

**REQUEST FOR PROPOSALS – DEVELOPMENT OF**  
**AFFORDABLE OR MIXED INCOME HOUSING**  
**UNITS ABOVE PARKING RAMP #6**





---

## **INTRODUCTION**

The City of Rochester and Destination Medical Center Economic Development Authority invite developers to submit proposals for an affordable or mixed income housing development constructed in the air rights above the Rochester Parking Ramp #6. The City is seeking a developer who possesses a high degree of competency in affordable housing and downtown development projects, can physically and aesthetically integrate the development with the parking ramp, and can provide affordable housing or mixed income with at least 50% of the units being affordable to persons at 60% of the area median income.

## **PROJECT OBJECTIVES**

The successful project will promote the ideals of smart growth to create the following:

- Provide affordable housing opportunities for persons at 60 % area median income desiring to live close to employment, shopping, entertainment, without the necessity of relying on an automobile
- Encourage the most efficient use of the downtown location
- Establish a quality of sustainable design that will set a standard for future development in the area and integrates well with the current facility
- Create a project that contributes to the goal of a walkable downtown
- Implement innovative solutions/alternatives to address and reduce parking demand

## **BACKGROUND**

The City of Rochester is the third largest city in the State of Minnesota with a population of over 115,000 and anticipated to grow by 50% over the next 20 years. Rochester is home to major employers including Mayo Clinic and IBM. The City's credit rating is AAA, and the City has a 2019 annual budget of \$284 million. Rochester has been recognized as an All-American City, a Gold LEED certified City and is consistently recognized as one of America's most livable cities. The City has averaged 516 residential and commercial building permits the last 5 years with a value of \$274 million per year. Over 3 million people visit Rochester each year. The City partners with the Rochester Downtown Alliance to create a vibrant downtown, with over 330 downtown businesses and 37,000 people working and 3300 residents living in the downtown . The city is looking to partner with a developer to create additional, housing opportunities to meet a growing need in our downtown district.

The Rochester Parking Ramp #6 is a new, 6 level, 631 car parking ramp located on 1<sup>st</sup> Avenue SE and between Center Street and 1<sup>st</sup> Street SE in Rochester, MN. (See Attachment A – Site Location Map). The parking ramp was designed by Collaborative Design Group, Inc, Minneapolis, MN. The block includes Parking Ramp #6 to the east, the Broadway Residences and Suites on the southwest corner, and the Hilton Hotel development, which is under construction, on the northwest corner. A portion of the ramp has been constructed over the railroad spur line that runs through the east side of the site. There are approximately 3-5 make-up trains per week using the spur line, serving 2-3 businesses on the spur.

Ramp #6 serves hourly rate customers visiting downtown, downtown employees with monthly passes, hotel guests and attendees of the nearby convention center. The ramp is connected to the municipal downtown skyway system.

The ramp is designed to support a maximum of 10 stories of residential construction (assumes steel frame/composite deck) in the air rights of the easternmost bay. In anticipation of the development project, Collaborative Design Group developed concept plans for housing alternatives. These plans include single- and double-loaded corridor options and would provide 15,675 total square feet and 10 housing units per floor, for a total of 100 units. These alternatives are included as Exhibit B and are intended for illustrative purposes only.

Structural loading information for the easternmost bay of the parking ramp is provides as follows:

The foundation and column capacity along grids RE and RF/RG/RH for future development above. Columns RE/14,1 RF/14,1 and RG/14,1 have been designed for an additional unfactored load of 774 kips each.

Columns RE/13,12,11,10,9,8,7,6,5,3 and RH/13,12,11,10,9,8,7,6,5,3 have been designed for an additional unfactored load of 1302 kips each.

## **PROJECT DESCRIPTION**

The project consists of the development of up to 10 residential floors to be constructed in the air rights of the easternmost bay of the Rochester Parking Ramp #6. Potentially, up to 40 parking stalls on the sixth level of the ramp may be available to the proposed development. The number and availability of stalls would need to be negotiated with the City of Rochester. The new structure will connect to the street level next to 1<sup>st</sup> Avenue SE, east of the railroad spur line. Provisions for vertical circulation and utility access to serve the future development have been incorporated into the current ramp design. The design of the building exterior must complement the aesthetics of Parking Ramp #6.

The project site is within walking distance to amenities including the Historic Third Street shopping district, the Peace Plaza, the Rochester Art Center, the Farmers Market, award winning public library, Convention Center, Historic Chateau Theater and the downtown food co-op. The project is very near to the 100+ mile multi-use trail system, including the Art Walk public art initiative. The project site is also within walking distance of several municipal parks including Mayo Park, Central Park and Soldiers Field Park.

**Zoning and Land Use:** The site is currently zoned Central Development Core – Central Business District. This district permits a broad range of uses with a floor area ratio of 6.0. The concept of 10 floors of residential use was approved in 2016 as Incentive Development Preliminary Plan #R2016-018 CUP. ( See attached Exhibit C – Resolution of Incentive Development Plan approval). The Incentive Development Final plan process will need to be completed as part of a future project.

Surrounding land uses:

North: commercial

South: commercial

East: commercial

West: commercial, residential

**Utilities/Planned Roadway and Infrastructure Improvements:** The site is served by municipal water, sanitary sewer and storm sewer. Electricity is provided by Rochester Public Utility. Gas is provided by Minnesota Energy.

### **DESIGN GUIDELINES**

In conjunction with the Destination Medical Center (DMC) initiative, a set of design guidelines have been developed for use in evaluating development proposals. They outline the basic design principles the project should strive to achieve. They can be accessed at <http://www.rochestermn.gov/home/showdocument?id=>.

**SUSTAINABILITY** The City of Rochester is recognized as Minnesota's first Gold LEED certified City. It is important to both the City and Destination Medical Center Economic Development Authority that new construction within the DMC zone incorporate sustainability elements within the project. A project will be more strongly considered if it meets one of the Sustainable Building Certification Standards and exceed the other standards as follows :

- i. LEED for New Construction and Renovation; Certified Silver, Gold or Platinum.
- ii. State of Minnesota B3 Guidelines; Certified Compliant.
- iii. Green Star; Certified Silver , Gold or Platinum
- iv. Green Communities; Certified

Projects must also meet the standards set forth below:

- a. Predicted and actual energy use and greenhouse gas emissions - meet SB 2030 b. Energy Standard through design and operation
- b. Predicted and actual use of potable water: 30% below Energy Policy Act of 1992 levels



- c. Predicted and actual use of water for landscaping: 50% reduction from consumption of traditionally irrigated site
- d. Utilization of renewable energy: Evaluation of 2% of on-site renewables;  
installation if cost-effective using SB 2030 guidance
  - e. Electric vehicle charging capability: install conduit that allows charging stations to be installed at a future date
  - f. Diversion of construction waste from landfills and incinerators: 75% diversion rate
  - g. Indoor Environmental Quality: Low VOC materials includes paints, adhesives, sealants, flooring, carpet as well as ASHRAE thermal and ventilation minimums
  - h. Stormwater Management: Quantity and quality requirements, including infiltration rate, suspended solid and phosphorous reductions
  - i. Resilient Design: Document a design response to several identified potential shocks such as utility interruption, extreme rainfall and transportation interruption. Design Team shall integrate the identified strategies into the design of the project.
  - j. Participate in the City of Rochester's Voluntary Benchmarking Program for a period of three years after construction is completed to report energy and water consumption of the project
  - k. Performance standards outlined above must be verified by a third party proposed by the Developer and acceptable to the City of Rochester

#### **POTENTIAL DEVELOPMENT ASSISTANCE**

The project site is a City owned parking facility. If warranted by the proposal, the City will work with the selected developer on a potential vacating of air rights to allow construction over a right-of-way and any other potential assistance in the negotiation of a development assistance agreement as may be deemed appropriate by the City. Options we are willing to explore with a development partner include:

1. Land write down;
2. Tax increment financing based on level of affordability provided;
3. Collaboration on access to Opportunity Zone utilization;
4. Collaboration on access to New Markets Tax Credits;
5. Support of housing tax credit and housing revenue bond applications;
6. Support for the Rochester Area Housing Coalition;
7. Continued coordination and collaboration on the previous entitlements that have been secured for the site.

## **PROPOSAL REQUIREMENTS**

The proposal must contain the information provided below. The City reserves the right to seek clarification of responses and waive minor irregularities and informalities.

### **Developer Information**

- Developer name and contact information, including e-mail addresses
- The name of the individual who will have primary responsibility for this project
- Ownership (corporation, LLC, partnership etc.), name of owners/officers, number of years in business under this name, scope of business (development, property management, consulting services etc.), and location of primary office and subsidiary offices.
- List projects, similar in size and scope, completed within the past 5 years, including location, approximate size, cost (land, hard costs and soft costs), overview of project financing, including any public involvement, and the name of the individual who managed the project
- Photo of each project referenced above

### **Development Team**

Identify and provide brief resumes for key members of the development team including the project manager, the architect, consultants, sub consultants, financial partners, and lenders, if known.

### **Project Cost/Financing**

Provide a preliminary estimate of the market value of the completed project and explain how it would be financed.

### **Development Program and Design**

Provide a narrative describing what you may see as unique challenges for this development, along with the approximate size of the project expressed in square feet, number of units, affordability of units, and number of stories. Proposers are encouraged to include supplemental collateral material that demonstrate their vision for the project.

### **Schedule**

Provide a preliminary timeline identifying key milestone dates in the development process.

### **Bankruptcy/Litigation**

Please indicate whether you, a parent corporation or any subsidiary or affiliated entity has defaulted on a loan or other financial obligation or filed for bankruptcy or had an involuntary bankruptcy, within the past five years. Please indicate whether you, a parent corporation or any subsidiary or affiliated entity are party to any criminal or civil litigation that could potentially impact your financial capability to undertake a project.

## **GENERAL PROPOSAL CONDITIONS**

Format: Please provide one electronic copy in PDF format and one unbound hard copy of your proposal. For ease of review, proposals should contain a table of contents and should have consecutively numbered pages. Proposals should be limited to 25 sheets or less (50 pages, assuming two sided) not including cover letter, table of contents or dividers. Font size shall not be less than 11. Please respect the time constraints of those who will be reviewing the proposals and adhere to these requirements. Failure to do so may affect the scoring of your proposal.

Submit your entire Proposal to the City Clerk's Office:

**City Clerk**  
**201 4th Street SE, Room 135**  
**Rochester, MN 55904**

Due Date, Time, and Location: Proposals shall be delivered **not later than 2 p.m.**, Central Time, on June 14, 2019.

Duration of Proposals: Proposals submitted in response to this RFP are irrevocable for 90 days following the deadline for submission of Proposals.

Public Information and Use of Proposals by the City: All materials submitted in response to this RFP are subject to the provisions of Minnesota Statutes, Section 13.591, Subdivision 3(b). After award of a contract, materials received will generally be considered public information. By submission of a Proposal, Respondent releases the City from any liability resulting from the City's disclosure of such materials and the information contained in them. The City has the right to use the content of any Proposal received in response to this RFP. Proposers understand that any and all parts of the submitted proposal may become part of any subsequent contract between the City and the selected proposer.

Expenses: The City assumes no liability for payment of expenses incurred by Respondents in preparing and submitting Proposals in response to this RFP.

Right to Amend RFP : The City reserves the right to amend all or any portion of this RFP and its requirements and RFP Documents.

Additional Rights Reserved by the City

The City reserves the right to:

- Reject any and all Proposals received in response to this RFP.
- Select for Contract negotiation, and award the Contract to, the Respondent whose Proposal is the most advantageous to the City, as determined by the City in the exercise of its sole discretion whether or not the proposal best meets the City's objectives.
- Waive any irregularities or inconsistencies in Proposals received.
- Consider and/or accept a written modification (requested by the City) of a Proposal if the Proposal itself was submitted on time, and the modified Proposal is more favorable to the City.
- Approve or disapprove any sub-consultant proposed to be used by a Respondent.

- Negotiate any aspect of a Proposal with any Respondent and negotiate with more than one Respondent at the same time.
- Terminate negotiations and prepare and release a new RFP, or take such other action as the City deems appropriate if negotiations fail to result in a Contract within a time acceptable to the City in its sole discretion.
- Clarify or seek from Respondents additional information on any Proposal.
- Modify or eliminate the interview process.
- Re-scope the Project.

## **COMMUNICATIONS**

The City's Project Manager is the sole City contact person and addressee for receiving clarification requests and all other communications about the Project, the RFP, and Proposal submittal. Except for communications expressly permitted by this RFP or delegated by the Project Manager, Respondent shall not discuss the RFP with other City representatives, or City consultants involved with the Project before Contract award or cancellation of the RFP. Any Respondent engaging in such prohibited communications may be disqualified at the sole discretion of the City. The Respondent shall identify a sole primary contact to send and receive information from the City. This information includes, but is not limited to, Requests for Clarification, and receipt of Addenda.

## **SUBMISSION OR REQUESTS FOR CLARIFICATION**

All inquiries and comments regarding the Project shall be made by e-mail to Terry Spaeth, the City's Project Manager, at [tspaeth@rochestermn.gov](mailto:tspaeth@rochestermn.gov). Questions must be received by the date and time listed under the Tentative Schedule of Selection Process. Only written inquiries will be accepted. No oral requests for clarification or interpretation, whether in person or by telephone, will be accepted.

## **RFP ADDENDA AND CLARIFICATION NOTICES**

If the City determines at its sole discretion that interpretation or clarification of the RFP or any other consideration requires a revision of the RFP, the City will prepare and issue a written addendum. A copy of any such RFP revision will be sent by e-mail to all listed Respondents. The City may issue clarification notices listing questions received from Respondents and the responses given by the City. Any such written clarification notice will be sent by e-mail to all Respondents. The City will not be bound by, and Respondents shall not rely on, any oral communication regarding the Project or RFP documents and Respondents shall not rely on any City or other communication except the RFP documents, addenda, and clarification notices. To allow receipt of any addenda, clarification notices, or other information regarding the RFP, Respondents are solely responsible for ensuring that the City's Project Manager has Respondent's contact person name and e-mail address.

## **EVALUATION CRITERIA**

All complete and responsive proposals that are received by the submission deadline will be evaluated by the City. Proposals will be evaluated in accordance with the following criteria:

### **Development Team Capability**

- Experience with affordable housing development projects of similar size and complexity
- Ability to finance projects of similar size and complexity
- Experience with public/private real estate development projects
- Experience of Key Project Team Members

### **Program and Preliminary Design**

- Extent to which the proposal addresses the goals and objectives of this RFP
- The extent to which the proposal adheres to the DMC Design Guidelines
- The level of investment in the project.

Evaluation of the proposals will include the factors specified below:

Relevant Developer and Project Team Experience	25 Pts.
General Quality and Responsiveness of the Proposal	50 Pts.
Housing Affordable Unit %	15 Pts.
Sustainability Elements Proposed	10Pts.
Total	100 Pts.

### **SELECTION PROCESS**

Proposals will be reviewed by an Evaluation Committee. They may establish an interview short list. Based on the quality of the proposal and the interview, the Committee will recommend a developer for the site. The recommendation will be submitted to the City Council. The Council will be asked to enter into an exclusive negotiation, option or similar agreement with the developer for a specified period of time. During this time period, City and DMC EDA teams will negotiate the terms for any necessary Agreements for the project. Agreements will be presented to the DMCC Board and City Council for final approvals.

### **TENTATIVE SCHEDULE FOR SELECTION PROCESS**

The City's intended schedule for selection of the Developer is set forth below.

ACTIVITY	DATE (All times MN)
RFP Release Date	January 15, 2019
Pre-Proposal Session	April 10, 2019, 2019
Deadline for RFP Questions	April 30, 2019
Proposal Due Date	June 14, 2019

Shortlist for Interviews (If Applicable)	July 8, 2019
Interviews	July 23, 2019
Conditional Selection	August 6, 2019

**CITY OF ROCHESTER DMC TARGETED BUSINESS GOALS**

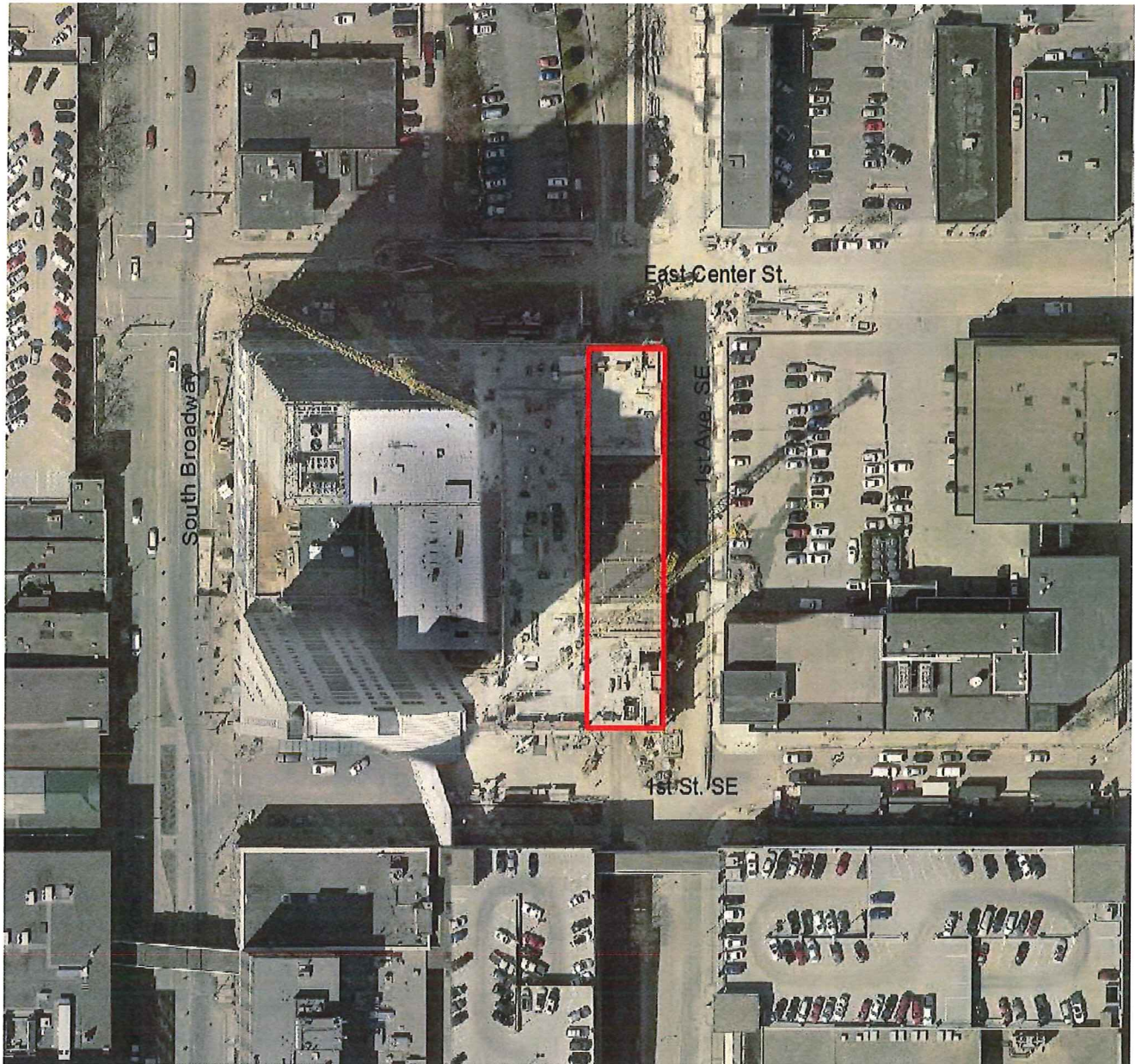
The development site is an additional component to the City Parking Ramp # 6, which is an approved DMCC project. As such, the RFP project is subject to the City of Rochester's DMC Targeted Business Enterprise Utilization Plan. A copy of the Plan is available to view at the following web link:

<https://www.rochestermn.gov/home/showdocument?id=7538>

The DMC statutory requirements related to prevailing wages and American Made Steel are also applicable to the project.

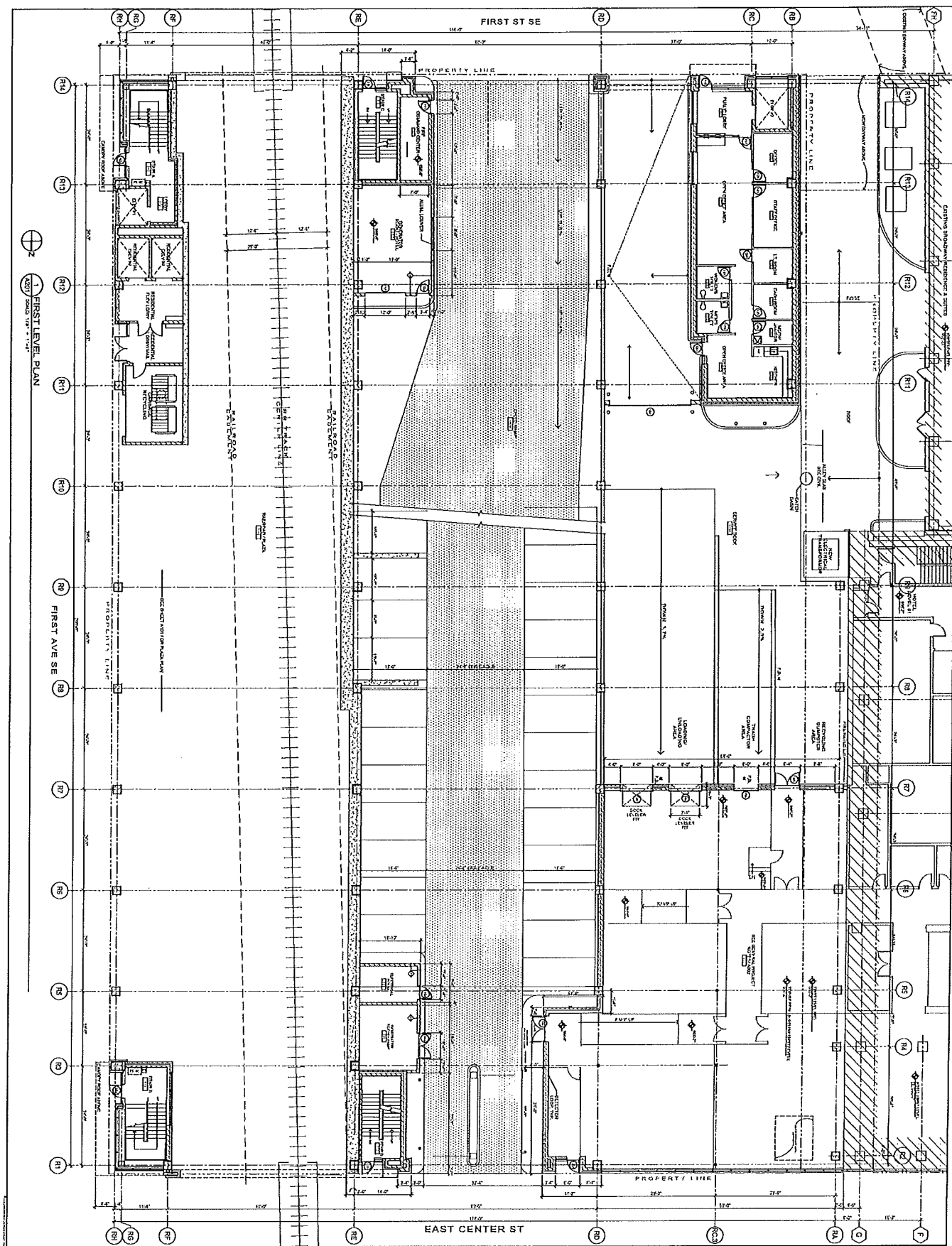


Exhibit A- Site Location Map



↑  
North

# EXHIBIT B



1 FIRST LEVEL PLAN  
Scale 1/8" = 1'-0"

A201

FIRST LEVEL  
FLOOR PLAN

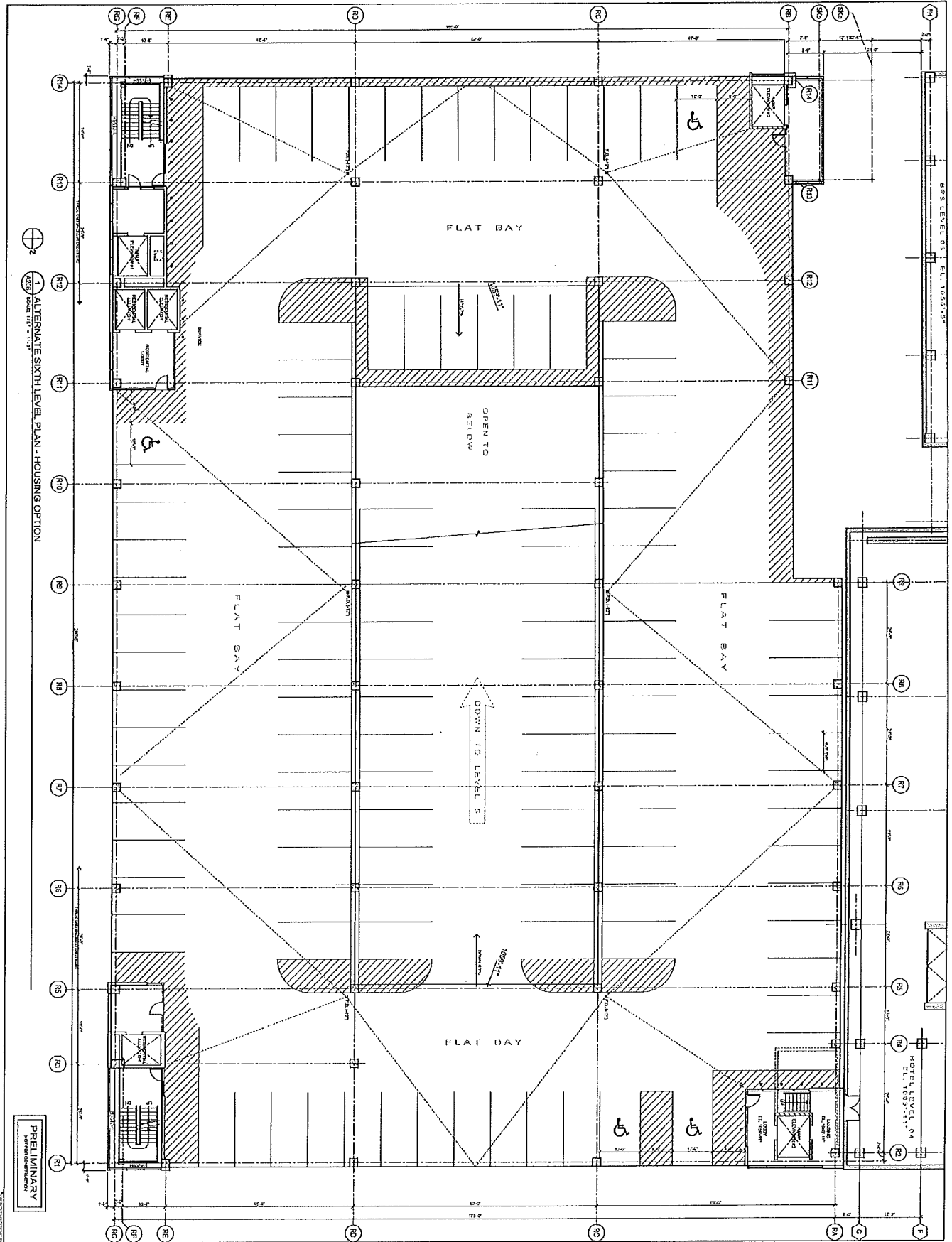
DATE	7/1/2016
BY	J. J. J.
CHECKED BY	J. J. J.
PROJECT	ROCHESTER PARKING RAMP #6
LOCATION	EAST CENTER STREET & FIRST AVENUE SE
OWNER	MINNESOTA TURNPIKE AUTHORITY
DESIGNER	COLLABORATIVE DESIGN CORP.
SCALE	1/8" = 1'-0"

HOUSING  
ALTERNATIVES  
July 08, 2016

## Rochester Parking Ramp #6

East Center Street & First Avenue SE  
Rochester, Minnesota 55904





HOUSING  
 ALTERNATIVES  
 JULY 8, 2016  
 A206  
 SIXTH LEVEL  
 FLOOR PLAN  
 PRELIMINARY  
 NOT FOR CONSTRUCTION

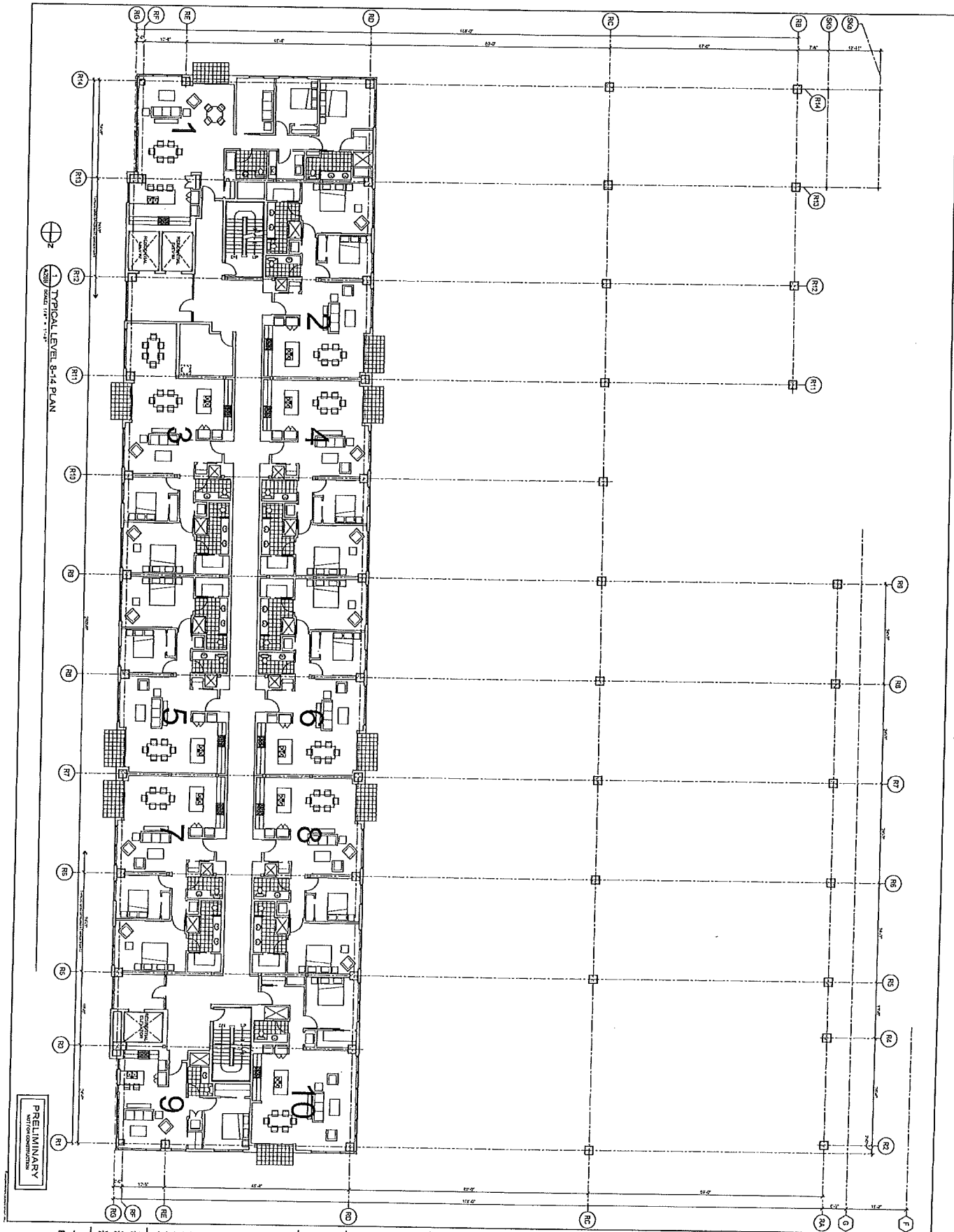
## Rochester Parking Ramp #6

East Center Street & First Avenue SE  
 Rochester, Minnesota 55904



A207





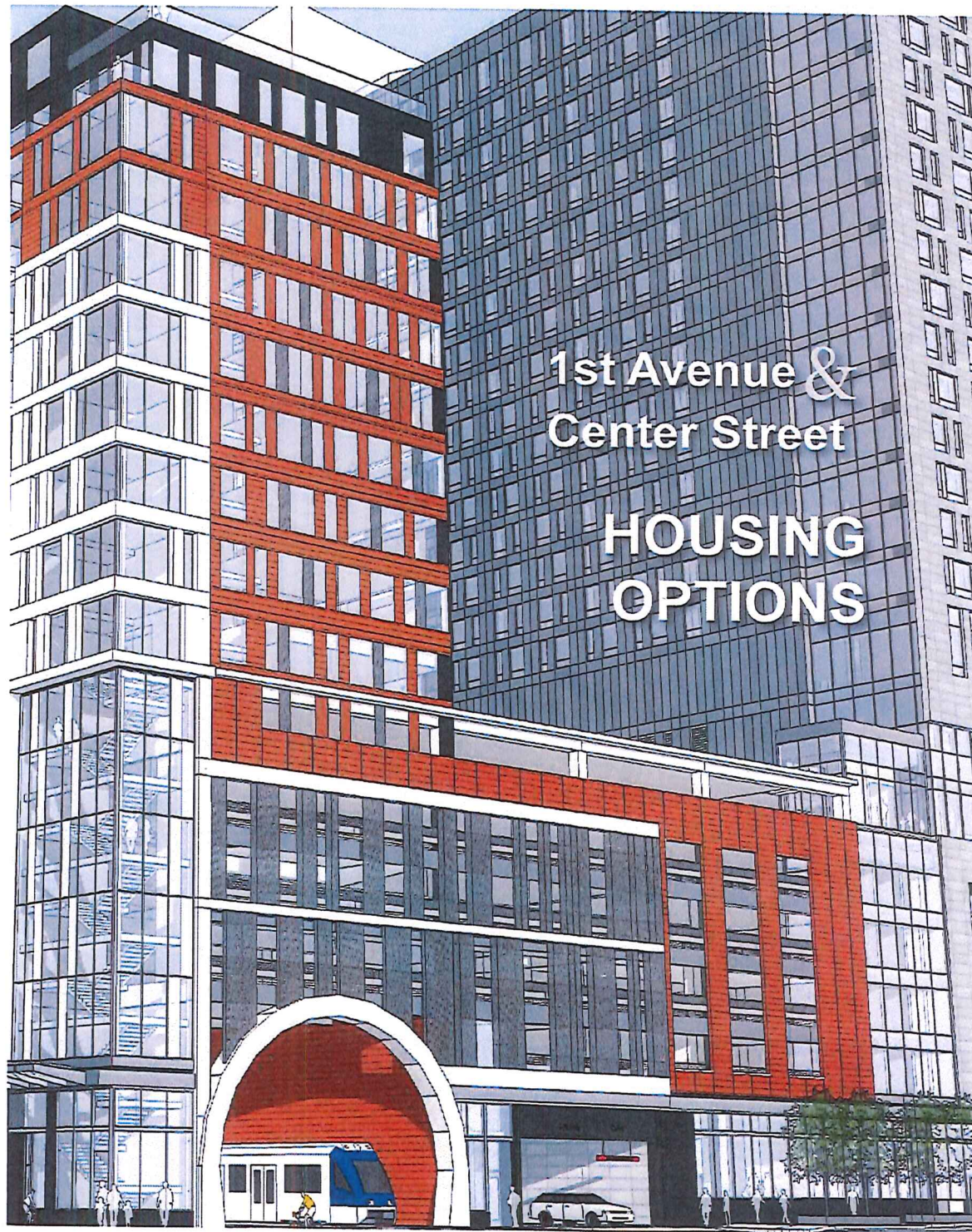
# Rochester Parking Ramp #6

East Center Street & First Avenue SE  
Rochester, Minnesota 55904

HOUSING  
ALTERNATIVES  
JULY 8, 2015

TYPICAL LEVEL 8-14  
FLOOR PLAN

A208



1st Avenue &  
Center Street

HOUSING  
OPTIONS

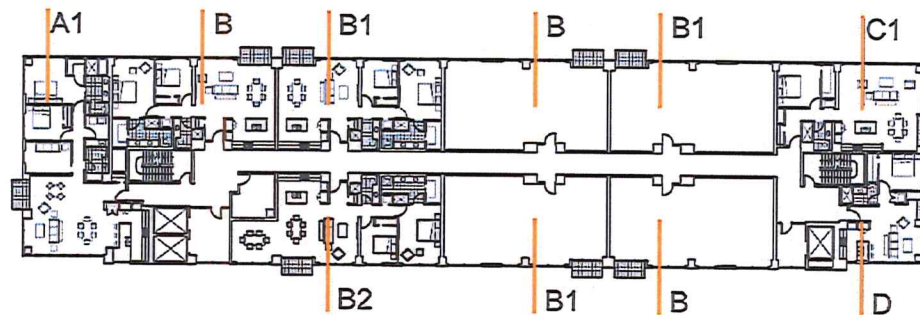
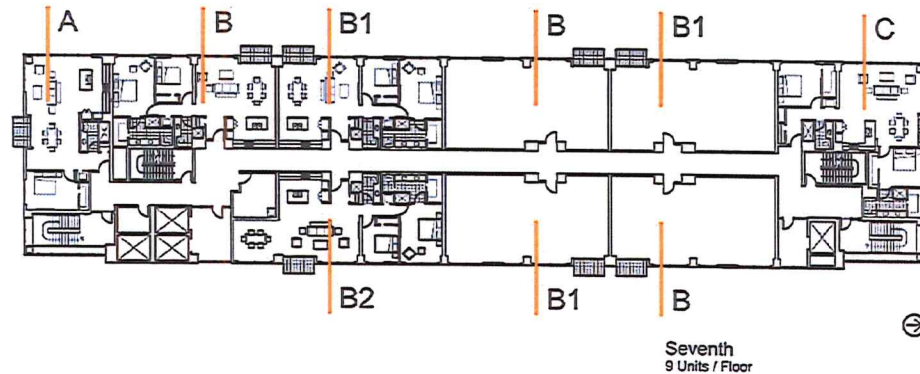




**Floor Plan Alternate 1**  
 Double Loaded Corridor  
 15,675 square feet per floor



**1st Avenue &  
 Center Street**  
 Rochester, Minnesota



Typical Eighth - Fourteenth  
 10 Units / Floor

Custom Fifteen, Sixteen  
 10 Units / Floor

100 Units Total	Bedroom	Square Feet
Unit Type A	One	1,040
Unit Type A1	Two	1,657
Unit Type B	Two	1,215
Unit Type B1	Two	1,215
Unit Type B2	Two	1,380
Unit Type C	Two	1,390
Unit Type C1	One	1,062
Unit Type D	One	855

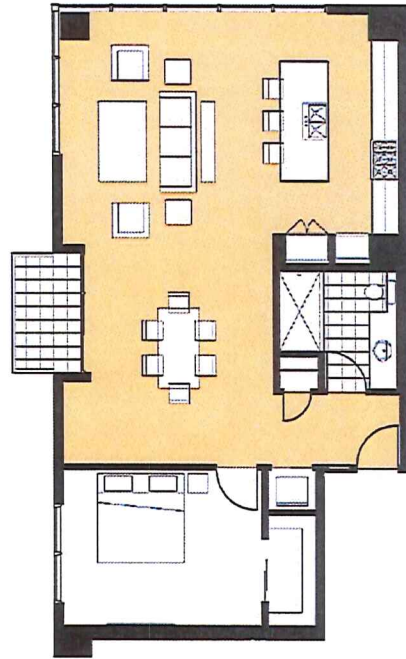


**COLLABORATIVE  
 DesignGroup, inc.**

100 Portland Avenue South  
 Suite 100  
 Minneapolis, MN 55401  
 p 612.332.3654 f 612.332.3626  
 www.collaborativedesigngroup.com

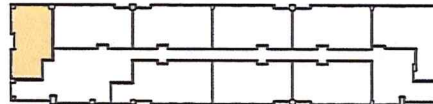
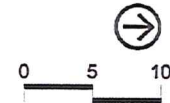


**1st Avenue &  
Center Street**  
Rochester, Minnesota



### Unit A

1 Bedroom  
1,040 Square Feet



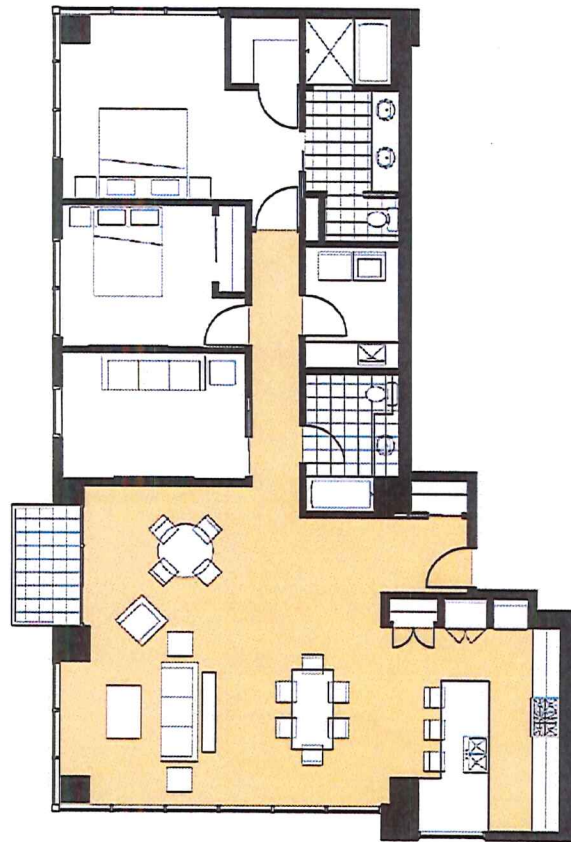
**COLLABORATIVE  
DesignGroup, Inc.**

100 Portland Avenue South  
Suite 100  
Minneapolis, MN 55401  
p 612.332.3654 f 612.332.3626  
www.collaborativedesigngroup.com



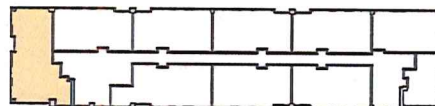
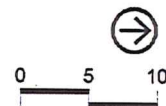


**1st Avenue &  
Center Street**  
Rochester, Minnesota



**Unit A1**

2 Bedroom + Office / Den  
1,657 Square Feet



Floors 14-16

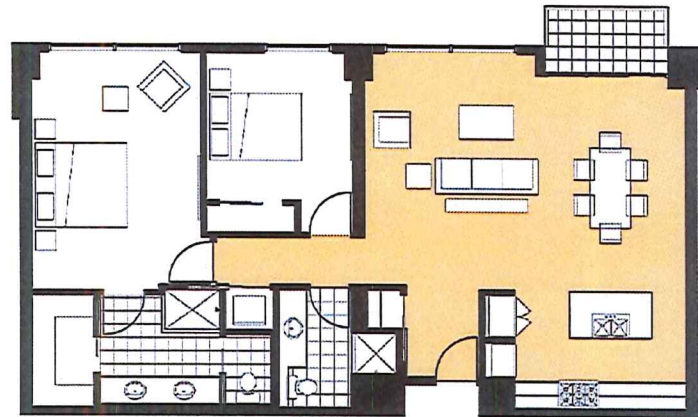


**COLLABORATIVE  
DesignGroup, Inc.**

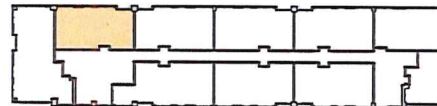
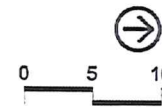
100 Portland Avenue South  
Suite 100  
Minneapolis, MN 55401  
p 612.332.3654 f 612.332.3626  
www.collaborativedesigngroup.com



**1st Avenue &  
Center Street**  
Rochester, Minnesota



**Unit B**  
2 Bedroom  
1,215 Square Feet

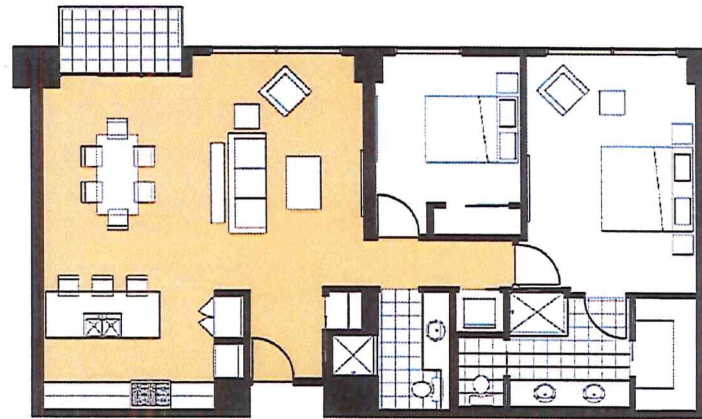


**COLLABORATIVE  
DesignGroup, inc.**

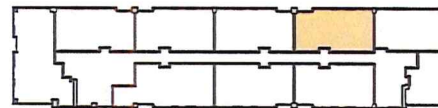
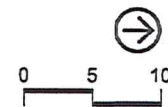
100 Portland Avenue South  
Suite 100  
Minneapolis, MN 55401  
p 612.332.3654 f 612.332.3626  
www.collaborativedesigngroup.com



**1st Avenue &  
Center Street**  
Rochester, Minnesota



**Unit B1**  
2 Bedroom  
1,215 Square Feet



**COLLABORATIVE  
DesignGroup, inc.**

100 Portland Avenue South  
Suite 100  
Minneapolis, MN 55401  
p 612.332.3654 f 612.332.3626  
[www.collaborativedesigngroup.com](http://www.collaborativedesigngroup.com)

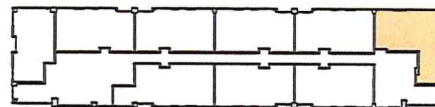
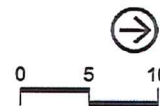




**1st Avenue &  
Center Street**  
Rochester, Minnesota



**Unit C**  
2 Bedroom  
1,390 Square Feet

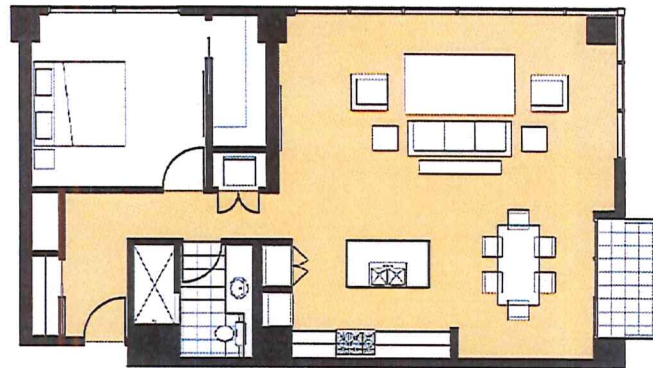


**COLLABORATIVE  
DesignGroup, Inc.**

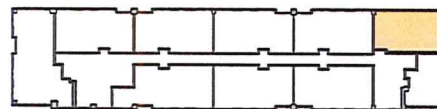
100 Portland Avenue South  
Suite 100  
Minneapolis, MN 55401  
p 612.332.3654 f 612.332.3626  
www.collaborativedesigngroup.com



**1st Avenue &  
Center Street**  
Rochester, Minnesota



**Unit C1**  
1 Bedroom  
1,062 Square Feet

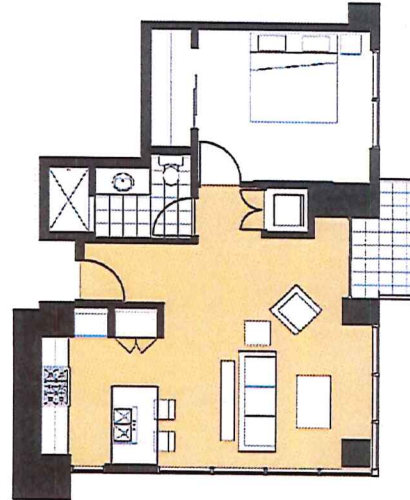


**COLLABORATIVE  
DesignGroup, Inc.**

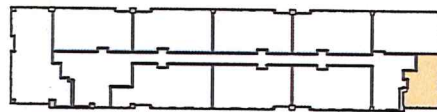
100 Portland Avenue South  
Suite 100  
Minneapolis, MN 55401  
p 612.332.3654 f 612.332.3626  
[www.collaborativedesigngroup.com](http://www.collaborativedesigngroup.com)



**1st Avenue &  
Center Street**  
Rochester, Minnesota



**Unit D**  
1 Bedroom  
655 Square Feet



**COLLABORATIVE  
Design Group, Inc.**

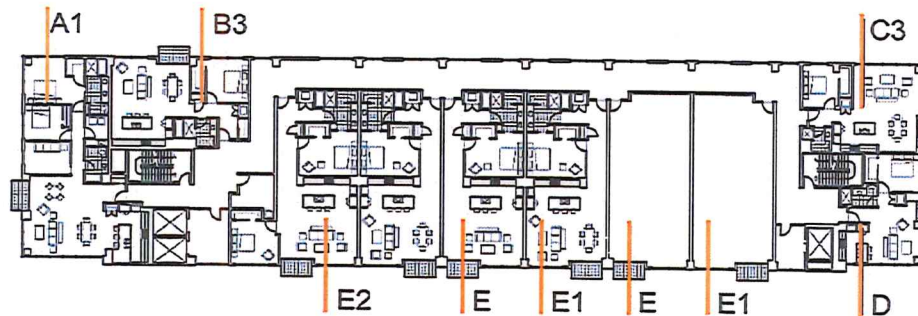
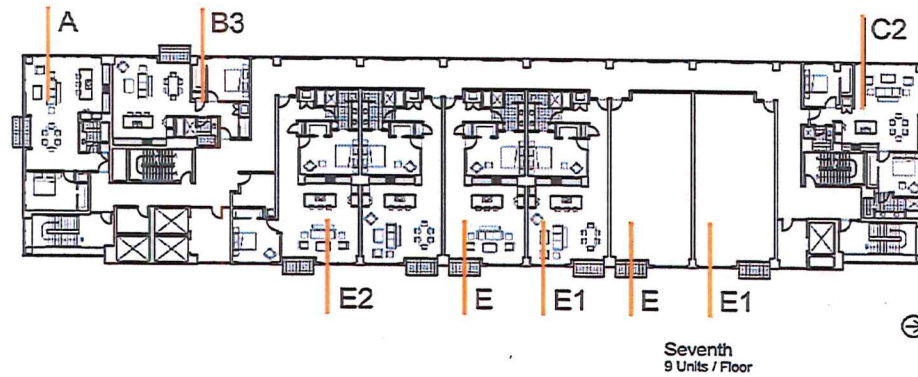
100 Portland Avenue South  
Suite 100  
Minneapolis, MN 55401  
p 612.332.3654 f 612.332.3626  
www.collaborativedesigngroup.com



**1st Avenue &  
Center Street**  
Rochester, Minnesota

## Floor Plan Alternate 2

Single Loaded Corridor  
15,675 square feet per floor



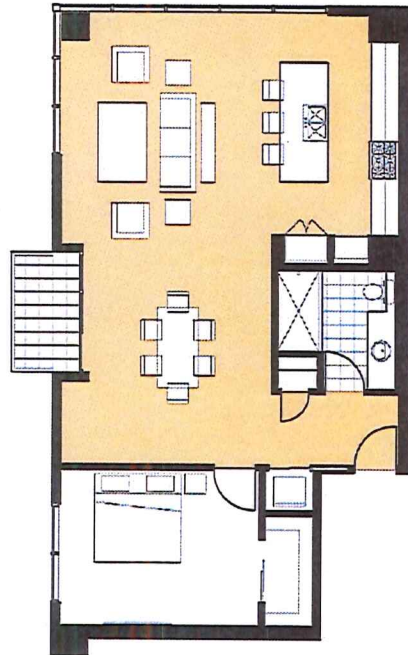
Custom Fifteen, Sixteen  
± 10 Units / Floor

  
**COLLABORATIVE  
Design Group, Inc.**  
100 Portland Avenue South  
Suite 100  
Minneapolis, MN 55401  
p 612.332.3654 f 612.332.3626  
www.collaborativedesigngroup.com

100 Units Total	Bedroom	Square Feet
Unit Type A	One	1,040
Unit Type A1	Two	1,657
Unit Type B3	One	985
Unit Type C2	Two	1,193
Unit Type C3	One	885
Unit Type D	One	674
Unit Type E	One	1,180
Unit Type E1	One	1,180
Unit Type E2	Two	1,381

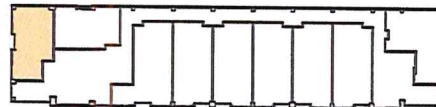
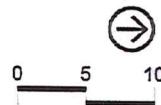


**1st Avenue &  
Center Street**  
Rochester, Minnesota



### Unit A

1 Bedroom  
1,040 Square Feet

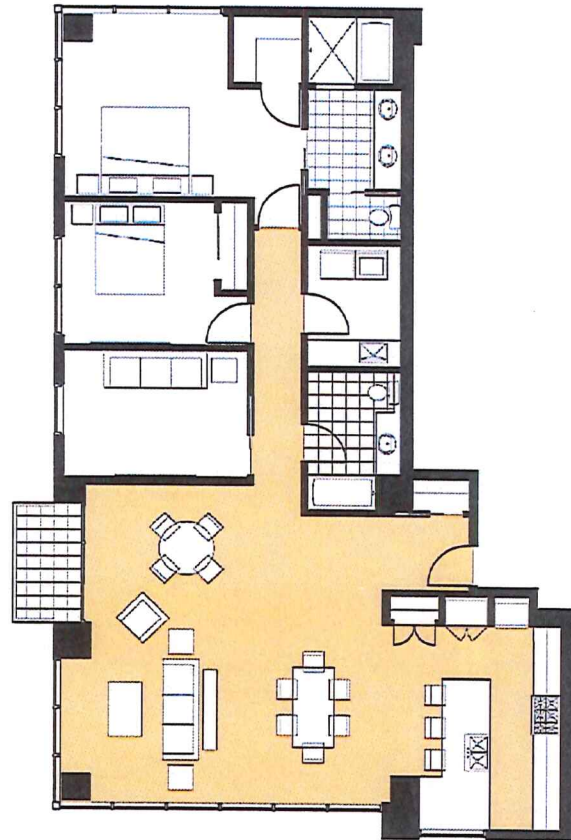


**COLLABORATIVE  
DesignGroup, inc.**

100 Portland Avenue South  
Suite 100  
Minneapolis, MN 55401  
p 612.332.3654 f 612.332.3626  
[www.collaborativedesigngroup.com](http://www.collaborativedesigngroup.com)

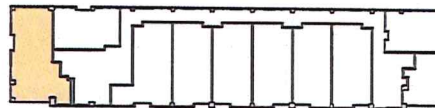
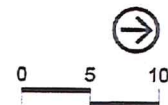


**1st Avenue &  
Center Street**  
Rochester, Minnesota



### Unit A1

2 Bedroom + Office / Den  
1,657 Square Feet



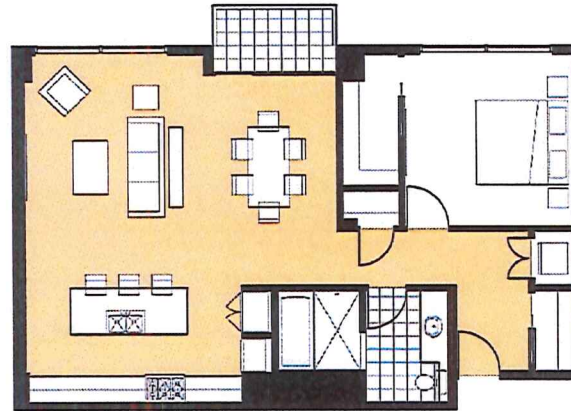
**COLLABORATIVE  
DesignGroup, inc.**

100 Portland Avenue South  
Suite 100  
Minneapolis, MN 55401  
p 612.332.3554 f 612.332.3525  
www.collaborativedesigngroup.com



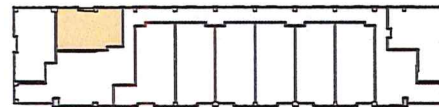
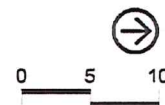


**1st Avenue &  
Center Street**  
Rochester, Minnesota



### Unit B3

1 Bedroom  
985 Square Feet

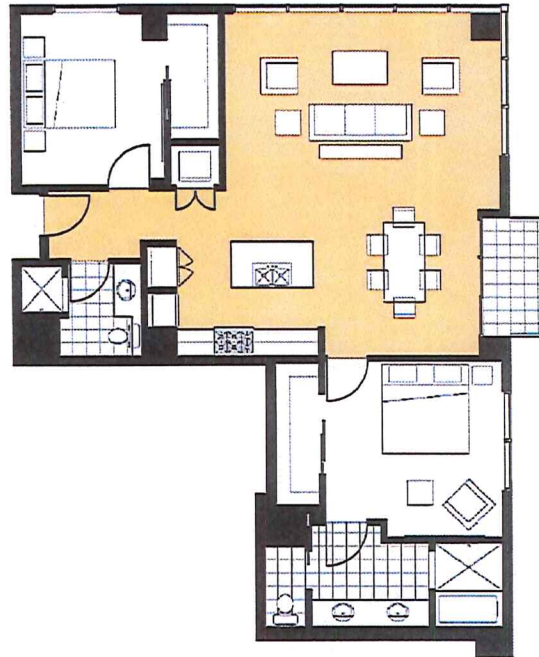


**COLLABORATIVE  
DesignGroup, Inc.**

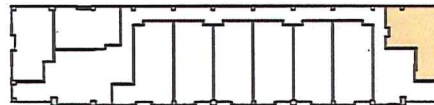
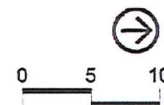
100 Portland Avenue South  
Suite 100  
Minneapolis, MN 55401  
p 612.332.3654 f 612.332.3626  
[www.collaborativedesigngroup.com](http://www.collaborativedesigngroup.com)



**1st Avenue &  
Center Street**  
Rochester, Minnesota



**Unit C2**  
2 Bedroom  
1,193 Square Feet

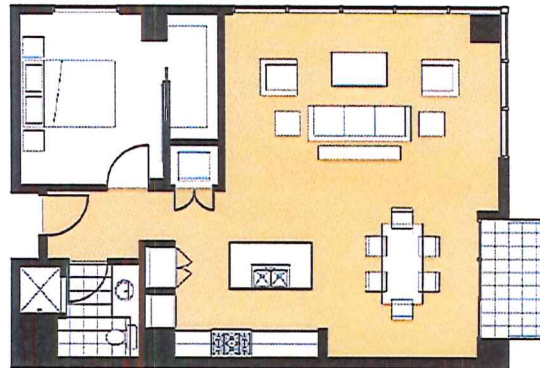


**COLLABORATIVE  
DesignGroup, inc.**

100 Portland Avenue South  
Suite 100  
Minneapolis, MN 55401  
p 612.332.3654 f 612.332.3626  
www.collaborativedesigngroup.com

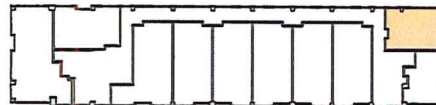
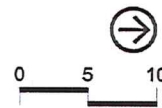


**1st Avenue &  
Center Street**  
Rochester, Minnesota



### Unit C3

1 Bedroom  
865 Square Feet

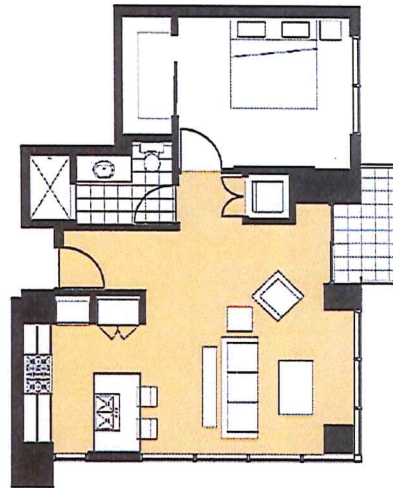


**COLLABORATIVE  
DesignGroup, inc.**

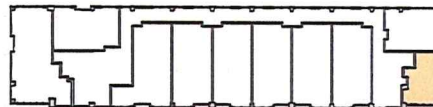
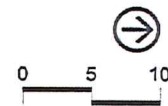
100 Portland Avenue South  
Suite 100  
Minneapolis, MN 55401  
p 612.332.3654 f 612.332.3626  
[www.collaborativedesigngroup.com](http://www.collaborativedesigngroup.com)



**1st Avenue &  
Center Street**  
Rochester, Minnesota



**Unit D**  
1 Bedroom  
674 Square Feet

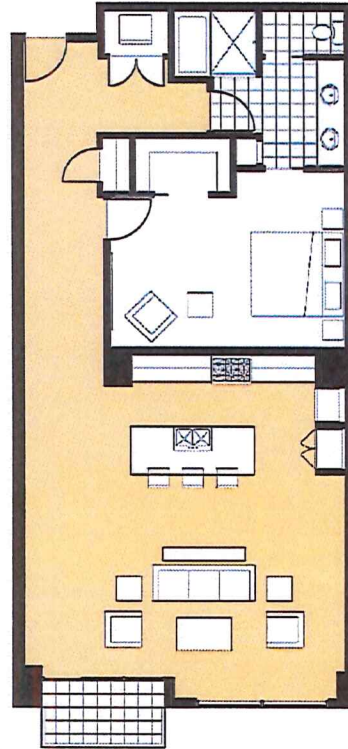


**COLLABORATIVE  
DesignGroup, inc.**

100 Portland Avenue South  
Suite 100  
Minneapolis, MN 55401  
p 612.332.3654 f 612.332.3626  
[www.collaborativedesigngroup.com](http://www.collaborativedesigngroup.com)

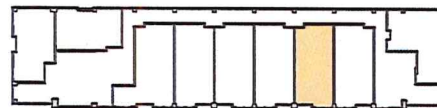
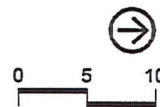


**1st Avenue &  
Center Street**  
Rochester, Minnesota



**Unit E**

1 Bedroom  
1,180 Square Feet

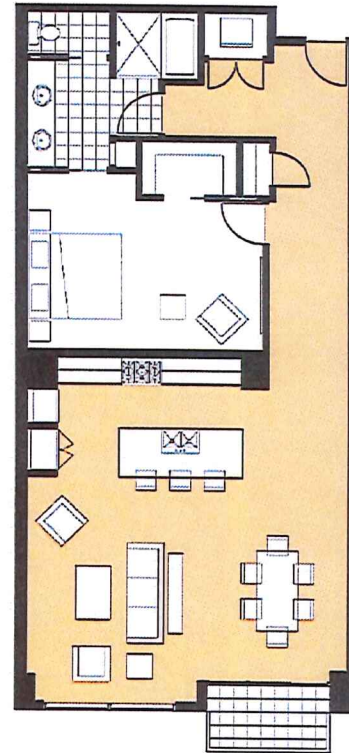


**COLLABORATIVE  
DesignGroup, inc.**

100 Portland Avenue South  
Suite 100  
Minneapolis, MN 55401  
p 612.332.3654 f 612.332.3626  
[www.collaborativedesigngroup.com](http://www.collaborativedesigngroup.com)



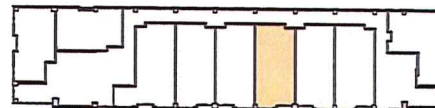
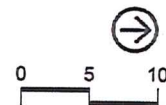
**1st Avenue &  
Center Street**  
Rochester, Minnesota



### Unit E1

1 Bedroom

1,180 Square Feet

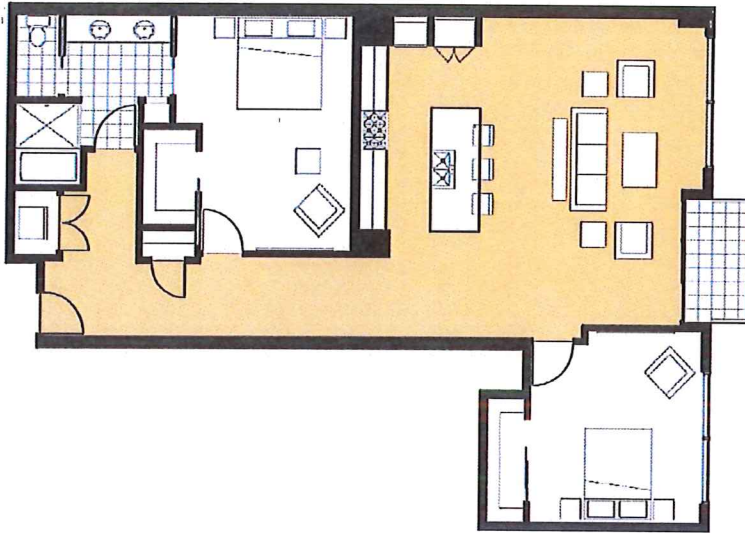


**COLLABORATIVE  
DesignGroup, inc.**

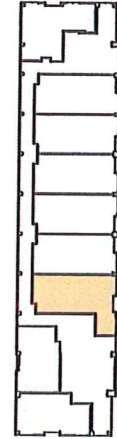
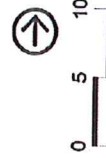
100 Portland Avenue South  
Suite 100  
Minneapolis, MN 55401  
p 612.332.3654 f 612.332.3626  
www.collaborativedesigngroup.com



**1st Avenue &  
Center Street**  
Rochester, Minnesota



**Unit E2**  
2 Bedroom  
1,381 Square Feet



 **COLLABORATIVE  
Design Group, Inc.**  
100 Portland Avenue South  
Suite 100  
Minneapolis, MN 55401  
P 612.332.3854 F 612.332.3826  
www.collaborativedesigngroup.com





100 Portland Avenue South, Suite 100  
Minneapolis, MN 55401  
p 612.332.3654 f 612.332.3626  
[www.collaborativedesigngroup.com](http://www.collaborativedesigngroup.com)





## RESOLUTION

WHEREAS, the City of Rochester applied for an Incentive Development Preliminary/Final Plan (#R2016-018CUP) to permit the construction of a seven-level parking ramp, commercial space, and a potential ten-floor apartment building as a staged development. The property is located south of East Center Street, north of First Street S.E., and west of First Avenue S.E.; and,

WHEREAS, R.C.O. §62.630 sets forth the criteria for incentive developments; and,

WHEREAS, based upon section 62.630, the Planning Department recommended the following findings of fact:

### **Preliminary Development Plan Criteria:**

- A. **Suitability of the Area:** The proposed site is suitable as the location for an Incentive Development. The proposed uses are compatible with the existing land uses in the area.
- B. **Site Design Criteria:**
  - (1) **Capacity of Public Facilities:** Utilities exist adjacent to this project. Some utilities will need to be modified (i.e. water, sanitary sewer and electric) to accommodate this development. The applicant will need to coordinate these modifications or improvements with the appropriate agencies.
  - (2) **Geologic Hazards:** Not applicable.
  - (3) **Natural Features:** Not applicable.
  - (4) **Traffic Generation Impact:** The anticipated traffic will not cause the capacity of the adjacent roadways to be exceeded. The first phase of the proposed project is a public parking ramp that will develop 90 underground private parking stalls that will be associated with the Broadway at Center Project and 542 public parking stalls in a 6 floor above ground parking facility for a total 632 parking stalls. Under Section 63.423 of the LDM developments in the Central Business District area of the Central Development Core are exempt from the provisions of the providing off-street parking, except that parking and loading spaces voluntarily established shall comply with the size and locations identified in the LDM. The project is subject to the provisions of the Downtown Parking Overlay Zone

(DPOZ) in the LDM section 63.427. East Center Street is designated as a Secondary Urban Arterial on the Functional Designation Map of the 2040 Long Range Transportation Plan. Within the Downtown Master Plan, East Center Street is designated a Bike Street/Complete Street. Access to the underground parking facility for the Broadway at Center project will be via East Center Street and access to the City of Rochester public parking ramp will be via 1<sup>st</sup> Street SE. The City will need to coordinate with the appropriate parties the use of the remaining alley accessed from 1<sup>st</sup> Street SE. The users of the on-street parking along 1<sup>st</sup> Avenue SE will need to be defined as the project moves from parking ramp phase into the future multi-family housing development project.

- (5) **Height Impacts:** The Parking Facility is proposed at 6 stories in height and approximately 77.5' feet above grade at the highest point. The project is bordered by streets to the north, south, and west which have a minimum of a 75 foot right-of-way. The proposed 6 level parking ramp is not anticipated to obstruct sunlight from any existing uses or buildings located to the north of the development site. The applicant shall provide a Shadow Impact diagram showing the shadowing effects on adjacent property with the development of the 6 level parking ramp.

The second or future phase of the staged development is development of an additional 10 floors of multi-family housing. The total building height is not identified but estimated at approximately 200' (or an additional 122.5') above grade at the highest point. The applicant will need to provide detailed plans and elevations documenting the heights of the proposed buildings with the final submittal of the future proposed 10 floors of multi-family housing. The applicant will need to provide a Shadow Impact diagram showing any shadowing effects on adjacent property with the development of the additional 10 floors of residential housing. The proposed location of the residential housing is to run north and south along 1<sup>st</sup> Avenue SE. The area between the projects proposed residential housing and the Broadway Plaza and Broadway at Center project is proposed to be a green roof / rooftop terrace above the parking ramp.

- (6) **Setbacks:** Within the CDC –CBD district the minimum building setback is zero feet. Portions of the building encroach into the public right-of-way along 1<sup>st</sup> Avenue SE; therefore the developer will require a revocable permit or right-of-way vacation for these

encroachments. The street level along 1<sup>st</sup> Avenue SE is recessed to allow for development of streetscape in compliance with city standards and provide for pedestrian facilities and bike parking.

- (7) **Internal Site Design:** The orientation of the building has the main pedestrian entrances to the parking ramp at the intersection of 1<sup>st</sup> Avenue and East Center Street & and 1<sup>st</sup> Street SE which helps define the presence for the building at this location. The future phase of residential housing primary entrance is on 1<sup>st</sup> Avenue SE. This private & secure entrance has associated on street parking to accommodate the needs of the tenants. The vehicular access to the public parking ramp is via 1<sup>st</sup> Street SE, the underground parking associated with the Broadway and Center Project will access via East Center Street SE. Pedestrian access into the Skyway system at the Broadway Plaza will be at the second floor of the parking ramp along 1<sup>st</sup> Street SE. The Broadway at Center building will have access to the parking ramp at various levels. The proposed green roof or rooftop terrace on the on the top level of the parking ramp takes advantage of solar gain through a south-facing orientation. The project has integrated additional active building space along East Center Street by coordinating the parking facility design with the Broadway at Center Project. The incorporation of the Railroad Right-of-Way into the overall design of the project, making efficient use of the space of above the Railroad ROW for a parking facility and future phase of Multi-Family-Housing project.

The plans indicate that the exterior signage will conform to standard D and will include traffic control directional signage at vehicle entries and exits, projecting circular blue parking sign (international symbol for parking). A specific signage plan is not provide, some signs are identified in the elevations provided by the applicant.

- (8) **Screening and Buffering:** The plans provided identify locations 8 street trees along 1<sup>st</sup> Street SE, 1<sup>st</sup> Avenue SE and East Center Street. The tree locations are generally near the back of curb and are incorporated in to the streetscape of the surrounding streets. The applicant will need to work with the City Forester to finalize locations, timing of installation and the soil design requirements for these locations. The applicant has not proposed any additional landscape areas. It may be appropriate to add planters or other site elements in the streetscape area to highlight entrances to the Transit Office and pedestrian access points to the city parking

ramp. The applicant has not provided a Landscape Plans for the Parking Facility, a Landscape Plan is typically submitted with the site plan for incentive development projects to review conformance with the Ordinance.

Section 63.427 Subd 8 (E). The project is exempt from any provision of this Code that would require bufferyards between land used for a new parking facility and any adjacent land uses are waived with the exception of any required bufferyard that establishes the need to provide the planting of boulevard trees.

When the final plan is brought forward for the second phase of the staged development the applicant will need to provide a details landscape and site plan for the green roof / rooftop terrace. The plans shall provide details on the exterior plaza space including but not limited to planting materials, soils design, site materials, site furniture and site lighting.

Parking Facilities in the DPOZ are exempt from the bufferyard requirements with the exception of any require bufferyard that establishes the need to provide the planting of boulevard trees, as identified in section 63.427, subd. 8(E),(2).

- (9) **Ordinance Requirements:** The proposed project is subject to the review and approval as outlined in the LDM and other governing documents. The proposed project complies standards outlined in section 62.411. The proposed parking facility complies with the Downtown Parking Overlay District Zoning standards. The applicant must receive a revocable permit for all encroachments into the right-of-way and over the public right-of-way alley. Other city obligations must be met through application and liaison with relevant agencies;
- (10) **Non-Vehicular and Alternate Modes of Travel:** Pedestrian-oriented space is incorporated into the streetscape design along the project frontages and through use of canopied building openings. Bicycle parking is provided on the site - parking facility, and in the right-of-way. Center Street is designated in the Downtown Masterplan as a bike street/ complete street. The DMC Development Plan designates 1<sup>st</sup> Avenue SE as a proposed Sharrow Route and Center Street east of the project is identified as a proposed advisory Bike Lane area. This development is within ¼ mile of 2<sup>nd</sup> Street SE which functions as a bus transit hub. The development is well served by public transit. The development is also in a walkable area, close to downtown shops, Civic Center,

library and other amenities. The development is located in close proximity to the bike path network which runs along the Zumbro River;

- (11) **Master Planned Corridor:** The Downtown Master Plan was adopted by the City Council in January of 2011. The Master Plan identifies this area, known as the Main Street Mixed Use District, as a primary development location. The proposed City of Rochester Parking Ramp #6 project fulfills many of the goals of the Downtown Master Plan such as incorporation of mixed uses, mixed material façade design, and active streetscape elements. The proposed development is consistent with the Downtown Master Plan by incorporating pedestrian-oriented amenities like connectivity to neighboring developments and incorporation of a mix of uses like retail, restaurant, and residential within the building contributing to a more active downtown. Bump-outs at the end of each block provide additional space within the pedestrian zone between the building edge and curb.

**Complete Streets Policy:** The Complete Streets Policy was adopted by the City of Rochester in 2009. It is a policy which encourages multi-modal transport and ensures appropriate design of roads, paths, and linkages throughout the city. The development complies with the objectives of the Complete Streets Policy which is to improve the access and mobility for all users of streets in the community by improving safety through reducing conflict and encouraging non-motorized transportation and transit.

**Downtown Parking Overlay Zone (DPOZ):** The Downtown Parking Overlay Zone (DPOZ) identifies and more easily defines the uniquely situated and expanding areas around the Central Business District that have a high level of proximity to both publically provided transportation facilities, public parking facilities, metered street parking and to the major downtown employment centers that provide off-street employee parking. At these locations, private off-street parking requirements are regulated differently than in other parts of the City. Section 63.423 exempt from providing off-street parking in the CDC-CBD. The specific provisions of the DPOZ define a Parking Facility as being the principal or accessory use of land being either a structure or building located above or below grade design for short or long term off-street parking.

## **Final Incentive Development**



- A. **Capacity of Public Facilities:** The design of private and public utility facilities meet the requirements and specifications which the applicable utility has adopted.
- B. **Geologic Hazard:** There are no known geologic hazards related to this project.
- C. **Access Effect:** Ingress and egress points have been designed and located so as to minimize traffic impacts, especially through the widening of the sidewalk/amenity space on 1st Ave SE and East Center Street. Access for delivery and service vehicles will be taken from the alley public right-of-way off of 1<sup>st</sup> Street SE. Access locations and use/span of the alley have been reviewed by City of Rochester Public Works Department.
- D. **Pedestrian Circulation:** Pedestrian-oriented space is incorporated into the streetscape design along the project frontages and through use of canopied building openings. The development has enhanced pedestrian space through the widening of sidewalks along East Center Street and 1<sup>st</sup> Avenue SE, and the inclusion of a protected pedestrian sidewalk with visual access to the railroad tracks. Bike racks and bike lockers are provided.
- E. **Foundation and Site Plantings:** The plans provided identify locations for 8 street trees along 1<sup>st</sup> Street SE, 1<sup>st</sup> Avenue SE and East Center Street. The tree locations are generally near the back of curb and are incorporated in to the streetscape of the surrounding streets. The applicant will need to work with the City Forester to finalize locations, timing of installation and the soil design requirements for these locations. The applicant has not proposed any additional landscape areas. It may be appropriate to add planters or other site elements in the streetscape area to highlight entrances to the Transit Office and pedestrian access points to the city parking ramp.
- F. **Site Status:** Adequate measures have been taken to ensure the future maintenance and ownership pattern of the project, including open space and accessibility through the site. Evidence needs to be submitted indicating that a final plat has been approved & recorded and required permissions have been obtained for the alley span and any encroachments into the public right-of-way prior to zoning certificate submittal.
- G. **Screening and Bufferyards:** The plans provided identify locations 8 street trees along 1<sup>st</sup> Street SE, 1<sup>st</sup> Avenue SE and East Center Street.

The tree locations are generally near the back of curb and are incorporated in to the streetscape of the surrounding streets. The applicant will need to work with the City Forester to finalize locations, timing of installation and the soil design requirements for these locations. The applicant has not proposed any additional landscape areas. It may be appropriate to add planters or other site elements in the streetscape area to highlight entrances to the Transit Office and pedestrian access points to the city parking ramp. The applicant has not provided a Landscape Plans for the Parking Facility, a Landscape Plan is typically submitted with the site plan for incentive development projects to review conformance with the Ordinance.

Section 63.427, subd 8(E). The project is exempt from any provision of this Code that would require bufferyards between land used for a new parking facility and any adjacent land uses are waived with the exception of any required bufferyard that establishes the need to provide the planting of boulevard trees.

- H. **Final Building Design:** The final building design is consistent with the principles identified in preliminary development plan relative to Height Impact, Setbacks, and Internal Site Design. Detailed building design and materials are shown in the submitted final plan drawings.
- I. **Internal Circulation Areas:** Plans for off-street parking and loading areas and circulation aisles to serve these areas meet the requirements of the Ordinance. The proposed parking facility complies with the Downtown Parking Overlay District.
- J. **Ordinance Requirements:** The proposed project is subject to the review and approval as outlined in the LDM and other governing documents. The proposed project complies standards outlined in section 62.411. The proposed parking facility complies with the intent of Downtown Parking Overlay District Zoning standards. The applicant must receive adequate permissions from the City of Rochester Public Works Department regarding encroachments into the right-of-way and over the public right-of-way alley. Other city obligations must be met through application and liaison with relevant agencies.
- K. **Non-Vehicular and Alternate Travel Modes:** Pedestrian-oriented space is incorporated into the streetscape design along the project frontages and through use of canopied building openings. Bicycle parking is provided on the site - parking facility, and in the right-of-way. Center Street is designated in the Downtown Masterplan as a bike street/ complete street. The DMC Development Plan designates 1<sup>st</sup> Avenue SE as a proposed

Sharrow Route and Center Street east of the project is identified as a proposed advisory Bike Lane area. This development is within ¼ mile of 2<sup>nd</sup> Street SE which functions as a bus transit hub. The development is well served by public transit. The development is also in a walkable area, close to downtown shops and amenities. The development is located in close proximity to the bike path network which runs along the Zumbro River.

- L. **Master Planned Corridor:** The Downtown Master Plan was adopted by the City Council in January of 2011. The Master Plan identifies this area, known as the Main Street Mixed Use District, as a primary development location. The proposed City of Rochester Parking Ramp #6 project fulfills many of the goals of the Downtown Master Plan such as incorporation of mixed uses, mixed material façade design, and active streetscape elements. The proposed development is consistent with the Downtown Master Plan by incorporating pedestrian-oriented amenities like connectivity to neighboring developments and incorporation of a mix of uses like retail, restaurant, and residential within the building contributing to a more active downtown. Bump-outs at the end of each block provide additional space within the pedestrian zone between the building edge and curb. The findings within this report maintain that the project complies with the Downtown Master Plan; and,

WHEREAS, the Planning Department recommended approval of the Preliminary Plan subject to the following conditions:

1. Applicant shall provide a finalized set of building plans, elevations and development calculations with the final plan submittal.
2. Applicant shall provide detailed information on all site materials, site layout of terrace area, detailed Landscaping Plan, identifying plant material and soils systems to be used with the final plan submittal.
3. Any rooftop equipment shall be adequately screened from view.
4. The applicant must submit detail for the exterior lighting including a photometric lighting plan which complies with the lighting standards within the Ordinance with the final plan submittal.
5. The Applicant shall provide a signage plan with identifying locations, design and size of signs with the final plan submittal.
6. The Applicant shall provide a Shadow Impact diagram showing any shadowing effects on adjacent property with the final plan submittal.

7. The status of the Grading and Stormwater Management Plan shall be approved, or approved with conditions, prior to approval of the final plan.
8. Revocable Permits or Vacation of Right-of-Way will be required for all canopies, overhangs, and any other encroachments over the public right-of-way.
9. Charges/Obligations applicable to the development may include the following:
  - A. Sanitary Sewer Availability Charge (SAC)
  - B. Water Availability Charge (WAC)
  - C. Storm Water Management Plan Area Charge (SWMPAC) for any net increase in impervious surface
  - D. Plant Investment Fee (PIF) collected for individual lots at the time of Building Permit issuance; and,

WHEREAS, the Planning Department recommended approval of the Final Plan subject to the following conditions:

1. The applicant shall provide prior to submitting for Building Permit/Zoning Certificate the following information:
  - A. A detailed Landscaping Plan, identifying plant material and location and type soils systems to be used.
  - B. A detailed for the exterior lighting on the building or in the right-of-way including a photometric lighting plan which complies with the lighting standards within the Ordinance.
  - C. The details on the materials to be used in the areas where the Railroad Tracks crosses the pedestrian walkways along 1<sup>st</sup> Street SE and East Center Street.
  - D. Detailed information on the ornamental fence identified in the plans separating the pedestrian walkway from the railroad tracks along 1<sup>st</sup> Avenue SE.
  - E. Detailed information on the site amenities identified in the plans, such as type, color, materials proposed for of Bike Rack and Bike Lockers.

- F. Detailed information on Canopies shown in elevation and identified as Metal/Glass Canopy on the elevations, provide dimensional drawings, colors, types of glass, color of glass and any other appropriate details.
  - G. A detailed plan indicating any signs proposed for public safety or directional purposes.
  - H. Provide a Shadow Impact Diagram, for the 6 level parking ramp, showing any shadowing effects on adjacent property.
  - I. Provide documentation that the materials used in the Stairway/Elevator towers meets the 50% transparency requirement identified in section 63.427, subd.8 (J), (6);
- 2. Any rooftop equipment shall be adequately screened from view.
  - 3. The Applicant shall provide a copy of the recorded Unity Agreement prior to the issuance of any building permits. It is understood that the Unity Agreement will include the Broadway Plaza Building, the Proposed Broadway and Center Project and the Proposed City Parking Facility, this document will be recorded on each affected parcel.
  - 4. The Development is contingent on encroachment into 1<sup>st</sup> Avenue SE, applicant shall document the vacation of ROW or a revocable permit has been approved.
  - 5. The status of the Grading and Stormwater Management Plan shall be approved, or approved with conditions, prior to submitting for Building Permit/Zoning Certificate.
  - 6. Charges/Obligations applicable to the development may include the following:
    - A. Sanitary Sewer Availability Charge (SAC)
    - B. Water Availability Charge (WAC)
    - C. Storm Water Management Plan Area Charge (SWMPAC) for any net increase in impervious surface
    - D. Plant Investment Fee (PIF) collected for individual lots at the time of Building Permit issuance.



7. The applicant's water system plans shall reflect a water system layout to include abandoning an 8" existing water service along Center Street, relocation of 16" CIP water main located in the north curb line of 1<sup>st</sup> Street SE, per Rochester Public Utilities requirements.
8. Applicant shall comply with the ordinance Section 63.275, Subd. 8 related to Boulevard Tree requirements in the Central Business District.
9. Revocable Permits or Vacation of Right-of-Way will be required for all canopies, overhangs, and any other encroachments over the public right-of-way.
10. The property shall be re-platted through the platting process; and,

WHEREAS, the Planning and Zoning Commission held a public hearing on the Incentive Development Preliminary/Final Plan #R2016-018 on June 8, 2016, and gave all interested persons the opportunity to make presentations and give testimony concerning the application; and,

WHEREAS, at its June 8<sup>th</sup> public hearing, the Commission recommended denial of the Incentive Development Preliminary Plan, Incentive Development Final Plan – Parking Facility, and Incentive Development Final Plan – Parking Garage #R2016-018 on the basis that the proposed developments do not meet all of the applicable criteria; and,

WHEREAS, the Common Council held a public hearing on the Incentive Development Preliminary/Final Plan #R2016-018CUP request on July 6, 2016, and gave all interested persons the opportunity to make presentations and give testimony concerning the application; and,

WHEREAS, at the July 6<sup>th</sup> public hearing, the Council added condition #11 to the Final Plan – Parking Facility to read as follows:

11. The drawings and renderings found at pages 373-376 of the July 6, 2016, council meeting agenda packet are to be replaced with the drawings and renderings found at pages 387-390 of the same packet. The correct versions of the drawings and renderings are attached hereto as Attachments 1, 2, 3, and 4; and,

WHEREAS, based upon all of the evidence and testimony submitted during the July 6<sup>th</sup> public hearing, the Council accepts the Planning Department's recommended findings of fact and conditions of approval with the addition of condition #11 for the Final Plan – Parking Facility.

NOW, THEREFORE, BE IT RESOLVED by the Common Council of the City of Rochester that it adopt the Planning Department's findings of fact and recommendation that the Incentive Development Preliminary/Final Plan #R2016-018CUP requested by the City of Rochester is granted subject to the above conditions. Specifically, the Council takes the following actions:

1. Approval of the Preliminary Plan, Multi-Family Housing Option, Incentive Development Plan – Conditional Use Permit subject to the above-stated nine conditions;
2. Approval of the Final Plan, Parking Facility, Incentive Development Plan – Conditional Use Permit subject to the above-stated 11 conditions; and,
3. Approval of the Conditional Use Permit Final Plan for the Parking Facility in the Downtown Parking Overlay Zone, Conditional Use Permit – DPOZ.

PASSED AND ADOPTED BY THE COMMON COUNCIL OF THE CITY OF  
ROCHESTER, MINNESOTA, THIS 6th DAY OF July, 2016.

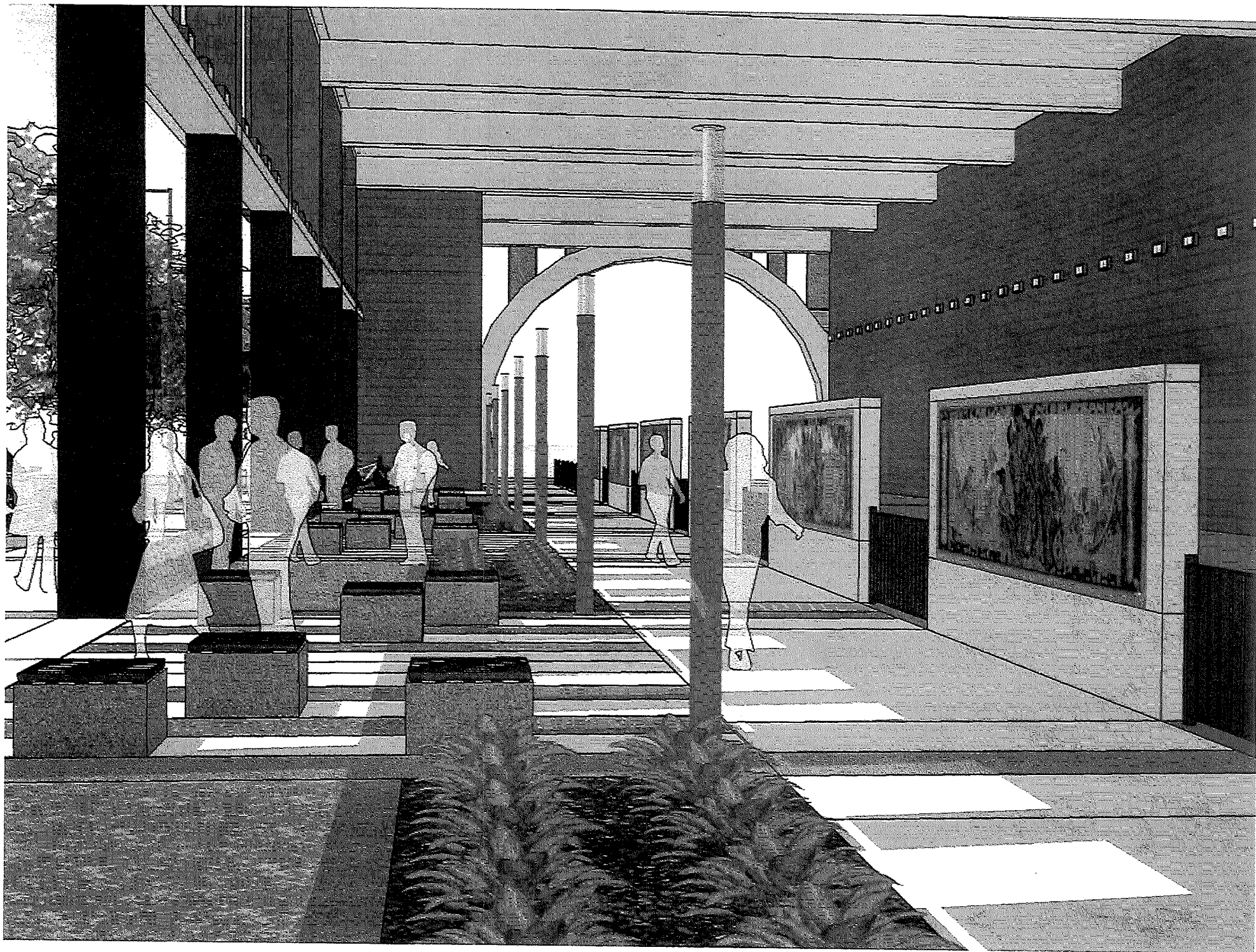
ATTEST: Aaron S. Reeve  
CITY CLERK

Randy Staver  
PRESIDENT OF SAID COMMON COUNCIL

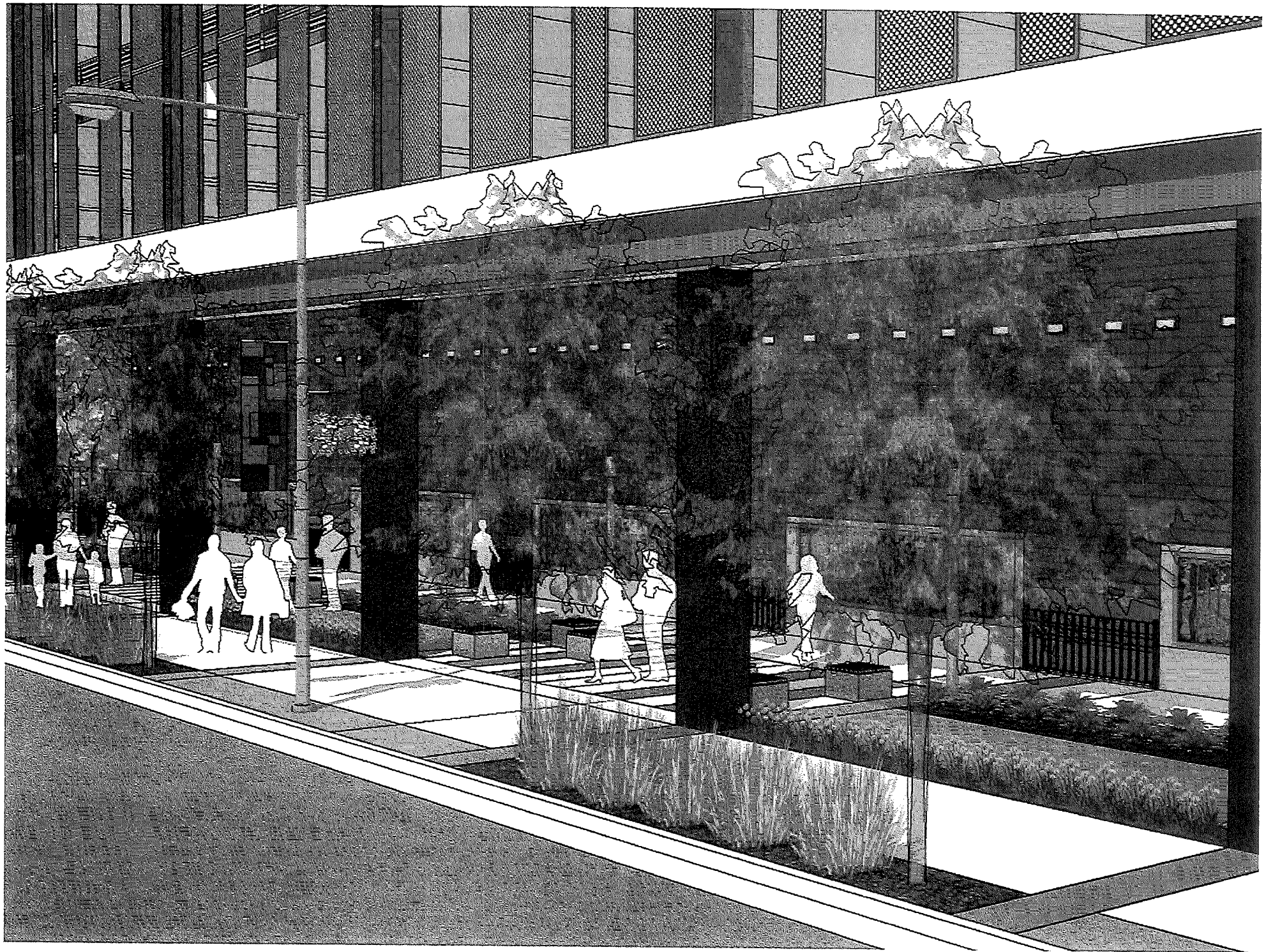
APPROVED THIS 13th DAY OF July, 2016.



William F. Bieda  
MAYOR OF SAID CITY



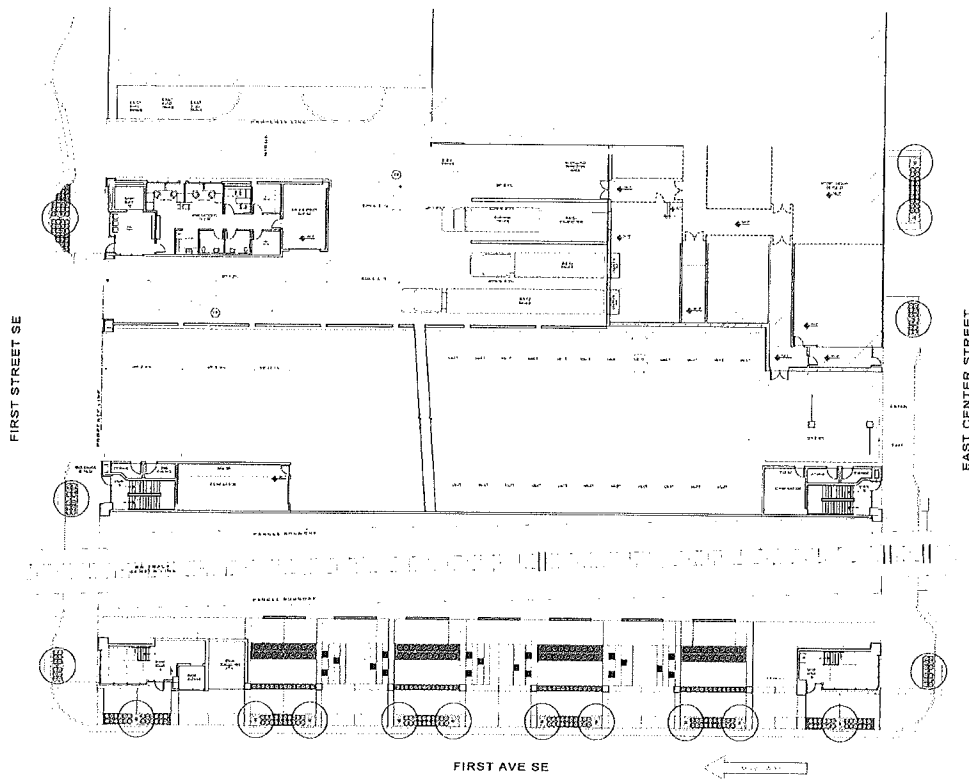












## Exhibit D – Recent Parking Ramp Photos





