



PLANNING COMMISSION STAFF REPORT

Originator Cary Teague Community Development Director	Meeting Date February 24, 2016	Agenda # V.B.
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INFORMATION/BACKGROUND

Project Description

DLC Residential, LLC is proposing to redevelop the 5.6 acre office building sites at 6550 Xerxes and 3250 66th Street West. (See property location on pages A1–A5.) The applicant is proposing to tear down the existing buildings and redevelop the site with the following two phase development:

Phase 1 (3250 66th Street West):

- A 6-7 story, 227-unit apartment building, with two levels of underground parking, a club room, fitness area, and a green roof with an amenity terrace, including a pool.

Phase 2 (6650 Xerxes Avenue):

- A 5-6 story, 145-unit apartment building. Five and four floors of housing above the parking and amenities area.

The primary entrance to the site would be off Xerxes Avenue. There is a secondary access available off of York. Both of these access points exist today. There is a shared access arrangement with the adjacent property owner at 3316 66th Street west. That shared access would also remain.

See narrative and plans on pages A6–A45, and larger scale plans in the attached development book.

This application was submitted after the effective date of the City's new affordable housing policy of requiring 10% of the units to be affordable in a rezoning request does apply. The applicant is proposing only 3% of the project (7 units in Phase 1 and 4 units in Phase 2.)

To accommodate the request, the following amendment to the Comprehensive Plan would be required:

- Re-guiding of the site from RM, Regional Medical to CAC, Community Activity Center.

As discussed during the sketch plan review of this project; the proposal to re-guide the property to CAC includes the three parcels to the east at 6444, 6500 and 6525 Xerxes Avenue. Those three property owners have agreed to the re-guiding of their property.

This is the only Comprehensive Plan Amendment requested; the proposed height (7 stories) and density (66 units per acre) would meet the standards of the CAC.

In addition, the following land use applications are requested:

- Preliminary Rezoning from POD-1&2, Planned Office District to PUD, Planned Unit Development; and
- Preliminary Development Plan.

This review is the first of a two-step process of review. Should the Preliminary Rezoning and Comprehensive Plan Amendment be approved, the following are required for the second step:

1. Final Development Plan and Final Rezoning. The applicant would make any changes/revisions necessary from the preliminary plans, and submit a final development plan and rezoning application. That final review is then a review for consistency with the approved preliminary plans before the City Council and adoption of the Zoning Ordinance for the PUD.
2. Staff submittal of the Comprehensive Plan Amendment to the Metropolitan Council for review and approval.

The applicant has gone through the Sketch Plan process before the Planning Commission and City Council. (See the sketch plans on pages A122-A124; and the minutes from those meetings on pages A125–A130.) The sketch plans were generally well received; the applicant has developed the proposed plans by attempting to address issues that were raised by the Planning Commission and City Council at Sketch Plan. (See pages A13-A14 of the applicant narrative that highlights the changes made since sketch plan.) Those changes include:

- Inclusion of the easterly adjacent parcels in the Application for Comprehensive Guide Plan Amendment.

- While the south setbacks have been maintained as previously shown, the upper levels of Phase I and all of Phase II are moved southwards to free up land on the north end of the site for possible extension of 65th Street.
- The Phase I, underground parking footprint has been shortened so it no longer extends under the requested future ROW.
- The floor elevations of the buildings have been lowered about six feet. Both levels of the parking garage are deeper into the ground. As a result, the terraces built over the parking have a much better relationship to elevations of the adjacent land and relate much more closely to the internal pedestrian street.
- The residential amenities that were previously located on the upper level of the garage are moved up to the first floor where they now have a direct relationship to the street level lobby, the guest parking and to 66th Street. The dwelling units previously located on first floor of the south end of the Phase I building, are relocated to the fifth floor, thereby adding strength and prominence to the south façade of Phase I on 66th Street.
- The character of the internal street has been enhanced. The southward extension of York Avenue is enhanced with upgraded paving materials, pedestrian scaled lighting and stoops, stairs and benches so it will function as an attractive north-south pedestrian link between the residential neighborhood to the north and the Southdale District on the south.
- This revised plans show landscaping of the “free-right” turn lane at the 66th & York intersection.
- The south elevation of the Phase I building has been modified to further emphasize its position as a gateway to this District. The five-story wing has been moved forward to increase its visibility along 66th Street. The one story base has been increased in height to a story-and-a half with added sun-screens and pedestrian features. And the height of the six-story portion has been increased and exaggerated by the addition of a tall, illuminated parapet that will anchor the northward view of the York Avenue street corridor. This parapet will also conceal the roof-mounted cell phone towers that will be installed on its roof.
- Dwelling unit count in Phase I has been reduced from 230 apartments to 227 but the number of bedrooms has increased from 320 to 338.
- The gross area of Phase I has increased from 243,800 square feet to 255,008 square feet.

- Phase I residential parking has increased from 379 cars to 391; 353 parking spaces are enclosed and secure for residents; and 38 spaces are on the surface and can be used by visitors and guests.

SUPPORTING INFORMATION

Surrounding Land Uses

Northerly: A multi-story York of Edina condos; zoned PRD-4, Planned Residential District and guided High Density Residential.
Easterly: City of Richfield; Commercial shopping center.
Southerly: Southdale Center; zoned PCD-3, Planned Commercial District and guided Community Activity Center.
Westerly: Office buildings; zoned POD, Planned Office District and guided Regional Medical.

Existing Site Features

The subject property is 5.6 acres in size, is relatively flat and contains two office buildings with surrounding surface parking. The access to the site from 66th street is share with the adjacent property owner to the west. There is also a shared access and parking agreement with this property, and an access agreement to York Avenue to the north. (See pages A2–A3.)

Planning

Guide Plan designation: RM – Regional Medical. (See page A5.)
Zoning: POD – 1 & 2, Planned Office District. (See page A5a.)

Site Circulation

Access to the site would be available in the same three locations of today; from Xerxes, 66th Street and York. (See page A82.) Shared easements would remain in place with the property owner to the west, for access, circulation and parking. Circulation includes access out to York Avenue.

Pedestrian paths are planned for the site. A sidewalk is proposed along 66th and along Xerxes. This sidewalk should be constructed to extend to the property boundary on Xerxes. (See page A32.) Another sidewalk is proposed north-south through the project; this sidewalk should also be extended to York Avenue. (See page A32.) These shall be made a condition of any approval. (See engineering memo dated February 12, 2016 on pages A114-A115.) These sidewalks will provide the pedestrian access to Southdale for not only residents within this project, but residents to the north. Phase 2 would include

a second north south sidewalk on the east side of the drive-aisle. (See page A27.)

As a result of the recent discussions with Hennepin County regarding elimination of right turn lanes at this intersection; it is likely that the County would be open to eliminating the “free right”. The County would not want to vacate the right-of-way; rather, we would like to use the space for more comfortable pedestrian crossings and public/green space. The applicant had demonstrated what that space could be in their proposed plans showing the green space landscaping and wide sidewalk to the street. (See page A32.) The applicant would be required to participate in cost sharing for improvements made for pedestrian circulation if these options are further developed. This shall be incorporated into the development agreement. Staff will continue to explore and study these options with the County. It would not impact the proposed development itself in terms of building location.

Traffic & Parking Study

Kimley Horn conducted a parking and traffic study. (See the attached study on pages A46–A108.) The Study concludes that the proposed development could be supported by the existing adjacent roadways and there would be adequate parking provided. No roadway improvements or additional parking would be required to accommodate the proposed site development. (See page A77 of the study.) Concern has been raised by residents to the north of this project. (See attached petition.) The traffic study has concluded that 32% of the outbound trips from the site would be to the north. (See page A82.)

Extension of 65th Street

Within the draft of the Greater Southdale Area Planning Study, 65th Street is contemplated to be extended to connect at Xerxes Avenue. (See page A131.) The applicant has agreed to dedicate a 30-foot easement for the future roadway. This segment would not be built until all necessary right-of-way has been obtained. The property owner would still be able to utilize this area for parking and green space.

Bike Parking for Residents

Bike parking would be provided for each unit within the building. A total of 4,026 square feet of bike storage would be provided in the two levels of underground parking (See page A26.)

Landscaping

Based on the perimeter of the site, the applicant is required to have 41 over story trees and a full complement of under story shrubs. The applicant is

proposing 112 over story trees, including existing and proposed. The trees would include a mixture of Oak, Hackberry, Maple Linden, Birch and Spruce. (See pages A22–A23, and the development plan book.) A full complement of understory landscaping is proposed around the buildings. Staff would work with Hennepin County regarding boulevard trees.

Trash Enclosures

The trash area is located in the first level of the parking garage inside the building. (See page A26.) Trash would be collected within the building.

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 pages A114-A119. Highlighted items include: a requirement for a developer's agreement and dedicated easements over public sidewalks and utilities. Any approvals should be conditioned on the conditions outline in the director of engineering's memo dated February 12, 2016.

Building/Building Material

The building would be constructed of high quality brick and stone, pre-finished metal panels and glass. (See renderings on pages A29–A30 and A37-A41.) A materials board will be presented at the Planning Commission Meeting.

Mechanical Equipment

Minimal mechanical equipment has been shown on the plans. Any rooftop and/or ground level equipment would have to be screened if visible from adjacent property lines. Final Plans must include location of mechanical equipment and the means of screening. No ground level mechanical equipment shall be located within the front yard (street side) of the development.

Lighting

A lighting plan has been submitted and conforms to all city code requirements. (See page A45.)

Signage

The underlying zoning of the property would be POD, therefore, would be subject to signage requirements of that zoning district. Staff would recommend a full signage plan be submitted as part of the Final Development Plan. Plans should specifically include location and size of monument signs

and way finding signage. Specific signage regulations would be incorporated into the PUD Zoning District including way finding signage.

Temporary Cell Pole

Currently there are cellular antennas on top of the office building that is to be demolished. Therefore, the applicant will be required to temporarily locate a 75-foot cell pole north of the proposed new building. (See page A31.) This pole would be removed and the antennas re-located on top of the proposed new apartment building, once the new building is constructed.

Comprehensive Guide Plan

To accommodate the request, a Comprehensive Plan amendment is requested so the future land use on all corners of 66th and Xerxes/York are consistent.

➤ From RM, Regional Medical to CAC, Community Activity Center.

The CAC, Community Activity Center allows up to 105 units per acre. The proposed density of 66 units per acre meets the Comprehensive Plan, but is on the higher end of existing high density residential in Edina. The site's location on an arterial roadway provides a good location for higher density.

The Comprehensive Plan suggests allowing higher density and floor area ratio subject to proximity to utilities capacity, level of transit service available, and impact on adjacent roads. Other desired items to allow greater density would include: Below grade parking, provision of park or open space, affordable housing, sustainable design principles, provision of public art, pedestrian circulation, and podium height.

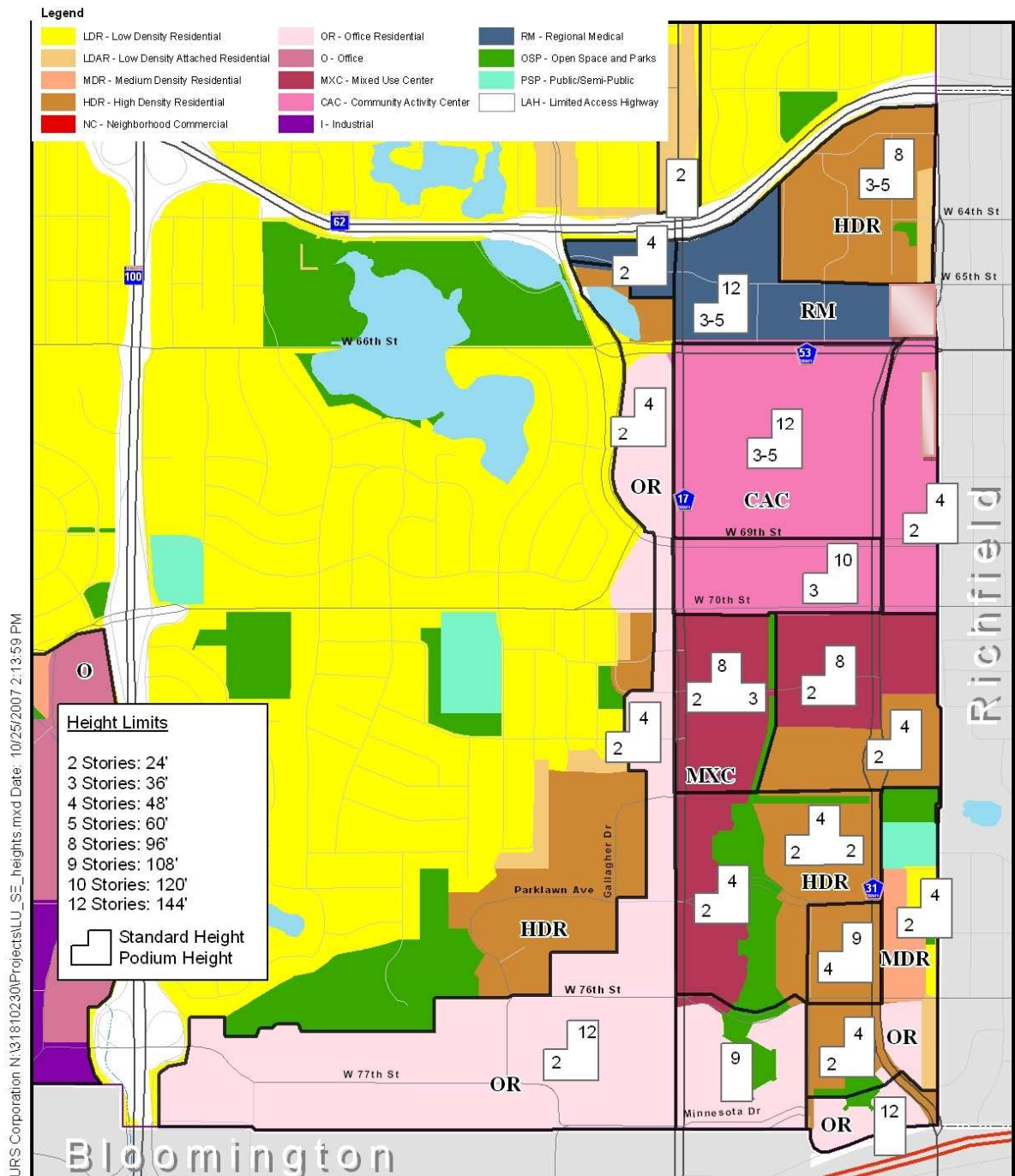
The proposed plans contain most of these elements. There is adequate utility capacity available; the new transit station is located across the street at Southdale; the Kimley Horn traffic study concludes there would be minimal impact to the roads, and the existing roads could support the development; underground parking is provided, there are minimal surface parking lots at ultimate buildout, the open space area is provided along the front streets and in front of the building in phase 1; affordable housing is proposed, but does not meet the housing policy - 3% of the housing units (11 total) would be designated for affordable housing; sustainable design principles are applied, and there are vast improvements in pedestrian circulation to move pedestrians around and through the site.

Below are existing high density developments in the City. Note that the trend in multi-family development is higher density. This is due to the high cost of

land in Edina, the requirement for affordable housing, and the added cost of redeveloping a site with existing buildings:

Development	Address	Units	Units Per Acre
Yorktown Continental (Senior Housing)	7151 York	364	63
The Durham	7201 York	264	46
6500 France (Senior Housing)	6500 France	188	80
York Plaza Condos	7200-20 York	260	34
York Plaza Apartments	7240-60 York	260	29
Walker Elder Suites (Senior)	7400 York	72	40
7500 York Cooperative (Senior)	7500 York	416	36
Edinborough Condos	76xx York	392	36
South Haven (Senior)	3400 Parklawn	100	42
The Waters	Colonial Drive	139	22
69 th & York Apartments	3121 69 th Street	114	30
Lennar (The Onyx)	6725 York	240	52
71 France (Byerly's)	71 France	234	23
Beacon (66 West)	66 France	39	43
Gateway Pointe	3101 66 th St.	210	105
Millennium at Southdale (under consideration)	6550 Xerxes & 3250 66 th St.	375	66

Land Use. The map on the following page shows how the Comprehensive Plan would be amended to accommodate the change in designation. In making this change, all four corners of 66th and Xerxes/York would be designated as CAC, Community Activity Center. This area is seen as a gateway into Edina and the Southdale Area; this change in designation makes the land uses allowed on all four corners consistent. The changes are the pink added to the map.



City of Edina
2008 Comprehensive Plan Update

Data Source: URS

**Future Land Use Plan with
Building Heights**

Southeast Quadrant

Figure 4.6B



0

0.5 Miles

Planned Unit Development (PUD)

Section 36-253 of the Edina City Code provides the following regulations for a PUD:

- 1. *Purpose and Intent. The purpose of the PUD District is to provide comprehensive procedures and standards intended to allow more creativity and flexibility in site plan design than would be possible under a conventional zoning district. The decision to zone property to PUD is a public policy decision for the City Council to make in its legislative capacity. The purpose and intent of a PUD is to include most or all of the following:***
 - a. provide for the establishment of PUD (planned unit development) zoning districts in appropriate settings and situations to create or maintain a development pattern that is consistent with the City's Comprehensive Plan;***
 - b. promote a more creative and efficient approach to land use within the City, while at the same time protecting and promoting the health, safety, comfort, aesthetics, economic viability, and general welfare of the City;***
 - c. provide for variations to the strict application of the land use regulations in order to improve site design and operation, while at the same time incorporate design elements that exceed the City's standards to offset the effect of any variations. Desired design elements may include: sustainable design, greater utilization of new technologies in building design, special construction materials, landscaping, lighting, stormwater management, pedestrian oriented design, and podium height at a street or transition to residential neighborhoods, parks or other sensitive uses;***
 - d. ensure high quality of design and design compatible with surrounding land uses, including both existing and planned;***
 - e. maintain or improve the efficiency of public streets and utilities;***
 - f. preserve and enhance site characteristics including natural features, wetland protection, trees, open space, scenic views, and screening;***
 - g. allow for mixing of land uses within a development;***

- h. encourage a variety of housing types including affordable housing; and***
- i. ensure the establishment of appropriate transitions between differing land uses.***

The proposal would meet the purpose and intent of the PUD, as most of the above criteria would be met. If the site is guided “Community Activity Center – CAC,” which is described as the most intense district in terms of uses, height and coverage. Primary uses include retail and residential. Mixed uses are encouraged. Having more housing in this commercial area increases the mix of uses within the district, as retail is still the predominant land use in the CAC.

The site would be pedestrian friendly with pedestrian paths planned through and around the site. A boulevard style sidewalk would be provided along Xerxes and 66th Street, and on both sides of the north-south drive-aisle that will separate the two buildings from each phase. Phase 1 will include a sidewalk on the west side of the private drive to allow pedestrians from the north to walk through the site to connect to Southdale and the Metro Transit facility.

The applicant is proposing to provide 11 units for affordable housing (3% of the development.) This application was submitted after the City’s Housing Policy took effect. The Policy was being considered during their sketch plan review, so the developer was aware of the likelihood of 10% affordable housing being required.

Gateway Pointe will be providing 5% of their units for affordable housing, and the Policy was not in effect when that project was reviewed and approved.

Staff recommends that 10% of the units, 22 in Phase 1 and 14 in Phase 2 be designated for affordable housing consistent with Edina’s Affordable Housing Policy. (See Policy on pages A120-A121.)

This will assist the City in meeting its affordable housing goal of 212 units by 2020. To date the City has approved 169 units for affordable housing and 20 have been built; and another 49 are anticipated in the next 1-2 years.

The building serves as a “gateway” into Edina. The curved shape of the first level of the building is unique and fits the curved shape of the lot. The primary parking area would be underneath the building.

2. Applicability/Criteria

- a. Uses. All permitted uses, permitted accessory uses, conditional uses, and uses allowed by administrative permit contained in the various zoning districts defined in Chapter 36 shall be treated as potentially allowable uses within a PUD district, provided they would be allowable on the site under the Comprehensive Plan. Property currently zoned R-1, R-2 and PRD-1 shall not be eligible for a PUD.**

The proposed use, multiple-family residential housing is a use allowed in the Community Activity Center, as described in the Comprehensive Plan.

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

Assuming approval of the Comprehensive Plan Amendment, the site would be guided as “Community Activity Center – CAC,” which encourages the mixing of retail and multi-family residential uses. The proposed plan brings more housing to the area, which currently is a minority use in the CAC.

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

This project is for a single land use, however, multi-family residential is a minority use in the district. It is a permitted use in the CAC, therefore it is consistent with the objectives of the ordinance and Comprehensive Plan.

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

As indicated in table earlier within this report, the proposed density is within the range allowed in this district. The site will benefit by the

amenities within walking distance including Southdale, Metro Transit and Fairview Hospital. The proposed density is appropriate for this site.

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

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

The design of the building is of a high quality. Proposed materials include high quality brick, stone, and metal panel. (See page A40.)

The development would incorporate improved landscaping and green space within the development. The site is mostly building and paved surface today.

COMPLIANCE TABLE

	City Standard POD	Proposed
<u>Building Setbacks</u> Front – 66 th /York Side – East Side – West Front – North	75 feet 75 feet 75 feet 75 feet	20 feet* 11 feet* 20 feet* 90 feet*
Building Height	12 stories & 144 feet	6-7 stories 74-82 feet
Maximum Floor Area Ratio FAR)	Floor to Area Ratio may exceed 1.0 on a case by case basis, subject to proximity to utilities capacity, level of transit service available, and impact on adjacent roads. Other desired items to allow greater density or density on the high end of the residential housing range above, would include: Below grade parking, provision of park or open space, affordable housing, sustainable design principles, provision of public art, pedestrian circulation, and podium height.	1.9**
Density	105 units per acre for CAC, Community Activity Center	66
Parking Stalls	227 enclosed residential– Phase 1 294 total office – Phase 1 145 enclosed – Phase 2	350 enclosed + 29 surface 250 surface* 249 enclosed + 11 surface
Parking Stall Size	8.5' x 18'	8.5 x 18'
Drive Aisle Width	24 feet	24 feet

** Variance or would require change to PUD*

*** Council may approve subject to proximity to utilities capacity, level of transit service available, and impact on adjacent roads. Other desired items to allow greater density or density on the high end of the residential housing range above, would include: Below grade parking, provision of park or open space, affordable housing, sustainable design principles, provision of public art, pedestrian circulation, and podium height – 2008 Comprehensive Plan*

PRIMARY ISSUES/STAFF RECOMMENDATION

Primary Issues

- **Is the proposed Comprehensive Plan Amendment regarding Land Use reasonable to allow the proposed development?**

Yes. Staff believes the proposed Comprehensive Plan Amendment is reasonable for the site for the following reasons:

1. The proposed land uses are consistent with existing and proposed land uses in this area. To the north are high density residential developments consistent with the proposal. Multi-family housing is an allowed use in the Regional Medical District. This site is seen as the gateway into Edina and the Southdale Area. The proposed land use change would allow all four corners of 66th and York/Xerxes to be consistent.
2. The proposed development is within the height and density guidelines of the Comprehensive Plan.
3. The Comprehensive Plan recognizes the Southdale area and the CAC as the most intense district in terms of uses, height and coverage. The City allows a floor area ratio of up to 1.5 in other parts of the City, such as 50th France; therefore, the floor area ratio of the proposed use, which is predominantly residential, seems appropriate for the area.
4. The traffic and parking study done by Kimley Horn concludes that the existing roadways can support the proposed project, and there would be adequate parking provided.

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

Yes. Staff believes that the PUD is appropriate for the site for the following reasons:

1. As highlighted above on pages 10–13, the proposal meets the City's criteria for PUD zoning. In summary the PUD zoning would:
 - a. Provides a land use with the CAC area that is in the minority; thereby creating more mixture of uses within the area.
 - b. Create a pedestrian friendly development with extensive pedestrian paths planned for the site. Boulevard style sidewalks would be provided around on all roadways and a new-north south sidewalk connection

would be made to provide a new connection to Southdale and Metro Transit for the residents to the north on York Avenue.

- c. Podium Height would be used on 66th Street.
 - d. The applicant is also proposing some sustainability principles within their project narrative, (See page A11.) including: Green roofs, 15% increase in energy efficiency; participation in the Xcel Energy EDA program; and green construction practices.
 - e. Ensure that the building proposed would be the only building built on the site, unless an amendment to the PUD is approved by City Council.
 - f. Provides affordable housing.
- 2. The proposed uses would fit in to the neighborhood. As mentioned, re-guiding this site would provide consistent land use designation for all four corners of 66th and York/Xerxes, which is viewed as a gateway into Edina and the Southdale Area.
 - 3. The existing roadways would support the project. Kimley-Horn conducted a traffic impact study, and concluded that the proposed development could be supported by the existing roads subject to conditions. (See traffic study on pages A46–A108.)
 - 4. The public realm provided for the development would be within and around the sidewalk areas. The proposed plans invite people through the project from the north to provide a pedestrian access to Southdale and the Metro Transit station. Boulevard style sidewalks are provided to comfortably move residents around the building and through the project to create a comfortable pedestrian experience. A large green space, adjacent to the boulevard style sidewalk is proposed to fill in the right-turn lane, another signature of this gateway area.
 - 5. 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. Support and enhance commercial areas that serve the neighborhoods, the city, and the larger region.
 - e. Increase mixed use development where supported by adequate infrastructure to minimize traffic congestion, support transit, and diversify the tax base.
 - f. Increase pedestrian and bicycling opportunities and connections between neighborhoods, and with other communities, to improve transportation infrastructure and reduce dependence on the car.
 - g. Incorporate principles of sustainability and energy conservation into all aspects of design, construction, renovation and long-term operation of new and existing development.
 - h. 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.
 - i. Provision of affordable housing.
6. The proposal addresses many of the working principles of the Greater Southdale Area Working Group. (See pages A109-A113.)
 7. The site is a gateway into Edina, and the building has taken the curved shape of the site that it sits on.

Staff Recommendation

Comprehensive Plan Amendments

Recommend that the City Council approve the requests for Comprehensive Plan Amendments for 6444, 6500, 6550 and 6525 Xerxes and 3250 66th Street West as follows:

- Re-guiding these sites from RM, Regional Medical to CAC, Community Activity Center.

Approval is subject to the following findings:

1. The proposed land uses, multi-family residential and commercial are consistent with existing and proposed land uses in this area. Multi-family housing is an allowed use in the Regional Medical District.
2. This site is seen as the gateway into Edina and the Southdale Area. The proposed land use change would allow all four corners of 66th and York/Xerxes to be consistent.
3. The proposed development is within the height and density guidelines of the Comprehensive Plan.
4. The Comprehensive Plan recognizes the Southdale area and the CAC as the most intense district in terms of uses, height and coverage. The City allows a floor area ratio of up to 1.5 in other parts of the City, such as 50th France; therefore, the floor area ratio of the proposed use, which is predominantly residential, seems appropriate for the area.

Preliminary Rezoning to PUD & Preliminary Development Plan

Recommend that the City Council approve the Preliminary Rezoning from POD-1&2, Planned Office District to PUD, Planned Unit Development; and Preliminary Development Plan to redevelop 6550 Xerxes and 3250 66th Street West. The proposal is a two phase development as follows:

Phase 1 (3250 66th Street West):

- A 6-7 story, 227-unit apartment building, with two levels of underground parking, a club room and fitness area, and a green roof with an amenity terrace.

Phase 2 (6650 Xerxes Avenue):

- A 5-6 story, 145-unit apartment building. Five and four floors of housing above the parking and amenities area.

Approval is subject to the following findings:

1. The proposal would meet the purpose and intent of the PUD, as most of the above criteria would be met. The site is guided in the Comprehensive Plan as “Community Activity Center – CAC,” which encourages a mixing of uses, including retail and multi-family residential. The proposed uses are therefore consistent with the Comprehensive Plan as amended.

2. The proposed land uses, multi-family residential and commercial are consistent with existing and proposed land uses in this area.
3. The proposed development is within the height and density guidelines of the Comprehensive Plan.
4. The Comprehensive Plan recognizes the Southdale area and the CAC as the most intense district in terms of uses, height and coverage. The City allows a floor area ratio of up to 1.5 in other parts of the City, such as 50th France; therefore, the floor area ratio of the proposed use, which is predominantly residential, seems appropriate for the area.
5. The traffic and parking study done by Kimley Horn concludes that the existing roadways can support the proposed project, and there would be adequate parking provided.
6. The project would create a pedestrian friendly development with extensive pedestrian paths planned for the site. Sidewalks would provide pedestrian connections for residents to the north through the development to connect to the Southdale area.
7. The site is a gateway into Edina, and the building has taken the curved shape of the site that it sits on. Podium Height would be used on 66th Street.
8. The public realm provided for in the development would be within and around the sidewalk areas. The proposed plans invite people through the project from the north to provide a pedestrian access to Southdale and the Metro Transit station. Boulevard style sidewalks are provided to comfortably move residents around the building and through the project to create a comfortable pedestrian experience. A large green space, adjacent to the boulevard style sidewalk is proposed to fill in the right-turn lane, another signature of this gateway area.
9. The development would include affordable housing.
10. The applicant is also proposing some sustainability principles within their project narrative, including: Green roofs, 15% increase in energy efficiency; participation in the Xcel Energy EDA program; and green construction practices.
11. The PUD would ensure that the building proposed would be the only building built on the site, unless an amendment to the PUD is approved by City Council.

12. The proposal addresses many of the working principles of the Greater Southdale Area Working Group as mentioned in the above findings.
13. 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. Support and enhance commercial areas that serve the neighborhoods, the city, and the larger region.
 - e. Increase mixed use development where supported by adequate infrastructure to minimize traffic congestion, support transit, and diversify the tax base.
 - f. Increase pedestrian and bicycling opportunities and connections between neighborhoods, and with other communities, to improve transportation infrastructure and reduce dependence on the car.
 - g. Incorporate principles of sustainability and energy conservation into all aspects of design, construction, renovation and long-term operation of new and existing development.
 - h. 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.
 - i. Provision of affordable housing.

Approval is subject to the following Conditions:

1. The Final Development Plans must be generally consistent with the Preliminary Development Plans dated January 22 and February 5, 2016.
2. Final plans must show all mechanical equipment and the means to screen it. No ground level mechanical equipment shall be located in front of the building on a public street.
3. The Final Landscape Plan must meet all minimum landscaping requirements per Chapter 36 of the Zoning Ordinance.

4. The Final Lighting Plan must meet all minimum landscaping requirements per Chapter 36 of the Zoning Ordinance.
5. This sidewalk proposed along Xerxes must be extended to the east property boundary. The north-south sidewalk on the west side of the private drive must also be extended to York Avenue.
6. Submittal of a complete sign plan for the site as part of the Final Development Plan application. Signage should include monument sign locations and size, way finding signage, and wall signage.
7. Compliance with all of the conditions outlined in the director of engineering's memo dated February 12, 2016.
8. As part of a Developer's Agreement, the property owner would be required to participate in appropriate cost sharing improvements to the 66th and York intersection which may include elimination of the right turn lane, providing green space and improving pedestrian crossings.
9. Ten percent (10%) of the housing units shall be designated for affordable housing. Specific detail would be determined at the time of final approval.
10. Sustainable design principles must be used per the applicant narrative. The building shall be designed to be 15% more energy efficient than the current state energy code guidelines. A plan of how standards are intended to be met must be submitted prior to issuance of a building permit.
11. Final Rezoning is subject to a Zoning Ordinance Amendment creating the PUD, Planned Unit Development for this site.
12. The temporary cell pole must be removed as soon as possible. No final occupancy permit will be granted for the apartment building until the pole is removed.
13. A 30-foot roadway easement shall be dedicated at the time of Final Rezoning for a future extension of 65th Street.

Deadline for a city decision: May 20, 2016