



PLANNING COMMISSION STAFF REPORT

Originator Cary Teague Community Development Director	Meeting Date July 9, 2014	Agenda # VI.C.
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INFORMATION/BACKGROUND

Project Description

Mesaba Capital is requesting review of a proposal to build a four-story 100-unit senior assisted living building west of the existing Yorktown Continental Senior Living apartments at 7151 York Avenue. (See property location on pages A1-A4.) The housing would include 70 units of senior housing with services and 30 memory care units. Ten percent (10%) of the units would be for residents below 50% median income level. (See applicant narrative and plans on pages A5-A33.) Features of the building include congregate dining with three meals provided per day; private dining; a coffee shop; a lounge area on each floor; a library; a computer room; a craft room and a fitness facility. Parking is provided underneath the building. The existing surface lot for the 12-story building has been relocated to the east side of the building and the number of surface stalls for that building increased from 123 surface stall to 140.

The Planning Commission and City Council have considered sketch plan reviews of the subject property in 2013 and 2014. (See minutes from those meetings on pages A34-A41.)

The applicant has taken the feedback from the sketch plan review and revised the plans to include: Locating the building on the York side of the site; pulling the building up close to the street; adding green space; providing porches/decks in the front to engage the street; and increasing sidewalks and pedestrian connections.

The new four-story building serves as podium height to the existing 12-story building located in the middle of the lot. The green space increase is due to reducing the number of surface parking stalls, which were felt to not be needed for the residents. The building has been designed to relate to the existing 12-story building which is also being remodeled. Pedestrian connections have been added around the perimeter of the site and to connect the two buildings. While they applicant did not connect the two buildings to provide an interior connection

between the two buildings as recommended, they did add sidewalk connection with a canopy over the top. (See pages A14 and A16.)

To accommodate the request, the following land use applications are requested:

- Site Plan Review to construct the new 4-story building;
- Front Yard Setback Variance from 46 feet to 20 feet;
- Density Variance to allow 364 total units on the site from 182 units allowed under current zoning (the existing building is nonconforming with 264 units);
- Parking Variance from 194 exposed and 91 enclosed spaces to 162 exposed and 64 enclosed; and
- Variances to allow one bedroom units under 500 square feet, and two bedroom units over 850 square feet.
- Preliminary Plat.

SUPPORTING INFORMATION

Surrounding Land Uses

- Northerly: Yorktown Office; zoned POD-1, Planned Commercial District and guided Community Activity Center.
- Easterly: Adams Hill Park and single-Family Homes located in the City of Richfield.
- Southerly: Durham Apartments; zoned PRD-4 and guided high density residential.
- Westerly: Yorktown mall; zoned and guided for commercial use.

Existing Site Features

The subject property is 5.85 acres in size, is relatively flat and contains a 12-story 264 unit apartment building with surrounding surface parking. (See page A4.)

Planning

- Guide Plan designation: HDR – High Density Residential. (See page A3.)
- Zoning: PSR-4, Planned Senior Residential (See page A3a.)

Site Circulation

Access to the site would be from York Avenue only. The existing right-in and right-outs on the site would remain the same.

Parking

The following is required for parking per unit: .5 exposed spaces; .25 enclosed spaces; 1 space per company vehicle; 1 space per employee. Based on these requirements, the applicant is required to provide 194 exposed parking spaces and 91 enclosed spaces. The existing building does not contain enclosed parking, and is therefore nonconforming. The proposed new building would meet the requirements for underground parking.

For the overall parking required, variances are requested. The proposed parking includes 162 exposed parking spaces and 64 enclosed. The site plan proposed at the sketch plan showed 223 exposed spaces. This plan could be used as proof-of-parking, should additional parking be needed. However, the applicant believes the number of spaces proposed would meet the needs of the residents. WSB conducted a parking study and concluded that the number of parking stalls proposed would support the residents. (See attached parking study.) Green space is added as a result of the reduction in parking stalls that was presented at sketch plan.

Traffic Study

WSB and Associates also conducted a traffic study. (See the attached study.) The study concludes that the proposed development could be supported by the existing adjacent roadways and there would be adequate parking provided. A traffic signal will be needed at Parklawn and York in the 2030 with or without this project.

Landscaping

Based on the perimeter of the site, the applicant is required to have 63 over story trees and a full complement of under story shrubs. The applicant is proposing 63 over story trees, including existing and proposed. The trees would include a mixture of Maple, Oak Spruce, Crabapple, Pine and Birch. (See pages A8, A18 and A29.) A full complement of understory landscaping is proposed around the buildings.

Loading Dock/Trash Enclosures

Loading and trash area would take place adjacent to the underground garage entry, and would be screen from the neighboring property to the north. (See page A8a.)

Mechanical Equipment

Mechanical equipment is proposed on the roof of the building. This equipment must be screened on the roof from the adjacent property including the new building. (See pages A10 and A6.)

Grading/Drainage/Utilities

The city engineer has reviewed the proposed plans and found them to be acceptable subject to the comments and conditions outlined on the attached page A42. Most notable is the existing 30-foot utility easement along York Avenue. A portion of this easement would have to be vacated and the utilities (if there are any) relocated, if the building is to be constructed with a 20-foot setback.

Building/Building Material

The building would be constructed of cement panels, prefinished metal, precast brick and lap siding. The Building would be designed to be integrated with the existing 12-story brick building on the site. (See renderings on pages A10- A17.) A materials board will be presented at the Planning Commission meeting.

Density

The PRD-4 zoning district allows a maximum density of 1 unit per 1,400 square feet. Given the 5.85 acre size of the site, the code would allow a maximum of 182 units. The density of 182 units would be 31 units per acre. The proposed density of 64 units per acre would be on the higher end of the density range for the City's high density residential development as indicated in the table below. Please note that the development would not be as dense as the 6500 France project.

Development	Address	Units	Units Per Acre
Yorktown Continental	7151 York	264	45
The Durham	7201 York	264	46
York Plaza Condos	7200-20 York	260	34
York Plaza Apartments	7240-60 York	260	29
Edina Place Apartments	7300-50 York	139	15
Walker Elder Suites	7400 York	72	40
7500 York Cooperative	7500 York	416	36

Edinburgh Condos	76xx York	392	36
South Haven	3400 Parklawn	100	42
69 th & York Apartments	3121 69 th Street	114	30
6500 France – Senior Housing	6500 France	188	80
Lennar/Wickes Site	6725 York	240	52

The Comprehensive Plan allows density for senior housing to exceed 30 units per acre under the following circumstances: Proximity to hospitals, proximity to low density uses, utilities capacity, level of transit service available, and impact on adjacent roads. Other desired items to allow greater density for senior housing would include: Below grade parking, provision of park or open space, affordable housing, sustainable design principles, and provision of public art.

The proposed project is relatively close to the Fairview Hospital; the building is separated from low density residential housing by the existing 12-story building; there is adequate utility capacity to serve the site; transit service is available on York Avenue; and a traffic study was done, and determined that the project could be supported by the existing roads. (See page A53.) The parking for the new building would be enclosed and underground. Open space is provided between the two buildings, with sidewalk connections. The applicant is proposing 10% of the units to be for affordable housing and sustainable design principles are proposed in the applicant narrative.

Variance – Building Setback

Per Section 36-98 of the City Code, a variance should not be granted unless it is found that the enforcement of the ordinance would cause practical difficulties in complying with the zoning ordinance and that the use is reasonable. As demonstrated below, staff believes the proposal does meet the variance standards, when applying the three conditions:

Minnesota Statues and Edina Ordinances require that the following conditions must be satisfied affirmatively. The Proposed Variance will:

- 1) *Relieve practical difficulties that prevent a reasonable use from complying with ordinance requirements.***

Reasonable use does not mean that the applicant must show the land cannot be put to any reasonable use without the variance. Rather, the applicant must show that there are practical difficulties in complying with the code and that the proposed use is reasonable. “Practical difficulties” may include functional and aesthetic concerns.

Staff believes the proposed variance is reasonable. The practical difficulty is the location of the existing building located in the middle of the site. The applicant has located the building up close to the street to create an active environment with pedestrian connections. (See page A8a.) The building could be shifted back to meet the setback requirement. However, in doing so the green space proposed between the two buildings would be lost. The Comprehensive Plan encourages buildings to be brought up to engage the street. The following goals and policies of the Comprehensive Plan would be met: "Where appropriate, building facades should form a consistent street wall that helps to define the street and enhance the pedestrian environment."

2) *There are circumstances that are unique to the property, not common to every similarly zoned property, and that are not self-created?*

Yes. The unique circumstance is the location of the existing 12-story building located in the middle of the site. These circumstances are unique to the property.

3) *Will the variance alter the essential character of the neighborhood?*

No. The proposed new structure would be designed to be integrated with and complementary to the existing 12-story building. The new 4-story building being brought up close to York Avenue would be consistent with recent development on France and York with buildings being brought close to the street to engage it and create a more pedestrian friendly environment.

Variance – Density & Unit Size

Per Section 36-98 of the City Code, a variance should not be granted unless it is found that the enforcement of the ordinance would cause practical difficulties in complying with the zoning ordinance and that the use is reasonable. As demonstrated below, staff believes the proposal does meet the variance standards, when applying the three conditions:

Minnesota Statutes and Edina Ordinances require that the following conditions must be satisfied affirmatively. The Proposed Variance will:

1) *Relieve practical difficulties that prevent a reasonable use from complying with ordinance requirements.*

Reasonable use does not mean that the applicant must show the land cannot be put to any reasonable use without the variance. Rather, the applicant must show that there are practical difficulties in complying with

the code and that the proposed use is reasonable. "Practical difficulties" may include functional and aesthetic concerns.

Staff believes the proposed variances and density are reasonable. As mentioned above, the Comprehensive Plan allows density for senior housing to exceed 30 units per acre under the following circumstances: Proximity to hospitals, proximity to low density uses, utilities capacity, level of transit service available, and impact on adjacent roads. Other desired items to allow greater density for senior housing would include: Below grade parking, provision of park or open space, affordable housing, sustainable design principles, and provision of public art.

The proposed project meets most all of these items. The site is close to the Fairview Southdale Hospital; the building is separated from low density residential housing by the existing 12-story building; there is adequate utility capacity to serve the site; transit service is available on York Avenue; and a traffic study was done, and determined that the project could be supported by the existing roads. (See page A53.) The parking for the new building would be enclosed and underground. Open space is provided between the two buildings, with sidewalk connections. The applicant is proposing 10% of the units to be for affordable housing and sustainable design principles are proposed in the applicant narrative. As has been standard with recent projects, a condition of approval shall be to attempt to meet an energy savings goal of 10% over state energy code guidelines.

Minimum unit size for one bedroom dwelling units was intended to promote affordable housing. The applicant is proposing 10% of the units for affordable housing, and the existing 264 units on the site are all affordable housing. The majority of the one bedroom apartments are 500 square feet and larger; only a few would be slightly less than 500 square feet. The larger two bedroom units over 850 square feet are reasonable to promote a variety of housing options within the development.

The Planning Commission has this issue on its work plan to eliminate minimum and maximum dwelling unit sizes.

2) *There are circumstances that are unique to the property, not common to every similarly zoned property, and that are not self-created?*

Yes. The site currently contains a 12-story senior housing building in the middle of the site. The circumstances existing on this site are generally unique to this property.

3) Will the variance alter the essential character of the neighborhood?

No. The proposed new structure would be designed to be integrated and complement the existing 12-story building. The new 4-story building being brought up close to York Avenue would be consistent with recent development on France and York being brought close to the street to engage it and create a more pedestrian friendly environment.

Variance – Parking Stalls

Per Section 36-98 of the City Code, a variance should not be granted unless it is found that the enforcement of the ordinance would cause practical difficulties in complying with the zoning ordinance and that the use is reasonable. As demonstrated below, staff believes the proposal does meet the variance standards, when applying the three conditions:

Minnesota Statutes and Edina Ordinances require that the following conditions must be satisfied affirmatively. The Proposed Variance will:

1) *Relieve practical difficulties that prevent a reasonable use from complying with ordinance requirements.*

Reasonable use does not mean that the applicant must show the land cannot be put to any reasonable use without the variance. Rather, the applicant must show that there are practical difficulties in complying with the code and that the proposed use is reasonable. "Practical difficulties" may include functional and aesthetic concerns.

Staff believes the proposed parking stall variance is reasonable. A parking study was conducted by WSB Associates that concludes that the City Code required parking is not necessary for the site. The study concludes that the proposed senior housing could function adequately with the proposed parking. (See page A53.)

Parking stalls could be added to the site if needed. As demonstrated in the sketch plan for development of the site, there is room on 223 exposed parking stalls. A condition of any approval should be that if parking becomes a problem, the additional stalls must be provided.

2) *There are circumstances that are unique to the property, not common to every similarly zoned property, and that are not self-created?*

Yes. The unique circumstance is the existing location of the building on the site, which does not have any underground parking. It has been the city's general policy with previous similar requests, to not build parking stalls when they are not needed.

3) *Will the variance alter the essential character of the neighborhood?*

No. The alternative to the variance would be to require the applicant to construct a more exterior parking and reduce green space. Based on the parking study done by WSB, this parking would not be needed.

Preliminary Plat

The applicant is also requesting a Preliminary Plat to create separate lots for the proposed and existing building. (See the plat on page A30.) The subdivision would meet all minimum lot standards and subdivision requirements. Shared parking and drive-aisle access agreements would need to be established across the lots.

Park Dedication

Per Minnesota State Statute 462.353, Subd. 4(a) and Chapter 32 of the City Code, the applicant is required to dedicate land for public use as parks, playgrounds, recreation facilities, trails, or public open space. Fees in lieu of land dedication may be paid at \$5,000 per dwelling unit. The development would create 100 new dwelling units; therefore, a \$500,000 parking dedication would be required.

The fee would be paid prior to the City's release of the signed final plat mylars or subdivision approval for recording with Hennepin County.

Compliance Table

	City Standard (PSR-4)	Proposed
<u>Building Setbacks</u> Front – York Avenue Front – Xerxes Side – North Side – South Setback to R-1	46 feet 46 feet 46 feet 46 feet 140 feet	20 feet* 100+ feet 100 feet 54 feet 250+(R-1 in Richfield)
Building Height	Four stories and 48 feet	Four stories and 46 feet
Building Coverage	35%	20%
Density – Comprehensive Plan	30+ units max – Subject to Council Approval	364 units total 64 units per acre**
Density – Zoning Ordinance	1 unit per 1,400 s.f. of land area = 182 units	364 units*
Maximum Floor Area Per Dwelling - 1 bedroom - 2 bedroom	500-700 s.f. 750-850 s.f.	392* - 667 Over 1,200*
Community facilities/services required & Usable Area	15 s.f. per unit 1,500 required & 36,000 s.f.	2,100 s.f. dining 550 s.f. siting area 4,000 s.f. outdoor patio/fire pit area (50,000 s.f. of open space in the rear yard)
Parking Stalls	.5 exposed space .25 enclosed spaces 1 space per vehicle 1 space per employee 194 exposed & 91 enclosed	162 exposed* 64 enclosed* Proof of parking to 223 exposed spaces. New building meets the required enclosed parking (existing building is nonconforming)
Parking Stall Size	8.5' x 18'	8.5 x 18'
Drive Aisle Width	24 feet	24 feet

*** Variance is required**

**** Subject to Council Approval**

PRIMARY ISSUES/STAFF RECOMMENDATION

Primary Issue

- **Are the proposed Variances for density, unit size and front yard setback reasonable for this site?**

Yes. Staff believes the proposed variances are reasonable for this site for the following reasons:

1. The proposed new building would be separated and screened from the single-family homes to the east by the existing 12-story building.
2. There are adequate utilities to support the site.
3. The traffic and parking study done by WSB concludes that the existing roadways can support the proposed project, and there would be adequate parking provided.
4. Senior housing generates less traffic than a market rate all age apartment building would.
5. The Comprehensive Plan allows density for senior housing to exceed 30 units per acre under the following circumstances: Proximity to hospitals, proximity to low density uses, utilities capacity, level of transit service available, and impact on adjacent roads. Other desired items to allow greater density for senior housing would include: Below grade parking, provision of park or open space, affordable housing, sustainable design principles, and provision of public art.

The proposed project is located close to the Fairview Southdale Hospital; the building is separated from low density residential housing by the existing 12-story building; there is adequate utility capacity to serve the site; transit service is available on York Avenue; and a traffic study was done, and determined that the project could be supported by the existing roads. (See page A53.) The parking for the new building would be enclosed and underground. Open space is provided between the two buildings, with sidewalk connections. The applicant is proposing 10% of the units to be for affordable housing and sustainable design principles are proposed in the applicant narrative. (See pages A5-A8.)

6. As demonstrated above, the variance criteria are met.
7. The proposed project would meet the following goals and policies of the Comprehensive Plan:

- a. Building Placement and Design. Where appropriate, building facades should form a consistent street wall that helps to define the street and enhance the pedestrian environment.
- b. Movement Patterns.
 - Provide sidewalks along primary streets and connections to adjacent neighborhoods along secondary streets or walkways.
 - A Pedestrian-Friendly Environment.
- c. Encourage infill/redevelopment opportunities that optimize use of city infrastructure and that complement area, neighborhood, and/or corridor context and character.
- d. Incorporate principles of sustainability and energy conservation into all aspects of design, construction, renovation and long-term operation of new and existing development.
- e. Buildings should be placed in appropriate proximity to streets to create pedestrian scale. Buildings “step down” at boundaries with lower-density districts and upper stories “step back” from street.

Staff Recommendation

Site Plan with Variances

Recommend that the City Council approve the Site Plan with the proposed variances at 7151 York Avenue.

Approval is subject to the following findings:

1. The proposed new building would be separated and screened from the single-family homes to the east by the existing 12-story building.
2. There are adequate utilities to support the site.
3. The traffic and parking study done by WSB concludes that the existing roadways can support the proposed project, and there would be adequate parking provided.
4. The Comprehensive Plan allows density for senior housing to exceed 30 units per acre under the following circumstances: Proximity to hospitals, proximity to low density uses, utilities capacity, level of transit service available, and impact on adjacent roads. Other desired items to allow greater density for senior housing would include: Below grade parking, provision of park or open space, affordable housing, sustainable design principles, and provision of public art.

The proposed project is located close to the Fairview Southdale Hospital; the building is separated from low density residential housing by the existing 12-story building; there is adequate utility capacity to serve the site; transit service is available on York Avenue; and a traffic study was done, and determined that the project could be supported by the existing roads. The parking for the new building would be enclosed and underground. Open space is provided between the two buildings, with sidewalk connections. The applicant is proposing 10% of the units to be for affordable housing.

5. The variance criteria are met.
 - a. The practical difficulty is the location of the existing building located in the middle of the site. The applicant has located the building up close to the street to create an active environment with pedestrian connections.
 - b. The building could be shifted back to meet the setback requirement. However, in doing so the green space proposed between the two buildings would be lost.
 - c. Minimum and maximum unit dwelling units was intended to promote affordable housing. The applicant is also proposing 10% of the units for affordable housing, in addition to the 263 existing affordable units on the site.
 - d. The larger two bedroom units over 850 square feet are reasonable to promote a variety of housing options within the development.
 - e. The unique circumstance is the existing location of the building on the site, which does not have any underground parking. It has been the city's general policy with previous similar requests, to not build parking stalls when they are not needed.
 - f. The proposal will not alter the essential character of the neighborhood. The proposed new structure would be designed to be integrated and complement the existing 12-story building. The new 4-story building being brought up close to York Avenue would be consistent with recent development on France and York, with buildings being brought close to the street to engage it and create a more pedestrian friendly environment.
6. The proposed project would meet the following goals and policies of the Comprehensive Plan:

- a. Building Placement and Design. Where appropriate, building facades should form a consistent street wall that helps to define the street and enhance the pedestrian environment.
- b. Movement Patterns.
 - Provide sidewalks along primary streets and connections to adjacent neighborhoods along secondary streets or walkways.
 - A Pedestrian-Friendly Environment.
- c. Encourage infill/redevelopment opportunities that optimize use of city infrastructure and that complement area, neighborhood, and/or corridor context and character.
- d. Incorporate principles of sustainability and energy conservation into all aspects of design, construction, renovation and long-term operation of new and existing development.
- e. Buildings should be placed in appropriate proximity to streets to create pedestrian scale. Buildings “step down” at boundaries with lower-density districts and upper stories “step back” from street.

Approval is subject to the following Conditions:

1. Subject to staff approval, the site must be developed and maintained in substantial conformance with the following plans, unless modified by the conditions below:
 - Site plan date stamped June 13, 2014.
 - Grading plan date stamped June 13, 2014.
 - Utility plan date stamped June 13, 2014.
 - Landscaping plan date stamped June 13, 2014.
 - Building elevations date stamped June 13, 2014
 - Building materials board as presented at the Planning Commission and City Council meeting.
2. Prior the issuance of a building permit, a final landscape plan must be submitted, subject to staff approval. Additionally, a performance bond, letter-of-credit, or cash deposit must be submitted for one and one-half times the cost amount for completing the required landscaping, screening, or erosion control measures.
3. The property owner is responsible for replacing any required landscaping that dies.

4. Submit a copy of the Nine Mile Creek Watershed District permit. The City may require revisions to the approved plans to meet the district's requirements.
5. Sustainable design principles must be used per the applicant narrative.
6. Compliance with all of the conditions outlined in the city engineer memo dated June 25, 2014.
7. The Final Lighting Plan must meet all minimum landscaping requirements per Section 36 of the Zoning Ordinance.
8. Ten percent (10%) of the housing units shall be designated for affordable housing.
9. Sustainable design principles must be used per the applicant narrative. Attempts must be made meet an energy savings goal of 10% over state energy code guidelines.
10. Prior to issuance of a building permit the easement along York Avenue would have to be vacated, and utilities (if any) relocated.
11. Signage shall be allowed for both the existing and proposed buildings/lots per the PSR-4 standards outlined in Section 36, Article XIII in the City Code.

Subdivision – Preliminary Plat

Recommend that the City Council approve the Preliminary Plat to create a new two lot subdivision at 7151 York Avenue for the proposed project.

Approval is subject to the following findings:

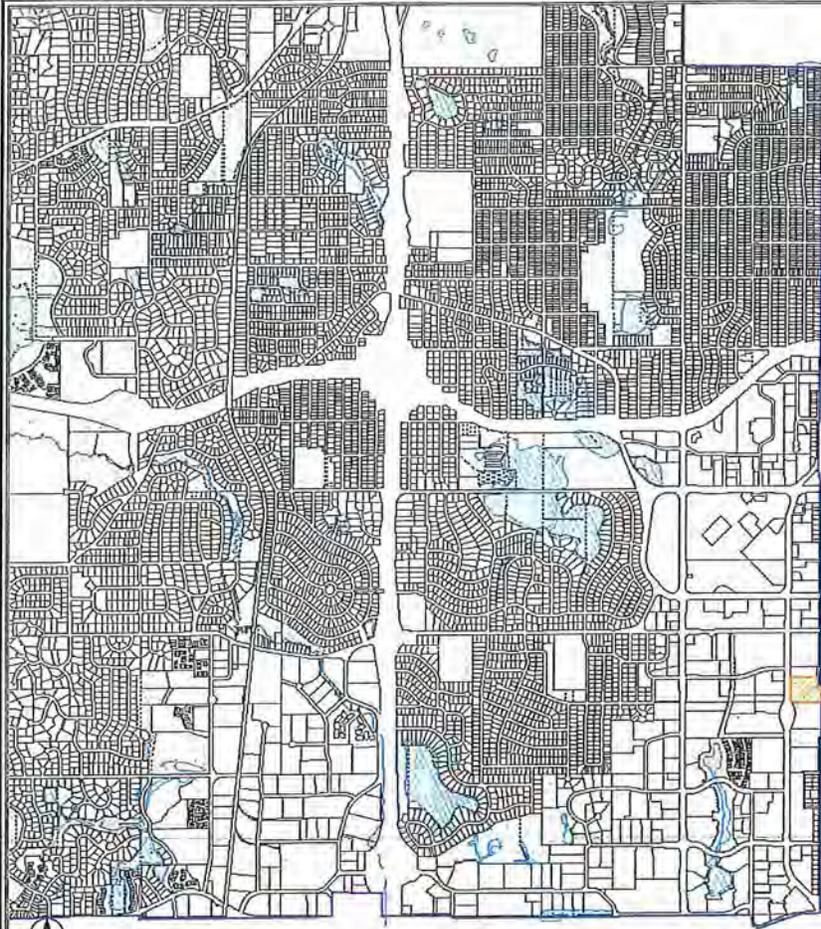
1. The proposed plat meets all Zoning and Subdivision Ordinance requirements.

Approval is subject to the following conditions:

1. The Final Plat must be considered within one-year after approval of the Preliminary Plat, or the Preliminary Plat shall be deemed null and void.
3. A shared parking and access agreement must be established across the Plat.
4. The Park Dedication fee of \$500,00 shall be paid prior to release of the mylars approving the Final Plat.

Deadline for a city decision: October 1, 2014

City of Edina



- Legend**
- Highlighted Feature
 - City Limits
 - Creeks
 - Lakes
 - Parks
 - Parcels

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7151 ft



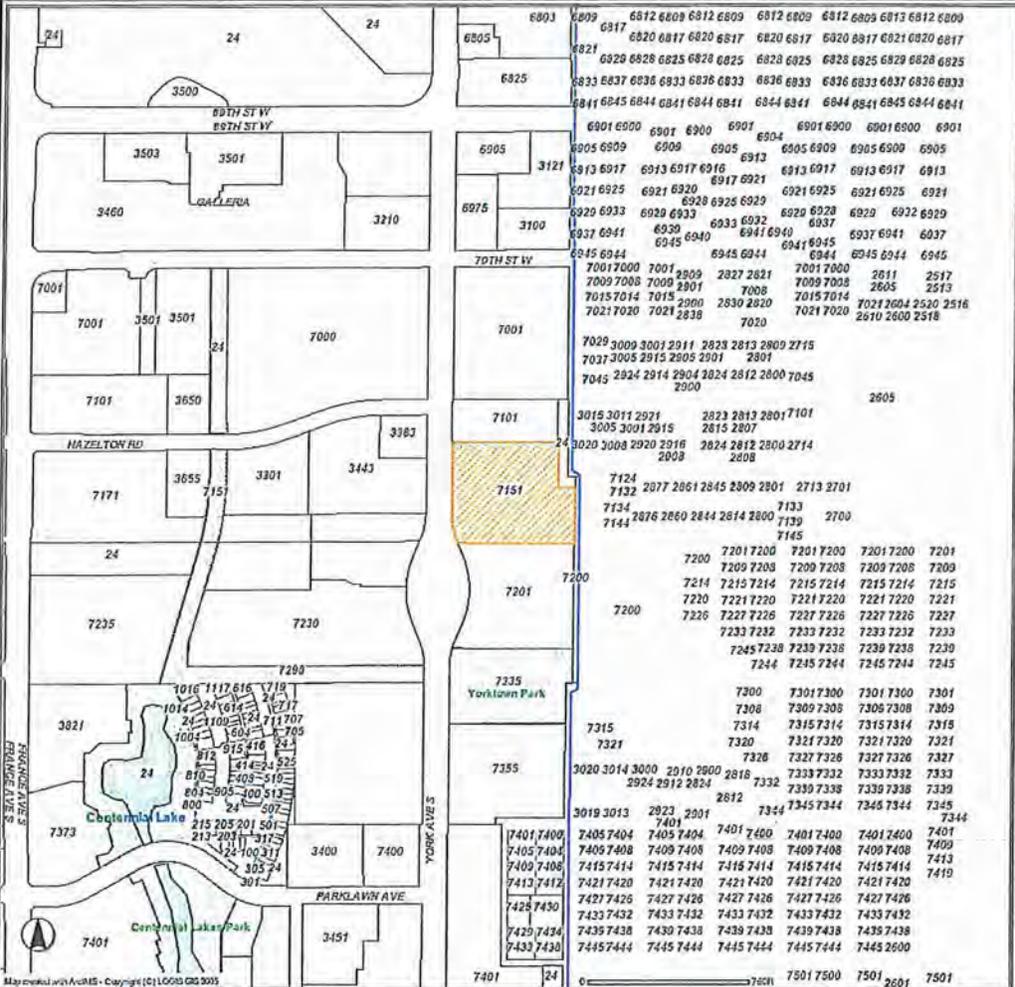
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**7151 York Ave S
Edina, MN 55435**



AI

City of Edina



- Legend**
- Highlighted Feature
 - Surrounding House Number Labels
 - Labels
 - House Number Labels
 - Street Name Labels
 - City Limits
 - Creeks
 - Lake Names
 - Lakes
 - Parks
 - Parcels

Map created with ArcGIS - Copyright (C) 2008 GIS 3005



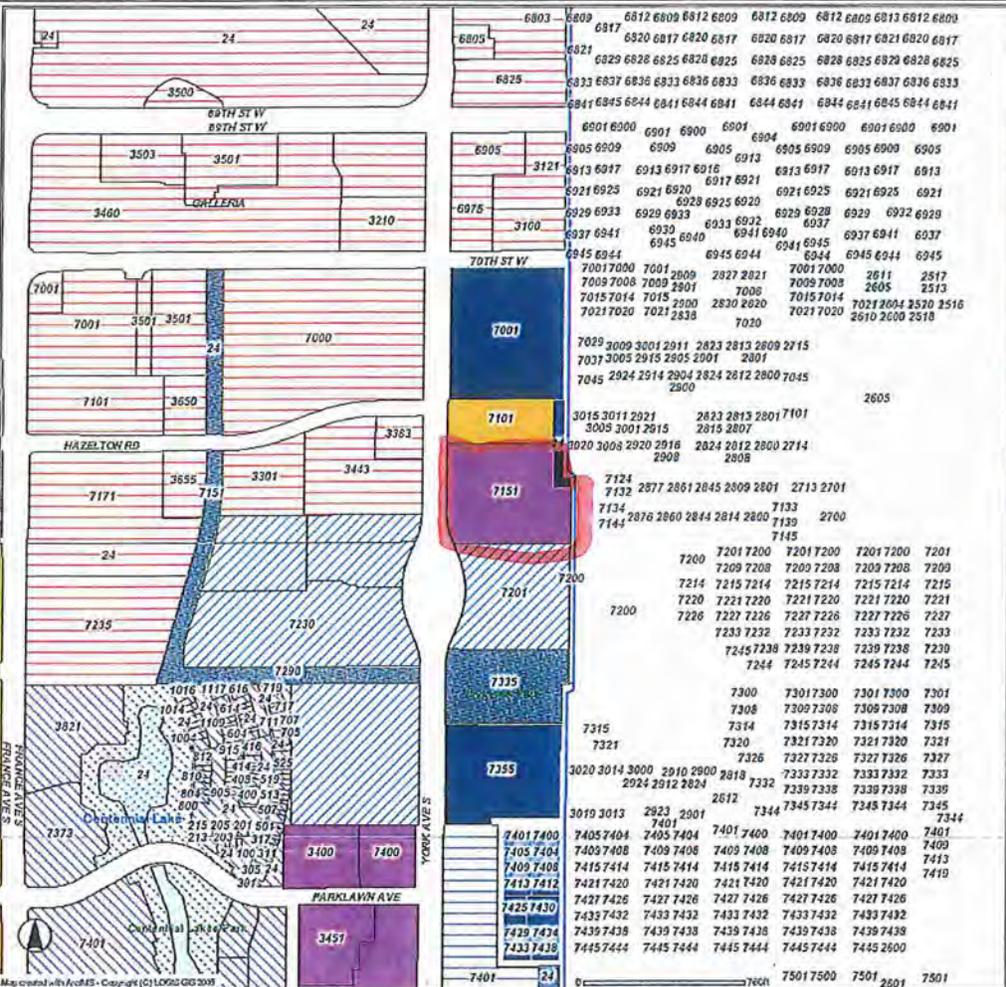
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**7151 York Ave S
Edina, MN 55435**



A2

City of Edina



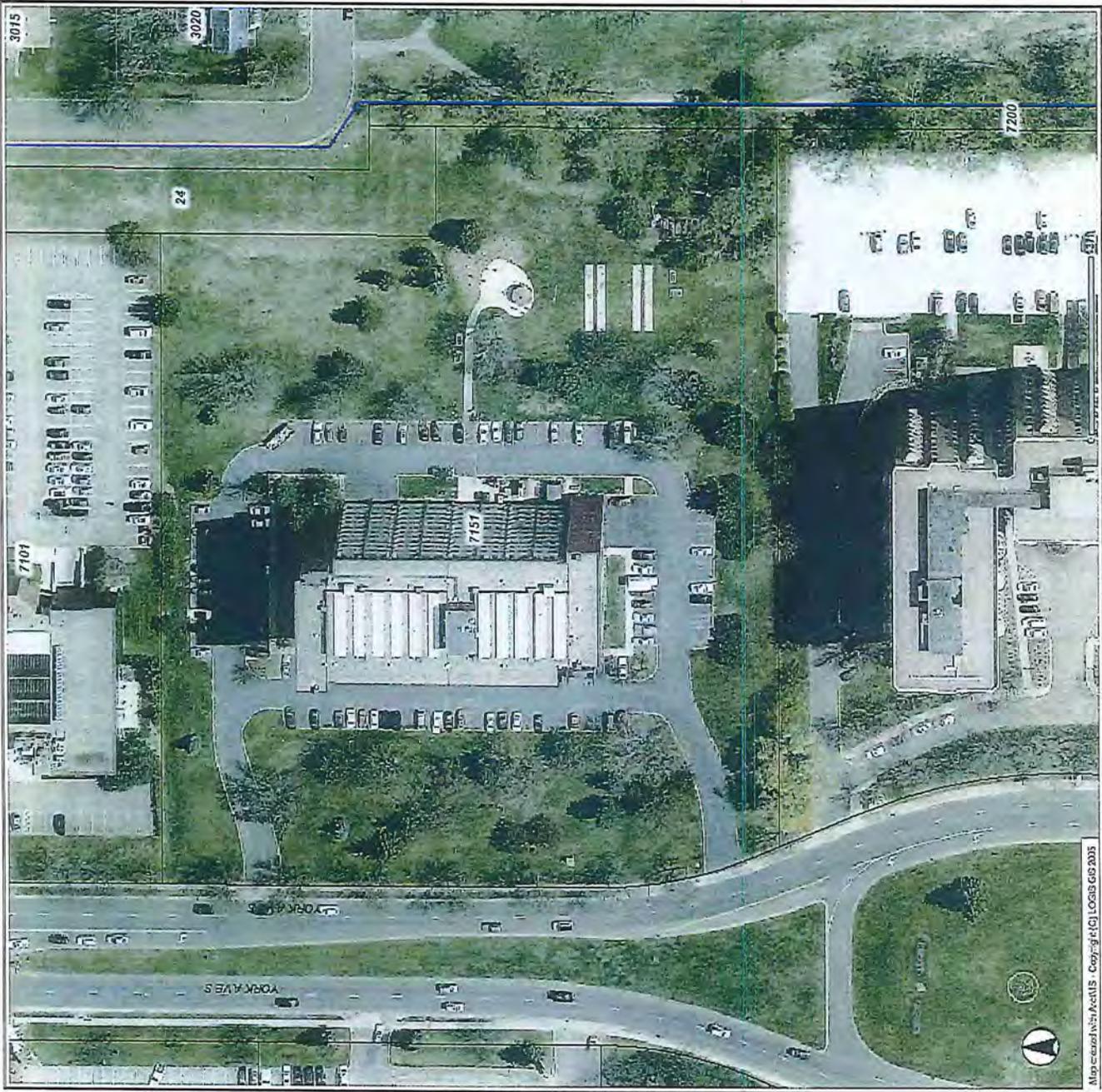
- ### Legend
- Surrounding House Number Labels
- House Number Labels
- Street Name Labels
- City Limits
- Creeks
- Lake Names
- Lakes
- Parks
- Zoning
- APD (Automobile Parking District)
 - MDD-4 (Mixed Development District)
 - MDD-5 (Mixed Development District)
 - MDD-6 (Mixed Development District)
 - PCD-1 (Planned Commercial District)
 - PCD-2 (Planned Commercial District)
 - PCD-3 (Planned Commercial District)
 - PCD-4 (Planned Commercial District)
 - PID (Planned Industrial District)
 - PUD (Planned Unit District)
 - POD-1 (Planned Office District)
 - POD-2 (Planned Office District)
 - PRD-1 (Planned Residential District)
 - PRD-2 (Planned Residential District)
 - PRD-3 (Planned Residential District)
 - PRD-4 (Planned Residential District)
 - PRD-5 (Planned Residential District)
 - PSR-4 (Planned Similar District)
 - R-1 (Single Dwelling Unit)
 - R-2 (Double Dwelling Unit)
 - RMD (Regional Medical District)
 - Parcels



PID: 3202824210004

7151 York Ave S
Edina, MN 55435





A4

APPLICANT NARRATIVE



MESABA CAPITAL
PARTNERS

City of Edina Planning Department
4801 West Fiftieth Street
Edina, Minnesota 55424
RE: Continental Gardens Senior Housing

Mesaba Capital Development proposes to develop a 100-unit senior care facility in Edina, Minnesota. The proposed building will be on the property of The Yorktown Continental Apartments, a 12-story building of 264 one bedroom apartments for independent seniors. The site, 7151 York Avenue, is within walking distance to the Galleria, Southdale Mall, Target, CVS, Walgreens, Cub Foods, Byerly's, YMCA, entertainment venues, and The Hennepin County Library Government Center. Bus lines are conveniently located in front of the site on York Avenue. The current parcel is 5.85 acres and zoned PSR-4, Planned Residence District. The parcel is planned to be subdivided and replatted during the entitlement process.

Mesaba Capital Development along with Health Dimensions Group + Premier Management, Welsh Construction and RSP Architects believe this is a strong development opportunity and aligns with the visions and goals of the City of Edina.

Why approve this project?

Land Use & Density

- Leverages land with higher residential density, lower vehicle ownership and usage.
- Delivers senior housing that is needed within the market.
- Deliver affordable housing that is needed within the market.

York Avenue

- Connects and engages, continuing the City's vision for a walkable community.
- Promotes health with walking and biking distance to shopping, entertainment and services.

Transportation/Transit

- Provides an integrated and efficient transportation system that affords mobility, convenience and safety for residents.
- Mesaba Capital in discussion with Metro Transit to improve bus stop and connect to Senior Living Building.

Affordable Housing

- Adds units to the current inventory, assisting the City of Edina in reaching their goal.

Sustainability

- Supports City objective to exceed State sustainability goals via:
 - Selection of building materials sourced locally and/or manufactured from rapidly renewable resources.
 - Careful placement on site to maximize both density and green space.
 - Site selected to support mass transit and transportation alternatives to private vehicle use.

The Senior Living Building will include independent living, assisted living, and memory care options. Health Dimensions Group + Premier Management offer industry-leading expertise in consulting and management of senior living properties. This team understands the opportunities and challenges inherent with providing services to the aging. Their experienced leaders create customized approaches specific to the unique needs and circumstances of the market, residents and facility.

Mesaba Capital engaged Health Dimensions Group to provide a summation of current senior living providers in the Edina area. The summary provided results documenting currently high occupancy levels in the area with one property currently in fill up, offering high price points, and experiencing good market acceptance.

Overall Project Goals:

- Create a sense of Community Pride
- Provide a warm and inviting environment
- Connection to Nature – indoor and outdoor
- Sense of quality and dignity
- Maximize the potential of the site

The proposed building is four stories in height with underground parking. The 100-unit facility is being programmed and designed to accommodate a continuum of aging, including Independent Living, Assisted Living and Memory Care Units. The total square footage of the project is proposed to be 121,300 NSF. The parking for the parcel is planned for 64 stalls enclosed below the Senior Living Building, 14 visitor and 10 employee surface parking. The facility will provide at least ten percent of the total units as affordable housing; individuals below the 50% median income level will have reduced monthly rents.

Senior Living with Services (70 units)

Private apartments with full kitchens and laundry. Support services for those who have more complex care requirements. Staff is on-site 24-hours-a-day.

- Independent Living is for seniors who wish to eliminate the burden of home ownership for an apartment and facility offering numerous conveniences and amenities.
- Assisted Living is for seniors who wish to live as independently as possible, yet may require assistance with some of the activities of daily living.
- The facility will create a dynamic environment that promotes activities throughout the day.

Memory Care (30 units)

The private memory care apartments at Continental Gardens will be secure and specially designed for those with mild to moderate memory loss from Alzheimer's and other forms of

dementia. The area is designed to bring comfort, peace and familiarity to the residents while providing exceptional care.

Proposed Building Features:

- Congregate dining w/ three meals a day.
- Private dining
- Coffee Shop
- Lounge areas on every floor
- Library & Computer Room
- Craft Room
- Fitness Facility

Site Planning

The new Senior Living Building has been oriented primarily north and south on the site to activate the York Avenue street scape. Mesaba Capital Development has applied for a variance allowing the building to be located 20' from the west property line along York Avenue. This location is desirable in that it minimizes the impact on the residential units in the adjacent existing building, with respect to exterior views and access to natural light. Placing the building farther west also maximizes the green space available for outdoor amenities that will be shared between buildings. This placement also increases southern and western sunlight into the courtyard, while shielding the outdoor areas from the prevailing northwesterly winds during winter months. The proposed placement is also in keeping with the essential character of the neighborhood along York Avenue.

York Avenue Streetscape

In placing our new Senior Living Building along the 'front lot' of the site, our goal is to create an urban style setting, fronting the first level of our four story stepped facade. Along York Avenue, the first floor stoops provide an articulated masonry base interspersed with on-grade seating areas adjacent to the sidewalk. As the existing grade slopes downwards toward the south, the landscape falls away to reveal more of the building's base. Our proposed streetscape will also include new tree plantings, site furnishings, lights, and sidewalks.

Building Exterior Design

The exterior design for the Senior Living Building has been developed with two key objectives; our building should be integrated with the York Avenue streetscape in terms of scale and articulation, while also relating well to the existing twelve-story apartment building which shares our site. In recognition of the difference in overall scale and site placement, we have focused on integrating the two buildings by using similar organizing elements within the exterior expression.

The existing building exterior has a hierarchy in which large, framed areas have been subdivided horizontally into smaller panels. A similar vocabulary has been used in developing the new Senior Living Building. Taking cues from the existing building, the relatively large façades have been broken into smaller, framed areas within which horizontal panels create visual texture and interest. The use of a masonry base relates both to the existing adjacent building and the warm brick tones seen in many of the residential Edina neighborhoods. Above the masonry base, residential areas are sheathed with cement fiber siding in a combination of light tan and warm gray. A rich brown ribbon runs through all the

façades as an organizing element that helps tie the residential areas and common spaces together. The color palette also relates to the materials planned for the exterior renovation on the neighboring building.

At the fourth floor, the building steps back to provide areas where Memory Care residents may be outdoors in a supervised and protected environment. Rooftop mechanical units are clustered at the north and south ends of the building adjacent to the elevator enclosure. These areas are shielded by low screen walls and are held back from the roof edges to further minimize the perceived building height and massing.

Communal areas of the building have been developed with an emphasis on transparency and connectivity between indoor and outdoor activity areas. The “front porch” along York Avenue provides an elevated patio adjacent to the public functions inside and from which residents can observe the activity along the street. On the courtyard (east) side, the health and wellness functions have been located to take advantage of the adjacent outdoor landscape. The entire courtyard area is available to residents of both the new Senior Living Building and the existing apartment building. The exterior spaces have been designed to support a variety of functions including outdoor fitness classes, social gatherings for both large and small groups and residents’ gardening areas. Additionally, sidewalks have been included around the entire two-parcel site and to the adjacent park to offer residents the opportunity to exercise and enjoy the outdoors. North of the courtyard, the delivery access is buffered by coniferous trees which not only provide year-round visual screening, but also provide shelter from prevailing northwesterly winter winds.

At the main entry, the drive is roughly centered on the courtyard space where it can provide access to both buildings. The entry drop-off is sheltered by a central porte cochere providing protection from the elements and a preview into the courtyard beyond. Canopy structures are provided over heated sidewalks extending from the porte cochere to each building. The porte cochere and canopies will be treated similarly to other public areas of the project in both scale and materiality.

AS 9



rsp Architects
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Richfield, OH 44273
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Fax: 440.383.8301
www.rsparch.com

- SHEET INDEX**
- A100 ARCHITECTURAL SITE PLAN AND SHEET INDEX
 - A101 FIRST FLOOR PLAN
 - A102 FLOOR PLANS- GARAGE LEVEL AND FLOORS 2-4
 - A103 EXTERIOR ELEVATIONS
 - A104 SITE ENTRY VIEW FROM YORK AVENUE
 - A105 VIEW FROM ACROSS YORK AVENUE
 - A106 CLOSE UP VIEW ALONG YORK AVENUE
 - A107 PORTE COCHERE AND SHARED COURTYARD
 - A108 ENTRY TO PARKING GARAGE AND DELIVERY AREA
 - A109 BIRDSEYE VIEW FROM SOUTH
 - L100 PRELIMINARY LANDSCAPE PLAN
 - C100 CIVIL PROJECT KEY PLAN
 - C200 CIVIL NOTES AND LEGEND
 - C400 SITE LAYOUT AND PAVING PLAN
 - C500 GRADING AND DRAINAGE PLAN
 - C600 UTILITY PLAN
- EXISTING TOPOGRAPHICAL SURVEY
LAND TITLE SURVEY

Continental Gardens
Mesaba Capital Development

FINAL DEVELOPMENT APPLICATION

Project No. 2647.001.00
Sheet No. SM1/APR
Drawing No. LM
Date 06/13/14

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JUN 15 2014
Free

Continental Gardens
Mesaba Capital Development

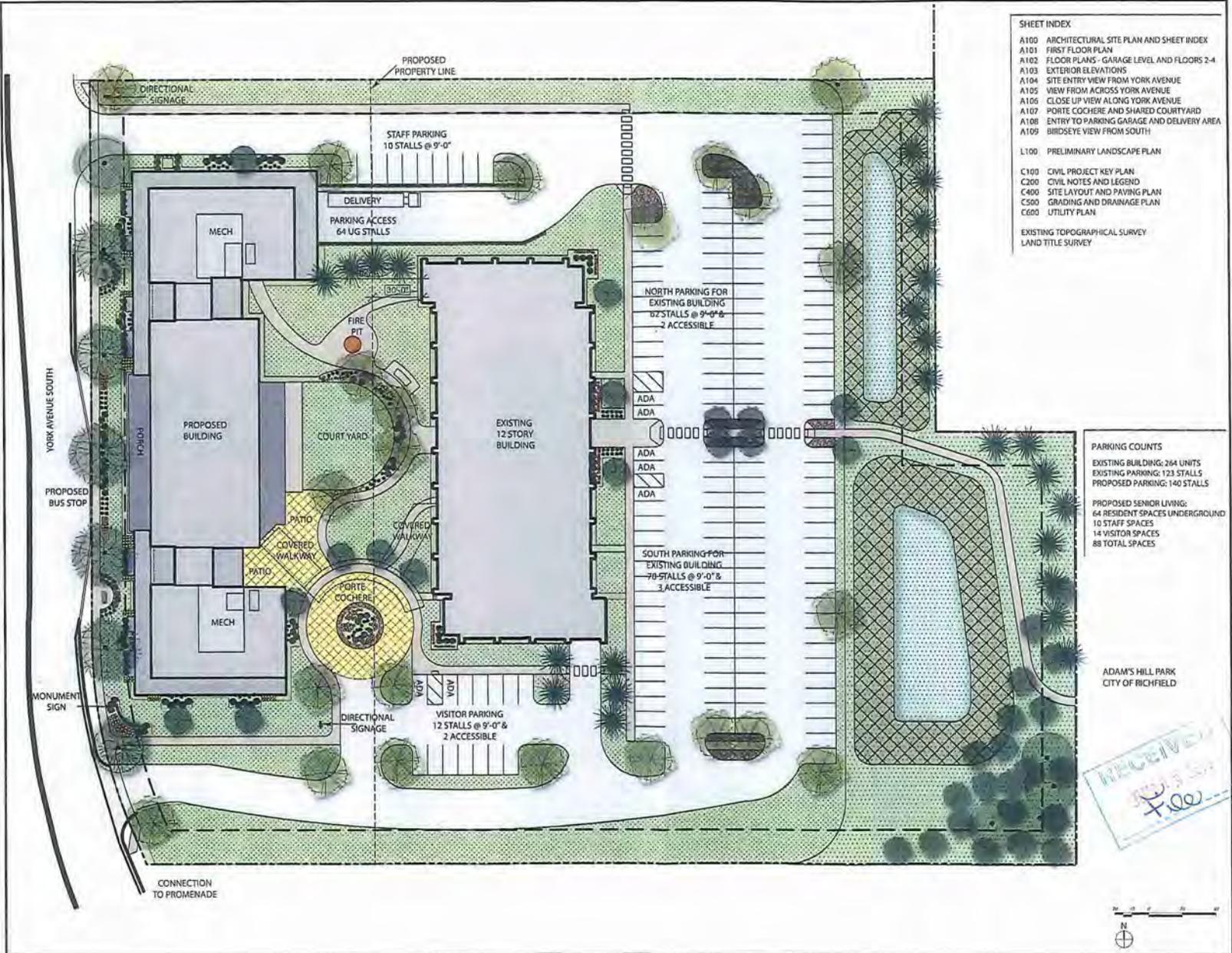
FINAL DEVELOPMENT APPLICATION

Project No. 2647.001.00
Sheet No. SM1/APR
Drawing No. LM
Date 06/13/14

No.	Date	Description

SITE PLAN

A100

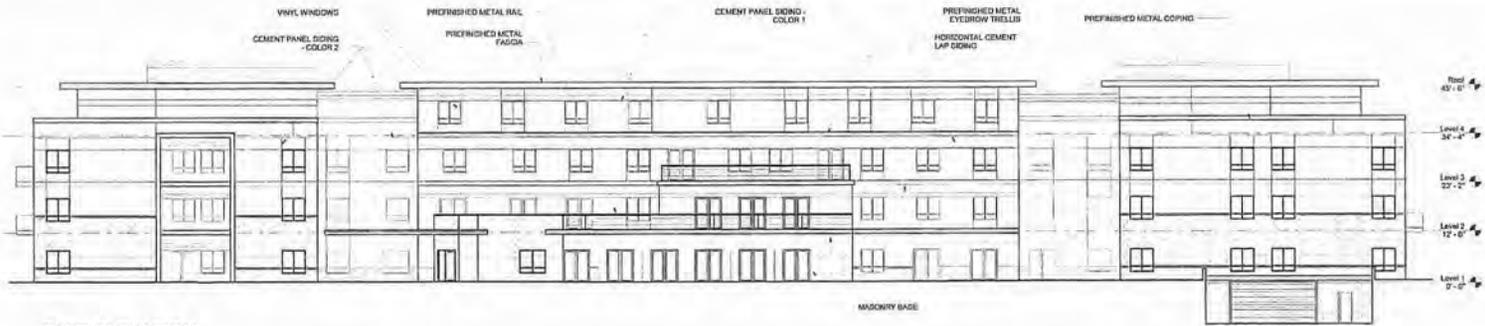


PARKING COUNTS
EXISTING BUILDING: 264 UNITS
EXISTING PARKING: 123 STALLS
PROPOSED PARKING: 140 STALLS

PROPOSED SENIOR LIVING:
64 RESIDENT SPACES UNDERGROUND
10 STAFF SPACES
14 VISITOR SPACES
88 TOTAL SPACES

ADAM'S HILL PARK
CITY OF RICHFIELD





EAST ELEVATION
 SCALE: 1" = 10'-0"



NORTH ELEVATION
 SCALE: 1" = 10'-0"



SOUTH ELEVATION
 SCALE: 1" = 10'-0"



WEST ELEVATION
 SCALE: 1" = 10'-0"

Final Development Application

Project: 2047.081.00
 District: AP
 Details: LM
 Date: 09/19/14

APPROVED
 JUL 15 2014

Rev.	Date	Description

EXTERIOR ELEVATIONS

A103

Handwritten mark: "A103"

A12



View from across York Avenue



RSP Architects
 1220 Marshall Street NE
 Minneapolis, MN 55414
 Telephone: 612.337.2411
 Fax: 612.337.2412
 www.rsparch.com

Continental Gardens
 Mesaba Capital Development

Final Development Application

Project No.	2047-001-00
Parcel No.	AC-51
Division	140
Date	08/15/12

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No.	Date	Description



VIEW FROM ACROSS YORK AVENUE

A105

A13



Close Up View along York Avenue

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Kennesaw, GA 30143
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www.rsparchitect.com

Continental Gardens

Continental Gardens LLC
130 Marshall Street SE
Kennesaw, GA 30143
Phone: 478.425.1100
www.rsparchitect.com

Signature: _____
Applicant Name: _____
Title: _____
Project No: _____

Continental Gardens
Mesaba Capital Development

Final Development Application

Project No: 2012-031-000
Block: A13
District: LM
Date: 05/15/13

1. Applicant Name: Continental Gardens LLC
2. Applicant Address: 130 Marshall Street SE, Kennesaw, GA 30143
3. Applicant Phone: 478.425.1100
4. Applicant Email: info@rsparchitect.com

No.	Date	Description

CLOSE UP VIEW
ALONG YORK
AVENUE

A106

A14



View at Porte Cochere and Shared Courtyard



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 Minneapolis MN 55404
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**Continental
 Gardens**
 Mesaba Capital
 Development

**Final Development
 Application**

Project No. 204700100
 Priority AD-5A
 District LM
 Date 05/13/14

RSP Architects is a registered professional architectural firm in the State of Minnesota. This rendering is a conceptual illustration and does not constitute a final architectural drawing. It is provided for informational purposes only and is not to be used for any other purpose without the written consent of RSP Architects.

Revisions

No.	Date	Description

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VIEW AT PORTE
 COCHERE AND
 SHARED
 COURTYARD

A107

A15



Entry to Parking Garage and Delivery Area



RSP Architecture
 122 Marshall Street, NE
 Minneapolis, MN 55417-1100
 Minnesota VETS 508
 www.rsparch.com

Continental Gardens
 Mesaba Capital Development

Final Development Application

Project: 2647-001-000

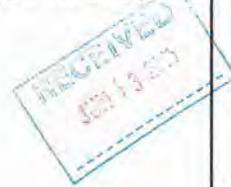
Family: AP, SJ

Category: LM

Date: 04/13/14

I hereby certify that the information provided in this application is true and correct to the best of my knowledge and belief. I understand that providing false information is a criminal offense under Minnesota law.

Item	Date	Description



ENTRY TO PARKING GARAGE AND DELIVERY AREA

A108

Alp



Birdseye View

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JAN 19 2011



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1728 Marshall Street NE
Birmingham
Minnesota 55413-1388
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www.rsparch.com

**Continental
Gardens**
Mesaba Capital
Development

**Final Development
Application**

Project No: 0147-2010-00

Date: AUG 10

City: LM

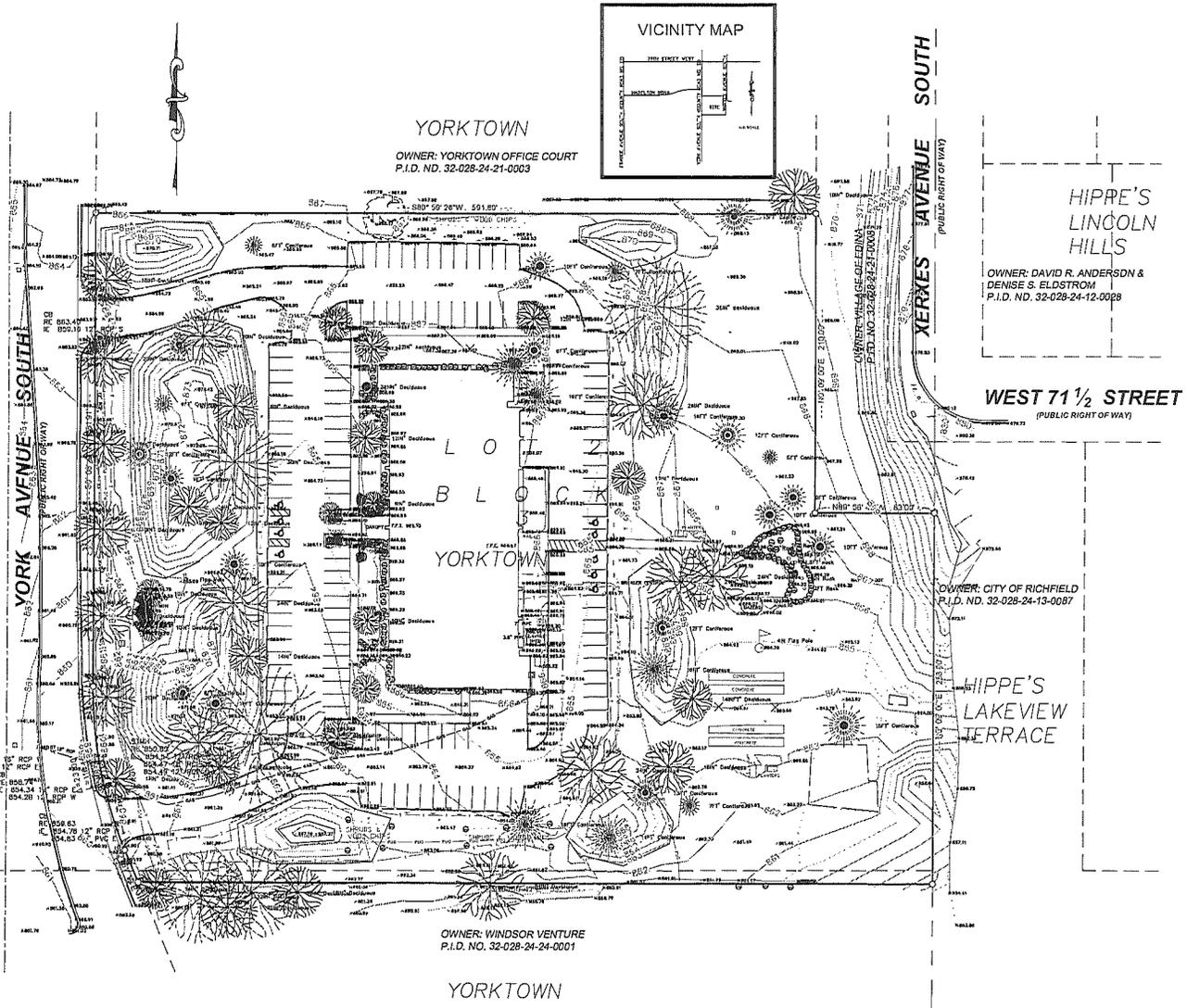
Site: 0147-1114

NOTE: This Final Development Application is subject to the City of Mesaba's Final Development Application Review Process. The City of Mesaba reserves the right to require additional information, including but not limited to, additional site plans, engineering drawings, and other documents, as part of the review process. The City of Mesaba is not responsible for the accuracy of the information provided in this application.

No.	Date	Description

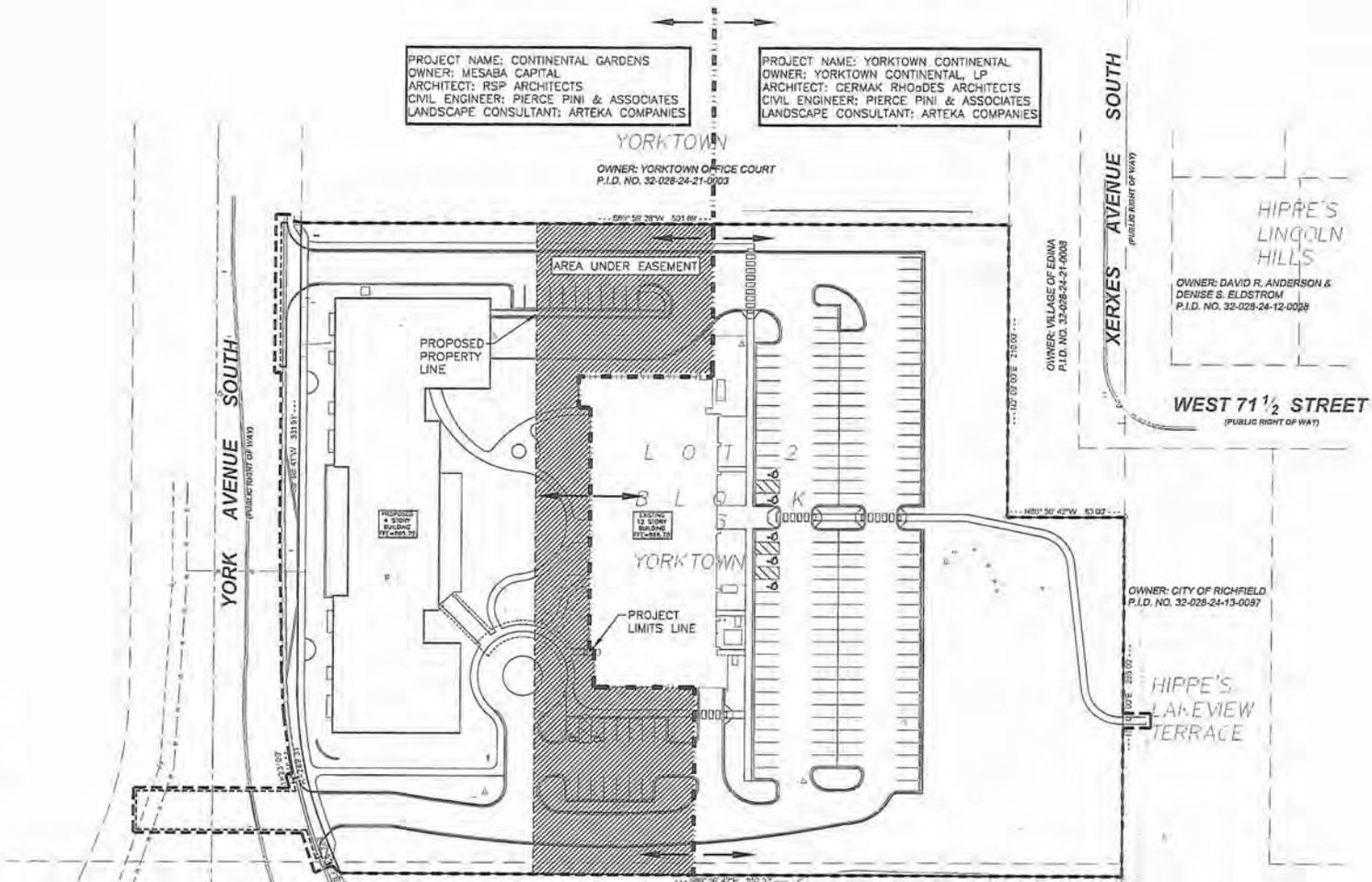
BIRDSEYE VIEW

A25



1	ADDITIONAL TOPO	R/W	B-23-2012
REV.	DESCRIPTION	BY	DATE
	7151 York Ave. S., Edina, Minnesota 55435		
EXISTING TOPOGRAPHY SURVEY			
FOR: YORKTOWN HOUSING GROUP INC			
	Gorman Surveying, Inc.		DRAWN BY: R.W.C. DATE: 08-08-2012
	808 HARBET AVE. SO. SUITE 102 BLOOMINGTON, MINNESOTA 55425 (612) 464-0205 FAX (612) 464-0115		HORIZONTAL SCALE IN FEET 0 20 40 80
		JOB NUMBER	SHEET

A26



PROJECT NAME: CONTINENTAL GARDENS
 OWNER: MESABA CAPITAL
 ARCHITECT: RSP ARCHITECTS
 CIVIL ENGINEER: PIERCE PINI & ASSOCIATES
 LANDSCAPE CONSULTANT: ARTEKA COMPANIES

PROJECT NAME: YORKTOWN CONTINENTAL
 OWNER: YORKTOWN CONTINENTAL, LP
 ARCHITECT: CERMAK RHOADES ARCHITECTS
 CIVIL ENGINEER: PIERCE PINI & ASSOCIATES
 LANDSCAPE CONSULTANT: ARTEKA COMPANIES

YORKTOWN
 OWNER: YORKTOWN OFFICE COURT
 P.I.D. NO. 32-028-24-21-0003

OWNER: VILLAGE OF EDINA
 P.I.D. NO. 32-028-24-21-0008

OWNER: DAVID R. ANDERSON &
 DENISE S. ELDSTROM
 P.I.D. NO. 32-028-24-12-0028

OWNER: CITY OF RICHFIELD
 P.I.D. NO. 32-028-24-13-0087

OWNER: WINDSOR VENTURE
 P.I.D. NO. 32-028-24-24-0001

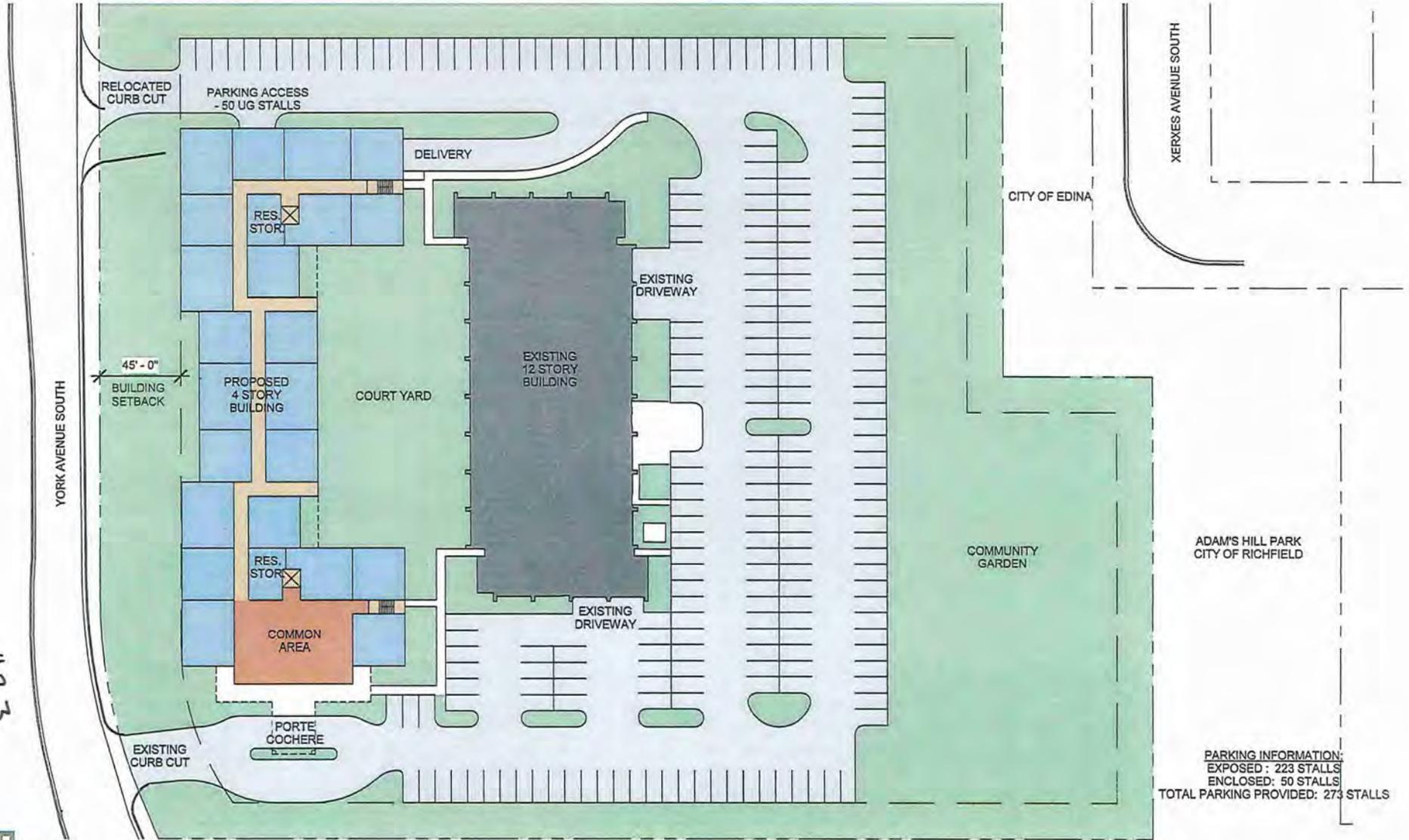
PIERCE PINI & ASSOCIATES
 ARCHITECTS
 1000 W. WASHINGTON ST.
 SUITE 200
 MILWAUKEE, WI 53233
 TEL: 414.224.1100
 FAX: 414.224.1101
 WWW.PIERCEPINI.COM

FINAL DEVELOPMENT APPLICATION

PROJECT KEY PLAN
 YORKTOWN CONTINENTAL RENOVATION
 1000 W. WASHINGTON ST., SUITE 200
 MILWAUKEE, WI 53233
 TEL: 414.224.1100
 FAX: 414.224.1101
 WWW.PIERCEPINI.COM

Free

Site Plan



A33

PARKING INFORMATION:
EXPOSED : 223 STALLS
ENCLOSED: 50 STALLS
TOTAL PARKING PROVIDED: 273 STALLS

- Survey date stamped: April 9, 2013.
- Building plans/ elevations date stamped: April 9, 2013.

Appearing for the Applicant

Jean ReKamp Larsen, Architect.

Discussion

Commissioner Potts asked Ms. Larsen if they are planning on re-using the existing foundation. Ms. Larsen said she doesn't believe so; however at this time that hasn't been formerly determined.

Commissioner Forrest asked if the Ash tree would be removed. Ms. Larsen said she believes that three will be OK.

Commissioner Platteter asked if drainage was considered. Ms. Larsen responded in the affirmative adding that there is a French drain and drainage capacity between the structures.

Public Hearing

Chair Staunton asked if anyone would like to speak to this issues; being none Commissioner Forrest moved to close the public hearing. Commissioner Scherer seconded the motion. Public hearing closed.

Discussion

Commissioner Scherer commented that he loved seeing that the building wall was "broken" up, adding she supports the request as submitted.

Motion

Commissioner Potts moved variance approval based on staff findings and subject to staff conditions. Commissioner Carpenter seconded the motion. All voted aye; motion carried.

VII. REPORTS AND RECOMMENDATIONS

A. Sketch Plan Review – Continental Gardens Assisted Living, 7151 York Avenue

Planner Presentation

Planner Teague informed the Commission they are being asked to consider a sketch plan request to build a 76 unit assisted living building, attached to the existing Continental Gardens Senior Living apartments at 7151 York Avenue. The proposal is to create a "senior campus," and build the addition to the east side of the building. The units are

described by the applicant as “moderately priced.” The building would be four stories tall and be connected by an elevated skyway to the existing twelve (12) story 264 unit apartment building. The existing site is 5.85 acres in size; therefore, the density is 45 units per acre. With the proposed addition of 76 units; the density would increase to 58 units per acre. The property is zoned Planned Senior Residential District – 4, PSR-4 and guided High Density Residential. The applicant is requesting a Sketch Plan review to solicit comments from the Planning Commission and City Council. Opinions or comments provided to the

Appearing for the Applicant

Terri Cermak with Cermak & Rhoades Architects.

Discussion

Chair Staunton asked Planner Teague if this request was similar to the request reviewed and approved at 7500 York Avenue. Planner Teague responded in the affirmative. The 7500 Co-op partnered with Ebenezer to construct a similar facility.

Commissioner Carr said at this time her comments concern landscaping, indicating if they proceed with an application they will need a landscaping plan and materials board to ensure compatibility in exterior materials between the existing and new building. Carr said she wants the final outcome to look like it’s designed as one, not piecemeal.

Chair Staunton said it appears to him that the use is good; adding if the Commission agrees with the proposed use and increased density what the Commission needs to express is if the configuration of the new building is “right” and if the design is “right”.

Applicant Presentation

Ms. Cermak addressed the Commission and explained the property owners are undertaking a large renovation project on the existing building that includes new windows, landscaping and walkability features. Ms. Cermak said the proposed new structure is designed to be a natural progression of the existing building. She explained a “skyway” is proposed to facilitate the movement of residents between buildings. Cermak said she believes the design of the new structure minimizes impact to surrounding properties because of the grade and buffer. She stated close attention would also be paid to the Richfield side of the property. Concluding, Cermak reported that interior space would be created to facilitate shared activities between buildings

Discussion

Chair Staunton asked Ms. Cermak if the intent was for people to relocate between buildings as a permanent move or would they rotate in and out. Ms. Cermak responded at this time they are still doing the market analysis; however, they believe when one moves out of the "independent" living senior building their move to the new assisted living facility is permanent.

Commissioner Platteter asked Planner Teague how Richfield would "hear about this". Teague responded they will be informed when/if a formal application is made. Teague explained a public hearing notice is sent to property owners (including Richfield) within 1000-feet of the subject site. Richfield would then pass this notice on to their residents.

Commissioner Carr asked Ms. Cermak if other designs were considered. Ms. Cermak responded that they are in the process of design; however, need to take a lot into consideration (windows mechanical) when tying the proposed building to the existing building.

Commissioner Potts said that overall he appreciates the property owner coming before the Commission with the sketch plan adding he also likes the "residential" feel of the proposed building. Continuing, Potts suggested that they look at implementing sustainability measures either through Leed certification or working with Xcel on their energy programs. Potts said when this comes before the Commission for formal review he would like to see what measures were taken to reduce energy consumption. Potts also noted this project is an increase in density.

Commissioner Platteter commented when designing the new building the applicant needs to consider "what the City gets from this". He suggested looking for ways to create walkability, possibly implementing bike paths, landscaping, etc. to create a better pedestrian experience.

Commissioner Forrest acknowledged the difficulty in working with an existing building and agreed with Commissioners Potts and Platteter that sustainability and walkability were important.

Commissioner Schroeder said what's important to him is how the site is viewed and how to formulate a new pedestrian environment. He noted in the 1970's large buildings were setback from the street; however, over the past few years the Commission and Council have been working on creating more of a pedestrian centered corridor in the greater Southdale area. He noted there are new developments within the greater Southdale area that are now closer to the street, adding to the pedestrian experience. Schroeder also noted there is no sidewalk connection from this building to the street reiterating the goal of the City is to foster a greater pedestrian experience. Concluding, Schroeder said he was curious how the new building would function if it was placed on the opposite side. Schroeder said placing the new building on the York side would lessen the scale of the very tall older building and may create a very good experience for residents of the buildings and the City.

Ms. Cermak responded that was looked at; however, maintaining front yard setbacks would be a problem. Commissioner Schroeder explained there are ways to work with the City to allow construction of a building closer to the street and mitigate increased density. Schroder pointed out the CVS site; as a recent example of a redevelopment that also addresses the pedestrian experience.

Chair Staunton also noted the available PUD zoning process which is one way to work with the City when a site has "issues" with the zoning ordinance. He added PUD is a tool that can be implemented to allow flexibility from City zoning requirements including density and setbacks. Staunton suggested taking a fresh look at this development by keeping sustainability in mind and trying to create a streetscape that services more than just automobiles.

Commissioner Platteter commented that to him connectivity is important, adding he would like to see an area created where the pedestrian feels welcome. He pointed out finding a way to connect the subject buildings to the library and YMCA would not only be good for the pedestrian experience but it would be an important amenity to the residents of the building(s).

Commissioner Schroeder suggested that the applicant look at this site as a clean slate that puts the pedestrian first with a design that challenges the City.

Chair Staunton thanked Ms. Cermak for her time

B. Zoning Ordinance Update – Residential Development

VIII. CORRESPONDENCE AND PETITIONS

Chair Staunton acknowledged back of packet materials.

VI.C. PRELIMINARY PLAT APPROVAL, 3909 WEST 49 ½ STREET, FRANK HOLDINGS LLC/SPALON MONTAGE, RESOLUTION NO. 2013-43 - APPROVED

Community Development Director Presentation

Mr. Teague presented the request of Spalon Montage to divide its property at 4936 France Avenue back into two lots for the purpose of potentially selling the new lot in the future. No new building was proposed at this time. The existing property and buildings would remain the same. This property was originally platted as two lots. The proponent combined them a few years ago, but was now requesting to divide them back per the original plat. Staff and the Planning Commission recommended approval of the proposed preliminary plat.

The Council asked questions of Mr. Teague, City Attorney Knutson, and City Engineer Houle relating to the encroachment agreement in place for the side of the building. This preliminary plat would not cause any changes to the encroachment agreement; the agreement would still be in effect.

Mayor Hovland opened the public hearing.

Public Testimony

There was none.

Member Swenson made a motion, seconded by Member Sprague, to close the public hearing.

Ayes: Bennett, Brindle, Sprague, Swenson, Hovland

Motion carried.

Member Swenson introduced and moved adoption of Resolution No. 2013-43, approving a Preliminary Plat at 3909 West 49 ½ Street, based on the following findings:

1. The lots were original platted as proposed.
2. There are no immediate requests for changes in use of the property or existing buildings.

Member Brindle seconded the motion.

Ayes: Bennett, Brindle, Sprague, Swenson, Hovland

Motion carried.

VII. COMMUNITY COMMENT

Mary Ames, Parishioner of St. Richard's Catholic Church, 7650 Penn Avenue South, addressed the Council.

VIII. REPORTS / RECOMMENDATIONS

VIII.A. RESOLUTION NO. 2013-41 ADOPTED - ACCEPTING VARIOUS DONATIONS

Member Bennett introduced and moved adoption of Resolution No. 2013-41, Accepting Various Donations. Member Sprague seconded the motion.

Rollcall:

Ayes: Bennett, Brindle, Sprague, Swenson, Hovland

Motion carried.

VIII.B. SKETCH PLAN, 7151 YORK AVENUE

Community Development Director Presentation

Mr. Teague presented the Sketch Plan for 7151 York Avenue. The proponent proposed to build a four-story 76-unit assisted living complex attached to the Continental Gardens Senior Living apartments at 7151 York Avenue. The proposal was to create a senior campus; and build the addition to the east side of the building. The building would be four stories tall and would be connected by an elevated skyway to the existing twelve-story 264 apartment building. The existing site was 5.85 acres in size; therefore, the density was 45 units per acre. With the proposed addition of 76 units, the density would increase to 58

Minutes/Edina City Council/May 7, 2013

units per acre. The property was zoned Planned Senior Residential District – 4, PSR-4 and guided High Density Residential. The units are described by the proponent as “moderately priced.”

There was discussion on the cap for High Density Residential in the Comprehensive Plan, of 30 units per acre, noting that assisted living units would have less demand than other high density uses for transportation and parking while having the same demand for in-ground utilities. It was noted that EMT service was well positioned for this area, and police service for this type of development would be in low demand.

Mr. Houle provided the Council with information on sewer and water capacity in relation to the Metropolitan Council. He advised that the Comprehensive Plan projected 20 to 30 years into the future, was approved by the Metropolitan Council, and included a high-density land use in the Greater Southdale Area, as well as housing in commercial areas of the City. Those numbers were taken into account by the Metropolitan Council in determining the size of the relief sewer that was built through Richfield.

Proponent Presentation

Terri Cermak, Cermak, Rhoades Architects, answered questions of the Council relating to affordability, anticipated number of staff, layout and amenities, and transit connections.

Comments from the Council for future discussions on the plan were: the importance of the percentage of County Elderly Waiver Units that would be guaranteed, revising the plan from a second-story skyway to a first-floor connection, creating a circle on the south end of the site as opposed to widening the space between the buildings, including a sidewalk extension to the street, the importance of “pedestrian friendly,” and completion of a market study with penetration rates.

Staff was directed to provide the Council with additional information on the density cap relating to senior plans in PSR Districts, including why the cap was set and how this project related to the cap.

IX. CORRESPONDENCE AND PETITIONS

IX.A. CORRESPONDENCE

Mayor Hovland acknowledged the Council’s receipt of various correspondence.

IX.B. MINUTES:

1. **ENERGY & ENVIRONMENT COMMISSION MINUTES, MARCH 12, 2013**
2. **VETERANS MEMORIAL COMMITTEE MINUTES, MARCH 15, 2013**
3. **ART CENTER BOARD MINUTES, MARCH 28, 2013**
4. **PLANNING COMMISSION MINUTES, APRIL 10, 2013**

Informational; no action required.

X. MAYOR AND COUNCIL COMMENTS – Received

There was discussion on Safe Routes to School relating to Concord School. Students that live across the street on School Road were now being required to take the bus to school due to there not being a sidewalk in place to access the school. It was noted that pedestrian focused improvements have been completed at other schools in the City. Two options that had been presented to the Council in the May 2012 Franchise Fee Feasibility Study were: A) assessment split of 25/25/50 between the City/School District/Residents for sidewalk construction from Concord School to Normandale Road; and, B) assessment split of 50/50 between the City/School District for sidewalk construction from Ruth Drive to Concord School. It was noted that the residents would not be assessed for the proposed sidewalk project in accordance with the current policy. **Moved by Member Brindle, seconded by Member Sprague, approving that Option A (sidewalk construction from Concord School to Normandale Road) of the May 2012 Franchise Fee Feasibility Study be updated and presented to the Council for consideration.**

concept model to secure affordable housing with integrated services and adult guidance for homeless teens (18-19 year olds). She estimated that in the area of Edina, there were 250 to 300 young people in need of this type of housing and the requested 39 units was based on available funding.

The Council asked questions of Ms. Blons who assured the Council that they were committed to being the best landlord in Edina and if necessary, 24-hour staffing would be provided. She stated Lydia Apartments, built for chronically homeless adults with mental health and chemical dependent issues, provided 24-hour services and she would check whether any of their other buildings provided 24-hour service. Ms. Blons stated this would not be a shelter or drop-in facility. She answered questions of the Council related to Beacon's services and programming to successfully move young adults into the community.

Sarah Larson, Project Manager with Beacon, indicated the total development cost was estimated to be over \$10 million with an estimated per unit cost of \$250,000. It was noted that this estimated cost was similar to that of Nicollet Square (42 units) and most other projects submitted to Minnesota Housing. Ms. Blons assured the Council that this would be quality housing of which Edina would be proud. With regard to financing, she indicated they would address cost containment and were required to acquire a site prior to obtaining financing. Beacon believed there had been a high level of support for this Edina location.

Bart Nelson, Urban Works Architecture, displayed the location map, pointing out the abundance of parking, bus stops, and close proximity to the transit station. He described elements of the plan and how this project would meet the City's sustainability objectives. Ms. Larson indicated the funding for this project required compliance with the standards of Minnesota Green Communities which included exceeding the State's energy standard by 15%.

Following discussion of the 3330 – 66th Street sketch plan, the Council offered the following comments: creating an integrated streetscape and integrated fence design; change in topography to create more daylight into the three lower-level studios; providing proof of parking to address parking shortage; providing for outdoor bicycle parking; providing indoor bicycle storage during the off season; designing articulated building surfaces; exceeding State energy guidelines; consideration of affordable housing rather than specialty housing so the City had a higher level of control; and, providing best practice relating to 24-hour service. The Council expressed support for having this use in Edina, adaptive use of this site that was in close proximity to transportation, and meeting the School District's and City's core value of not leaving anyone behind. The Council indicated that a Small Area Plan was not needed in this instance as it was a good interim use and allowed the area to develop organically over time.

Ms. Blons stated they had been in conversation with the neighborhood and received a good response. The Council encouraged the proponent to continue working with the neighborhood to address their concerns.

VIII.B. SKETCH PLAN REVIEWED – 7151 YORK AVENUE

Community Development Director Presentation

Mr. Teague presented the sketch plan to build a four-story building with 100 units (70 units of senior housing with services and 30 memory care suites) of assisted living west of the Yorktown Continental Senior Living Apartments at 7151 York Avenue. The existing site was 5.85 acres in size with a density of 45 units per acre. With the proposed addition of 100 units, this density would increase to 64 units per acre.

Mr. Teague reviewed the Council's past consideration for a 76-unit senior housing project. He displayed the site plan, noting its orientation along York Avenue, surface and underground parking. It was noted that while the Comprehensive Plan described High Density Residential as 12-30 units per acre, density for senior housing might be increased. Mr. Teague presented site conditions that could be considered for higher density in this instance. It was noted the Planning Commission considered this sketch plan at its April 23, 2014, meeting. The Council asked questions of Mr. Teague relating to site plan revisions since the Planning Commission's consideration.

Minutes/Edina City Council/May 20, 2014

Mr. Neal noted that tonight's consideration related to a sketch plan review of the proposed new building and at a future meeting, the Council would be asked to consider conduit financing for a major improvement project within the existing building. With regard to affordability, early indications were that the number of affordable units might be decreased by seven to eight. That issue would be addressed once conduit financing was addressed. Mr. Neal explained the terms of conduit financing for a private/non-profit development and advised that the City would not carry the liability of the payment and it would not impact the City's bond rating.

Mr. Teague indicated that along with the subdivision request, parking would be addressed and a park dedication fee required. The Council acknowledged that recently, higher-density projects were being submitted due to the price of the land and density needed to appeal to a developer and City. The Council suggested addressing density in the Southdale District on a broader view. Mr. Teague concurred and stated it was staff's intent to present a Comprehensive Plan Amendment to the Planning Commission and City Council to address those very issues.

Proponent Presentation

Della Kolpin, Senior Partner with Mesaba Capital, clarified that Mesaba was purchasing the land from the current owner and developing the 100-unit assisted living building. The conduit financing was related only to the existing apartment building structure. The land would be replatted to create two separate parcels.

Mr. Neal stated of the 263 apartments, 179 apartments qualified for Section 8 housing. However, that property was not under consideration in this site plan review. Ms. Kolpin stated of the 100 units, at least 10%, or 10 units, would be affordable. She stated their goal was to create a campus for continued senior living and there would be joint programs and facilities to optimize and utilize spaces.

Alanna Carter, RSP Architects, presented project goals to create a sense of community pride, create a warm and inviting environment, connecting indoor and outdoor spaces, connection to nature, sense of quality and dignity within the building, inclusion of a health center, providing a coffee bistro and library, and maximizing the site to the York Avenue side.

The Council referenced the suggestion of the Planning Commission to narrow the setback to York Avenue to 20 feet in an effort to enhance the courtyard between the two buildings. The Council asked whether that additional area had instead been converted into a drive entrance. Ms. Carter explained the need for a safe entry and drop off area away from the drive and benefit of a porte-cochere for senior residents and senior visitors. Ms. Kolpin indicated it was felt the reduced parking would still meet the needs of the residents. Ms. Carter concurred and noted the reduction allowed the creation of additional green space to the south and north of the existing building. She stated they were in conversations with Metro Transit to request a new bus stop location, possibly incorporating the York Avenue bus stop within a building extension.

Following discussion of the 7151 York Avenue sketch plan, the Council offered the following comments: creating an at-grade enclosed and heated (four-season) pedestrian connection between the two buildings; support of the welcoming covered porte-cochere; maintaining podium height; inclusion of benches to engage with the streetscape and bus stop; providing all-season landscape interest; locating building mechanicals to not create a visual impact to units within the existing building; providing accessible and useable green space in consideration of a setback variance; integrating building design and materials that related and were complementary with the 12-story apartment building; and, assuring engagement with the York Avenue streetscape.

VIII.C. MASTER REDEVELOPMENT AGREEMENT WITH PENTAGON REVIVAL, LLC – APPROVED



DATE: June 25, 2014
TO: Cary Teague – Planning Director
CC: Chad Millner – City Engineer
FROM: Ross Bintner P.E. - Environmental Engineer
RE: **7151 York Avenue – Development Review**

The Engineering Department has reviewed the subject property for street and utility connections, grading, storm water, erosion and sediment control.

Survey

1. New building encroaches into existing 30' utility easement along York Avenue. Easement will need to be vacated and rededicated with new dimensions. Some private utility relocation will be required.
2. ALTA mentions scenic and open space easement along rear 10' of property. Easement restrictions should be reviewed as some grading is proposed in this space.

Soils

3. Submit record of soils borings and soils investigation.

Traffic and Street

4. Landscape and sidewalk along York will require further review. Provide pedestrian improvements across York Avenue at Hazelton.
5. Utility connections propose open cut connection to sanitary and water main on the southbound lane of York Avenue. Provide staging and detour plans that describe and limit road closures.

Sanitary and Water Utilities

6. Show all existing utilities for connection purposes and label all utilities "Private."
7. Utility connections propose wet tap and new sanitary manhole in south bound lane of York Avenue.
8. Trench drain at new underground parking is proposed to connect to sanitary sewer system. This system is sensitive to surface inflow. Provide positive drainage away from, and limit tributary drainage area to trench drain.

Storm Water Utility

9. Provide hydrology and hydraulic calculations that meet Nine Mile Creek Watershed District rules.

Grading, Erosion and Sediment Control

10. Final plans will require storm water pollution prevention plan consistent with State construction site permit.

Other Agency Coordination

11. Coordination with Hennepin County will be needed for new and modified access points to York and proposed road closures.

ENGINEERING DEPARTMENT

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12. A Ninemile Creek Watershed permit will be required, along with other agency permits such as MDH, MPCA, and MCES.

This is the first review of these plans. Staff will require a more detail review of the Civil Plans if this project is approved by the City Council. Please contact me if you have any questions regarding this first review.



Memorandum

DATE: July 1, 2014

TO: Mr. Cary Teague, Planning Director
City of Edina

FROM: Charles Rickart, P.E., PTOE

RE: 7151 York Avenue Redevelopment
Traffic and Parking Study
City of Edina, MN
WSB Project No. 1686-57

Background

The purpose of this study is to determine the potential traffic and parking impacts of the development of a proposed 4 story Senior Housing and Memory Care facility. The facility is proposed to be located in the front lot of the existing 7151 York Avenue, Yorktown Continental senior apartment building. The site is located on the west side of York Avenue between Parklawn Avenue and Hazelton Road. The project location is shown on **Figure 1**.

The proposed site development includes 100 units with 30 units as Memory Care and 70 units as Assisted Senior Housing. Access to the site will be from the two existing driveways on York Avenue. Currently both driveways provide right-in/right-out access. With the development plan both driveways will remain as right-in/right-out. The northern driveway will be relocated to the north approximately 25 feet. The proposed site plan is shown on **Figure 2**.

The traffic impacts of the existing and proposed development were evaluated at the following locations.

- York Avenue and Hazelton Road
- York Avenue and site driveways
- York Avenue and roundabout/rotary access to apartments
- York Avenue and Parklawn Avenue

The following sections of this report document the analysis and anticipated impacts of the proposed redevelopment.

Existing Traffic Characteristics

The existing lane configuration and traffic control include:

York Avenue (CSAH 31) is north/south a 4-lane divided “B” Minor Arterial Hennepin County roadway. Primary access to York Avenue is by local streets and development driveways. The posted speed limit in the vicinity of the site is 30 mph. The current Average Daily Traffic on York Avenue is 15,000 vehicles per day. The lane configurations at each of the study area intersection are as follows:

York Avenue at Hazelton Road - Traffic Signal control

- SB York Ave approaching Hazelton Rd – one right, two through, one left
- NB York Ave approaching Hazelton Rd – one right/through, one through, one left
- EB Hazelton Rd approaching York Ave – one right, one through/left
- WB Driveway approaching York Ave – one right/through/left

York Avenue at existing site entrances – Sidestreet Stop control

- SB York Ave approaching Site Entrances – two through (no access to site)
- NB York Ave approaching Site Entrances – one right/through, one through
- WB Development Driveways approaching York Ave – one right out only

York Avenue at Roundabout/Rotary – Sidestreet Yield control

- SB York Ave approaching Roundabout/Rotary – two through, one left
- NB York Ave approaching Roundabout/Rotary – two through, one left

York Avenue at Parklawn Avenue – Sidestreet Stop control

- SB York Ave approaching Parklawn Ave – one right, two through, one left
- NB York Ave approaching Parklawn Ave – one right/through, two through, one left
- EB Parklawn Ave approaching York Ave – one right, one through/left
- WB Driveway approaching York Ave – one right/through/left

AM and PM peak hour turning movement counts and daily hourly approach counts were collected at the area intersections in 2012 and 2013. The counts were factored to the existing 2014 conditions using the Hennepin County State Aid traffic projection factor of 1.1 over a 20 year period. The projected 2014 traffic volumes were used as the existing baseline conditions for the area.

Figure 3 shows the existing intersections and driveways along each corridor that were analyzed as part of this traffic study with the projected 2014 weekday AM and PM peak hour traffic volumes.

Background (Non Development) Traffic Growth

Traffic growth in the vicinity of a proposed site will occur between existing conditions and any given future year due to other development within the region. This background growth must be accounted for and included in future year traffic forecasts. Reviewing the historical traffic counts in the area, traffic has stayed somewhat constant or dropped in the past few years. However, in order to account for some background growth in traffic the Hennepin County State Aid traffic growth projection factor of 1.1 over a 20 year period was used to project traffic from to the future analysis years.

In addition to the regional background traffic growth, other specific none development related traffic near the site was determined and included with the overall background traffic. These projects included:

6125 York Avenue - The City recently approved the proposed redevelopment of the Wickes Furniture site at 6725 York Avenue. The site is located on the west side of York Avenue between 66th Street and 69th Street across from Southdale Shopping Center. The proposed site redevelopment includes 242 multifamily residential units and 11,500 sf of retail uses. The site is planned for completion by 2015 and is included for the 2016 analysis.

Byerly's Redevelopment - The City has been working with Lund Food Holdings for the reconstruction of the existing Byerly's grocery store site, located in the southeast quadrant of France Avenue and Hazelton Road to include: a new 47,119 square foot Byerly's store; a six/seven-story 109-unit apartment building; a six/seven-story, 77-unit apartment building with a first floor 10,711 square foot retail area, and; a six-story, 48-unit apartment building with 11,162 square feet of retail space on the first level. This project is currently under construction and will be partially completed in 2014 and assumed to be fully completed for the 2016 analysis.

Think Bank Development - The City recently approved the proposed redevelopment of the Szechuan Star site at 3655 Hazelton Road adjacent to the Byerly's site to include an 8,441 sf bank building with a four lane drive thru. The project is planned for construction in 2014 and assumed fully completed for the 2016 and 2030 analysis years.

Fairview Southdale Hospital Expansion – The proposed plan includes the expansion of the emergency center, urgent care, behavioral health and observation area. The proposed expansion consists of a 77,500 sf (gross area), two-story building located on the north side of the existing hospital building. This project has been approved by the City Council. It is assumed that it will be completed in 2014 and included in the background traffic for the 2016 and 2030 analysis.

Edina Medical Plaza (6500 France Avenue) – The City recently approved the redevelopment of the properties in the southwest quadrant of France Avenue and 65th Street. The proposed site included redevelopment of both the 6500 France Avenue site and the 4005 65th Avenue site with a five story 96,500 sf medical office building. However, recently the City was presented a revised site plan changing the use on the site to a 209 unit senior housing and skilled care facility. It is assumed that it will be completed in 2014 and included in the background traffic for the 2016 and 2030 analysis.

Additional Southdale Mall Development - Based on the information received from Southdale Center about the current vacancy rates and plans for renovations, it was determined that following the renovations, the mall would have an additional 143,880 sf of leasable space available. This figure includes leasable retail and food court space. The analysis assumes that all leasable space will be occupied and included in the background traffic for the 2016 and 2030 analysis.

Future Restaurant Development – A future restaurant is anticipated in the northeast quadrant of France Avenue and 69th Street in the Southdale Center Parking lot. The restaurant was assumed to be 8,000 sf in size with approximately 300 seats. The analysis assumes the restaurant will not be developed by 2016 but, will be open and included as part of the 2030 background traffic.

The estimated trip generation for the additional background traffic is shown below in *Table 1*. The trip generation rates used to estimate the additional development traffic is based on extensive surveys of the trip-generation rates for other similar land uses as documented in the Institute of Transportation Engineers *Trip Generation Manual*, 9th Edition. The table shows the Saturday peak hour and PM peak hour trip generation for the proposed uses.

Table 1 - Estimated Additional Background Trip Generation

Use	Size	PM Peak Hour			AM Peak Hour		
		Total	In	Out	Total	In	Out
6125 York Redevelopment	11,500 sf and 242 units	220	128	92	133	34	99
Byerly's Redevelopment	73,450 sf and 234 units	411	231	180	369	174	195
Think Bank Development	8,441sf	206	103	103	102	58	44
Hospital Expansion	77,500 sf	24	10	14	36	21	15
Senior Housing	209 units	40	18	22	27	18	9
Southdale Apartments	232 units	144	94	50	118	24	94
Shopping Center	143,880 sf	533	256	277	138	86	52
Restaurant	8000 sf	79	47	32	87	48	39

Source: Institute of Transportation Engineers *Trip Generation Manual*, 9th Edition

Development Site Trip Generation

The estimated trip generation from the proposed 7151 York Avenue project is shown below in *Table 2*. The trip generation used to estimate the proposed site traffic is also based on rates for other similar land uses as documented in the Institute of Transportation Engineers *Trip Generation Manual*, 9th Edition. The table shows the weekday AM and PM peak hour trip generation for the proposed development.

Table 2 - Estimated Development Site Trip Generation

Use	Size (units)	ADT			PM Peak			AM Peak		
		Total	In	Out	Total	In	Out	Total	In	Out
Assisted Living	30	80	40	40	7	3	4	5	2	3
Memory Care	70	168	84	84	13	6	7	11	7	4
Total New Trips		248	124	124	20	9	11	16	9	7

Source: Institute of Transportation Engineers Trip Generation Manual, 9th Edition

Trip Distribution

Site-generated trips were distributed to the adjacent roadway system based on several factors including the existing Annual Average Daily Traffic (AADT) and the travel sheds for the major routes that serve it. In general the Trip Distribution was assumed, 30% to the north, 40% to the south, 15% to the east and 15% to the west.

The generated trips for the proposed 7151 York Avenue development were assumed to arrive or exit using driveways on York Avenue, and were assigned based on the ratio of existing AADT volumes.

Future Year Traffic Forecasts

Traffic forecasts were prepared for the year 2016 which is the year after the proposed site would be fully developed and for the 2030 conditions which represents the City's Comprehensive Plan development time frame.

The traffic forecasts were prepared by adding the projected annual background traffic growth and the projected non-development traffic growth to the existing traffic counts to determine the "No-Build" traffic conditions. The anticipated 7151 York Avenue development traffic was then added to the no-build to determine the "Build" traffic conditions. *Figures 4 – 7* shows the projected 2016 and 2030 No-Build and Build weekday AM and PM peak hour traffic volumes.

Traffic Operations

This section describes the methodology used to assess the operations and provides a summary of traffic operations for each scenario.

Analysis Methodology

The traffic operations analysis is derived from established methodologies documented in the *Highway Capacity Manual 2000* (HCM). The HCM provides a series of analysis techniques that are used to evaluate traffic operations.

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Intersections are given a Level of Service (LOS) grade from “A” to “F” to describe the average amount of control delay per vehicle as defined in the HCM. The LOS is primarily a function of peak traffic hour turning movement volumes, intersection lane configuration, and the traffic controls at the intersection. LOS A is the best traffic operating condition, and drivers experience minimal delay at an intersection operating at that level. LOS E represents the condition where the intersection is at capacity, and some drivers may have to wait through more than one green phase to make it through an intersection controlled by traffic signals. LOS F represents a condition where there is more traffic than can be handled by the intersection, and many vehicle operators may have to wait through more than one green phase to make it through the intersection. At a stop sign-controlled intersection, LOS F would be characterized by exceptionally long vehicle queues on each approach at an all-way stop, or long queues and/or great difficulty in finding an acceptable gap for drivers on the minor legs at a through-street intersection.

The LOS ranges for both signalized and un-signalized intersections are shown in *Table 3*. The threshold LOS values for un-signalized intersections are slightly less than for signalized intersections. This variance was instituted because drivers’ expectations at intersections differ with the type of traffic control. A given LOS can be altered by increasing (or decreasing) the number of lanes, changing traffic control arrangements, adjusting the timing at signalized intersections, or other lesser geometric improvements. LOS also changes as traffic volumes increase or decrease.

Table 3 - Intersection Level of Service Ranges

	Control Delay (Seconds)	
	Signalized	Un-Signalized
A	≤ 10	≤ 10
B	10 – 20	10 – 15
C	20 – 35	15 – 25
D	35 – 55	25 – 35
E	55 – 80	35 – 50
F	> 80	> 50

Source: HCM

LOS, as described above, can also be determined for the individual legs (sometimes referred to as “approaches”) or lanes (turn lanes in particular) of an intersection. It should be noted that a LOS E or F might be acceptable or justified in those cases where a leg(s) or lane(s) has a very low traffic volume as compared to the volume on the other legs. For example, improving LOS on such low-volume legs by converting a two-way stop condition to an all-way stop, or adjusting timing at a signalized intersection, could result in a significant penalty for the many drivers on the major road while benefiting the few on the minor road. Also, geometric improvements on minor legs, such as additional lanes or longer turn lanes, could have limited positive effects and might be prohibitive in terms of benefit to cost.

Although LOS A represents the best possible level of traffic flow, the cost to construct roadways and intersection to such a high standard often exceeds the benefit to the user. LOS D is generally accepted as the lowest acceptable level in urban areas. LOS C is often considered to be the desirable minimum level for rural areas. LOS D or E may be acceptable for limited durations or distances, or for very low-volume legs of some intersections.

The LOS analysis was performed using Synchro/SimTraffic:

- Synchro, a software package that implements Highway Capacity Manual (HCM) methodologies, was used to build each signalized intersection and provide an input database for turning-movement volumes, lane geometrics, and signal design and timing characteristics. In addition, Synchro was used to optimize signal timing parameters for future conditions. Output from Synchro is transferred to SimTraffic, the traffic simulation model.
- SimTraffic is a micro-simulation computer modeling software that simulates each individual vehicle's characteristics and driver behavior in response to traffic volumes, intersection configuration, and signal operations. The model simulates drivers' behaviors and responses to surrounding traffic flow as well as different vehicle types and speeds. It outputs estimated vehicle delay and queue lengths at each intersection being analyzed.

Existing Level of Service Summary

Table 4, below, summarizes the existing LOS at the primary intersections in the study area based on the current lane geometry, traffic control and 2014 traffic volumes. The table shows that all intersection are/would be operating at an overall LOS B or better during both the weekday AM and PM peak hours with all movements operating at LOS C or better.

Table 4 – Existing (2014) Level of Service

Intersection	PM Peak Hour		AM Peak Hour	
	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)
York Ave at Hazelton Road	B (B)	13	A (B)	6
York Ave at North Site Driveway	A (A)	1	A (A)	1
York Ave at South Site Driveway	A (A)	1	A (A)	1
York Ave at North Roundabout Intersections	A (A)	1	A (A)	1
York Ave at South Roundabout Intersections	A (A)	1	A (A)	1
York Ave at Parklawn Ave	A (C)	6	A (C)	2

B = Overall LOS, (C) = Worst movement LOS Source: WSB & Associates, Inc.

Forecast Traffic Operations

A capacity and LOS analysis was completed for the study area intersections for 2016 which is the year after the proposed 7151 York Avenue site would be fully developed and for the 2030 conditions which represents the City's Comprehensive Plan development time frame. The results of the analysis are discussed below and shown in *Tables 5 - 7*.

Table 5 – Forecasted No Build, shows that all intersection will continue to operate at overall LOS B or better in 2016 and 2030 during both the weekday AM and PM peak hours. Overall delays will only increase slightly from the existing conditions to the 2030 conditions. However, with the increase in traffic, some movements in the York Avenue at Parklawn Avenue intersection will be operating in the PM peak hour at an LOS E in 2016 and an LOS F by 2030. By replacing the Stop Signed controlled intersection with Traffic Signal control, the movement levels of service will improve to LOS B by 2030.

Table 5 – Forecasted No Build - Level of Service

Intersection	2016				2030			
	PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour	
	LOS	Delay (sec/veh)						
York Ave at Hazelton Road	B (B)	14	A (B)	6	B (C)	15	A (B)	6
York Ave at North Site Driveway	A (A)	1						
York Ave at South Site Driveway	A (A)	1						
York Ave at North Roundabout Intersection	A (A)	1						
York Ave at South Roundabout Intersection	A (A)	1						
York Ave at Parklawn Ave (Stop Control)	A (E)	6	A (C)	2	B (F)	14	A (C)	2
York Ave at Parklawn Ave (Signal Control)					A (B)	6	A (A)	3

B = Overall LOS, (C) = Worst movement LOS Source: WSB & Associates, Inc.

Table 6 – Forecasted Build, shows that, assuming the addition of the 7151 traffic and Traffic Signal control at Parklawn Avenue, all intersection would continue to operate at overall LOS B or better in 2016 and 2030 during both the weekday AM and PM peak hours. All movement will be also be operating at LOS C or better in 2016 and 2030. Overall LOS and delays do not show any other significant changes from the No- build condition.

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Table 6 – Forecasted Build Access Alternative 1 - Level of Service

Intersection	2016				2030			
	PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour	
	LOS	Delay (sec/veh)						
York Ave at Hazelton Road	B (B)	14	B (B)	12	B (C)	15	A (B)	6
York Ave at North Site Driveway	A (A)	1						
York Ave at South Site Driveway	A (A)	1						
York Ave at North Roundabout Intersection	A (A)	1						
York Ave at South Roundabout Intersection	A (A)	1						
York Ave at Parklawn Ave (Stop Control)	A (E)	6	A (C)	2	B (F)	14	A (C)	2
York Ave at Parklawn Ave (Signal Control)					A (B)	6	A (A)	3

B = Overall LOS, (C) = Worst movement LOS Source: WSB & Associates, Inc.

Vehicle Queuing Analysis

A queuing analysis for the existing and future 2016 and 2030 conditions was prepared evaluating the anticipated vehicle queues with and without the proposed 7151 site development. The analysis was conducted using the SimTraffic simulation software.

The results found that during both the weekday AM and PM peak hours for 2016 and 2030 conditions, the maximum and average queues do not exceed any of the available turn lane storage on York Avenue. The maximum queue represents the longest length of queue that was observed during the analysis period.

Observations at the other none site access intersections showed that, in some cases the maximum queues were exceeded. The observations were identified just one time during the peak periods with an extremely short duration of less than 2 seconds. In all cases the queues exceed the storage in the left turn lanes by 25 feet (1 vehicle) or less and would clear without blocking the adjacent driveways or intersection and not impacting through traffic.

A51

Parking Demand

The parking demand for the proposed site development was analyzed based on the existing and anticipated use for the site and the PSR-4 zoning. Based on the current City Code the proposed development would require a total of 285 parking spaces. The current site plan includes 226 spaces. **Table 8** shows a breakdown of the parking required per City Code.

Table 8 – Parking Required per City Code

Use	Size	Rate	Parking Required	Parking Provided
Existing Senior Housing	264 units	.5 exposed and .25 enclosed / unit + 1/employee + 1/company vehicle	194 exposed 91 enclosed	162 exposed 64 enclosed
Assisted Living	70 units			
Memory Care	30 units			
Total Parking			285	226

Source: City of Edina – PCD Zoning District

The parking demand was also analyzed based on industry standards. The parking generation rates used to estimate the parking demand was based on surveys of the parking generation for other similar land uses as documented in the Institute of Transportation Engineers *Parking Generation Manual*, 4th Edition. **Table 9** below shows the estimated parking generation rate and the anticipated peak parking demand on a typical weekday. It shows that the site could be supported with 200 parking spaces. Even if the site was assumed to be 100% senior housing it would require 216 spaces. This would represent the worst case conditions for the parking assuming the proposed full development of the site.

Table 9 – Site Parking Demand per ITE

Use	Size	Rate	Weekday Parking Required
Senior Housing	264 units	.59/unit	156
Assisted Living	70 units	.41/unit	29
Memory Care	30 units	.48/unit	15
Total Parking			200

Source: Institute of Transportation Engineers *Parking Generation Manual*, 4th Edition

Based on the results of the parking analysis the parking included with the proposed site plan would not meet City Code requirements, however, based on industry standards it is anticipated that adequate parking is being provided for the proposed development plan. A parking variance would therefore be required.

Conclusions / Recommendation

Based on the analysis documented in this memorandum, WSB has concluded the following:

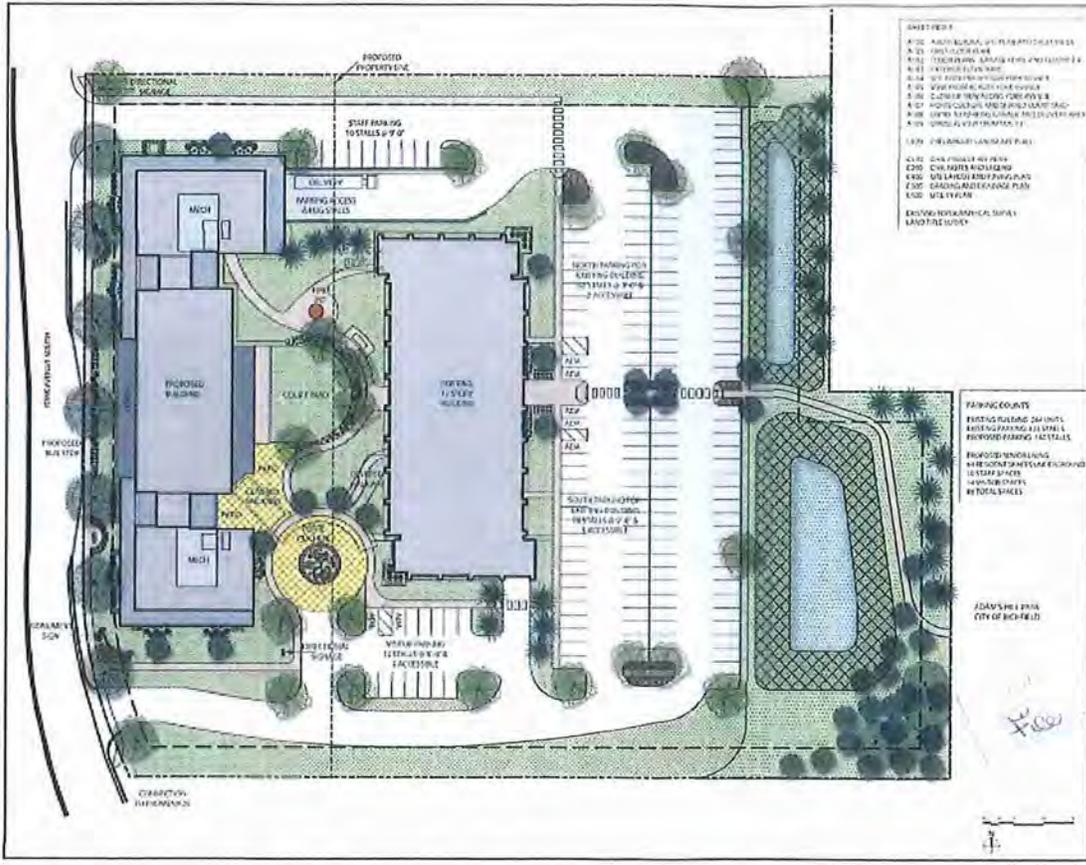
- The proposed 7151 York development project includes the addition of 100 senior housing and memory care units. The site is anticipated to generate 20 new trips in the weekday PM peak hour and 16 new trips in the weekday AM peak hour.
- The Existing (2014) traffic operations analysis shows that all the intersections and driveways on York Avenue are operating at overall LOS B or better for the weekday AM and PM peak hours.
- Intersection traffic operations for the No-Build conditions in 2016 and 2030 will continue to operate at an overall LOS B or better for the weekday AM and PM peak hours.
- By the 2030 at the intersection of York Avenue and Parklawn Avenue with or without proposed 7151 site development, Traffic Signal control will be required to maintain movement LOS at acceptable levels.
- Intersection traffic operations with the proposed 7151 development site in 2016 and 2030 will continue to operate at an overall LOS B or better for the weekday AM and PM peak hours, assuming Traffic Signal control at York Avenue and Parklawn Avenue.
- The queuing analysis indicates that no significant impact on intersections or access locations will occur as a result of the proposed full build conditions in 2016 or 2030.
- Based on the parking analysis a parking variance would be required. The available parking included with the proposed 7151 development site does not meet the City's Code however, based on industry standards it is anticipated that adequate parking is being provided for the proposed development plan.

Based on these conclusions the following is recommended.

1. Construct the access and pedestrian accommodations as shown in the site plan (*Figure 2*).
2. Provide a parking variance for 59 parking spaces on the site. This could be accommodated using proof of parking.

No additional roadway improvements or additional parking would be required to accommodate the proposed 7151 York Avenue development plan.

APPENDIX



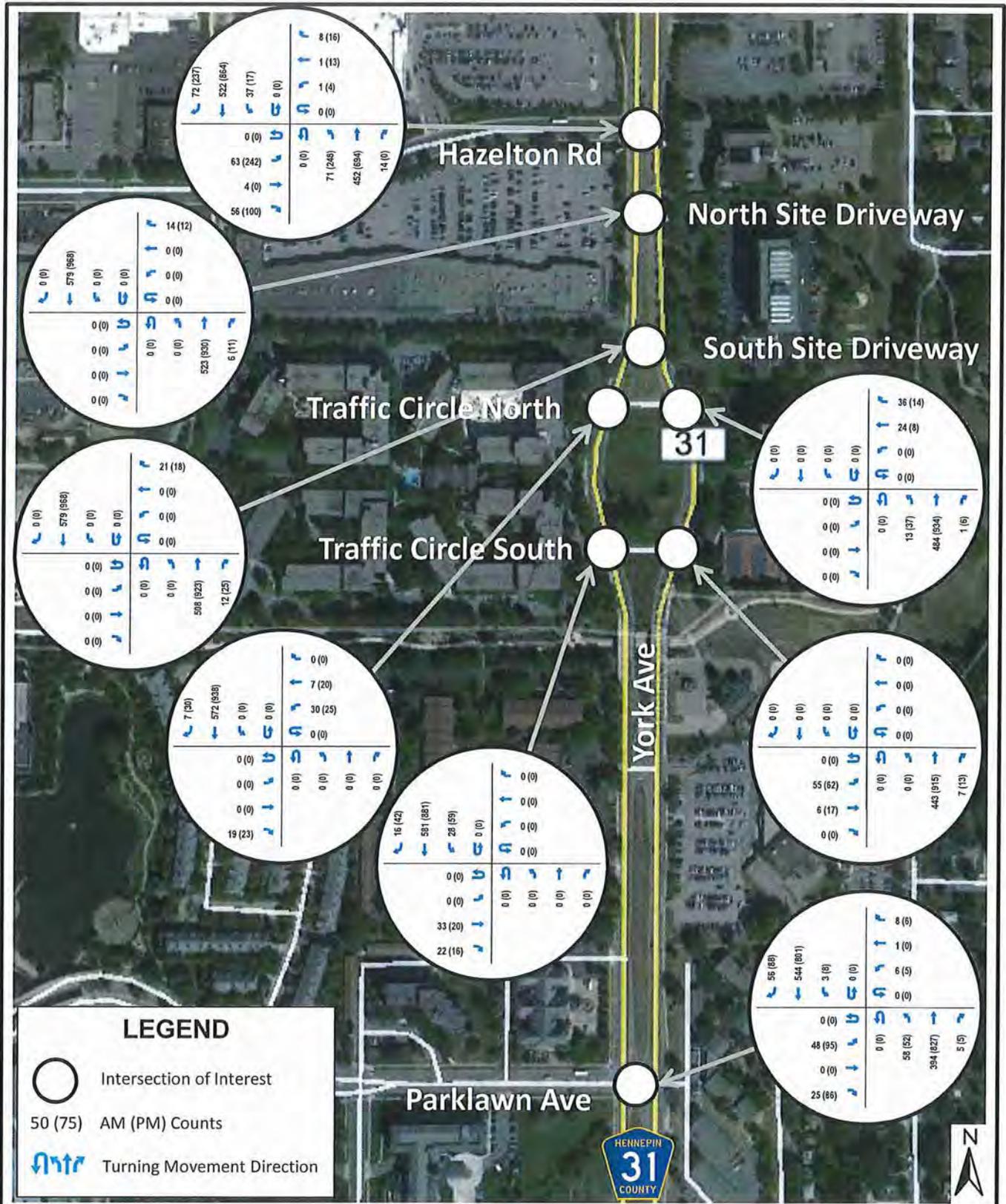
Continental Gardens
 Mascha Capital Development



Traffic and Parking Study
 7151 York Avenue - Senior Living Development
 City of Edina, Minnesota

Figure 2
Site Plan

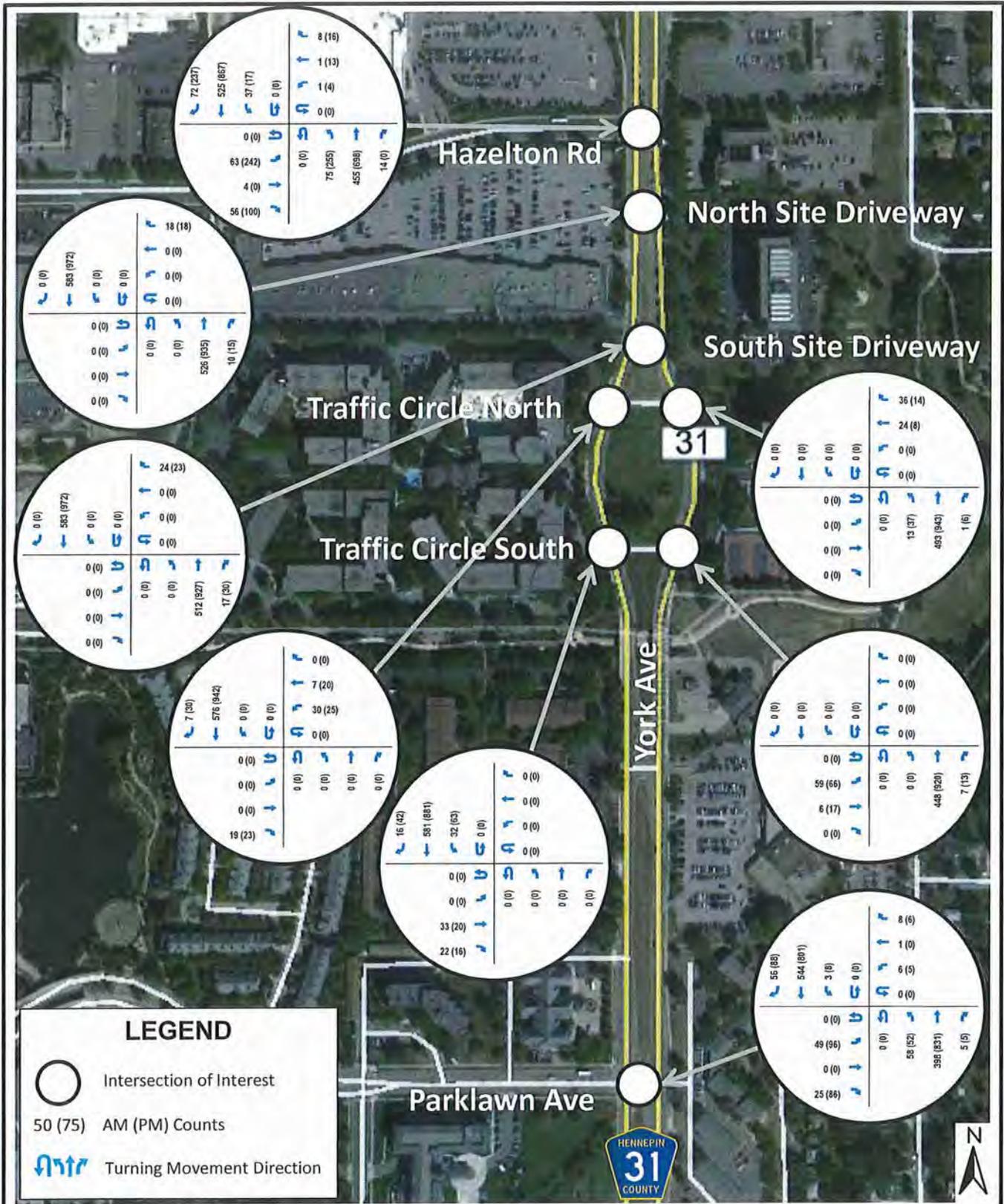
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Traffic and Parking Study
 7151 York Avenue – Senior Living Development
 City of Edina, Minnesota

Figure 4
 Peak Hour Turning Movements
 2016 No Build Condition

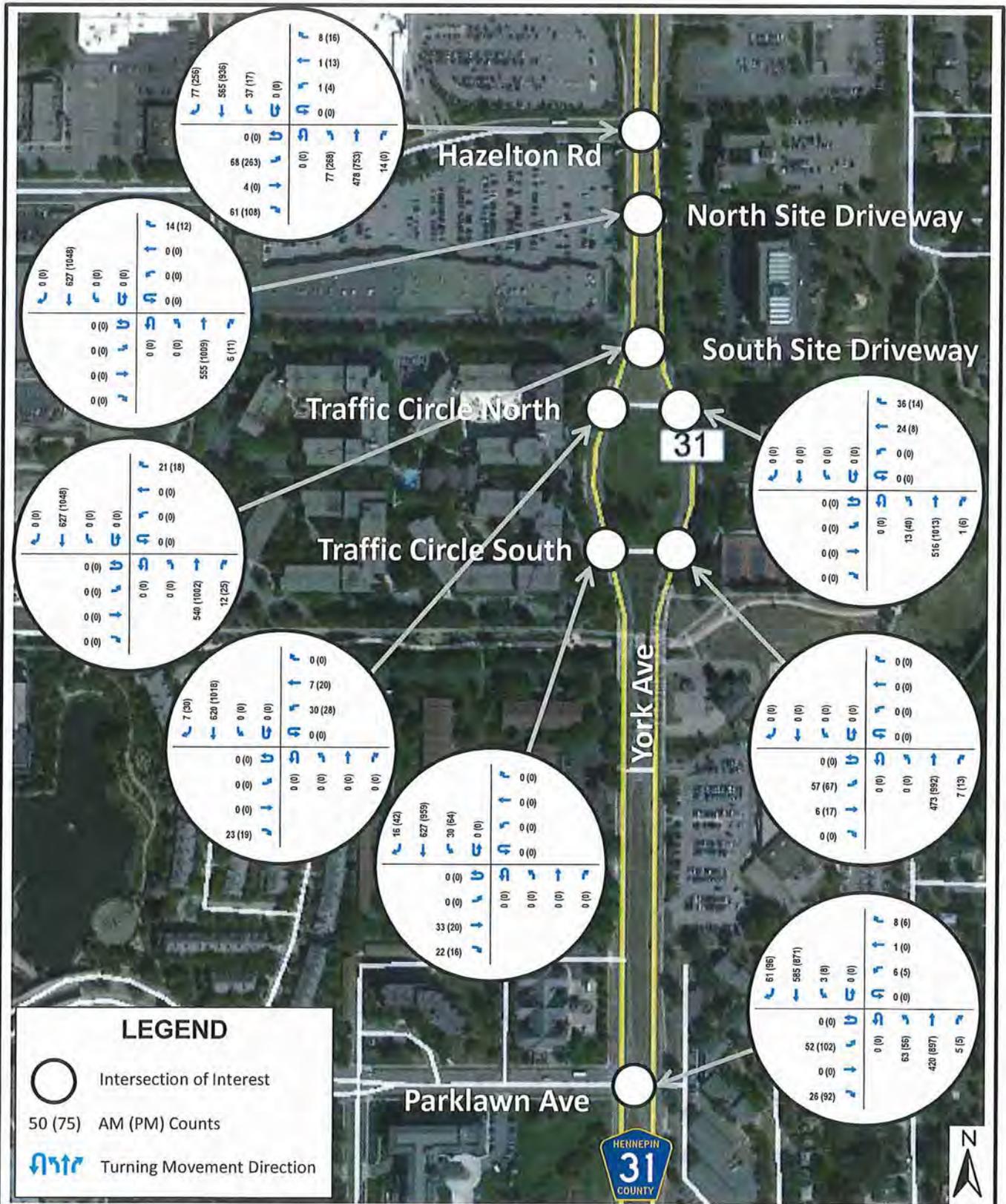
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Traffic and Parking Study
 7151 York Avenue – Senior Living Development
 City of Edina, Minnesota

Figure 5
 Peak Hour Turning Movements
 2016 Build Condition

A59



Traffic and Parking Study
 7151 York Avenue – Senior Living Development
 City of Edina, Minnesota

Figure 6
 Peak Hour Turning Movements
 2030 No Build Condition

AEO

Jackie Hoogenakker

From: Connie Mahler <conniemmahler@gmail.com>
Sent: Sunday, June 29, 2014 7:26 PM
To: Jackie Hoogenakker
Subject: WHAT IS EDINA DOING?

Hello,

I live on 72nd and York Avenue South and I can't help but wonder what the City of Edina is trying to do to those of us who have lived here for a very long time. The enormous buildings that are going up are ruining the beauty of this area and it goes without saying adding more and more cars, traffic to York Avenue. We already have enough traffic and these projects that are going up will make it even worse. Also - yet another structure where Borofka's Furniture was. That was a wonderful furniture store and they were forced out so that another apartment can go up. Shame on you. We needed the furniture store much more than yet another apartment building. Does Edina need to be that hungry for tax money?

Connie Mahler,
a concerned property owner

Jackie Hoogenakker

From: Nancy <n_cozad@yahoo.com>
Sent: Monday, June 30, 2014 11:48 AM
To: Jackie Hoogenakker
Subject: 7151 York Ave

I am concerned about the traffic on York Ave. What is the hurry. They are building 3 large apartment buildings in this area. Is it possible to wait to approve this until the other buildings are complete so we can learn how bad the traffic will be?

Jackie Hoogenakker

From: Connie Mahler <conniemahler@gmail.com>
Sent: Sunday, June 29, 2014 7:26 PM
To: Jackie Hoogenakker
Subject: WHAT IS EDINA DOING?

Hello,

I live on 72nd and York Avenue South and I can't help but wonder what the City of Edina is trying to do to those of us who have lived here for a very long time. The enormous buildings that are going up are ruining the beauty of this area and it goes without saying adding more and more cars, traffic to York Avenue. We already have enough traffic and these projects that are going up will make it even worse. Also - yet another structure where Borofka's Furniture was. That was a wonderful furniture store and they were forced out so that another apartment can go up. Shame on you. We needed the furniture store much more than yet another apartment building. Does Edina need to be that hungry for tax money?

Connie Mahler,
a concerned property owner

Jackie Hoogenakker

From: Jo Stephens <jmstephens71@hotmail.com>
Sent: Monday, June 30, 2014 12:03 PM
To: Jackie Hoogenakker
Subject: 7151 York Ave, Edina

I am not very excited about the possibility of another multi-person dwelling. I have only lived in Edina for 2 years, and have seen changes coming too fast. We moved here from a south Minneapolis neighborhood near the light rail, to get away from a area that was adding too many residents to handle the infrastructure of so many more cars, and people for the neighborhood to handle, because of business people and money moguls trying to cash in on the light rail. I think the city needs to think about where the money and budget for providing services for all these new residents, and workers in the area is going to come from. And it better not be from my taxes going up, but the businesses causing and real-estate speculators that are creating the needs.

Joanne Stephens
7200 York Ave S #217
Edina
jmstephens71@hotmail.com

Jackie Hoogenakker

From: Sara Amaden <sara.amaden47@gmail.com>
Sent: Tuesday, July 01, 2014 3:47 PM
To: Jackie Hoogenakker
Subject: York Continental Assisted Living Facility

To Whom It May Concern:

I object to the construction of yet another residential facility in the immediate neighborhood of my residence at 7200 York.

In addition I propose a moratorium on further multi-family housing in our area until the impact of the Wickes project and the nearly 500 new units already under construction next to Byerly's and at the corner of Xerxes and 69th Street can be assessed.

My primary concern is the addition of hundreds of new cars on the streets in our area, where it is already difficult to get out onto York Avenue at certain times of the day and certain days of the week. This is a serious safety issue.

I am also concerned about my property values. If increased traffic congestion makes car travel in the greater Southdale area more miserable than it already is, I believe it will reduce the value of my property.

Thank you for considering my views on the matter.

Sara Amaden

7200 York South #304

Edina, MN 55435

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