



To: MAYOR AND COUNCIL

Agenda Item #: VI.B.

From: Cary Teague, Community Development Director

Action

Discussion

Date: August 4, 2014

Information

Subject: PUBLIC HEARING – Final Site Plan Review, Multiple Variances and Preliminary Plat, Mesaba Capital; 7151 York Avenue, Res. No. 2014-84.

Action Requested:

Adopt Resolution No. 2014-84, approving the Site Plan Review, Variances and Preliminary Plat.

Planning Commission Recommendation: On July 9, 2014 motion to approve the site plan and variances failed on a 3-3 Vote. The Planning Commission unanimously recommended approval of the Final Plat. (See attached Planning Commission minutes.) The Commission recommended several conditions in their motion that have been added to the conditions in the attached resolution. The applicant has revised their plans to address concerns raised by the Planning Commission. (See attached.)

Staff Recommendation: Staff recommends approval of the Site Plan, Variances and Preliminary Plat per the findings and conditions outlined in the attached Resolution.

Information/Background:

(Deadline for a City Council Decision – October 1, 2014)

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

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

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

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

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

ATTACHMENTS:

- Resolution No. 2014-84
- Revised Plans date stamped July 29, 2014
- Planning Commission minutes, July 9, 2014
- Submittal from the Yorktown Continental Resident Association
- Planning Commission staff report dated July 9, 2014



RESOLUTION NO. 2014-84
RESOLUTION APPROVING A SITE PLAN WITH VARIANCES AND PRELIMINARY
PLAT TO BUILD A FOUR-STORY 100-UNIT SENIOR LIVING APARTMENT
AT 7151 YORK AVENUE

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

Section 1. BACKGROUND.

- 1.01 Mesaba Capital is requesting to build a four-story 100-unit senior assisted living building west of the existing Yorktown Continental Senior Living apartments at 7151 York Avenue. The housing would include 70 units of senior housing with services and 30 memory care units. Ten percent (10%) of the units would be for residents below 50% median income level.
- 1.02 The Planning Commission and City Council considered sketch plan reviews of the request. The applicant has taken the feedback from the sketch plan review and revised the plans to include: Locating the building on the York side of the site; pulling the building up close to the street; adding green space; providing porches/decks in the front to engage the street; and increasing sidewalks and pedestrian connections.
- 1.03 To accommodate the proposed addition, the following is requested:
1. Site Plan Review to construct the new 4-story building;
 2. Front Yard Setback Variance from 46 feet to 20 feet;
 3. Density Variance to allow 364 total units on the site from 182 units allowed under current zoning (the existing building is nonconforming with 264 units);
 4. Parking Variance from 194 exposed and 91 enclosed spaces to 162 exposed and 64 enclosed; and
 5. Variances to allow one bedroom units under 500 square feet, and two bedroom units over 850 square feet.
 6. Preliminary Plat.
- 1.04 The property is legally described as follows:
- See attached.
- 1.05 With the exception of the requested Variances, the proposed plans meet all minimum Zoning Ordinance Requirements.
- 1.06 On July 9, 2013, a motion to approve the proposed Site Plan and Variances subject to findings and conditions failed on a 3-3 Vote by the Planning Commission.
- 1.07 The applicant submitted revised plans to address concerns raised by the Planning Commission.

CITY OF EDINA

Section 2. FINDINGS

Approval is subject to the following findings:

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

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

5. The variance criteria are met.
 - a. The practical difficulty is the location of the existing building located in the middle of the site. The applicant has located the building up close to the street to create an active environment with pedestrian connections.
 - b. The building could be shifted back to meet the setback requirement. However, in doing so the green space proposed between the two buildings would be lost.
 - c. Minimum and maximum unit dwelling units was intended to promote affordable housing. The applicant is also proposing 10% of the units for affordable housing, in addition to the 263 existing affordable units on the site.
 - d. The larger two bedroom units over 850 square feet are reasonable to promote a variety of housing options within the development.
 - e. The unique circumstance is the existing location of the building on the site, which does not have any underground parking. It has been the city's general policy with previous similar requests, to not build parking stalls when they are not needed.

- f. The proposal will not alter the essential character of the neighborhood. The proposed new structure would be designed to be integrated and complement the existing 12-story building. The new 4-story building being brought up close to York Avenue would be consistent with recent development on France and York, with buildings being brought close to the street to engage it and create a more pedestrian friendly environment.
6. The proposed project would meet the following goals and policies of the Comprehensive Plan:
 - a. Building Placement and Design. Where appropriate, building facades should form a consistent street wall that helps to define the street and enhance the pedestrian environment.
 - b. Movement Patterns.
 - Provide sidewalks along primary streets and connections to adjacent neighborhoods along secondary streets or walkways.
 - A Pedestrian-Friendly Environment.
 - c. Encourage infill/redevelopment opportunities that optimize use of city infrastructure and that complement area, neighborhood, and/or corridor context and character.
 - d. Incorporate principles of sustainability and energy conservation into all aspects of design, construction, renovation and long-term operation of new and existing development.
 - e. Buildings should be placed in appropriate proximity to streets to create pedestrian scale. Buildings "step down" at boundaries with lower-density districts and upper stories "step back" from street.
 7. 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, approval of the Site Plan, Variances and Preliminary Plat at 7151 York Avenue for Mesaba Capital.

Approval is subject to the following Conditions:

Approval is subject to the following Conditions:

1. Subject to staff approval, the site must be developed and maintained in substantial conformance with the following plans, unless modified by the conditions below:

- Site plan date stamped June 13, 2014.
 - Grading plan date stamped June 13, 2014.
 - Utility plan date stamped June 13, 2014.
 - Landscaping plan date stamped June 13, 2014.
 - Building elevations date stamped June 13, 2014
 - Revised Plans date stamped July 29, 2014
 - Building materials board as presented at the Planning Commission and City Council meeting.
2. Prior the issuance of a building permit, a final landscape plan must be submitted, subject to staff approval. Additionally, a performance bond, letter-of-credit, or cash deposit must be submitted for one and one-half times the cost amount for completing the required landscaping, screening, or erosion control measures.
 3. The property owner is responsible for replacing any required landscaping that dies.
 4. Submit a copy of the Nine Mile Creek Watershed District permit. The City may require revisions to the approved plans to meet the district's requirements.
 5. Sustainable design principles must be used per the applicant narrative.
 6. Compliance with all of the conditions outlined in the city engineer memo dated June 25, 2014.
 7. The Final Lighting Plan must meet all minimum requirements per Section 36 of the Zoning Ordinance.
 8. Ten percent (10%) of the housing units shall be designated for affordable housing.
 9. Sustainable design principles must be used per the applicant narrative. Attempts must be made meet an energy savings goal of 10% over state energy code guidelines. A plan of how standards are intended to be met must be submitted prior to issuance of a building permit.
 10. Prior to issuance of a building permit the easement along York Avenue would have to be vacated, and utilities (if any) relocated.
 11. Signage shall be allowed for both the existing and proposed buildings/lots per the PSR-4 standards outlined in Section 36, Article XIII in the City Code.
 12. The applicant must enter into a proof of parking agreement with the City to ensure the necessary parking space will be provided if needed. Should parking become a significant problem, staff will require the proof of parking stalls constructed by adding addition parking stalls.

- 13. Work with city staff and Metro Transit to make improvements to the existing bus stop per the submitted narrative date stamped July 29, 2014.
- 14. All mechanical equipment must meet the city's noise standards. If necessary, noise abatement shall be installed on the equipment to meet the standards.
- 15. Landscaping shall be enhanced, in particular along the north and south lot line with over-story trees to fill in the open areas.

Adopted by the City Council of the City of Edina, Minnesota, on August 4, 2014.

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 August 4, 2014, and as recorded in the Minutes of said Regular Meeting.

WITNESS my hand and seal of said City this ____ day of _____, 2014

City Clerk

Exhibit A



MESABA CAPITAL
PARTNERS

Legal Description – Parcel 1

All that part of Lot 2 Block 3, "Yorktown", according to the recorded plat thereof, Hennepin County, Minnesota. Being Registered land as is evidenced by Certificate of Title No. 841370, lying west of a line described as follows: Beginning at a point 166.88 feet east along the north line from the northwest corner of Lot 2 to a point 135.72 feet east along the south line from the southwest corner of Lot 2 and there terminating.



A discussion ensued on the difference between Planning and Engineering requirements with regard to drainage and storm water maintenance and the fact that the drainage and grading plan was submitted immediately prior to this meeting and that the Commission had no time to review the new plans.

Commissioner Carr asked Mr. Bintner if at the end of the day has the engineering standards been met and if he was comfortable with his assessment. Mr. Bintner responded in the affirmative; reiterating the plans submitted on July 9th are acceptable him. Previous plans were not.

Public Hearing

Chair Staunton opened the public hearing.

Jim Stromberg, 3940 49th St. West informed Commissioners he lives in the neighboring house, adding he likes the proposal as submitted and would welcome this rebuild into the neighborhood. Stromberg pointed out this neighborhood is currently a neighborhood of change, reiterating he likes the plan as presented.

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

Continued Discussion

Commissioner Olsen stated as she mentioned at the last meeting she believes one driveway is adequate; not two as proposed.

Commissioner Carr stated she supports the request; adding in her opinion the standards have been met.

Motion

Commissioner Carr moved variance approval based on staff findings and subject to staff conditions with the additional condition that the applicant present to City Staff a copy of the plans submitted to Mr. Bintner on July 9, 2014. Commissioner Platteter seconded the motion. Ayes; Scherer, Olsen, Platteter, Carr, Forrest. Nays; Lee, Staunton. Motion carried. 4-2

C. Site Plan Review with Variances. Mesaba Capital Partners, 7151 York Avenue, Edina, MN

Planner Presentation

Planner Teague informed the Commission Mesaba Capital is requesting review of a proposal to build a four-story 100-unit senior assisted living building west of the existing Yorktown Continental Senior

Living apartments at 7151 York Avenue. The housing would include 70 units of senior housing with services and 30 memory care units. Ten percent (10%) of the units would be for residents below 50% median income level. Features of the building include congregate dining with three meals provided per day; private dining; a coffee shop; a lounge area on each floor; a library; a computer room; a craft room and a fitness facility. Parking is provided underneath the building. The existing surface lot for the 12-story building has been relocated to the east side of the building and the number of surface stalls for that building increased from 123 surface stall to 140. Teague reported that the Planning Commission and City Council have considered sketch plan reviews of the subject property in 2013 and 2014

Planner Teague noted to accommodate the request; the following land use applications are requested:

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

Planner Teague concluded that staff recommends that the City Council approve the Site Plan with the proposed variances at 7151 York Avenue based on the following findings:

1. The proposed new building would be separated and screened from the single-family homes to the east by the existing 12-story building.
2. There are adequate utilities to support the site.
3. The traffic and parking study done by WSB concludes that the existing roadways can support the proposed project, and there would be adequate parking provided.
4. The Comprehensive Plan allows density for senior housing to exceed 30 units per acre under the following circumstances: Proximity to hospitals, proximity to low density uses, utilities capacity, level of transit service available, and impact on adjacent roads. Other desired items to allow greater density for senior housing would include: Below grade parking, provision of park or open space, affordable housing, sustainable design principles, and provision of public art. The proposed project is located close to the Fairview Southdale Hospital; the building is separated from low density residential housing by the existing 12-story building; there is adequate utility capacity to serve the site; transit service is available on York Avenue; and a traffic study was done, and determined that the project could be supported by the existing roads. The parking for the new building would be enclosed and underground. Open space is provided between the two buildings, with sidewalk connections. The applicant is proposing 10% of the units to be for affordable housing.
5. The variance criteria are met.
 - a. The practical difficulty is the location of the existing building located in the middle of the site. The applicant has located the building up close to the street to create an active environment with pedestrian connections.

- b. The building could be shifted back to meet the setback requirement. However, in doing so the green space proposed between the two buildings would be lost.
 - c. Minimum and maximum unit dwelling units was intended to promote affordable housing. The applicant is also proposing 10% of the units for affordable housing, in addition to the 263 existing affordable units on the site.
 - d. The larger two bedroom units over 850 square feet are reasonable to promote a variety of housing options within the development.
 - e. The unique circumstance is the existing location of the building on the site, which does not have any underground parking. It has been the city's general policy with previous similar requests, to not build parking stalls when they are not needed.
 - f. The proposal will not alter the essential character of the neighborhood. The proposed new structure would be designed to be integrated and complement the existing 12-story building. The new 4-story building being brought up close to York Avenue would be consistent with recent development on France and York, with buildings being brought close to the street to engage it and create a more pedestrian friendly environment.
6. The proposed project would meet the following goals and policies of the Comprehensive Plan:
- a. Building Placement and Design. Where appropriate, building facades should form a consistent street wall that helps to define the street and enhance the pedestrian environment.
 - b. Movement Patterns.
 - Provide sidewalks along primary streets and connections to adjacent neighborhoods along secondary streets or walkways.
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 - c. Encourage infill/redevelopment opportunities that optimize use of city infrastructure and that complement area, neighborhood, and/or corridor context and character.
 - d. Incorporate principles of sustainability and energy conservation into all aspects of design, construction, renovation and long-term operation of new and existing development.
 - e. Buildings should be placed in appropriate proximity to streets to create pedestrian scale. Buildings "step down" at boundaries with lower-density districts and upper stories "step back" from street.

Approval is also subject to the following Conditions:

- 1. Subject to staff approval, the site must be developed and maintained in substantial conformance with the following plans, unless modified by the conditions below:
 - Site plan date stamped June 13, 2014.
 - Grading plan date stamped June 13, 2014.
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- 2. Prior the issuance of a building permit, a final landscape plan must be submitted, subject to staff approval. Additionally, a performance bond, letter-of-credit, or cash deposit must be submitted for

- one and one-half times the cost amount for completing the required landscaping, screening, or erosion control measures.
3. The property owner is responsible for replacing any required landscaping that dies.
 4. Submit a copy of the Nine Mile Creek Watershed District permit. The City may require revisions to the approved plans to meet the district's requirements.
 5. Sustainable design principles must be used per the applicant narrative.
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 10. Prior to issuance of a building permit the easement along York Avenue would have to be vacated, and utilities (if any) relocated.
 11. Signage shall be allowed for both the existing and proposed buildings/lots per the PSR-4 standards outlined in Section 36, Article XIII in the City Code.

Teague further recommended that the City Council approve the Preliminary Plat to create a new two lot subdivision at 7151 York Avenue for the proposed project subject to the following findings:

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

Approval is also subject to the following conditions:

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

Appearing for the Applicant

Della Koplin, Mesaba Capital

Discussion

Chair Staunton asked Planner Teague what the affordable unit count is for this project. Planner Teague responded that the affordable element is proposed at 10 units out of 100 units. Staunton further asked Teague if the subject site is conforming. Planner Teague responded the site as it exists today is non-conforming.

Commissioner Carr noted the front yard setback variance request illustrated on the plans and inquired if the City has established a formula in the greater Southdale area to "achieve" a uniform front yard setback. Continuing, Carr stated in her opinion it appears there is a hodgepodge of front yard setbacks

in the area, with some recently approved. Planner Teague responded that Commissioner Carr is correct; there isn't an established front yard setback formula for the greater Southdale area. Carr said she would like to see the City draft a uniform plan/policy/guide on front yard setback and the buildings relationship to the street. Carr pointed out the City is working toward creating a living streets policy, adding it would be important to establish standards for sidewalks, boulevards (trees in-off), landscaping, etc.

Commissioner Scherer referred to the mechanicals for the building, adding attention to the noise emitting from the chiller needs to be considered. Scherer explained in the past the City had chillers relocated because they violated noise standards. She suggested that the applicant "test" the chiller noise to ensure it's properly located. Continuing, Scherer said she also agrees with the comments from Commissioner Carr and her suggestion that the City consider establishing consistent front yard setbacks and boulevard treatment for the Southdale area.

Commissioner Olsen asked Planner Teague how the affordable housing element is enforced. Planner Teague responded the property owner must provide written confirmation.

Applicant Presentation

Ms. Koplin addressed the Commission introducing members of the development team; Eliana Carter, rsp, David Die, Yorktown Continental.

Ms. Carter delivered a power point presentation highlighting aspects of the project. She said it was very important that the new building provides community and a sense of dignity as people age. The intent of the new building is to become a "sister" building to the existing Yorktown Continental, which is currently undergoing major renovations. The "sister" buildings are of a different scale; however, they have focused on integrating the two buildings by using similar organizing elements with the exterior expression. Continuing, Carter said the connection between buildings through the common courtyard is very important for the project. She added a protected drop-off area is proposed for the new building and they are considering a heated walkway between structures. Carter further reported that all deliveries would be accommodated inside the building. Ms. Carter concluded that the first floor is proposed as an activity zone for both buildings and the 4th floor would contain the memory care units.

Commissioner Forrest reiterated the need to "test" the noise emitting from the chiller before placing it in the designated area to ensure it doesn't violate limits. Forrest further stated she's bothered by the size of the building wall along York Avenue; adding it looms, suggesting that the applicant introduce podium height to soften the impact.

Commissioner Platteter commented in his opinion the proposed building is set too close to York Avenue. Platteter further stated he would like the building façade to appear more welcoming questioning if there is a door onto York Avenue. Continuing, Platteter said more articulation could also be added to the south façade to break up the mass. Platteter said he would echo Commissioner Forrest's comment concerning chiller noise. Concluding, Platteter further questioned the right turn radius into the ramp, adding to him the radius appeared rather tight.

Ms. Koplin told the Commission the siting of the building closer to York Avenue was at the request of the Commission. In response to the question about a front door Ms. Koplin indicated there isn't a front door because of safety concerns.

Commissioner Forrest pointed out without a door on York Avenue a resident of the building would have a long walk to the bus stop.

Public Hearing

Chair Staunton opened the public hearing.

The following residents spoke to the issues:

Bernice Brown, 7151 York Avenue

Daniel Spear, 7151 York Avenue

Sara Amaden, 7151 York Avenue

Chair Staunton asked if anyone else would like to speak to the issue; being none, Commissioner Carr moved to close the public hearing. Commissioner Platteter seconded the motion. Motion carried.

Discussion

In response to comments made regarding the entrance to the building Ms. Carter informed the Commission that the current redesign and remodeling of the existing building also includes relocating the current entrance to the other side of the building.

Chair Staunton referred to the buildings as being "sister" buildings and asked if tenants in the existing building at 7151 York Avenue can easily move across to the new building. Ms. Koplin explained that movement can occur; however, there are two different property owners and requirements with much depending on the individual's financial status. Koplin reiterated all units in the new building are available to residents of the existing building; however, if they require an "affordable" unit there could be a wait because the new building has 10 affordable units. Koplin further noted that the majority of the units in the 7151 building are "affordable" units.

Commissioner Forrest asked the applicant to reconsider internal traffic flow, adding she has some concerns including the turn radius previously mentioned by Commissioner Platteter. Ms. Koplin responded they would review the turn radius into the ramp as suggested.

Chair Staunton noted that the applicant is also requesting a preliminary plat and asked Planner Teague how the City measures density on a site like this. Planner Teague responded that the site(s) is considered one tract; even if there would be two lots.

The discussion ensued with Commissioners summarizing the following:

- The Commission acknowledged they suggested that the building be moved closer to York Avenue at Sketch Plan review however, were disappointed in the result for the following reasons: a) no door onto York Avenue; b) more detail and articulation is needed on the York Avenue elevation, consider using podium height as depicted in the Comprehensive Plan (the building appears to “loom” over York Avenue); c) more detail is needed on the porch facing York Avenue, d) add interest to the south sidewalk , e) provide more landscaping.
- Reconsider the interior circulation and turning movements of vehicles;
- Revisit the ramp access, especially the turning radius;
- With regard to deliveries consider establishing time frames for deliveries that don't coincide with resident movements;
- Continue to work with the MTC on the bus stop; there needs to be connectivity from the new building to the public bus stop;
- Keep the goals of the Comprehensive Plan in mind when considering redevelopment (podium height)
- Reconsider the impact of the proposed building on the existing building.
- Take another look at the chiller and its proposed location to ensure the noise from the chiller doesn't violate noise standards and negatively impact the residents of 7151.

A discussion ensued between Commissioners on the need to provide more consistent directions to applicants at Sketch Plan review. The Commission acknowledged they suggested moving the building closer to the street; however didn't achieve their goal. Commissioners indicated at this time they believe there hasn't been enough study on establishing a consistent front street setback in the greater Southdale area and what that setback should look like. It was further noted that bringing buildings closer to the street is only part of the equation. Continuing, Commissioners stated if the City desires a more urban landscape there should be guidelines that create an active street front that engages the street; not just a building moved closer to the street. Planner Teague responded the Commissions goal in suggesting that an applicant(s) locate buildings closer to the street was the result of their desire to eliminate viewing a “sea” of parking lots in front of buildings (which was the way the City was previously developed). Concluding, Teague said if the City were to establish a specific front yard setback number in the greater Southdale area the City could lose negotiating tools.

Chair Staunton commented it appears that the City is experiencing an increase in requests for multifamily buildings in the greater Southdale area. Staunton said he is becoming a bit nervous about density adding this may be the time to initiate further study on this issue, adding he is speaking about long range discussions. Concluding, Staunton said he can support the request for increased density at this site; however, is concerned with the density increases happening throughout the area.

Ms. Koplin stated she wants to resolve any issues and deliver a great product.

Motion

Commissioner Platteter moved to recommend site plan approval with variances based on staff findings, subject to staff conditions with the following recommendations:

- Noise study be done for the rooftop mechanical equipment to ensure code compliance
- Review turning radius to ramp
- Reconsider a front entry facing York
- Continue working with MTC on the bus stop
- Increase landscaping
- Add articulation to the south building wall
- Develop a Proof of Parking Agreement
- Submittal of a plan of how the sustainable goals will be met

Commissioner Olsen seconded the motion,

Commissioner Scherer stated she can't support the request as submitted because the building is too close to the street. Commissioner Carr also indicated she cannot support the request as presented.

Ayes; Olsen, Platteter Staunton. Nays, Scherer, Lee. Motion failed 3-3.

Motion

Commissioner Platteter moved to recommend Preliminary Plat approval based on staff findings and subject to staff conditions. Commissioner Olsen seconded the motion. All voted aye; motion carried.



MESABA CAPITAL
PARTNERS

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

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

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

Why Approve This Project?

Land Use & Density

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

York Avenue

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

Transportation/Transit

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

PLANNING DEPARTMENT
JUL 29 2014
CITY OF EDINA
Free

Affordable Housing

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

Sustainability

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

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

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

Overall Project Goals:

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

The proposed building is four stories in height with underground parking. The 100-unit facility is being programmed and designed to accommodate a continuum of aging, including Independent Living, Assisted Living and Memory Care Units. The total square footage of the project is proposed to be 121,300 NSF. The parking for the parcel is planned for 64 stalls enclosed below the Senior Living Building, 17 visitor and 10 employee surface parking. The facility will provide at least ten percent of the total units as affordable housing; individuals below the 50% median income level will have reduced monthly rents.

Senior Living with Services (70 units)

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

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

Memory Care (30 units)

The private memory care apartments at Continental Gardens will be secure and specially designed for those with mild to moderate memory loss from Alzheimer's and other forms of dementia. The area is designed to bring comfort, peace and familiarity to the residents while providing exceptional care.

Proposed Building Features:

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

Site Planning

The new Senior Living Building has been oriented primarily north and south on the site to activate the York Avenue streetscape.

- The building is positioned a minimum of 28'-0" from York Avenue.
- The building is setback 20'-0" from the west property line.
- This building position creates and maximizes two distinct and unique green spaces;
 - Front streetscape of 30'-0"+ and an interior courtyard of 90'-0" shared between the two buildings.
 - Increase southern and western sunlight into the courtyard, while shielding the outdoor areas from prevailing northwesterly winds with two layers of evergreen trees.

York Avenue Boulevard and Streetscape:

- Create an urban style setting.
- First floor resident stoops provide and articulate the masonry base, interspersed with two seating areas with benches and bollard lighting connecting pedestrians to the site.
- York Avenue Front Porch, connected to the interior common spaces, creates an active space for residents and neighbors to meet and socialize
 - Landscaping and Garden
 - Two rows of over story shade trees promote the classic boulevard

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4-30-2011
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feel; 8'-0" boulevard west of sidewalk is new trees, east of sidewalk existing to remain.

- Formal foundation plantings accent the building with a similar amount of plant material proposed for each resident apartment.
- Small fon-du-lac retaining wall levels out the sidewalk to create the connection from porch to York Avenue sidewalk, eliminating need for ramp. The retaining wall will use the familiar stone material found through Edina.
- An ornamental garden entrance opens to the sidewalk, connecting the Senior Housing front porch and garden. The gate opens into an informal perennial garden with masses of native color and texture.

Interior Courtyard

- The courtyard will provide privacy for the residents, a break from the frantic pace of everyday life, and a protected space for activities to be held.
- The courtyard will be a shared amenity for both residents of the Senior Housing building and Yorktown Continental.
- A climate controlled walkway, has been designed to residents to move between the buildings in inclement weather.
- Landscaping
 - Perennial flowers and grasses highlight the drop-off entrance area with a stone maintenance edge.
 - Two rows of large evergreen trees will provide a screen to the loading dock while protecting the courtyard from the north/northwest winds.
 - A large, flexible green space highlights the courtyard and is bordered by an informal planting bed of shrubs, perennials and white birch trees.
 - Fire-pit
 - Raised resident garden areas.

Infiltration Area

- A sod strip borders the parking area to keep a clean, manicured look.
- Infiltration areas will be seeded with native grass mixtures.
- Around the basins, area will be seeded with native grass mixtures and will be enhanced with wildflowers to add season color and interest.
- East Side of the basins will be planted with evergreen trees to screen the parking areas from residential area.
- Existing raised garden will be relocated to the south side of the basins.

Bus Stop Location and Concepts:

Mesaba Capital Development has been in conversation with Metro Transit, Hennepin County and Tom Nolan, Transportation Planner for the City of Edina regarding the best solution for Mass Transit to support 7151 York Avenue.

- The site is currently supported with two transit stops:

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- York Avenue South & Hazelton Road (north of site) with a bench and transit sign.
- 7245 York Avenue South (south of site) with a shelter and transit sign.
- There will not be a new bus stop located at 7151 York Avenue South, due to operational distances between stops and current bus routes.
- Bus stop improvements under discussion:
 - York Avenue South & Hazelton Road to received a new heated shelter. Size 4'-0" x 12'-0"
 - 7245 York Avenue South to received new heating in the existing shelter.
 - Working through an review and approval process:
 - Joe Edwards, Metro Transit ([#612-349-7676](tel:612-349-7676))
 - Brad Smith, Metro Transit Supervisor, Operations ([#612-418-1133](tel:612-418-1133))
 - Eric Draeger, Hennepen County Real Estate, ([#612-596-0300](tel:612-596-0300))

Building Exterior Design

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

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

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

Communal areas of the building have been developed with an emphasis on transparency and connectivity between indoor and outdoor activity areas. The “front porch” along York

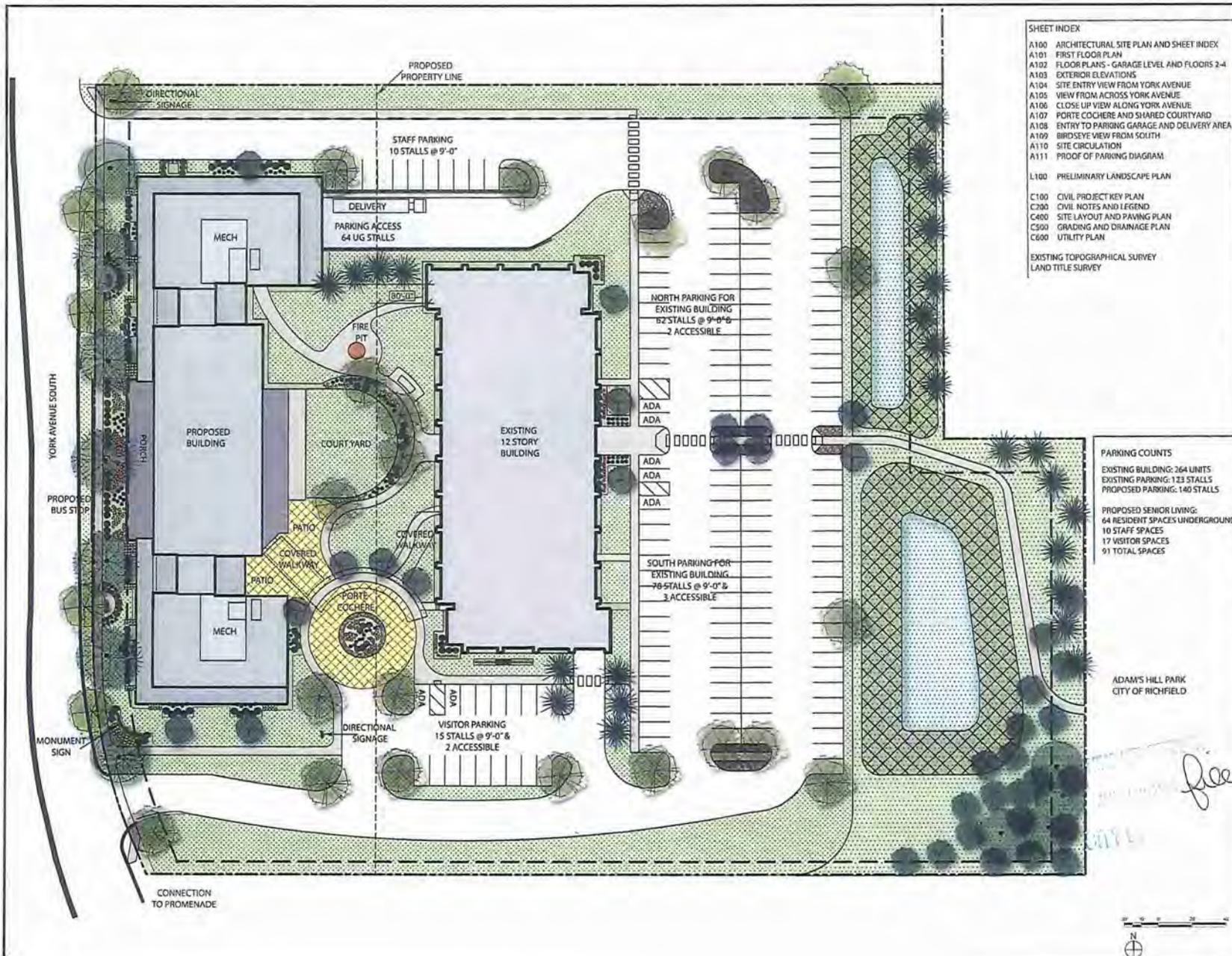
Avenue provides an elevated patio adjacent to the public functions inside and from which residents can observe the activity along the street. On the courtyard (east) side, the health and wellness functions have been located to take advantage of the adjacent outdoor landscape. The entire courtyard area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

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

Mechanical Design & Systems:

- Private resident apartments will be heated and cooled with a combination of electric & gas single package vertical units. (Magic-Pak)
- Facility Common Areas will be heated and cooled via gas fired furnaces with Air Conditioning Condensers located in the parking garage.
- Commercial Kitchen will require a make-up air unit and exhaust fans located on the 4th floor level roof, concealed by the building on three sides.

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- SHEET INDEX**
- A100 ARCHITECTURAL SITE PLAN AND SHEET INDEX
 - A101 FIRST FLOOR PLAN
 - A102 FLOOR PLANS - GARAGE LEVEL AND FLOORS 2-4
 - A103 EXTERIOR ELEVATIONS
 - A104 SITE ENTRY VIEW FROM YORK AVENUE
 - A105 VIEW FROM ACROSS YORK AVENUE
 - A106 CLOSE UP VIEW ALONG YORK AVENUE
 - A107 PORTE COCHERE AND SHARED COURTYARD
 - A108 ENTRY TO PARKING GARAGE AND DELIVERY AREA
 - A109 BIRDSEYE VIEW FROM SOUTH
 - A110 SITE CIRCULATION
 - A111 PROOF OF PARKING DIAGRAM
- L100 PRELIMINARY LANDSCAPE PLAN
- C100 CIVIL PROJECT KEY PLAN
 C200 CIVIL NOTES AND LEGEND
 C400 SITE LAYOUT AND PAVING PLAN
 C500 GRADING AND DRAINAGE PLAN
 C600 UTILITY PLAN
- EXISTING TOPOGRAPHICAL SURVEY
 LAND TITLE SURVEY

PARKING COUNTS

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

PROPOSED SENIOR LIVING:
 64 RESIDENT SPACES UNDERGROUND
 10 STAFF SPACES
 17 VISITOR SPACES
 91 TOTAL SPACES

ADAM'S HILL PARK
 CITY OF RICHFIELD



RSP Architects
 435 Madison Street NE
 Minneapolis, Minnesota 55415, USA
 612.677.7828
 www.rsparch.com

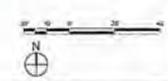
Client: _____
 Project Name: _____
 Date: _____
 Scale: _____
 Drawing No: _____

**Continental
 Gardens**
 Mesaba Capital
 Development

**FINAL DEVELOPMENT
 APPLICATION**

Project No: 2647.001.00
 Date: 5/11/14
 Drawn By: LM
 Date: 07/29/14

No.	Date	Description





RSP Architects
 1225 Marshall Street SE
 Minneapolis, Minnesota 55414
 612.337.7100
 www.rsparch.com



Close Up View along York Avenue

Continental Gardens
 Mesaba Capital Development

Final Development Application

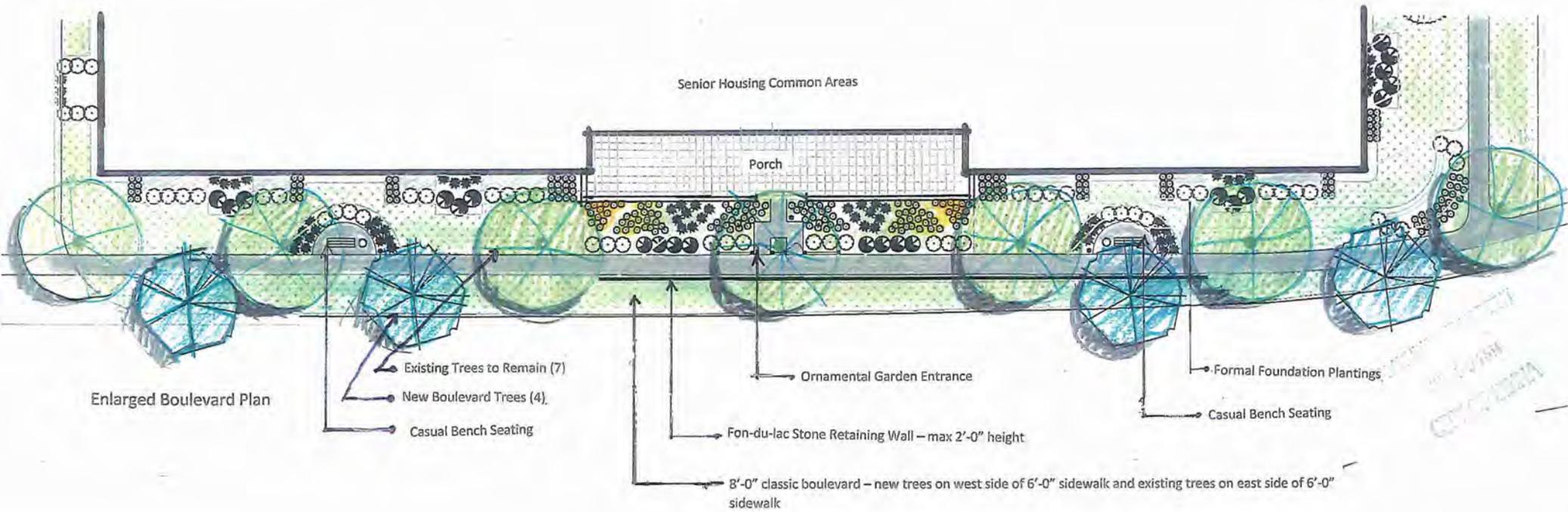
Project No: 2017-001-001
 Project Area: 46.54
 District: 136
 Date: 02/24/18

No.	Date	Description

CLOSE UP VIEW
 ALONG YORK
 AVENUE

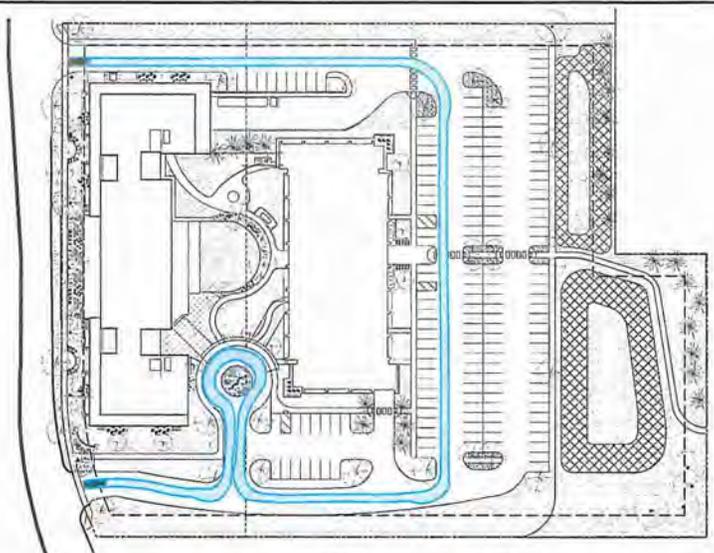


Garden & Porch Entrance Elevation



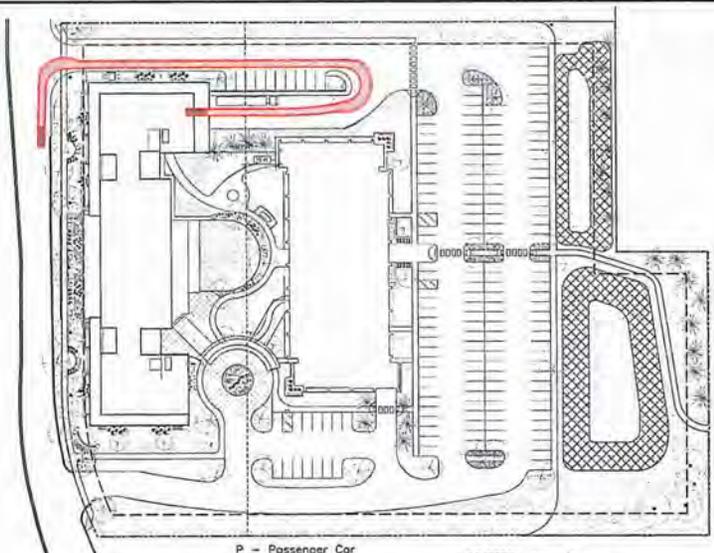
Enlarged Boulevard Plan

- Existing Trees to Remain (7)
- New Boulevard Trees (4)
- Casual Bench Seating
- Ornamental Garden Entrance
- Fon-du-lac Stone Retaining Wall - max 2'-0" height
- 8'-0" classic boulevard - new trees on west side of 6'-0" sidewalk and existing trees on east side of 6'-0" sidewalk
- Formal Foundation Plantings
- Casual Bench Seating



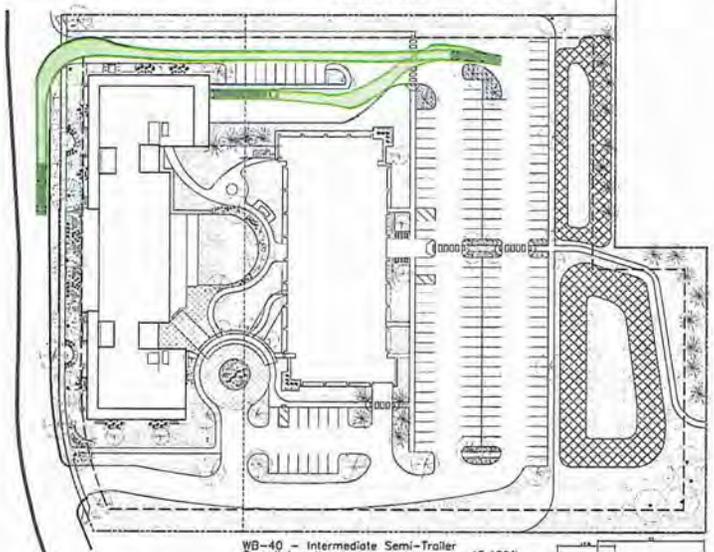
LARGE PASSENGER VAN

Width : 7.00
 Track : 6.00
 Lock to Lock Time : 6.00
 Steering Angle : 37.60



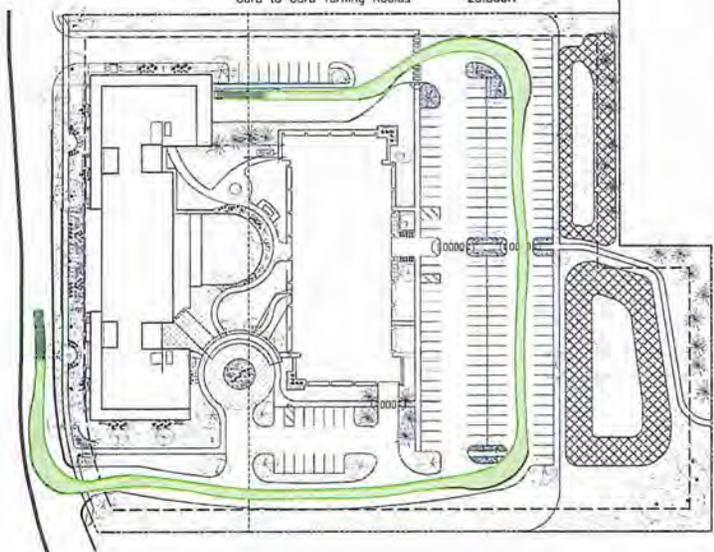
PASSENGER CAR

P - Passenger Car
 Overall Length : 19.000ft
 Overall Width : 7.000ft
 Overall Body Height : 4.500ft
 Min Body Ground Clearance : 1.11ft
 Track Width : 6.000ft
 Lock-to-lock Time : 4.00s
 Curb to Curb Turning Radius : 23.800ft



WB-40 TRUCK IN

WB-40 - Intermediate Semi-Trailer
 Overall Length : 45.499ft
 Overall Width : 8.000ft
 Overall Body Height : 14.500ft
 Min Body Ground Clearance : 1.334ft
 Track Width : 6.000ft
 Lock-to-lock Time : 4.00s
 Curb to Curb Turning Radius : 39.900ft



WB-40 TRUCK OUT

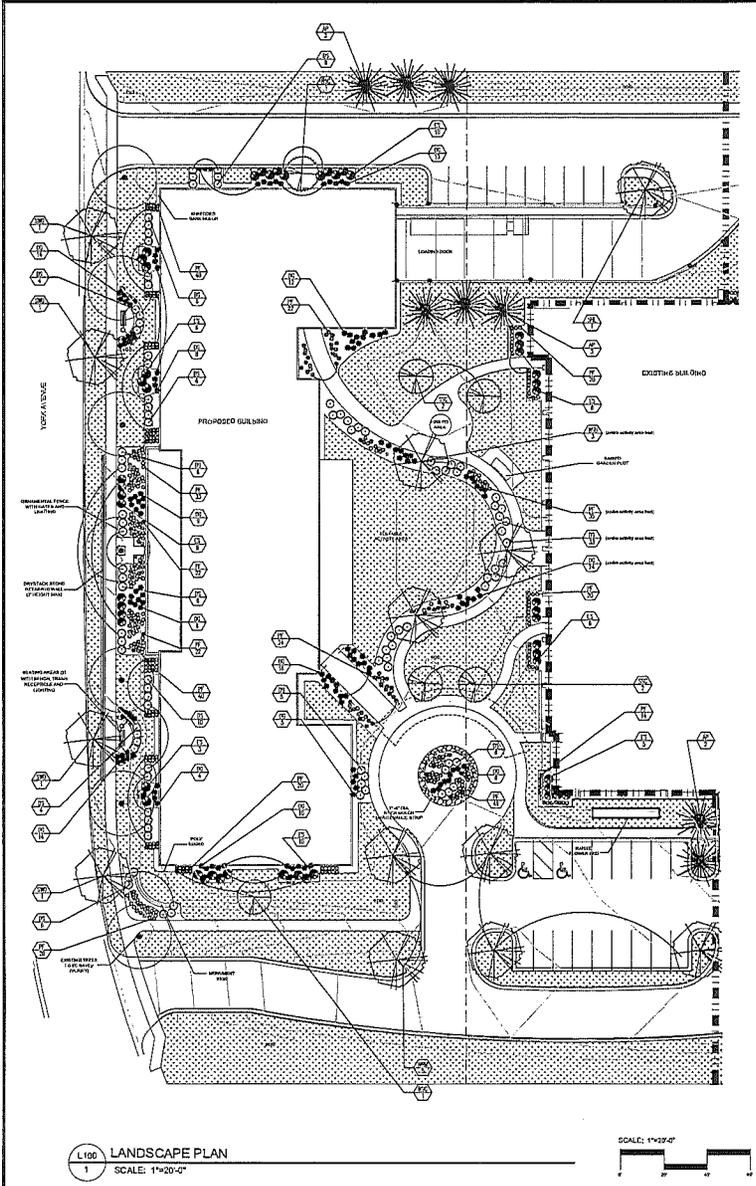


Continental
 Gardens
 Mesaba Capital
 Development

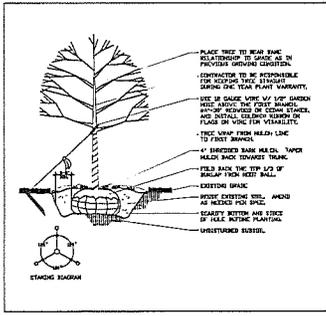
Project: 2647.001.00
 Date: 5/11/14
 Date: 07/29/14

SITE CIRCULATION

A110



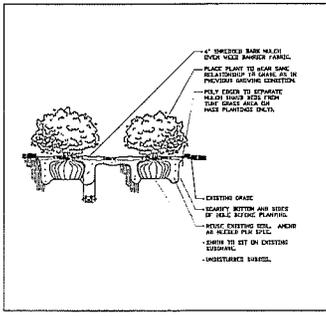
L100 2 DECIDUOUS TREE PLANTING DETAIL
NO SCALE



L100 3 CONIFEROUS TREE PLANTING DETAIL
NO SCALE



L100 4 SHRUB PLANTING DETAIL
NO SCALE



PLANTING SCHEDULE:

TREES					
Qty	Common Name	Botanical Name	Spec	Drawn	Code
01	White Birch	Betula papyrifera	4.0" Cal	08	08
02	Common Maple	Acer glabrum	4.0" Cal	08	08
03	Red Maple	Acer rubrum	4.0" Cal	08	08
04	Black Maple	Acer nigrum	4.0" Cal	08	08
05	White Pine	Pinus strobus	4.0" Cal	08	08
06	Red Pine	Pinus resinosa	4.0" Cal	08	08
07	White Spruce	Picea canadensis	4.0" Cal	08	08
08	Blue Spruce	Picea canadensis	4.0" Cal	08	08

SHRUBS					
Qty	Common Name	Botanical Name	Spec	Drawn	Code
01	Common Juniper	Juniperus communis	4" H	08	08
02	Common Yew	Taxus canadensis	4" H	08	08
03	Common Holly	Ilex opaca	4" H	08	08
04	Common Dogwood	Cornus florida	4" H	08	08
05	Common Spirea	Spiraea alba	4" H	08	08
06	Common Forsythia	Forsythia intermedia	4" H	08	08
07	Common Lilac	Syringa vulgaris	4" H	08	08
08	Common Hydrangea	Hydrangea macrophylla	4" H	08	08
09	Common Rose	Rosa rugosa	4" H	08	08
10	Common Clematis	Clematis vitalba	4" H	08	08

ORNAMENTAL GRASSES					
Qty	Common Name	Botanical Name	Spec	Drawn	Code
01	Common Bluegrass	Poa annua	4" H	08	08
02	Common Fescue	Festuca ovina	4" H	08	08
03	Common Ryegrass	Lolium perenne	4" H	08	08
04	Common St. Augustine	Stenotaphrum secundatum	4" H	08	08
05	Common Zoysia	Zoysia tenuifolia	4" H	08	08

PERENNIAL FLOWERS					
Qty	Common Name	Botanical Name	Spec	Drawn	Code
01	Common Petunia	Petunia x hybrida	4" H	08	08
02	Common Impatiens	Impatiens walleriana	4" H	08	08
03	Common Marigold	Tagetes x hybrida	4" H	08	08
04	Common Aster	Aster x hybrida	4" H	08	08
05	Common Dianthus	Dianthus x hybrida	4" H	08	08
06	Common Geranium	Geranium x hybrida	4" H	08	08
07	Common Phlox	Phlox x hybrida	4" H	08	08
08	Common Salvia	Salvia x hybrida	4" H	08	08
09	Common Rudbeckia	Rudbeckia x hybrida	4" H	08	08
10	Common Coreopsis	Coreopsis x hybrida	4" H	08	08

LANDSCAPE NOTES:

- Landscape Contractor shall visit the site prior to submitting bid to become familiar with site conditions.
- It is the responsibility of the contractor to identify all underground cables, conduits, wires, etc. on the property.
- No planting to be installed until all grading and construction has been completed to intermediate stage.
- If there is a discrepancy between the number of plants shown on the plan and the number of plants shown in the schedule, the number of plants shown on the plan will take precedence.
- All plants shall be of specimen quality. Plants shall have normal, well-developed branch systems, a vigorous fibrous root system; they shall be sound, healthy, vigorous plants free from insects, mold, diseases, nematode infestation, windburn, or other damage. All plants shall be nursery grown.
- Plants of all heights to property show planting operations at no cost to owner.
- The Landscape contractor shall provide all no charges, any type, arrangement, or specifications which take into account the first calendar year from the time of final acceptance by the owner. All plants shall be wind and frost resistant (growing conditions at the end of the guarantee period).
- Tree and shrub plantings in landscape areas shall be installed under all trees and shrubs that are located in general landscape areas and other planting beds.
- A 1/2" layer of 3/4" dia. three rock medium size limestone wood mulch shall be installed in landscape areas around all trees and shrubs as shown on plan.
- Tree planting in all areas shall be optional. The landscape contractor shall be responsible for maintaining trees in a straight upright condition for a period of twelve months following installation.
- All work of all perennials plantings shall be finished with a 2" layer of shredded hardwood mulch with an weed barrier fabric.
- Edger material between beds and turf to be commercial grade poly edge with metal stakes.
- Award existing landscape planting plan to use as a backfill material for planting.
- Wiring material shall be free quality, heavy, waterproof copper pipe manufactured for this purpose. Trees shall be wrapped prior to 1/2" and removed after 1/2".
- All plant locations, species, quantities and sizes subject to availability, notes and availability.
- All plants shall be shown as set to be used per owners specifications by landscape contractor.

TREE REQUIREMENT CALCULATIONS:

Required:

Trees Required (see schedule 12/29/20 at = 31 tree total)

- (1) 2.0" caliper tree (D1" - 8" = 7 required)
- (2) 2.5" caliper tree (D1" - 25" = 8 required)
- (3) 3.0" caliper tree (D1" - 25" = 8 required)
- (4) 4.0" caliper tree (D1" - 25" = 7 required)
- (5) 5.0" caliper tree (D1" - 29" = 7 required)

Total Trees Required = 32

Existing Tree Credit:

(7) Existing landscape trees to be credited (credit for required 3.0" caliper trees)

Total New Trees Required = 25
Total New Trees Proposed = 27

ARTEKA Companies

1350
Architects 516-617-7100
NE 912-977-7459
Minneapolis, MN 55413-1936
www.artekacorp.com

Consultants

Continental
Gardens
Reseda
Capital
Development

Signature: Thomas J. Trynka
Registration Number: 44621
Date: 5/26/14

Project For: Continental Gardens Reseda Capital Development

Continental Gardens Reseda Capital Development

Project No: _____
Revision: _____
Checked by: JT
Date: 05/28/14

REVISION: The design shown and associated items are preliminary and subject to change. Approval of the design shall be given by the client. The design is not to be used for construction without the approval of the design professional. It is the responsibility of the client to provide all necessary information and data for the design. The design professional is not responsible for any errors or omissions in the design. The design professional is not responsible for any construction or other work not shown on the design. The design professional is not responsible for any construction or other work not shown on the design.

No.	Date	Description
1	05/28/14	Preparation of
2	07/29/14	

Preliminary Landscape Plan

L100

To: EDINA CITY COUNCIL MEMBERS
Re: TEXT FOR CITY COUNCIL MEETING

August 4, 2014

YORKTOWN CONTINENTAL RESIDENT ASSOCIATION
OF YORKTOWN CONTINENTAL APARTMENTS

7151 York Avenue South

Edina, Minnesota 55435

July 30, 2014

RESPONSE TO PLANNING COMMISSION STAFF REPORT

Dated - 7/9/14

Information/Background

Project Description

- Continental Gardens – Does not deliver affordable housing. 10%, or 10 units for residents at 50 % below median income: Median income of Minnesota household per year, 2008 to 2012 = \$59,162. (Census Bureau) Federal Poverty Guideline, \$11,670 per year. (Minnesota Department of Health)
- Truck deliveries, early morning and day-long for high maintenance residents of Continental Gardens will all be delivered underneath windows of Yorktown Continental Residents on North side of existing building, disturbing sleep, rest, peaceful and pleasant living conditions that they enjoy now.
 - With prevailing Northwest winds, fumes and odors will blow into windows of Yorktown Continental residents over parking ramp for Continental Gardens.
- Garbage and recyclable trucks will not go down ramp unless heated; cannot enter building unless there is a 13'6" height door.
- Parking lot for existing building is not 123 surface stalls but 157- resulting in a decrease of 17 stalls, from 140 in current plan. Count of cars on existing lot averages **148**.

REGARDING PLANNING COMMISSION AND CITY COUNCIL REVIEWS FROM 2013 - 2014

VII. REPORTS AND RECOMMENDATIONS – A34-A41, April 24, 2013

- A. Sketch Plan Review-Continental Gardens Assisted living, 7151 York Ave. S.

Planner Presentation

- Addition was 76 moderately priced units on larger open space on East side with sky way attaching buildings. Current addition on West side is larger building in much smaller space.
- Continental Gardens units are at market price and density now is increased to **64 units per acre** on entire property.

Applicant Presentation

- As of the date of this text, it is unknown whether Yorktown Properties has secured final HUD financing or approval for its rehab. Documentation supplied to support long delays and conflicting communication about financing this much needed rehabilitation.
- There are no interior connections between buildings to facilitate shared activities as of the July 9 meeting. Direct path between buildings is screened off by shrubs and trees.
- Placing the new building on the west side will have negative impact on existing building.

Discussion

- Most if not all current Yorktown Continental residents will not be able to afford to move to market rate building.
- Current building will need heated canopies and walks between buildings to prevent ice build-up and dangerous walking conditions for elderly residents. Parking ramp will have to be heated. This will **Not** lead to energy savings.
- Current plan does nothing to improve walkability but actually **inhibits** residents from both buildings gaining direct access to the street. Without door on York Ave. and parking ramp on the North, residents would have to walk further around building to get to street, store or bus.
 - Placing the new building on the York side would place 30 memory care residents close to a busy street. With door on York Ave., extra staff would have to watch residents constantly
- Current plan seems to have done very little study on existing Yorktown Continental building.
- Berm in front of existing building with established trees serves as buffer and lessens the scale of building now.
- CVS as a store close to the street does not have resident balconies overlooking a dusty noisy street.
 - The streetscape along the current York Ave. corridor is pleasant now with tree lined sidewalks and setbacks allowing separation from a busy suburban street and people's homes.

Response to Minutes/Edina City Council/May 7, 2013

- Independent elderly and assisted living requires large demand for services, home health care workers, taxis, food service, etc.
 - EMT has visited Yorktown Continental 200 times in the past year from July, 2013 – 2014; there are always 1 or 2 police cars in attendance with each incident.

Proponent Presentation

- Do they have County Elderly Waiver Units for tenants of Continental Gardens?

There is no current connection between buildings.

- Yorktown Continental is not connected to street and requires residents to walk farther to get to street.

Response to Minutes/Edina City Council/May, 2014

- Density
 - Current development is already over code and in a high density area.

Development	Address	Units	Unit's - Per Acre
Yorktown Continental	7151 York	264	45
The Durham	7201 York	264	46
York Plaza Condos	7200-20 York	260	34
Walker Elder Suites	7400 York	72	40
7500 York Cooperative	7500 York	416	36
Edinborough Condos	76xx York	392	36
South Haven	3400 Parklawn	100	42
69th & York Apartments	3121 69th Street	114	30
6500 France, Senior Housing	6500 France	188	80
Lennar/Wickes Site	6725 York	240	52

- Porte-cochere at end of building requires fragile elderly and disabled residents to walk farther to carry groceries, leaving and entering on winding paths in winter and heat of summer. Pedestrian connections around the perimeter of the site also require residents from both buildings to walk farther to get to the street. Elderly Yorktown residents already have trouble going the distance to Target and back.
 - Porte-cochere is not covered in plans.
- Current plan is eliminating most of green space now available and enjoyed by residents.
- There is no direct connection between the two buildings, and after the landscaping our current front door would be screened off by shrubs and trees, creating an enclosed environment without a view.
 - Sidewalk connection between buildings exits existing building through nonexistent door in office. Again, Mesaba Capital seems to have done very little study on existing Yorktown Continental building.
- If parking variance is allowed it would leave Yorktown Continental with 137 surface stalls and 4 less handicap spaces which are all in use. Parking in current plan of 157 spaces is already inadequate for current residents.
 - Existing parking for Yorktown Continental is close to building on all sides. New plan would have residents (70 with walkers) traveling farther to get to cars. With the snow removal we saw last year and the number of resident falls, this does not portend well.
- The existing building now has 8 enclosed parking spaces which are sorely envied. Covered parking would be practical for senior residents.
 - Would underground parking at Continental Gardens be available to residents of Yorktown Continental? How much would the spaces cost?
- The site plan33 proposed as the sketch plan is not viable as proof of parking. Need to show parking plan in scale on site plan A100 with 223 surface stalls.
- Loading and trash zones are not shown on plans or room given for it. Is it screened from residents in existing Yorktown Continental building?
- Will Mechanical equipment on new building be screened from residents in existing building for noise control?

- How long will residents of Yorktown Continental be without power in heat of summer? Will they have to be without gas or water while the utility Easement is moved?

Response to Variances addressed at July 9th Edina Planning Commission

Building Setback

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

New building would create practical difficulties in existing building. Creating access to only one door would cause congestion; no loading, unloading zone, Garbage trucks, EMT, etc. Yorktown Continental houses nearly 300 elderly and disabled residents who need a lot of assistance.

New building would remove berm with close to 30 mature trees that bloom in spring screening residents from dust and noise from busy street.

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

The location of the existing building is not unique, the buildings to the North and South are also located in the middle of the property.

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

The new building would be the only one along this corridor of York Ave. that would be brought up to the street. The existing buildings are set back with mature trees lining the street, creating a safe and enjoyable pedestrian experience.

MAJOR CONCERNS OF YORKTOWN CONTINENTAL RESIDENTS

- Congestion with only one door: Garbage, EMT, Delivery trucks all sharing one door could have serious consequences.
- If Yorktown Continental is not funded for remodeling our new front door will be over whelmed with every service required to maintain a 300 resident independent senior living facility.
- Mature trees, flower beds and gardens will be sacrificed to parking lot.
- A single larger parking lot located further from the current building would be hazardous and present mobility issues.
 - Fewer parking stalls and 4 less handicapped spaces as well as elimination of garages would necessitate our finding parking elsewhere. Home health care workers have to park in office lot next door now.

Will our building be remodeled?

- We have been told this ever since Premier took over management of Yorktown Continental in 2012. (See Attachments)

Status of Current Vehicle Congestion 7151 York Ave S. at vehicle entrances front and back

Daily or M-F

Cabs 4 per day M- Sun. av. 5 minutes

Metro Mobility 6 per day M-F av. 10 minutes

VEAP 2 per day M- F av. 5 min

Fed Ex 1 per day M-F 15 minutes

Walgreens M-F av. 15 minutes

CVS M-F av. 15 minutes

Resident Visitors / pickups for appts. av. 3 day M-S(including Holidays) (front and back) av. 10 minutes

Home Health Aides/cleaning aides av. 3 day (M-Sun) av. 60 min

Social workers av. 2 per day M-F av. 60 min

Physical Therapy - av. 2 per day M-F av. 60 min

Postman (M-Sat) av. 30 min. to one hour

VOA lunches, (delivery truck, plus 1-2 volunteers per day) av. 30 min. for truck, 2 hours for volunteers

Waste Management – 6 dumpsters/ pick up once a week 10 to 15 minutes.

Garbage pickup – three times a week, 10 minutes

Mom's meals (M-F) av. 30 min.

Meals on Wheels-(M-F) av. 30 min

Lancers Foods M-F, av. 15 min.

January 20, 2012

Dear Yorktown Resident:

At yesterday's Board Meeting, Residents and Board Members were presented with a plan to refurbish the Yorktown building. The building is coming up on its 40th birthday and will require extensive refurbishment to maintain its excellent reputation as we move into the future. While no decisions have yet been reached by the Board, we are requesting that each resident assist in this process by noting their comments, concerns and ideas for Yorktown's refurbishment on the enclosed questionnaire. We are working with Ms. Terri Cermak of Cermak and Rhoades Architects, to design and plan the necessary improvements to the building. Ms. Cermak has extensive experience in the rehabilitation and refurbishment of affordable senior housing and comes highly recommended.

Many of the planned renovations will serve all residents here at Yorktown. Items such as the replacement of all windows with new energy efficient windows, new roof, energy improvements to the heating and ventilating systems are already in the improvement plan. Refurbishment to the individual apartments would include such items as replacement of appliances, kitchen and bath cabinets and fixtures, countertops, closet doors and floor finishes.

We would appreciate your assistance in this process. We have included a resident questionnaire for your suggestions and comments and ask that you take the time to let us know what improvements you think should be included in the refurbishment, especially improvements to your individual apartment. The attached questionnaire is by no means all inclusive; please feel free to add to the questionnaire anything you feel needs to be addressed. Please return the questionnaire to the management office by February 3rd.

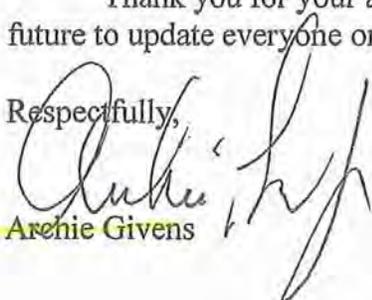
Some residents at yesterday's meeting were concerned about the impact this plan would have on their individual situation and rent. We do know, after discussions with HUD, that:

- 1) Section 8 Rents will not increase,
- 2) Section 236 and Market residents who qualify will have access to Section 8 vouchers, and
- 3) No resident will be required to move due to the refurbishment.

Thank you for your assistance; we will be having additional resident meetings in the future to update everyone on our progress and to answer resident questions and concerns.

Respectfully,

Archie Givens



Patrick Lamb

October 16, 2013

Dear Resident:

The Department of Housing and Urban Development subsidizes the rent of your apartment through the project-based Section 8 program. Federal law requires that owners provide tenants with a one-year notification before the expiration of a Section 8 contract. The Section 8 contract that pays the government's share of your apartment rent at Edina Yorktown Towers expires on September 30th, 2014.

While there will be no immediate change in your rental assistance, we are required to inform you of our intended actions when the contract expires one year from now.

This letter is to notify you that we intend to renew the current Section 8 contract when it expires September 30, 2014.

If Congress makes funds available, which it has in the past and is expected to in the future, we will renew the Section 8 contract. However, in the unlikely circumstances that we cannot renew our contract, it is our understanding that, subject to the availability of funds, HUD will provide all eligible tenants currently residing in a Section 8 project-based assisted unit with a tenant based assistance.

If you have any questions or would like information on the Section 8 Program, the following sources may be of assistance:

Contract Administrator

Minnesota Housing Finance Agency
400 Sibley Street, Suite 300
St. Paul, MN 55101
(651) 284-3179

HUD Field Office

Department of Housing and Urban Development
920 Second Avenue South, Suite 1300
Minneapolis, MN 55402
(612) 370-3051

HUD Web

<http://hud.gov>- Click on "rental help"





October 31, 2013

RE: 150-Day Notification Letter to Tenants When Owner Prepays Mortgage
on a Preservation Eligible Project - APR 1-14

Dear Resident:

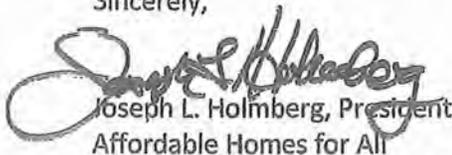
As you are aware, we are in the process of refinancing Yorktown Continental so we can do a substantial rehabilitation. We are arranging for a new FHA-insured loan through HUD to pay off (prepay) the old FHA-insured loan. The attached scope of work lists the improvements we will be able to provide. Yorktown is 40 years old and has never had a substantial rehabilitation. This refinance will allow us to do improvement work that is necessary to make sure Yorktown Continental will continue to provide excellent affordable housing for another 40 years.

Yorktown Housing Group, Inc., the owner of Yorktown Continental, has decided to pay off (prepay) the mortgage for this property which provided assistance from the Federal Government. Section 219 (a) (1) (b) (3) of the HUD Fiscal Year 1999 Appropriations Act requires that owners provide at least a 150-day, but no more than 270-day, notice to the Department of Housing and Urban Development (HUD), the local government having jurisdiction over the property, and to each tenant of the owner's intent to pay off (prepay) the mortgage. This letter meets that requirement by notifying you that we intend to pay off (prepay) the mortgage insured by HUD.

For tenants who do not receive Section 8 rental assistance, paying off the mortgage (prepayment) could result in an increase in the rent for your unit. It does not necessarily mean that your portion of the rent will increase. If you are living in your unit on the date we prepay and you are income eligible, you may be eligible to receive an enhanced rental voucher. An enhanced rental voucher would enable you to continue living here paying the amount currently charged for your unit or, in most cases, 30% of your monthly adjusted income for rent. The enhanced voucher will pay the difference between your contribution to rent and the total rent we charge for your unit. In addition, you may use the housing voucher to move to another eligible unit of your choice. If you decide to move to another property, the voucher becomes a regular housing choice voucher without the enhanced assistance, and you may end up paying more rent. In order to stay in your current unit with enhanced voucher assistance, the Metro HRA must determine that 1) the rent for the unit is reasonable in relation to rents charged for comparable unassisted units in the area; 2) you meet all eligibility requirements for receiving Section 8 assistance; and 3) the unit is safe and sanitary, meeting the housing quality standards established for the housing voucher program. Enhanced rental vouchers will allow us to do more rehabilitation of Yorktown Continental.

We have notified HUD of our intent to pay off (prepay) the mortgage. If you have questions, you may contact Tiffany Mielke at the Minneapolis HUD office, 612-370-3051 (ext. 2244).

Sincerely,


Joseph L. Holmberg, President
Affordable Homes for All

Sole Voting Member of Yorktown Housing Group, Inc.



NOTICE TO TENANTS OF INTENTION TO SUBMIT A REQUEST TO MHFA FOR APPROVAL OF AN INCREASE IN MAXIMUM PERMISSIBLE RENTS

Date of Notice: 5/14/14

Take notice that on 6/2/14 we plan to submit a request for approval of an increase in the maximum permissible rents for Yorktown Continental to the Minnesota Housing Finance Agency (MHFA). The proposed increase is needed for the following reasons:

1. Finance comprehensive rehab of the property

The rent increases for which we have requested approval are:

	Present Rent		Proposed Increase		Proposed Rent	
	<i>Basic</i>	<i>Market</i>	<i>Basic</i>	<i>Market</i>	<i>Basic</i>	<i>Market</i>
<i>1 BR Small</i>	493	560	382	355	875	915
<i>1 BR Large</i>	515	585	382	355	897	940
<i>2 BR 236</i>	582	661	494	609	1,076	1,270
<i>1 BR Sm 236</i>	493	560	307	355	800	915
<i>1 BR Lg 236</i>	515	582	285	358	800	940

A copy of the materials that we are submitting to MHFA in support of our request will be available during normal business hours at 7151 York Ave South, Edina, MN 55435

For a period of 30 days from the date of service of this notice for inspection and copying by the Tenants of Yorktown Continental and, if the tenants wish, by legal or other representatives acting for them individually or as a group.

During a period of 30 days from the date of service of this notice, tenants of Yorktown Continental may submit written comments on the proposed rent increase to us at 7151 York Ave S, Edina, MN 55435. Tenant representatives may assist tenants in preparing those comments. (If, at MHFA's request or otherwise, we make any material change during the comment period in the materials available for inspection and copying, we will notify the tenants of the change or changes, and the tenants will have a period of 15 days from the date of service of this additional notice (or the remainder of any applicable comment period, if longer) in which to inspect and copy the materials as changed and to submit comments on the proposed rent increase). These comments will be submitted to MHFA, along with our evaluation of them and our request for the increase. You may also send a copy of your comments directly to MHFA at the following address: Minnesota Housing Finance Agency, Attention: Krista Turner, 400 Sibley Street, Suite 300, St. Paul, MN 55101, and Re: 09244135; Yorktown Continental.

MHFA will approve, adjust upward or downward, or disapprove the proposed rent increase upon reviewing the request and comments. When MHFA advises us in writing of its decision on our request, you will be notified. If the request is approved, any allowable increase will be put into effect only after a period of at least 30 days from the date you are served with that notice and in accordance with the terms of existing leases.

Note:

There is no change to the resident payment portion for all Section 8 residents and there will be vouchers provided for all 236 units. Residents will still pay 30% of income.

HUD RIGHTS & RESPONSIBILITIES

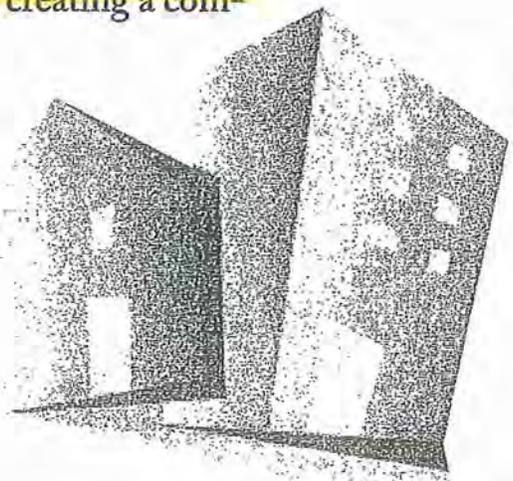
You, as a resident (tenant), have rights and responsibilities that help make your HUD-assisted housing a better home for you and your family.

This brochure is being distributed to you because the United States Department of Housing and Urban Development, which has ultimate jurisdiction over the project in which you live, has provided some form of assistance or subsidy for this apartment building. As part of its dedication to maintaining the best possible living environment for all residents, your HUD field office encourages and supports the following:

- Management agents and property owners communicate with residents on any and all issues.
- Owners and managers give prompt consideration to all valid resident complaints and resolve them as quickly as possible.
- Residents' right to organize and participate in the decisions regarding the well-being of the project and their home.

Along with your owner/management agent, you play an important role in making your place of residence—the unit (apartment), the grounds, and other common areas—a better place to live and in creating a community you can be proud of.

This brochure briefly lists some of your most important rights and responsibilities to help you get the most out of your home.



Your Participation is important

Residents in HUD-assisted multifamily housing can play an important role in decisions that affect their project. Different HUD programs provide for specific resident rights. You have the right to know under which HUD program your building is assisted. To find out if your apartment building is covered under any of the following categories, contact your management agent.

If your building was funded under Section 236, 221 (d)(3)/BMIR, Rent Supplement Program, Section 202 Direct Loan Program, Section 202/811 Capital Advance Programs, or is assisted under any applicable project-based Section 8 programs, and prior HUD approval is required before the owner can prepay, you have the right to participate in or be notified of, and comment on, the following:

- An increase in the maximum permissible rent.
- Conversion of a project from project-paid utilities to tenant-paid utilities or a reduction in tenant utility allowance.
- Conversion of residential units in a multifamily housing project to a nonresidential use or to condominiums, or the transfer of the project to a cooperative housing mortgagor corporation or association.
- Partial release of mortgage security.
- Capital improvements that represent a substantial addition to the project.
- Nonrenewal of a project-based Section 8 contract.
- Any other action which could ultimately lead to involuntary temporary or permanent relocation of residents.
- Prepayment of mortgage.





PLANNING COMMISSION STAFF REPORT

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

Project Description

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

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

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

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

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

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

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

SUPPORTING INFORMATION

Surrounding Land Uses

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

Existing Site Features

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

Planning

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

Site Circulation

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

Parking

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

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

Traffic Study

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

Landscaping

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

Loading Dock/Trash Enclosures

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

Mechanical Equipment

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

Grading/Drainage/Utilities

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

Building/Building Material

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

Density

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

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

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

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

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

Variance – Building Setback

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

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

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

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

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

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

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

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

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

Variance – Density & Unit Size

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

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

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

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

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

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

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

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

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

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

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

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

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

Variance – Parking Stalls

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

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

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

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

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

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

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

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

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

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

Preliminary Plat

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

Park Dedication

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

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

Compliance Table

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

* **Variance is required**

** **Subject to Council Approval**

PRIMARY ISSUES/STAFF RECOMMENDATION

Primary Issue

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

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

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

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

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

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

Staff Recommendation

Site Plan with Variances

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

Approval is subject to the following findings:

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

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

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

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

Approval is subject to the following Conditions:

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

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

Subdivision – Preliminary Plat

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

Approval is subject to the following findings:

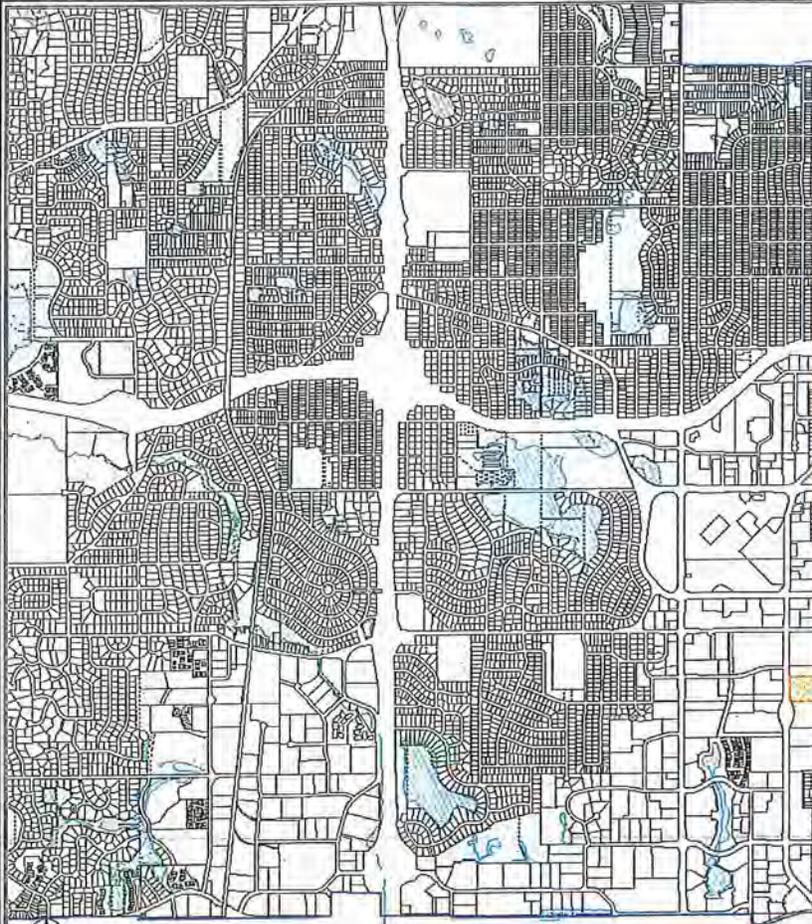
1. The proposed plat meets all Zoning and Subdivision Ordinance requirements.

Approval is subject to the following conditions:

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

Deadline for a city decision: October 1, 2014

City of Edina



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

MapInfo v11.515 - City of Edina (City Limits 2000)

0 250 Feet



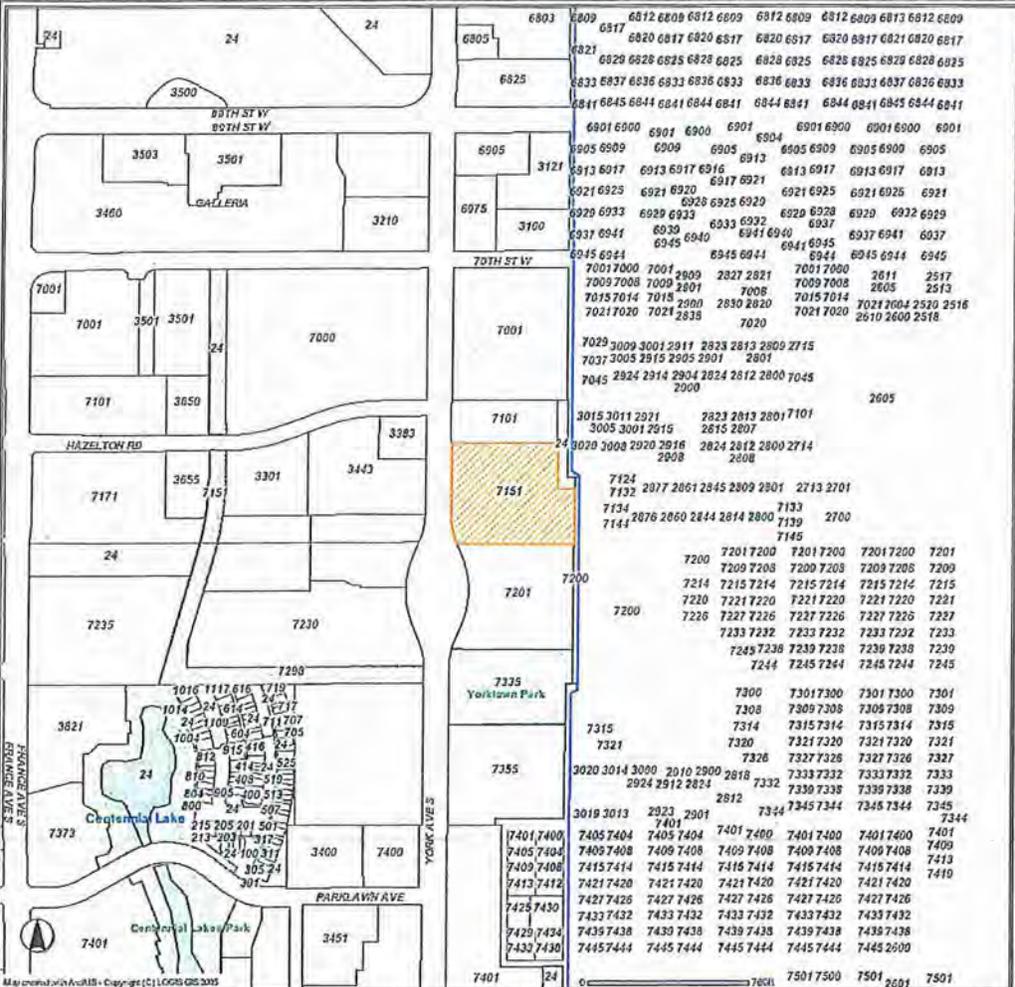
PID: 3202824210004

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



A1

City of Edina



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

Map created with ArcGIS - Copyright (c) 2005 ESRI



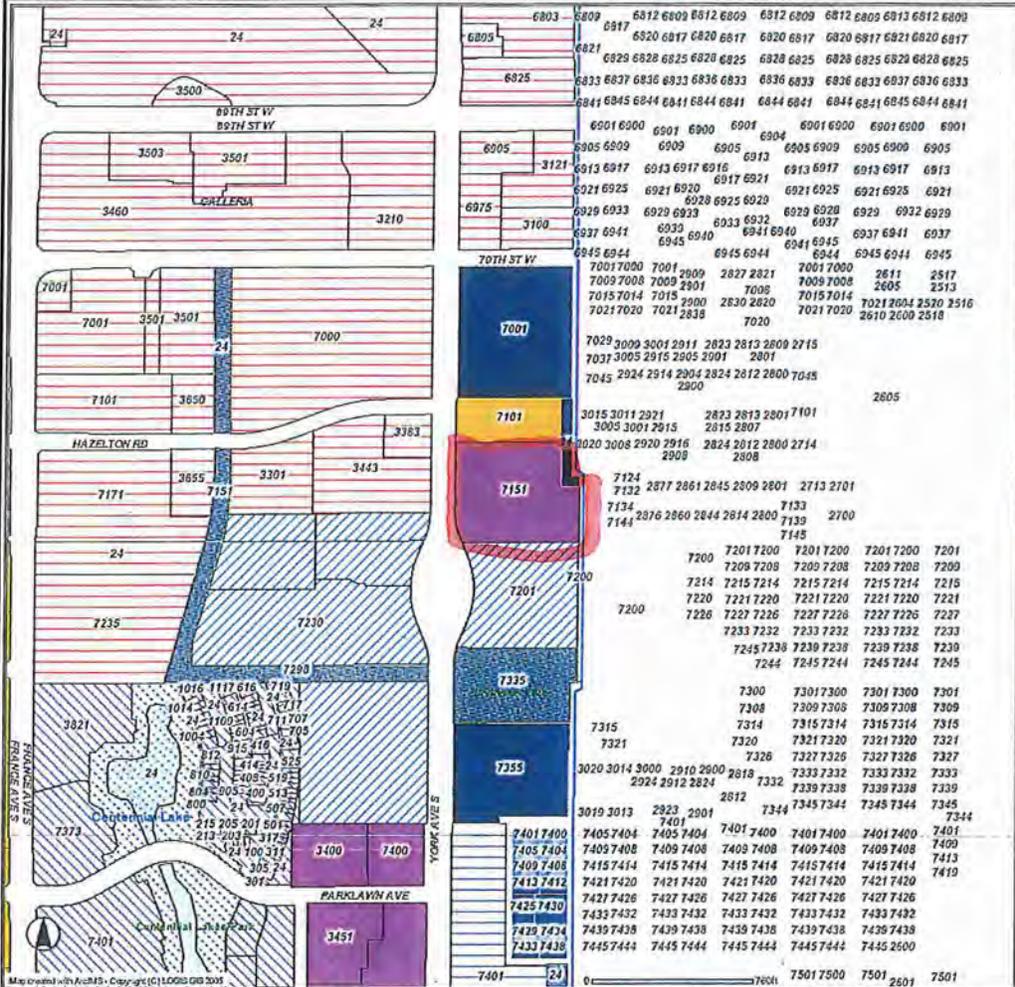
PID: 3202824210004

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



A2

City of Edina



- ### Legend
- Surrounding House Number Labels
 - Street Name Labels
 - House Number Labels
 - Street Name Labels
 - City Limits
 - Creeks
 - Lake Names
 - Lakes
 - Parks
 - Zoning
- APD (Automobile Parking District)
 - MDD-4 (Mixed Development District)
 - MDD-5 (Mixed Development District)
 - MDD-6 (Mixed Development District)
 - PCD-1 (Planned Commercial District)
 - PCD-2 (Planned Commercial District)
 - PCD-3 (Planned Commercial District)
 - PCD-4 (Planned Commercial District)
 - PID (Planned Industrial District)
 - PUD (Planned Unit District)
 - 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

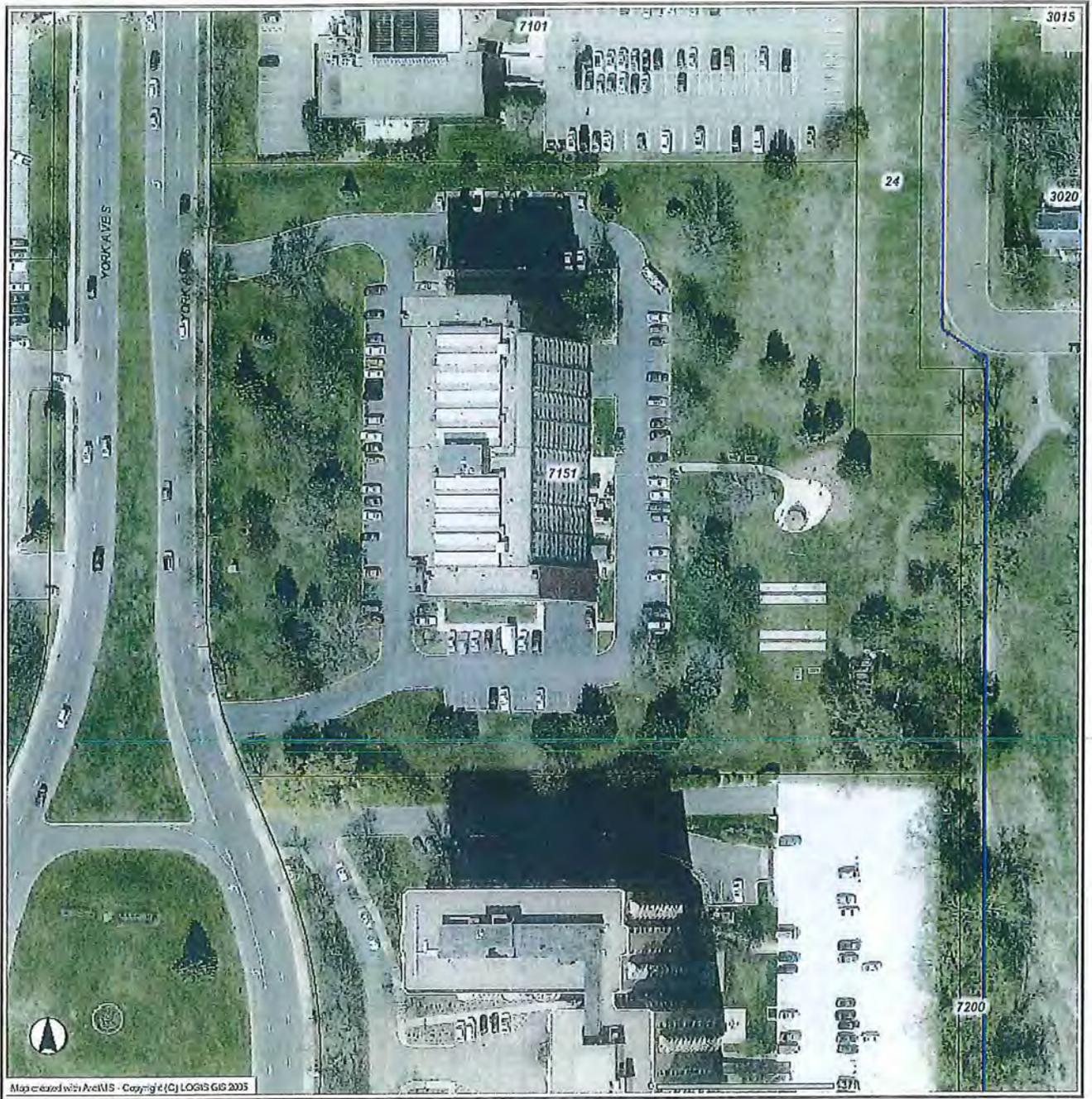
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PID: 3202824210004

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





A4

APPLICANT NARRATIVE



MESABA CAPITAL
PARTNERS

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

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

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

Why approve this project?

Land Use & Density

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

York Avenue

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

Transportation/Transit

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

Affordable Housing

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

Sustainability

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

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

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

Overall Project Goals:

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

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

Senior Living with Services (70 units)

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

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

Memory Care (30 units)

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

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

Proposed Building Features:

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

Site Planning

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

York Avenue Streetscape

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

Building Exterior Design

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

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

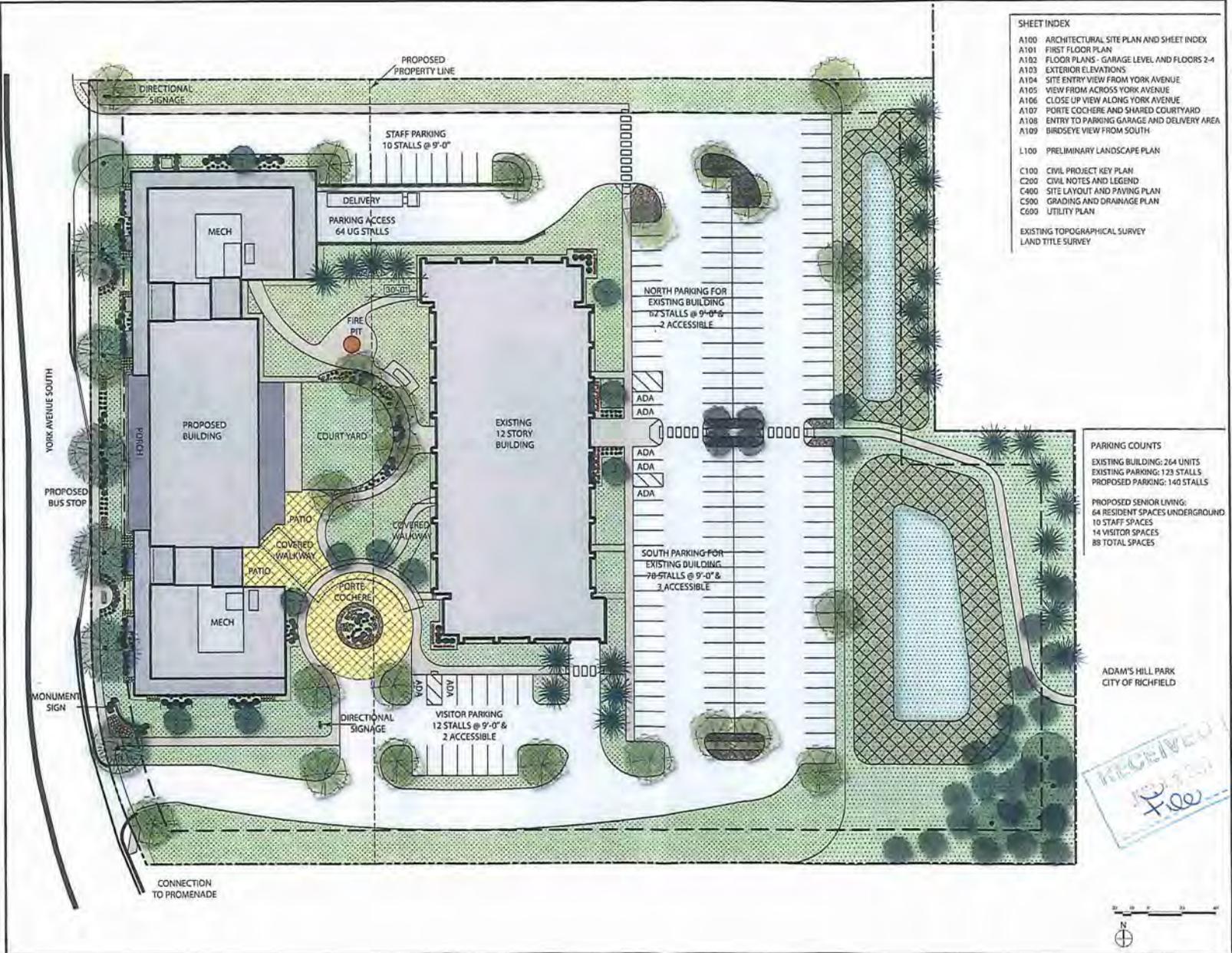
façades as an organizing element that helps tie the residential areas and common spaces together. The color palette also relates to the materials planned for the exterior renovation on the neighboring building.

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

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

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

AS 9



SHEET INDEX

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

EXISTING TOPOGRAPHICAL SURVEY
LAND TITLE SURVEY



rsp Architects
125 Main Street SE
Richfield, MN 55423
Phone: 763.252.1000
www.rsparch.com

Continental Gardens
Mesaba Capital Development

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

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

ADAM'S HILL PARK
CITY OF RICHFIELD



FINAL DEVELOPMENT APPLICATION

Project No: 2647.001.00
Project: SMJ/APR
District: LM
Date: 06/13/16

No.	Date	Description



SITE PLAN

A100



RSP Architects
 1310 Market Street, NE
 Marietta, GA 30067
 Phone: 770.427.1100
 Fax: 770.427.7410
 Website: www.rsparch.com

Continental

Continental Gardens
 Mesaba Capital Development

Final Development Application

Project No: 2047.001.00
 District: AP
 Sub-Parcel: LM
 Date: 05/13/14

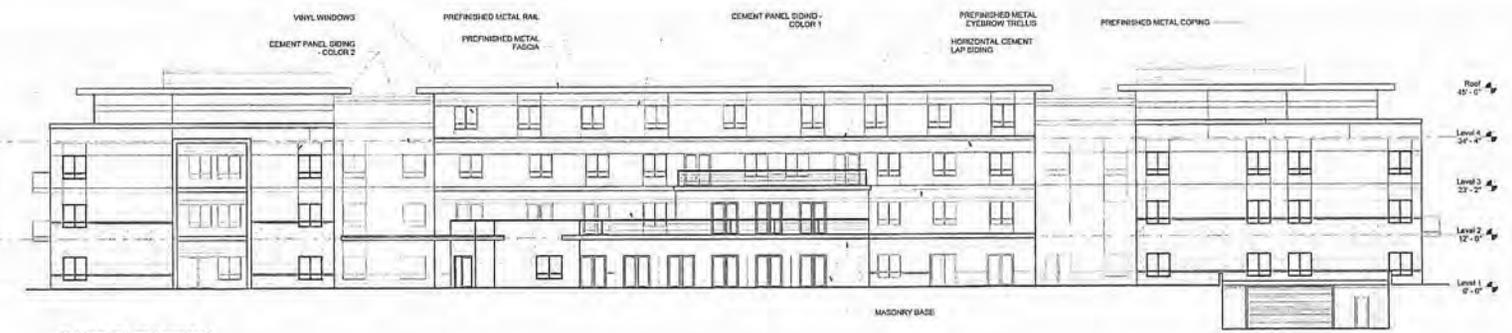
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Rev.	Date	Description

EXTERIOR ELEVATIONS

A103

APD



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



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



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



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



112



RSP Architects
1210 Marshall Street NE
Atlanta, GA 30309
404.527.1100
www.rsparch.com

Continental Gardens

Mesaba Capital Development

Final Development Application

Project No: 2047-001-00

Owner: ACSS

Checked By: EM

Date: 06/13/11



View from across York Avenue



VIEW FROM ACROSS YORK AVENUE

A105

A13



Close Up View along York Avenue

RECEIVED
JUN 13 2011



RSP Architects
1200 Woodland Street, NE
Kennesaw, GA 30144
Kennesaw 7603-1000
www.rsparch.com

**Continental
Gardens**
Mesaba Capital
Development

**Final Development
Application**

Project No: 2647 003 001

Project: A053

Client: LSA

Date: 06/13/11

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No.	Date	Description

CLOSE UP VIEW
ALONG YORK
AVENUE

A106

A14



View at Porte Cochere and Shared Courtyard



RSP Architects
 1112 Marshall Street SE
 Marietta, GA 30067
 770.427.7100
 www.rsparch.com

Certificate

Title: Mr. [illegible]

Project Name

Date

Project

**Continental
 Gardens**
 Mesaba Capital
 Development

**Final Development
 Application**

Project: 2047-001-000
 Phase: AM-51
 County: LM
 Date: 06/13/14

 Description

No.	Date	Description

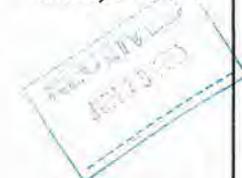
VIEW AT PORTE
 COCHERE AND
 SHARED
 COURTYARD

A107

A1p



Birdseye View



RSP Architects
 1225 Mesaba Street NE
 Minneapolis
 Minnesota 55412-1026
 612.337.7100
 612.337.7101 fax
 www.rsparch.com

**Continental
 Gardens**
 Mesaba Capital
 Development

**Final Development
 Application**

Project: 2012-001-000

Drawn By: JLD/SJ

Checked By: LHM

Date: 05/13/13

RECEIVED
 MAY 13 2013

Rev.	Date	Description

BIRDSEYE VIEW

A109



P&A Architects
1226 Pennsylvania Ave #100 801.672.2388
Montgomery 410.371.1030 fax
Montevideo 551.513.4056 www.ppiars.com

PIERCE PINI & ASSOCIATES
ARCHITECTS
1226 PENNSYLVANIA AVENUE
MONTGOMERY, MD 20886
TEL: 410.371.1030
FAX: 410.371.1030

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

Continental Gardens
Mesaba Capital Development

FINAL DEVELOPMENT APPLICATION

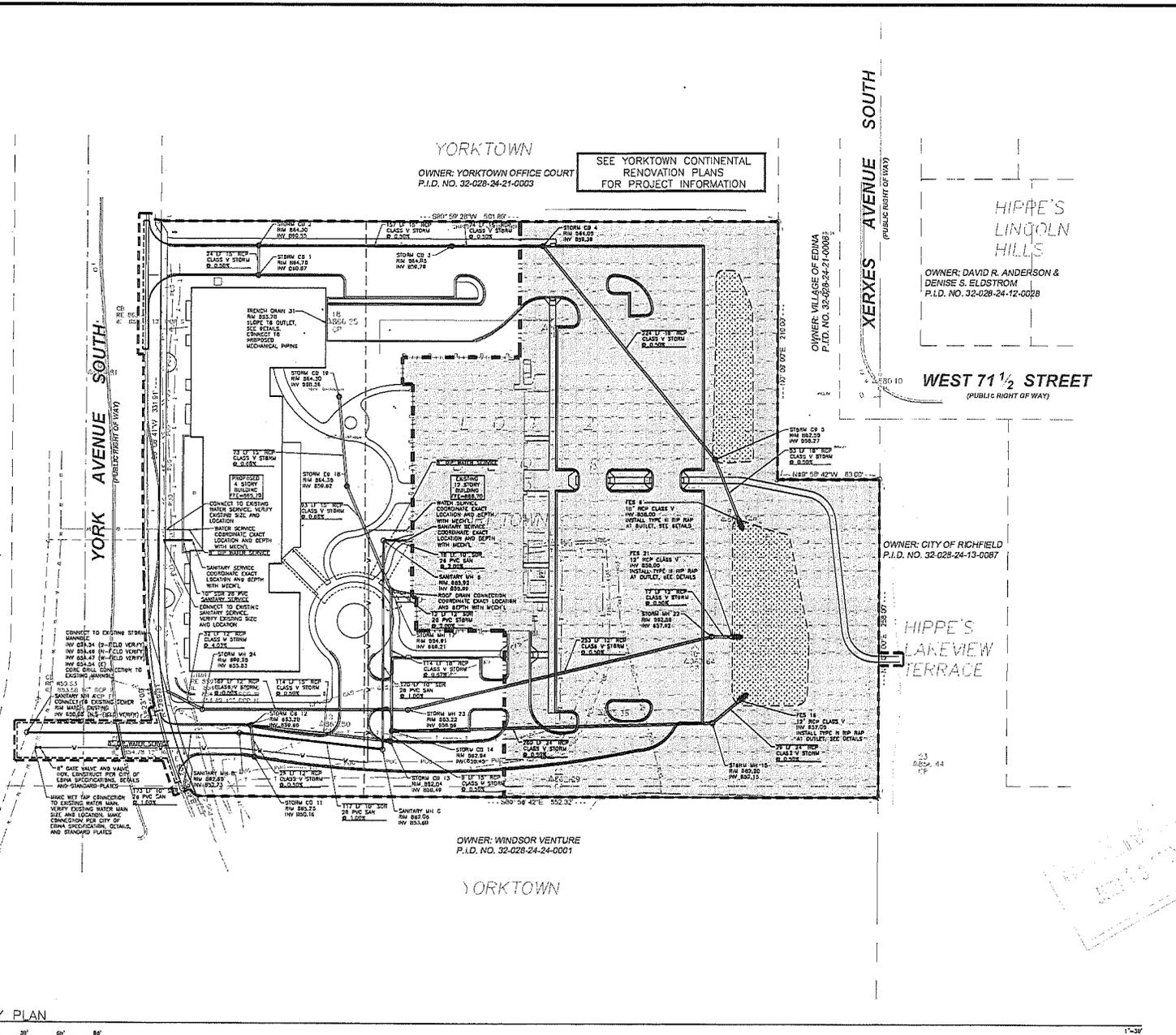
Parcel No: 14-031
District: ALA
Classification: D-1K
Date: 08/13/14

REVISIONS

No.	Date	Description

UTILITY PLAN

CG00



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

SEE YORKTOWN CONTINENTAL RENOVATION PLANS FOR PROJECT INFORMATION

HIPPE'S LINCOLN HILLS
OWNER: DAVID R. ANDERSON & DENISE S. ELDESTROM
P.I.D. NO. 32-028-24-12-0028

WEST 71 1/2 STREET
(PUBLIC RIGHT OF WAY)

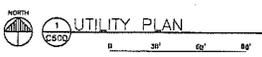
OWNER: CITY OF RICHFIELD
P.I.D. NO. 32-028-24-13-0087

HIPPE'S LAKEVIEW TERRACE

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

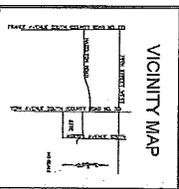
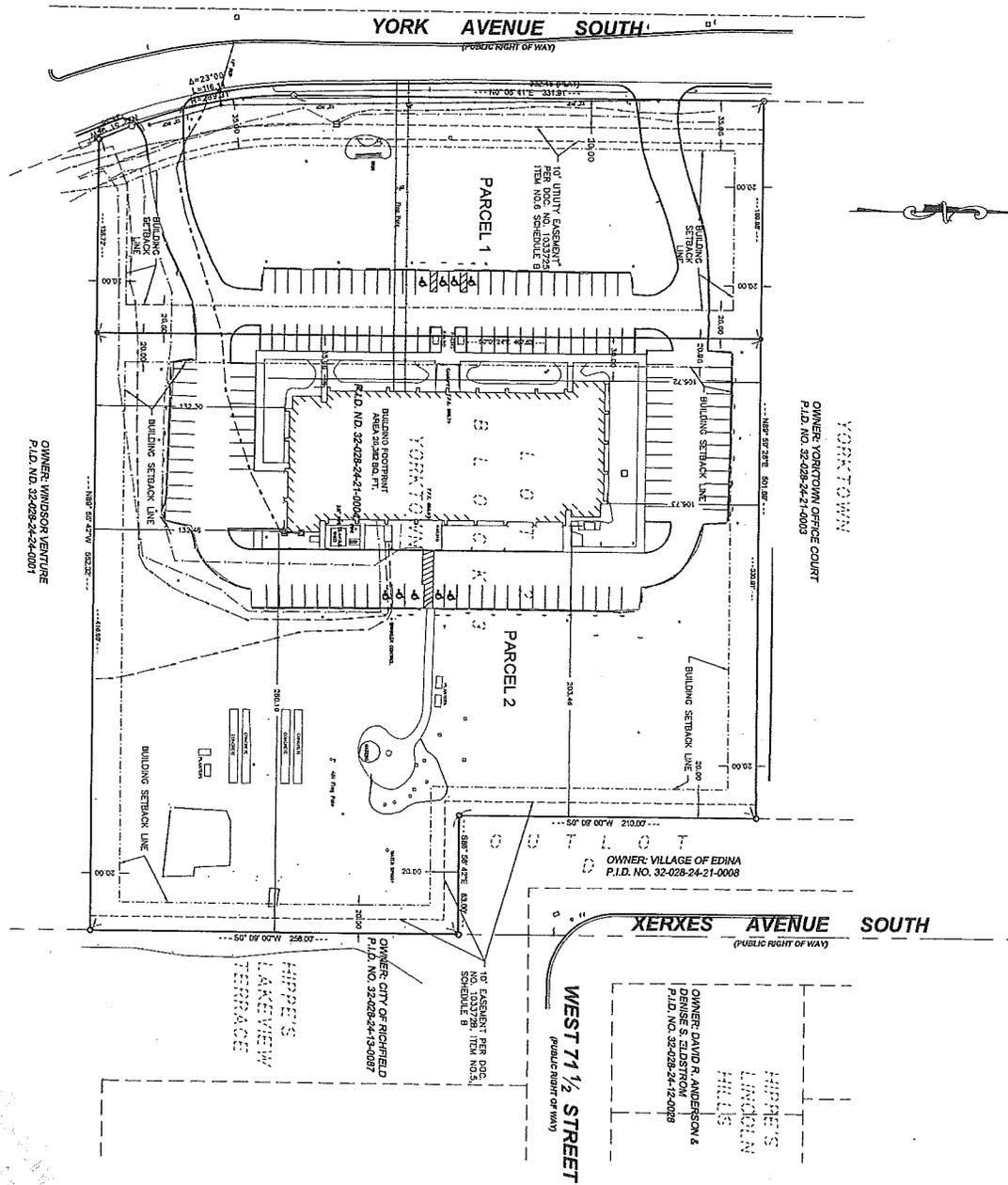
YORKTOWN

A23



1"=30'

124



LEGEND
 ○ Dashed line: Unimproved Easement
 ● Dashed line: Improved Easement

NOTES:

1. Building and lot based on the Hennepin County Commission Order (P.O. 03-04-04).
2. Area Parcel 1 = 70,000 sq. ft. (1.58 Acres).
3. Building and lot based on the Hennepin County Commission Order (P.O. 03-04-04).
4. ZONE: C-2 (Community Center). Minimum lot area: 20,000 sq. ft. Minimum front yard setback: 20 feet. Minimum side yard setback: 5 feet. Minimum rear yard setback: 5 feet.
5. Easement shown as contained in the Hennepin County Public Works Department File No. 03-04-04-11. See also P.O. 03-04-04-11.
6. UTILITY LOCATIONS SHOULD BE OBTAINED PRIOR TO ANY DEVELOPMENT.
7. There are 111 standard Empire Electric poles and 6 underground poles.

UTILITY TIES PER SCHEDULE B:

- ITEM 1: 4" and 6" water main (10' or more set every 100').
- ITEM 2: 12" and 18" water main (10' or more set every 100').
- ITEM 3: 12" and 18" sewer main (10' or more set every 100').
- ITEM 4: 12" and 18" storm sewer main (10' or more set every 100').
- ITEM 5: 12" and 18" gas main (10' or more set every 100').
- ITEM 6: 12" and 18" electric main (10' or more set every 100').
- ITEM 7: 12" and 18" telephone main (10' or more set every 100').
- ITEM 8: 12" and 18" cable television main (10' or more set every 100').

LEGAL DESCRIPTION:

Parcel 1
 All that part of Lot 2 Block 2, "Yorktown", according to the recorded plat thereof, Hennepin County, Minnesota, being more particularly described as follows: "Yorktown", who uses of the land described as follows: Beginning at a point 666.66 feet east along the north line from the southeast corner of Lot 2 to a point 132.72 feet east from the southeast corner of Lot 2 and thence southerly.

Parcel 2

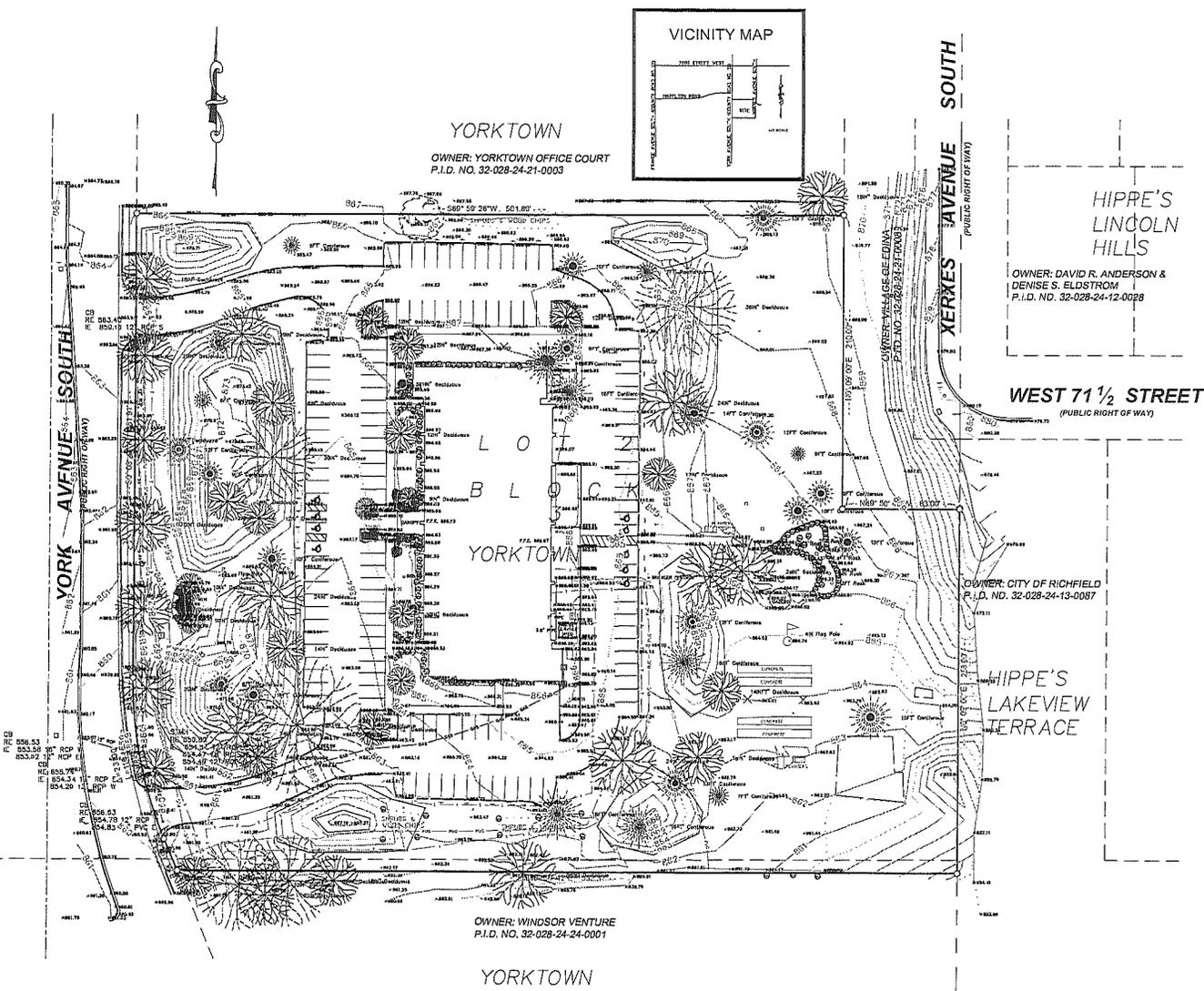
All that part of Lot 2 Block 2, "Yorktown", according to the recorded plat thereof, Hennepin County, Minnesota, being more particularly described as follows: "Yorktown", who uses of the land described as follows: Beginning at a point 666.66 feet east along the north line from the southeast corner of Lot 2 to a point 132.72 feet east from the southeast corner of Lot 2 and thence southerly.

GENERAL NOTES:

1. Survey was conducted by Gorman Surveying, Inc., dated 05/14/14.
 2. Survey was conducted by Gorman Surveying, Inc., dated 05/14/14.
 3. Survey was conducted by Gorman Surveying, Inc., dated 05/14/14.

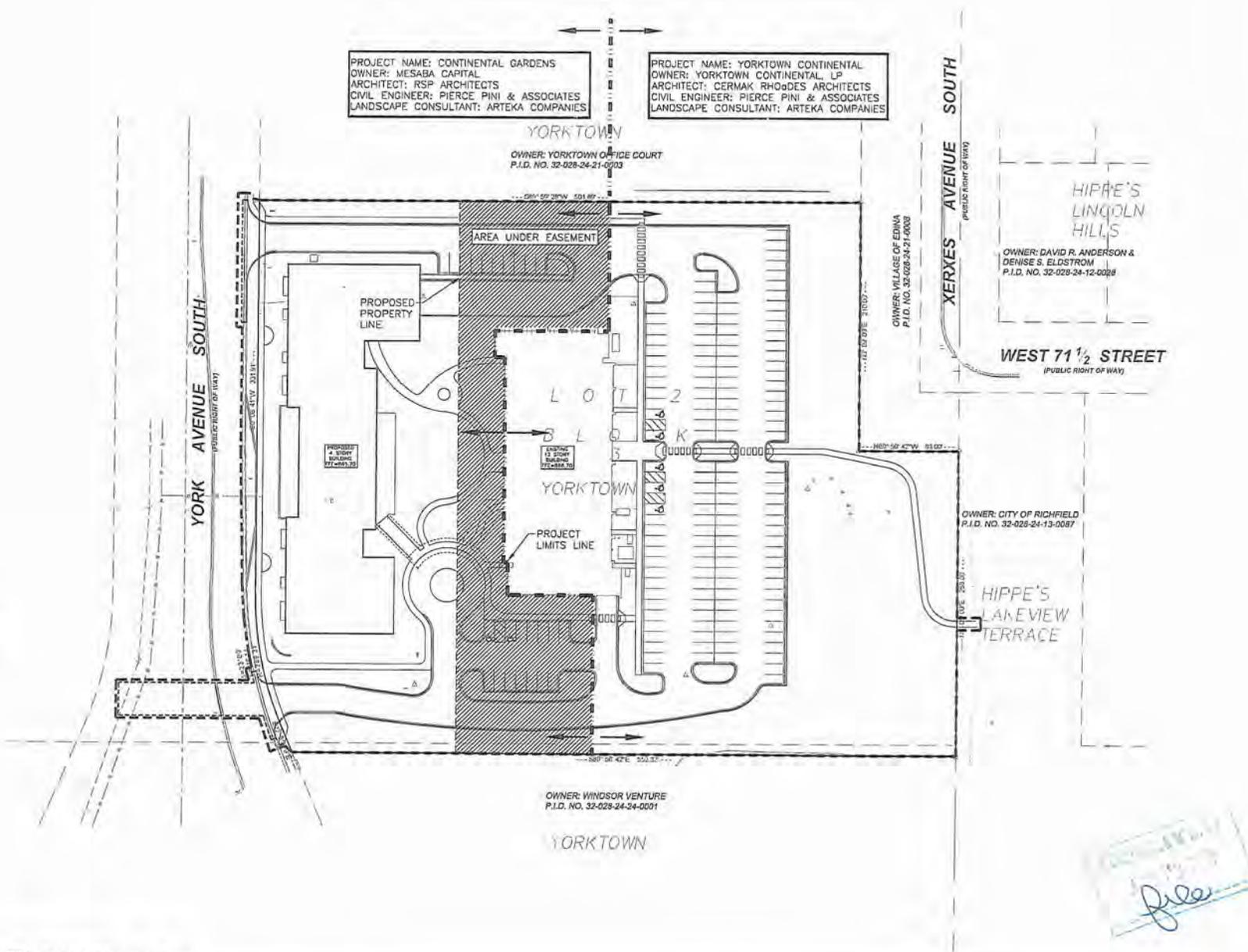
REV	DESCRIPTION	BY	DATE
1	ALTA/MCSM LAND TITLE SURVEY FOR YORKTOWN HOUSING GROUP, INC.		
<p>Gorman Surveying, Inc. 7157 York Ave. S., Edina, Minnesota 55435 TEL: 763-943-1111 FAX: 763-943-1112 WWW.GORMANSURVEYING.COM</p>			
DATE	05/14/14		
CLIENT	YORKTOWN HOUSING GROUP, INC.		
PROJECT	ALTA/MCSM LAND TITLE SURVEY FOR YORKTOWN HOUSING GROUP, INC.		

A25



1	ADDITIONAL TOPD	RWC	8-23-2012
REV	DESCRIPTION	BY	DATE
	7181 York Ave S., Edina, Minnesota 55435		
EXISTING TOPOGRAPHY SURVEY			
FOR: YORKTOWN HOUSING GROUP INC			
Gorman Surveying, Inc.		DRAWN BY: R.W.C. DATE: 8-23-2012	
8649 HERRIET AVE. SO. SUITE 192 PLOUMBO TON, MINNESOTA 55425 (612)466-0000 FAX (612)466-1112		HORIZONTAL SCALE IN FEET 1" = 20' 4" 00'	
JOB NUMBER		SHEET	

A26



PIERCE PINI & ASSOCIATES
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 1011 YORKTOWN BLVD.
 EDINA, WISCONSIN 53007
 TEL: 763.232.3333 FAX: 763.232.3333

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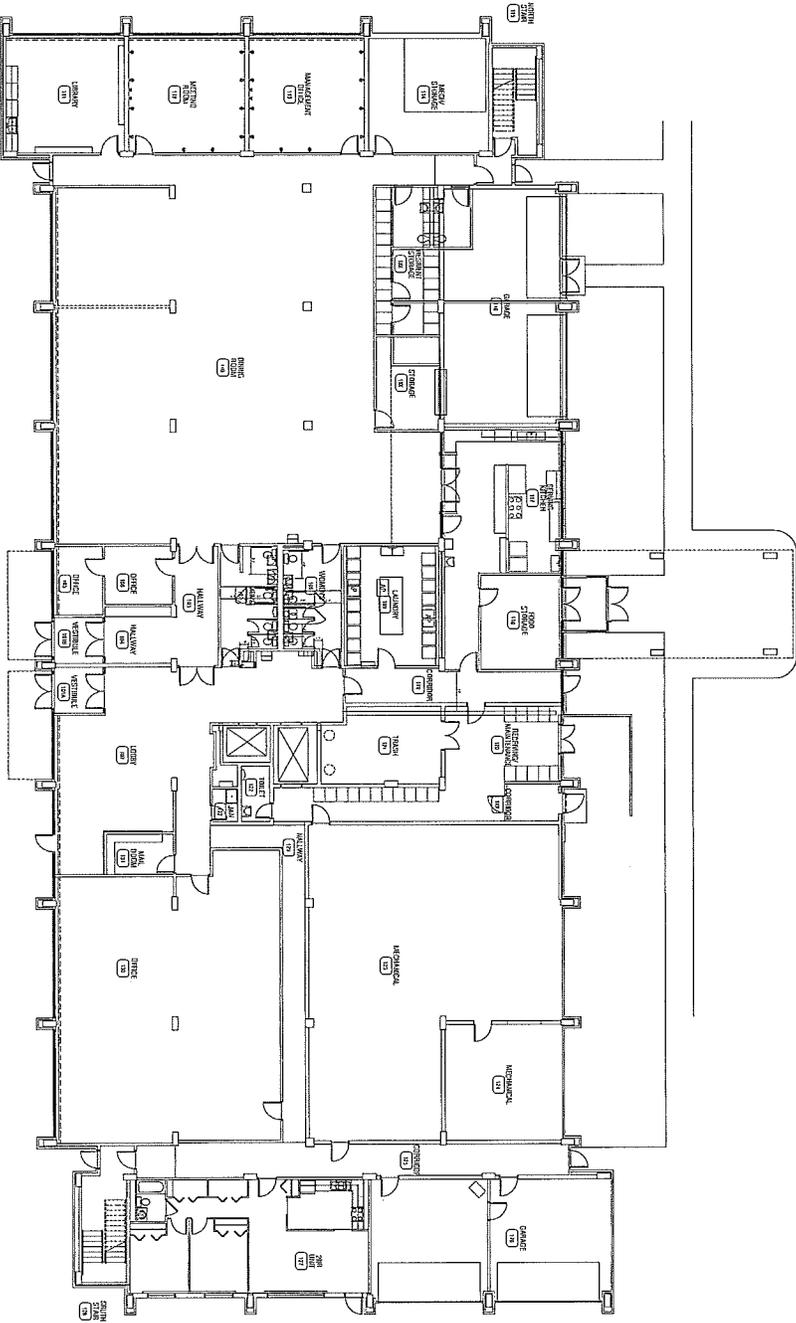
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FINAL DEVELOPMENT APPLICATION

PROJECT KEY PLAN
YORKTOWN CONTINENTAL RENOVATION
 1011 YORKTOWN BLVD.
 EDINA, WISCONSIN 53007

DATE	DESCRIPTION

A28



YORKTOWN CONTINENTAL RENOVATION

YORKTOWN CONTINENTAL, LP
 1515 YORK AVENUE, SUITE 2070
 BOSTON, MASSACHUSETTS 02115

A1



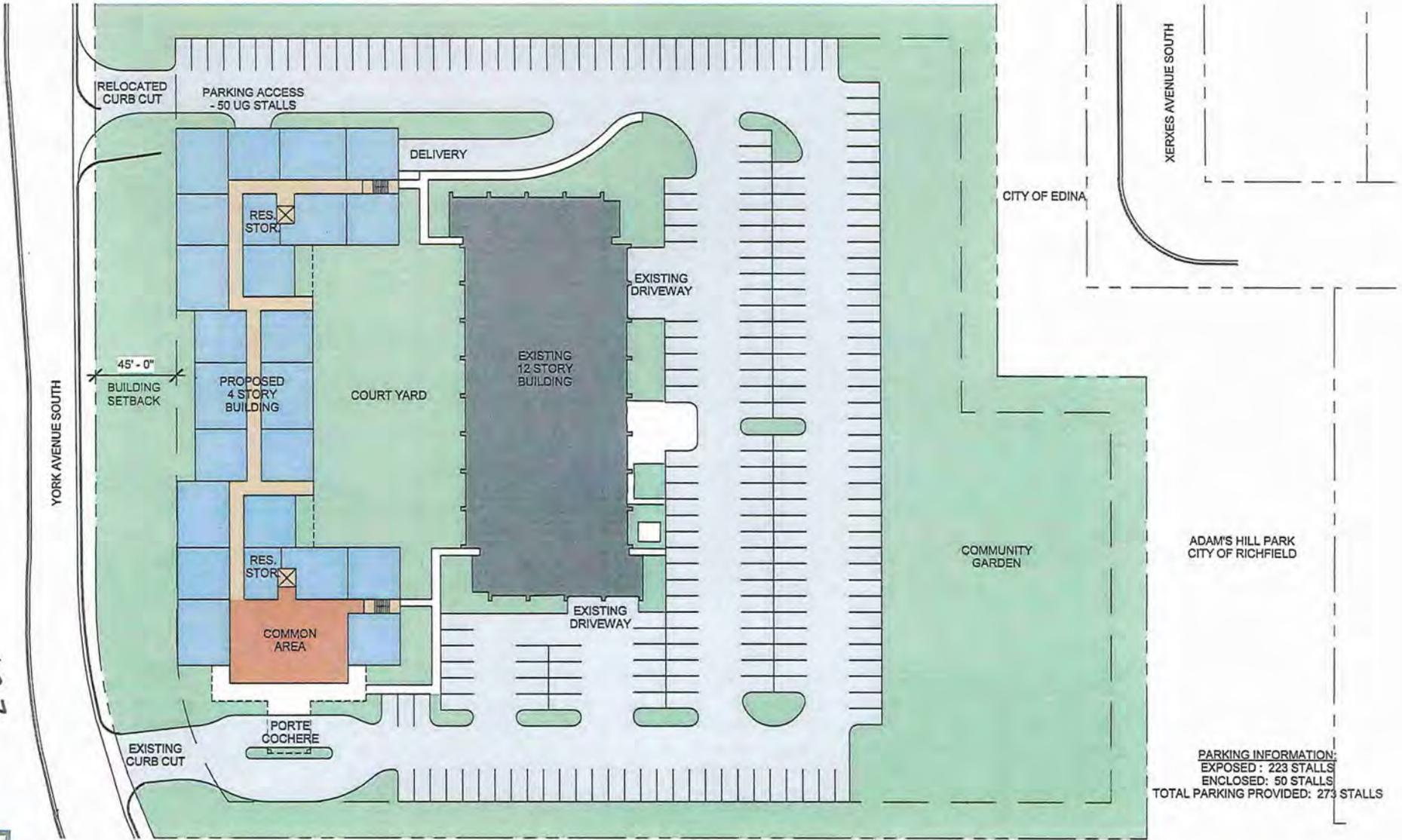
DATE: 11/27/2014
 SHEET: 02 OF 02

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Site Plan



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

A33

April 24, 2012
P.C. Minutes

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

Appearing for the Applicant

Jean ReKamp Larsen, Architect.

Discussion

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

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

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

Public Hearing

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

Discussion

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

Motion

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

VII. REPORTS AND RECOMMENDATIONS

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

Planner Presentation

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

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

Appearing for the Applicant

Terri Cermak with Cermak & Rhoades Architects.

Discussion

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

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

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

Applicant Presentation

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

Discussion

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

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

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

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

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

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

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

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

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

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

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

Chair Staunton thanked Ms. Cermak for her time

B. Zoning Ordinance Update – Residential Development

VIII. CORRESPONDENCE AND PETITIONS

Chair Staunton acknowledged back of packet materials.

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

Community Development Director Presentation

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

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

Mayor Hovland opened the public hearing.

Public Testimony

There was none.

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

Ayes: Bennett, Brindle, Sprague, Swenson, Hovland

Motion carried.

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

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

Member Brindle seconded the motion.

Ayes: Bennett, Brindle, Sprague, Swenson, Hovland

Motion carried.

VII. COMMUNITY COMMENT

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

VIII. REPORTS / RECOMMENDATIONS

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

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

Rollcall:

Ayes: Bennett, Brindle, Sprague, Swenson, Hovland

Motion carried.

VIII.B. SKETCH PLAN, 7151 YORK AVENUE

Community Development Director Presentation

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

Minutes/Edina City Council/May 7, 2013

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

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

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

Proponent Presentation

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

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

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

IX. CORRESPONDENCE AND PETITIONS

IX.A. CORRESPONDENCE

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

IX.B. MINUTES:

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

Informational; no action required.

X. MAYOR AND COUNCIL COMMENTS – Received

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

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

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

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

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

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

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

VIII.B. SKETCH PLAN REVIEWED – 7151 YORK AVENUE

Community Development Director Presentation

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

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

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

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

Proponent Presentation

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

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

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

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

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

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



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

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

Survey

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

Soils

3. Submit record of soils borings and soils investigation.

Traffic and Street

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

Sanitary and Water Utilities

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

Storm Water Utility

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

Grading, Erosion and Sediment Control

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

Other Agency Coordination

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



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

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

ENGINEERING DEPARTMENT

7450 Metro Boulevard • Edina, Minnesota 55439
www.EdinaMN.gov • 952-826-0371 • Fax 952-826-0392

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Memorandum

DATE: *July 1, 2014*

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

FROM: *Charles Rickart, P.E., PTOE*

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

Background

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

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

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

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

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

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Existing Traffic Characteristics

The existing lane configuration and traffic control include:

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

York Avenue at Hazelton Road - Traffic Signal control

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

York Avenue at existing site entrances – Sidestreet Stop control

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

York Avenue at Roundabout/Rotary – Sidestreet Yield control

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

York Avenue at Parklawn Avenue – Sidestreet Stop control

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

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

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

Background (Non Development) Traffic Growth

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

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

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

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

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

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

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

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

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

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

Table 1 - Estimated Additional Background Trip Generation

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

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

Development Site Trip Generation

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

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Table 2 - Estimated Development Site Trip Generation

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

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

Trip Distribution

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

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

Future Year Traffic Forecasts

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

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

Traffic Operations

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

Analysis Methodology

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

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

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

Table 3 - Intersection Level of Service Ranges

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

Source: HCM

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

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

The LOS analysis was performed using Synchro/SimTraffic:

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

Existing Level of Service Summary

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

Table 4 – Existing (2014) Level of Service

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

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

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Forecast Traffic Operations

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

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

Table 5 – Forecasted No Build - Level of Service

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

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

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

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

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

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

Vehicle Queuing Analysis

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

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

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

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Parking Demand

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

Table 8 – Parking Required per City Code

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

Source: City of Edina – PCD Zoning District

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

Table 9 – Site Parking Demand per ITE

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

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

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

Conclusions / Recommendation

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

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

Based on these conclusions the following is recommended.

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

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

APPENDIX

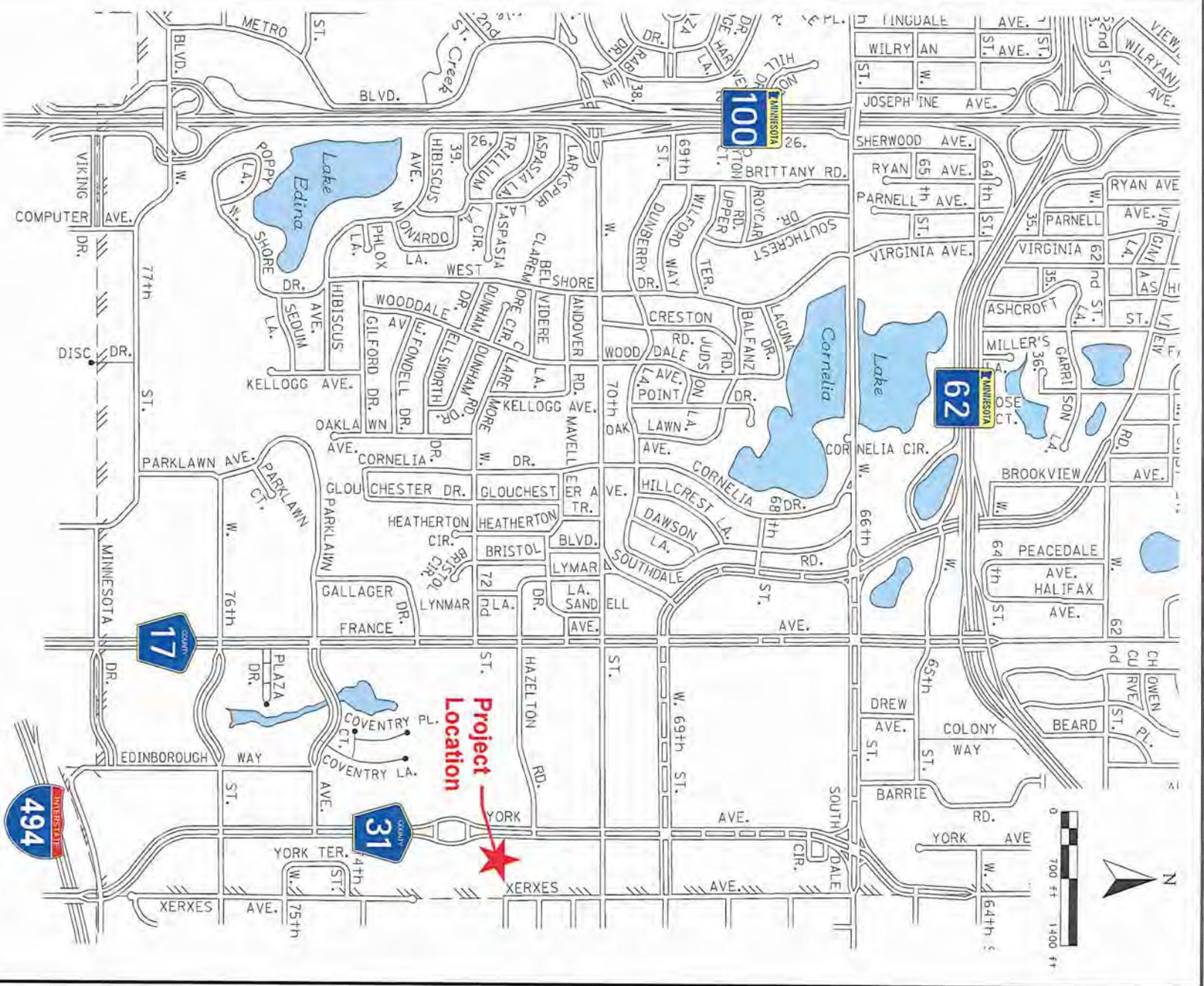


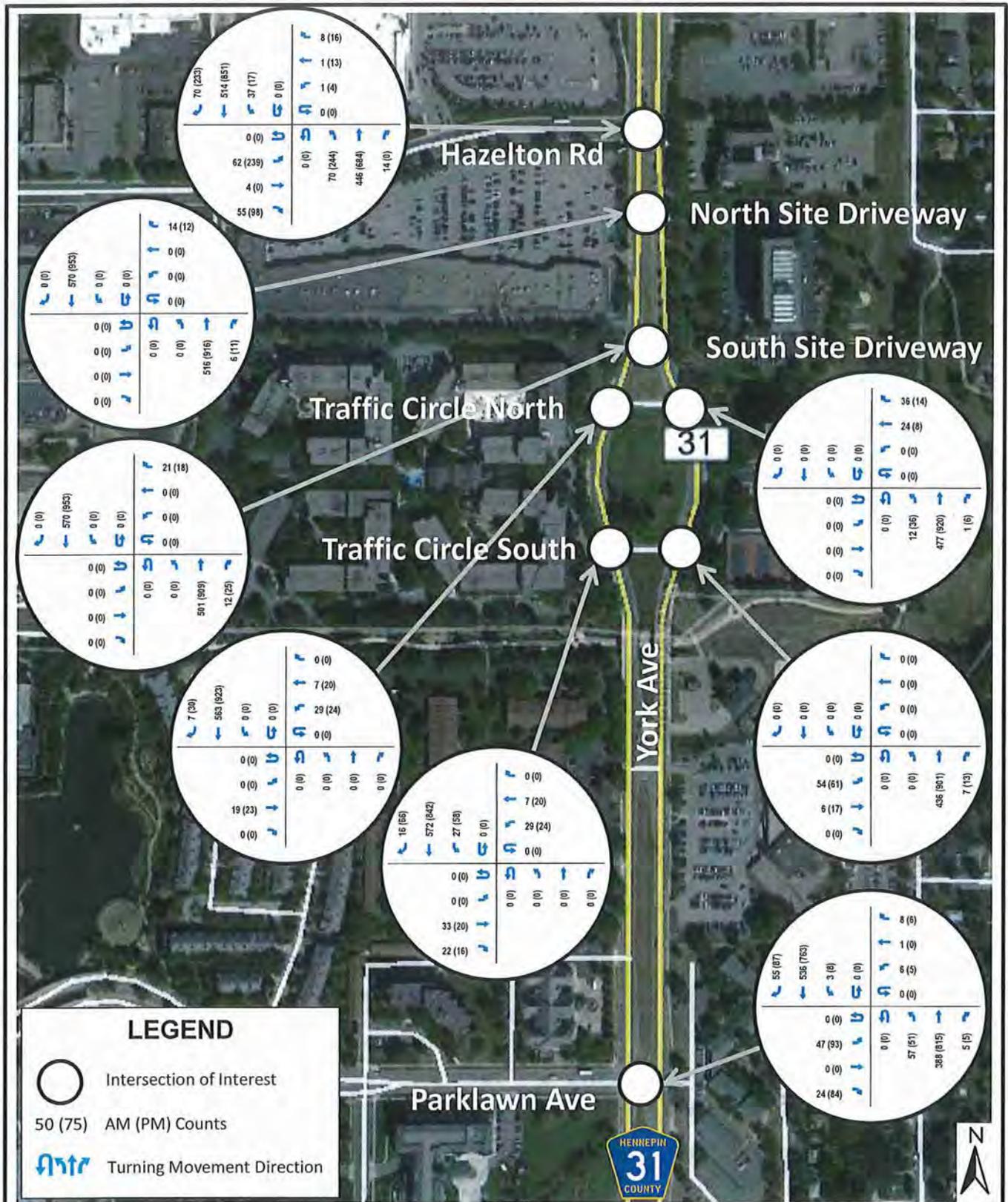
Traffic and Parking Study
 7151 York Avenue - Senior Living Development
 City of Edina, Minnesota

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Project Location Map

Figure 1

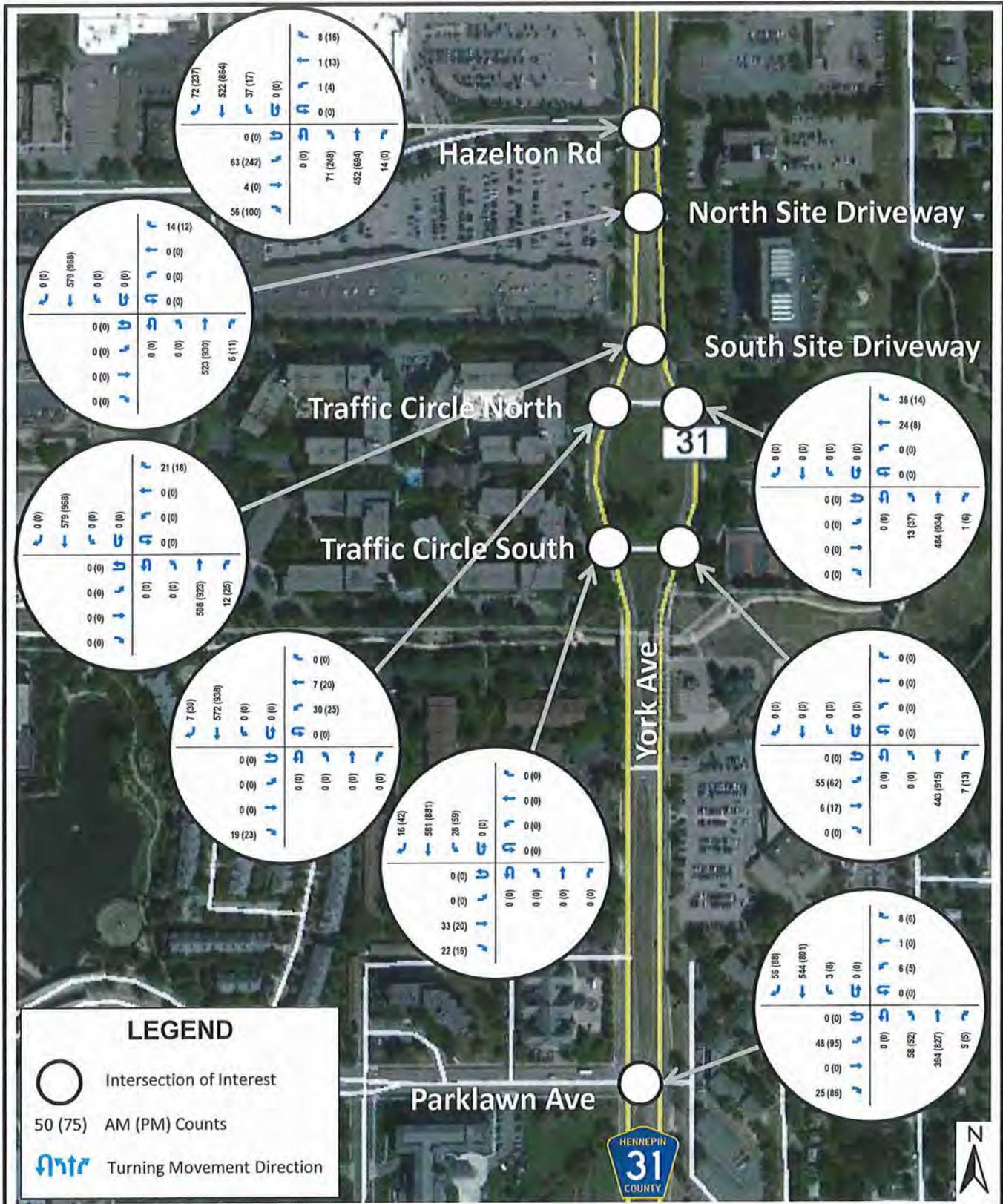




Traffic and Parking Study
 7151 York Avenue – Senior Living Development
 City of Edina, Minnesota

Figure 3
 Peak Hour Turning Movements
 2014 Existing Condition

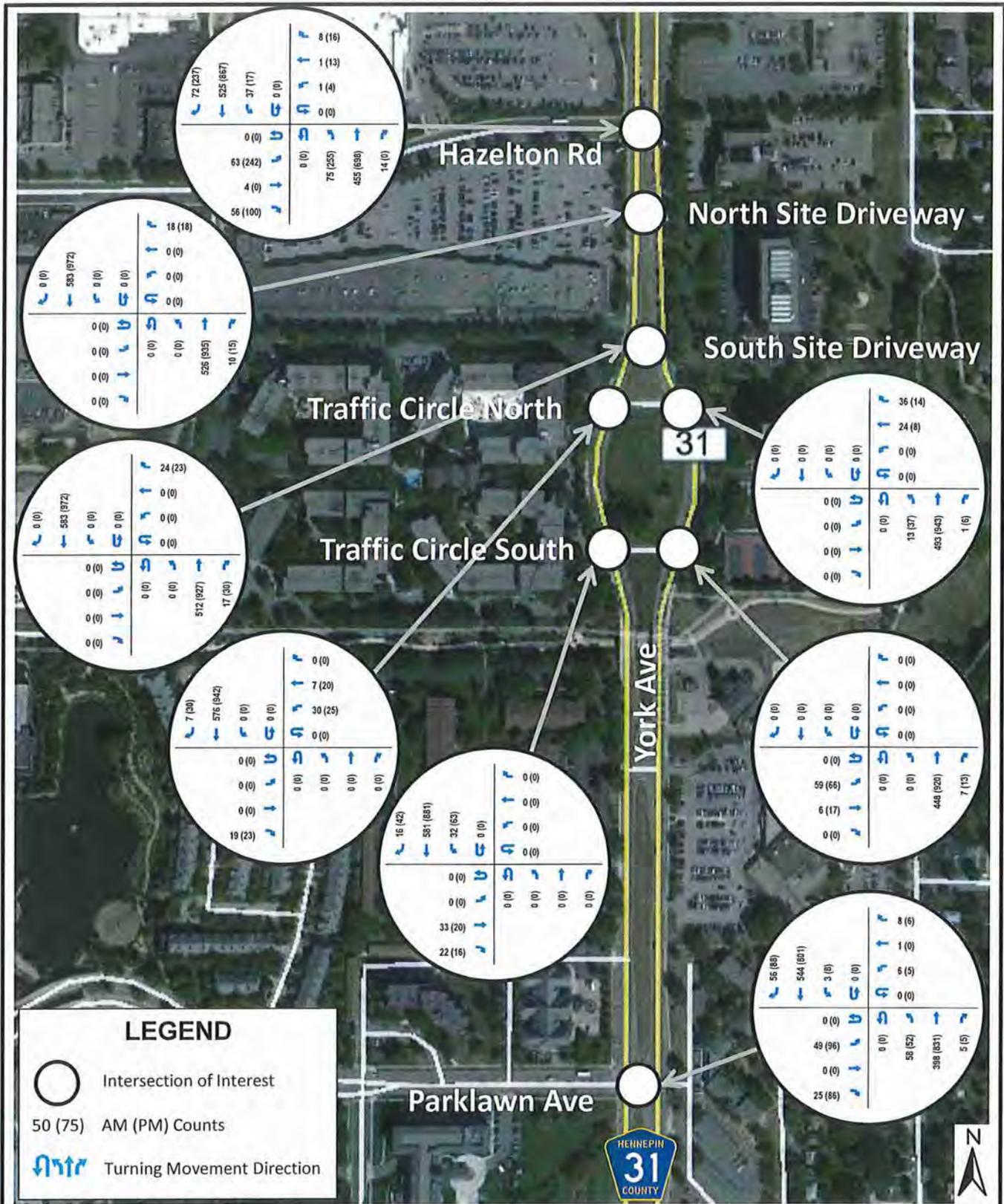
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Traffic and Parking Study
 7151 York Avenue – Senior Living Development
 City of Edina, Minnesota

Figure 4
 Peak Hour Turning Movements
 2016 No Build Condition

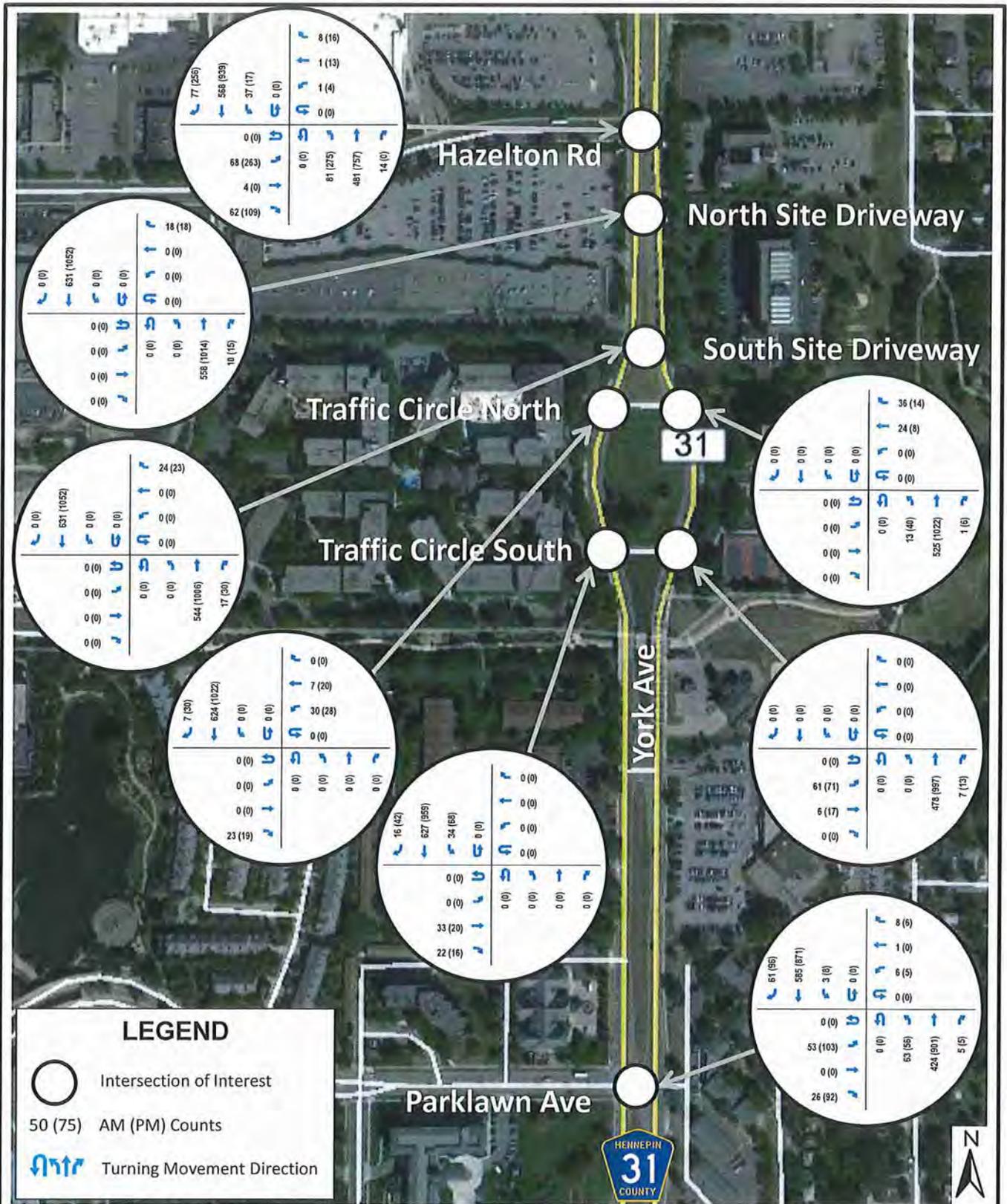
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Traffic and Parking Study
 7151 York Avenue – Senior Living Development
 City of Edina, Minnesota

Figure 5
 Peak Hour Turning Movements
 2016 Build Condition

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

Figure 7
 Peak Hour Turning Movements
 2030 Build Condition

AGI

Jackie Hoogenakker

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

Hello,

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

Connie Mahler,
a concerned property owner

Jackie Hoogenakker

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

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

Jackie Hoogenakker

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

Hello,

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

Connie Mahler,
a concerned property owner

Jackie Hoogenakker

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

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

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

Jackie Hoogenakker

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

To Whom It May Concern:

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

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

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

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

Thank you for considering my views on the matter.

Sara Amaden

7200 York South #304

Edina, MN 55435

952-797-2281