

# REPORT / RECOMMENDATION



**To:** MAYOR AND COUNCIL

**Agenda Item #:** VI.A

**From:** Cary Teague, Community Development Director

**Action**   
**Discussion**   
**Information**

**Date:** April 2, 2013

**Subject:** PUBLIC HEARING – Comprehensive Plan Amendment, Preliminary Rezoning to PUD, Preliminary Development Plan and Preliminary Plat, Hunt Associates, 5109-5125 West 49<sup>th</sup> Street, Resolution No. 2013-33 and Resolution 2013-37

**Action Requested:**

Adopt the attached resolutions.

**Information / Background:**

Hunt Associates is requesting redevelopment of three lots, 5109-5125 West 49<sup>th</sup> Street. The applicant is proposing to tear down the existing two apartments and single family home on the site (10 units total) and build a new 17-unit attached housing development. (See narrative and plans on pages A13–A45 of the Planning Commission Staff report.) The subject properties total 1.43 acres in size; therefore, the proposed density of the project would be 12 units per acre.

The existing property is zoned PRD-2, Planned Residential District-2, which allows residential building containing six or fewer dwelling units. The existing apartments contain four and five units each. The applicant is seeking a rezoning of the property to PUD, Planned Unit Development. The site is guided LDAR, Low Density Attached Residential (4-8 units per acre), therefore, a Comprehensive Plan Amendment to MDR, Medium Density Residential would be required to allow a density of 5-12 units per acre. The applicant narrative indicates why they believe that a PUD rezoning is justified for this proposed development.

In order to obtain to approvals for the above mentioned project, the applicant must go through a two-step process.

The first step in the process is to obtain the following approvals:

1. A Comprehensive Plan Amendment from LDAR, Low Density Attached Residential (4-8 units per acre) to MDR, Medium Density Residential (5-12 units per acre). This requires a four-fifths vote of the City Council for approval,
2. Preliminary Rezoning from PRD-2, to PUD, Planned Unit Development,
3. Preliminary Development Plan; and
4. Preliminary Plat

If the Comprehensive Plan Amendment, Preliminary Rezoning and Preliminary Development Plan are approved by the City Council, the following is required for the second step:

1. Final Development Plan and Final Rezoning to PUD.
2. Zoning Ordinance Amendment establishing the PUD.

The Planning Commission and City Council considered a sketch similar to the proposed project last fall. (See the sketch plans on pages A11–A12; and the minutes from those meetings on pages A46–A52 of the Planning Commission Staff Report.) The applicant has attempted to address the issues raised by the Planning Commission and City Council. Some of the changes include:

1. Reducing the density from High Density Residential to Medium Density Residential by eliminating one unit.
2. Reducing the height from four stories to three.

There was a lot of discussion by both the Planning Commission and City Council regarding the number of units on this site. While the general belief was that medium density may be appropriate for the site, however, many suggested a greater reduction in the number of units; and providing more open area or green space on the site. The applicant however, has indicated that they may not be able to make the project work financially by further reducing the number of units.

Planning Commission Recommendation: On March 13, 2013, the Planning Commission recommended approval of the proposed project on a vote of 5-3. (See attached minutes.)

Based on the comments and recommendations from the Planning Commission, the applicant has revised the proposed plans, and are attached, date stamped March 25, 2013.

**ATTACHMENTS:**

- Resolution No. 2013-33 & 2012-37
- Draft minutes from the March 13, 2013 Edina Planning Commission meeting
- Planning Commission Staff Report, March 13, 2013
- Revised Plans and Narrative Submitted to the Planning Commission March 13, 2013.
- Resident letters



**RESOLUTION NO. 2013-33**  
**RESOLUTION APPROVING A GUIDE PLAN AMENDMENT**  
**FROM LDAR, LOW DENSITY ATTACHED RESIDENTIAL (4-8 UNITS PER ACRE) TO**  
**MDR, MEDIUM DENSITY RESIDENTIAL (5-12 UNITS PER ACRE) AT 5109-5125 WEST**  
**49<sup>TH</sup> STREET FOR HUNT ASSOCIATES**

BE IT RESOLVED by the City Council of the City of Edina, Minnesota, as follows:

Section 1. BACKGROUND.

- 1.01 Hunt Associates is requesting redevelopment of three lots, 5109-5125 West 49th Street. The applicant is proposing to tear down the existing two apartments and single family home on the site (10 units total) and build a new 17-unit attached housing development. The subject properties total 1.43 acres in size; therefore, the proposed density of the project would be 12 units per acre.
- 1.02 The property is legally described as follows:
- See attached Legal Descriptions
- 1.03 The site is guided LDAR, Low Density Attached Residential (4-8 units per acre), therefore, a Comprehensive Plan Amendment to MDR, Medium Density Residential would be required to allow a density of 5-12 units per acre.
- 1.04 On March 13, 2013, the Planning Commission recommended approval of the Guide Plan Amendment. Vote: 5 Ayes and 3 Nays.

Section 2. FINDINGS

- 2.01 Approval is subject to the following findings:
1. The subject property is a transition area, and serves as a buffer from single-family homes to the north to Vernon Avenue and the GrandView Commercial area to the south.
  2. The proposal would be an improvement over the current two existing apartment buildings and single-family home (10 units) on the site. Seven townhomes would face 49th Street and eight townhomes would face Vernon Avenue with the garages and drive aisle internal to the site.
  3. The proposed two/three story buildings are generally consistent with existing height in the area.

- 4. The existing roadways would support the project. Wenck and Associates conducted a traffic impact study, and concluded that the proposed development could be supported by the existing roads.
- 5. The proposed project would meet the following goals and policies of the Comprehensive Plan:
  - a. Increase pedestrian and bicycling opportunities and connections between neighborhoods, and with other communities, to improve transportation infrastructure and reduce dependence on the car.
  - b. Locate and orient buildings to fit with their existing and/or planned context by framing and complementing adjacent streets, parks and open spaces.
  - c. Locate and orient vehicle parking, vehicular access, service areas and utilities to minimize their visual impact on the property and on adjacent/surrounding properties, without compromising the safety and attractiveness of adjacent streets, parks, and open spaces.
  - d. Regulate scale, massing, and height to provide complementary transitions to adjacent sites and nearby neighborhoods and areas.
  - e. Encourage infill/redevelopment opportunities that optimize use of city infrastructure and that complement area, neighborhood, and/or corridor context and character.

Section 3. APPROVAL

NOW THEREFORE, it is hereby resolved that the City Council of the City of Edina, approves the guide plan amendment for the following described property:

See attached Exhibit A

Approval is subject to the following condition:

- 1. Final Rezoning to PUD and Final Development Plan approval for the project.

ATTEST: \_\_\_\_\_  
Debra A. Mangen, City Clerk

\_\_\_\_\_ James B. Hovland, Mayor

STATE OF MINNESOTA )  
COUNTY OF HENNEPIN )SS  
CITY OF EDINA )

CERTIFICATE OF CITY CLERK

I, the undersigned duly appointed and acting City Clerk for the City of Edina do hereby certify that the attached and foregoing Resolution was duly adopted by the Edina City Council at its Regular Meeting of April 2, 2013, and as recorded in the Minutes of said Regular Meeting.

WITNESS my hand and seal of said City this \_\_\_\_ day of \_\_\_\_\_, 2013.

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City Clerk

# Exhibit A

## DESCRIPTION OF PROPERTY SURVEYED

(Per Commitment for Title Insurance issued by Stewart Title Guaranty Company, File No. 152183, dated October 31, 2011, and File No. 153093, dated October 5, 2012)

Lot 3, 4, 5 and 6, and all that part of Lots 9, 10, 11 and 12 lying North of State Highway No. 5, Block 4, "Tingdale Bros.' Brookside", Except that part of Lot 12 which lies Southeasterly of the following described line: Beginning at a point on the East line of said Lot 12 distant 35 feet South of the Northeast corner thereof; thence run Southwesterly to the Southwest corner of the above described Lot 12 and there terminating

Together with:

A 25.00 foot wide strip of land lying east of the Minneapolis, Northfield and Southern Railroad between West 49th Street and Vernon Avenue in Section 28, Township 117 North, Range 21 West, Hennepin County, Minnesota.

Being Torrens Property, Certificate Number: 577550

And:

Lots 7 and 8, Block 4, Tingdale Bros.' Brookside, Except that part of said Lot 8 described as follows:

Beginning at a point on the East boundary of said Lot 8 distant 28 feet North of the Southeast corner thereof; thence South along said East boundary 28 feet; thence West along the South boundary of said Lot, 50 feet; thence North along the West boundary of said Lot, 12 feet; thence Northeasterly to the point of beginning, including any part or portion of any street or alley adjacent to said premises vacated or to be vacated, Hennepin County, Minnesota

Abstract



**RESOLUTION NO. 2013-37**  
**APPROVING PRELIMINARY REZONING FROM PRD-2, PLANNED RESIDENTIAL DISTRICT TO PUD, PLANNED UNIT DEVELOPMENT, PRELIMINARY DEVELOPMENT PLAN & PRELIMINARY PLAT AT 5109-5125 WEST 49<sup>TH</sup> STREET FOR HUNT ASSOCIATES**

BE IT RESOLVED by the City Council of the City of Edina, Minnesota, as follows:

**Section 1. BACKGROUND.**

- 1.01 Hunt Associates is requesting redevelopment of three lots, 5109-5125 West 49th Street. The applicant is proposing to tear down the existing two apartments and single family home on the site (10 units total) and build a new 17-unit attached housing development. The subject properties total 1.43 acres in size; therefore, the proposed density of the project would be 12 units per acre.
- 1.02 The property is legally described as follows:
- See attached Legal Descriptions
- 1.03 On March 13, 2013, the Planning Commission recommended approval of the request. Vote: 5-3.

**Section 2. FINDINGS**

- 2.01 Approval is based on the following findings:

Approval is subject to the following findings:

1. The proposal would create a more efficient and creative use of the property. Currently the site does not engage Vernon Avenue. Today it is clearly the back of the site, and contains mature trees. The proposed site plan turns and faces Vernon Avenue with a row of two-story townhomes.
2. Parking areas and garages are internal to the site, and not visible from 49th street or Vernon Avenue.
3. The project would enhance pedestrian connections. The plan provides for a public sidewalk through the site from 49th to Vernon, that would connect, not only this development, but the entire area to the north to the GrandView District.
4. Landscaping would be enhanced. Extensive Landscaping is proposed around the perimeter of the site and adjacent to the proposed townhomes. The number of over story trees is over double the number required by City Code. The mature trees along Vernon Avenue would be preserved.

**CITY OF EDINA**

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

**Section 3. APPROVAL**

NOW THEREFORE, it is hereby resolved by the City Council of the City of Edina, approves the Preliminary Rezoning to PUD, Planned Unit Development, Preliminary Development Plan, and Preliminary Plat subject to the following conditions:

1. The Final Development Plans must be generally consistent with the Preliminary Development Plans dated February 13, 2013, March 25 & 27, 2013. Modifications consistent with the Planning Commission recommendations as follows:
  - a. interior drive aisle narrowed by at least 6 feet.
  - b. front yard setback on West 49<sup>th</sup> be increased by 6 feet.
  - c. the entire project should shift south by 6 feet creating a 37-foot setback from West 49<sup>th</sup> Street, a 10-foot setback from Vernon Avenue and a 21-foot setback on the east side.
2. The Final Landscape Plan must meet all minimum landscaping requirements per Section 850.04 of the Zoning Ordinance.
3. Compliance with all of the conditions outlined in the city engineer's memo dated March 7, 2013.
4. Final Rezoning is subject to a Zoning Ordinance Amendment creating the PUD, Planned Unit Development for this site.
5. Approval of the Final Rezoning of the subject property to Planned Unit Development, PUD.
6. 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.
7. A shared parking and access agreement must be established across the Plat.
8. The Park Dedication fee of \$35,000 shall be paid prior to release of the mylars approving the Final Plat.

Adopted by the city council of the City of Edina, Minnesota, on April 2, 2013.

ATTEST: \_\_\_\_\_  
Debra A. Mangan, City Clerk

\_\_\_\_\_  
James B. Hovland, Mayor

STATE OF MINNESOTA            )  
COUNTY OF HENNEPIN        )SS  
CITY OF EDINA                 )

CERTIFICATE OF CITY CLERK

I, the undersigned duly appointed and acting City Clerk for the City of Edina do hereby certify that the attached and foregoing Resolution was duly adopted by the Edina City Council at its Regular Meeting of April 2, 2013, and as recorded in the Minutes of said Regular Meeting.

WITNESS my hand and seal of said City this \_\_\_\_ day of \_\_\_\_\_, 2013.

\_\_\_\_\_  
City Clerk

# Exhibit A

## DESCRIPTION OF PROPERTY SURVEYED

(Per Commitment for Title Insurance issued by Stewart Title Guaranty Company, File No. 152183, dated October 31, 2011, and File No. 153093, dated October 5, 2012)

Lot 3, 4, 5 and 6, and all that part of Lots 9, 10, 11 and 12 lying North of State Highway No. 5, Block 4, "Tingdale Bros.' Brookside", Except that part of Lot 12 which lies Southeasterly of the following described line: Beginning at a point on the East line of said Lot 12 distant 35 feet South of the Northeast corner thereof; thence run Southwesterly to the Southwest corner of the above described Lot 12 and there terminating

Together with:

A 25.00 foot wide strip of land lying east of the Minneapolis, Northfield and Southern Railroad between West 49th Street and Vernon Avenue in Section 28, Township 117 North, Range 21 West, Hennepin County, Minnesota.

Being Torrens Property, Certificate Number: 577550

And:

Lots 7 and 8, Block 4, Tingdale Bros.' Brookside, Except that part of said Lot 8 described as follows:

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Abstract

Commissioner Carr asked to amend the motion to include the addition of architectural features along the north building wall. Commissioners Grabiell and Forrest accepted that amendment. Ayes; Scherer, Carr, Forrest, Grabiell. Nays; Schroeder, Potts, Carpenter and Staunton. Motion failed.

**B. Preliminary Rezoning to PUD, Preliminary Development Plan and Preliminary Plat. Edina Fifty-Five LLC. 5125 49<sup>th</sup> Street West and 5118-5109 49<sup>th</sup> Street West**

**Planner Presentation**

Planner Teague informed the Commission Hunt Associates is requesting redevelopment of three lots, 5109-5125 West 49<sup>th</sup> Street. The applicant is proposing to tear down the existing two apartments and single family home on the site (10 units' total) and build a new 17-unit attached housing development. The subject properties total 1.43 acres in size; therefore, the proposed density of the project would be 12 units per acre.

The existing property is zoned PRD-2, Planned Residential District-2, which allows residential building containing six or fewer dwelling units. The existing apartments contain four and five units each. The applicant is seeking a rezoning of the property to PUD, Planned Unit Development. The site is guided LDAR, Low Density Attached Residential (4-8 units per acre), therefore, a Comprehensive Plan Amendment to MDR, Medium Density Residential would be required to allow a density of 5-12 units per acre. The applicant narrative indicates why they believe that a PUD rezoning is justified for this proposed development.

Planner Teague stated that staff recommends that the City Council approve the request for a Comprehensive Plan Amendment from LDAR, Low Density Attached Residential to MDR, Medium Density Residential (5-12 units per acre) for the subject property based on the following findings:

1. The subject property is a transition area, and serves as a buffer from single-family homes to the north to Vernon Avenue and the GrandView Commercial area to the south.
2. The proposal would be an improvement over the current two existing apartment buildings and single-family home (10 units) on the site. Seven townhomes would face 49<sup>th</sup> Street and eight townhomes would face Vernon Avenue with the garages and drive aisle internal to the site.
3. The proposed two/three story buildings are generally consistent with existing height in the area.
4. The existing roadways would support the project. Wenck and Associates conducted a traffic impact study, and concluded that the proposed development could be supported by the existing roads.

PC.  
2/13

5. The proposed project would meet the following goals and policies of the Comprehensive Plan:
  - a. Increase pedestrian and bicycling opportunities and connections between neighborhoods, and with other communities, to improve transportation infrastructure and reduce dependence on the car.
  - b. Locate and orient buildings to fit with their existing and/or planned context by framing and complementing adjacent streets, parks and open spaces.
  - c. Locate and orient vehicle parking, vehicular access, service areas and utilities to minimize their visual impact on the property and on adjacent/surrounding properties, without compromising the safety and attractiveness of adjacent streets, parks, and open spaces.
  - d. Regulate scale, massing, and height to provide complementary transitions to adjacent sites and nearby neighborhoods and areas.
  - e. Encourage infill/redevelopment opportunities that optimize use of city infrastructure and that complement area, neighborhood, and/or corridor context and character.

Teague added that staff recommends that the City Council approve the Preliminary Rezoning from PRD-2, Planned Residential District to PUD, Planned Unit Development District and Preliminary Development Plan to build 17 new townhomes on the subject 1.43 acre parcel based on the following findings:

1. The proposal would create a more efficient and creative use of the property. Currently the site does not engage Vernon Avenue. Today it is clearly the back of the site, and contains mature trees. The proposed site plan turns and faces Vernon Avenue with a row of two-story townhomes.
2. Parking areas and garages are internal to the site, and not visible from 49<sup>th</sup> street or Vernon Avenue.
3. The project would enhance pedestrian connections. The plan provides for a public sidewalk through the site from 49<sup>th</sup> to Vernon, that would connect, not only this development, but the entire area to the north to the GrandView District.
4. Landscaping would be enhanced. Extensive Landscaping is proposed around the perimeter of the site and adjacent to the proposed townhomes. The number of over story trees is over double the number required by City Code. The mature trees along Vernon Avenue would be preserved.

Approval is also subject to the following Conditions:

1. The Final Development Plans must be generally consistent with the Preliminary Development Plans dated February 13, 2013 and the final Landscape Plan must meet all minimum landscaping requirements per Section 850.04 of the Zoning Ordinance.
2. Compliance with all of the conditions outlined in the city engineer's memo dated March 7, 2013.
3. Final Rezoning is subject to a Zoning Ordinance Amendment creating the PUD, Planned Unit Development for this site.

Concluding, Teague recommended that the City Council approve the Preliminary Plat to create a new 17-lot townhome plat for the subject property based on the following findings:

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

And subject to the following conditions:

1. Approval of the Final Rezoning of the subject property to Planned Unit Development, PUD.
2. 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 \$35,000 shall be paid prior to release of the mylars approving the Final Plat.

#### **Appearing for the Applicant**

David Motzenbecker, Chris Palkowitsch, BKV Group, Ed Terhaar, Wenck

#### **Applicant Presentation**

Mr. Motzenbecker delivered a power point presentation. He further informed the Commission BKV adjusted the development to better fit the site and meet the goals of the Comprehensive Plan. Motzenbecker further explained the topography of the property played a large role in building design. Motzenbecker explained that they are putting in a plinth to minimize stairs, adding the plinth moves along the property line and raises it about two feet. Continuing, along the front the development team wanted to open the units up to the street. Small patios will be added on the top of the plinth. With graphics Motzenbecker explained the internal circulation, parking and guest parking. He pointed out there will be bike and pedestrian access and the site would be open creating a more welcoming space; this also creates a space that is public; not private.

Motzenbecker introduced Chris Palkowitsch, project architect.

Chris Palkowitsch told Commissioners that each unit would have their own entry and the exterior building materials have been chosen and will be cast stone, fiber-cement panels, and stained wood to warm the exterior palate. Palkowitsch said the project would promote energy efficiency and the conservation of natural resources. Continuing, Palkowitsch said general sustainability principles for the buildings and the site will be applied as follows:

- It is possible the existing buildings will be relocated.
- If the buildings are demolished many of the materials will be recycled.
- Use of low VOC paints.
- Energy Star appliance.
- High –efficiency HVAC will be standard.
- Stone and cement board with recycled contents will be incorporated
- Skylights will add additional daylight to each unit reducing energy consumption; and
- Storm water infiltration and a variety of native plants.

Motzenbecker also asked the Commission to note that along Vernon Avenue the units are two-story with a gathering space in the front. Motzenbecker also pointed out that the front doors are “sunken”, providing each unit with privacy from Vernon Avenue and passersby.

#### **Discussion**

Commissioner Forrest questioned accessibility and asked if any units are without stairs. Forrest also stated parking concerns her; especially guest parking or lack thereof. Mr. P responded any unit could be retro-fitted for an elevator.

Commissioner Carr commented that she observed that some garages have windows and questioned this reasoning. Mr. Palkowitsch explained that the windows proposed for the garages are frosted; letting light in and providing a degree of privacy.

Commissioner Forrest asked how building height is measured. Planner Teague explained that building height is measured from the existing grade.

Chair Staunton stated the roofs of the proposed townhouses are flat and pointed out Edina’s Comprehensive Plan suggests pitched roofs; not flat as proposed. Mr. Motzenbecker explained that the reason they went with the flat roof was to ensure that the buildings “tie” into the neighborhood. He noted that the majority of the roofs (single family homes) in the neighborhood are hip; adding the proposed flat roof “ties” in better while minimizing the impact of building height.

Ed Terhaar addressed the Commission and gave a brief overview of traffic highlighting the following:

- Proposed development is expected to generate 1 net trip during the weekday peak period, 2 net trips during the weekday pm and 29 weekday daily trips.
- Intersections have adequate capacity; no improvements would be required.

- It should be noted that the entire neighborhood area has only one access point and if a train was stopped on the tracks for an extended period of time, additional steps would be needed to access this neighborhood; however, this exists with or without the proposed townhomes.

Terhaar told the Commission townhouses tend to generate fewer trips than single family homes. He also acknowledged that the intersection of Vernon and Interlachen Boulevard can pose problems. Commissioners agreed with that statement. A discussion ensued on the ramifications of this development on neighborhood traffic, acknowledging the unique one way in and out and railroad tracks.

Chair Staunton acknowledged that this proposal is located in a unique setting with a one way in and out, agreeing if you go up the hill and try to turn left onto Interlachen Boulevard one can "sit" there for some time before there is an opening to turn. Mr. Terhaar agreed, adding he believes that movement is at service level D which isn't good; however, is acceptable in an urban setting.

Commissioner Forrest questioned how often the figures used for the traffic analysis report are updated. Mr. Terhaar responded they are updated on a regular basis, adding it was recently updated and the most current information was used in this analysis.

Chair Staunton opened the public hearing.

The following spoke to the proposal:

Michelle Anderson, 5112 49<sup>th</sup> Street West  
Steve Russ, 5040 Hankerson Avenue  
Tony Wagner, 5120 West 49<sup>th</sup> Street  
Leslie Losey, 5105 West 49<sup>th</sup> Street  
Gail Helbereot, 5116 West 49<sup>th</sup> Street  
Mrs. Wagner, 5120 West 49<sup>th</sup> Street

Chair Staunton asked if anyone else would like to speak to this issue; being none Commissioner Potts moved to close the public hearing. Commissioner Carpenter seconded the motion. All voted aye; motion carried.

Chair Staunton questioned how storm water and snow removal would be handled. Mr. Motzenbecker said they have a civil engineer on board that between now and final will work out the storm water management issues, adding he believes at this time runoff storage will be underground. Continuing, Motzenbecker said with regard to snow removal the excess snow will be moved off site.

Chair Staunton said he observed on the schematics there are units with roof top decks and asked if that is an option. He pointed out neighbors privacy would be compromised. Mr. Motzenbecker said there is an interest in roof top decks, adding they would be an amenity on some of the units.

Commissioner Carr discussed density and setbacks and asked the developers if they ever considered removing the last townhouse unit on the east. She pointed out this unit directly abuts a residential home and if that unit were removed that area could be used for guest parking. Mr. Motzenbecker responded they hadn't considered that option.

Chair Staunton directed the discussion back to the Comprehensive Plan and the requested amendment to increase density and have a flat roof.

Commissioner Carpenter said he doesn't have a problem in increasing density in this location.

Commissioner Forrest said she struggles with an amendment to the Comprehensive Plan noting the Comprehensive Plan is the City's development guide.

Commissioner Schroeder commented that his struggle would be leaving the site low density, adding the step from low density to medium density may actually encourage redevelopment, and in this instance seems reasonable. Schroeder said this project could be considered one of the first steps in the GrandView Plan, noting the increase in density isn't at the upper end of what's permitted in medium density. Chair Staunton stated he agrees with Commissioner Schroeder. Continuing, Schroeder said in his opinion( from a site plan perspective) that he doesn't mind the intensity, and in fact, would slide the entire development over; closer to Vernon Avenue, narrow the driveway and squeeze the site together from all sides. Schroeder said if this is done the impact of the building height from 49<sup>th</sup> street would be minimized.

Commissioner Forrest said she wasn't adverse to the project; however has a concern. She said she doesn't want this site to appear claustrophobic and negatively impact the neighbors. The neighbors do have legitimate concerns.

Chair Staunton said he agrees the neighbors have legitimate issues; however change in this location makes sense. Continuing, Staunton said he really likes the look of the project from Vernon Avenue, adding he also believes the use of PUD in this instance is correct. Staunton said he also likes that the site provides a pathway to Vernon Avenue for not only residents of the townhouses but area residents as well. He also stated he thinks the bike curb is another plus. Continuing, Staunton said the trick of this project is to make the transition from residential to the commercial area off Vernon Avenue friendly. Concluding, Staunton said he does have a concern with the overall building height and the flat roof (especially from West 49<sup>th</sup> Street). Commissioner Forrest questioned who would maintain the Vernon Avenue access. Mr. Motzenbecker responded that the association for the townhomes would maintain the access.

Commissioner Carr stated the use appears reasonable, adding that she somewhat likes the contemporary nature of the architecture; however in her opinion the site is too dense, adding removal of that end unit may be key to her support.

Commissioner Carpenter asked the development team their feelings about Commissioner Schroeder's suggestion of pulling things back from the property lines. Mr. Motzenbecker responded that can be looked at, adding they did not consider it. Commissioner Schroeder pointed out they could slide the townhouses 6-feet closer to Vernon Avenue and narrow the driveway squeezing the entire project.

Commissioner Scherer said she doesn't know if she would be a fan of living that close to Vernon Avenue, she pointed out this stretch of Vernon is very busy, noting the exit ramp for Hwy 100.

Commissioner Forrest reiterated that her concern is parking; adding she doesn't think it's adequate. She concluded that this project may just be too much for a residential neighborhood.

Commissioner Carpenter commented this site will be redeveloped at some point in the future and at this time the Commission needs to determine if they can support this project as presented.

Commissioner Forrest reiterated in her opinion the density is too much and parking could become an issue.

### Motion

**Commissioner Carpenter moved approval of the Amendment to the Comprehensive Plan, Rezoning approval, and Development Plan approval based on staff findings and subject to staff conditions with the additional condition that the housing units be modified as expressed by Commissioner Schroeder. Commissioner Schroeder seconded the motion. Schroeder clarified that the interior drive is to be narrowed by at least 6-feet, the front yard setback on West 49<sup>th</sup> Street increased by 6-feet, and the entire project would technically be shifted south by 6-feet creating a 37-foot setback from West 49<sup>th</sup> Street, a 10-foot setback from Vernon Avenue and a 21-foot setback on the east side. (listen to tape)**

**Chair Staunton asked if Commissioners Carpenter and Schroeder would accept an amendment to their motion that would prohibit roof top decks. Commissioners Schroeder and Carpenter agreed with that amendment.**

Commissioner Scherer stated this project in her opinion is too tall and too dense. Commissioner Potts said that the developer needs to provide better representation of the height and elevation of the townhouses from West 49<sup>th</sup> Street for Council review.

**Chair Staunton called for the vote: Ayes; Schroeder, Potts, Carpenter, Grabiell and Staunton. Nays; Scherer, Carr, Forrest. Motion carried 5-3**

## Cary Teague

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**From:** Christopher Palkowitsch <cpalkowitsch@bkvgroup.com>  
**Sent:** Friday, March 22, 2013 7:25 PM  
**To:** Cary Teague  
**Cc:** Dhunt@huntassociatesllc.com; JHunt@huntassociatesllc.com; David M. Motzenbecker  
**Subject:** Vernon Avenue Updates - 1 of 2  
**Attachments:** 2013-03-22 Vernon Avenue - Sections & 3d Views.pdf

Cary,

I have attached new section drawings, updated plans, and updated 3d views that reflect changes in reaction to the planning commission's findings. The new section drawings include information to clarify the relationship to the surrounding context and the building heights. We adopted most of the planning commission's findings, see the comments below.

### Changes to the Plans

1. Internal driveways have been reduced to 18' wide. (previously 24')
2. The NE Building (Y) has been moved 6' to the west & 6' to the south. This creates more space between this project and the neighboring houses. As a condition of approval the planning commission also stated that building Z needs to move 6' south closer to Vernon Ave & Building Y an additional 6' South. [See sheet A100 for building naming.] However, we feel the distance between the SE most unit of building Z and its relationship to Vernon Avenue does not give enough buffer between the unit and the street.
3. Roof top decks have been removed.

Best regards,  
Chris

Chris Palkowitsch, AIA | Project Architect/Associate | BKV Group | Ph: 612.373.9110

222 North 2<sup>nd</sup> Street, Minneapolis, MN 55401 | Chicago, IL | Washington, DC

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# VERNON AVENUE TOWNHOMES



49TH AVENUE - LOOKING EAST

RECEIVED  
3-25-13

# VERNON AVENUE TOWNHOMES



49TH AVENUE - LOOKING WEST

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VERNON AVENUE TOWNHOMES



VERNON AVENUE - LOOKING WEST

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# VERNON AVENUE TOWNHOMES



VERNON AVENUE - LOOKING WEST

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Vernon Avenue Townhouses  
03-22-13      Scale

Perspective View - Northeast

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Vernon Avenue Townhouses

03-22-13

Scale

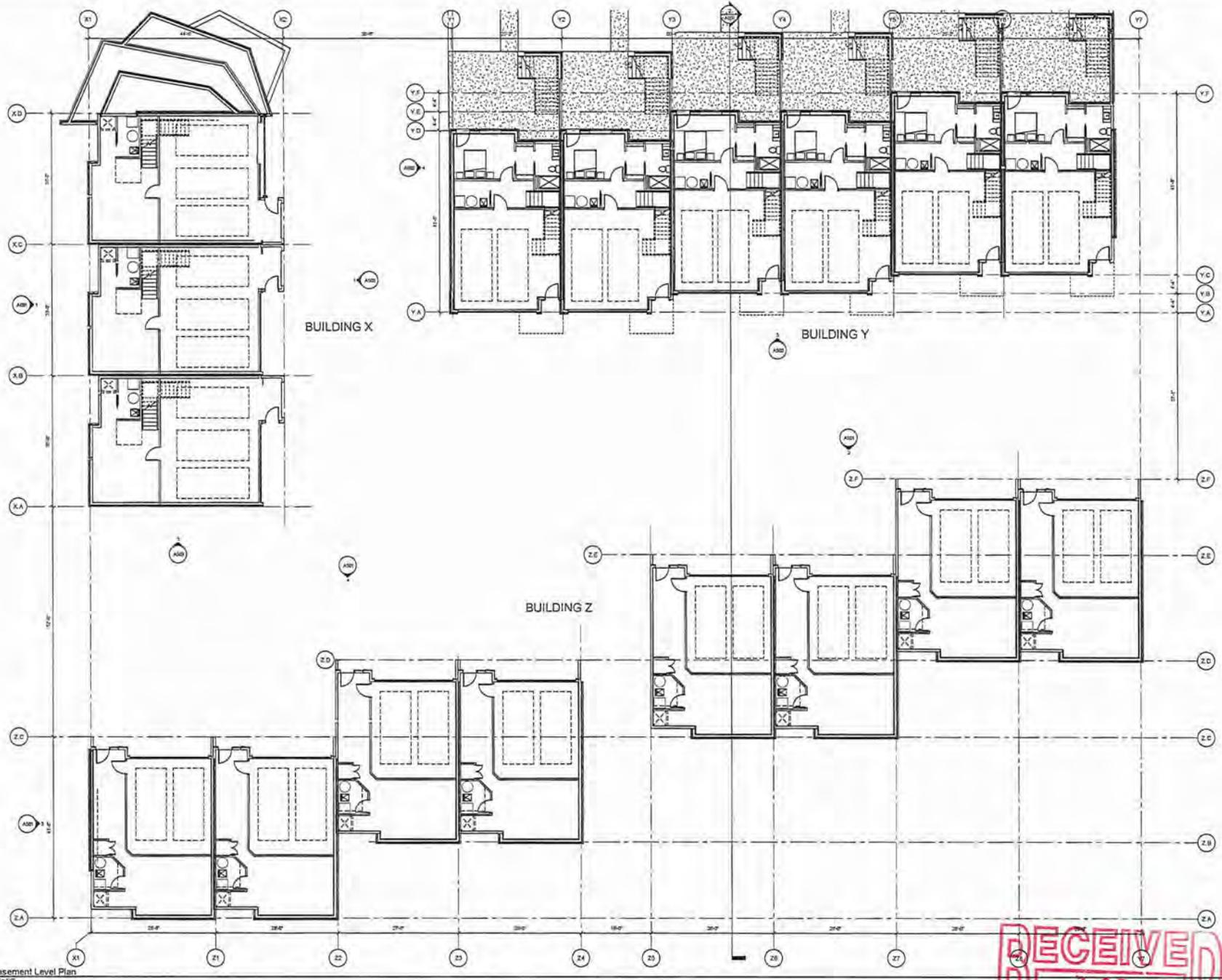
Perspective View - Northwest

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Facsimile: 612-339-6212  
www.bkvgroup.com  
CONSULTANTS

PROJECT TITLE

Vernon Avenue  
Townhouses

KEY PLAN NORTH ARROW

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DATE	03/10
DRAWN BY	Adrian
CHECKED BY	Chadler
COMMISSIONING	10/10
SHEET TITLE	

Basement Floor  
Plan

SHEET NUMBER

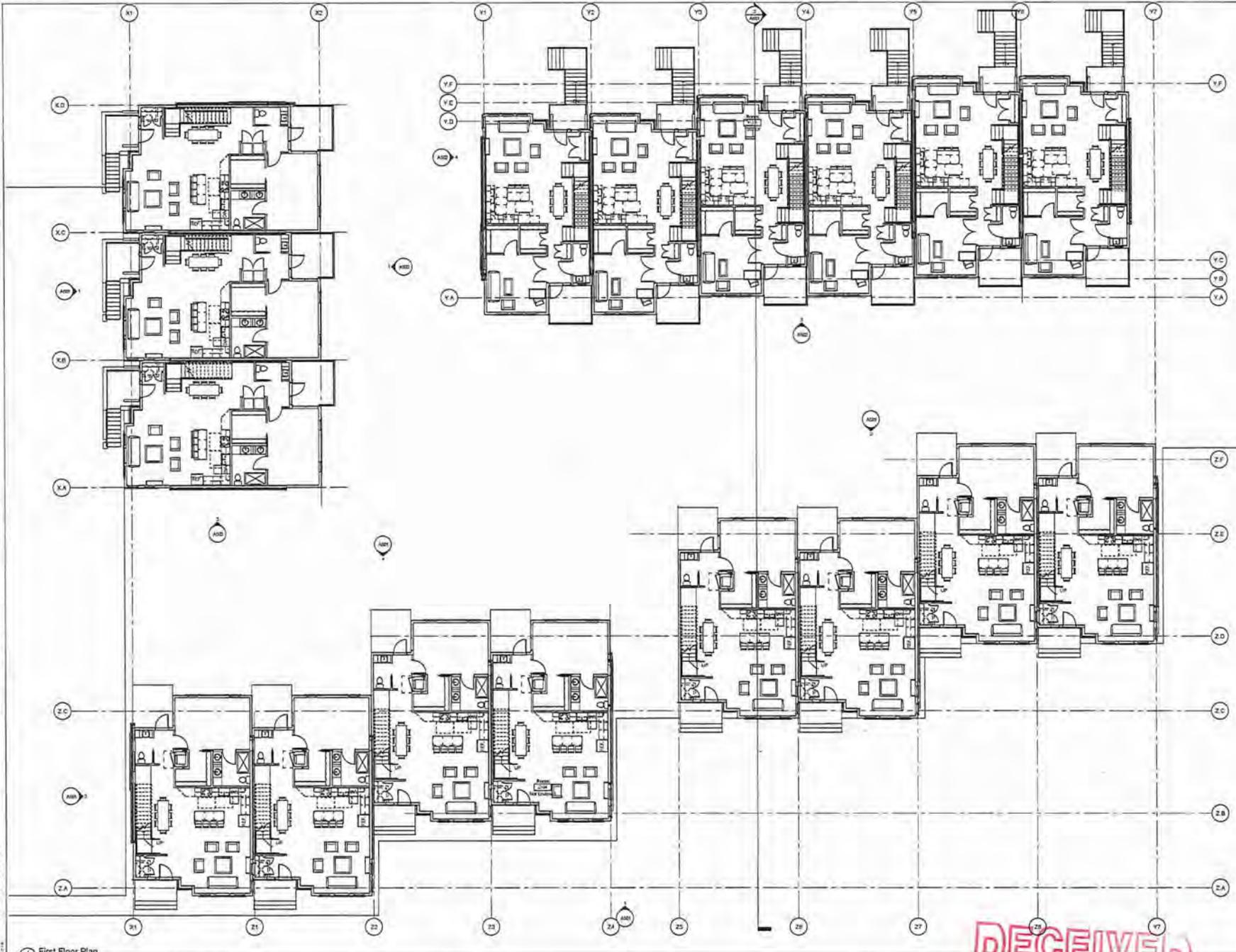
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Basement Level Plan

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REVISION DATE

DATE 10.12.11  
DRAWN BY  
CHECKED BY  
COMMISSION NO.  
SHEET TITLE

First Floor Plan

SHEET NUMBER

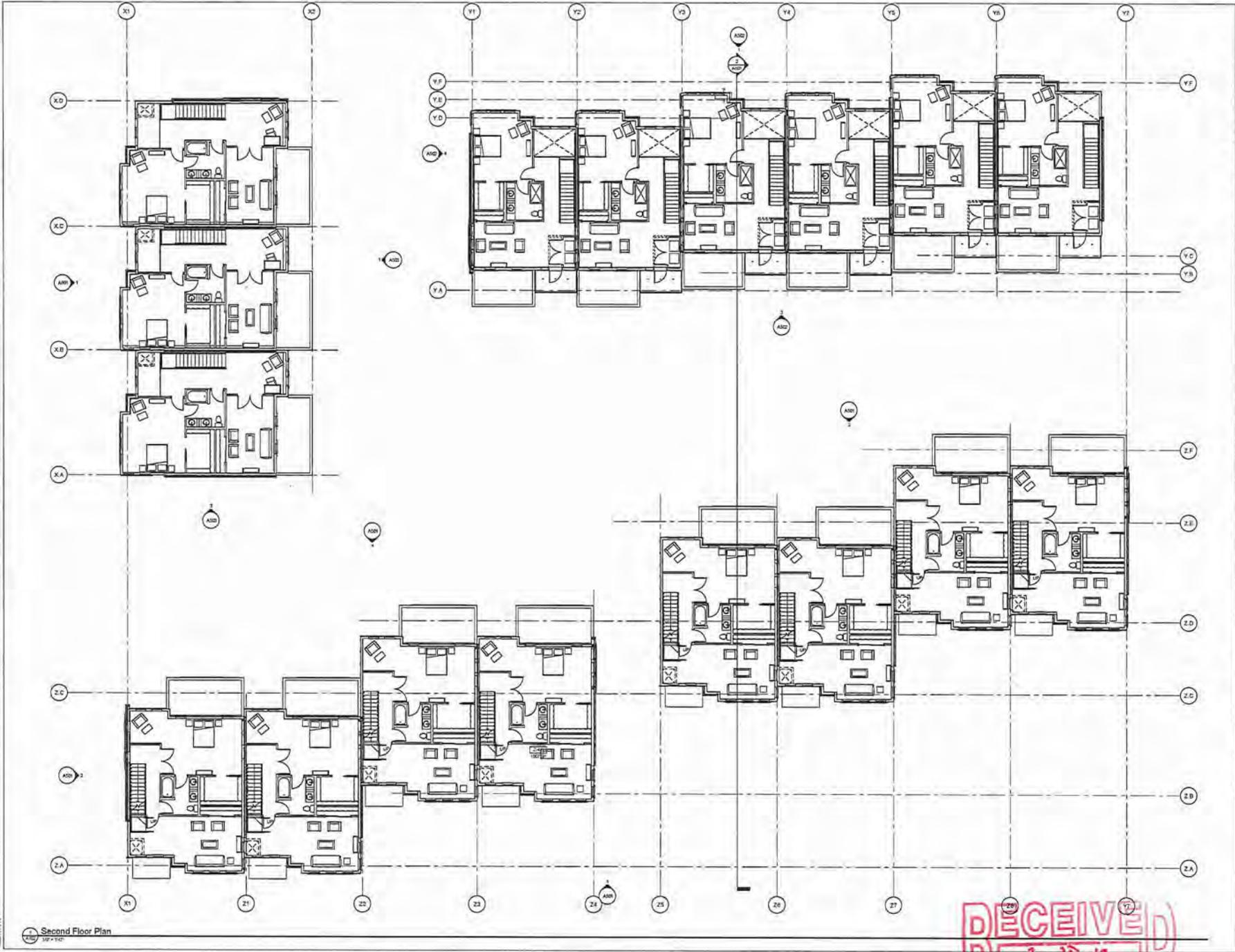
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First Floor Plan

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PROJECT TITLE  
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License Number \_\_\_\_\_  
REVISION DATE

DATE \_\_\_\_\_  
DRAWN BY \_\_\_\_\_  
CHECKED BY \_\_\_\_\_  
COMMISSIONING \_\_\_\_\_  
SHEET TITLE

Second Floor Plan

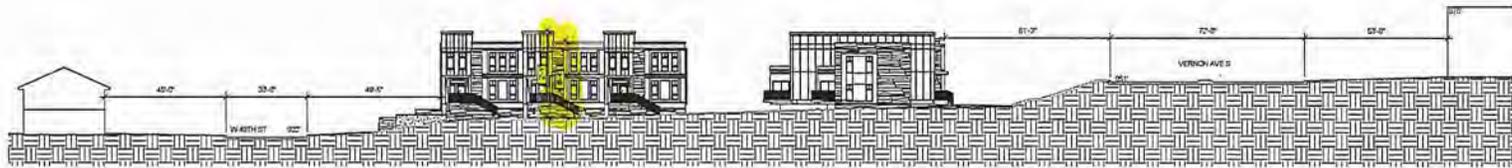
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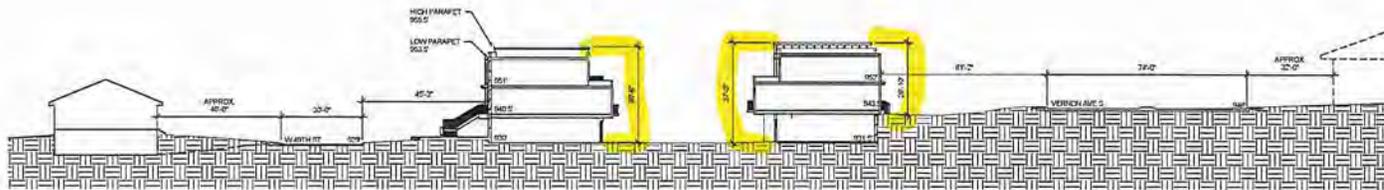
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3-25-13

102 Second Floor Plan  
1/2" = 1'-0"





1 SITE WEST ELEVATION  
1" = 20'-0"



2 SITE SECTION NORTH-SOUTH  
1" = 20'-0"



3 SITE SECTION EAST-WEST  
1" = 20'-0"

Vernon Avenue Townhouses  
03-22-13

Site Sections

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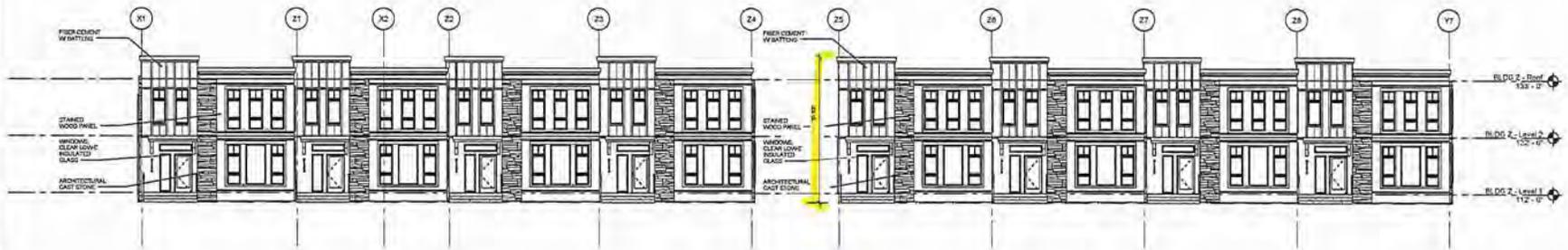
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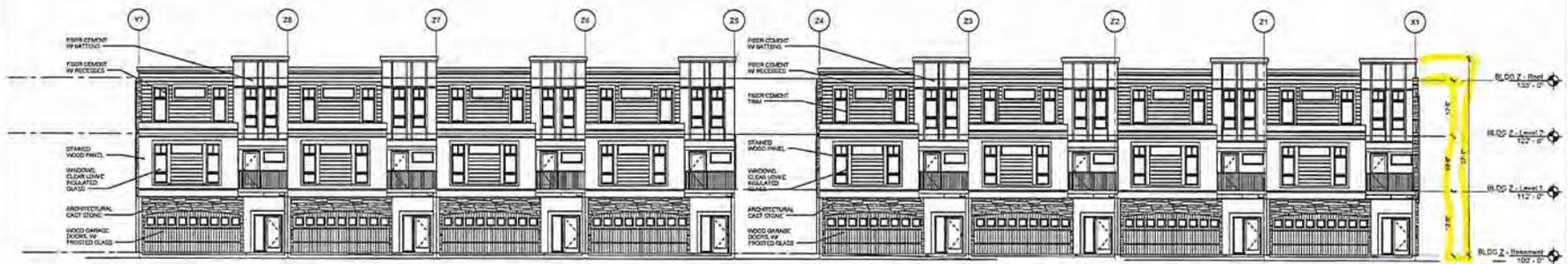
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1 South Elevation - Building Z  
02/14/13



2 North Elevation - Courtyard Building Z  
02/14/13



3 West Elevation - Building Z  
02/14/13

PROJECT TITLE

Vernon Avenue  
Townhouses

KEY PLAN NORTH ARROW

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DATE

OWNER NUMBER

REVISION	DATE

DATE	03/27/13
DRAWN BY	Adm
CHECKED BY	Chase
COMMISSIONING	03/14/13
SHEET TITLE	

Exterior Elevations

SHEET NUMBER

A501

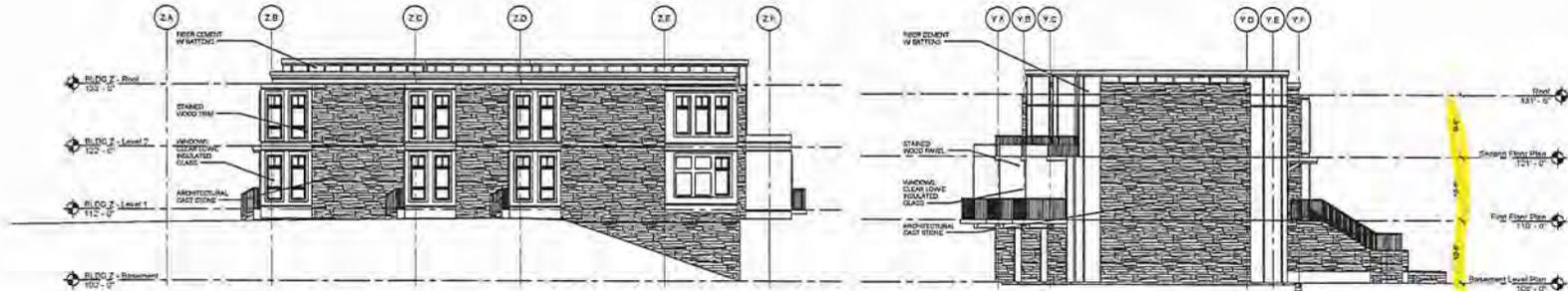
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SHEET BINDING AREA - DO NOT USE



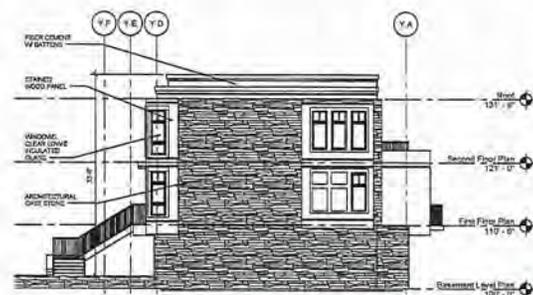
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East Elevation - Building Y & Z  
1/8" = 1'-0"



South Elevation - Building Y1  
1/8" = 1'-0"



West Elevation - Building Y1  
1/8" = 1'-0"

PROJECT TITLE

Vernon Avenue  
Townhouses

KEY PLAN ORTHOGRAPH

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DATE

DESIGNER

REVISION DATE

DATE	08-25-13
DRAWN BY	Author
CHECKED BY	Checker
COMMISSIONING	100% 01

Exterior Elevations

SHEET NUMBER

A502

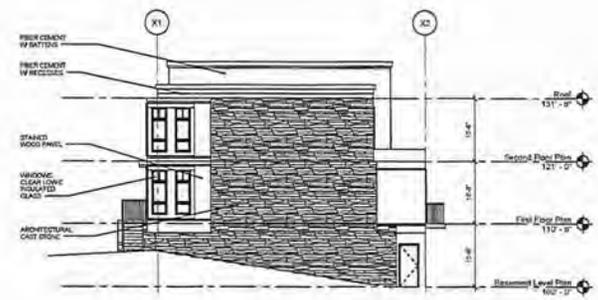
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SHEET BINDING AREA - DO NOT USE



1 East Elevation - Courtyard Building X  
1/8" = 1'-0"



2 South Elevation - Building X  
1/8" = 1'-0"



3 West Elevation - Building X  
1/8" = 1'-0"

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PROJECT TITLE

Vernon Avenue  
Townhouses

KEY PLAN ORTHOGRAPH

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under the laws of the State of Minnesota.

DATE	10-29-13
DRAWN BY	John
CHECKED BY	Chase
COMMISSIONING	10/29/13

DATE	10-29-13
DRAWN BY	John
CHECKED BY	Chase
COMMISSIONING	10/29/13

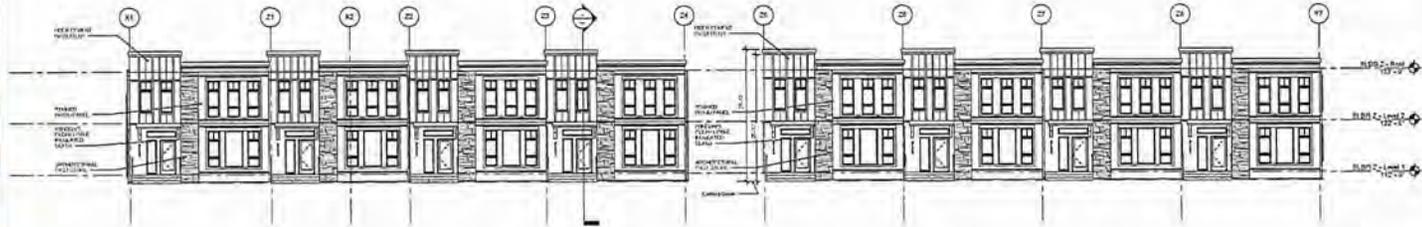
Exterior Elevations

SHEET NUMBER  
**A503**

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SHEET BINDING AREA - DO NOT USE



South Elevation - Building Z



North Elevation - Courtyard Building Z



West Elevation - Building Z

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C03181410

PROJECTILE  
Vernon Avenue  
Townhouses  
REVISION 1 NORTH-HATCH

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designee, professional engineer or  
architect, and I am a duly  
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in the State of Minnesota.

CBS  
DATE/REVISION  
REVISION DATE

DATE	DESIGN
DESIGNED	DATE
CHECKED	DATE
APPROVED	DATE

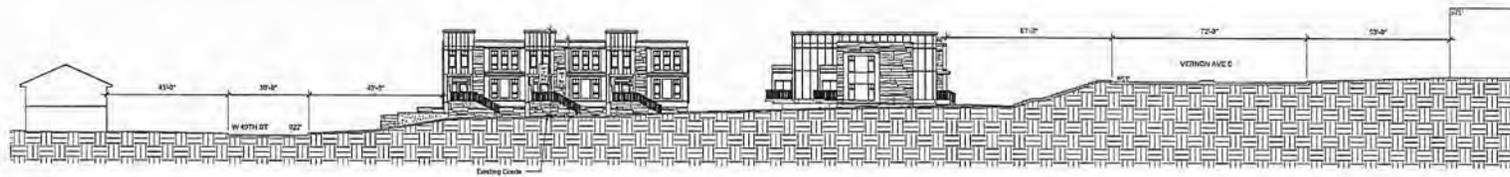
Exterior Elevations

BY: [Signature]  
A501

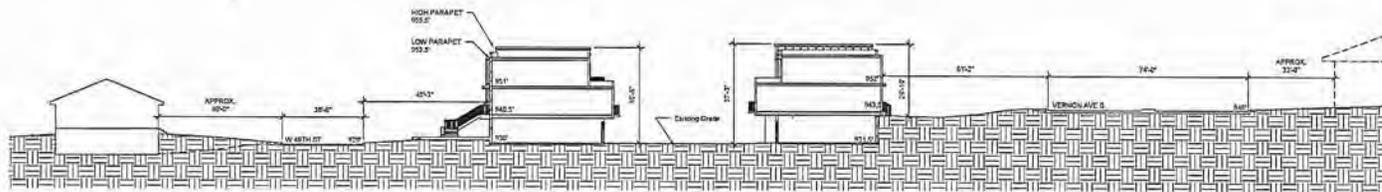
C03181410

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3-27-13

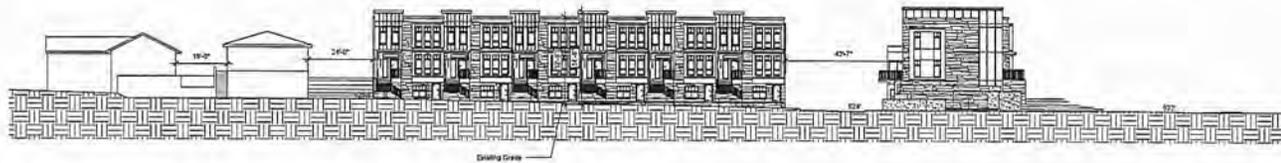




1 SITE WEST ELEVATION  
1" = 2'-0"



2 SITE SECTION NORTH-SOUTH  
1" = 2'-0"



3 SITE SECTION EAST-WEST  
1" = 2'-0"

Vernon Avenue Townhouses  
03-22-13

Site Sections

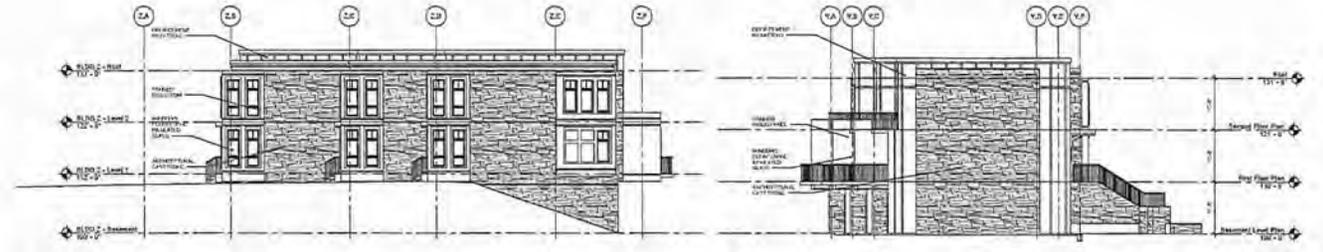
BKV  
GROUP

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SHEET BINDING AREA - DO NOT USE



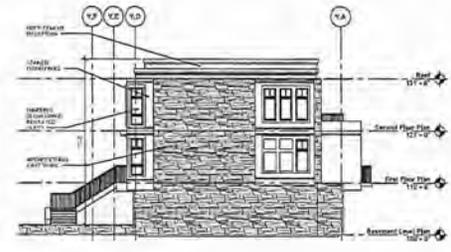
North Elevation - Building X & Y2



East Elevation - Building Y & Z



South Elevation - Courtyard Building Y1



West Elevation - Building Y1

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PROJECT TITLE

Vernon Avenue  
Townhouses

CLIENT NAME

ICHTHARCH

CERTIFICATION  
I hereby certify that this is a true and correct copy of the original drawing as shown to the client and approved by the State of Minnesota.

DATE

DESIGN/DATE

REVISIONS

DATE

DATE DRAWN BY  
CHECKED BY  
CORRECTED BY

SHEET TITLE

Exterior Elevations

SHEET NUMBER

A502

DATE: 03/04/04 BY: BCK

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## PLANNING COMMISSION STAFF REPORT

Originator <b>Cary Teague</b> <b>Community Development</b> <b>Director</b>	Meeting Date <b>March 13, 2013</b>	Agenda # <b>VI.B</b>
-------------------------------------------------------------------------------------	---------------------------------------	-------------------------

### INFORMATION/BACKGROUND

#### **Project Description & Background**

Hunt Associates is requesting redevelopment of three lots, 5109-5125 West 49<sup>th</sup> Street. (See property location on pages A1–A10.) The applicant is proposing to tear down the existing two apartments and single family home on the site (10 units total) and build a new 17-unit attached housing development. (See narrative and plans on pages A13–A45.) The subject properties total 1.43 acres in size; therefore, the proposed density of the project would be 12 units per acre.

The existing property is zoned PRD-2, Planned Residential District-2, which allows residential building containing six or fewer dwelling units. The existing apartments contain four and five units each. The applicant is seeking a rezoning of the property to PUD, Planned Unit Development. The site is guided LDAR, Low Density Attached Residential (4-8 units per acre), therefore, a Comprehensive Plan Amendment to MDR, Medium Density Residential would be required to allow a density of 5-12 units per acre. The applicant narrative indicates why they believe that a PUD rezoning is justified for this proposed development.

In order to obtain to approvals for the above mentioned project, the applicant must go through a two-step process.

The first step in the process is to obtain the following approvals:

1. A Comprehensive Plan Amendment from LDAR, Low Density Attached Residential (4-8 units per acre) to MDR, Medium Density Residential (5-12 units per acre). This requires a four-fifths vote of the City Council for approval.
2. Preliminary Rezoning from PRD-2, to PUD, Planned Unit Development; and
3. Preliminary Development Plan.

If the Comprehensive Plan Amendment, Preliminary Rezoning and Preliminary Development Plan are approved by the City Council, the following is required for the second step:

1. Final Development Plan and Final Rezoning to PUD.
2. Zoning Ordinance Amendment establishing the PUD.

The Planning Commission considered the following sketch plan proposals for this site:

- On March 28, 2012, the applicant presented a sketch plan for a six-story, sixty-foot tall, 98-unit senior housing building. The density proposed was 71 units per acre. (See minutes from the Planning Commission discussion on pages A53–A57.)
- On June 27, 2012, the applicant presented a sketch plan for a four-story, forty four-foot tall, 60-unit senior housing building. The density proposed was 43 units per acre. (See minutes from the Planning Commission discussion on pages A58–A61.)

The consensus of the Planning Commission for both of those proposals was that the development proposed was too much for the site.

The Planning Commission and City Council considered a sketch similar to the proposed project last fall. (See the sketch plans on pages A11–A12; and the minutes from those meetings on pages A46–A52.) The applicant has attempted to address the issues raised by the Planning Commission and City Council. Some of the changes include:

- Reducing the density from High Density Residential to Medium Density Residential by eliminating one unit.
- Reducing the height from four stories to three.

There was a lot of discussion by both the Planning Commission and City Council regarding the number of units on this site. While the general belief was that medium density may be appropriate for the site, however, many suggested a greater reduction in the number of units; and providing more open area or green space on the site. The applicant however, has indicated that they may not be able to make the project work financially by further reducing the number of units.

## **SUPPORTING INFORMATION**

### **Surrounding Land Uses**

- Northerly: Single- family homes; zoned R-1, Single Dwelling Unit District and guided low density residential.
- Easterly: Single- family homes; zoned R-1, Single Dwelling Unit District and guided low density residential.
- Southerly: Vernon Avenue.
- Westerly: Railroad tracks and the Holiday Gas Station; Zoned and guided for Commercial use.

### **Existing Site Features**

The subject property is 1.43 acres in size, is relatively flat and contains a single-family home and two townhome buildings containing nine dwelling units between the two. (See pages A3–A6.)

### **Planning**

- Guide Plan designation: LDAR, Low Density Attached Residential (4-8 units per acre)
- Zoning: PRD-2, Planned Residential District-2

### **Access/Site Circulation**

Access to the site would be from 49<sup>th</sup> Street West on the north side of the site. This neighborhood is relatively isolated; there is only one roadway access point to the surrounding street system. That access is from Brookside Avenue, up to Interlachen Boulevard. (See page A2.) A public pedestrian connection would be made from the sidewalk on 49<sup>th</sup> Street through the site on the west lot line to Vernon Avenue, which would provide a Pedestrian Connection from this neighborhood to the GrandView area. (See pages A34-A35.)

### **Traffic Study**

Wenck and Associates conducted a traffic study, which concludes that the surrounding roadways could support the additional seven units that are proposed to be added, and no improvements are needed at adjacent intersections to accommodate the proposed project. (See the attached study dated February 4, 2012 on pages A62-A96.)

## **Landscaping**

Based on the perimeter of the site, the applicant is required to have 25 over story trees and a full complement of under story shrubs. The applicant is proposing 61 over story trees. They would include a mixture of Maple, Juniper, Spruce, Oak and Linden. (See pages A34–A35.) A full complement of understory landscaping is proposed around the buildings. Final Landscaping would be more closely reviewed with the Final Development Plan.

## **Grading/Drainage/Utilities**

The city engineer has reviewed the proposed plans and found them to be generally acceptable subject to the comments and conditions outlined on the attached page A97. A Developer's Agreement would be required for the construction of the proposed sidewalks, utilities and any other public improvements. Any approvals of this project would be subject to review and approval of the Minnehaha Creek Watershed District, as they are the City's review authority over the grading of the site. A more detailed review would be done at Final Development Plan.

## **Building/Building Material**

The applicant is proposing the townhomes to be made of painted fiber cement, architectural cast stone and stained wood panels. (See pages A26–A30.) The buildings would have flat roofs with patios on the top that would contain a rectangular deck.

## **Density**

The proposal is to develop 17 units on this 1.43 acre parcel. The proposed density would be 12 units per acre would be on the high end of the medium density residential range. However, there are already 10 units on this site, which is located on a minor arterial roadway (Vernon Avenue). Higher densities are often located on arterial roadways. Medium Density residential is often used to buffer low density residential development from commercial areas or major roadways. The proposed land use arrangement would accomplish that.

## **Preliminary Plat**

The applicant is also requesting a Preliminary Plat to create separate lots for each of the proposed units. (See the plat on pages A31-A32.)

## **Park Dedication**

Per Minnesota State Statute 462.353, Subd. 4(a) and Section 810.13 of the City Code, the applicant is required to dedicate land for public use as parks, playgrounds, recreation facilities, trails, or public open space.

Per Section 810.13. Subd. 5 of the City Code, the fees in lieu of land dedication is \$5,000 per dwelling unit. The development would create 7 new dwelling units; therefore \$35,000 would be required for park dedication at the time of release of the final plat.

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.

## **Future Project Expansion**

The proposed plans have been designed so that the proposed project could be extended to east. The internal driveway could be extended if needed. (See page A35.)

## **Planned Unit Development (PUD)**

Per Section 850.04. Subd. 4 D provides the following regulations for a PUD:

- 1. *Purpose and Intent. The purpose of the PUD District is to provide comprehensive procedures and standards intended to allow more creativity and flexibility in site plan design than would be possible under a conventional zoning district. The decision to zone property to PUD is a public policy decision for the City Council to make in its legislative capacity. The purpose and intent of a PUD is to include most or all of the following:***
  - a. *provide for the establishment of PUD (planned unit development) zoning districts in appropriate settings and situations to create or maintain a development pattern that is consistent with the City's Comprehensive Plan;***
  - b. *promote a more creative and efficient approach to land use within the City, while at the same time protecting and promoting the health, safety, comfort, aesthetics, economic viability, and general welfare of the City;***
  - c. *provide for variations to the strict application of the land use regulations in order to improve site design and operation, while at the same time incorporate design elements that***

***exceed the City's standards to offset the effect of any variations. Desired design elements may include: sustainable design, greater utilization of new technologies in building design, special construction materials, landscaping, lighting, stormwater management, pedestrian oriented design, and podium height at a street or transition to residential neighborhoods, parks or other sensitive uses;***

- d. ensure high quality of design and design compatible with surrounding land uses, including both existing and planned;***
- e. maintain or improve the efficiency of public streets and utilities;***
- f. preserve and enhance site characteristics including natural features, wetland protection, trees, open space, scenic views, and screening;***
- g. allow for mixing of land uses within a development;***
- h. encourage a variety of housing types including affordable housing; and***
- i. ensure the establishment of appropriate transitions between differing land uses.***

The proposal would meet the purpose and intent of the PUD, as most of the above criteria would be met.

The proposal would create a more efficient and creative use of the property. Currently the site does not engage Vernon Avenue. Today it is clearly the back of the site, and contains mature trees. The proposed site plan turns and faces Vernon Avenue with a row of two-story townhomes. (See pages A28-A29.) The plan also provides for a public sidewalk through the site from 49<sup>th</sup> to Vernon, that would connect, not only this development, but the entire area to the north to the GrandView District. Extensive landscaping is proposed around the perimeter of the site and adjacent to the proposed townhomes. The number of over story trees is over double the number required by City Code. The mature trees along Vernon Avenue would be preserved.

The transition of land uses is appropriate. Higher densities are often located on arterial roadways. Medium Density residential is often used to buffer low density residential development from commercial areas or major roadways. The proposed land use arrangement with the proposed development on Vernon Avenue, would buffer the low density residential

area to the north from Vernon Avenue and the Commercial development to the south. Proposed parking areas and garages are internal to the site, and would not be not visible from 49<sup>th</sup> street or Vernon Avenue.

## **2. Applicability/Criteria**

- a. Uses. All permitted uses, permitted accessory uses, conditional uses, and uses allowed by administrative permit contained in the various zoning districts defined in Section 850 of this Title shall be treated as potentially allowable uses within a PUD district, provided they would be allowable on the site under the Comprehensive Plan. Property currently zoned R-1, R-2 and PRD-1 shall not be eligible for a PUD.**

The proposed use, townhomes containing six or fewer uses, is a permitted use in the existing zoning PRD-2 Zoning District.

- b. Eligibility Standards. To be eligible for a PUD district, all development should be in compliance with the following:**
  - i. where the site of a proposed PUD is designated for more than one (1) land use in the Comprehensive Plan, the City may require that the PUD include all the land uses so designated or such combination of the designated uses as the City Council shall deem appropriate to achieve the purposes of this ordinance and the Comprehensive Plan;**

The site is guided in the Comprehensive Plan for "Low Density Attached Residential - LDAR," which allows 4-8 units per acre. The proposed plan would require a Comprehensive Plan Amendment to allow a density of 5-12 units per acre. Under the current zoning, a maximum of 11 units would be allowed on the site; 10 exist today. The proposal for a Comprehensive Plan Amendment would allow six additional units on the site.

- ii. any PUD which involves a single land use type or housing type may be permitted provided that it is otherwise consistent with the objectives of this ordinance and the Comprehensive Plan;**

This project would be for a single land use; however, as stated above is consistent with some of the objectives of the PUD Ordinance.

- iii. permitted densities may be specifically stated in the appropriate planned development designation and shall**

***be in general conformance with the Comprehensive Plan;  
and***

The proposed density requires an amendment to the Comprehensive Plan. If the Plan is amended it would allow a maximum of 17 units on this site, as it is on the high end of the density range for medium density development.

***iv. the setback regulation, building coverage and floor area ratio of the most closely related conventional zoning district shall be considered presumptively appropriate, but may be departed from to accomplish the purpose and intent described in #1 above.***

The following page shows a compliance table demonstrating how the proposed new building would comply with the underlying PRD-2 Zoning Ordinance Standards. Should the City decide to rezone this site to PUD, the proposed setbacks, height of the building and number of parking stalls would become the standards for the lots. Please note that a few City Standards are not met under conventional zoning. However, by relaxing these standards, the purpose and intent, as described in #1 above would be met.

The site layout would be improved by engaging Vernon Avenue and providing a public pedestrian connection to Vernon Avenue and the GrandView District.

The design of the buildings would be of painted fiber cement, architectural cast stone and stained wood panels (See pages A26–A30.)

### Compliance Table

	City Standard (PRD-2)	Proposed
Front – 49 <sup>th</sup> Street	30 feet	<b>25 feet*</b>
Front – Vernon	30 feet	<b>16 feet*</b>
Side – East	30 feet	<b>15 feet*</b>
Side – West	30 feet	<b>20 feet*</b>
Building Height	2-1/2 stories or 30 feet, whichever is less	2 stories & <b>32 feet</b>
Building Coverage	25%	<b>25.5%*</b>
Density	8 units per acre (11 units)	<b>12 units per acre* (17 units)</b>
Parking Stalls	2 enclosed spaces per unit	2 enclosed spaces per unit

*\*Variances would be required Under the PRD-2 Regulations*

### PRIMARY ISSUES/STAFF RECOMMENDATION

#### Primary Issues

- **Is Medium Density development reasonable for this site?**

Yes. Staff believes the proposed density is reasonable for the following reasons:

1. The transition of land uses is appropriate. The townhome proposal would provide a nice transition of land uses between the single-family homes to the north, to Vernon Avenue and the GrandView commercial district to the south. The proposed townhome development would serve as a buffer; with a row of six townhomes facing 49<sup>th</sup> Street.
2. The proposal would be a vast improvement over the current two existing apartment buildings and single-family home on the site.
3. Parking areas and garages are internal to the site, and not visible from 49th street or Vernon Avenue.
4. The proposed two/three story buildings are generally consistent with existing height in the area.

5. The proposed project would meet the following goals and policies of the Comprehensive Plan:
  - a. Increase pedestrian and bicycling opportunities and connections between neighborhoods, and with other communities, to improve transportation infrastructure and reduce dependence on the car.
  - b. Locate and orient buildings to fit with their existing and/or planned context by framing and complementing adjacent streets, parks and open spaces.
  - c. Locate and orient vehicle parking, vehicular access, service areas and utilities to minimize their visual impact on the property and on adjacent/surrounding properties, without compromising the safety and attractiveness of adjacent streets, parks, and open spaces.
  - d. Regulate scale, massing, and height to provide complementary transitions to adjacent sites and nearby neighborhoods and areas.
  - e. Encourage infill/redevelopment opportunities that optimize use of city infrastructure and that complement area, neighborhood, and/or corridor context and character.
6. The existing roadways would support the project. Wenck and Associates conducted a traffic impact study, and concluded that the proposed development could be supported by the existing roads. (See pages A62–A96.)

- **Is the PUD Zoning District appropriate for the site?**

Yes. Staff believes that the PUD is appropriate for the site. As highlighted above on pages 5-8, the proposal meets the City's criteria for PUD zoning. In summary the PUD zoning would:

1. Create a more efficient and creative use of the property. Currently the site does not engage Vernon Avenue. Today Vernon is clearly the back of the site, and contains mature trees. The proposed site plan turns and faces Vernon Avenue with a row of two-story townhomes. (See pages A26-A27.)
2. Provide internal parking. Parking areas and garages are internal to the site, and not visible from 49<sup>th</sup> street or Vernon Avenue.
3. Enhance pedestrian connections. The plan provides for a public sidewalk through the site from 49<sup>th</sup> to Vernon, that would connect, not only this development, but the entire area to the north to the GrandView District.

4. Enhance landscaping. Extensive landscaping is proposed around the perimeter of the site and adjacent to the proposed townhomes. The number of over story trees is over double the number required by City Code. The mature trees along Vernon Avenue would be preserved.
5. Ensure that the buildings proposed would be the only building built on the site, unless an amendment to the PUD is approved by City Council.

## **Staff Recommendation**

### ***Comprehensive Plan Amendment***

Recommend that the City Council approve the request for a Comprehensive Plan Amendment from LDAR, Low Density Attached Residential (4-8 units per acre) to MDR, Medium Density Residential (5-12 units per acre) for the subject property.

Approval is subject to the following findings:

1. The subject property is a transition area, and serves as a buffer from single-family homes to the north to Vernon Avenue and the GrandView Commercial area to the south.
2. The proposal would be an improvement over the current two existing apartment buildings and single-family home (10 units) on the site. Seven townhomes would face 49<sup>th</sup> Street and eight townhomes would face Vernon Avenue with the garages and drive aisle internal to the site.
3. The proposed two/three story buildings are generally consistent with existing height in the area.
4. The existing roadways would support the project. Wenck and Associates conducted a traffic impact study, and concluded that the proposed development could be supported by the existing roads.
5. The proposed project would meet the following goals and policies of the Comprehensive Plan:
  - a. Increase pedestrian and bicycling opportunities and connections between neighborhoods, and with other communities, to improve transportation infrastructure and reduce dependence on the car.
  - b. Locate and orient buildings to fit with their existing and/or planned context by framing and complementing adjacent streets, parks and open spaces.

- c. Locate and orient vehicle parking, vehicular access, service areas and utilities to minimize their visual impact on the property and on adjacent/surrounding properties, without compromising the safety and attractiveness of adjacent streets, parks, and open spaces.
- d. Regulate scale, massing, and height to provide complementary transitions to adjacent sites and nearby neighborhoods and areas.
- e. Encourage infill/redevelopment opportunities that optimize use of city infrastructure and that complement area, neighborhood, and/or corridor context and character.

***Preliminary Rezoning to PUD & Preliminary Development Plan***

Recommend that the City Council approve the Preliminary Rezoning from PRD-2, Planned Residential District to PUD, Planned Unit Development District and Preliminary Development Plan to build 17 new townhomes on the subject 1.43 acre parcel.

Approval is subject to the following findings:

1. The proposal would create a more efficient and creative use of the property. Currently the site does not engage Vernon Avenue. Today it is clearly the back of the site, and contains mature trees. The proposed site plan turns and faces Vernon Avenue with a row of two-story townhomes.
2. Parking areas and garages are internal to the site, and not visible from 49<sup>th</sup> street or Vernon Avenue.
3. The project would enhance pedestrian connections. The plan provides for a public sidewalk through the site from 49<sup>th</sup> to Vernon, that would connect, not only this development, but the entire area to the north to the GrandView District.
4. Landscaping would be enhanced. Extensive Landscaping is proposed around the perimeter of the site and adjacent to the proposed townhomes. The number of over story trees is over double the number required by City Code. The mature trees along Vernon Avenue would be preserved.

Approval is subject to the following Conditions:

1. The Final Development Plans must be generally consistent with the Preliminary Development Plans dated February 13, 2013.

2. The Final Landscape Plan must meet all minimum landscaping requirements per Section 850.04 of the Zoning Ordinance.
3. Compliance with all of the conditions outlined in the city engineer's memo dated March 7, 2013.
4. Final Rezoning is subject to a Zoning Ordinance Amendment creating the PUD, Planned Unit Development for this site.

### **Subdivision – Preliminary Plat**

Recommend that the City Council approve the Preliminary Plat to create a new 17-lot townhome plat for the subject property.

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. Approval of the Final Rezoning of the subject property to Planned Unit Development, PUD.
2. 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 \$35,000 shall be paid prior to release of the mylars approving the Final Plat.

**Deadline for a city decision: June 4, 2013**



# City of Edina



- Legend**
- House Number Labels
  - Street Name Labels
  - City Limits
  - Creeks
  - Lake Names
  - Lakes
  - Parks
  - Parcels
  - 2009 Aerial Photo



**PID: 2811721310040**

**5115 49th St W  
Edina, MN 55436**



A2

# City of Edina



- Legend**
- House Number Labels
  - Street Name Labels
  - City Limits
  - Creeks
  - Lake Names
  - Lakes
  - Parks
  - Parcels
  - 2009 Aerial Photo



**PID: 2811721310040**

**5115 49th St W  
Edina, MN 55436**





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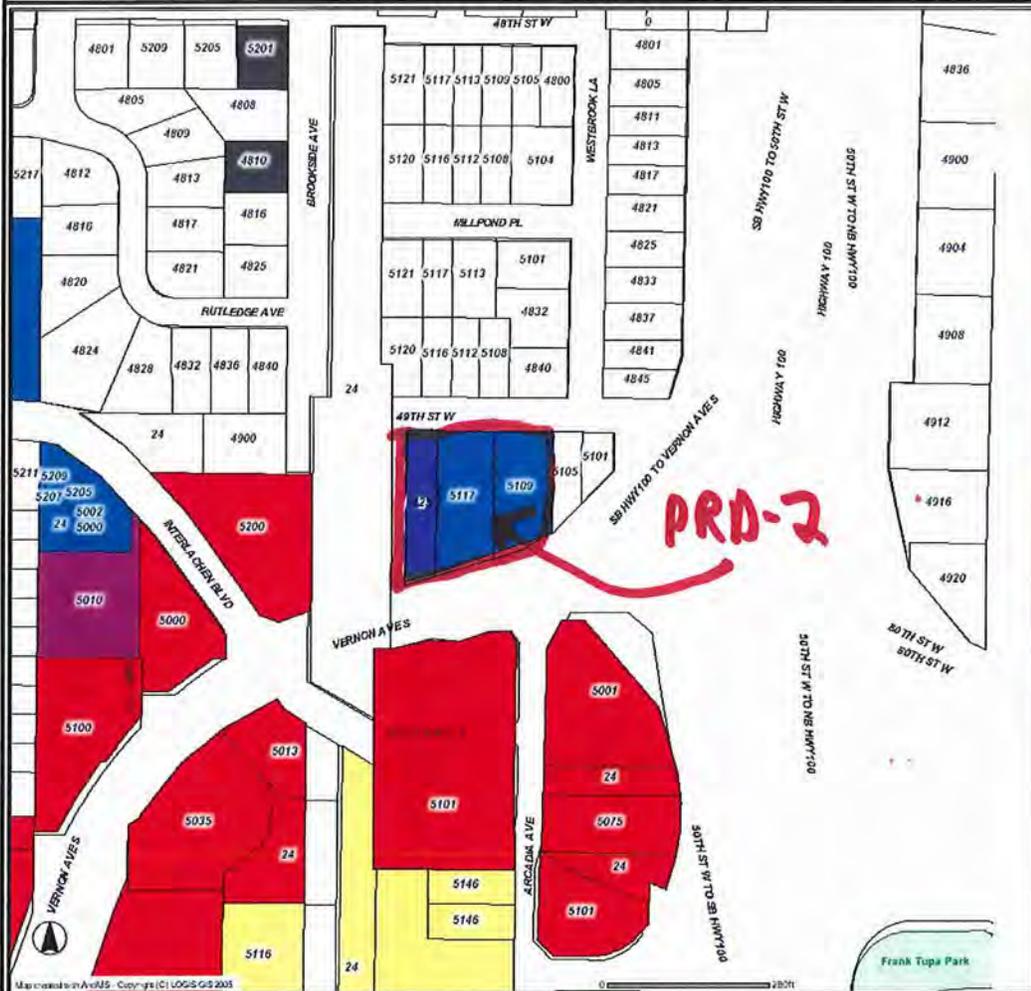


A5

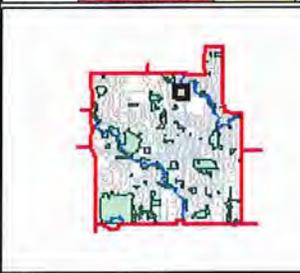


AG

# City of Edina



- Legend**
- 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)
  - PD (Planned Industrial District)
  - POO-1 (Planned Office District)
  - POO-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 Senior District)
  - R-1 (Single Dwelling Unit)
  - R-2 (Double Dwelling Unit)
  - RMD (Regional Medical District)
  - Parcels



**PID: 2811721310040**

**5115 49th St W**  
**Edina, MN 55436**

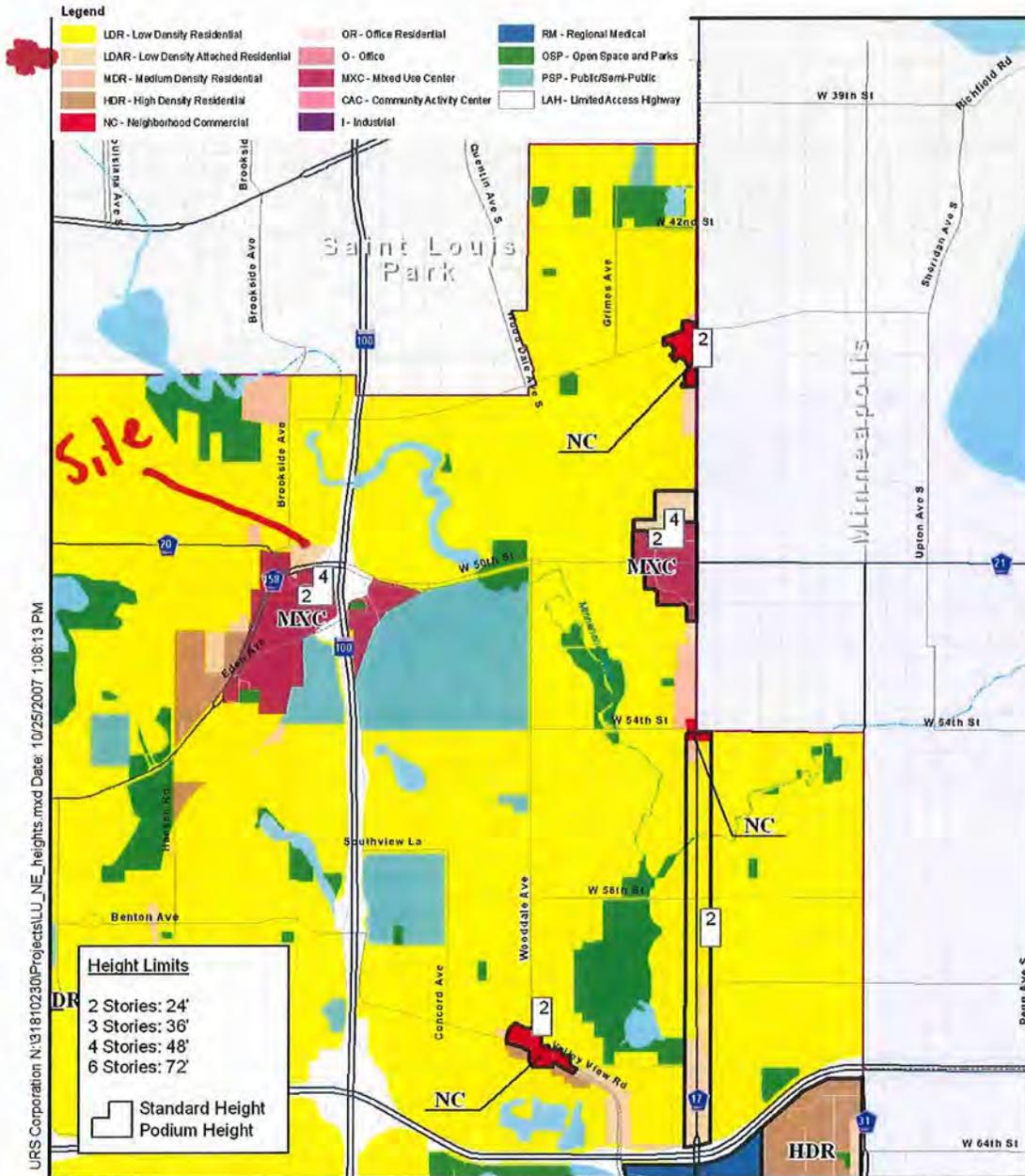


A7



**Table 4.3. Future Land Use Categories**

Residential Categories	Description, Land Uses	Development Guidelines	Density Range
<b>LDR</b> Low Density Residential	Applies to largely single-family residential neighborhoods, encompassing a variety of lot sizes and street patterns (see "Character Districts" for more detail). Typically includes small institutional uses such as schools, churches, neighborhood parks, etc.	Massing standards (under development) and impervious coverage limitations would apply to ensure compatibility of infill construction.	<b>1 - 5 units/acre</b> Floor to Area Ratio: per current Zoning Code*
<b>LDA</b> Low-Density Attached Residential	Applies to two-family and attached dwellings of low densities and moderate heights. This category recognizes the historical role of these housing types as transitional districts between single-family residential areas and major thoroughfares or commercial districts. May include single-family detached dwellings.	Introduction of more contemporary housing types, such as low-density townhouses, may be an appropriate replacement for two-family dwellings in some locations, provided that adequate transitions to and buffering of adjacent dwellings can be achieved.	<b>4 - 8 units/acre</b> Floor to Area Ratio: per current Zoning Code*
<b>MDR</b> Medium-Density Residential	Applies to attached housing (townhouses, quads, etc.) and multi-family complexes of moderate density. May also include small institutional uses, parks and open space	In new development or redevelopment, improve integration of multi-family housing into an interconnected street network and work to create an attractive, pedestrian-friendly street edge.	<b>5 - 12 units/acre</b> Floor to Area Ratio: per current Zoning Code*
<b>HDR</b> High-Density Residential	Existing "high-rise" and other concentrated multi-family residential, some of which may contain a mixed use component. May also include limited office, service or institutional uses primarily to serve residents' needs, parks and open space	Provide incentives for updating older multifamily buildings. Work to create an attractive, pedestrian-friendly street edge and provide convenient access to transit, schools, parks, and other community destinations.	<b>12 - 30 units/acre</b> Floor to Area Ratio: per current Zoning Code*



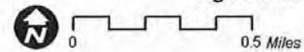
URS Corporation N:\31810230\Projects\LU\_NE\_heights.mxd Date: 10/25/2007 1:08:13 PM



**City of Edina**  
2008 Comprehensive Plan Update

Data Source: URS

**Future Land Use Plan with Building Heights**  
Northeast Quadrant  
Figure 4.6A



A9

AD



Illustrative Master Plan

## Supporting Policies - GrandView Height SAP

### GUIDING PRINCIPLES

- Turn perceived barriers into opportunities. Consider layering development over supporting infrastructure and taking advantage of the natural topography of the area
- Design for the present and the future by pursuing logical increments of change using key parcels as stepping stones to a more vibrant, walkable, functional, attractive, and life-filled place
- Create an identity and unique sense of place that incorporates natural spaces into a high quality and sustainable development reflecting Edina's innovative development heritage

### LAND USE GOALS

- Recognize the need for a range of housing types and choices and address those markets that also reinforce the district vision
- Address needs of underserved populations (teens, singles, seniors, etc)

### PUBLIC REALM GOALS

Plan for a safe, comfortable pedestrian environment that links public and private destinations north-south (neighborhoods, library, businesses) and east-west (neighborhoods, businesses, commons, city hall)

### TRANSPORTATION GOALS

- Create a more bike and pedestrian environment by applying Complete Streets and Living Streets principles to Vernon, Eden and the local street network

- Create an improved circulation and access network between public streets/parcels and private development/destination
- Complete the pedestrian/bike system...make bikes and pedestrians a priority and allow for a safe crossing over Highway 100
- Reserve the CP Rail corridor for future, possible public transit and non-motorized movement/connection in the district

### SUSTAINABILITY

- City Council Living Streets policy - Recommendation of the Edina Transportation Commission (ETC) to establish a comprehensive Living Streets Policy that integrated all modes of transportation and addressed issues such as: traffic calming, stormwater management, promoting active living, community feel, improving walking and biking, and enhancing urban forests.

### IMPLEMENTATION

- YEARS 1-5**
- CP Rail bike path from Eden to Brookside

### YEARS 5-10

- Vernon Living Streets/streetscape/3 lane section
- Dedicate right turn from Vernon to Interlachen
- Vernon as primary bike route to GrandV Crossing

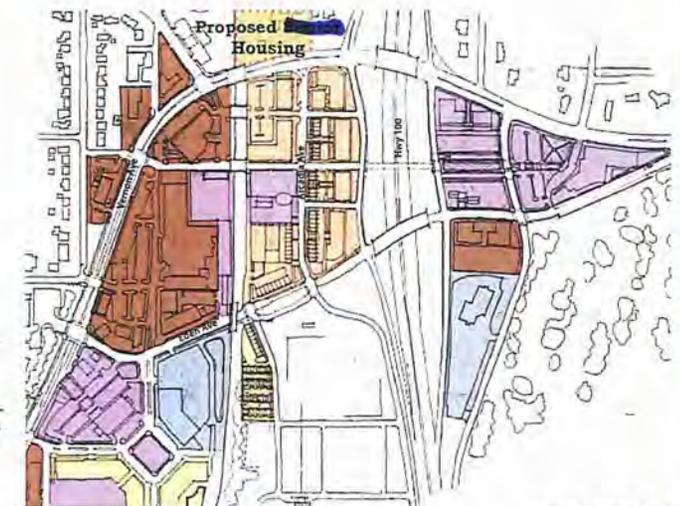
### YEARS 10+

- Hwy 100 pedestrian/bike bridge



Bicycle Improvements

Orange line	Primary Bike routes
Pink line	Secondary bike routes
Green line	Trail (on CP ROW)



Land Use Map

Purple	Public / semi public
Brown	neighborhood commercial
Yellow	mixed-use center
Blue	office
Light Blue	medium / high density residential



A11



# APPLICANT NARRATIVE

## MEMORANDUM

**BKV**  
GROUP

Architecture  
Interior Design  
Landscape Architecture  
Engineering

Boarman  
Kroos  
Vogel  
Group  
Inc.

222 North Second Street  
Minneapolis, MN 55401  
Telephone: 612.339.3752  
Facsimile: 612.339.6212  
www.bkvgroup.com  
EOE

**PROJECT:** Vernon Avenue Housing

**TO:** Cary Teague

**FROM:** David Motzenbecker

**CLIENT / FIRM NAME:** Edina Fifty Five, LLC    **COMM. NO.:** 1874.01

**DATE:** 02.13.13

**RE:** Narrative for Vernon Avenue Housing Development Land Use Applications

---

After much thought and market study, the Vernon Avenue Housing development has been reconfigured to be a 17-unit townhome development. The units will be 3 levels and 30' high, each with their own tuck-under 2- or 3-car garage. They will range in gross floor area from 3120 to 3600 square feet. The development is located on three parcels of land adjacent to the Vernon Avenue exit ramp from Hwy. 100 southbound. The parcels are between Vernon Avenue on the south and 49<sup>th</sup> Street on the north.

The development is envisioned to meet the demands of empty-nesters and those who want to stay in Edina and downsize their homes. However, life-cycle housing is currently in short supply. We see this development ensuring a high quality of design that is compatible with the surrounding neighborhood, as well as fitting in nicely with the current GrandView Heights Small Area Plan and many of its suggestions.

Taking the Planning Commission's and Staff's previous comments into consideration, we've reduced the density and scale to something we feel better fits within the neighborhood context. Seventeen units currently equates to approximately 12.14 units/acre. The building has been reduced in height from the previous scheme from 4 stories to 3 stories, fitting within the zoning requirements for height.

Adding a townhome development at this location is appropriate and will bring public value to the city and neighborhood. The creation of life-cycle housing with a high-level of amenities is an excellent public value. With its location near Hwy. 100, the development allows easy vehicular access for those who have cars. We believe that by locating the development here that we are eliminating additional traffic that will filter into the heart of the neighborhood

A13

One of the key elements of our site plan is how we are connecting the development to greater Edina. We are still planning to add a public walkway to our site that connects 49<sup>th</sup> Street and the neighborhood beyond directly to Vernon Avenue. This access route works directly into the small area plan route suggestions of bicycle and pedestrian paths. We also anticipate improving the sidewalk and boulevard along Vernon, helping to create a better connection to the east. We envision this as a catalyst towards beginning the “complete streets” transformation of Vernon as outlined in the small area plan.

One of our sustainability goals is to retain as much of the mature vegetation and trees as possible, ensuring the development has a good vegetative buffer from the surrounding traffic. This also benefits the developments heating and cooling costs, as the trees will help keep the building cooler during the summer months, and when the leaves drop, allow the sun to warm the building during winter.

The parcels - 5109, 5117, and 5125 49<sup>th</sup> Street W – are 60,850 square feet (1.4 acres) in size and zoned PRD-2. The current zoning allows 2.5 stories/30' and 6 units. The current zoning requires 7300 s.f./unit. Due to our proposed number of units, we are anticipating a need to up-zone these parcels to a PUD zoning classification.

In conclusion, we anticipate the following land use applications:

1. Rezoning from PRD-2 to PUD
2. Comprehensive Plan Amendment
3. Preliminary Development Plan Application

We ask for your support and recommendations of approval for this submittal.



Architecture  
Interior Design  
Landscape Architecture  
Engineering

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EOE

# MEMORANDUM

**PROJECT:** Vernon Avenue Housing

**TO:** Cary Teague

**FROM:** David Motzenbecker

**CLIENT / FIRM NAME:** Hunt Associates      **COMM. NO.:** 1874.01

**DATE:** 03.04.13

**RE:** Narrative for Vernon Avenue Housing Development – PUD Addendum

Please see the attached addendum language outlining in more detail our reasoning for why a PUD is the appropriate zoning for this project. We have provided examples from both the PUD guidelines and the overarching goals, principles and policies of the 2008 Edina Comprehensive Plan that support the proposed development.

## Planned Unit Development (PUD)

Per Section 850.04. Subd. 4 D provides the following regulations for a PUD:

1. **Purpose and Intent.** The purpose of the PUD District is to provide comprehensive procedures and standards intended to allow more creativity and flexibility in site plan design than would be possible under a conventional zoning district. The decision to zone property to PUD is a public policy decision for the City Council to make in its legislative capacity. The purpose and intent of a PUD is to include most or all of the following:
  - a. provide for the establishment of PUD (planned unit development) zoning districts in appropriate settings and situations to *create or maintain a development pattern that is consistent with the City's Comprehensive Plan;*

Townhomes and duplexes are *"the most common building types in Edina. They tend to be clustered close to highway or major road corridors, while duplexes are often found in narrow strips along major thoroughfares such as Vernon or France Avenues as a kind of buffer for adjacent single-family detached housing."* (2008 Comp Plan, Ch. 4, Pg.3)

This development fits best within a PUD zoning district. The setting is appropriate for medium-density residential, as it is immediately adjacent to the Hwy. 100 off-

415

ramp and Vernon Avenue; as well across from the proposed Grandview Heights redevelopment planned for south of Vernon, which will add density and activity to the area. The proposed townhomes will help to buffer the single family homes north across 49<sup>th</sup> from the traffic on adjacent streets and activity to the south. In these ways the proposed development is consistent with the City's Comprehensive Plan.

The proposed development also supports the following **Land Use Goals** found in the Comp Plan (2008 Comp Plan, Ch. 4, Pg. 21-22):

**2. Preserve and maintain housing that serves a range of age groups and economic situations.** This development offers options for downsizing and compact living that is immediately adjacent to 4 transit routes with 30 minute headways; proposed retail and commercial development; and ease of access to the road network.

**4. Encourage infill/redevelopment opportunities that optimize use of city infrastructure and that complement area, neighborhood, and/or corridor context and character.** The proposed architecture and style of townhome complements the character of the area, creating a high-quality transition and buffer from a busy street network to a residential neighborhood.

**7. Increase pedestrian and bicycling opportunities and connections between neighborhoods, and with other communities, to improve transportation infrastructure and reduce dependence on the car.** This location encourages walking and biking – residing immediately adjacent to a proposed regional trail, as well as creating a pedestrian and bicycle path to connect the greater neighborhood north of 49<sup>th</sup> to Vernon Ave and all points east, west, and south from there.

Per Edina's Bicycle Transportation Plan, the proposed development is located dead center at the intersection of:

- a) a primary bike route – 50<sup>th</sup> Street,
- b) a secondary bike route – proposed to weave between Vernon and Interlachen and across 100 at what appears to be 49<sup>th</sup> Street,
- c) what is called out in the plan as a major destination – Vernon, Hwy. 100, and Grandview,
- d) the proposed regional Canadian Pacific Trail that is envisioned as a major bike commuter trail with connections to the Cedar Lake Trail to the north.

The location of this connection is also immediately adjacent to 3 transit stops which serve 4 bus routes with 30 minute headways which connect residents to the greater metro area.

**8. Ensure that the public realm corridor design is contextual, respectful of adjacent neighborhood character, supportive of adjacent commercial and/or mixed use development, promotes community identity and orientation, and creates the highest quality experience for pedestrians, cyclists, and transit users.** The enhancement of the public realm along Vernon provides individual unit access to the pedestrian realm, adjacent transit, and commercial. Landscaping will be enhanced along the length of the property adjacent to Vernon and 49<sup>th</sup>. Adding this access and vegetation will be a substantial enhancement over the current pedestrian environment.

**9. Incorporate principles of sustainability and energy conservation into all aspects of design, construction, renovation and long-term operation of new and existing development.** General sustainability principles for building and site will be applied. There is the possibility of the existing buildings being relocated, which would be very sustainable. Should demolition be the result, many of the building materials will be recycled. Low VOC paints, Energy Star appliances, and high-efficiency HVAC will all be standard. Sustainable and long-lasting building materials such as stone, brick, and cement board with recycled content will be incorporated into the design. Skylights will add additional daylighting to the units, reducing energy consumption.

Tree plantings and species were chosen to enhance solar gain in the winter and cooling in summer, again reducing energy consumption. Stormwater infiltration and a variety of native plants continue the sustainability trend.

The proposed development also supports following the **Land Use Policies** found in the Comp Plan (2008 Comp Plan, Ch. 4, Pg. 34):

**1. The City will endeavor to accommodate private redevelopment in the Greater Southdale area, Grandview Heights and the West 77<sup>th</sup> St. corridor.**

This is a key location for redevelopment immediately adjacent to the Grandview Heights locale. We are proposing to build 17 units of residential housing (a net increase of only 7 units over the existing development) on the edge of a walkable, soon-to-be enhanced small area plan location within this corner of Edina.

**5. In reviewing development proposals, the City will examine how land use and transportation are integrated to ensure that new development and redevelopment expands non-motorized travel options.** The location of this connection is immediately adjacent to 3 transit stops which serve 4 bus routes that have 30 min. headways, which in turn connect residents to the greater metro area. Per Edina's Bicycle Transportation Plan, the proposed development is located dead center at the intersection of:

- a) a primary bike route – 50<sup>th</sup> Street,
- b) a secondary bike route – proposed to weave between Vernon and Interlachen and across 100 at what appears to be 49<sup>th</sup> Street,
- c) what is called out in the plan as a major destination – Vernon, Hwy. 100, and Grandview,

d) the proposed regional Canadian Pacific Trail that is envisioned as a major bike commuter trail with connections to the Cedar Lake Trail to the north.

**8. The City will grow and develop in a sustainable manner that will protect its high quality natural environment, promote energy efficiency and conservation of natural resources, and minimize the impacts of buildings on the environment over the lifetime of each building.**

General sustainability principles for building and site will be applied. There is the possibility of the existing buildings being relocated, which would be very sustainable. Should demolition be the result, many of the building materials will be recycled. Low VOC paints, Energy Star appliances, and high-efficiency HVAC will all be standard. Sustainable and long-lasting building materials such as stone, brick, and cement board with recycled content will be incorporated into the design. Skylights will add additional daylighting to the units, reducing energy consumption. Tree plantings and species were chosen to enhance solar gain in the winter and cooling in summer, again reducing energy consumption. Stormwater infiltration and a variety of native plants continue the sustainability trend.

The proposed development also supports the following **Principles for Citywide Movement Patterns and Public Spaces** found in the Comp Plan (2008 Comp Plan, Ch. 4, Pg. 36-37):

**2. Design public open and green linkages that bring both amenity and positive image to neighborhoods, corridors, and business precincts.**

Adding the new pedestrian and bike connections integrated into the development and enhanced on the Vernon edge will enhance the image of this "Gateway" corner and act as an amenity that currently does not exist.

**4. Preserve and make accessible natural areas and features as part of the comprehensive open space network.**

Adding the new pedestrian and bike connections integrated into the development and enhanced on the Vernon edge will offer an easy connection down to the proposed Canadian Pacific Regional Trail and from there to the metro area open space network.

**5. Protect and improve the urban forest, including street trees and related landscaping, in order to provide shade and shelter for pedestrians and screening for parking and service uses.**

Adding and protecting street trees, screening with coniferous trees and enhanced landscaping will accomplish the intent of this principle.

**6. Create and promote environments that make it safe and convenient for people to integrate physical activity into their daily routines.**

Adding the new pedestrian and bike connections integrated into the development and enhanced on the Vernon edge will make it much easier and convenient for access to the bike route on 50<sup>th</sup>, the proposed regional trail, and walking connections from north of 49<sup>th</sup> to the Grandview Heights redevelopment.

**7. Recognize and integrate Edina's historic landscape features, such as its stone walls and gateways, into the design and redesign of streets, paths, and pedestrian ways.**

Low stone walls are being proposed for the landscape design, helping to retain the hillside along Vernon and to provide transition from 49<sup>th</sup> to the building entries.

**10. Within corridors served by existing or planned transit, orient buildings towards sidewalk and paths that lead to mixed use destinations and transit stops.** The units in the proposed development are connected to the public sidewalk via internal paths, taking users directly to 3 transit stops immediately adjacent.

**11. Encourage design of building entrances that open up and link directly to sidewalks and pedestrian and bike paths.**

The units in the proposed development are connected to the public sidewalk via internal paths, taking users directly to the 50<sup>th</sup> Street Bike route.

Proposed development is also immediately adjacent to the potential Grandview Gateway location and proposed regional trail, per Comp Plan. (2008 Comp Plan, Ch. 4, Pg. 40)

The design of the proposed development supports the following **Guidelines for integration of multi-unit housing into transitional areas** found in the Comp Plan (2008 Comp Plan, Ch. 4, Pg. 43-44):

- Housing should emulate single-family housing in its basic architectural elements – pitched roofs, articulated facades, visible entrances, porches or balconies.
- Including semi-private transitional space such as a porch and adequate landscaping provide a sense of privacy for residents while allowing them to keep "eyes on the street". Provide opportunities for surveillance of shared outdoor areas such as streets.
- Parking garages should be located to the rear or interior of the block

**b. promote a more creative and efficient approach to land use within the City, while at the same time protecting and promoting the health, safety, comfort, aesthetics, economic viability, and general welfare of the City;**

The proposed development is creating an efficient use of the existing lots by incorporating 17 units (a net increase of only 7 units over the current existing housing) of medium-density housing into a transitional buffer between single-family residential and higher volume roadways and the proposed mixed-use Grandview Heights district. The design of this development places all garages and vehicles to the center of the site; adds pedestrian connections; and individual entries promoting health, safety, comfort and aesthetics. This will enhance the city's tax base and bring an enhanced development to a key gateway location.

**c. provide for variations to the strict application of the land use regulations in order to improve site design and operation, while at the same time incorporate design elements that exceed the City's standards to offset the effect of any variations. Desired design elements may include: sustainable design, greater utilization of new technologies in building design, special construction materials, landscaping, lighting, stormwater management, pedestrian oriented design, and podium height at a street or transition to residential neighborhoods, parks or other sensitive uses;** General sustainability principles for building and site will be applied. There is the possibility of the existing buildings being relocated, which would be very sustainable. Should demolition be the result, many of the building materials will be recycled. Low VOC paints, Energy Star appliances, and high-efficiency HVAC will all be standard. Sustainable and long-lasting building materials such as stone, brick, and cement board with recycled content will be incorporated into the design. Skylights will add additional daylighting to the units, reducing energy consumption. Tree plantings and species were chosen to enhance solar gain in the winter and cooling in summer, again reducing energy consumption. Stormwater infiltration and a variety of native plants continue the sustainability trend. Site lighting will be tasteful and located to enhance safety of pedestrians and deterrence of crime, while keeping light pollution to a minimum. The pedestrian and bicycle-oriented design with the added connections greatly increases the accessibility of this location to other locales in the city.

**d. ensure high quality of design and design compatible with surrounding land uses, including both existing and planned;** Sustainable and long-lasting building materials such as stone, brick, and cement board with recycled content will be incorporated into the design. The building aesthetic will be compatible with the surrounding land uses.

**e. maintain or improve the efficiency of public streets and utilities;** The proposed development maintains the efficiency of public streets and does not create a detriment to access or traffic. All intersections have adequate capacity and no improvements are needed. Vehicle queues do not interfere with intersection operations.

**f. preserve and enhance site characteristics including natural features, wetland protection, trees, open space, scenic views, and screening;** *"Landscaping is frequently used to define entries or as a buffer from adjoining roads or surrounding development."* (2008 Comp Plan, Ch. 4, Pg.13) Tree plantings and species were chosen to enhance solar gain in the winter and cooling in summer, again reducing energy consumption. The goal is to keep as many of the existing plantings along Vernon as is possible, while using coniferous planting to help screen the development from uses to the east. The proposed pedestrian and bike connection from 49<sup>th</sup> to Vernon offers a view of the open space to the west, which over time, will become the regional trail.

**g. allow for mixing of land uses within a development;**

There is only a single use within this development, as the surrounding character of the area on the north side of Vernon Ave is strictly single-family residential. This development is seen as a quality addition to the site which will act as a transitional buffer between the planned mixed-use Grandview Heights area to the south and the neighborhood to the north.

**h. encourage a variety of housing types including affordable housing;  
and**

The development will offer a variety of townhome square footages at market rate.

**i. ensure the establishment of appropriate transitions between differing land uses.**

There is only a single use within this development, as the surrounding character of the area on the north side of Vernon Ave is strictly single-family residential. This development is seen as a quality addition to the site which will act as a transitional buffer between the planned mixed-use Grandview Heights area to the south and the neighborhood to the north.

**2. Applicability/Criteria**

**a. Uses.** All permitted uses, permitted accessory uses, conditional uses, and uses allowed by administrative permit contained in the various zoning districts defined in Section 850 of this Title shall be treated as potentially allowable uses within a PUD district, provided they would be allowable on the site under the Comprehensive Plan. Property currently zoned R-1, R-2 and PRD-1 shall not be eligible for a PUD.

The current zoning for two of the parcels is PRD-2, one is R-1. We feel for continuity and ability to meet the goals of the PUD and Comprehensive Plan, all parcels should be folded into a PUD zoning land use.

**b. Eligibility Standards.** To be eligible for a PUD district, all development should be in compliance with the following:

- i. where the site of a proposed PUD is designated for more than one (1) land use in the Comprehensive Plan, the City may require that the PUD include all the land uses so designated or such combination of the designated uses as the City Council shall deem appropriate to achieve the purposes of this ordinance and the Comprehensive Plan;**

Not applicable to this development, as all land uses are designated residential.

- ii. **any PUD which involves a single land use type or housing type may be permitted provided that it is otherwise consistent with the objectives of this ordinance and the Comprehensive Plan;**

As a single residential land use typology, a PUD should be approved at this location to allow the proposed development due to its consistency with the aforementioned objectives, principles, goals and policies of the Edina Comprehensive Plan.

- ii. **permitted densities may be specifically stated in the appropriate planned development designation and shall be in general conformance with the Comprehensive Plan; and**

The proposed density is in general conformance with the Comprehensive Plan. Townhomes and duplexes are *"the most common building types in Edina. They tend to be clustered close to highway or major road corridors, while duplexes are often found in narrow strips along major thoroughfares such as Vernon or France Avenues as a kind of buffer for adjacent single-family detached housing."* (2008 Comp Plan, Ch. 4, Pg.3)

This development fits best within a PUD zoning district. The setting is appropriate for medium-density residential, as it is immediately adjacent to the Hwy. 100 off-ramp and Vernon Avenue; as well across from the proposed Grandview Heights redevelopment planned for south of Vernon, which will add density and activity to the area. The proposed townhomes will help to buffer the single family homes north across 49<sup>th</sup> from the traffic on adjacent streets and activity to the south. In these ways the proposed development is consistent with the City's Comprehensive Plan.

- iv. **the setback regulation, building coverage and floor area ratio of the most closely related conventional zoning district shall be considered presumptively appropriate, but may be departed from to accomplish the purpose and intent described in #1 above.**

The setbacks for this development were close to the required setbacks, but strict adherence to them would cause undue hardship for the full development of the site. By allowing the PUD, we are able to flex these conditions and still provide an appropriately scaled and aesthetically compatible development that accomplishes the intent of the district and adds amenities and connections as outlined previously.



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## VERNON AVENUE TOWNHOMES - EXISTING AERIAL A

02.13.2013

BKV  
GROUP





VERNON VERNON AVENUE TOWNHOMES - SITE PICTURES

02.13.13 02.13.2013

BKV  
GROUP



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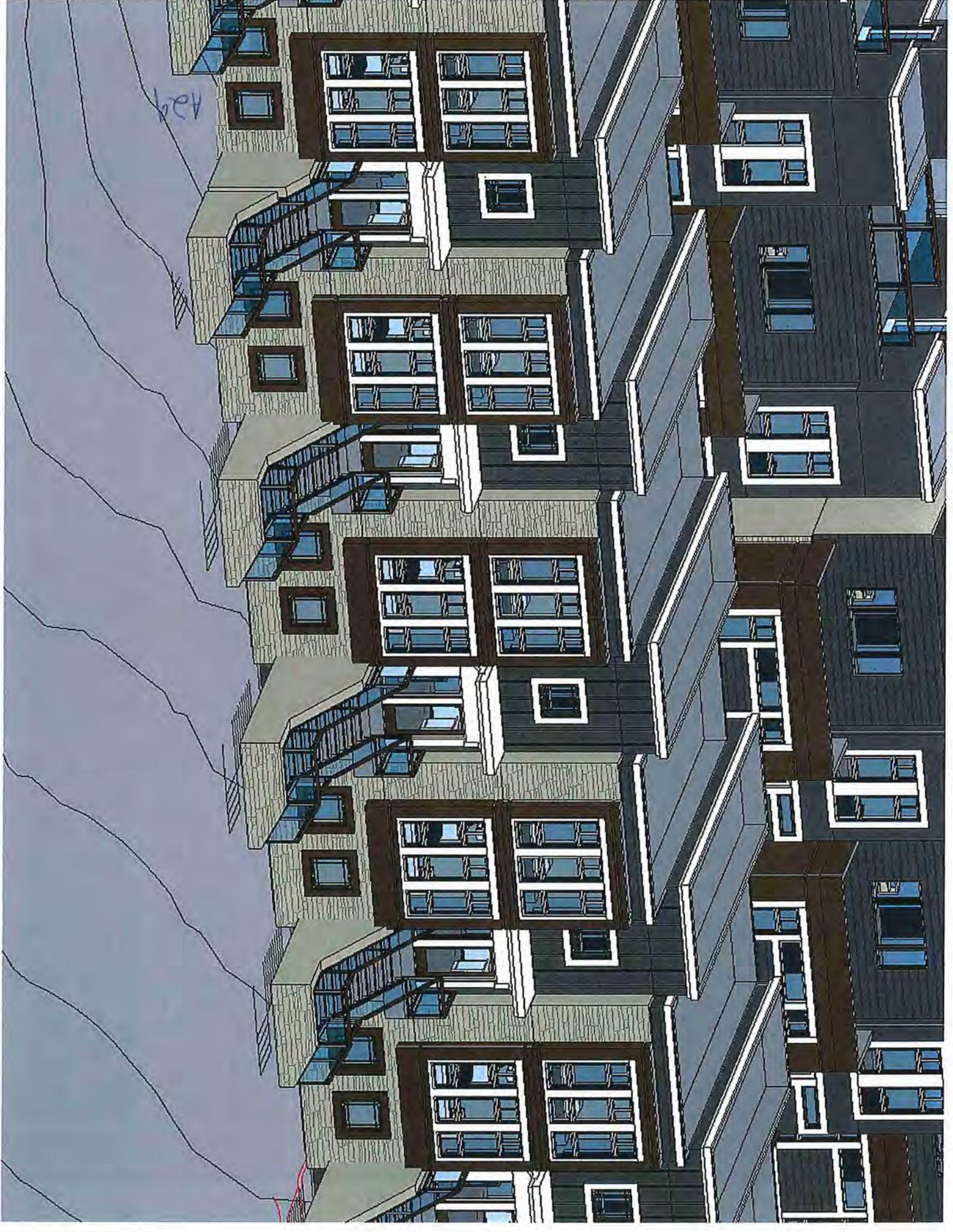
A26



AS1



A28



429



PAINTED FIBER CEMENT W/ BATTERNS



ARCHITECTURAL CAST STONE



STAINED WOOD PANELS

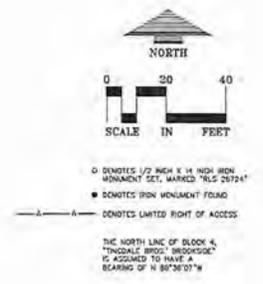
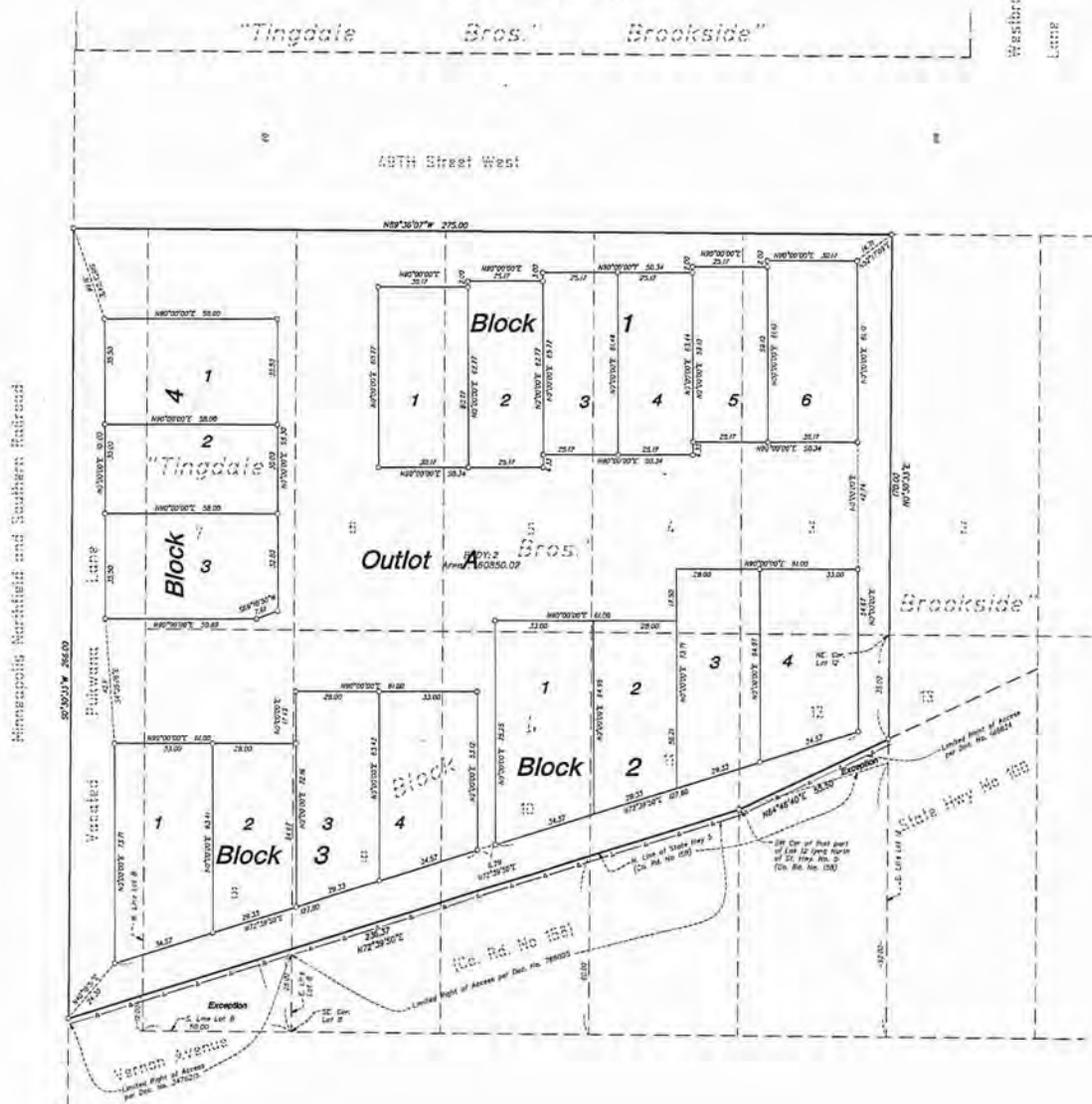


FIBER CEMENT TRIM

A30

# O'BRIEN KIMMEL

R.T. DOC. No. \_\_\_\_\_  
 C.R. DOC. No. \_\_\_\_\_



K32

Minneapolis Northfield and Southern Railroad

# O'BRIEN KIMMEL

R.T. DOC. No. \_\_\_\_\_  
C.R. DOC. No. \_\_\_\_\_

KNOW ALL PERSONS BY THESE PRESENTS: That Edina Fifty Five, LLC, a Minnesota limited liability company, fee owner, of the following described property situated in the County of Hennepin, State of Minnesota, to wit:

Lots 7 and 8, Block 4, "Tingdale Bros. Brookside", Except that part of said Lot 8 described as follows:

Beginning at a point on the East boundary of said Lot 8 distant 20 feet North of the Southeast corner thereof; thence South along said East boundary 20 feet; thence West along the South boundary of said Lot, 60 feet; thence North along the West boundary of said Lot, 12 feet; thence Northeasterly to the point of beginning, including any part or portion of any street or alley adjacent to said premises vacated or to be vacated, Hennepin County, Minnesota.

Together with:

A 25.00 foot wide strip of land lying east of the Minneapolis, Northfield and Southern Railroad between West 49th Street and Varmon Avenue in Section 25, Township 117 North, Range 21 West, Hennepin County, Minnesota.

(Abstract Property)

Lot 3, 4, 5 and 6, and all that part of Lots 9, 10, 11 and 12 lying North of State Highway No. 5, Block 4, "Tingdale Bros. Brookside", Except that part of Lot 12 which lies Southeasterly of the following described line: Beginning at a point on the East line of said Lot 12 distant 38 feet South of the Northeast corner thereof; thence run Southeasterly to the Southwest corner of the above described Lot 12 and there terminating.

(Torrens Property)

Has caused the same to be surveyed and platted as O'BRIEN KIMMEL.

In witness whereof said EDINA FIFTY FIVE, LLC has caused these presents to be signed by its proper officer this \_\_\_\_\_ day of \_\_\_\_\_, 201\_\_\_\_\_.

EDINA FIFTY FIVE, LLC

Daniel Hunt, Chief Manager

State of \_\_\_\_\_  
County of \_\_\_\_\_

The foregoing instrument was acknowledged before me this \_\_\_\_\_ day of \_\_\_\_\_, 201\_\_\_\_\_ by Daniel Hunt, Chief Manager of Edina Fifty Five, LLC, a Minnesota limited liability company, on behalf of the company.

(Signature)

(Printed Name) \_\_\_\_\_  
Notary Public \_\_\_\_\_ County, \_\_\_\_\_  
My Commission Expires January 31, 201\_\_\_\_\_

## SURVEYORS CERTIFICATION

I, Richard L. Licht, do hereby certify that this plat was prepared by me or under my direct supervision; that I am a duly Licensed Land Surveyor in the State of Minnesota; that this plat is a correct representation of the boundary survey; that all mathematical data and labels are correctly designated on this plat; that all monuments depicted on this plat have been, or will be correctly set within one year; that all water boundaries and wet lands, as defined in Minnesota Statutes, Section 805.01, Subd. 2, as of the date of this certificate are shown and labeled on this plat; and all public ways are shown and labeled on this plat.

Dated this \_\_\_\_\_ day of \_\_\_\_\_, 201\_\_\_\_\_.

Richard L. Licht, Licensed Land Surveyor  
Minnesota License No. 28724

State of Minnesota  
County of Hennepin

The foregoing instrument was acknowledged before me this \_\_\_\_\_ day of \_\_\_\_\_, 201\_\_\_\_\_ by Richard L. Licht, a Licensed Land Surveyor.

(Signature)

(Printed Name) \_\_\_\_\_  
Notary Public \_\_\_\_\_ County, Minnesota  
My Commission Expires January 31, 201\_\_\_\_\_

## EDINA, MINNESOTA

This plat of O'BRIEN KIMMEL was approved and accepted by the City Council of Edina, Minnesota, at a regular meeting thereof held this \_\_\_\_\_ day of \_\_\_\_\_, 201\_\_\_\_\_. If applicable, the written comments and recommendations of the Commissioner of Transportation and the County Highway Engineer have been received by the City or the prescribed 30 day period has elapsed without receipt of such comments and recommendations, as provided by Minn. Statutes, Section 865.03, Subd. 2.

CITY COUNCIL OF EDINA, MINNESOTA

By \_\_\_\_\_, Mayor By \_\_\_\_\_, Manager

## TAXPAYER SERVICES DEPARTMENT, Hennepin County, Minnesota

I hereby certify that taxes payable in 20\_\_\_\_\_ and prior years have been paid for land described on this plat, dated this \_\_\_\_\_ day of \_\_\_\_\_, 201\_\_\_\_\_.

Mark V. Chapin, Hennepin County Auditor

By \_\_\_\_\_, Deputy

## SURVEY DIVISION, Hennepin County, Minnesota

Pursuant to MN. STAT. Sec. 329B.565 (1983) this plat has been approved this \_\_\_\_\_ day of \_\_\_\_\_, 201\_\_\_\_\_.

William P. Brown, Hennepin County Surveyor

By \_\_\_\_\_

## REGISTRAR OF TITLES, Hennepin County, Minnesota

I hereby certify that the within plat of O'BRIEN KIMMEL was filed in this office this \_\_\_\_\_ day of \_\_\_\_\_, 201\_\_\_\_\_, at \_\_\_\_\_ o'clock \_\_\_\_\_ M.

Marin McCormick, Registrar of Titles

By \_\_\_\_\_, Deputy

## COUNTY RECORDER, Hennepin County, Minnesota

I hereby certify that the within plat of O'BRIEN KIMMEL was recorded in this office this \_\_\_\_\_ day of \_\_\_\_\_, 201\_\_\_\_\_, at \_\_\_\_\_ o'clock \_\_\_\_\_ M.

Marin McCormick, County Recorder

By \_\_\_\_\_, Deputy

131

# Preliminary Plat of OBRIEN KIMMEL

OBRIEN Kimmel

Edina, Minnesota

Edina Fifty Five, LLC

24 University Avenue  
Suite 150  
Minneapolis, Minnesota 55411

## DESCRIPTION OF PROPERTY SUBJECT

(The Commission for the Insurance issued by Street Title Guaranty Company, File No. 107183, dated October 31, 2011, and File No. 103353, dated October 5, 2012)

Lot 5, 4, 3 and 6, and all that part of Lots 8, 10, 11 and 12 lying both of Dine Highway No. 3, Block 4, "Tingdale Bros. Brookside", Except that part of Lot 12 which lies Southwesterly of the following described line beginning at a point on the East line of said Lot 12 about 50 feet South of the Northwest corner thereof, thence run Southwesterly to the Southwest corner of the above described Lot 12 and thence remaining

Together with:

A 25.00 foot wide strip of land lying east of the Minneapolis, Northfield and Duluth Railroad between West 49th Street and Vernon Avenue in Section 23, Township 117 North, Range 21 West, Hennepin County, Minnesota.

Said Tracts Property, Certificate Number 273553

AND:

Lots 7 and 8, Block 4, "Tingdale Bros. Brookside", Except that part of said Lot 8 described as follows:

Beginning at a point on the East boundary of said Lot 8 about 23 feet North of the Southwest corner thereof, thence South along the East boundary 23 feet, thence West along the South boundary of said Lot 8, thence thence North along the West boundary of said Lot 8, thence thence Southwesterly to the point of beginning, including any part or portion of any street or alley adjacent to said premises located or to be located, Hennepin County, Minnesota.

Abstract

## PRELIMINARY PLAT GENERAL NOTES

### BENCHMARK

The Proposed Plat elevation of Northwest entrance to existing building as shown.  
Elev. = 623.38 (City of Edina Datum)

### EXISTING ZONING

Zone (MCO-2)

### PROPOSED ZONING

Zone (MCO)

### PROPOSED BUILDING SETBACKS

Front = 10.00 Feet

Rearly Side Yard = 10.00 Feet

Rear = 2.00 Feet

### AREAS

Lot 1, Block 1 1,833 Sq Ft or 0.04 Acres

Lot 2, Block 1 1,898 Sq Ft or 0.04 Acres

Lot 3, Block 1 1,848 Sq Ft or 0.04 Acres

Lot 4, Block 1 1,549 Sq Ft or 0.04 Acres

Lot 5, Block 1 1,482 Sq Ft or 0.03 Acres

Lot 6, Block 1 1,843 Sq Ft or 0.04 Acres

Lot 1, Block 2 2,313 Sq Ft or 0.05 Acres

Lot 2, Block 2 1,098 Sq Ft or 0.04 Acres

Lot 3, Block 2 1,941 Sq Ft or 0.04 Acres

Lot 4, Block 2 1,974 Sq Ft or 0.05 Acres

Lot 5, Block 2 2,303 Sq Ft or 0.05 Acres

Lot 6, Block 2 1,833 Sq Ft or 0.04 Acres

Lot 7, Block 2 1,898 Sq Ft or 0.04 Acres

Lot 8, Block 2 2,029 Sq Ft or 0.05 Acres

Lot 9, Block 2 1,790 Sq Ft or 0.04 Acres

Lot 10, Block 2 2,549 Sq Ft or 0.05 Acres

Quarry A 71,566 Sq Ft or 1.63 Acres

Total Property Area = 83,810 Sq Ft or 1.91 Acres

### FLOOD ZONE DESIGNATION

This property is contained in Zone X (area determined to be outside the 1% annual chance floodplain) per Flood Insurance Rate Map, Community Panel No. 21053C001017, effective date of September 7, 2014.

### OTHER ONE:

We have shown buried obstructions and utilities in order to serve the life to the best of our ability, subject to the following restrictions:

- Utility operators do not consistently respond to locate requests through the DigSafe Dig-It Call service for locatable services such as fire.
- Those utility operators that do respond often will not locate services from their main line to the customer's location or facility. They consider those requests private information and are subject to their jurisdiction. If a service service to an adjacent site crosses the site of a service to this site, consider an exception. It may not be located from their operators will not make such "pinpoint" searches.
- Draw and file locations during winter months may obscure otherwise visible evidence of a buried obstruction or utility.
- Areas proposed by operators, either along with a field location or in lieu of such a location, are very often inaccurate or approximate.
- EXTREME CAUTION MUST BE EXERCISED BEFORE AN EXCAVATION TAKES PLACE ON OR NEAR THIS SITE. BEFORE DIGGING, YOU ARE REQUIRED BY LAW TO NOTIFY DODNER STATE ONE CALL AT LEAST 48 HOURS IN ADVANCE BY 800-454-0000.
- Per DigSafe Dig-It Call Ticket Nos. 12202650 and 12022650, the following utilities are municipalities were notified:

### AVOID COMMUNICATION SYSTEMS

A & T TELECOMMUNICATIONS 763-662-3514

CITY OF EDINA 952-755-2145

COMCAST 612-525-4373

EDINA CITY PUBLIC WORKS 612-525-2141

HENNEPIN COUNTY PUBLIC WORKS 612-588-0239

CENTER POINT ENERGY 763-555-5155

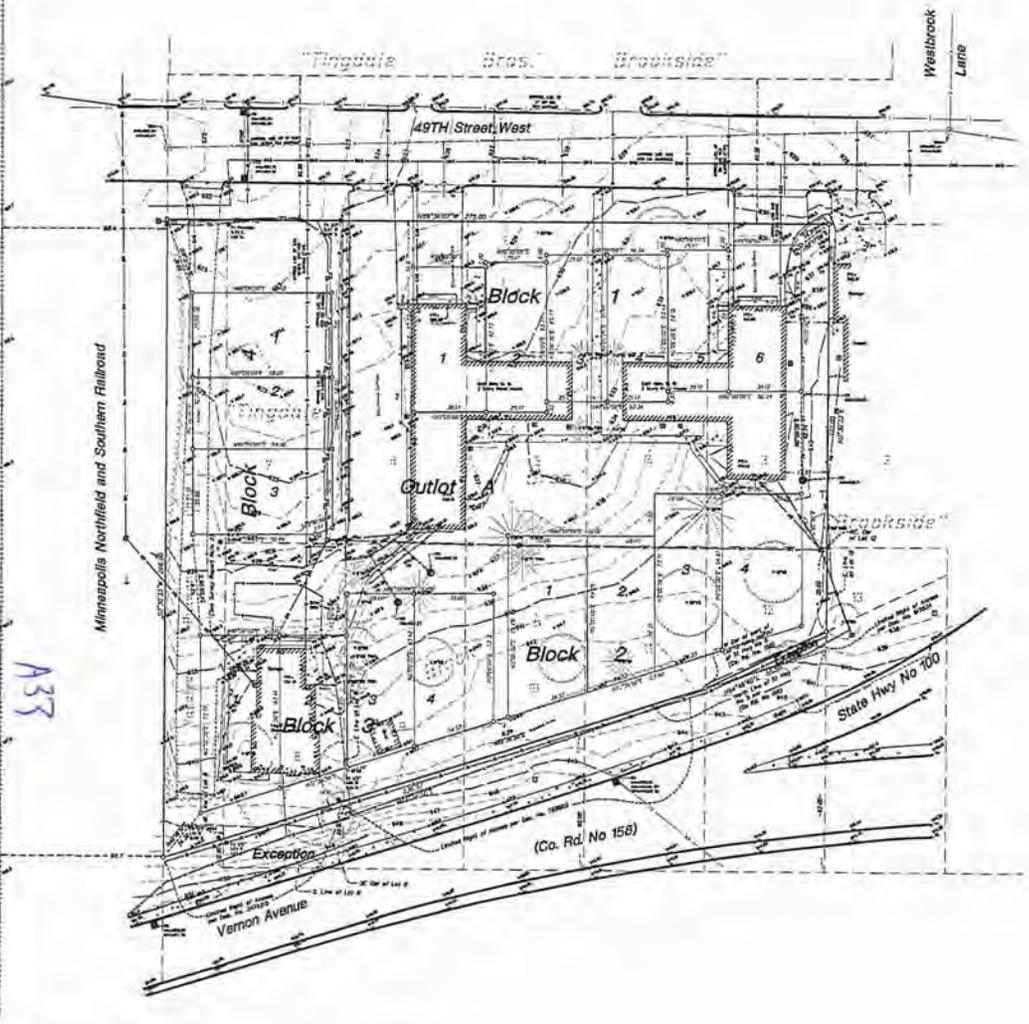
DEPARTMENT OF TRANSPORTATION 612-555-4730

QWEST 800-251-4227

QWEST COMMUNICATIONS 800-351-5185

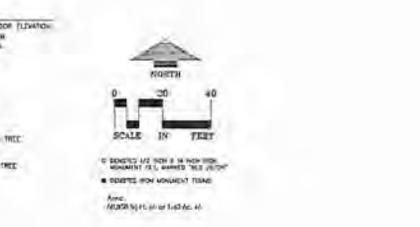
LEVEL 3 COMMUNICATIONS 700-888-7031

KCELL ENERGY 912-654-4508



**SURVEY LEGEND - EXISTING CONDITIONS**

□ CATCH BASIN	— STORM SEWER	FFE FINISHES FLOOR ELEVATION
○ STORM MANHOLE	— SANITARY SEWER	TE TOP OF CURB
□ SANITARY MANHOLE	— WATER MAIN	TW TOP OF WALL
● WATER MANHOLE	— UNDERGROUND FLOORING	AS ROW
○ WINDMILL	— UNDERGROUND GAS	SD ROW/SLIDER
■ GATE VALVE	— UNDERGROUND TELEPHONE	CC CEDAR
■ TELEPHONE PIEDestal	— WINDMILL UTILITY	CL
■ POWER POLE	— DRAIN LINE TYPICAL	DL
— LIGHT POLE	— CONCRETE CURB	DP
— SIGN	— CONCRETE	MA MAPLE
■ SPOT ELEVATION	— CENTERLINE	TR TRAIL
■ CURB WIRE	— RAILROAD TRACKS	DF
■ PVC WIRE	— DRAIN TILE	
■ ELECTRIC TRANSDUCER		
■ ELECTRIC WIRE/PIPE		
■ ELECTRIC WIRE		
■ SANI WIRE		



LOOKS ASSOCIATES

Planning • Civil Engineering • Land Surveying  
Landscape Architecture • Environmental

11000 Lyndale Ave. S., Suite 200  
Edina, MN 55436 • Phone: 763-944-1100  
www.looksassociates.com

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NOT FOR  
CONSTRUCTION

Preliminary  
Development Plan  
Submittal

Vernon Avenue  
Townhomes

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

PRINTED (LAST NAME) Date  
BOOK NO. (LICENSE NUMBER)  
License Number

REVISIONS	No.	DATE

DATE 02-17-13  
DRAWN BY JCS  
CHECKED BY GVS  
COMMISSION NO. 182431

LANDSCAPE PLAN

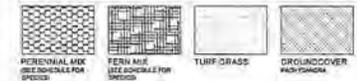
**L101**



**PROPOSED PLANT SCHEDULE**

QTY.	SYM	CULTIVAR NAME	SCIENTIFIC NAME	SIZE	TYPE	COMMENTS
<b>TREES</b>						
12	A	AUTUMN BLAZE WAXG	Aster's Intense/Goldenrod	2" CAL	DBL	PLANT PER FLAG
4	B	STANDARD OXLEYTON SCHENCKERI	Amelanchier Alabaster 'Shady'	#16	COBT	PLANT PER FLAG
12	C	MOON AMPLEX	Jacquin's magnolia 'Mabel'	#16	COBT	PLANT PER FLAG
12	D	COLORADO SPRUCE	Picea canadensis	2"	DBL	PLANT PER FLAG
12	E	SPRAY DOUGLASS	Quercus rubra x Alba 'SPRINGWOOD BRIND'	2" CAL	DBL	PLANT PER FLAG
1	F	WHEAT DOUGLASS	Pinus strobus 'Wheatcon'	2"	DBL	PLANT PER FLAG
2	G	COPPIN DOUGLASS	Quercus prinus 'Sun Day'	2" CAL	DBL	PLANT PER FLAG
2	H	REDGUM LINCOLN	Liquidambar styraciflua 'Wheatcon'	2.5" CAL	DBL	PLANT PER FLAG
<b>SHRUBS</b>						
24	I	COOL BRACKENSHAW HYDRANGEA	Hydrangea serrata 'LIFE'S PALMER'	#6	COBT	PLANT PER FLAG
24	J	PIRELLA EUGENIAD	Euonymus alata 'Salem'	#6	COBT	PLANT PER FLAG
5	K	BOUTINIA DOUTLEMAN HYDRANGEA	Hydrangea serrata 'Boutin'	#6	COBT	PLANT PER FLAG
24	L	WILDONE HYDRANGEA	Hydrangea serrata 'Ruffles'	#6	COBT	PLANT PER FLAG
24	M	ARNAUDIA DOUGLASS HYDRANGEA	Hydrangea serrata 'Arnaud'	#6	COBT	PLANT PER FLAG
24	N	COFFEECUP HYDRANGEA	Hydrangea serrata 'Tee'	#6	COBT	PLANT PER FLAG
<b>PERENNIALS / GRASSES / VINES</b>						
120	O	ANNE HECKERER FLAXEN BEED GRASS	Calamagrostis x arvensis 'Tall Fender'	#1	COBT	PLANT PER FLAG
270	P	ARIZONA SUN BLANKE PL. SMITH	Subularia secunda 'Dorcas Sun'	#1	COBT	PLANT PER FLAG
12	Q	HOSEA BUCKWHEAT	Hebe 'Cassanova'	#1	COBT	PLANT PER FLAG
60	R	HOSEA ANDREW VILLO	Hebe 'Nelson Blue'	#1	COBT	PLANT PER FLAG
60	S	PACHYRANDRA	Pachyandra terminalis	#1	BRAY	HP O.C.
78	T	LADY BLUE RUSSIAN SAGE	Perovskia atrorubra 'Lady Blue'	#1	COBT	PLANT PER FLAG
180	U	BLACK LITTLE B. LYNN	Salvia nemorosa 'Black Little'	#1	COBT	PLANT PER FLAG
120	V	ICE CRY. SANDWICH CANTONER	Erigeron x 'Star Day'	#1	COBT	
1440 EACH	20	STANLEED BELL CORAL BELLS	Hebe 'Nelson Blue'	#1	COBT	HP O.C. (SEE FOR LAYOUT DETAIL)
1440 EACH	20	RED ORANGE CELM	Green 'Nelson Blue'	#1	COBT	FOR LAYOUT DETAIL
1440 EACH	20	CHRISTIAN WHITE BELL CORAL BELLS	Hebe 'Nelson Blue'	#1	COBT	
120	20	JAPANESE PINKISH VIBR	Abutilon 'Pinkish Vibra'	#1	COBT	HP O.C. (SEE FOR LAYOUT DETAIL)
120	20	ORANGE BIPPON	Scilla 'Orange Bipp'	#1	COBT	FOR LAYOUT DETAIL
120	V	BARKERS BEGGONIA CLEMATIS	Clematis 'Barkers Beg'	#1	COBT	PLANT PER FLAG
120	W	COLOMBUS	Rosa 'America's Top Line'	#1	COBT	PLANT PER FLAG

**LEGEND:**



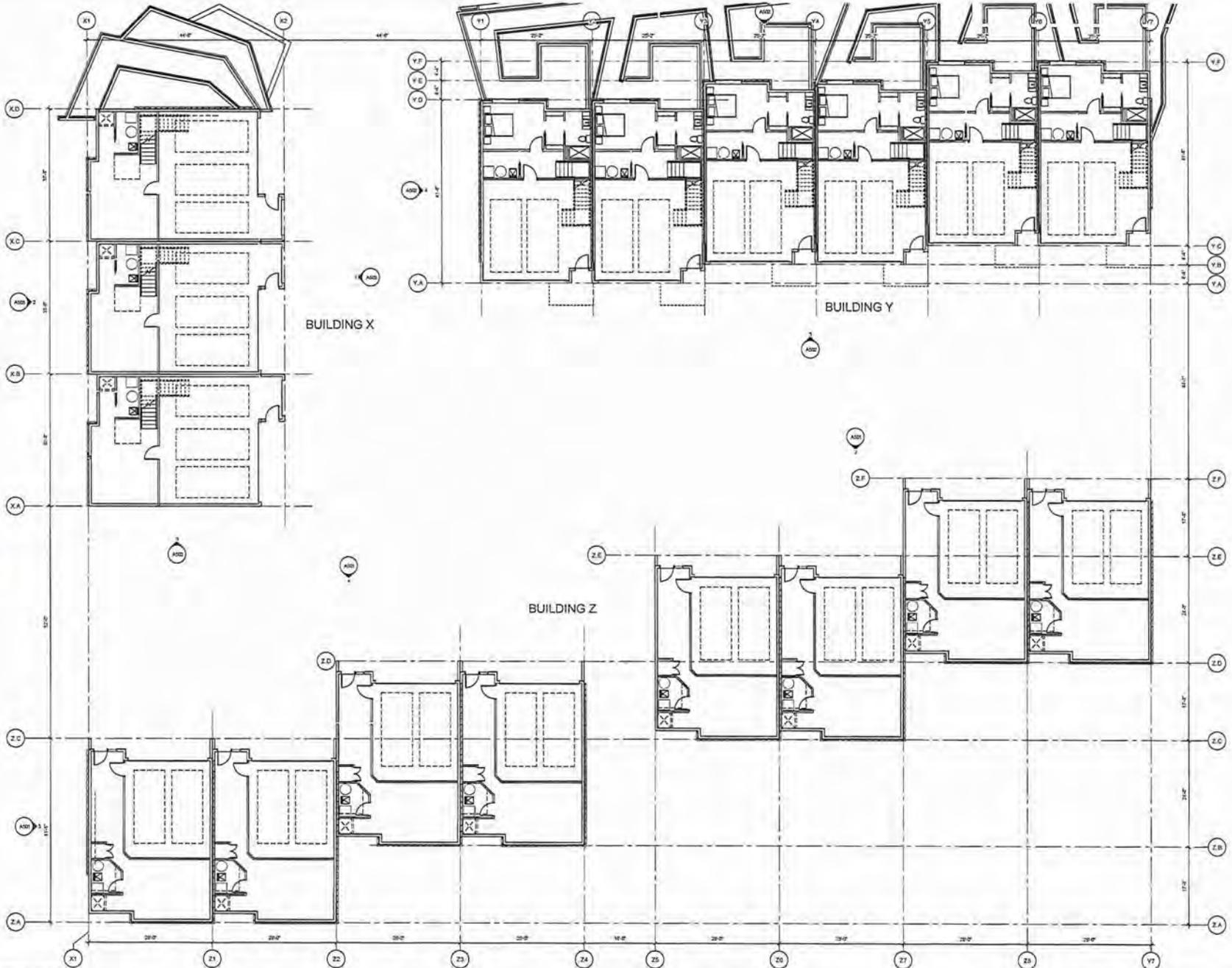
NOTED: 2/16/13 10:41 AM

LANDSCAPE PLAN



SHEET BINDING AREA - DO NOT USE

A31



Basement Level Plan

**BKV**  
GROUP

Architecture  
Interior Design  
Landscape Architecture  
Engineering

**Boorman  
Kroos  
Vogel  
Group  
Inc.**

222 North Second Street  
Minneapolis MN 55401  
Telephone: 612-339-3752  
Facsimile: 612-339-6212  
www.bkvgroup.com  
GDRSLLT/MTS

PROJECT TITLE

Vernon Avenue  
Townhouses

KEY PLAN NORTH ARROW

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

DATE	
LOG SHEET NUMBER	
REVISION	DATE

DATE	01/18/03
DRAWN BY	Autor
CHECKED BY	Chase
COMMISSIONING	10/11/03
SHEET TITLE	

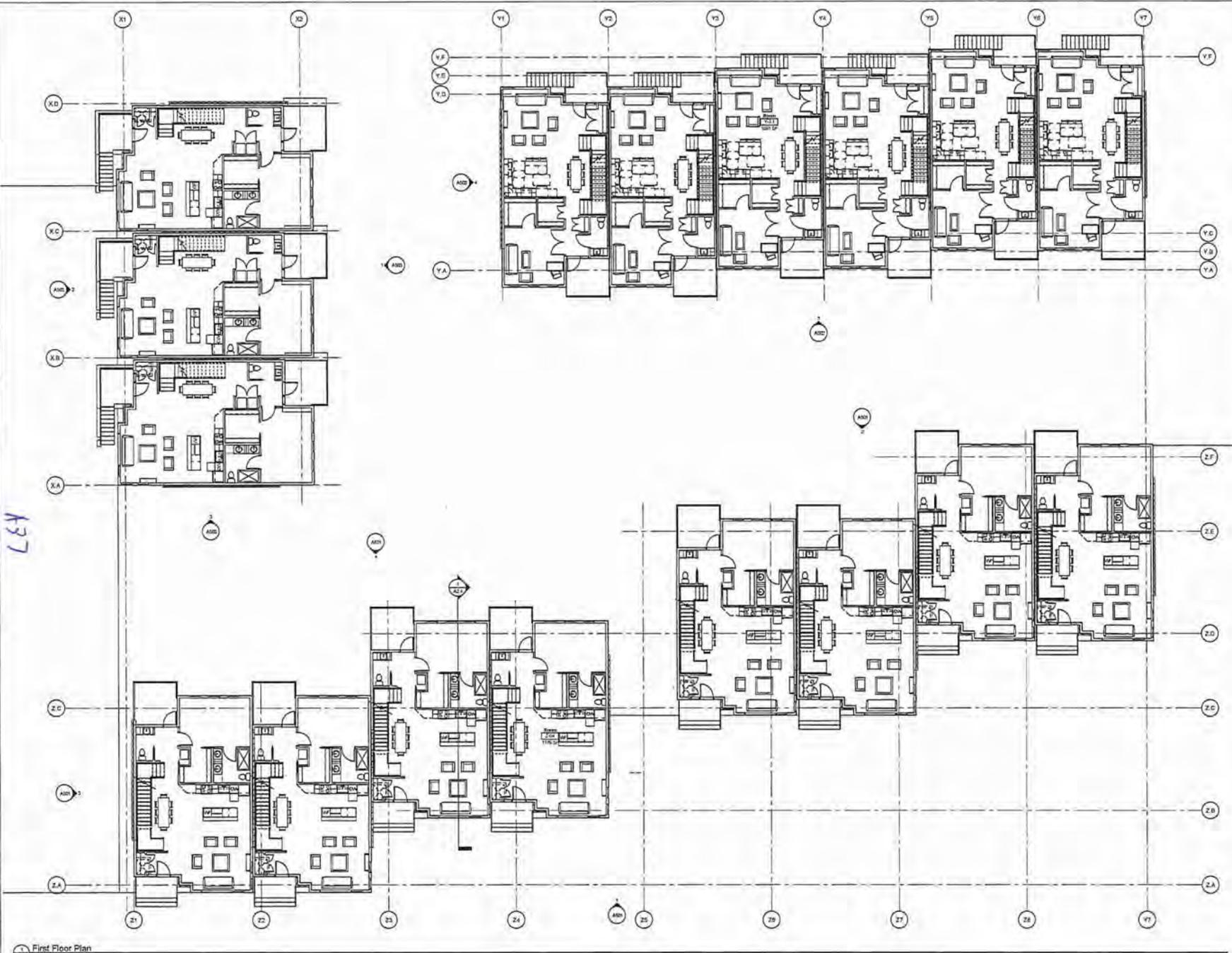
Basement Floor  
Plan

SHEET NUMBER

A100

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Telephone: 612-339-3752  
Facsimile: 612-339-6212  
www.bkvgroup.com  
CONSULTANTS

PROJECT TITLE

Vernon Avenue  
Townhouses

KEY PLAN NORTH ARROW

CERTIFICATION  
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Engineer in the State of Minnesota.

DATE	2/12/03
DRAWN BY	Ashley
CHECKED BY	Chandler
COMMISSIONING	1/14/03
SHEET TITLE	

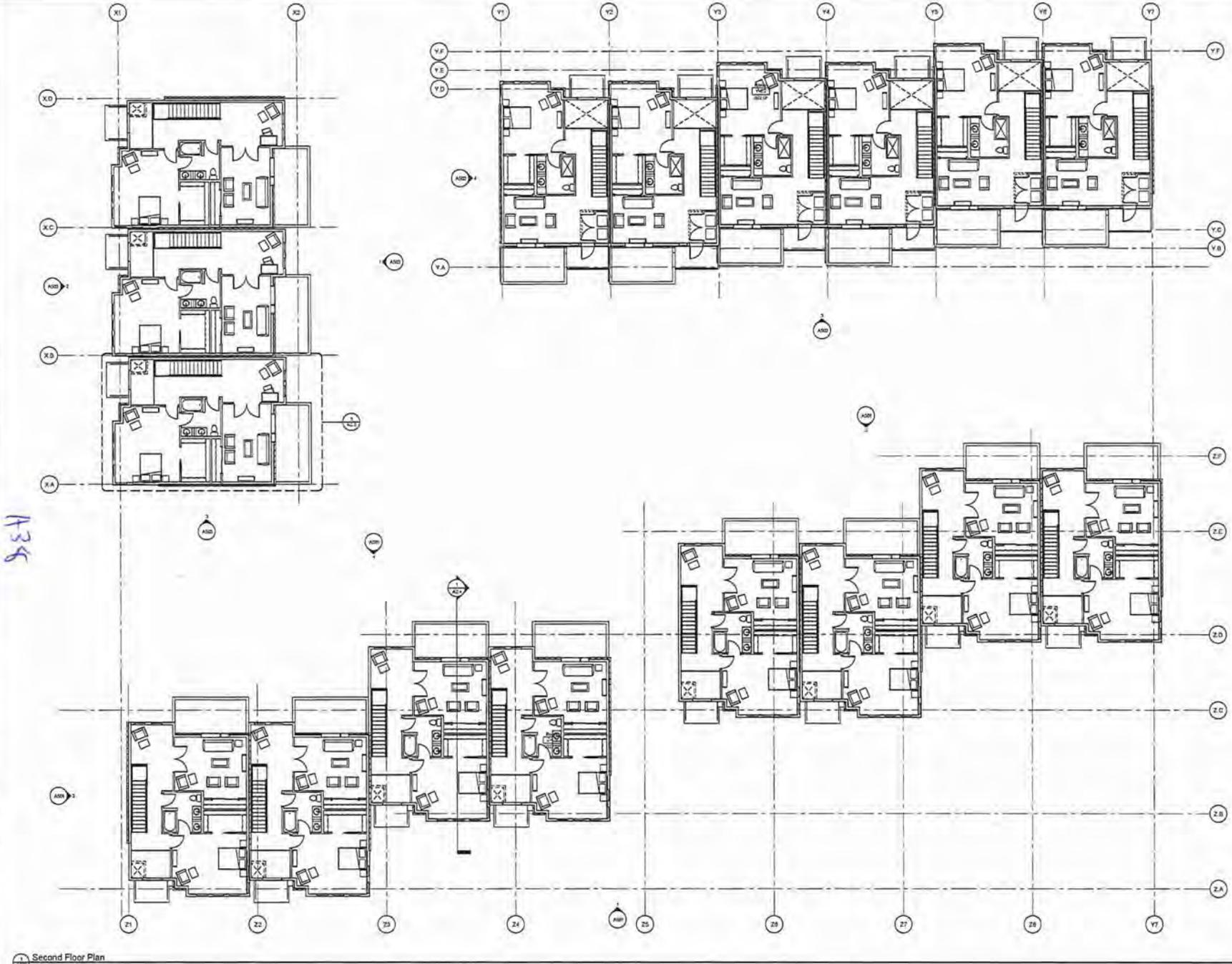
First Floor Plan

SHEET NUMBER  
**A101**

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1 First Floor Plan  
1/4" = 1'-0"

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REVISION	DATE

DATE	10.24.13
DRAWN BY	Ashley
CHECKED BY	Chandler
COMMISSIONING	10/24/13

Second Floor Plan

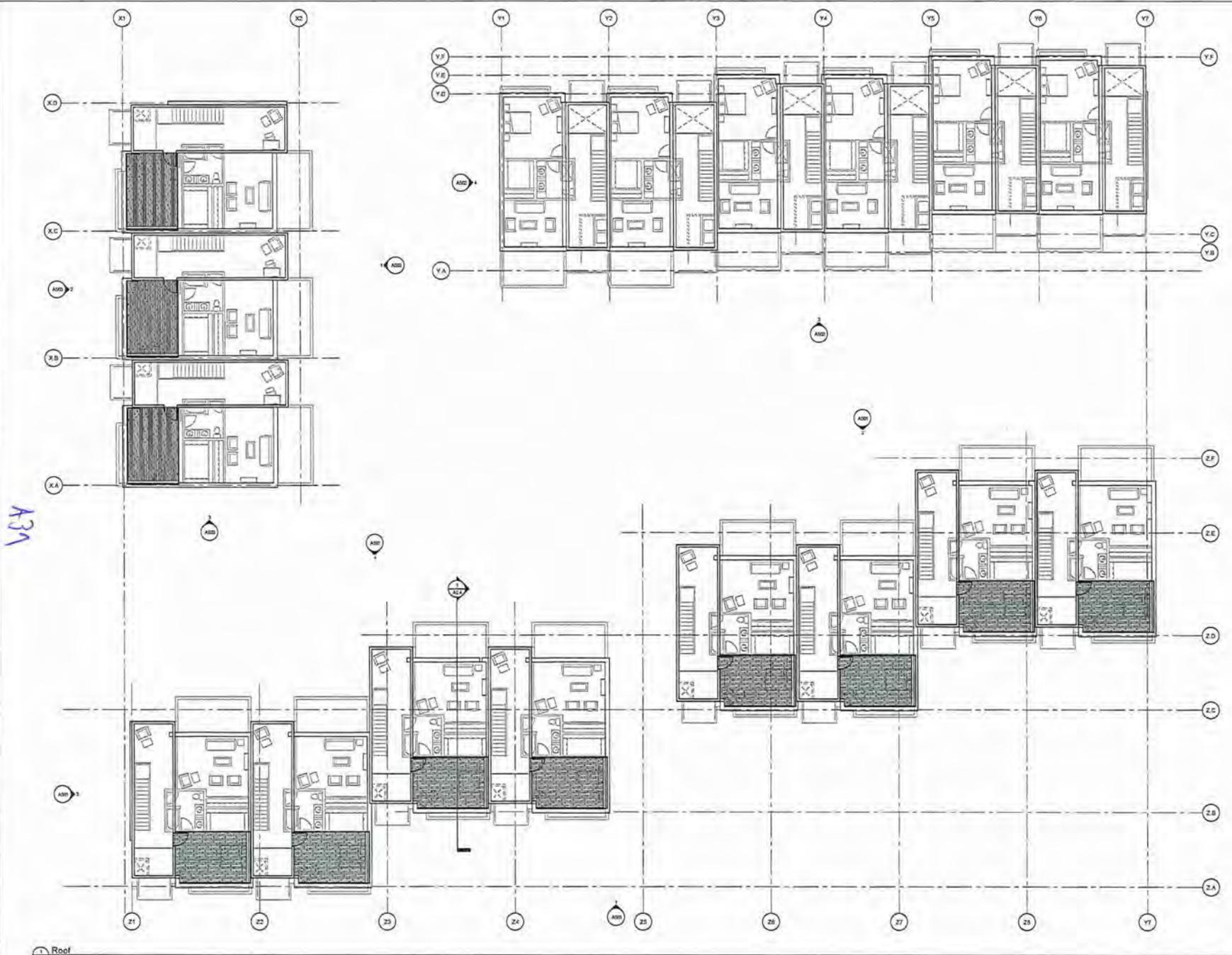
SHEET NUMBER

A102

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Second Floor Plan  
10/24/13

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DATE

License Number

REVISION DATE

DATE 01-24-13  
DRAWN BY Author  
CHECKED BY Checker  
COMMISSIONING 1/24/13  
SHEET TITLE

Roof Plan

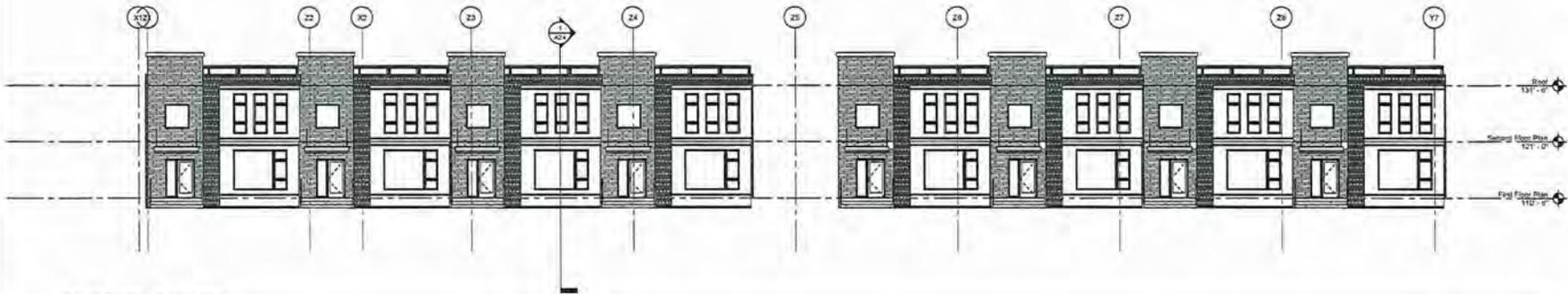
SHEET NUMBER

A103

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Roof  
1/24/13

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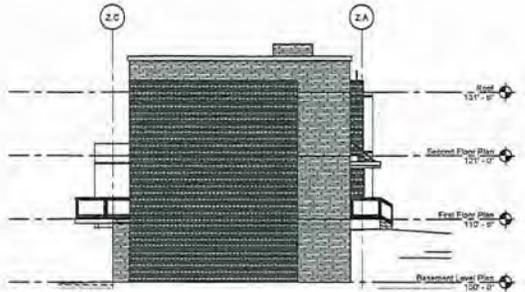


200 South Elevation - Building Z  
12-11-12



A46

201 North Elevation - Courtyard Building Z  
12-11-12



202 West Elevation - Building Z  
12-11-12

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Townhouses

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DATE

DATE NUMBER

REVISION	DATE

DATE	01-24-13
DRAWN BY	mm
CHECKED BY	dw
COMMISSIONED	12/11/12

SHEET TITLE

Exterior Elevations

SHEET NUMBER

**A501**

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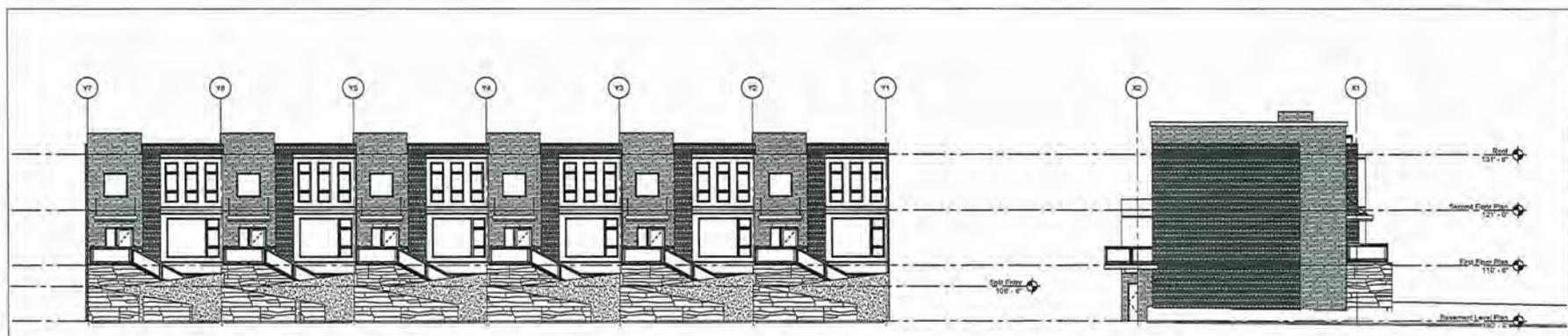
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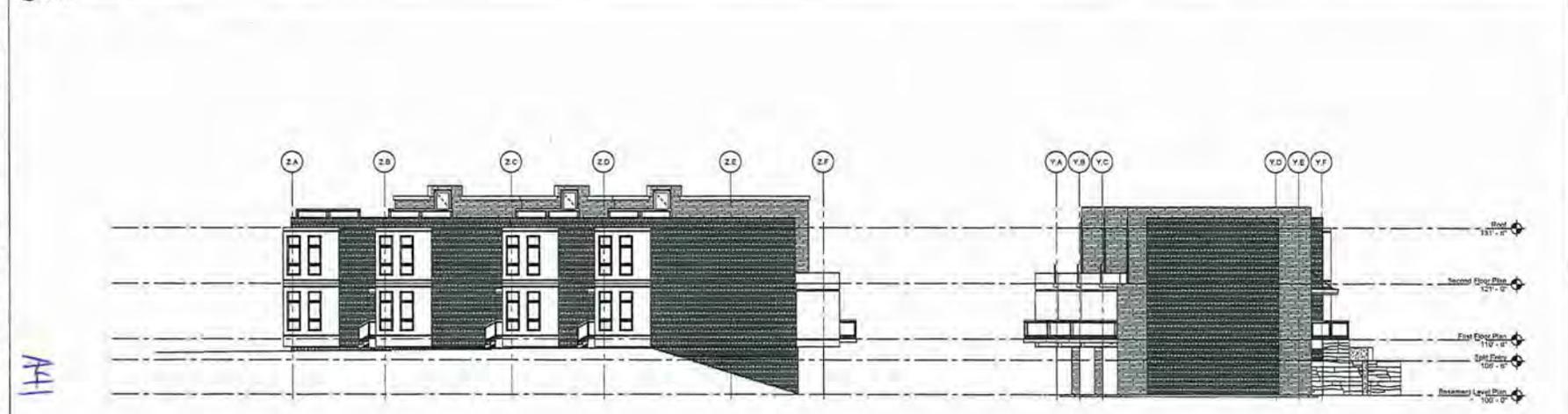
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1 North Elevation - Building X & Y  
1/8" = 1'-0"



2 East Elevation - Building Y & Z  
1/8" = 1'-0"



3 South Elevation - Courtyard Building Y  
1/8" = 1'-0"

4 West Elevation - Building Y  
1/8" = 1'-0"

PROJECT TITLE

Vernon Avenue  
Townhouses

KEYPLAN NORTH-HARROW

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License Number

REVISION	DATE

DATE	03/24/13
DRAWN BY	Author
CHECKED BY	Checker
COMMISSIONING	1/24/13

SHEET TITLE

Exterior Elevations

SHEET NUMBER

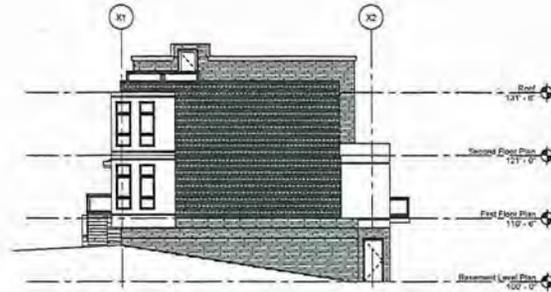
A502

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SHEET BINDING AREA - DO NOT USE



6 East Elevation - Courtyard Building X  
1/8" = 1'-0"



5 South Elevation - Building X  
1/8" = 1'-0"



7 West Elevation - Building X  
1/8" = 1'-0"

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PROJECT TITLE

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KEY PLAN NORTH ARROW

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REVISION	DATE

DATE	01-24-12
DRAWN BY	Autie
CHECKED BY	Chase
COMMISSIONING	12/1/11

SHEET TITLE

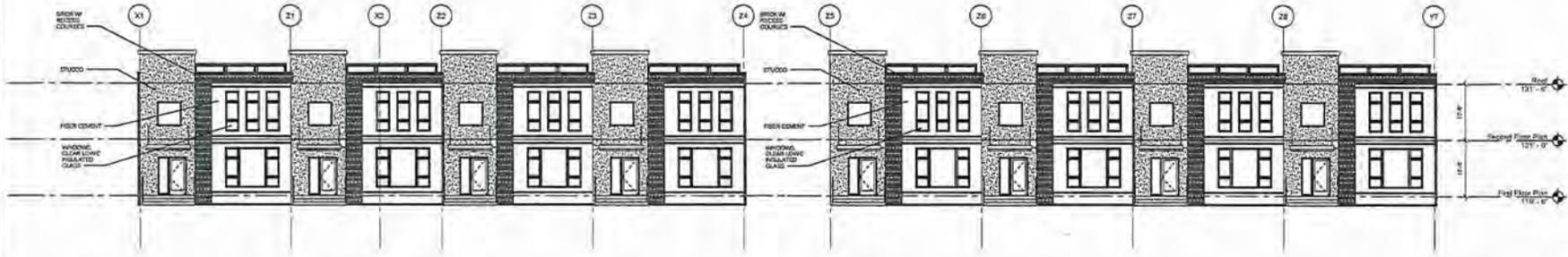
Exterior Elevations

SHEET NUMBER

**A503**

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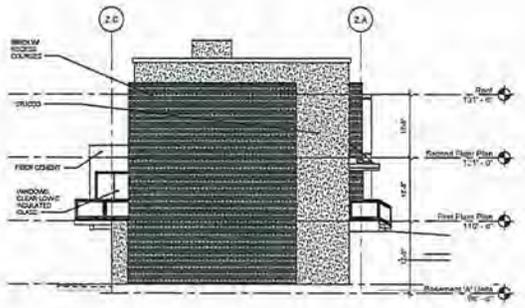
SHEET BINDING AREA - DO NOT USE



100 South Elevation - Building Z  
10'-0" = 1" = 0"



100 North Elevation - Courtyard Building Z  
10'-0" = 1" = 0"



100 West Elevation - Building Z  
10'-0" = 1" = 0"

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PROJECT TITLE  
**Vernon Avenue  
Townhouses**

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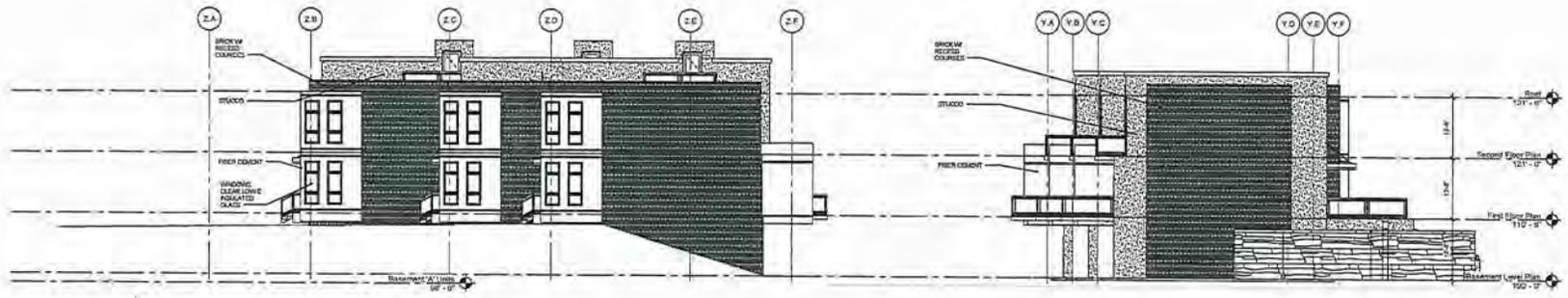
Exterior Elevations

SHEET NUMBER  
**A501**

SHEET BINDING AREA - DO NOT USE



1 North Elevation - Building X & Y  
1/8" = 1'-0"



2 East Elevation - Building Y & Z  
1/8" = 1'-0"



3 South Elevation - Courtyard Building Y  
1/8" = 1'-0"

4 West Elevation - Building Y  
1/8" = 1'-0"

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PROJECT TITLE

Vernon Avenue  
Townhouses

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REVISION	DATE

DATE	01.28.13
DRAWN BY	AJW
CHECKED BY	
COMMISSIONING	
SHEET TITLE	

Exterior Elevations

SHEET NUMBER

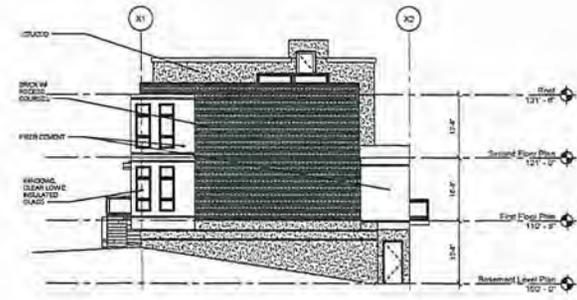
**A502**

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1 East Elevation - Courtyard Building X  
1/8" = 1'-0"



2 South Elevation - Building X  
1/8" = 1'-0"



3 West Elevation - Building X  
1/8" = 1'-0"

A45

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DATE NUMBER	
REVISION	DATE

DATE	05-29-07
DRAWN BY	Author
CHECKED BY	Chenille
COMMISSIONING	SKW/ST

SHEET TITLE  
  
Exterior Elevations

SHEET NUMBER  
**A503**

**MINUTES  
CITY OF EDINA, MINNESOTA  
PLANNING COMMISSION  
CITY COUNCIL CHAMBERS  
October 24, 2012  
7:00 P.M.**

**I. CALL TO ORDER**

Chair Grabiell called the meeting to order at 7:00 PM

**II. ROLL CALL**

Answering the roll call were Scherer, Forrest, Schroeder, Kilberg, Potts, Platteter, Cherkassy, Carpenter, Staunton Fischer and Grabiell.

**III. APPROVAL OF MEETING AGENDA**

The agenda was filed as submitted.

**IV. COMMUNITY COMMENT**

Kathleen Wasescha, 5348 Hollywood Road requested that she be kept informed on all development plans for the properties at 5109-5125 West 49<sup>th</sup> Street.

**V. REPORTS & RECOMMENDATIONS**

**Planner Presentation**

Planner Teague told the Commission they are being asked to consider a sketch plan to redevelop three lots 5109-5125 West 49<sup>th</sup> Street to build an 18-unit attached housing development. The subject properties are 1.28 acres in size, therefore the proposed density of the project would be 14-units per acre.

Continuing, Teague reminded the Commission they heard two previous sketch plan reviews for the subject properties; one on March 28, 2012 for a six-story, sixty-foot tall, 98-unit senior housing building and the last one on June 27, 2012 for a four-story, forty-foot tall, 60-unit senior housing building. Teague noted at both meetings the consensus of the Planning Commission was that the proposed development was too much for the site.

**Discussion**

Commissioners asked how many units are permitted by Code and the Comprehensive Plan. Teague responded that Code would allow roughly 10 -11 units. The Comprehensive Plan between 8-10 units, adding the request exceeds those standards.

**Applicant Presentation**

David Motzenbecker delivered a power point presentation highlighting the following:

- Site reconfigured to accommodate an 18-unit housing development; roughly 14 units/acre.
- Units are proposed at three levels and 30' high.
- Each unit would have a two stall garage.
- Development is envisioned to meet the demands of empty-nesters and would be considered life-cycle housing.
- High level of amenities
- Connecting the development to greater Edina by adding to the public walkway that would help connect 49<sup>th</sup> Street directly to Vernon Avenue.
- Rezone site from PRD-2 to PRD-4
- Comprehensive Plan Amendment
- Setback Variances; and
- Site Plan review

Motzenbecker added there also is the possibility of rezoning the site to a PUD; not PRD-4 as mentioned; however they would follow staff and Commission lead on this matter. Concluding, Motzenbecker said they will retain as much of the mature vegetation and trees as possible. Landscaping provides a good buffer from the surrounding traffic.

### **Discussion**

Commissioner Forrest inquired on the width of the driveway into the project and internally; noting that trash hauling would need to be accommodated in this area. Mr. Motzenbecker responded that at this time the proposed driveway aisle width is standard. Continuing, Motzenbecker said with regard to trash each individual unit would have its own trash and recycling bins.

Commissioner Platter asked if this project would be guided by bylaws establishing specific rules. Motzenbecker said their intent is for the building to have an association directing rules for trash enclosures and other standard multi-tenant issues.

Chair Grabiell asked for clarification on the internal workings of the site; especially at the east end. Motzenbecker responded at the east end of the site there will be a hammer head turn around.

Commissioner Staunton asked for clarification on unit construction noting the changing topography of the site. With graphics Mr. Worman explained the step down approach of some of the units as they take advantage of the topography, adding at 49<sup>th</sup> Street there would be a 2 ½ - story exposure.

Commissioner Schroeder asked how guest parking would be accommodated. Mr. Worman responded that guest parking would be accommodated in front of each garage (2 spaces). He said their goal is to achieve parking for 36 guests.

Commissioner Fischer asked if any thought was put into exterior materials. Mr. Worman said at this time their goal is to achieve high quality housing that has character. Worman said there has been some discussion on roof gables, dormers and brick but not much else.

Chair Grabiell said he salutes the fact that the number of units went down from 71 to 18, adding that's a large drop. Grabiell said he still has concerns about traffic moving into and out of the area. Mr. Motzenbecker responded that at this time a traffic study is being done on the project.

Commissioner Schroeder asked the applicant if any thought was given to storm water management. Mr. Motzenbecker said they have discussed some options including water gardens, cisterns and rain barrels to collect water off the roof.

### **Public Comment**

Kathleen Wasescha, 5348 Hollywood Road, stated she would like the Commission to consider when reviewing development proposals what the benefit would be for the neighborhood.

### **Discussion**

Commissioner Fischer told the applicant that he likes what he sees. He said the project utilizes the grade pretty well. Fischer said the Commission will ultimately answer the questions about variances; however, the concept is good.

Commissioners asked Planner Teague if the roadway addressing the single family home is included in the land; pointing out it is important to know if the street was vacated and is included as part of this development. Teague responded that at this time he is not sure if that roadway was vacated and recorded with Hennepin County.

Commissioner Scherer commented that she agrees with Fischer; she likes the concept. Scherer said at this time she doesn't want to comment on the proposed units at three stories, reiterating she likes the concept; it's a step in the right direction.

Commissioner Carpenter said he agrees with Commissioners comments; however, he still thinks the site may be a little tight. Carpenter suggested they reconsider the number of units to allow some "breathing" room.

Commissioner Forrest said she has a concern with the east setback; however, she would like a "clearer" picture before she makes any decision. Forrest also said it would be important to know if this project proceeds if the street (Pukuana) was vacated and is part of the site.

Commissioner Staunton said that this definitely is an area of transition although he's not sure R-1 is appropriate here, adding the townhouse project feels right. Continuing, Staunton acknowledged the applicants desire to embrace the Grandview area, but in his opinion how the project addresses 49<sup>th</sup> Street will be the most important. Concluding, Staunton said low density is desirable in this location.

Commissioner Potts commented that the proposed townhouse project appears to be a good fit, adding he could support a low density project in this location.

Commissioner Schroeder said with regard to the Grandview Small Area Plan and its surrounding roadway systems that reconfiguration of the Highway 100 ramps was discussed as a future possibility. Schroeder added if there was a reconfiguration of these ramps the excess land could serve a useful purpose. Schroeder said it may be important to anticipate "what could happen" in the future. Commissioners agreed.

Chair Grabiell thanked the applicant for their presentation and said the following should be addressed if the project proceeds:

- Find out if the road that serves the single family home was vacated;
  - Consider reducing the number of units;
  - Conduct a traffic study; and
  - Consider what this development would look like from the people that live directly across the street from it.
- 

## **B. Zoning Ordinance Amendments**

- **Grading**
- **Subdivisions**

### **Planner Presentation**

Planner Teague said what he would like from the Commission at this time is how to move forward getting public input on ordinance amendments.

Teague added he sees a couple ways the Commission can proceed; 1) Hold a public hearing at a regular meeting of the Planning Commission; or 2) Hold a public hearing at another venue; such as the Senior Center; not at a regular Planning Commission meeting.

Teague also said he would like further thought by the Commission on how to “reach out” to residents on specific issues.

### **Discussion**

Chair Grabiell commented that the Commission would need to decide if the public speaks more freely at an informal venue vs. a formal venue such as a televised Planning Commission meeting. Commissioner Platteter added in his opinion there are benefits from a less formal setting such as the Senior Center. Commissioner Potts agreed, adding he believes the language developed thus far on retaining walls and grading is good; however it would be good to have an informal discussion with residents on these topics. Continuing, Potts asked Planner Teague if the suggested language changes to the code with regard to retaining walls and grading add additional survey costs to residents. Teague responded in the affirmative. He noted that the Engineering Department in some instances has requested information on a survey for retaining walls less than 4-feet.

Commissioner Staunton said from his experience with the “Grandview” project that beginning with a less formal setting worked well. He noted that getting other people’s opinions and knowledge is a good thing. Staunton pointed out that the Council has proposed the use of “small working “groups ” adding, these small groups can discuss the best way to gather public input and also tackle ordinance topics. Continuing, Staunton said the goal is to reach out to everyone in a thoughtful manner and gather as much information as possible before the formal public hearing process begins.

feasibility study of the Braemar Soccer Field. The Park Board also recommended that the forward motion of the dome not occur until the issue of expanded playing fields was addressed, solved, and budgeted. Ms. Kattreh suggested a temporary solution, if a dome was built, to increase field space through a swap between the Edina Football Association and Edina Soccer Club to move football to the turf field in the fall to free up the Lewis Park fields for soccer and allow the ability to rest one of the fields at Lewis Park. She noted there was also ability on the very westerly field at Lewis Park to run two soccer fields width wise, similar to that at Braemar, creating a soccer complex. It was noted the Public Works Director and maintenance staff had indicated this was a viable solution.

The Council agreed there was a need to address the shortage of field space and potential for increased demand as additional sports become popular. Ms. Kattreh explained the swap was intended to be a temporary solution until the City was able to resolve the field shortage issue. She indicated it would be ideal if a field could be added to Pamela Park as studies had clearly indicated it was a need. The Council indicated support for the swap option, need to plan for the future with a broader vision, and preference to build to projected need rather than existing requests. Discussion ensued relating to use of Fred Richards Golf Course as an amenity (but not as a site for a dome) and possible turfing of McCarthy (school property), since it would be able to sustain three times more usage than a grass field, would fit the "do Town" initiative, and support youth activities.

Ms. Kattreh stated the action requested by the Park Board was to further study the Braemar athletic sites by consultants used in the first two phases to determine the kind of dome, cost, and financial feasibility, (create a business model) conditioned on resolving the need for expanded playing fields. The Council supported a parallel track to also study needed hours, projected hours, and potential solutions to field shortages. **Member Swenson made a motion, seconded by Member Sprague, receiving the Sports Dome recommendation conditioned upon studying the issue of expanded playing fields and financing for those expanded playing fields.**

Ayes: Bennett, Sprague, Swenson, Hovland  
Motion carried.

***VIII.B. SKETCH PLAN REVIEWED – 5109-5125 WEST 49<sup>TH</sup> STREET***  
Community Development Director Presentation

Mr. Teague presented a map of the subject site and the Sketch Plan request to redevelop three lots at 5109-5125 West 49<sup>th</sup> Street. The proponent proposed to tear down the existing two apartments and single-family home and build an 18-unit attached housing development. The subject properties were 1.28 acres in size so the proposed density of the project would be 14 units per acre. The Comprehensive Plan guides these properties as low density residential (1-5 units per acre) and indicates over 12 units per acre as high density and between 5-12 units per acre as medium density. Mr. Teague advised that on October 24, 2012, the Planning Commission considered the Sketch Plan proposal and determined it generally believed that a medium-density residential designation was more appropriate for the site than high-density residential. At the time of the Planning Commission's review, the vacated right-of-way adjacent to the site was not used in the density calculations. However, using that acreage, the site area would be 1.43 acres and the density would be 12.57 units per acre.

Proponent Presentation

Daniel Hunt, 6516 Interlachen Boulevard, President of Hunt Associates, stated they previously came forward with two other larger proposals that were abandoned due to finding no common ground with the neighbors and receiving negative comments from the Planning Commission and City Council. Mr. Hunt stated the residential for sale market had dramatically improved, which was the genesis of this plan, a significant improvement on the existing buildings, answered opposition received relating to height of the building, traffic generation, and sunlight impact to the north. He noted some revisions had been made to the plan since Planning Commission consideration. In addition, as reported by Director Teague, they had approached the Canadian Pacific Railroad, owner of a 175-foot strip of property to the west and learned it

**Minutes/Edina City Council/November 20, 2012**

needed only a 100-foot strip and was open to selling a portion, which would lower the density of this project to fewer than 13 units per acre.

Chris Palkowitsch, architect with the BKV Group, presented a revised Site Plan, noting it better fit the project into the neighborhood by reducing the scale to smaller-sized townhomes and continuing a wider bicycle trail/pedestrian pathway in compliance with the Comprehensive Plan and Grandview Plan. Mr. Palkowitsch indicated the project would include two types of townhomes: Type A abutting Vernon Avenue would be 2-story units above grade; and, Type B along 49<sup>th</sup> Street were 2½-story units and slightly recessed to grade. The project would comprise a total of 18 units with garages slightly set back to allow for guest parking (38 visitor stalls in total). Mr. Palkowitsch presented elevations depicting project views, noting the base of the ridgeline would fit the residential homes on the north side. Exterior treatments would incorporate gables, dormers, and brick subject to additional study on materials within the neighborhood and market.

The Council discussed the Site Plan and asked questions of the proponents. Mr. Palkowitsch explained that a height of 2.5-stories would provide for the underground parking and enough living space. The current zoning allowed for 35 feet at the ridgeline or 2.5 stories, whichever was less. The Type A units facing Vernon Avenue were 25 feet high but with the first level tucked under ground on the rear side to accommodate the 23-foot grade change in topography. Mr. Palkowitsch indicated exploration remained on water gardens, cisterns, and/or rain barrel collection.

Mr. Palkowitsch indicated the requested density allowed offset of major site costs related to topography and drainage. Mr. Hunt explained they had done little work on the architecture of the site, but all units would have large front porches and back decks, providing adequate programmed space. He pointed out this site was very unique with single-family homes to one side and non-residential uses on the Vernon Avenue side, requiring two faces. Mr. Hunt suggested that too much of a standard residential appearance would be out of place on the busy street and it would need more substance (architectural features) to hold its place. It was noted the eight larger units had a main floor master suite while the other units contained upper level bedrooms, allowing attraction of a different market.

Following discussion, the Council indicated that townhomes provide a needed lifecycle choice and including .15 acres from the railroad would be of benefit. It supported the proposed pathway, the attempt to engage Vernon Avenue, and found that creating housing along with commercial was intriguing. However, the Council indicated that 18 units created too high of a density for this site. Members Sprague and Swenson and Mayor Hovland stated a willingness to entertain a medium-density range to gain economic viability. Member Bennett stated her rationale to prefer a low-density range of 10-12 units, as guided by the Comprehensive Plan, to allow creation of a buffer space/transition between the single family homes across the street and this project, less impact on neighborhood streets, and improved quality of life. The Council found that additional green space and a common amenity would enhance the project.

**VIII.C. RESOLUTION NO. 2012-146 ADOPTED – ACCEPTING VARIOUS DONATIONS**

Mayor Hovland explained that in order to comply with State Statutes; all donations to the City must be adopted by Resolution and approved by four favorable votes of the Council accepting the donations. **Member Swenson introduced and moved adoption of Resolution No. 2012-146 accepting various donations.** Member Bennett seconded the motion.

Rollcall:

Ayes: Bennett, Sprague, Swenson, Hovland

Motion carried.

**VIII.D. ORDINANCE NO. 2012-19 – AMENDING CHAPTER 14 OF EDINA CODE CONCERNING BICYCLE LANES – ADOPTED**

March 28  
P.C. 

## **VIII. REPORTS AND RECOMMENDATIONS**

### **A. Sketch Plan Review for Senior Housing – 5109-5125 West 49<sup>th</sup> Street for Hunt Associates**

#### **Planner Presentation**

Planner Teague reported that the Planning Commission is being asked to consider a sketch plan proposal to redevelop three lots at 5109-5125 49<sup>th</sup> Street West. The applicant is proposing to tear down the existing two apartment buildings and single-family home and build a new six story, sixty foot tall, 98-unit senior housing building.

Teague pointed out the existing properties are zoned PRD-2, Planned Residential District which allow residential buildings containing six or fewer units. Teague said should the City decide to rezone these sites to PUD, the proposed setbacks, height of the building and number of parking stalls would become the standards for the site.

Continuing, Teague said a traffic study would need to be completed to determine impacts on adjacent roadways. Concern was expressed from residents in regard to congestion that would be created at the intersection of Brookside Avenue and Interlachen Boulevard.

Concluding, Teague stated which the proposal would be an improvement over the existing buildings on the site, staff is not sure that the proposal would rise to the level of meeting the purpose and intent of a PUD. The proposal far exceeds allowed densities. Seven variances would also be required under traditional senior housing zoning.

#### **Appearing for the Applicant**

Daniel Hunt, Hunt and Associates, David Motzenbecker, BKV Group

Chair Grabiell explained that before the Commission this evening is a sketch plan review. Grabiell clarified that a sketch plan wasn't a public hearing. It's an opportunity for the developer to obtain feedback from the Planning Commission on their concept.

#### **Discussion/Comments**

Chair Grabiell told the Commission he seems to remember the Commission and Council approving a development concept in this area for townhomes, adding he doesn't remember the unit count. Planner Teague responded that Chair Grabiell was correct. The Council approved a 6-unit townhouse development; however, the townhouse development only included the R-1 lot and right-of-way.

Commissioner Forrest observed that ordinance stipulates a building height limit of 2-stories in the PRD-2 zoning district. Planner Teague agreed adding PRD-2 also contains a density cap of 6-units.

### **Applicant Presentation**

Mr. Hunt addressed the Commission and said he believes the proposed use of the site as senior housing is good. Continuing, Hunt explained in Edina there is demand for senior housing. Edina residents want to be able to remain in their community when it comes time for them to sell their home. This proposal gives them that option. Hunt introduced David Motzenbecker to speak more on the proposal.

Mr. Motzenbecker told the Commission that in his opinion this is a key piece and an excellent location for a senior building. Continuing, Motzenbecker said that the project will entail tearing down the existing two apartments and single-family home to construct a new 98-unit, 6 story structure and rezoning the site to PUD incorporating the requirements of the City's PSR-4 zoning. The parcel is located adjacent to the Vernon Avenue exit ramp and West 49<sup>th</sup> Street. Motzenbecker said in his opinion the proposed building would bookend with Grandview. With graphics Motzenbecker pointed out design elements and the goal of incorporating this site into the greater Grandview area. Motzenbecker also noted the goal of the ETC was to establish a comprehensive living streets policy that integrated all modes of transportation. Motzenbecker said he believes this project is a step in the right direction in implementing that goal. Concluding, Motzenbecker said they looked to the Grandview small area development plan and incorporated its key principles into their site. One principle was key; turning perceivable barriers into opportunities. In this respect the natural topography actually became an asset.

### **Discussion/Comments**

Chair Grabiell said in his opinion this may be a very difficult area to "get out of" including getting onto Interlachen Boulevard. Mr. Motzenbecker acknowledged that and informed the Commission a traffic study needs to be completed to ensure traffic is handled appropriately. Continuing, Motzenbecker said they also anticipate improving the sidewalks and boulevard along Vernon. Chair Grabiell noted their reference to senior housing and asked exactly what type of senior housing this would be. Motzenbecker said that the population served would be able bodied seniors 62+. Chair Grabiell asked if the units would be market rate or something else. Motzenbecker responded that the units would be market rate and be around \$2,000 per month depending on unit size.

Commissioner Staunton said he has a concern with the request as it relates to zoning/PUD/PSR-4. Staunton said to him it appears to be an excuse to get around

code. Mr. Motzenbecker said their intent was to create the best development possible and tie into the Grandview small area plan by bringing connection to the Grandview area. Vernon Avenue would also be enhanced through landscaping and walkways along with boulevard enhancement. Aligning the project with the PSR-4 zoning district provides the opportunity for the project to implement bonuses.

Commissioner Fischer said he has a difficult time justifying a building of this size and density in a small residential neighborhood. Mr. Motzenbecker said their intent was to set the building as far back from the street (49<sup>th</sup> Street) as possible and add amenities to the front of the building. Motzenbecker said the building would be 200' from the nearest residents across 49<sup>th</sup>. Concluding, Motzenbecker said they took advantage of the topography when designing the building pointing out that the topography absorbs the building height.

Commissioner Carpenter said in his opinion the building is too large. Carpenter asked the developers how parking was handled; not only parking for residents of the building but for guests. Mr. Motzenbecker said the building was designed with 132 enclosed parking spaces those spaces include spaces for visitor parking. Carpenter questioned if that would really work.

Commissioner Staunton stated in his opinion this plan is very aggressive and causes him concern. Staunton said he likes the attention paid to Vernon Avenue; however the unit count is way too high; more attention needs to be paid to the north side and traffic is a major concern. Staunton noted the one-way in and out scenario is difficult at best.

Commissioner Platteter agreed and questioned site circulation, traffic circulation on West 49<sup>th</sup> St, site drop-off, metro mobility, deliveries and visitor parking. Platteter said that he doesn't think the drop-off area as sketched would work. There's just too much going on with this building.

Commissioner Forrest added she was also concerned with the circulation on the site and on 49<sup>th</sup> St. This proposal will certainly add additional traffic into the area pointing out it's a one way in and out. Continuing, Forrest also said in her opinion the building is too tall, the site is too tight (especially on the east), and it's just too much. Concluding, Forrest said the Commission also has to keep in mind housing trends change over time, adding it may be a senior building today but maybe not in the future.

Commissioner Schroeder said the site intrigues him with the question of how you transition from Vernon into the residential neighborhood while maintaining the residential character. Schroeder said in his opinion this isn't a very friendly project. He added the building needs to relate better to the R-1 neighborhood. Concluding, Schroeder said the building at least at the residential level on 49<sup>th</sup> St. needs to be scaled back.

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Commissioner Staunton agreed with Schroeder's comments pointing out the proposal increases the density 10-fold. It's just too much. Concluding, Staunton said that he's also not sure if this is consistent with the GrandView Framework. The building is way out of scale.

Mr. Motzenbecker asked the Commission if they could provide some guidance on the number of units they would be comfortable with.

Commissioner Staunton said traffic is another large issue. He said the one way in and out nature of this neighborhood along with the RR tracks is key in redeveloping this site and achieving the correct unit count. Staunton concluded that he doesn't know the "right" unit number.

Commissioner Potts suggested that the applicant take another look and respond more to the topography and to the residential neighborhood. Potts asked if their intent was to build the building and sell it or would they continue to manage the property. Mr. Hunt responded they would build and manage the property.

Commissioner Fischer asked the applicants if they spoke with their neighbors. Mr. Motzenbecker responded they had, adding around 15-20 neighbors came to a neighborhood meeting. Motzenbecker said they received both positive and negative feedback.

Commissioner Forrest indicated the proposed use is fine with her, reiterating her concern is massing and traffic. Forrest said in her opinion this project isn't the right "transition" into the neighborhood. Concluding, Commissioner Forrest said that in her opinion 20 units at 2 ½ stories may be the right transition. As presented it's just too large.

Chair Grabiell said he agrees with all comments thus far adding his concern is that the building is just too large and the transition into the R-1 neighborhood just isn't there. Grabiell said he doesn't want to give false encouragement, adding he believes the use is right; however this is just way to large.

Mr. Motzenbecker said he understands the Commissions comments indicating they want to see a smaller building. He asked the Commission if they could provide him with a unit range.

Commissioner Schroeder commented that he understands the applicant is looking for a number; however, that can't be provided. Schroeder said he wants to see a creative solution that is sensitive to the neighborhood. Concluding Schroeder said there are other options out there.

Commissioner Carpenter suggested considering other areas, adding this may not be the right site.

Chair Grabiell thanked the applicants for their presentation adding the Commission would be receptive to them bringing forward another sketch plan for review.

### **Public Comment**

David Valentine, 5021 Hankerson, told the Commission he doesn't think a building of this size belongs in a residential neighborhood. Valentine said he has no objection that it's a senior building; however, the building is just too large with too many units.

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### **B. Modification to the Redevelopment Plan for Southeast Edina Redevelopment Project Area and the TIF Plan for the Establishment of the Southdale 2 TIF District.**

#### **Planner Presentation**

Planner Teague informed the Commission the City Council is considering the establishment of a new TIF District that would include Southdale and surrounding parcels.

Teague explained the purpose of creating the new TIF was to facilitate improvements to Southdale including the following renovations to common areas; new entrances, flooring, lighting, signage, restrooms, parking deck lighting, exterior seating, columns and interior treatments. Teague said at this time there are no proposed changes in use of the property with the proposed improvement project.

Teague told the Commission that at this time they are being asked to determine by resolution that the proposed improvement to the common areas are consistent with the Comprehensive Plan.

Commissioners asked Planner Teague to clarify their action.

Planner Teague explained the Commission is being asked to determine by resolution that the proposed use of TIF funds to improve common areas was consistent with the Comprehensive Plan.

#### **Motion**

**Commissioner Fischer moved to adopt the resolution as outlined by City staff on page A1. Commissioner Platteter seconded the motion. All voted aye; motion carried 9-0.**

June 27, 2012  
PC Minutes

**B. Sketch Plan Review – BKV Group – 5109 and 5117 West 49<sup>th</sup> Street. Vernon Avenue Senior Housing**

**Planner Presentation**

Planner Teague informed the Commission they are being asked to consider a sketch plan request to redevelop three lots at 5109-5125 West 49<sup>th</sup> Street. The applicant is proposing to tear down the existing two apartments and single family home on the site and building a new four story 44-foot tall, 60 unit senior housing building. The density of the project would be 43 units per acre.

Teague reminded the Commission the applicant had previously proposed a six story, sixty foot tall, 98-unit senior housing building that was considered by the Planning Commission on March 28, 2012.

Teague explained that the existing property is zoned PRD-2, Planned Residential District-2, which allows residential building containing six or fewer dwelling units. The existing apartments contain four and five units each. The applicant would be seeking a rezoning of the property to PUD, Planned Unit Development. The site is guided LDAR, Low Density Attached Residential (1-4 units per acre), therefore, a Comprehensive Plan Amendment to HDR, High Density Residential would be required.

The applicant is again requesting a Sketch Plan review to solicit comments from the Planning Commission and City Council. Opinions or comments provided to the applicant shall be considered advisory only, and shall not constitute a binding decision on the request.

Concluding Teague indicated that staff remains concerned with the proposed density of the proposed density of the proposal at 44 units per acre. While the maximum density of the PSR-4 District is 44 units per acre as requested, it is still at the high end of what the City of Edina has allowed for high density development in the past. Additionally, this site is adjacent to single-family residential homes to the north and east. The City's other high density residential sites in town are not located so close to single-family residential areas. They are generally located in the Southdale area.

**Appearing for the Applicant**

David Motzenbecker, BKV Group and Jim Hunt, Hunt and Associates, applicant

Chair Grabiell welcomed everyone present and explained that the process for Sketch Plan Review allows a developer to bring a development/redevelopment plan before the Planning Commission to solicit comments and opinions. A Sketch Plan Review is not an official application and is not a public hearing. It is a public meeting.

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### Applicant Presentation

Jim Hunt, addressed the Commission and said he was excited to be present this evening to share the significant changes made to the plan since the Commission last viewed it. Hunt introduced David Motzenbecker.

Mr. Motzenbecker told the Commission the unit count and building height has been decreased from 98-units to 60-units and from 6 to 4-stories. Continuing, Motzenbecker said the setback of the building from West 49<sup>th</sup> Street was increased to 82-feet. Motzenbecker told the Commission he would stand for comments/questions.

### Comments from the Commission

Commissioner Potts said the massing along Vernon Avenue in his opinion is acceptable; however he has two points of concern as follows:

- Concerns with the R-1 residential properties directly adjacent and to the east of the subject site. How will this impact them.
- Traffic. Traffic and stacking is a major concern. There is only one way in and one way out of this neighborhood. Has a complete traffic study been done on the intersection at 49<sup>th</sup> St and Brookside and Brookside at Interlachen. Also, what about the RR tracks-they potentially pose a real stacking problem. Stacking at the most at the tracks would be 8-car lengths. This is an issue.

Mr. Motzenbecker agreed that with only one egress it will be challenging; however, they have to deal with what exists. Motzenbecker said he was open to any suggestions.

Commissioner Platteter agreed with Potts and added that his concern remains the same as before, internal circulation and drop off. Platteter said the site cannot function without a clearly designated drop off area. He pointed out as a senior facility there will be Metro Mobility drop offs, and the usual residential deliveries; not to mention medical deliveries, US mail and visitors: A lot will be going on in this area.

Chair Grabiell said the Commission supports redevelopment; but in this instance the topographical issues, proximity to RR tracks and the R-1 properties to north create difficulty for him to support the request as submitted. Grabiell said he can't see the benefit to the immediate neighbors nor the community as the result of this proposal.

Mr. Motzenbecker said that the site will be re-landscaped and everything possible will be done to retain the trees along Vernon Avenue and nestle this building into the

hill away from the R-1 properties. Motzenbecker said that in his opinion the introduction of more life-style housing to Edina is a benefit to its residents and improving the site is also a big plus. Continuing, Motzenbecker pointed out market analysis supports the theory when people can no longer live in their single family homes they want to find housing in the same area; even neighborhood when available.

Commissioner Fischer commented that this request also includes an amendment to the Comprehensive Plan which would be a policy decision; however, for this neighborhood amending the Comprehensive Plan from low-density residential to high-density residential is a big leap. Fischer acknowledged that the proposal can be viewed as an improvement; however, this neighborhood is single family with two low-density buildings, adding he doesn't believe this type of density compensates for the improvements to the site and additional housing options.

Commissioner Potts stated he feels certain aspects of the project can be readdressed, adding he believes the proposal presented this evening is better than the previous proposal; however he still can't get by the traffic. Potts said to him that's the largest hurdle. The one way in and out and adding more density is a big concern for him.

Commissioner Scherer said she just can't get past the density. She stated in her opinion this is too much and too close to residential R-1 properties, pointing out R-1 properties are directly north and east. Scherer concluded reiterating the density of this project is too much

Commissioner Forrest said she has a number of concerns with this project. Her issues are with density, drop-off and pickup, street parking possibilities, staffing and traffic. Forrest stated in her opinion the proposed building is uncomfortable to enter and exit, pointing out the proposal has access steps to Vernon Avenue that are steep; especially for seniors. Concluding, Forrest pointed out a rezoning to PSR-4 may "fit" the project better, adding whatever process they pick; as presented this one is just too much.

Mr. Hunt responded that the proposed building will not have 24-hour staff and if "manned" would only have day staff. He asked the Commission to note that the proposed building; although for seniors, is proposed for the active senior that lives independently.

Commissioner Staunton said he agrees with many of the comments from Commissioners and added he continues to believe what's proposed is too dense. Staunton stated if the plan were to proceed the density must be reduced significantly. The proposal as submitted is just too dense for this site. Continuing, Staunton said he may feel differently if the entrance to the building was off Vernon Avenue, but it isn't, and the 49<sup>th</sup> Street entrance/exit is limited to one-way in and out, adding the railroad tracks and the steep hill to gain access to Interlachen/Vernon leave little stacking room for vehicles. Concluding, Staunton said he can't support the project as

proposed. He said he could envision townhomes; maybe 10-12, but can't visualize an apartment building of this density in this spot.

Mr. Motzenbecker informed the Commission they did consider a rezoning to PSR-4, adding with bonuses there may be a comfortable unit count range the developer could proceed with. Motzenbecker said he would take "another look" at the site and the proposed density.

Chair Grabiell reiterated his concern is with the size of the building. Grabiell said the building in a sense is on the wrong side of the hill; less disruption to the neighborhood would occur if the topography was more in their favor. Chair Grabiell thanked the applicants for their plan and told them to take all Commission comments in good faith.

Mr. Motzenbecker and Mr. Hunt thanked the Commission for their interest and comments.

#### **VIII. CORRESPONDENCE AND PETITIONS**

Chair Grabiell acknowledged "back of packet" materials.

Commissioner Staunton apprised the Commission that he attended a meeting with City Staff on the idea of developing work plans for each board or commission. Staunton said he believes sometime between now and the fall when the Commission and City Council hold their annual work session the Commission and planning staff need to "get together" to discuss developing a "work plan" for the Commission.

Commissioner Fischer said he attended a transportation meeting that discussed the France Avenue corridor. The meeting touched on three key intersections and the consultants are looking at the early start of transforming France Avenue. Fischer said this corridor needs guidance and a vision. The France Avenue of the future will not look like the France Avenue of today. Fischer said it's not unrealistic to envision bikes along this corridor.

Chair Grabiell asked the Commission to refer to a Memo from Kris Aaker on a property located at 5427 Woodcrest. Grabiell said it appears the City Council had some concerns about rear yard access, fill and retaining walls.

Commissioner Staunton asked if the retaining wall in question was a permitted use. Planner Teague responded in the affirmative. Expanding on his comment Teague explained the City Council expressed concern over retaining walls, fill and access. Teague said the question is should we regulate access. Continuing, Teague explained that with regard to grading, fill, etc. that the City's engineering reviews all plans to ensure property drainage. Teague said full review is also required if a retaining wall