements are anticipated to be hidden from site line view by parapets, or will be screened from view.

Materials are selected for longevity, durability, and aesthetic quality. Brick, the most durable material, is used at the lower portions of the building. Traditional 3-part stucco is used extensively throughout the project. Reveals are incorporated into the stucco to control cracking and establish a pattern in the material. Three colors of metal panels have a crisp appearance and are kept above the ground level where they could sustain damage. Longboard coated aluminum extrusion sections are used in limited quantities to add texture and interest. The only project that is directly adjacent to the property is an eight story parking garage. We therefore have chosen to design this building as a stand-alone condition. At the same time, this is a design that will be friendly to incoming projects, in terms of color and palette. We will provide materials in the quantities dictated by the zoning requirements, as follows:

- Brick, stucco, metal panel (meeting the requirements of the zoning code), and glass: 85%
- Architectural trim (longboard coated aluminum extrusion and cement fiber trim) 15%

Storage

Bloomington currently requires 25 square feet of storage per unit. We are currently indicating 179 units, with 60 storage rooms at 25 square feet per room, and 60 storage rooms at 36 square feet per room, for a total of 3,660 s.f. The total area required is 179 x 25 = 4,475 s.f. Past experience indicates that this is probably beyond the area of storage that is rentable to tenants. We therefore request that we be allowed to provide any further storage requests as additional storage lockers above cars in the parking garage, on a per needed basis as requested by tenants.

Landscaping/Irrigation

The Norman Pointe landscape design emphasizes an enhanced experience within pedestrian use areas, while also providing a suitable frame and street presence for the building within the larger context of the development. Overstory trees define the edges of the site, buffering the sidewalk and creating a favorable pedestrian experience. Where the building abuts the property lines, the overstory tree plantings along finer- grained shrub/perennial plantings soften the transition from building to street and provide seasonal interest. The northside courtyard is framed with trees and plantings to provide layered depth and selectively filtering views in and out. The entry court and parking is framed with overstory trees, keeping visibility to the lobby area while providing shade along the sidewalks and parking areas. Individual walk-out patios on the north side of the building are enhanced and buffered with ornamental understory trees and an intensity of shade tolerant shrubs and perennials. Accounting for the proposed shortened setback along American Boulevard, the walk-out patios are enhanced and softened with a combination of overstory trees for structure and ornamental trees with underplantings of shrubs and perennials, thereby creating a favorable residential environment from the patios to the sidewalk and the new American Boulevard profile. Along the southern courtyard, trees are planted to provide structure and edge while also allowing filtered views out to the larger landscape beyond. Along the east edge of the building, foundation plantings soften the building edge and overstory trees help to screen the views to the parking ramp, while keeping sightlines open for safety and security.

The irrigation system proposed for the development will be a multi-zone system utilizing drip and spray systems for an efficient distribution of water. Considerations influencing the system design will include soil type(s), plant types and sizes, amount of water necessary to run an effective system, solar orientation, prevailing winds, and typical rain occurrences including amounts and times. The system design will have the ability to be managed and enhanced by maintenance staff in respect to what is currently happening on the site. The plants chosen have are inherently water lower maintenance, which reduces the amount of water need to for them to stay viable. The water source will be on site, privately maintained and metered, and will include all necessary equipment to meet code.

F. ZONING CODE ANALYSIS

1. Comprehensive Plan

The Norman Pointe Residential project site is within the Normandale Lake District of the City of Bloomington. The current Land Use Guide Plan designates the project site as Community Commercial. High density residential is a compatible use.

2. Zoning

The Norman Pointe Residential project site is within the C-4 base zoning district with a Planned Development Overlay (PD). The Planned Development Overlay District is intended to propose creative and efficient use of land by providing design flexibility in the application of development standards. No zoning changes are proposed with this application. Residential uses are allowed in the C-4 zoning district with a minimum 0.20 FAR of non-residential use, which is provided by the existing office uses within the Norman Pointe Development.

3. Residential Uses Required / Density

City Code Section 21.302.02 addresses residential use requirements in which residential uses are allowed in the C-4 zoning district with a minimum 0.20 FAR of non-residential use. The minimum 0.20 FAR of non-residential use is provided by the existing office uses within the Norman Pointe Development.

4. Floor Area Ratio

City Code limits the maximum floor area ration (FAR) to 2.0. The proposed FAR for Norman Pointe residential is 1.70, based on the total occupied residential area of 187,255 SF on Lot 1, Block 1, Norman Pointe Business Center 3rd Addition which has a lot area of 112,686 SF. No deviation of the code is required.

5. Dimensional Requirements

Building Setback: City Code stipulates a 35' minimum building setback along public streets as where 23.3' is proposed along American Boulevard, 25' is proposed from Normandale Lake Boulevard. The side building setback stipulated by code for buildings over 4 stores is 30' as where 13' is proposed from the east property line. Applicant is proposing these deviations as part of the Planned Development application.

In order to account for the proposed setback deviation along American Boulevard, the applicant is proposing an abundance of plantings to create a streetscape environment which will feel more like a residential street than an arterial route. This planting plan creates a feeling of separation from the proposed future alignment of American Boulevard West. The proposed risers from the building stoops do not descend directly onto the proposed 10' wide sidewalk, but instead descend to the side. This increases safety along American Boulevard for pedestrians and bikers by setting the stair railings away from the main path of travel and allowing users to more clearly view occupants leaving their stoops to access the sidewalk.

Parking Setback: Proposed side and rear parking setbacks meet City Code minimum of 5' and 20' when abutting a public street. City code requires a 20' minimum front parking setback. 17' is proposed from Normandale Lake Boulevard. As part of the Planned Development, applicant is requesting a deviation on the front parking setback.

6. Building Height

According to the Bloomington Building Heights Limits Map, this site does not have a height restriction. Proposed height of 5 stories is compatible with the surrounding 7 and 10 story buildings with the Norman Pointe Development.

7. Parking

According to Bloomington City Code Section 21.301.06 Parking and Loading information, the following parking regulations apply for a multi-family residence.

Multi-Family Residence:

Unit Distribution	Parking Factor per Unit
One Bedroom	1.8
Two Bedroom	2.2
Three Bedroom	2.6
Four Bedroom	3.0
Party Room	1 Additional Space per 100 SF Party Room

-See section G. 1. for parking analysis and proposed zoning code deviation as it relates to the proposed Norman Pointe Residential Development.

Additionally, the City of Bloomington is currently evaluating potential bike parking site standards and preliminarily looking at the following requirements for multi-family residential:

- Short-Term Bike Parking: 1 space per 50 bedrooms, minimum 4 spaces.
- Long-Term Resident Bike Parking: 0.1 spaces per bedroom.

-See section G. 2. for bike parking analysis of the proposed Norman Pointe Residential Development.

8. Open Space and Landscaping

City code limits the maximum impervious surface coverage to 90%. The proposed impervious surface coverage is 74.6%.

City Code Section 19.52(c)(2) requires one tree per 2,500 square feet of Developable Landscaping Area and one shrub per 1,000 square feet of Developable Landscaping Area. This results in a requirement of 45 trees and 113 shrubs. This project is providing 45 proposed trees in addition to 8 existing trees and 130 shrubs.

City Code Section 19.52(d)(1) Perimeter screening is not required as the adjacent property is not residentially used.

City Code Section 19.52(d)(3)(A) requires parking lot screening of five or more parking spaces and a public street where the separation between the parking area and public street is 40 feet or less. This requirement does not apply as the parking area is along a private roadway.

The landscape plan as designed will meet City Code requirements.

9. Signage

Building and site signage will be addressed through a Signage Permit process and in accordance with current City Code requirements.

G. PARKING ANALYSIS

1. Car Parking

The table below indicates the parking requirements under the current standard.

Unit Type	Parking Factor	Unit Count	Stalls Required
One Bedroom	1.8	113	203
Two Bedroom	2.2	61	134
Three Bedroom	2.6	5	13
Totals		179	350

Additionally, one space per 100 square feet of party room is required. We estimate that the community room will be approximately 1,600 s.f., requiring 16 more spaces. A request for a 10% reduction is allowed without a traffic study. We are requesting an additional 8 stalls be omitted from the requirements, based on the existence of two Metro Transit bus stops adjacent to the property, which includes express route 588 to Minneapolis.

10% reduction = 366 - 37 = 329 stalls required without a parking study
Stalls provided = 321
366 - 321 / 366 = 12.3% reduction.

Given the proximity to transit, trends toward reducing car dependency, the attached study, we believe that we provide adequate parking with 321 of the required 329 stalls required.

2. Bike Parking

The table below indicates the comparison of future code required bike parking spaces compared to the numbers of bike parking spaces provided for on-site.

Parking Type	Code	Spaces Required	Spaces Provided
Short-Term	1 Space / 50 Bedrooms	5	9
Long-Term	0.1 Spaces per Bedroom	25	65

The proposed development currently meets all future proposed code requirements pertaining to bike parking on-site for a multi-family residential development.

H. TRAFFIC

The City of Bloomington retained SRF Consulting Group, Inc. to prepare a traffic for the proposed Norman Pointe Residential Development in the City of Bloomington. Currently, only a memorandum of the traffic study exists as provided by the City of Bloomington on August 4th. The final traffic study, once complete, will be supplementary to the ongoing Normandale Lake District Traffic Study Update.

The following site plan improvements were suggested to be considered as part of this study.

- Consider constructing angle parking for the guest parking spaces located in the drop-off area to reduce confusion and likelihood of motorists driving the wrong way on the one-way drive aisle (guest parking shown as 90-degree parking on the proposed site plan).
    - At this time, the suggestion of angled parking has not been implemented in the design of this project.

- Install "No Left-Turn" and "Do Not Enter" signs to discourage vehicles exiting the underground parking facility to enter the wrong way in the drop-off area.
    - The above signage suggestions have been implemented within the proposed plans and are shown on sheet C4.1.
- The existing monument signs and landscaping located north of American Boulevard on the east and west side of Normandale Lake Boulevard create sight distance issues for motorists making southbound movements at the stop sign locations. However, when motorists pull forward past the stop signs the sight distance does appear to meet AASHTO minimums. To improve current conditions consider the following: extend the median further south closer to American Boulevard, relocate the stop signs closer to American Boulevard, add stop bars to the north approach and/or relocate/remove the monument signs.
    - The existing sign was part of the initial development plan and no improvements related to the concerns caused by this sign are currently proposed to be implemented as part of this project.

The full memorandum prepared by SRF, has been attached to this document for reference.

I. STORM WATER MANAGEMENT

The proposed storm water management plan for the proposed Norman Pointe Residential Development is in conformance with requirements set forth by the Nine Mile Creek Watershed District which are as follows:

- Provide for the retention onsite of one inch of runoff from all impervious surface of the parcel; Where below-ground infiltration facilities, practices or systems are proposed, pretreatment of runoff must be provided.
- Limit peak runoff flow rates to that from existing conditions for the 2-, 10- and 100-year storm events for all points where stormwater discharge leaves a parcel
- Provide for all runoff from the parcel from the 2.5-inch storm event to be treated, through onsite or offsite detention, to at least sixty percent (60%) annual removal efficiency for phosphorus, and at least ninety percent (90%) annual removal efficiency for total suspended solids. The onsite retention of runoff may be included in demonstrating compliance with the total suspended solids and phosphorus removal requirements.

The proposed storm water treatment and conveyance systems design also follow current City of Bloomington design standards, including:

- Sizing of all new storm sewers to accommodate the 10-year storm event.
- Limiting pond discharge to pre-development runoff rates.
- Designing treatment facilities to treat to NURP standards.

The chosen stormwater management best management practice chosen for this site is infiltration through a series of perforated pipe underground storage chambers. Due to the existing soil types, infiltration was determined to be the most logical and environmentally conscious decision for the site. According to the Minnesota Stormwater Manual, infiltration has the capacity to remove 100% of both total phosphorus and total suspended solids for storm runoff, thus exceeding the minimum requirements for removal efficiencies as required by the Nine Mile Creek Watershed District.

The Norman Pointe Residential storm water management analysis is summarized in the Norman Pointe Residential Stormwater Management Report, dated August 12, 2015, included within this submittal.

J. GROUNDWATER

Braun Intertec conducted a detailed analysis of the groundwater as it relates to Nine Mile Creek and the soil borings performed. Groundwater was encountered at depths ranging from 18 to 37 feet below ground surface level leading to a probable groundwater table level of around 798 to 805 feet above sea level. A 100-year flood of Nine Mile Creek could extend the groundwater level upwards to a probable elevation of 817 feet above sea level. If excessive rain occurs during construction, temporary dewatering may be required. The first floor elevation is 832.00 and the first and second levels of underground parking are 821.33 and 812.00 respectively. The lowest level will be waterproofed and designed for hydrostatic uplift during the 100-year flood. Drain tile will be installed and connected to pumps to remove groundwater caused by the 100-year flood of Nine Mile Creek. Relief valves shall be installed to relieve water pressure if pumps are not operative.

Due to the close proximity to Nine Mile Creek, the groundwater elevation is expected to raise significantly during flooding events proportional to the water surface elevation of the creek. Assuming that a 100-year design frequency event occurs, the corresponding high groundwater level was assumed by Braun to be present for less than 4 days. The resulting flow rate discharging through the drain tile from the pumps would be approximately 1 gallon per minute for that 4-day duration.

K. LIGHTING

Lighting design will be prepared by Steen Engineering. A separate narrative with site photometrics and product cuts sheets will be provided for review following initial submittal of this development application.

L. ENCROACHMENT AGREEMENT

As part of this project, an encroachment agreement will be crafted between the City of Bloomington and the future property owner, if necessary, to address the encroachment of 8 stoops and stairways descending from the proposed building to the future sidewalk to be located on American Boulevard West. The stoops and stairs lie within a drainage and utility easement per the plat of Norman Pointe Business Center 3rd Addition. The owner understands that the City will maintain all of its rights and interests under the public easements on behalf of itself and other public or private utilities authorized to use those public easements.

M. UTILITIES

1. Sanitary Sewer

The Norman Pointe Residential Project proposes to connect to an existing 8" sanitary sewer line which runs north onto the project property. The sanitary sewer connection will be located on the south side of the building. The existing sanitary sewer lateral will be utilized as the stub for the proposed building, and will connect to an existing 8" sanitary sewer main located within American Boulevard West, which flows easterly.
Kimley-Horn will work with the MCES to determine the appropriated number of SAC units Norman Pointe Residential will require. Kimley-Horn estimates a total of 179 SAC units will be required.

2. Watermain

The Norman Pointe Residential Project proposes to construct both an 8" fire service and 6" domestic service. These water main laterals will connect to an existing 8" Cast Iron Pipe (CIP) water main in American Boulevard West. This project will be adequately covered by 3 existing fire hydrants. Two fire hydrants are currently located on the south side of Normandale Lake Boulevard, and one fire hydrant exists on the north side of American Boulvard West.

The proposed services for the building consist of a 6" Ductile Iron Pipe (DIP) domestic water main service and an 8" DIP fire water main service. These services will enter a water service room on level P1 at the southwest corner of the building.

3. Storm Sewer

The Norman Pointe Residential Project proposes to construct 12", 15", 18" and 24" RCP storm sewer within the proposed property in conjunction with the underground infiltration system discussed in Section I. Three 12" PVC storm sewer service stubs are proposed for the building roof drainage, and all discharge from the northerly side of the building in order to convey through the property's proposed stormwater treatment system. The overall storm sewer system will connect to an existing catch basin on the southern side of Normandale Lake Boulevard. This storm water is ultimately conveyed to the wet detention basin located to the North of the proposed development across Normandale Lake Boulevard.

4. Private Utilities

The proposed Norman Pointe Residential development will require private utility services including electricity, natural gas, telephone communications/internet, or cable TV/internet. Conduits will be provided to logical locations as required. Invest Bloomington I, LLC and Kimley-Horn have not yet met with the major private utility companies that serve this development. These utility companies are responsible for designing their systems. They are as follows:

Xcel Energy	Electricity
CenterPoint Energy	Natural Gas
CenturyLink Communications	Telephone/Internet
Time Warner Cable	Cable TV/Internet

N. ATTACHMENTS (to the Project Narrative)

1. Norman Pointe Residential Parking Summary

2. Norman Pointe Residential Sanitary Sewer Demand Summary

3. Norman Pointe Development Traffic Study – Memorandum, prepared by SRF Consulting Group, Inc., dated August 4, 2015

4. Norman Pointe ITE Parking Study – Memorandum, prepared by Kimley-Horn & Associates Inc. dated August 11, 2015.

Attachments

Kimley»Horn

2550 University Avenue West
Suite 238 N
St. Paul, Minnesota 55114
Phone: (651) 645-4197
Fax: (651) 645-5116

Norman Pointe Residential

08/12/15

Bloomington, MN

PARKING SUMMARY

The following is a summary of applicable Section 21.301.06 Parking and Loading information from the Bloomington City Code:

Multi-Family Residence

One bedroom - 1.8 spaces per unit
Two bedrooms - 2.2 spaces per unit
Three bedrooms - 2.6 spaces per unit
Four bedrooms - 3.0 spaces per unit
One additional space per 100 SF of party room

PARKING REQUIREMENTS

Option 1

Unit Distribution	Units	Parking Classification	Bedroom Count	Parking Code Rate	Code Required Parking	Proposed	% of Code Required
Studio/Alcove	29	1 BR	29	1.8	52		
One Bedroom	79	1 BR	79	1.8	142		
One Bedroom Den	5	1 BR	5	1.8	9		
Two Bedroom	61	2 BR	122	2.2	134		
Three Bedroom	5	3 BR	15	2.6	13		
Party Space Parking					16		
Totals	**179**		**250**		**366**	**321**	88%

Spaces per Unit Total	**1.79**
Spaces per Bedroom Total	**1.28**

Parking Provided	
Level P2- Parking	**157**
Level P1 - Parking	**156**
Level 1 - Residential	**8**
Total Parking Provided	**321**

Kimley»Horn

2550 University Avenue West
Suite 345 N
St. Paul, Minnesota 55114
Phone: (651) 645-4197
Fax: (651) 645-5116

NORMAN POINTE RESIDENTIAL DEVELOPMENT

8/5/2015

Bloomington, MN

SEWER DEMAND

The following are the rates assumed for sewer generation at the Norman Pointe Residential Development

		MCES SAC Procedure Manual Rates
1	Residential Rate	**274 gpd per DU (SAC Manual)**
2	Office Rate	**0.114 gpd/SF (SAC Manual-1 SAC/2400 SF)**
3	Retail Rate	**0.091 gpd/SF (SAC Manual-1 SAC/3000 SF)**
4	Restaurant Rate	**34.25 gpd/seat (SAC Manual-1 SAC/8 seats)**

Assumed Residential Occupancy

DU Type	DU Mix	DU Occupancy	Building A
Gross SF			191,780
Number of Dwelling Units			179

Residential Sewer Generation - MCES SAC Procedure Manual Rates

Building	DU	SAC Rate (gpd/DU)	Res. Sewage (gpd)
Building	179	274	49,046
Totals	**179**		**49,046**

SEWER SUMMARY

Building	Residential Sewer Demand	**Total Demand (gpd)**	**Total Ave. Demand (gpm)**	**Total Ave. Demand (CFS)**	**Total Peak Demand (CFS)**
Building	49,046	**49,046**	**34.06**	**0.076**	**0.30**

Kimley»Horn

MEMORANDUM

To: Michael W. Miller
Elness Swenson Graham Architects, Inc.

From: Douglas M. Arnold, P.E.
Kimley-Horn and Associates, Inc.

Date: August 11, 2015

Re: Parking Demand Study
Norman Pointe Residential Development, Bloomington, MN

Introduction

Kimley-Horn has completed a review of the parking demand for the proposed Norman Pointe multi-family development located along Normandale Lake Boulevard, south of I-494, in the City of Bloomington, MN. As part of the review, parking demand was calculated based on the City of Bloomington's Code requirements, as well as parking demand rates provided in the Institute of Transportation Engineers (ITE) *Parking Generation, 4th Edition.*

Proposed Development

The proposed Norman Pointe residential development is located in the City of Bloomington, MN. The development is planned to be a five-story multi-family development with 29 studio/alcove units, 79 one bedroom units, 5 one bedroom with den units, 61 two bedroom units, and 5 three bedroom units, totaling 179 dwelling units. There is also a planned 1,600 square foot "party room."

At this point, the development is planned to include 321 parking spaces; of which 8 spaces will be at grade, and the remaining 313 spaces will be in an underground parking structure.

City of Bloomington Parking Demand

The City of Bloomington's Code (Section 21.301.06, Parking and Loading) provides guidance on parking demand rates for multi-family developments. Based on the code, the following parking demand rates are to be used.

- One Bedroom – 1.8 parking spaces per unit
- Two Bedroom – 2.2 parking spaces per unit
- Three Bedroom – 2.6 parking spaces per unit
- Guest / Party Room – 1 space per 1,000 SF

Table 1 provides a summary of the parking demand based on the City's code requirements. Based on the calculation, the proposed development generates a parking demand of 363 spaces, which leaves a deficit of 45 parking spaces.

TABLE 1: CITY OF BLOOMINGTON PARKING DEMAND REQUIREMENTS				
Unit Type	Number of Units	Number of Bedrooms	Parking Demand Rate (per unit)	Parking Spots Required
Studio/Alcove	29	29	1.8	52
One Bedroom	79	79	1.8	142
One Bedroom with Den	5	5	1.8	9
Two Bedroom	61	122	2.2	134
Three Bedroom	5	15	2.6	13
Guest Parking / Party Room	1,600 SF	--	1.0	16
Total Number of Parking Spaces Required				**366**
Proposed Number of Parking Spaces				**321**
Parking Surplus (Parking Defecit)				***(45)***

Typically, the City will accept up to a 10% reduction in the parking demand, which results in an adjusted parking demand of 329 parking spaces. The reduction results in a deficit of 8 parking spaces. The parking demand could be further reduced when considering transit. It should be noted that the parking demand for the "party room" will likely not coincide with the parking demand of the rest of the development.

Additionally, there are two Metro Transit bus stops adjacent to the site (including Express Route 588 to Minneapolis). No transit reduction was applied to account for non-vehicular traffic.

ITE Parking Demand

An additional source of parking demand was also reviewed. The Institute of Transportation Engineers (ITE) has developed a manual on determining the parking demand of several common land uses and is called *Parking Generation, 4th Edition* (2010). The manual calculates projected parking demand for a land use based on several factors, including development size and behavior characteristics. Various demand rates are provided, such as the average peak parking demand (number of occupied spaces during the peak time of usage), 85th percentile parking demand (parking levels will be at or below this rate for 85 percent of the time), and 33rd percentile parking demand (parking levels will be at or below this rate for 33 percent of the time).

For this analysis, the 85th percentile parking demand was used. Based on ITE's definitions of land uses, the proposed development is considered a high-rise apartment development, since the number of floors planned is five or higher. Since this development is at the very bottom of the threshold for a high-rise development, the parking demand for low/mid-rise apartment was also considered. The parking demand rates were also averaged. The average 85th percentile rate is 1.73 parking spaces per unit.

The manual also states that based on study sites in suburban settings, the parking demand is actually 92% of the calculated rate where the development has an average of 1.5 or less bedrooms per dwelling unit. To provide a conservative estimate, this reduction was not applied.

Table 2 provides a summary of the parking demand based on ITE's *Parking Generation, 4th Edition*. Based on the calculation, the parking demand for the proposed development is 310 spaces based on the average 85th percentile rate. Using ITE, the proposed development has a parking surplus of 11 spaces.

TABLE 2: ITE PARKING DEMAND REQUIREMENTS			
ITE Land Use Code	Number of Units	Parking Demand Rate (per unit)	Parking Spots Required
ITE 221: Low/Mid Rise	179	1.94	347
ITE 222: High Rise	179	1.52	272
Average of Land Use Codes	179	1.73	310
Total Number of Parking Spaces Required			**310**
Proposed Number of Parking Spaces			**321**
Parking Surplus (Parking Defecit)			**11**

Conclusion

The Norman Pointe multi-family residential development is planned to have 321 parking spaces. Based on the City of Bloomington's Code, the minimum number of spaces required is 363 (329 when a 10% reduction is applied), which leaves a deficit of 42 parking spaces (8 parking spaces with the 10% reduction). Using the parking demand calculation based on ITE's *Parking Generation, 4th Edition*, the number of spaces needed is 310, which results in a surplus of 11 parking spaces.

Based on this information, the 321 parking spaces proposed should adequately serve the 179 unit multi-family development.