

Request for Council Action

Originator Community Development	Item Revised Preliminary Planned Development Final Planned Development	# 2
Agenda Section HEARINGS/PUBLIC INPUT Development Business	By JEF	Approved Date May 8, 2008

Item 2

Case 6132 AB-08

GENERAL INFORMATION

Applicant: Richdale Group

Location: 5100 West 82nd Street

Request: Revised Preliminary Planned Development – Case 6132A-08
Final Planned Development – case 6132B-08

Existing Land Use and Zoning: Vacant office/warehouse/manufacturing building (former Seagate); zoned RM-50

Surrounding Land Use and Zoning: North – Office (Southgate); zoned CS-0.5
East – Health club (Bally’s) and single family residential; zoned CS-0.5 (PD) and R-1
West – Hotel (La Quinta); zoned CO-0.5
South – Multi-family apartments; zoned R-4

Comprehensive Plan: High Density Residential (HDR)

PROPOSAL

The applicant (Richdale Group) is proposing to construct a 282 “upscale” rental apartment units in a three-story building with associated parking ramp on a site located on the north side of West 82nd Street at the existing north terminus of Stanley Road.

In August 2007 the Planning Commission reviewed a different development proposal submitted by the Richdale Group for 418 apartment units on this site. That proposal was approved by the City Council in November 2007. In conjunction with that development application, the Comprehensive Plan Land Use Plan designation was amended from Office(OFC) land use to High Density Residential (HDR). The zoning was also changed from CS-0.5 Commercial Service to RM-50 (PD) Multiple Family Residential (Planned Development), which allows multi-family development with a density of up to 50 units per acre. The Planned Development Overlay (PD)

Council Action

Motion by _____ Second by _____ to _____

allows for flexibility with regard to required development standards such as building setbacks, building height and lot coverage.

The primary access to the apartment complex will be on W. 82nd Street. This provides access to a 23-space surface parking court and an access into the parking ramp. A second access from W. 82nd Street is proposed along the west edge of the site that provides access to the parking ramp, the private garages and additional surface parking north of the apartment building. Another access to the north portion of the property is proposed off the Stanley Road extension, which will run along the east side of the development site. Until the road is constructed, a temporary paved fire lane will be provided within the dedicated right-of-way that will allow emergency access around the entire site.

Off-street parking for the apartment complex will be provided in two surface parking lots (68 spaces total), a parking ramp with 450 spaces, and two detached garage buildings providing 24 spaces. A total of 542 parking spaces will be provided on-site, which meets minimum Code requirements.

APPLICABLE REGULATIONS

Section 19.38.01 Planned Development Overlay Districts
Section 19.28.03 Multiple Family Residential (RM-50)
Section 19.47 Building Height
Section 21.301.06(d) Parking and Loading

REQUIRED FINDINGS

Section 19.38.01(e)(5),(A),(B),(C),(D),(E),(F),(G),(H)
Section 16.05.01(e)

HISTORY

Planning Commission Agenda:	8/23/07 – Public Hearing scheduled
Planning Commission Action:	8/23/07 – Recommended approval of a Comprehensive Plan Amendment to change the land use designation from Office to High Density Residential on property located at 5100 W. 82 nd Street (Case 6132B-07).
Planning Commission Action:	8/23/07 – Recommended approval of a Rezoning from Commercial Services (CS-0.5) to Multiple Family Residential Planned Development (RM-50) and a Preliminary Development Plan (Case 6132CD-07).
Planning Commission Action:	8/23/07 – Recommended approval of a Preliminary Plat of Stanley Addition (Case 6132E-07)
City Council Agenda:	9/10/07 – Accept Draft EAW and approved for distribution
EAW Comment Period:	Sept. 24, 2007 through Oct. 27, 2007
City Council Agenda:	11/5/07 – Public Hearing Scheduled.

City Council Action: 11/5/07 – Accepted EAW (determined EIS not warranted); approved Comprehensive Plan Amendment to change land use from OFC to HDR; approved rezoning from CS-0.5 to RM-50; approved Preliminary Development Plan for 418 apartment units; approved Preliminary Plat (Stanley Addition).

Metropolitan Council Action: 3/12/08 - Approved Comprehensive Plan Amendment to change land use designation from Office to High Density Residential.

CHRONOLOGY

Planning Commission Agenda: 5/08/08 – Public Hearing scheduled

DEADLINE FOR AGENCY ACTION

Application Date: 4/09/08
60 Days: 6/07/08
Extension Letter Mailed: No
120 Days: 8/06/08

THE RICHDALÉ GROUP

**THE LUXEMBOURG
A 282 MULTIPLE FAMILY RESIDENTIAL DEVELOPMENT
CITY OF BLOOMINGTON, MINNESOTA**

April 9, 2008

Narrative in Support of an Application for

Final Plat

Final Development Plan

**THE LUXEMBOURG
DEVELOPMENT TEAM**

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DEVELOPMENT SUMMARY

The Richdale Group ("Richdale") is proposing to develop a three-story apartment building with attached parking ramp (the "Development"), called the Luxembourg, at 5100 West 82nd Street, Bloomington, Minnesota (the "Site"). The Development will include significant right-of-way dedication to accommodate the future extension of Stanley Road north from West 82nd Street. The Site is the former Seagate property and currently consists of a paved parking lot and a vacant office/warehouse building that is approximately 102,750 square feet in size.

The Development will offer upscale rental housing consisting of one and two bedroom apartments. The apartment building will house 282 units for an overall density of 33.2 units per acre based on the developable area. The development plans approved under the initial Preliminary Planned Development contained 48.8 units per acre. The revised Development calls for a thirty-two percent (32%) decrease in density.

The Luxembourg will redevelop an underutilized property, providing a buffer between surrounding residential and commercial corridors. This Development offers lifecycle housing options for young and old alike and places higher residential density within walking distance of transit, office employment and retail.

I. THE APPLICATION

In November 2007, the City of Bloomington approved the Preliminary Development Plan for a Planned Development Overlay as well as a rezoning from CS-0.5 Commercial Service to RM-50 Multiple-Family Residential and a Comprehensive Plan amendment from Office to High Density Residential. The City also approved a Preliminary Plat. Additionally, the Development was reviewed under an Environmental Assessment Worksheet (EAW), which was accepted by the City. In addition to the work over many months in preparation for the Preliminary Development Plan, the developers have continued to work with staff to deliver this final application for the Luxembourg.

Richdale is currently applying for a Final Development Plan and Final Plat. As noted during Richdale's preliminary approvals, the proposed Development satisfies the purpose and goals of the City of Bloomington's (the "City") high-density designations. The City's High Density Residential Comprehensive Plan designation allows residential development greater than 10 dwelling units per acre and typically includes multiple-story apartments and condominiums. The RM-50 Multiple-Family Residential Zoning District is designed to provide for a mix of uses appropriate to the high-density, multiple family residential development near collector and arterial streets. Multiple family dwellings are a permitted use. The Site borders 82nd Street, the future extension of Stanley Road, which will be designed as a collector street, and is near American Boulevard, an arterial street. With employment opportunities along all quadrants of the Interstate 494 and Normandale Road intersection, along with access to mass transit, the Site is a key redevelopment for high-density residential.

As noted above, Richdale was approved under the Preliminary Development Plan in connection with designation as a PD Overlay District. A PD Overlay District allows for flexibility within the specific City Code provisions. The purpose of a PD Overlay District ("PD Overlay") is to promote creative and efficient land use by providing design flexibility in the application of the provisions of a primary zoning district. Because Richdale is redeveloping an older, underutilized Site, there are several existing design and building constraints. The PD Overlay applications, with both the Preliminary Planned Development and the Final Planned Development, allow for flexibility in designing the Development, allowing Richdale to meet the intent of the City Code while making the most efficient use of the Site. Several initially approved PD Overlay waivers have been mitigated or reduced with the revised final plans. A full summary of the PD Overlay waivers is provided at the conclusion of this narrative.

Finally, Richdale is replatting the Site. Even though the Site has been treated as a single parcel and is described as platted property, the actual legal description includes three lots. Based on the recommendation of the City Attorney, Richdale has agreed to replat the property and is therefore applying for a Final Plat.

II. THE SITE

The Site is located north of West 82nd Street and west of the future Stanley Road extension. The Site is a former Seagate property that includes a paved parking lot and a vacant office/warehouse building that is approximately 102,750 square feet. The Site is 9.6 acres with eighty-one percent (81%) covered by impervious surface including the building and parking lot. Demolition of the building, removal of the parking lot surface and removal of existing trees, all of which are less than 12 inches in diameter, are included with the redevelopment plan. There are no streams, lakes, ponds, marshes or wetlands at the Site.

The Site is surrounded by other commercial property to the west, north and northeast, and residential property to the south and southeast. The higher-density residential Development will provide a buffer between the commercial and residential adjacent properties.

III. RESIDENTIAL DEVELOPMENT PROPOSAL

1. Residential Development Overview

The residential redevelopment of the Site includes construction of an upscale residential community containing 282 dwelling units in a three-story building. The Development's density will be 33.2 units per acre based on the developable area of the Site. The approximate dimensions of the building are 445 feet by 480 feet. These dimensions are inclusive of a front-entry parking court along West 82nd Street and a landscaped-center courtyard in the center portion of the building. The Development is designed with a landscaped entry court to create an inviting main entry on West 82nd Street that includes a one-way traffic circulation pattern. This area will include decorative paving and surface parking for future residents, residents' guests, and allows for a secondary access to the parking ramp. In addition, the Development features a center courtyard. The center courtyard is in excess of one (1) acre in size and includes a swimming pool and separate fitness center building of approximately 2,000 square feet. The center courtyard will include lush landscaping and a walking trail along its perimeter.

The apartment building includes rooflines of varying height and depth to create an elegant presentation for neighbors and other surrounding properties. The apartment building will be three-story frame construction with elevators and have a predominately brick exterior. Floor plans of prototypical units are included with this submittal. Variations of floor plans are likely as construction plans are finalized. Detailed plans showing room and structure dimensions, room usage and utility locations will be provided with submittal of construction plans.

A more detailed discussion of the Development's residential specifications follows below:

a. Building Height

The Development consists of a three-story building, 71 feet in height, with an attached four-story above grade parking ramp. Under the City Code, a structure height is limited to three stories or 40 feet if a structure is within 300 feet of a protected residential area, which the Development is within. The residential building conforms with the City's three-story height limit. The floor heights for the apartment building and corresponding parking ramp floors are: 1st floor – 843.0; 2nd floor – 854.76; and 3rd floor – 866.42. The Development's landscaping and varying elevations mitigate the overall impact of the building height.

b. Ground Coverage

The ground coverage area for the residential building is 75,432 square feet, exclusive of the courtyards.

c. Exterior Materials

Particular attention has been given to use resilient exterior materials to ensure durability and performance while providing a pleasing street appearance for the Development. The residential building will be constructed primarily with brick and Hardi exteriors. The parking ramps will be constructed with concrete. Detailed material samples and colors for the residential building and parking ramp will follow this submittal under separate cover. As the Site requires demolition, significant soils correction, and parking ramp construction prior to commencement of the residential building, the Developer may need to substitute materials shown with similar selections as construction progresses due to availability and timing.

d. One and Two Bedroom Units

One and two-bedroom units are included in the residential building. There are 195 one-bedroom units and 87 two-bedroom units. The floor area of the one-bedroom units range from 621 to 1,040 square feet. The floor area for the two-bedroom units range from 1,214 to 1,353 square feet. The City Code requires a minimum of 650 square feet for one-bedroom units and 800 square feet for two-bedroom units. Richdale is requesting a waiver to reduce the minimum area for one-bedroom units to 621 square feet. The reduction in square footage will be mitigated through ten-foot high ceilings, private balconies, open plan layouts and other upscale features throughout the Development. Floor plans for the various unit types are included with the submittal.

e. Storage and Balconies

The building complies with the City's requirement of 25 square feet of storage per dwelling unit, providing 7,305 square feet of storage area for the 282 units. The storage closets are located throughout the building in the common corridors and garage. Over ninety percent (90%) of the units include a private balcony or patio area that will provide tenants with open space.

f. Building Setbacks

The City Code requires a 40-foot front setback from local streets and a 60-foot front setback from collector and arterial streets. The future Stanley Road will be designed and constructed as a collector street and West 82nd is a local street. Building setback for structural walls is shown at 18 feet along Stanley Road and 20 feet along West 82nd Street. The apartment building eaves will extend an additional two feet into the setback, resulting in an 16-foot setback along Stanley Road and 18 feet along West 82nd Street. Richdale is requesting a waiver under the PD Overlay to allow a reduction from the 60-foot setback to 16 feet along Stanley Road and a reduction from the 40-foot setback to 18 feet along West 82nd Street. Richdale is requesting these waivers because the area of the Development Site is being reduced by approximately one-acre due to the dedication of public improvements. At the request of City staff, the Development has been designed to accommodate the extension of Stanley Road as well as public utilities north from West 82nd Street, which together decrease the buildable area from 9.6 acres to 8.5 acres. Waivers to reduce the front-yard setbacks along West 82nd Street and Stanley Road for structural walls, decks, roofs and eaves – similar to the previously approved waivers – are requested to increase the buildable area of the Site.

Richdale is platting the Site into one buildable lot for the residential building and parking ramp, right-of-way for future Stanley Road and one non-buildable outlot. The City Code requires a side setback of 10 feet plus 0.25 feet for each one foot of structure height over 20 feet. The apartment building is 71 feet in height and the detached garages are 22 feet in height. Based upon the City's requirement, the setbacks are 21.25 feet and 10.5 feet, respectively. The apartment building is setback 32 feet from the west property line while the detached garages are shown in excess of 70 feet from east and west property lines and in excess of 80 feet from the north property line. All setback requirements are being met with exception of the requested waivers along West 82nd Street and the future Stanley Road. All parking shown is consistent with the requested setback waivers.

g. Exterior Air

Exterior air handling equipment consists of individual residential HVAC units. The units will be located on balconies or within the units. In the event the final design requires exterior units to be located on roof tops, additional details will be provided as part of a separate application to amend the Final Development Plan along with construction plans to be submitted as part of the building permit process.

h. Waste Management and Recycling

Refuse and recycling collection areas will be provided on each floor in a trash room adjacent to the parking ramp. A trash chute will service the building. Onsite personnel will manage the pickup of the recycling bins that will be next to the chute on each floor. Dumpsters or a compactor located inside the ramp will be designed to allow movement to the areas that are accessible to single unit collection vehicles.

i. Retaining Wall

Under the previously approved Preliminary Development Plan review, Richdale requested a waiver to allow a retaining wall and decorative fence within the City's 10-foot wide drainage and utility easement. The easement location was requested by City staff.

The retaining wall will range in height between two and seven feet and is proposed along the west property line. This design will include an ornamental fence for safety and security. There are elevation constraints created by the adjacent public streets and property to the west that demand locating the retaining wall and fence in the public easement. Final design of the retaining wall will be included with the parking ramp design. Retaining walls may also be necessary along the Stanley Road extension. The location and design of these walls will be part of the Stanley Road extension.

Fencing may also be installed along the eastern perimeter of the site at a later date. The design of the apartment building provides one open access corridor located on the north side of the courtyard. A security gate will be installed in this corridor to limit access to the building to its residents and their guests. Fences will also be installed around the perimeter of the swimming pool and spa in compliance with state and local regulations. Lockboxes will be provided to allow access for emergency services.

2. Access and Circulation

The Site is designed with a main entry drive and a separate resident drive on West 82nd Street. The main entry drive provides one-way circulation and serves future residents, guests and leasing offices and, provides direct access to the parking ramp. The secondary driveway on the western edge of the site along 82nd Street serves residents using the secured parking ramp and the private garages, as well as additional guest parking north of the building. Another access to the northerly portion of the Site will be available upon completion of the Stanley Road extension. A temporary paved fire lane is provided along the eastern border of the site in the westerly portion of the Stanley Road right-of-way. This temporary fire lane will be maintained by Richdale until such time as Stanley Road is extended north from West 82nd Street. The combination of West 82nd Street, interior drive aisles along the west and north sides of the site and the temporary fire lane in Stanley Road will allow emergency vehicles access around the entire Development.

It should be noted that City regulations provide that no portion of a driveway approach except the curb return may be constructed within 20 feet of a corner and in no case closer than two feet from the property line extended to the approach curb cut. As previously noted on the

Preliminary Development Plan site plan, the west driveway entrance radius extends beyond the west property line. Richdale is requesting a waiver to this requirement.

3. Parking

Parking for the development is provided with two surface lots, one parking ramp and two (2) detached garage buildings. The twenty-three (23) stall surface parking court is located just north of West 82nd Street and is designed to provide parking for future residents, residents' guests and the leasing office. Forty-five (45) additional surface stalls are located north of the building. The parking ramp is four (4) stories in height with 450 stalls, of which 328 stalls will be covered. The parking ramp has been integrated into the apartment building on three of its four sides to limit visibility of the ramp to the west elevation. The ramp will be constructed with precast or poured-in-place concrete. The parking ramp as proposed will be enclosed with exception of the top floor. Access to the parking ramp is available from the main entry parking court and from the western drive, both of which are located on West 82nd Street. The ramp is attached to the residential building for tenant convenience. Each floor of the apartment building will be vertically aligned with the floor of the parking ramp allowing most residents to park on the floor in which they live, and walk directly to their unit without having to use stairs or an elevator. The approximate dimensions for the parking ramp are 312 feet by 123 feet. The total coverage of this 450 stall parking ramp is 38,086 square feet. Parking for the development is provided at 1.92 stalls per dwelling unit. The City Code requires that one-bedroom units are required to have 1.8 spaces per unit and two-bedroom units are required to have 2.2 spaces per unit, resulting in a total parking requirement of 543 spaces. The Site Plan provides 542 parking stalls. Richdale is requesting a waiver under the PD Overlay to reduce the number of parking stalls from 543 stalls to 542 stalls.

4. Landscaping and Lighting

The landscaping plan for the Site and courtyards is included with this Development application. All landscaping will be located outside of areas that would restrict visibility for motorists. In addition to the onsite landscaping, Richdale has agreed to plant and maintain landscaping on the outlot located east of the future Stanley Road and around the existing cul-de-sac in West 82nd Street, east of Stanley Road. The ongoing maintenance of the offsite landscaping may require installation of a privately owned irrigation water line across the Stanley Road right-of-way. In addition, upon the completion of the improvements at the intersection of West 82nd Street and Stanley Road scheduled for 2009, Richdale would like to have the ability to landscape and install signage in the surplus right-of-way at the main entry drive created with the City's intersection improvement project.

Exterior site lighting will be installed at the main entry on West 82nd Street, along the east/west driving aisle north of the building, and along the resident driveway north from West 82nd Street. Additional exterior security lighting will be installed on the apartment building, detached garages, and in the parking ramp. The locations, mounting heights, luminaire specifications and photometric plans are included with this submittal.

The proposed light plan for the Site and parking ramp will require approval of the following waivers: (1) reduction of the 1.5-foot candle minimum to 0.5-foot candles to allow the north parking lot to be illuminated with cut-off building fixtures rather than pole mounted fixtures; (2)

reduction of the 10.0-foot candle minimum at the entry doors. Each entry door is illuminated with a 150 watt cut-off fixture above the door and entry lantern fixtures that will provide adequate lighting for the building access locations; (3) reduction of the 5.0-foot candle minimum along pedestrian accesses to 0.5-foot candles due to the limited anticipated use of the pedestrian accesses; (4) reduction of the 5.0-foot candle minimum in the lower three levels of the parking ramp to 2.0-foot candles. Compliance with the 5.0-foot candle minimum would require approximately double the number of fixtures when adequate lighting is being provided with the proposed plan; and (5) waiver of the minimum 1.5-foot candle requirement along the perimeter of the top floor of the parking ramp. Compliance with this requirement would require additional fixture height and increased lamp wattage both of which would cause these fixtures to be more visible from the adjacent properties.

5. Water Services and Sanitary Sewer

Water service for the building will connect to the water main that will be constructed as part of this Development. As a part of the redevelopment, a public water main will be constructed along the east property line. Private water mains will be constructed north of the building and along the west property line. The private water mains will be constructed to public standards to allow dedication of these mains at a later date. The northerly termination of the Stanley Road water main and the water main being constructed along the west property line will be designed to accommodate the extension of these mains, if needed in the future. The new public main in Stanley Road combined with the two new private mains and the existing public water main in West 82nd Street will provide a "looped" water system for the development. The water main will include proper hydrant spacing and Fire Department connections for building sprinkler systems. Sizing for the public water main will be determined by City staff. Sizing for the private water main and locations of hydrants, building connections are as shown. Richdale is working with City staff to address the final alignment of water and sanitary mains, as well as service connections.

Sanitary sewer for the development includes two service connections to the public sanitary sewer main located in West 82nd Street. Runoff collected on the enclosed floors of the parking ramp will be collected, metered and discharged into the sanitary sewer system. Pipe sizes, slopes, manhole locations and elevations for the private sanitary sewer mains are as shown.

6. Ground Coverage and Floor Area Ratio

The combined area of the residential building, parking ramp, detached garages and fitness center is 121,650 square feet which covers thirty-three percent (33%) of the 8.5 developable acres within the Site (the building coverage is twenty-nine percent (29%) for the entire 9.6 acre Site). Under City Code § 19.28.03(f), the maximum lot coverage in the RM-50 District is thirty percent (30%) of the Site. The PD Overlay provisions allow the maximum lot coverage to be increased to forty-five (45%) of the Site. Richdale is requesting a waiver to increase the maximum coverage to thirty-three (33%) of the Site. This waiver request is significantly reduced from the previously approved waiver of forty-eight (48%) coverage.

The combined area of the floors of the residential building is 271,797 square feet. The floor area ratio of this 9.6 acre development is 0.65. The floor area ratio of the developable area is 0.73.

7. Storm Water Detention

Storm water runoff from the proposed Site will be collected from the top floor of the parking ramp, the building rooftops, and other impervious areas of the Site. This runoff will be directed via proposed storm sewers to the detention pond shown along the north property line. This storm water solution is designed to meet water quality requirements prior to Site discharge to the City storm sewer system, including compliance with the one-inch infiltration requirements recently approved by the Nine Mile Creek Watershed District.

The proposed Site impervious area is less than the existing Site impervious area. As a result, the proposed Site runoff generates a reduced peak flow rate and off-site discharge volume compared with that of existing conditions.

8. Open Space

Open space for the development includes perimeter turf and landscaped areas along the north, south and east sides, private patios and balconies, the main entry court center island and center courtyard area. The total amount of open space for the Development is 132,599 square feet. The open space is based on the amount of pervious surface throughout the Development, excluding the swimming pool and sidewalks. The City Code requires a minimum of 400 square feet of open space per dwelling unit, thereby requiring 112,800 square feet of open space. The previously approved Preliminary Development Plan requested an open space waiver which is no longer needed.

9. Erosion Control

Erosion control will consist of installation of approved materials designed in compliance with National Pollution Discharge Elimination System (NPDES) and Storm Water Pollution Prevention Plan (SWPPP) requirements. Erosion control measures will include, but not be limited to, a construction entrance and silt fencing.

10. Electrical Service

Electrical service is currently provided from an Xcel Energy distribution line that extends from overhead lines east of the Site to the adjacent property to the West. Construction of the Stanley Road extension will include relocation of the overhead lines and the Site redevelopment will relocate the east/west distribution lines. Xcel Energy has stated that they are willing to relocate the overhead and distribution lines that traverse the Site.

Xcel is also willing to vacate its existing easement on the Site. Alternate alignments for the distribution lines will be reviewed during the final design of Stanley Road and Site Development plans. Electrical equipment will be placed to avoid conflicts with neighboring properties as well as other utilities. Alignments for the remaining on-site utilities, such as natural gas, telephone and cable television will be coordinated with local utilities as part of the final design and submittal of construction plans.

11. Signs for the Development

Identification and directional signs may include illumination. The proposed locations of signs are shown as "sign envelopes". Construction and illumination details will be submitted at a later date in conjunction with sign installation permits.

12. Phasing of the Development

The development/construction plan is proposed in three phases. Phase One includes installation of erosion control, demolition of the existing building, removal of the existing parking lot, site preparation and installation of private utilities. Phase Two includes construction of the apartment parking ramp, final grading, and construction of the residential building, fitness center and detached garages, and installation of Site pavement, exterior lighting, pool, landscaping and turf. Phase Two will commence immediately upon completion of Phase One, weather permitting. Phase Three includes final grading and installation of landscaping, fences and other improvements along the east property line upon completion of the Stanley Road improvements by the City.

IV. SUMMARY OF WAIVERS

Richdale's PD Overlay application allows for flexibility within the specific City Code provisions. The purpose of a PD Overlay District is to promote creative and efficient land use by providing design flexibility in the application of the City Code. Redeveloping an older site requires design flexibility. Below is a summary of the requested PD Overlay deviations:

- a. Reduction of front-yard setback along Stanley Road from 60 feet to 16 feet;
- b. Reduction of front-yard setback along West 82nd Street from 40 feet to 18 feet;
- c. Increase in the maximum structure coverage from thirty percent (30%) to thirty-three percent (33%);
- d. Reduction in required amount of parking stalls from 543 stalls to 542 stalls;
- e. Reduction of minimum floor area for one bedroom apartments from 650 square feet to 621 square feet;
- f. Allow installation of retaining wall and ornamental fence within five feet of the west property line;
- g. Allow the west driveway entrance radius to extent beyond the west property line;
- h. Reduction of the minimum lighting in parking areas from 1.5 to 0.5-foot candle;

- i. Reduction of the minimum lighting at the building entrances from 10.0-foot candles to 3.3;
- j. Reduction of the minimum lighting along pedestrian accesses from 5.0-foot candles to 0.5-foot candles;
- k. Reduction of the minimum lighting in the lower three levels of the parking ramp from 5.0-foot candles to 2.0-foot candles; and
- l. Reduction of the minimum lighting along the perimeter of the top level of the parking ramp from 1.5-foot candles to 0.5-foot candles.

V. CONCLUSION

Richdale is proposing to redevelop an underutilized Site with a three-story upscale apartment community. The Development will include significant right-of-way dedication to accommodate the future extension of Stanley Road north from West 82nd Street. The Luxembourg will provide a unique lifecycle-housing opportunity in Bloomington. The Site will provide a buffer between residential and commercial uses and will likely serve as a catalyst for future redevelopment of the surrounding area. Finally, the proposed development satisfies the purpose and goals of high-density designations by its location along major streets with access to employment opportunities and transit connections.

Item 2

GENERAL INFORMATION

Applicant: Richdale Group (Case 6132 AB-08)

Location: 5100 West 82nd Street

Request: Revised Preliminary Development Plan and Final Development.

PROPOSAL (Revised)

The applicant is proposing to construct 282 "upscale" rental apartment units in a three-story building with associated parking ramp on a site that contains a vacant (formerly Seagate) office/warehouse/manufacturing building. The parking ramp would contain four (4) levels and would parallel the west property line. The site is located on the north side of West 82nd Street at the existing north terminus of Stanley Road. Site access would be provided to West 82nd Street and Stanley Road extended.

The applicant is requesting approval of a final plat which combines the two lots into one 8.55 acre lot. The outlot and road dedication (0.15-acre and 0.87-acre, respectively) are the same as on the approved preliminary plat. The City Council will review the final plat at the same time this development application is reviewed. A preliminary plat (Stanley Addition) was approved to create two lots, one outlot, and designate right-of-way extension of Stanley Road from West 82nd Street to American Boulevard and was a part of the original proposal and approved by City Council.

PROPOSAL (Original)

In August 2007 the Planning Commission reviewed a development proposal submitted by the Richdale Group for 418 apartment units on this site. That proposal was approved by the City Council in November 2007. In conjunction with that development application the Comprehensive Plan Land Use Plan designation was amended from Office land use to High Density Residential (HDR). The zoning was also changed from CS-0.5 Commercial Service to RM-50 (PD) Multiple Family Residential (Planned Development), which allows multi-family development with a density of up to 50 units per acre. The Planned Development Overlay (PD) allows for flexibility with regard to required development standards such as building setbacks, building height and lot coverage.

Also as part of the original development proposal, a preliminary plat (Stanley Addition) was approved to create two lots, one outlot, and designate right-of-way extension of Stanley Road from West 82nd Street to American Boulevard.

An EAW was also required for the original development proposal because the proposed number of residential dwelling units exceeded the State Environmental Quality Board's (EQB) threshold of 375 attached units. The total number of units in the current proposal has been reduced to 282 units. An EAW was prepared and reviewed as required by State law. The City Council found the EAW to be adequate.

ANALYSIS

Density

The proposed development of 282 apartments on an 8.55-acre lot results in an overall density of 33 units per acre. This is well within the maximum density of 50 units per acre allowed in the RM-50 zoning district. The original development plan, with 418 units had an overall density of 48.8 units per acre. Thus the revised plan results in a density reduction of 32%.

Site Layout and Design

Development Standards Compliance - The following table compares the proposed development to the dimensional requirements of the RM-50 zoning district. As shown in the table below, the Revised Preliminary Development Plan meets many, but not all of the RM-50 dimensional requirements. As a Planned Development, some flexibility and deviations from code requirements may be allowed. The degree of flexibility must be considered in light of other development characteristics, such as landscaping and building design, to ensure the intent of the code requirements can be met.

Development Item	Code/RM-50 Requirement	Proposed Development
Minimum lot area	80,000 s.f. (1.84 acres)	372,543 s.f. (8.6 acres)
Setbacks		
• Front (West 82 nd St.)	40' buildings 20' surface parking lot	26' building 8' surface parking
• Side (east/proposed Stanley Rd)	60' building 20' surface parking lot	18' building 40' surface parking
• Side (west lot line)	22.5 ft blgs & ramps	32' apt building 35' parking ramp
• Rear (north)	30' buildings	80'+ garages 90' surface parking 160' apt building
Structure height	40 ft (3 stories)	Apartment blg - 71 ft (3 stories) Parking ramp - 55 ft (4 levels)
Max. structure lot coverage	30%	33%
Min. dwelling unit size	1 BR = 650 s.f. 2 BR = 800 s.f.	1 BR = 621 - 1,040 s.f. 2 BR = 1,214 - 1,353 s.f.
Max. useable open space	400 s.f. per dwelling unit = 112,800 s.f.	466 s.f. per dwelling unit total = 131,385 s.f.
Storage space	25 s.f. per unit exclusive of storage within dwelling unit = 7,050 s.f.	7,300 s.f. total = 25.9 s.f./unit
Off-street parking	1 BR = 1.8/unit x 198 = 357 2 BR = 2.2/unit x 84 = 185 Total = 542 spaces	450 in parking ramp 45 surface spaces - north 23 surface spaces - south 24 garage spaces Total = 542

Ground Coverage and Usable Open Space – The total area that will be covered by buildings (apartment, parking ramp, garages, fitness center) is proposed to be 121,650 s.f. or 33% of the 8.55-acre lot. In the RM-50 zoning district, up to 30% of the site can be covered by buildings. As a Planned Development, the City can consider deviations to the lot coverage requirements provided the deviation does not exceed 50% over the base district requirements (30% + 15% = 45%).

Open space on the proposed site plan consists of perimeter turf and landscaped areas, a center courtyard, and private balconies and patios. The usable open space area is 131,385 s.f. (including balconies).

City Code requires 400 s.f. of useable open space per dwelling unit for a total of 112,800 s.f. The project will provide 466 s.f. of useable open space per dwelling unit.

Access – The primary access to the apartment complex will be on West 82nd Street. This provides access to a 23-space surface parking court and an access into the parking ramp. Circulation through this parking lot is proposed to be one-way. A second access from West 82nd Street is proposed along the west edge of the site. This driveway provides access to the parking ramp, the private garages and additional surface parking north of the apartment building.

Another access to the north portion of the property is proposed off the Stanley Road extension, which will run along the east side of the development site. Until the road is constructed, a temporary paved fire lane will be provided within the dedicated right-of-way that will allow emergency access around the entire site. As the City's Stanley Road improvement will probably take place after the project has been started an access phasing plan for the easterly Stanley Road access will need to be submitted and approved by the City Engineer.

Parking – Off-street parking for the apartment complex will be provided in two surface parking lots (68 spaces total), a parking ramp with 450 spaces, and two detached garage buildings providing 24 spaces. The parking ramp will be 4-levels with the top level uncovered. A total of 542 parking spaces will be provided on-site resulting in an overall parking ratio of 1.92 stalls per dwelling unit.

As noted in the table above, the Code requires 542 parking spaces, so the proposed plan meets minimum Code requirements. The applicant notes that access to transit and proximity to nearby employment will enhance the potential for residents to use alternative modes of transportation.

The parking ramp is located on the west side of the apartment building. Vehicle access to the ramp will be provided by a driveway along the west edge of the property and through the entry parking court located on the south side of the building. The parking ramp will provide direct connections to each floor of the adjoining apartment building allowing floor-to-floor access between the parking ramps and the apartment buildings.

Pedestrian Circulation – Public sidewalks exist or are proposed along the north side of West 82nd Street and the west side of the proposed future Stanley Road extension. Private sidewalks are proposed within the apartment complex that will connect with the sidewalks along West 82nd and the proposed Stanley Road. Access to the central courtyard will be provided directly from the apartment building. There will be one gated access passageway connecting the courtyard to the parking lot north of the apartment building.

Architectural Design and Building Materials – The apartment building is proposed to be three-stories and approximately 71-feet in height. The proposed height would exceed the maximum height allowed by the City Code for that part of the development in the southeast portion of the property. According to the City Code, building height within 300 feet of a protected residential property is limited to 40 feet.

The apartment building is designed with some facade relief and rooflines of varying height and depth to provide an attractive residential character. The primary exterior materials will consist of brick and “Hardi” plank (a stucco-like concrete material). Wrought iron railings will provide decorative accents on balconies. Details on the design and appearance of the apartment, the detached garage structures and the fitness center will be required with the Final Planned Development application.

The 198 one-bedroom units will range in size from 621 s.f. to 1,040 s.f. and the 84 two-bedroom units will range from 1,214 s.f. to 1,353 s.f. All units will have private balconies or patios. According to the applicant, over 25 s.f. of secured storage will be provided for each unit. These storage closets will be located throughout the building in the common corridors and parking structure.

The parking ramp will be constructed of precast or poured-in-place concrete. Surface finish details will be required with the Final Planned Development application. The proposed ramp will be designed as an enclosed ramp, except the top level, which will be open to the sky. The ramp will be physically connected to the adjacent apartment building. Direct access to the apartment building will be provided on each level of the parking ramp.

Other Site Improvements: Landscape Plan, Lighting-Security and Signage – The Zoning Code specifies the minimum number of trees and shrubs required based on the developable area of the site. Code requires 149 trees and 372 shrubs for this development. The preliminary landscape plan provided with the application indicates 150 trees and 372 shrubs will be planted on-site. The landscaping will mostly be located along the perimeter of the site and within the central courtyard. The landscaped courtyard will include an outdoor swimming pool and a 2,000 s.f. fitness center.

The applicant also proposes to plant and maintain landscaping on the outlot located east of Stanley Road and around the existing cul-de-sac terminus of West 82nd Street, east of Stanley Road.

At this time no detailed information about signage is provided. The site plan indicates several site identification and directional signs will be located along West 82nd Street. Two identification signs are also proposed at the driveway to the north parking lot off the future Stanley Road/fire lane. Exterior lighting will be installed at the main entrance, along access drives and within the surface parking areas. Security lighting will also be located on the buildings and within the parking ramp. The applicant has been meeting with City Staff on several lighting concerns. Approval of a lighting plan prior to the issuance of permits is required by the City Code.

Traffic Analysis

The development site is located within the boundaries of the Normandale Lake District Plan (NLDP). This study included an extensive analysis of traffic in the area and identified needed road improvements to accommodate future development through 2030. The major improvements are focused around the intersection of West 84th Street and Normandale Boulevard. The proposed road improvements affecting the proposed apartment development are relatively minor and include:

- Smoothing out the intersection of West 82nd Street and Stanley Road (2009 construction)
- Adding a southbound right turn lane to Stanley Road at its intersection with West 84th Street (2009 construction)

Transit

Improved transit operations can affect future traffic operations in the area and potentially lessen peak period traffic congestion. The property currently has access to three bus routes. One route is an east-west bus providing trips to the Mall of America Transit Center and the Hiawatha Light Rail Transit line. The two remaining bus routes serve regional destinations and can be accessed along Normandale Boulevard or in the Normandale Lakes Office Park. These provide weekday service to downtown Minneapolis.

Transit operations are primarily a function of the Metropolitan Council. As part of the on-going NLDP, City staff worked with Metro Transit to identify opportunities to increase transit service in this area. The NLDP proposes some modifications of bus routing through the District that would improve access from the applicant's property to the bus route to/from downtown. Metro Transit has also expressed a willingness to expand transit services in the area as it becomes more of an employment and commercial center trip "destination".

Site Preparation

Grading – The site is relatively flat so changes to existing grade is minimal. Disturbance will occur as part of the demolition and removal of the existing building and parking lot as well as extensive soil correction. Erosion control measures are proposed to be installed in accordance with National Pollution Discharge Elimination System (NPDES) and Storm Water Pollution Prevention Plan (SWPPP) requirements.

Stormwater Management – Stormwater runoff will be collected from impervious areas, including building roofs, the top floor of the parking ramps, and pavement areas, and directed to a stormwater management pond adjacent to the northern property line. The treated stormwater will be discharged into the City's storm sewer system with Nine Mile Creek being the eventual receiving body of water.

The proposed development will result in a decrease in overall impervious surface area from 78% (existing) to 68%. The applicant must demonstrate runoff rate control as outlined in the City's Comprehensive Surface Water Management Plan prior to grading plan approval.

Utilities – Water service for the northern building will connect to the existing water main loop on the adjacent property to the west. Water service for the southern building will connect to an existing water stub in W. 82nd Street.

The City recently completed a re-evaluation of sanitary sewer capacity in the area, which includes the subject site. With the reduction in the number of units and the re-evaluation of sanitary sewer capacity, the existing sanitary sewer system (including the sanitary sewer interceptor located in West 84th Street) will provide adequate service. The West 84th Street interceptor is a regional sewer and is part of the Metropolitan Council Environmental Services (MCES) system, which also receives wastewater from a portion of Edina.

Given future development plans in both Bloomington and Edina, upgrades to this interceptor will be required to accommodate future development. Bloomington and Edina staff are currently working together with MCES staff on a long-term solution to ensure adequate capacity to serve planned growth in both cities. It is likely that completion of regional sewer improvements could be several years away.

The Metropolitan Council requires all levels of parking ramps excluding the roof, are to be drained into the sanitary sewer. Roof drainage is the only drainage that can be directed into the storm sewer system. All parking ramp drainage directed into the sanitary sewer system will need to be metered.

Final Plat

The applicant received preliminary plat approval with the previous development proposal. That plat (Stanley Addition) created two lots, one outlot, and dedicate right-of-way for the extension of Stanley Road. Because the proposed modification to combine the two lots into one is relatively minor, the applicant is requesting a final plat and not a revised preliminary plat. Lot 1 is proposed to be 8.55-acres. The proposed lot size exceeds the minimum lot area requirements of 1.84 acres in the RM-50 zoning district. The triangular shaped Outlot A is approximately 0.15-acres and is located on the east side of the proposed Stanley Road. The right-of-way for Stanley Road is 0.87 acres and extends in a north-south direction, generally along the east edge of the property.

RECOMMENDATION

In Case 6132AB-08, staff recommends approval of a Revised Preliminary Development Plan and Final Development Plan for an apartment complex and associated parking at 5100 West 82nd Street subject to the following conditions being satisfied:

- 1) A development agreement including all conditions of approval be executed by the applicant and the City and proof of filing be provided to the Manager of Building and Inspection;
- 2) Exterior building materials be approved by the Planning Manager;
- 3) Grading, drainage, utility and erosion control plans be approved by the City Engineer following review by the appropriate watershed district—including a Stormwater Management Plan consisting of the following: a) Stormwater rate control, volume control and water quality treatment which meets the requirements of the Bloomington Comprehensive Surface Water Management Plan (CSWMP) and b) Maintenance Schedule/Plan for Stormwater BMP signed by property owner and to be filed on record with Hennepin County. Proof of filing shall be submitted to Engineering.;
- 4) All drainage from the interior portions of an enclosed parking ramp must drain to the sanitary sewer system and be metered. The only portion of the parking ramp that may drain to storm sewer is the roof of the parking ramp;
- 5) Access, circulation and parking plans, including (a) an access staging plan for easterly access on West 82nd Street and (b) including a proof of parking plan outlining strategies to provide additional future on-site parking and a bicycle parking plan, be approved by the City Engineer;
- 6) Connection charges, as determined, be satisfied;
- 7) Sewer Availability Charge (SAC) be satisfied;

and subject to the following Code requirements:

- 1) Plat be filed with Hennepin County and a certified copy shall be provided to the Engineering Division prior to the issuance of building permits;
- 2) Exterior building materials shall be approved by the Planning Manager (Sec. 19.63.08);
- 3) Landscape plan be approved by the Planning Manager and landscape bond be filed (Sec 19.52);
- 4) Poured-in-place concrete curbs be provided on the perimeter of parking lots and traffic islands (Sec 19.64);
- 5) Fire lanes be posted as approved by the Fire Marshal (MN State Fire Code Sec. 503.3);
- 6) Utility plan showing location of existing and proposed water main and fire hydrant locations be approved by the Fire Marshal and Utilities Engineer (City Code Sec. 6.20, MN State Fire Code Sec. 508);
- 7) Food service plans be approved by the Environmental Services Division (City Code Sec. 14.360
- 8) The developer must submit electronic utility as-builts to the Public Works Department, to include the off-site utilities related to storm water management, prior to the issuance of the Certificate of Occupancy;
- 9) Parking lot and site security lighting shall satisfy the requirements of Section 19.54 of the City Code;

NOTE: A Memorandum of Understanding is included as part of the Case 6132AB-08 file noting additional items.



CITY OF
BLOOMINGTON
MINNESOTA

DATE: May 2, 2008
TO: Planning Commission
FROM: Robert M. Sharlin
Senior Planner
RE: Case 6132AB-08 – Memorandum of Understanding.

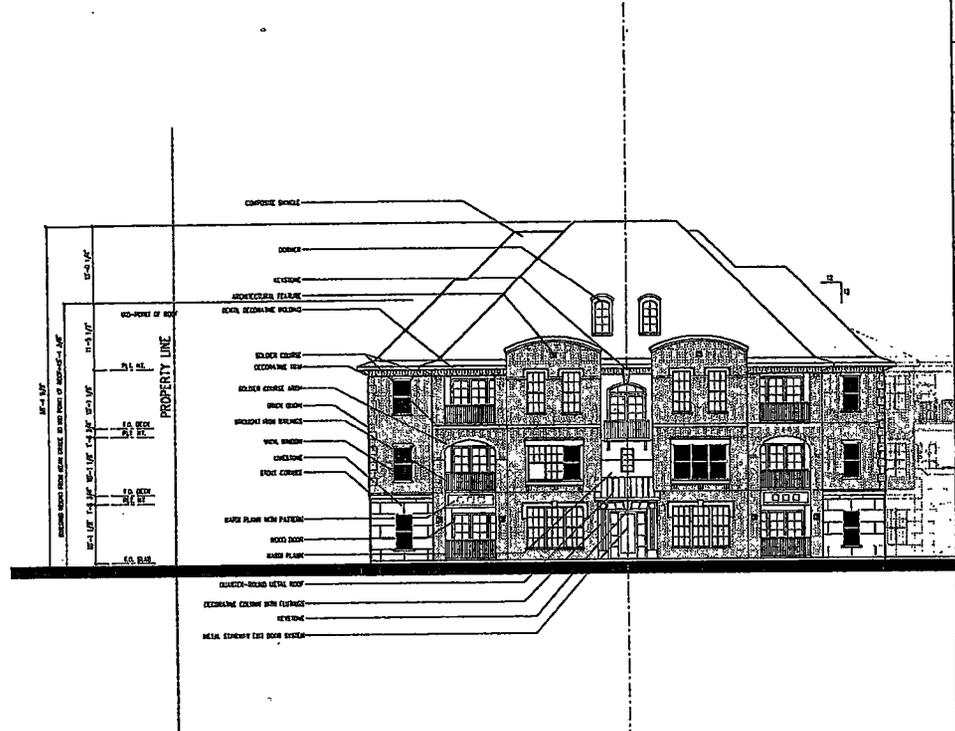
Please note that the following items are not listed as conditions of approval for Case 6132AB-08. These items will be required as part of the project implementation process and the issuance of permits. These items in some form will be included in the site development agreement.

- 1) Applicant agrees to be assessed for their share of the Stanley Road extension costs, which will also include the cost of constructing the sidewalk along the west side of Stanley Road.
- 2) Applicant agrees that the watermain installed in the Stanley Road right-of-way will be a future City facility and must be constructed to City standards.
- 3) City to purchase the eastern half of the Stanley right-of-way from Applicant.
- 4) If the City is to purchase Outlot A, the agreement must mention that the Applicant is responsible for maintaining any landscaping.
- 5) If the Applicant wishes for any portion of W. 82nd Street right-of-way to be vacated (the area where the curve is being softened for placement of a sign), the costs of this right-of-way will be credited towards the City purchase of Stanley Road right-of-way.
- 6) An encroachment agreement will be needed for any major plantings in the public right-of-way and the applicant should agree to the maintenance of this landscaping.
- 7) With regard to the location of signs, if a sign is to be placed in the W. 82nd Street right-of-way after the curve is softened then with any portion of the right-of-way vacated, there should be a credit toward Stanley Road right-of-way that is being paid for by the City.
- 8) The City and the applicant will have to enter an agreement for the Conditional Approval for Encroachment into Public Easements for the encroachment of the driveway/fire lane within the Stanley Road right-of-way and landscaping in the right-of-way adjacent to the W. 82nd Street cul-sac.
- 9) A Minnesota Pollution Control Agency (MPCA) Sanitary Sewer Extension or Modification Permit will need to be obtained prior to the issuance of any permits.



EDI ARCHITECTURE INC.
 1000 WEST 82ND STREET, BLOOMINGTON, MN 55425
 TEL: 612-835-1100
 FAX: 612-835-1101
 WWW.EDIARCHITECTURE.COM

BUILDING ELEVATIONS
 AS SHOWN



ENLARGED EAST ELEVATION 1/8"=1'-0" 2

THE LUXEMBOURG
 5100 WEST 82ND STREET, BLOOMINGTON, MN
 THE RICHDALE GROUP

NOT FOR
 CONSTRUCTION
 OR REGULATORY
 APPROVAL

DESIGNED BY: EDI ARCHITECTURE INC.
 DATE: 04/11/11
 DRAWING NO: 2011-01-11-01

PROJECT NO: 2011-01-11-01
 CLIENT: THE RICHDALE GROUP
 DATE: 04-11-11
 FILE

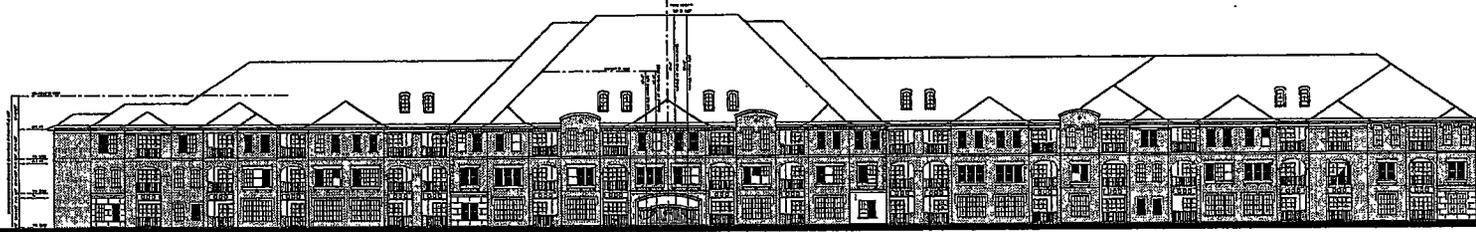
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 REVISION: 01
 DATE: 04-11-11
 DRAWING NO: 2011-01-11-01

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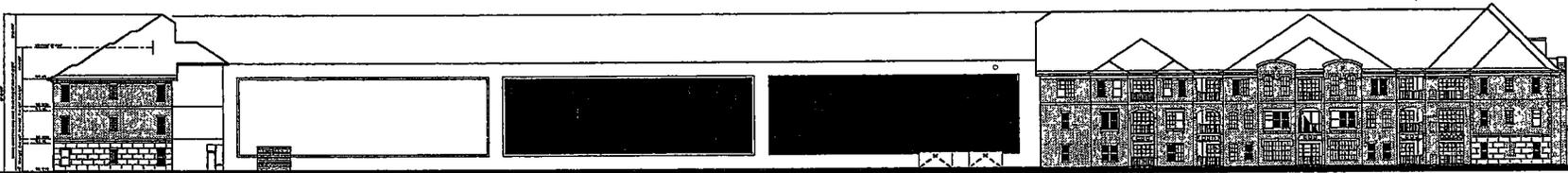


EAST ELEVATION 1/8"=1'-0" 1

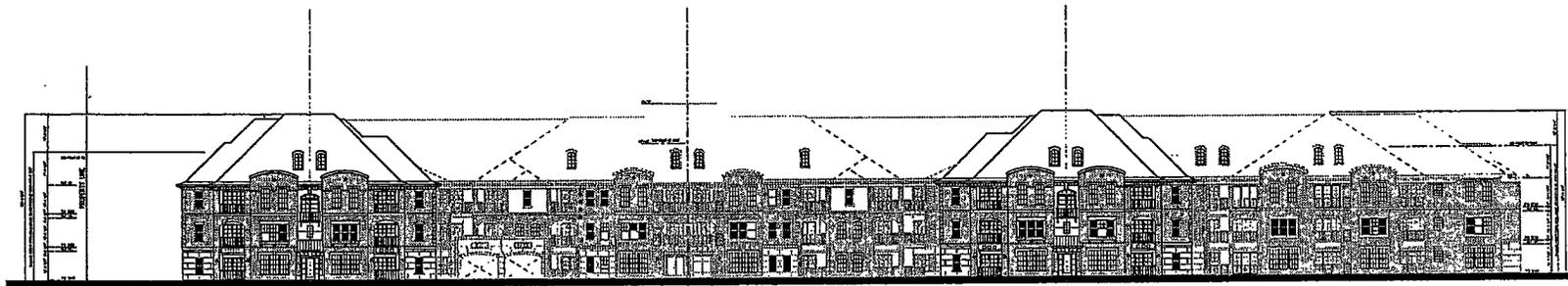
6722 AD 08



NORTH ELEVATION 3



WEST ELEVATION 2



SOUTH ELEVATION 1



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 WWW: WWW.EDIARCHITECTURE.COM

BUILDING ELEVATIONS
 1/16"=1'-0"

THE LUXEMBOURG
 5100 WEST 82ND STREET, BLOOMINGTON, MN
 THE RICHDALE GROUP

NOT FOR CONSTRUCTION
 OR PERMITS
 APPROVAL

PROJECT NO. 08003.000
 SHEET NO. A3.0.2
 DATE: 08-08-08
 SCALE: 1/16"=1'-0"

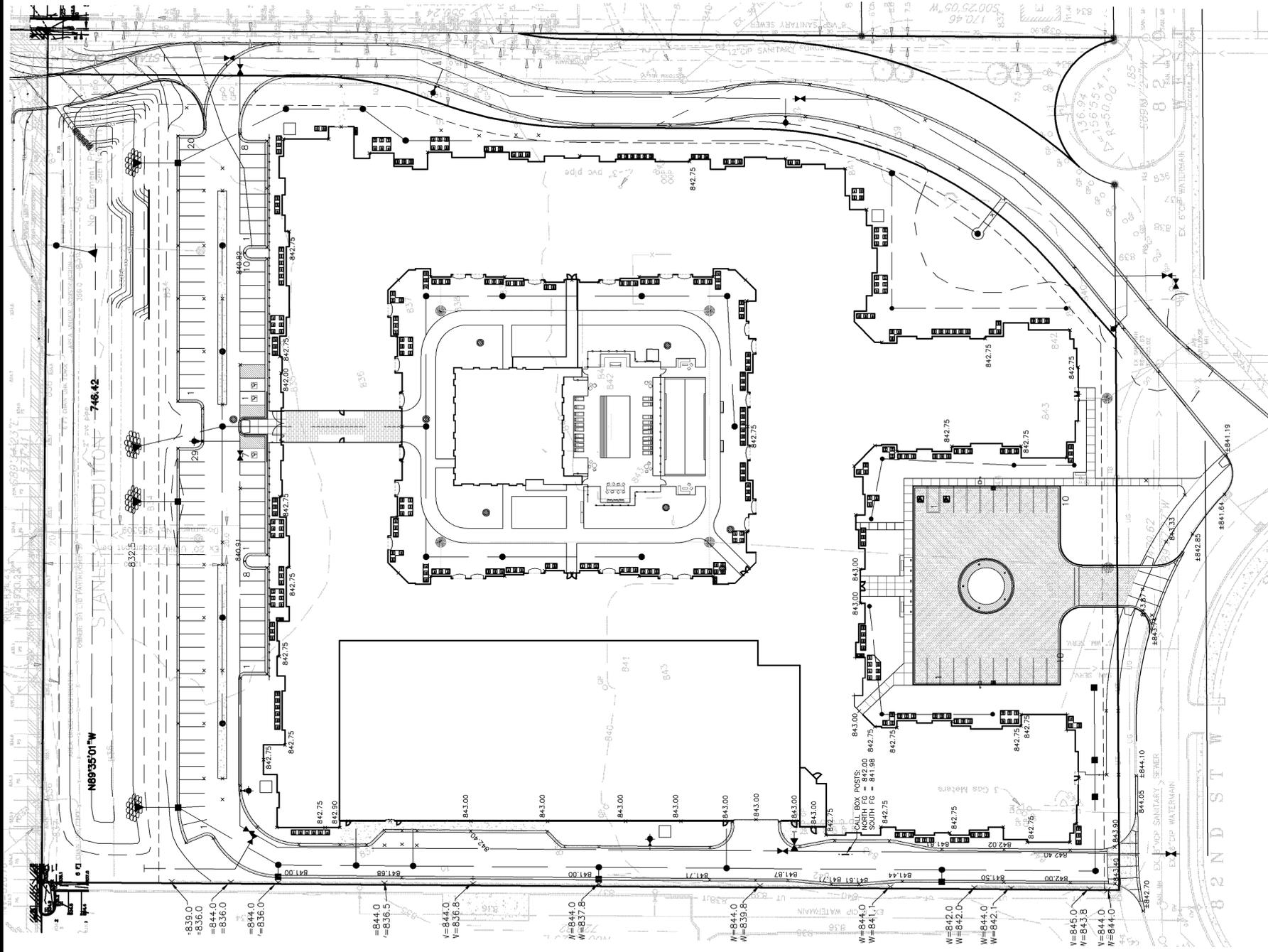
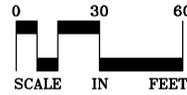
DESIGNED BY: EDI
 DRAWN BY: EDI
 CHECKED BY: EDI

A3.0.2
 BDLG. ELEVATIONS

6132 AB 08



CALL BEFORE YOU DIG!
Gopher State One Call
 TWIN CITY AREA: 651-454-0002
 TOLL FREE: 1-800-252-1166



Development Notes

EXISTING ZONING: CS-0.5
 PROPOSED ZONING: RM-50 PLANNED DEVELOPMENT (PD) OVERLAY

PROPOSED BUILDING SETBACK REQUIREMENTS:
 STANLEY ROAD = 18' (REDUCED FROM 60' PER ZONING)
 WEST 82ND STREET = 25' (REDUCED FROM 40' PER ZONING)
 SIDE = 23' (BASED ON 72' BUILDING HEIGHT)
 REAR YARD = 30'

PARKING SETBACK REQUIREMENTS:
 RIGHT-OF-WAY = 20'
 INTERIOR PROPERTY LINES = 10'

SITE AREA:
 TOTAL SITE AREA = 416,985 SF = 9.57 AC
 LOT 1 = 372,586 SF = 8.55 AC
 OUTLOT A = 6,364 SF = 0.15 AC
 PROPOSED ROW = 38,035 SF = 0.87 AC

STRUCTURE AREAS:
 BUILDING FOOTPRINT = 119,234 SF (APARTMENT BUILDING + FITNESS)
 BUILDING FLOOR AREA = 348,523 SF TOTAL (3 STORIES+FITNESS)
 PARKING RAMP FOOTPRINT = 37,652 SF
 STRUCTURE COVERAGE = 156,886 SF = 42% (BASED ON LOT 1)
 FLOOR AREA RATIO = 0.84

DWELLING UNITS:
 TOTAL NUMBER OF DWELLING UNITS = 282 UNITS
 DWELLING UNIT DENSITY = 33.0 UNITS/ACRE (BASED ON LOT 1)

SITE COVERAGE FOR DEVELOPMENT:
 EXISTING IMPERVIOUS SURFACE = 81% (FROM PREVIOUS DEVELOPMENT)
 PROPOSED IMPERVIOUS SURFACE = 246,814 SF = 5.67 AC = 65%
 PROPOSED GREEN SPACE = 132,136 SF = 35%

PARKING SUMMARY:
 REQUIREMENT PER CITY CODE: 1.8 STALLS PER ONE BEDROOM UNIT
 2.2 STALLS PER TWO BEDROOM UNIT
 TOTAL NUMBER OF UNITS = 282 UNITS (199 ONE BEDROOM, 83 TWO BEDROOM)
 PARKING REQUIRED = 541 STALLS
 PARKING PROVIDED:
 PARKING RAMP = 346 COVERED, 116 NOT COVERED (INCL 9 HC)
 SURFACE PARKING NORTH = 83 (INCL 3 HC)
 SURFACE PARKING SOUTH = 21 (INCL 2 HC)

TOTAL PARKING PROVIDED = 566 (INCL 14 HC)
 (346 COVERED, 220 NOT COVERED)

Project Name:

**LUXEMBOURG
 COURTYARDS**

Bloomington, MN

Owner/Developer:

Professional Services:

**LOUCKS
 ASSOCIATES**

Planning • Civil Engineering • Land Surveying
 Landscape Architecture • Environmental
 7200 Hemlock Lane - Suite 300
 Maple Grove, MN 55369
 Telephone: (763) 424-5505
 www.LoucksAssociates.com

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CADD Qualification:

CADD files prepared by the Consultant for this project are the property of the Consultant. The Consultant shall not be held responsible for any errors or omissions in the CADD files. The Consultant shall not be held responsible for any errors or omissions in the CADD files. The Consultant shall not be held responsible for any errors or omissions in the CADD files. The Consultant shall not be held responsible for any errors or omissions in the CADD files.

C2-2.DWG

Submitted:

02/03/15 City Approval

Professional Signature:

I hereby certify that the plan, specification or report was prepared by me or under my direct supervision and that I am a duly Licensed Professional Engineer under the laws of the State of Minnesota.

Valentina M. Anderson

Valentina M Anderson - PE 11/04/14 Date

License No. 43423

Quality Control:

VMA TRG

Project Lead: VMA Drawn By:

Checked By: VMA Review Date:

Sheet Index:

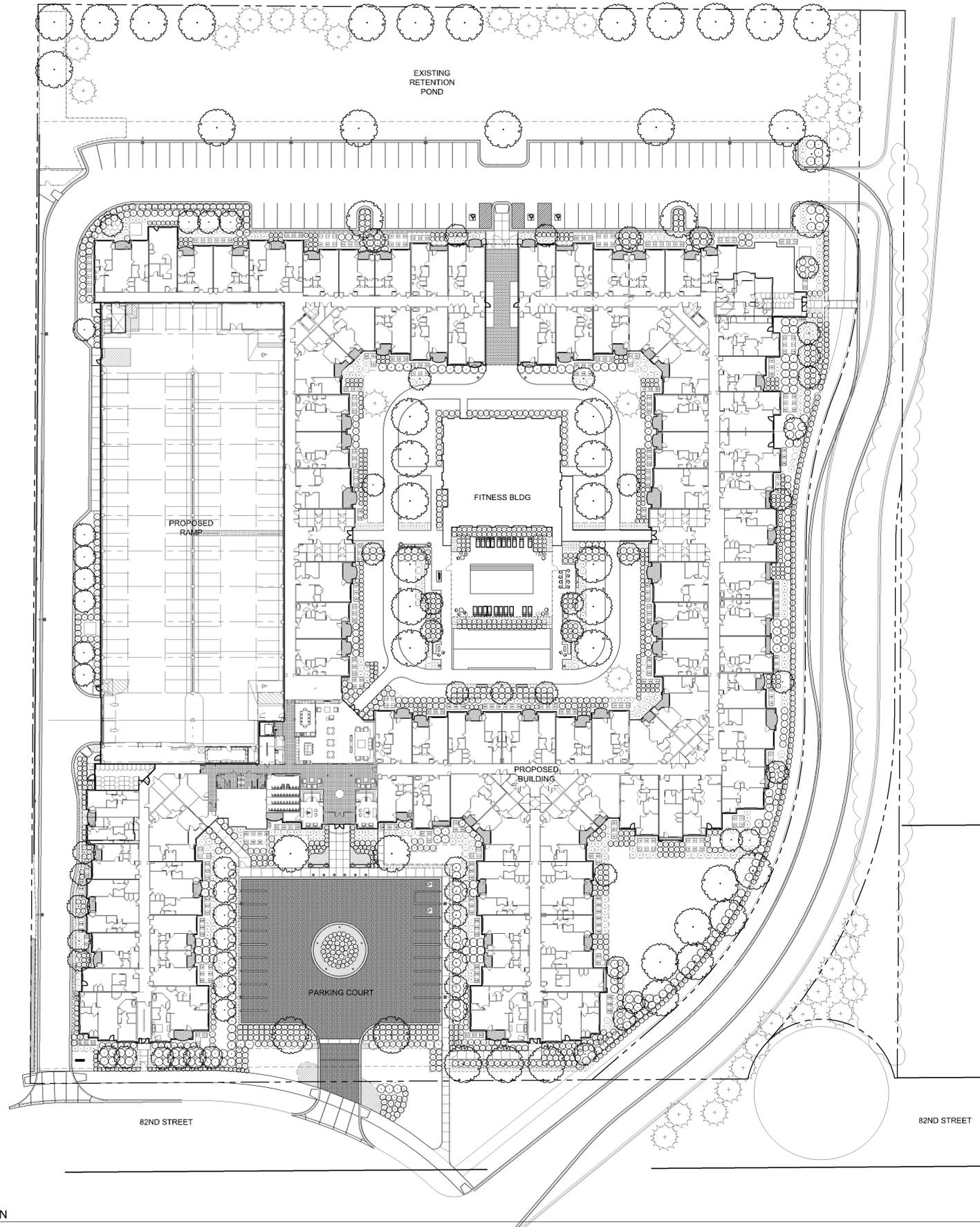
Sheet Title:

**SITE AREA
 PLAN**

Project No.:

13419A

Sheet No.:



REQUIRED PLANT MATERIALS
 TREES: 1/2500 SF = 8.55 AC = 149 TREES
 SHRUBS: 1/1000 SF = 8.55 AC = 372 SHRUBS
 TREES PROVIDED = 149 TREES
 SHRUBS PROVIDED = 2,153 SHRUBS
 PERENNIALS PROVIDED = 703 PERENNIALS

REFER TO SHEETS:
 L101 = NORTH LANDSCAPE PLAN
 L102 = SOUTH LANDSCAPE PLAN
 L103 = COURTYARD LANDSCAPE PLAN
 L200 = PLANTING DETAILS, SCHEDULE, NOTES

THE LUXEMBOURG

5100 WEST 82ND STREET
BLOOMINGTON, MN

DEVELOPER:
 THE RICHDALÉ
 GROUP
 10040 REGENCY CIRCLE
 SUITE 200
 OMAHA, NE 68114

I hereby certify that this document was prepared by me or under my direct supervision and that I am a duly licensed Landscape Architect under the laws of the State of Minnesota.

Name: JESSE SYMYNKYWICZ
 Registration #: 26970

Signature:  Date: 02/12/2015

DFA Project #: 13-184
 Drawn/Checked: JS
 Scale: 1"=30'
 Date: 02/12/2015

Revision:
 CITY RESUBMITTAL 02/12/2015
 CITY RESUBMITTAL 02/09/2015
 CITY RESUBMITTAL 09/25/2014
 COORDINATION DWG 10/15/2014
 CITY RESUBMITTAL 10/21/2014

OVERALL
 LANDSCAPE
 PLAN

L100