



Case number:	8192D-06
Address:	10701 Lyndale Avenue
Application type:	Final Development plan for 88 Senior Housing Condominiums, 17 Villa Homes and 42 Townhomes
Applicant:	Laukka-Jarvis, Inc.

This file contains the following items:

1. Agenda information
2. Staff report
3. Map

Additional information

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- Your name
- E-mail address
- Full mailing address (number, street name, city, state, ZIP)
- Daytime telephone number
- Case file number
- Date of hearing

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Originator Community Development	Item Final Development Plan		#
Agenda Section HEARINGS/PUBLIC INPUT Development Business	By LDP	Approved	Date 8/24/06

Item 1

Case 8192D-06

GENERAL INFORMATION

Applicant: Laukka-Jarvis, Inc.

Location: 10701 Lyndale Avenue South

Request: Final Development Plan for 88 condominiums, 42 townhomes, and 17 villa homes

Existing Land Use and Zoning: Manufacturing/research facility; R-1(PD)

Surrounding Land Use and Zoning: North and East—Low Density Residential; zoned R-1
West—Office/Warehouse; zoned FD-1 and Undeveloped; zoned RO-50(PD)
South—Conservation; zoned SC (BP-2)

Comprehensive Plan: The Comprehensive Land Use Plan recommends Office land use for the property.

PROPOSAL

The proposed 27.25 acre redevelopment includes 88 condominium units on 4.8 acres, 17 villa homes on 7.15 acres and 42 townhomes on 8.3 acres. The proposed density for the entire development is 5.3 units per acre. Approximately four acres would remain as open space and three acres for private streets, parking and access. This application is for a Final Development Plan. A Comprehensive Plan Revision, Rezoning and Preliminary Development Plan were approved by the City Council on April 17, 2006.

The applicant proposes to construct 88 condominium units on the northern 4.8 acres of the site, villa homes on 7.15 acres along the bluff and have town homes adjacent to the villa homes. Access would be provided from two locations along Lyndale Avenue. The condominiums would have a single access near the north side of the site. The townhomes and villa homes would be accessed from a private street looped through the southern two-thirds of the site. Existing and new stormwater ponding areas separate the two housing styles and access locations. Each villa home and townhome would have a two stall garage with an optional three-stall garage where adequate area is provided. The condominiums would have underground parking totaling 161 parking

Council Action

Motion by _____ Second by _____ to _____

QUALITY SERVICES - AFFORDABLE PRICE

spaces, 50 of which are stacked. A total of 53 surface off-street parking spaces (26 as proof of parking) would be provided for the condominiums. Total fully accessible parking will provide 164 spaces or 1.86 spaces per unit. Total on-site parking for the condominium development is 214 spaces or 2.43 spaces per unit. An emergency vehicle only access from Hopkins Road for the villa home/townhome development would be provided near the center of the site.

Architecturally, the condominiums would be a four-story mid-rise building setback approximately 30 feet from the right-of-way of Hopkins Road and 60 feet from Lyndale Avenue South. The height of the building ranges from 53 feet 7 inches to 63 feet from finished grade to the peak of the roof. The townhome and villa homes would be single level living with walkouts for a majority of the dwellings. The exterior building materials are brick, Hardi-Shakes, and cultured stone with asphalt shingles.

Stormwater from the interior roadways is collected in a series of catch basins connected to several stormwater rate and quality control ponds or infiltration basins (rain gardens). Water and sanitary sewer utility services will be provided from existing service lines. Site landscaping would provide buffer areas from Hopkins Road with building foundation plantings and individual townhouse and site landscaping treatments throughout the development.

APPLICABLE REGULATIONS

While numerous City Code sections apply to the proposal, some of the more significant sections include the following:

- Section 19.38.01 -- Planned Development Standards
- Section 19.41 -- R-1 Standards
- Section 19.62 -- Multiple Dwelling Design and Performance Standards
- Section 19.64 -- Parking Standards

REQUIRED FINDINGS

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

HISTORY

City Council Action: 4/17/06 – Approved a Comprehensive Plan Revision from Office to Medium Density Residential land use (Case 8192A-06), a rezoning from IN-1, Institutional to R-1(PD), Single Family Residential (Planned Development) (Case 8192B-06), a Preliminary Development Plan for a residential development of 17 villa homes, 42 town homes and up to 148 condominium units at 10701 Lyndale Avenue with one condition (Case 8192C-06).

CHRONOLOGY

Planning Commission Agenda: 08/24/06 - Public Hearing scheduled

DEADLINE FOR AGENCY ACTION

Application Date:	07/19/06
60 Days:	09/16/06
Extension Letter Mailed:	No
120 Days:	11/15/06

CITY OF BLOOMINGTON
Division of City Planning
REPORT TO THE PLANNING COMMISSION
August 24, 3006

Item 1

GENERAL INFORMATION

Applicant: Laukka-Jarvis, Inc.
(Case 8192D-06)

Location: 10701 Lyndale Avenue South

Request: Final Development Plan for 88 condominiums, 17 villa homes and 42 town homes

PROPOSAL

The proposed 27.25 acre redevelopment includes 88 condominium units on 4.8 acres, 17 villa homes on 7.15 acres and 42 town homes on 8.3 acres. The proposed density for the development is 5.3 units per acre. Approximately four acres would remain as open space and three acres for private streets, parking and access. This application is for a Final Development Plan. A Comprehensive Plan Revision, Rezoning and Preliminary Development Plan were approved by the City Council on April 17, 2006.

Access would be provided from two locations along Lyndale Avenue. The condominiums would have a single access from Lyndale Avenue. The town homes and villa homes will be accessed from a private looped street connected to Lyndale Avenue. Storm water ponding areas and open space separate the condominiums from the town homes. Each villa home and town home would have a two stall garage with an optional three-stall garage where adequate area is provided. The condominiums would have underground parking totaling 161 parking spaces, 50 of which are stacked. A total of 53 surface off-street parking spaces (26 as proof of parking) would be provided for the condominiums. Total, fully accessible, parking would provide 164 spaces or 1.86 spaces per unit. Total on-site parking for the condominium development is 214 spaces or 2.43 spaces per unit. An emergency vehicle only access from Hopkins Road for the villa home/town home development would be provided near the center of the site.

Architecturally, the condominiums would be a four-story mid-rise building setback approximately 30 feet from the right-of-way of Hopkins Road and 60 feet from Lyndale Avenue South. The height of the building ranges from 53 feet 7 inches to 63 feet from finished grade to the peak of the roof. The town home and villa homes would be single level living with walkouts for a majority of the dwellings. The exterior building materials are brick, Hardi-Shakes, and cultured stone with asphalt roof shingles.

Storm water from the interior roadways is collected in a series of catch basins connected to several storm water ponds providing rate and quality control or infiltration basins (rain gardens). Water and sanitary sewer utility services will be provided from existing service lines. Site landscaping includes buffer areas along Hopkins Road with building foundation plantings and individual townhouse and site landscaping treatments.

ANALYSIS

This application for a Final Development Plan completes the development review process for the proposed redevelopment of the site. The staff report and minutes for the Preliminary Development Plan review are attached to this staff report. Many of the development components including traffic generation and storm water management were addressed in the Preliminary Development Plan and will not be analyzed in this report.

The review of the Final Development Plan focuses on the consistency of the proposed development with the Preliminary Development Plan and reviews the details of the development proposal. This application does not complete the processes required for construction of the proposed redevelopment. The applicant would submit an application for a Plat consistent with the Final Development Plan, subject to approval.

The property was rezoned to R-1(PD) and the Comprehensive Land Use Plans designation changed to Medium Density Residential subject to approval of the Final Development Plan. The Medium Density Residential designation allows five to ten units per acre and the overall density is 5.3 units an acre. When evaluated independently, the villa homes are 2.4 units per acre, the town homes are 5.1 units per acre and the condominiums are 18.3 units per acre.

Town home and villa home access would be via a 24 foot wide private road with a single entrance from Lyndale Avenue South. The access would have an inactive "gatehouse" approximately 180 feet from Lyndale Avenue. Access to the condominium building would be a single location from Lyndale Avenue approximately 360 feet north of the town home/villa home access. An emergency vehicle access would be provided from Hopkins Road.

The proposed development would be constructed by three different builders for each housing category. This report will review each separately prior to a review of the entire development. This will simplify the details for each housing category as each has unique characteristics and issues.

Villa Homes

The 17 villa homes would be constructed along the Minnesota River bluff. The dwellings would be constructed between the 805.5 and 807 foot contour. A storm water collection system with 17 inlets would be constructed parallel to the bluff edge. This would eliminate over the bluff storm water discharge. Final grading would encroach into the Bluff Protection Overlay Zone. This would result in removal of 11 significant trees including a 26 inch Oak in the Bluff Protection Zone. A total of 51 trees would be removed in the area along the bluff line. Building construction limits would be above Bluff Protection Zone, which is the 800 foot contour.

There are some areas where grading occurs below the 800 foot contour. This may be appropriate where there is no associated tree removal and the area is appropriately stabilized. The individual tree species and size were analyzed along the bluff. Staff is concerned with the amount of grading and associated tree removal in the Bluff Protection Overlay District. The total tree removal along the bluff and in the Bluff Protection Overlay Zone is show in Table 1.

TABLE 1: Tree removal along and below the 800 foot contour by size (in inches) and removal (*Bold/Italic/underlined***)**

Species (removed/total)	Size (in inches) (Above 800)	Size in Inches (Below 800)
Oak (1/4)	24, 26, 14	<u>26</u>
Box Elder (14/14)	<u>12, 12, 14, 14, 14, 14, 14, 14,</u> <u>14, 24, 24</u>	<u>12, 12, 12</u>
Hackberry (8/8)	<u>12, 12, 12, 16, 24</u>	<u>12, 12, 12</u>
Ash (5/5)	<u>8, 12, 12, 14</u>	<u>18</u>
Elm (13/13)	<u>12, 12, 12, 12, 12, 12, 12, 12,</u> <u>16, 18</u>	<u>14, 14</u>
Maple (2/2)	<u>12, 12</u>	
Cottonwood (1/2)	26	<u>24</u>
Deciduous tree (7/7)	<u>10, 12, 12, 12, 12, 14</u>	<u>12</u>

NOTE: The above only includes trees located within 60 feet north of the 800 foot contour line and those removed in the Bluff Protection District.)

The tree removal in the Bluff Protection Overlay District requires approval by the City Forester. A review allows removal of the trees proposed except the removal of a 26 inch Oak tree. Staff recommends the applicant make the necessary modifications to preserve that tree and minimize grading and filling below the 800 foot contour.

The overall site design results in significant tree removal. Efforts are made to preserve the perimeter tree where possible. A total of 128 of the 142 trees larger than 8 inches in diameter within the site would be removed. Although the total tree removal is significant, the applicant proposes 139 over story trees and 101 ornamental/coniferous trees throughout the site.

Architecturally, there are four villa home designs. One design is single level living with a walkout lower level and three designs are two story structures with walkout lower levels. Each unit would have a minimum of a two stall garage with two designs adding a third stall which is separated from the main garage. The designs with the third stall garages means a significant majority of the front of the building (the entire front in one design) is garage. The unit labeled cottage "B" has the primary entrance on the side of the dwelling and not visible from the street.

The proposed spacing between the villa homes is as little as ten feet between the two story homes. This spacing is very tight considering the units are over 40 feet deep. While this may be acceptable, long term maintenance and care of the groundcover given the slope and lack of sunlight may be difficult. Proper selection of groundcover is essential.

The proposed building materials are cultured stone, hardi-plank lap siding or hardi-shakes, cedar shutters and asphalt shingles. The roof styles on each of the homes vary to allow changes in architectural style.

Town Homes

North of the villa homes would be 42 single level living with walkout lower level town homes. The private road would circle the development with dwelling units on both sides. The applicant proposes two stall garages for each town home with the option for a third stall for a majority of the units. Several driveways are shared or over 40 feet in length.

The applicant has provided hammerheads to eliminate difficulties with backing out of the curved driveways. The applicant proposes on street auxiliary parking for guests and additional resident parking. This is difficult given the curved street design. The applicant shall provide up to 30 spaces equally distributed along the private road as approved by the Planning Manager and Traffic Engineer. The proposed garage entrances are spaced at least 60 feet to allow parking in front of the garages and allow maneuvering for vehicles existing on the shared driveway. The proposed building materials are cultured stone, hardi-plank lap siding or hardi-shakes, cedar shutters and asphalt shingles.

Condominium

The condominium project would occupy the northern portion of the site. The density is significantly reduced from the preliminary development plan of 148 dwelling units in two three or four story buildings. A single 88 unit mid-rise structure is proposed. The change is intended to decrease building coverage and to construct a single building decreasing the impact on the neighborhood created by two buildings. Primary exterior materials would be cultured stone, brick, cement board and asphalt shingles. The "L" shaped building is designed to mitigate a direct impact on any adjoining property. The building design has elements provide breaks in building massing with balconies, and extensive window areas.

The building height from the ground to the peak of the roof ranges from 53 feet 7 inches at the north side of the building to 65 feet 7 inches at the southwest corner of the building. The base elevation of the north side of the condominium is 812 feet which is 14 feet lower than Hopkins road along the north side of the site. The home adjacent to the northwest corner of the site is at a base elevation of 810 feet, two feet lower than the proposed condominium. The applicant proposes to retain the existing wooded area at the northwest corner of the site to minimize the visual impacts of the four story building on the home at 10549 Lyndale Avenue South.

The base grade of Hopkins Road at 107th Street (south side of the condominium) is 802 feet. The exposed building height at this location would be over 60 feet. This is significantly higher than the 40 foot height limit in 19.47 of the City Code. There are several instances in the City of Bloomington where four story structures are located adjacent to single family homes are constructed with heights slightly lower than the proposed height. Applewood Point located at 84th and Lyndale Avenue is 59 feet to the peak of the roof and the recently approved redevelopment of Portland Park is 58 feet to the peak of the roof. A majority of the proposed building is less than 54 feet and consistent with the development patterns of other condominiums development in the City.

There would be approximately 300 feet of separation between the town homes and the condominium. This area is the location of the existing pond and a proposed storm water rate and quality control pond. The condominiums would be access by a single entrance point along Lyndale Avenue South. The majority of the condominium parking spaces are indoor spaces with 111 fully accessible stall and 50 stacked parking spaces for a total of 161 underground parking spaces or 1.8 spaces per unit.

The applicant proposes constructing a 27 space parking lot and reserve land area for an additional 26 spaces as proof of parking. Depending on the use of the building (senior vs. market rate), the parking provided for the 88 units is 2.14 spaces per unit, slightly under the 2.2 spaces required by City Code, would be adequate. With the inclusion of the proof of parking spaces, the parking ratio is 2.43 spaces per unit, which exceed the City Code. The area designated as proof of parking is significantly landscaped. This area should remain as grass only to reduce the impact on the property should the parking be required.

The performance standards for a multiple family development require auxiliary storage space of 25 square feet for each unit. The applicant proposes 80 storage lockers, some of which are not large enough to meet the minimum City Code requirement. The applicant shall make modification to the plan to provide storage lockers as required by the City Code. All trash collection will be inside the parking garage. A photometric lighting plan and landscape plan have been submitted with the application.

Summary

A major characteristic of the development plan is the diversity of housing types that combines mid-rise condominium building(s) along with villa homes and town homes. Varying building forms and a combination of exterior materials and colors will provide an attractive residential development in a unique setting. The combination of housing types and sizes is a design characteristic of new developments based on traditional design features. With the appropriate modification to the plan to address the concerns in the staff report and the conditions of approval, the proposed development would be consistent with the intent and purpose of the Planned Development Overlay District and City Code.

RECOMMENDATION

In Case 8192D-06, staff recommends approval of a Final Development Plan for a 88 condominiums, 17 villa homes and 42 town homes at 10701 Lyndale Avenue South subject to the following conditions being satisfied prior to Grading, Footing, Foundation, or Building Permits:

- 1) A site development agreement including all conditions of approval be executed by the applicant and the City and proof of filing be provided to the Manager of Building and Inspection;
- 2) Exterior building materials be approved by the Planning Manager;
- 3) Grading, drainage, utility and erosion control plans be approved by the City Engineer;
- 4) Connection charges be satisfied;
- 5) A SAC determination and payment be paid, if applicable;
- 6) Connection charges are due prior the issuance of utility permits;

- 7) The revised grading, drainage, utility, and erosion control plans shall be approved by the City Engineer prior to issuance of permits;
- 8) Temporary street signs, lighting, and addresses shall be provided during construction;
- 9) A sidewalk connection shall be provided from the condo building and town homes to the public sidewalk/street and to the walk around the pond;
- 10) All parking shall be on-site; no on-street parking/loading/unloading will be allowed on public streets;
- 11) A revised circulation and access plan shall be reviewed and approved by the City Engineer, and shall include:
 - a) Auto turn calculations if on street parking is allowed on the private street;
 - b) Turnarounds for the dead ends; and
 - c) A minimum of 60-feet between garages on shared driveways.
- 12) A temporary chain link fence shall be provided along the bluff side during construction to protect against bluff encroachment that may cause erosion;
- 13) A haul road agreement shall be provided for Lyndale Avenue;
- 14) A Storm Water Management Plan shall be provided and approved by the City Engineer that includes the following:
 - a) Storm water Volume Control;
 - b) Water Quality Treatment which meets the requirements of the Bloomington Comprehensive Surface Water Management Plan (CSWMP); and
 - c) Maintenance Schedule/Plan for Storm water BMP signed by property owner and to be filed on record with Hennepin County. Proof of filing shall be submitted to Engineering.
- 15) NPDES construction site permit and Storm Water Pollution Prevention Plan (SWPPP) shall be provided. The SWPPP shall include the name and phone number of the party responsible for erosion control;
- 16) Lower Minnesota Watershed District Permit and comments shall be provided.
- 17) An Erosion Control Bond shall be provided;
- 18) A wetland delineation report and plans shall be provided which shall include:
 - a) Impacts and Mitigation;
 - b) A sequencing plan for the gazebo; and
 - c) A Wetland Conservation Act (WCA) permit.

and subject to the following additional conditions:

- 19) All unused water services shall be property abandoned.
- 20) No runoff will be allowed over the bluff in accordance with BP-2 Bluff Protection Zone.
- 21) Alterations to utilities be at the developer's expense;
- 22) All pickup and drop-off occur on site and off public streets;
- 23) All loading and unloading occur on site and off of public streets;

and subject to the following Code requirements:

- 1) Landscape plan be approved by the Planning Manager and landscape bond be filed (Sec 19.52);
- 2) Erosion control measures be in place and bond be filed;

- 3) All rooftop equipment be fully screened (Sec. 19.52.01);
- 4) Poured-in-place concrete curbs be provided on the perimeter of parking lots and traffic islands (Sec 19.64);
- 5) All trash and recyclable materials be stored and screened inside the principal building (Sec. 19.51);
- 6) Property be platted in accordance with the requirements of Chapter 16 of the City Code (Sec. 16.03);
- 7) Buildings be provided with an automatic fire sprinkler system, if needed, as approved by the Fire Marshal (Mn Bldg. Code Sec. 904.1, Mn. Rules Chapter 1306; Uniform Fire Code Sec. 1003);
- 8) Fire lanes be posted as approved by the Fire Marshal (Uniform Fire Code Sec. 901.4);
- 9) Parking lot and site security lighting shall satisfy the requirements of Section 19.54 of the City Code; and
- 10) Signage be in conformance with the requirements of Chapter 19, Article X of the City Code.

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10701 Lyndale Ave, Bloomington MN

