1. Call to order – Roll Call

2. Approval of Minutes of February 1, 2017

3. Hearings
   A. PLACE Comprehensive Plan Map Amendment; Preliminary and Final PUD; Preliminary and Final Plat
      Location: 5605 W. 36th Street
      Applicant: PLACE E-generation One, LLC
      Case Nos.: 17-04-CP, 17-05-S, 17-06-PUD

4. Other Business

5. Communications

6. Adjournment

If you cannot attend the meeting, please call the Community Development Office, 952/924-2575.

Auxiliary aids for individuals with disabilities are available upon request. To make arrangements, please call 952.928.2840 at least 96 hours in advance of meeting.
1. Call to Order – Roll Call

Vice Chair Robertson called the meeting to order.

2. Approval of Minutes of January 18, 2017

Commissioner Person made a motion to approve the minutes of January 18, 2017. Commissioner Carper seconded the motion, and the motion passed on a vote of 5-0.

3. Public Hearings

A. Preliminary and Final Plat and Preliminary and Final PUD

The Elmwood Redevelopment

Location: 5605 36th Street W.
Applicant: 36th Street LLC
Case Nos.: 16-47-S and 16-48-PUD

Jennifer Monson, Planner, presented the staff report. The applicant proposes to demolish the existing building and construct a 6-story, mixed-use building with 85 residential units, 20 of which will be affordable at 60% area median income, 4,400 square feet of commercial space, and 196 parking stalls.

Ms. Monson discussed the preliminary and final plat. She noted that the applicant has requested to vacate the alley that lies between the south property line and the Burlington Coat Factory parcel. Staff supports vacating the northern eight feet of the alley.

Ms. Monson presented the zoning analysis for the PUD request.
Ms. Monson spoke about the traffic study. She said normally a study is not done for a project of this size but due to the increase in density they wanted to see how a development for 55+ compares to a market rate development. She said the study found that in the afternoon peak, a 70-unit senior housing development generates the same amount of traffic as a 50-unit market rate housing development. Furthermore, the peak hour traffic generation is about the same as the existing American Legion and commercial office space.

Ms. Monson discussed landscaping. She explained that the project does not meet the number of tree and shrub planting required by the city, so the plan provides alternative landscaping measures in order to meet the landscaping ordinance. These measures include outdoor fireplaces, pergola structures, outdoor space on the roof and public art.

Ms. Monson discussed the Designed Outdoor Recreation Area (DORA). The plan exceeds the City’s minimum 12% DORA requirements and provides approximately 21.6% of the project.

Ms. Monson stated that a neighborhood meeting was held on November 29, 2016. Concerns included parking and compliance with zoning code regarding building façade. Comments were also expressed about height. Concerns were lessened when it was determined that the proposed building was only 10 feet higher than Hoigaard Village across the street.

Commissioner Carper asked if there would be a rain garden or underground storage.

Ms. Monson said the site is under one acre so they are not required to do any on-site stormwater retention. They are reducing the amount of impervious surface to about 72%. She added that the applicant will be paying for a portion of the Hoigaard Village pond which the city constructed.

Commissioner Carper commented on the shadow study. Ms. Monson explained that the ordinance allows up to 50% of the building wall to be covered for up to two hours a day between the hours of 9 a.m. and 3 p.m. for up to 60 days. The applicant supplemented their original shadow study to show that it meets that requirement. The Hoigaard Village Harmony Vista south building wall will never be shadowed more than 50% during the hours of 9 a.m. and 3 p.m. by The Elmwood building.

Commissioner Carper asked about pets, community garden, electric charging stations and recycling of demolition materials.
Commissioner Kanne spoke about alternative landscaping measures being used to help meet the intent of the landscaping ordinance. She spoke about outdoor structures aging, and being less desirable than trees.

Ms. Monson said the zoning ordinance requires one tree per unit which would be 85 trees for this site. She said there isn’t enough room for 85 trees with this development. Staff looks at the cost of all components of DORA and amenities to see if that is approximately the same as what they would be required to pay for trees and planting. They found that it is pretty similar. She said as regards aging of pergolas, outdoor fireplaces, etc., they will have to keep up with the property maintenance so it looks and remains functional for the life of the building.

Commissioner Tatalovich asked for more information about the alley.

Ms. Monson said there is currently an unused alley between the Burlington site and the Elmwood site. The southern 8 feet of the alley is planted with trees. The city supports vacating the northern half of the alley.

Don Kasbohm, 36th Street LLC, said the building will be marketed as a 55+ building. He noted that one person signing a lease for a unit must be 55+.

Dean Dovolis, DJR Architecture, spoke about the design and landscaping. He said the building has the capacity for expansion of retail on street level.

Scott England, DJR Architecture, said the DORA is extensive. He said there is some potential on the north side to do a small, narrow rain garden. He spoke about south side DORA which could be available for residents to garden. He spoke about recycling measures within the building. Mr. England said the materials used for outdoor hardscape amenities will be very durable, long lasting pre-conditioned aluminum. He said they will be recycling existing materials and construction debris.

Commissioner Kanne said she thought some landscaping could be shorter, flowering trees with width to try to get the tree number back up. Maybe there could be less shrubs and more flowering trees.

Commissioner Kanne commented that many 55+ people are working and that should be considered in the traffic study. She said many 55+ tenants may be moving back to St. Louis Park to be closer to their children and grandchildren. She asked if there were open places for grandparents to watch children during the day. She said such open areas would be a selling point.

Mr. England replied that there are parks in the neighborhood. He spoke about the hardscape areas of the DORA which includes grass, raised planters and some trees.
Mr. Dovolis spoke about the availability of SWLRT transit close by for the development residents.

Commissioner Person and Mr. Kasbohm discussed the 60% area median income and how it relates to the 55+ population.

Mr. England stated that electric stations for cars will be available.

Commissioner Robertson asked about flexibility to convert units to condominiums.

Mr. England said the physical structure is set up in such a way that units could be converted.

Mr. Kasbohm added that his intent is not to convert to condominiums. He said he is a long-term holder of apartment buildings in good locations.

Commissioner Rickert and Mr. England spoke about the haul route for construction materials.

Vice Chair Robertson opened the public hearing. He closed the public hearing as no one was present wishing to speak.

Commissioner Carper stated he liked the project design. He commented on the variety of landscaping, adding that more trees could be added as recommended. He said he was very much in favor of the project.

Commissioner Kanne spoke about the emphasis on children and the elderly in the city and she really likes that part of the proposal. She commented on the street needing a facelift and she likes having new life and landscaping added to that area. She said overall she finds that it is a really good project.

Vice Chair Robertson said the design and amenities are top notch. He said he does have an issue with the project as the area is guided as Mixed Use in the Comprehensive Plan. He said it isn’t really a mixed-use project. He said he brought this up at the Commission study session. He said when he looks at the designation of mixed-use this project is too short on commercial on the lower level. He said it is a strong street and he’d like to keep the commercial strength of it at the street level. He said he can’t get over that hurdle.

Mr. Dovolis said they designed the first floor to be flexible so that as the street evolves more commercial intensive the building could adapt with it. It is sized for the present situation. But over time the commercial mixed-use could be strengthened.
Vice Chair Robertson said that is a step in the right direction but he’d prefer to see the commercial aspect emphasized at this stage rather than later.

Mr. Kasbohm spoke about the difficulty of the commercial market, including commercial at Hoigaard Village and Excelsior & Grand. He said he believes in the location and creating a destination.

Commissioner Carper made a motion to recommend approval of the preliminary and final plat. Commissioner Kanne seconded the motion, and the motion passed on a vote of 5-0.

Commissioner Carper made a motion to recommend approval of the preliminary and final planned unit development. Commissioner Person seconded the motion, and the motion passed on a vote of 4-1 (Robertson opposed).

B. Zoning Text Amendment
   Dwelling Units as Accessory Use to Religious Institutions

   Applicant: Tracy Schultz, Thai Buddhist Center of Minnesota
   Case No.: 17-01-ZA

Gary Morrison, Assistant Zoning Administrator, presented the staff report. He explained that the applicant purchased the former church property at 2544 State Highway 100. The applicant is requesting an amendment to the Zoning Ordinance to allow up to 15 people to live at a religious institution in the R-1 Single-Family Residence Zoning District. Mr. Morrison noted that if the zoning code is amended, staff has recommended the regulations apply to all residential zoning districts.

Mr. Morrison reviewed the applicant’s intent to renovate the building into a Thai Buddhist Temple that will serve as a place of worship and meditation. He explained the tradition to have monks living at the temple for varying lengths of time. He reviewed zoning regulations for R-1 Single Family Residential District. He reviewed current conditions for religious institutions in Residence Districts by Conditional Use Permit. He reviewed proposed provisions for accessory dwelling units or living quarters affiliated with a Religious Institution.

Commissioner Robertson asked how the 15 person cap was determined, commenting that certain properties were large enough to accommodate more than 15.

Mr. Morrison responded there is a little bit of flexibility in that number. The applicant is requesting up to 15. When staff calculates the density for this
property it is just over 15 dwelling units. Looking at potential uses in the future staff is comfortable with this number.

Sean Walther, Planning and Zoning Administrator, added that this is relatively new for the city. He said the cap of 15 people seems appropriate. The principal use of the property should remain the religious institution, and the dwelling units remain an accessory use. Allowing too many people could change that balance.

Commissioner Carper asked about other religious institutions in St. Louis Park that have clergy living on site.

Mr. Morrison spoke about two parishes with clergy living on site. He also mentioned the Yeshiva of Mpls. boy’s high school and dormitory.

Tracy Schultz, applicant, and Yin Srichoochat board director Wat Thai of Minnesota, introduced themselves.

Commissioner Person asked if the average occupancy would be less than 15.

Ms. Srichoochat said normally there are about five monks living on site.

Vice Chair Robertson opened the public hearing.

Sharon Lehrman, 2610 Vernon Ave. S., said she is thrilled to welcome their new neighbors. She asked about any new structures on the site to house monks.

Mr. Morrison said if the zoning text amendment is adopted the applicant will be submitting a conditional use permit. Detailed drawings would be available at that time. He said he understood plans were currently being drawn up and would be presented at a neighborhood meeting.

Ms. Schultz said currently there are no plans to build an accessory structure. She discussed the community garden and said it is their intention to work with the neighborhood to retain some of that.

Amy McTavish, 2624 Yosemite Ave. S., said the garden plots were plowed away last year.

Mr. Walther stated that the city’s Natural Resources Coordinator, Jim Vaughan, will coordinate with the new owners on replacing the garden plots.

Vice Chair Robertson closed the public hearing. He said the proposal works very well and strengthens the neighborhood.
Commissioner Person spoke about the interior of the building. He said he is very much in favor of the proposal.

Commissioner Kanne said that she is very pleased with the proposal.

Commissioner Person made a motion to recommend approval of the zoning ordinance amendment pertaining to Religious Institutions. Commissioner Kanne seconded the motion, and the motion passed on a vote of 5-0.

4. Other Business: None

5. Communications

Mr. Walther reminded commissioners about the February 27 Boards and Commissions annual meeting.

Mr. Walther spoke about the Vision 3.0 process. He provided information about the upcoming Facilitator Training and the first Town Hall meeting.

6. Adjournment

The meeting was adjourned at 7:25 p.m.

**STUDY SESSION NOTES**

Commissioners Present: Carl Robertson, Lynne Carper, Torrey Kanne, Joe Tatalovich, Ethan Rickert
Staff Present: Sean Walther, Jack Sullivan, Jennifer Monson
Others Present: Heather Kienitz, SEH
PLACE Project Team: Chris Velasco, Stuart Krahn, Alex Monarez, Elizabeth Bowling, Alice Hiniker

**Traffic Study Review (Jack Sullivan)**

Traffic Study
Jack Sullivan reviewed the traffic studies that have been completed for W 36th Street and Wooddale Avenue. Mr. Sullivan presented four options that were identified to remedy any traffic concerns in the area. The best option to fix traffic issues in the area is to widen the Wooddale Ave bridge over Hwy 7 to better accommodate pedestrians and bicycles. The bridge widening project will be completed as part of the SWLRT project, and signalized intersections at the on and off ramps will be installed.
A discussion of Level of Service (LOS) occurred. The city’s policy is to maintain an overall LOS Level D. The PLACE development provides LOS D on opening day 2020, and continues to operate at LOS D in 2030 and 2040.

A summary of the evolution of PLACE’s site plan was presented. The original project was all located on the north side of the SWLRT line and the traffic numbers did not work. The current proposal splits the site north and south of the SWLRT line, and the project maintains an acceptable LOS.

**Mobility Plan Review**

Chris Velasco representing PLACE presented the non-profit’s mission of creating great places and transforming communities, and how they plan to accomplish that mission in St. Louis Park by providing a transit oriented development. The goal is to have people live and work on site so they do not have to rely on vehicle, but can use alternate transportation. The mobility plan includes car free living, on site job opportunities, car shares, bike shares, a stipend for car free living, and a local shuttle service until LRT opens.

A discussion occurred on the normal factors a traffic study takes into consideration. Heather mentioned the traffic study did account for proximity to transit and shared uses, but did not include discounts for the additional mobility plan elements. These mobility plan elements reduce the traffic impact PLACE has on area traffic.

**Parking Study**

PLACE is providing significantly less parking than is normally required for development in St. Louis Park. Discussions included a summary of parking analysis done by city staff and an independent parking analysis completed by Walker Parking Consultants. St. Louis Park’s standard parking requirements do not allow for discounts for proximity to a highly reliable transit system like LRT. The city staff and consulting firm analysis show that adequate parking is being provided by PLACE. However, since this is a large change in what is normally required in the city, a proof of parking plan will be required.

The city will need to manage/regulate parking around LRT stations regardless of PLACE.

The study session was adjourned at 9:00 p.m.
3A. PLACE Comprehensive Plan 2030 Land Use Map Amendment; Preliminary and Final PUD; Preliminary and Final Plat

Case No.: 17-04-CP, 17-05-S, 17-06-PUD, 17-07-VAR
Location: Southeast quadrant of Highway 7 and Wooddale Ave and the northeast corner of West 36th Street and Wooddale Avenue

Applicant: PLACE E-generation One, LLC
Owner: City of St. Louis Park, St. Louis Park Economic Development Authority, Hennepin County Housing & Redevelopment Authority

Recommended Action: Chair to close public hearing.
Action: Motion to recommend approval of the application for a Comprehensive Plan 2030 Land Use Map Amendment, Preliminary and Final Plat, Preliminary and Final Planned Unit Development subject to the conditions recommended by Staff.

DEVELOPMENT SUMMARY: PLACE E-generation One, LLC (PLACE), a 501(c)(3), proposes to redevelop property north and south of the future SWLRT Wooddale Avenue Station into a mixed-income, mixed-use, multigenerational, environmentally sustainable, transit-oriented development with live/work for creatives. The development includes:

- 299 apartments (200 affordable, 99 market-rate), including 99 mixed-income live/work
- 110-room Fairfield by Marriott hotel hiring community members
- Café, coffee house, bike shop, and five microbusinesses
- PLACE’s E-Generation facility on the northern site, which uses PLACE’s patent-pending portfolio of renewable energy systems to convert locally-sourced organic waste into energy for the project and a soil amendment byproduct that will be used in the onsite greenhouse.
- 0.88 acres of urban forest, for public access to nature, stormwater management, and habitat
- 29,500 square feet of green roof for additional stormwater management and habitat
- Buildings, site and program designed to support a multigenerational community where households at all stages in life and income feel welcome
- Mobility Plan with car/bike sharing, shuttle, and car-free living incentives
- Surface and underground parking on the northern site as well as underground parking south of the rail, which leaves ground space for a “woonerf/place-making plaza” adjacent to the LRT station to provide pedestrian-oriented multiuse space

The development will generate 100 full time equivalent, living wage jobs, be home to at least 90 car-free households, and will be LEED, Leadership in Energy and Environmental Design, certified buildings across the site. In addition to LEED, the project team is maximizing the sustainability potential for design, cleanup, construction and operation to minimize the use of energy, water, materials and other resources.

The program of mixed-income housing, live/work, local businesses, E-Generation, Mobility Plan, and LEED is based on PLACE’s experience developing healthy, mixed-income communities, and its mission to link arts, community and environment.

The proposed buildings range in height from one-story for the E-generation building to a five-story mixed-use building on the northeast site, and two six-story buildings on the south site.

REQUEST: The applicant requests that the city:
1. Amend the Comprehensive Plan Land Use Map for these parcels from Office, Business Park, Railroad, and Right-of-Way to Mixed-Use.
2. Approve a preliminary and final plat to combine parcels for development.
3. Amend the zoning map and zoning ordinance to rezone the subject properties from I-G General Industrial and C-2 General Commercial to Planned Unit Development.

SITE INFORMATION: The proposed redevelopment site is located in the Elmwood neighborhood at the southeast quadrant of Highway 7 and Wooddale Avenue and the northeast corner of West 36th Street and Wooddale Avenue. The site is divided by the CP Bass Lake Spur railroad tracks and the Cedar Lake LRT Regional Trail. It is adjacent to the future SWLRT Wooddale Avenue Station, and it is currently served by Metro Transit Bus Routes 615 and 17F.
along West 36th Street. The proposed redevelopment is near to Central Community Center, Park Spanish Immersion School and St. Louis Park High School. Nearby parks include Jorvig Park to the west, Center Park to the south, and Wolfe Park and Lilac Park to the east.

Site Area: 5.2 acres  
Current Uses: Vacant land and vacant buildings  
Current Zoning: I-G General Industrial, C-2 General Commercial  
Proposed Zoning: PUD-Planned Unit Development  
Surrounding Land Uses:  
North: Highway 7  
East: Small scale commercial and Cityscape Apartments  
West: Wooddale Avenue  
South: West 36th Street / TowerLight

Site Location Map.

Site Conditions: Topographically both sides of the development property are relatively flat. The proposed redevelopment site requires the assemblage of nine parcels. The north side of the proposed redevelopment includes the following four properties.

- 5925 Highway 7 is a vacant 1.16 AC remnant site.
- 5815 Highway 7 is a vacant 0.18 AC remnant site.
- 5725 Highway 7 is the former McGarvey Coffee manufacturing property.
- 3520 Yosemite is a vacant 0.4 AC remnant rail site.

The south side of the proposed redevelopment includes the following five properties.
• 3565 Wooddale is a 0.065 AC parcel occupied by a 16,739 SF commercial building that was leased to Nash Frame.
• 3548 Xenwood Ave is a vacant 0.8 AC remnant rail site.
• 3575 Wooddale is an approximate 0.37 AC parcel.
• 5816 36th Street is an approximate 0.36 AC parcel which is part of a municipal parking lot constructed in 1976 for commercial parking purposes.
• 5814 36th Street is an approximate 0.25 AC parcel which is part of a municipal parking lot constructed in 1976 for commercial parking purposes.

BACKGROUND: This area has been planned for redevelopment for over two decades. The Economic Development Authority and Hennepin County Regional Rail Authority have purchased properties in anticipation of redevelopment and transportation improvements, including the Highway 7 and Wooddale interchange and light rail transit SWLRT/Green Line Extension. There have been several land use, transportation, redevelopment, zoning, and transit corridor studies over that time.

Public Input: PLACE hosted numerous well attended public meetings from August 2015 until February 2017. The original program was located north of the rail corridor and was 12 to 14 stories tall. However due to traffic and height concerns, PLACE sought out an alternate program using both sides of the rail/trail corridor. The height of all buildings was reduced to be six stories or less. The applicant has sought the advice of the community in the overall design of the buildings, the site amenities, access into and out of the site, and the programming of the development.

In addition to neighborhood meetings and meetings with the City Council and the Planning Commission, PLACE has also met with numerous agencies in the region including: Perspectives, St. Louis Park Historical Society, Friends of the Arts, STEP, SEEDS, St. Louis Park School Superintendent, St. Louis Park Health in the Park, Mu Performing Arts, Springboard for the Arts, experts from the University of Minnesota to discuss car-free living, Integrated Project Delivery, and winter greenhouses, and Partnership Resources.

The 8th neighborhood meeting was held at Fire Station 1 on February 23, 2017. Approximately 60 people attended the meeting to review the development proposal. There were some attendees who supported the development, and others with concerns. Concerns generally related to: an increase in traffic, intersection congestion, congestion and sight lines over the Wooddale/Hwy 25 Bridge, amount of parking, the impact a hotel might have in the area, the inclusion of affordable housing, and the uncertainty of the SWLRT project. Comments of support generally included liking: the overall building design, the pedestrian and bicycle amenities, the inclusion of affordable dwelling units located close to reliable and frequent transit, the urban forest and proximity to the Cedar Lake Regional Trail, and the density of the development.

Public Process for PLACE:
• November 25, 2013: City Council Study Session – Introduction to PLACE
Environmental Analysis: State rules, administered by the Minnesota Environmental Quality Board (EQB), requires an Environmental Assessment Worksheet (EAW) be completed for the PLACE development due to number of residential units and gross square feet of commercial space. An EAW is designed to disclose information about the potential negative environmental effects a proposed development may have and methods to avoid or minimize any negative impacts before the project is permitted and built. An EAW analyzes the effects of a project on land use, zoning, geology and soils, water resources, stormwater, contamination, sensitive or endangered species, historic properties, noise, and traffic.

The EAW for the PLACE development was completed by the consulting firm Stantec and was reviewed by the City of St. Louis Park and the city’s consultant Kimley Horn. It was approved for distribution by the City Manager on February 27, 2017. Notice of its availability was published in the EQB Monitor on March 6, 2017. The complete document is available for review on the city website, at city hall and the St. Louis Park Library. The comment period on the EAW will end on April 5, 2017.
Comprehensive Plan Amendment: The applicant requests a change to the future land use designation of the development site to MX Mixed Use.

Below is an excerpt from the Comprehensive Plan Land Use Map. It shows the subject properties guided for OFC - Office, BP – Business Park, RRR – Railroad, and Right-of-way, which are not consistent with the current zoning (I-P Industrial Park and C-2 General Commercial).
A request for amending the City’s land use plan and zoning map should be evaluated from the perspective of land use planning principles and community goals. These reflect the community’s long range vision and broad goals about what kind of community it wants to be and what makes strong neighborhoods.

This amendment request is driven by a specific proposal for development. The request is for residential development at a density of approximately 69 units per acre, which is considered High Density (RH) in the Comprehensive Plan. Due to the proposed inclusion of office and commercial uses in the project, a change to MX – Mixed Use would be most appropriate. The amendment may be evaluated independently of the development proposal against the goals of the Comprehensive Plan for the subject properties. The amendment itself does not permit the proposed development, but is one step in the approvals process.

**General Consistency with the Comprehensive Plan**

The City’s land use plan should reflect the broad goals, policies and implementation strategies incorporated in the Comprehensive Plan. These elements are the basis for evaluating the requested change.

The proposed reguidance meets numerous Land Use, Housing, and Mixed-Use Goals and Policies in the City’s Comprehensive Plan, including:

*Livable Communities Goal #1: Provide attractive public streets and spaces that contribute to creating connections and a sense of community*
Policy 1-C: Incorporate “complete streets” design principles into future improvements of the community’s streets to accommodate all transportation modes where feasible.

Policy 1-D: Provide pedestrian and bicycle pathways that connect key departure points and destinations throughout the City and require installation of identified connections during the redevelopment process.

Policy 1-E: Provide pedestrian and bicycle pathways that connect key departure points and destinations throughout the City and require installation of identified connections during the redevelopment process.

Policy 1-F: Promote high quality design of public and private open spaces that will benefit anticipated users with proper consideration given to use, design, maintenance, appearance, location, and accessibility of the space.

Policy 1-G: Encourage placement of works of art, sculpture, or fountains throughout the City to help increase civic prominence and a unique sense of place where appropriate.

Policy 1-K: Work with internal and external partners to ensure that all roadway and pedestrian facilities, including bridges, located in the City are functionally and aesthetically appealing and contribute to the use, overall design scheme (if appropriate), and enjoyment of the City.

Residential Land Use Goals Goal #1: Create a mix of residential land uses and housing types to increase neighborhood housing choices and the viability of greater neighborhood services through redevelopment or infill development.

Policy 1-A: Consider opportunities for allowing a broader range of housing types and densities within or adjacent to existing low density residential neighborhoods that are complementary and compatible with the existing neighborhood character.

Policy 1-B: Promote and support the development of medium and high density residential land uses near commercial centers and nodes.

Policy 1-C: Ensure that new and redeveloped medium and high density residential land uses are located within walking distance of transit services.

Mixed-Use Goals Goal #2: Pursue redevelopment of future transitway station areas as transit-oriented mixed-use center.

Policy 2-A: Promote and support the Wooddale Station Area as a transit-oriented mixed-use neighborhood.

Mixed-Use Goals Goal #3: Expand the development of mixed-use areas within St. Louis Park to create a more livable and connected community.
Policy 3-A: Encourage and support mixed-use infill and redevelopment where the design of the project enables compatibility with existing surrounding land uses.

Approving the Comprehensive Plan Land Use Map Amendment will allow for additional housing units, including affordable units, in an area that is well served by transit, and along a vibrant commercial corridor. The general area of the development proposal consists of a mix of smaller scale commercial buildings and several large mixed-use project including Towerlight, a development for aging residents, and Hoigaard Village. To the southwest is Village in the Park, a community comprised of condos and townhome residential units. The Comprehensive Plan calls for an increase in the availability of neighborhood housing choices, mixed-use redevelopment and transit-oriented development. The proposed PLACE development would provide higher density apartment housing, including affordable units, in a building that enhances the street frontage along 36th Street and Wooddale Avenue and demonstrates principles of pedestrian- and transit-oriented development.

The request to change the land use plan designations to MX Mixed Use is consistent with the adjacent properties to the south of the future Wooddale LRT station and properties located along West 36th Street, which are currently guided as MX Mixed Use. A mixed-use guidance would also complement the medium density residential land uses north of the rail line and immediately to the east.

Availability of Infrastructure:
- Water and Sewer: The City Engineer has reviewed the proposed development and found the public water and sanitary sewer infrastructure in the area to be adequate to serve the proposed development.
- Traffic: A traffic study was completed and is attached to this report. The study includes an analysis of how the proposed development may impact the overall number of vehicle trips in the area as well as turning movements and the level of service of the following intersections: Wooddale Ave and Westbound Hwy 7 Ramp, Wooddale Ave and Eastbound Hwy 7 Ramp, Wooddale Avenue and Hwy 7 Service Rd, Wooddale Avenue and West 36th Street, and West 36th Street and Xenwood Avenue.

The Comprehensive Plan identifies Wooddale Avenue as a “Major Collector” and West 36th Street as a “Major Collector”, both of which have sufficient capacity for the proposed development. The development will of course generate additional trips based on redevelopment of the sites, but there are no significant changes to the intersection capacities and level of service (LOS) analyzed in the study. Approximately 300 total trips during the PM peak hour and 3,200 daily trips are generated by the development.

A number of improvements are recommended to the transportation network to serve the proposed development’s transportation demands without causing undue burden to West 36th Street. These improvements include:
- All SWLRT improvements
• A right-in/right-out intersection at the Wooddale and Hwy 7 Service Rd intersection with a southbound left-turn
• Eastbound left turn lane at Xenwood Avenue and West 36th Street
• Flashing yellow arrow signal heads for eastbound and westbound 36th Street at Xenwood Avenue
• Travel demand management strategies including but not limited to parking space reductions and secure bicycle storage for residents and visitors.

The project, with these mitigation improvements, shows minimal impact to the existing roadway in 2020.

• Stormwater: City engineering staff finds that the developer complies with stormwater requirements through on-site mitigation and payment towards the Hoigaard stormwater detention pond that serves the area. The applicant will be required to obtain both City and Minnehaha Creek Watershed District permits prior to construction.

Park Facilities
The subject properties are located in an area with plentiful park and open space amenities. This area is close to Central Community Center, Park Spanish Immersion School and St. Louis Park High School. Nearby parks include Lilac Park to the east, Center Park to the south, and Jorvig Park to the west. St. Louis Park’s Rec Center is located within one-half mile of the proposed development.

Impacts to Surrounding Properties and the Physical Character of the Neighborhood
Removal of the existing buildings and redevelopment of the parcels will change the character of the site. The proposed development generally follows the height, density, and floor area ratios of the other mixed-use developments in the area. The proposed plans achieve the city’s vision for a mixed-use transit-oriented development at the Wooddale SWLRT Station as specified in the 2030 Comprehensive Plan. The development also achieves the city’s vision for this area that was established in the 2003 Elmwood Area Land Use, Transit, and Transportation Study. The Elmwood study identified the parcels north of the rail line as high density residential with some lower density office/commercial space, and the parcels south of the rail line as a transit-oriented, mixed-use development.
The most noticeable impact to the area would be the addition of a greater number of residents and the addition of a hotel. An increase in residents and hotel guests provides a greater number of customers for local retail and activates the street frontage. Traffic is also increased consistent with an urban environment and adjacent to a major County highway.

Additionally, the site design provides more onsite live/work opportunities to foster entrepreneurship and small artistic business startups in the area. The developer will also require 90 dwelling units to live in the community car-free. This reduces traffic from the development’s
residents, while increasing the small businesses along West 36th Street enhancing the vibrancy and identity of the corridor.

Staff finds the goals and policies of the 2030 Comprehensive Plan support reguidance of these properties to MX Mixed-use designation.

**Preliminary and Final Plat Analysis:** PLACE is seeking approval to combine nine properties located in the northeast quadrant of the Wooddale Avenue and West 36th Street intersection to develop an energy generating, mixed-use, mixed-income, transit-oriented development. The proposed development includes 299 residential dwelling units (including 99 live/work units), 110 room hotel, a café, a coffee shop, a bike shop, a co-working space, a makers space, and an anaerobic digester. The plat will be named PLACE.

**Lots:** The subdivision proposal will create three lots and three outlots.

Lot 1, Block 1, PLACE will have a lot area of 1.1018 acres. This lot will be the location of the proposed E-generation and greenhouse building, 56 parking spaces, and a solar canopy. No residential development is proposed on this site. The proposed floor area ratio is 0.2.

Lot 1, Block 2 PLACE will have a lot area of 2.2816 acres. The north residential building will be constructed on this lot. It will have 218 dwelling units, a 2,570 square foot bike shop and a 2,624 square foot maker space. The proposed residential density for this site is 95.56 units/acre. The proposed floor area ratio of the commercial space is 0.052, and 2.3 including the north residential building.

Lot 1, Block 3 PLACE will be 1.7761 acres in size and will be the location of the 110 room hotel and south residential building. The south residential building has 81 dwelling units. The proposed residential density for this site is 45.6 units/acre. The proposed floor area ratio of the hotel and commercial space is 0.91, and 3.2 including the south residential building.

The overall density of the development is 57 unit/acre and the floor area ratio for the total development is 2.11.

The plat will also create three outlots: Outlot A, Outlot B, and Outlot C. Outlot A is 0.1198 acres and is located between the Hwy 7 Frontage Rd and the Cedar Lake Regional Trail. Outlot B and Outlot C are 0.2349 acres and 0.2165 acres, respectively. They are located east of Yosemite Avenue and north of 35th Street, and will be owned by the City of St. Louis Park for future development opportunities.

**Easements:** Lot 1, Block 1, PLACE is providing a 5 foot to 10 foot drainage and utility easement along the south property line, adjacent to the Hwy 7 Frontage Rd, and a 10 foot drainage and utility easement along Wooddale Avenue.

Lot 1, Block 2, PLACE is providing a 10 foot drainage and utility easement along all property lines. The applicant is granting a 10 foot easement between Lot 1, Block 2 and Cityscape...
Apartments to construct a pathway connection to the Cedar Lake Regional Trail. PLACE has worked with the city and Three Rivers Park District to identify this future connection.

Lot 1, Block 3 PLACE is providing 10 foot drainage and utility easements along West 36th Street and Wooddale Avenue, and a 5 foot easement along the north property line adjacent to the SWLRT line. PLACE has collaborated with the Southwest Project Office, Hennepin County, and the city to determine easement width to accommodate easements needed for the future Southwest LRT line. A 5 foot drainage and utility easement on the east side of the property is also provided.

Right-of-Way Dedication: The City of St. Louis Park hired SRF in 2006 to analyze the street design of 36th Street to accommodate vehicular traffic while providing a welcoming streetscape for pedestrians and bicyclists. The enhancement design calls for a bike lane, and increased landscape materials in this area. PLACE is dedicating 26 feet (6,908 square feet) of right of way along 36th Street, and 10.5 feet (1,569 square feet) of right-of-way along on Wooddale Avenue to accommodate the city’s plans for these streets.

In 2009 St. Louis Park obtained right-of-way along the south side of Hwy 7 to construct the Wooddale Avenue overpass and to reconstruct the Hwy 7 Frontage Rd. The city never platted this land and the current frontage road is not constructed in official right-of-way. The city is selling the surrounding land to PLACE for redevelopment, and PLACE is dedicating 41,328 square feet of right-of-way to the city. PLACE is also dedicating 22,332 square feet of right-of-way on the north side of Lot 1, Block 1 to the Minnesota Department of Transportation for the Hwy 7 entrance ramp.

Total right-of-way dedications equal 1.66 acres of land.

Park Dedication: The Parks and Recreation Advisory Commission is reviewing park and trail dedications for the proposed development on March 15, 2017. The staff recommendation is for cash-in-lieu of park land dedication. For mixed-use developments, the city collects dedication fees for each project component: residential portion based on dwelling unit, and the commercial/industrial portion based on 5% of the assessed value of land for the ground floor area of the commercial/industrial buildings. According to Hennepin County records, 5 parcels have been platted and four parcels are unplatted. It is assumed commercial/industrial dedication fees have already been paid for the platted parcels. Residential dedication fees for all parcels will need to be collected and commercial/industrial dedication fees for the unplatted parcels will need to be collected. The 2017 fee schedule sets the residential Park Dedication Fee at $1,500 per dwelling unit and the residential Trail Dedication Fee at $225 per dwelling unit.

PUD Analysis:
Description: The developer requests approval of a preliminary and final Planned Unit Development (PUD). A PUD is a rezoning and zoning text amendment that establishes the regulations for a specific property. The site is currently zoned I-P Industrial Park and C-2 General Commercial.
The 5.2-acre site meets the minimum 2 acre requirement to request a Planned Unit Development. The use of a PUD zoning for this property is recommended as it allows for conditions and requirements that fit the context and character of the individual site and the proposed development at the SWLRT Wooddale station.

Building and Site Design Analysis: PLACE meets the PUD ordinance goals for building and site design. The ordinance requires the City to find that the quality of building and site design proposed will substantially enhance aesthetics of the site and implement relevant goals and policies of the Comprehensive Plan. In addition, the following criteria shall be satisfied:

(1) The design shall consider the project as a whole, and shall create a unified environment within project boundaries by ensuring architectural compatibility of all structures, efficient vehicular and pedestrian circulation, aesthetically pleasing landscape and site features, and design and efficient use of utilities. Staff finds the plan meets this requirement.

(2) The design of a PUD shall achieve compatibility of the project with surrounding land uses, both existing and proposed, and shall minimize the potential adverse impacts of the PUD on
surrounding land uses and the potential adverse effects of the surrounding land uses on the PUD. Staff finds this criteria will be met.

(3) **A PUD shall comply with the City’s Green Building Policy.** This is a condition of approval. The architect is working with Xcel Energy, Centerpoint Energy, and the City of St. Louis Park to comply. The buildings are also being designed to LEED standards.

(4) **The use of green roofs or white roofs and on-site renewable energy is encouraged.** The development includes approximately 29,500 square feet of green roof. PLACE is also producing approximately 90% of all energy consumed by the development onsite through renewable energy sources including wind, solar, and bio-gas.

**Zoning:** The following table provides the development metrics. The property will be rezoned to a Planned Unit Development (PUD). The proposed performance and development standards, as indicated in the development plans, establish the development requirements for this property if approved.
### Zoning Compliance Table.

<table>
<thead>
<tr>
<th>Factor</th>
<th>Required</th>
<th>Proposed Total</th>
<th>Proposed A. E-gen</th>
<th>Proposed B. North</th>
<th>Proposed C. Hotel</th>
<th>Proposed D. South</th>
<th>Met?</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Use</strong></td>
<td>Office/Commercial/Industrial</td>
<td>Mixed-Use</td>
<td>Mixed-Use</td>
<td>Mixed-Use</td>
<td>Mixed-Use</td>
<td>Mixed-Use</td>
<td>Yes</td>
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<tr>
<td><strong>Lot Area</strong></td>
<td>2.0 acres</td>
<td>5.25</td>
<td>1.19</td>
<td>2.28</td>
<td>1.78</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td><strong>Height</strong></td>
<td>None with PUD</td>
<td></td>
<td>1 story: 33ft</td>
<td>5 stories: 61ft</td>
<td>6 stories: 76ft</td>
<td>6 stories: 79ft</td>
<td>Yes</td>
</tr>
<tr>
<td><strong>Building Materials</strong></td>
<td>Minimum of 60% Class I materials</td>
<td>94.0%</td>
<td>81.9%</td>
<td>97.7%</td>
<td>98.0%</td>
<td>87.1%</td>
<td>Yes</td>
</tr>
<tr>
<td><strong>Dwelling Units</strong></td>
<td></td>
<td>299</td>
<td>0</td>
<td>218</td>
<td>81</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td><strong>Hotel Rooms</strong></td>
<td></td>
<td>110</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Yes</td>
</tr>
<tr>
<td><strong>Density</strong></td>
<td>50 units/acre, or more with PUD</td>
<td>57</td>
<td>0</td>
<td>95.6</td>
<td>45.6</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td><strong>Floor Area Ratio</strong></td>
<td>None with PUD</td>
<td>2.11</td>
<td>0.2</td>
<td>2.3</td>
<td>3.2</td>
<td>Yes</td>
<td></td>
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<tr>
<td><strong>Ground Floor Area Ratio</strong></td>
<td>N/A</td>
<td>0.39</td>
<td>0.18</td>
<td>0.43</td>
<td>0.48</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• 90 car free units (none required)</td>
<td></td>
<td></td>
<td>Commercial: 7</td>
<td>Residential: 58</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Studios &amp; 1 bedroom: 1 per unit</td>
<td></td>
<td></td>
<td>Car Share: 5</td>
<td>Commercial: 54</td>
<td></td>
<td></td>
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<tr>
<td></td>
<td>• 2, 3, &amp; 4 bedroom: 2 per unit</td>
<td></td>
<td></td>
<td></td>
<td>Car Share: 5</td>
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<td></td>
</tr>
<tr>
<td><strong>Commercial</strong></td>
<td>281.4 spaces</td>
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<td>Electric Car</td>
<td>Electric Car</td>
<td>Electric Car</td>
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<td></td>
<td>• Hotel: 1 per room</td>
<td></td>
<td>Charging Stations: 3%</td>
<td>Charging Stations: 3%</td>
<td>Charging Stations: 3%</td>
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<td></td>
</tr>
<tr>
<td></td>
<td>• Restaurant: 1 per 80sf</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Coffee shop: 1 per 400sf</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Co-working: 1 per 500sf</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Makers Space: none required</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Retail: 1 per 500sf</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>• E-gen/greenhouse: 2 spaces</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Car Share</strong></td>
<td>10 spaces</td>
<td>494</td>
<td>8</td>
<td>327</td>
<td>159</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• 1 per car</td>
<td></td>
<td></td>
<td></td>
<td></td>
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<tr>
<td><strong>Bicycle Parking</strong></td>
<td>1 per dwelling unit plus one per ten automobile spaces: 10% of commercial spaces</td>
<td>494</td>
<td>8</td>
<td>327</td>
<td>159</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td></td>
<td><strong>Total:</strong> 344 required</td>
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<td></td>
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<tr>
<td>Factor</td>
<td>Required</td>
<td>Proposed Total</td>
<td>Proposed A. E-gen</td>
<td>Proposed B. North</td>
<td>Proposed C. Hotel</td>
<td>Proposed D. South</td>
<td>Met?</td>
</tr>
<tr>
<td>------------------------</td>
<td>---------------------------------------------</td>
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<td>-------------------</td>
<td>-------------------</td>
<td>-------------------</td>
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<tr>
<td>Open Area/DORA</td>
<td>No specific percentage with PUD</td>
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<tr>
<td>Landscaping</td>
<td>See Landscaping section</td>
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<td>Yes</td>
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<td>Setbacks</td>
<td>None with PUD</td>
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<td></td>
<td></td>
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<tr>
<td></td>
<td>36th Street Streetscape = ~10</td>
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<td></td>
<td></td>
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</tr>
<tr>
<td></td>
<td>North: 0’</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
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</tr>
<tr>
<td></td>
<td>South: 5’</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
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<td></td>
<td></td>
<td></td>
<td></td>
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<td></td>
</tr>
<tr>
<td></td>
<td>West: 4’ to 31’</td>
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<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>North: 10’</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>South: 29’</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>East: 10’</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>West: 5’</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mechanical Equipment</td>
<td>Full screening required</td>
<td></td>
<td></td>
<td></td>
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<td>Yes</td>
</tr>
<tr>
<td>Sidewalks</td>
<td>Required along all street frontages</td>
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</tr>
<tr>
<td>Refuse handling</td>
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<tr>
<td>Transit service</td>
<td>None required</td>
<td></td>
<td></td>
<td></td>
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</tr>
<tr>
<td>Stormwater Management</td>
<td>None required</td>
<td></td>
<td></td>
<td></td>
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<td>Yes</td>
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</table>

Note: All proposed elements meet the requirements.
Uses: PLACE proposes to develop a mixed-use, mixed-income community for creatives. The proposal includes:

- 299 apartments (200 affordable, 99 market-rate), including 99 mixed-income live/work
- 110-room Fairfield hotel by Marriott
- Café, coffee house, bike shop, and five microbusinesses
- Maker’s space and Co-working space
- PLACE’s E-Generation facility on the northern site, which uses PLACE’s patent-pending portfolio of renewable energy systems to convert locally-sourced organic waste into energy for the project and a soil amendment byproduct that will be used in the onsite greenhouse.
- 0.88 acres of urban forest, for public access to nature, stormwater management, and habitat
- 29,500 square feet of greenroof for additional stormwater management and habitat
- Solar panels on roofs and vertically integrated into the building facades
- Surface and underground parking on the northern site as well as underground parking south of the rail, which leaves ground space for a “woonerf/placemaking plaza” adjacent to the LRT station to provide pedestrian-oriented multiuse space

The 299 dwelling units are comprised of a mix of studios, 1 bedroom, 2 bedroom, 3 bedroom, and 4 bedroom units. 200 dwelling units (66.8%) will be designated as affordable at 60% area median income.

The community will be marketed toward creative entrepreneurs and 99 of the 299 dwelling units will be designed as live/work units. PLACE proposes two styles of live/work units: live/work Type I and live/work Type II. There are 94 live/work Type I units that will include a large working space within the dwelling unit, but no physical storefront. 18 live/work Type I units are located on the north site and 76 units on the south site.

Live/work Type II includes a large work space within the dwelling units and storefronts. There are no live/work Type II dwelling units on the north site, and five on the south site. Three units are located along West 36th Street and two are located near the woonerf/place-making plaza. There is also a small store front on the east side of the south residential building that acts as a rotating gallery/storefront for residents living in live/work Type I.

**UNIT SUMMARY**

**NORTH RESIDENTIAL**

<table>
<thead>
<tr>
<th>TYPE</th>
<th>LEVEL 1</th>
<th>LEVEL 2</th>
<th>LEVEL 3</th>
<th>LEVEL 4</th>
<th>LEVEL 5</th>
<th>TOTALS</th>
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<tr>
<td><strong>DWELLING</strong></td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>STUDIO</td>
<td>12</td>
<td>4</td>
<td>17</td>
<td>17</td>
<td>17</td>
<td>84</td>
</tr>
<tr>
<td>1 BEDROOM</td>
<td>0</td>
<td>6</td>
<td>17</td>
<td>17</td>
<td>17</td>
<td>74</td>
</tr>
<tr>
<td>2 BEDROOM</td>
<td>3</td>
<td>0</td>
<td>8</td>
<td>8</td>
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<td>35</td>
</tr>
<tr>
<td>3 BEDROOM</td>
<td>3</td>
<td>4</td>
<td>4</td>
<td>4</td>
<td>4</td>
<td>23</td>
</tr>
<tr>
<td>4 BEDROOM</td>
<td>0</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>2</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>18</td>
<td>16</td>
<td>46</td>
<td>46</td>
<td>46</td>
<td>218</td>
</tr>
</tbody>
</table>
The development includes a 110-room Fairfield hotel by Marriott. There are 27 double rooms, 58 king rooms, 24 extended stay suites, and one presidential suite. The hotel includes a lobby, a pool, a fitness center, a small business center, and a bar. There are no large conference spaces provided in the hotel.

Located on the ground floor of the hotel is a 1,173 square foot coffee house located near the Wooddale LRT Station platform, and a 4,644 square foot restaurant/café. The café’s main entrance is located along West 36th Street between the hotel and south residential building. Outdoor seating is proposed along West 36th Street.

A 7,675 square foot leasing office and a 1,571 square foot co-working space are located on the ground floor of the south residential building. There is also 2,415 square feet of co-working space located on the second floor of the building. The co-working space is designed to provide for a shared office and large artistic workspace for artists. People who live outside the development are able to lease portions of the co-working space.

Linking the hotel and the south residential building is a fourth floor bridge. The bridge will connect the live/work and hotel buildings with a multipurpose space. This creates a pathway for hotel guests to explore live/work studios during specific visiting days when creatives open their doors to the public.

Also located on the south site is a Woonerf or Placemaking Plaza. The placemaking plaza is located between the hotel and south residential building adjacent to the SWLRT Wooddale Station area platform. The placemaking plaza is primarily a pedestrian plaza that is open to cars and bicyclists. This space can be programmed to host outdoor events, and will be infused with native landscaping and artwork. A wide “mews” passage will connect 36th Street to the woonerf and LRT station, with potential for live/work and café activity to expand into the space.

On the ground floor of the north residential building there is 2,484 square feet of retail space and 2,624 square feet of Maker Space. PLACE proposes the retail space be a bike shop to serve the community and people utilizing the Cedar Lake Regional Trail. The Maker Space is a membership-driven studio that provides access to everything someone needs to make things; instruction, tools, software, and space. Maker Space is an open-access, DIY workshop and fabrication studio.
Other site amenities for residential units include indoor bicycle storage, exercise rooms, soundproof rooms, storage, laundry facilities, play structures, and the urban forest.

Located on the corner of Wooddale and Hwy 7 Frontage Rd is PLACE’s patent-pending E-Generation system, located in a 4,500 square foot building and a 2,472 square foot greenhouse. The E-generation system provides renewable energy and food generation. The system actively balances electricity generation from solar, wind, cogeneration, and anaerobic digestion. The completely enclosed anaerobic digestion element will convert locally-sourced food waste into methane for electricity. The soil amendment and excess heat byproducts from the anaerobic digestion process will support a greenhouse growing food year-round.

**Architectural Design:**

**LEED:**
PLACE proposes to design the entire project to LEED standards. This would be the first LEED certified project in St. Louis Park.

**Materials:**
The applicant is requesting Nichiha, a large format high performance fiber cement rain screen cladding system, and Enduramax, an integrated insulation with brick veneer high performance rain screen cladding system be considered Class I Materials. These materials are proposed due to their sustainability features and long-term warranties on both materials and installation. PLACE also proposes installing vertically integrated photovoltaic panels (solar panels) as part of the building’s façade. This material would qualify as a Class I glass material under city code.

Staff are supportive of the use of these products as Class I materials in this development.

**Design:**
The proposal is for a six-story mixed-use hotel at the intersection of Wooddale Avenue and West 36th Street, a six-story mixed-use building along West 36th Street, a one-story E-generation building in the southeast quadrant of Wooddale Avenue and Hwy 7, and a 5 story mixed-use residential building along the Hwy 7 Frontage Rd.

The mixed-use hotel is designed to be pedestrian friendly along the right-of-way, with large transparent windows, but to but to deter LRT drop-offs from occurring on Wooddale and West 36th Street. The main entrances to the hotel and coffee shop are located on the east side of the building, facing the woonerf/place-making plaza and the LRT station. The primary entrance to the café is located along West 36th Street located close to the south residential building. The south residential building’s main pedestrian entrance is opposite the café, also on West 36th Street. There is also access from the south residential building to the woonerf. Live/work Type II storefronts comprise the remainder of the first floor West 36th Street frontage. The primary building materials are fiberous cement (Nichiha), brick veneer (Enduramax), glass and solar panels. The first floor of the two south buildings are Enduramax and floors two through six are two colors of Nichiha. Integrated near the top of the building are vertically integrated solar panels. The eastern façade of the parking garage is cladded in a metal screen that can be utilized as a green wall, and has metal
panels that will be used for public art. All facades of the hotel and residential building are comprised of more than 85% of Class I materials.

The bridge linking the hotel and south residential build is located on the fourth floor and is constructed out of metal and glass. 76.5% of the north and south facades are comprised of Class I materials.

The north residential building materials are similar to the buildings on the south site. The first floor is clad in Enduramax, while floors two through five are a combination of Nichiha and vertically integrated solar panels. The building wraps around the 0.88 acre urban forest to the south, and is oriented to follow the frontage road to provide a welcoming pedestrian realm. The building is primarily 5 stories in height, except for the building’s west wing, which is one story in height with a rooftop amenity. The one story portion of the building is the location of the retail and Maker space. All facades are comprised of at least 98% Class I materials.

The E-generation building is a one to two story building. It is designed to be a prominent component of the community, highlighting the development’s dedication to sustainability and desire to produce energy on site. The primary façade materials include Nichiha, glass, and metal panels. The design is intended to showcase the industrial aspect of E-generation. All facades are comprised of at least 60% Class I materials.

**Height:** The hotel is proposed to be 6 stories or 75 feet 9 inches in height. The south residential building is proposed to be 6 stories or 78 feet 8 inches in height. The north residential building is proposed to be 5 stories or 60 feet 2 inches in height. PLACE’s E-generation building is proposed to be 1 story or 32 feet 10 inches in height. There are two ventilation towers at 39 feet 4 inches tall, and a helical wind turbine proposed at 75ft tall. The solar canopy over the off-street parking lot is 14 feet tall.

**Lighting:** The current photometric plan meets the recommended level of 0.5-1 foot candle past the property line. The LED lighting features chosen are consistent with the aesthetic features of the building and are not anticipated to present a nuisance to neighboring properties.

**Access:**

**Vehicular:**
Vehicular access to the north site is from the Hwy 7 Frontage Rd via Wooddale Avenue. The Wooddale Avenue intersection will be reconfigured to a right-in/right-out and a southbound left in. A left turn from the frontage road onto Wooddale Avenue will be prohibited. There will be two-way access to the E-Generation building to accommodate vehicles bringing organic material to the building, and for residential parking.

The north residential building will be accessed via the Hwy 7 Frontage Road. A driveway on the south side of the frontage road will be used to access the underground parking garage.

The hotel and south residential building will be accessed via a driveway off West 35th Street and Yosemite Avenue. Traffic will come from West 36th Street and Yosemite Avenue or West 36th
Street and Xenwood Avenue. Xenwood Avenue is a signalized intersection, providing for controlled vehicular movements in all directions. It is likely all traffic entering or exiting the development wishing to make a left turn will utilize the signalized intersection at Xenwood Avenue. The hotel and south residential building can also be accessed through a right-in/right-out entrance through the community’s south parking garage. Emergency access will occur from the 35th Street/Yosemite Avenue driveway, however, the area between the hotel and south residential building is designed to accommodate emergency response vehicles including fire trucks.

Cedar Lake Regional Trail: PLACE has worked with the Three Rivers Park District to facilitate two new trail connections from the public right-of-way. One of the access points is located between the PLACE north residential building and the Cityscape apartments. The second access point is located on the west side of the north residential building, and is designed to accommodate higher bicycle and pedestrian traffic that may want to utilize the bike shop located directly off the trail. PLACE is working with Three Rivers to design these access points to meet the Park District’s standards.

Wooddale Station:
PLACE has collaborated with the SWLRT Project Office to design the project with the LRT station in mind. A SWLRT kiss and ride is located near the 35th Street/Yosemite Avenue driveway, and PLACE has made every effort to include the SWLRT plans into the proposed development plans. PLACE has also worked with the city and the Project Office to design the development to discourage drop-offs along West 36th Street and Wooddale Avenue.

Loading/Service Areas: The north residential building has trash, recycling, and organic material collection occurring on the first floor of the building, with direct service access to the Hwy 7 Frontage Road. The hotel service and trash areas are located on the first floor with direct access to the woonerf/place-making plaza. Trash, recycling, and organic material will be collected on the first floor of the south residential building. Organic material will be collected from the site and transported to the E-Generation building.

A residential loading zone is provided near the trash service area for the north residential building, and a residential loading area is provided in the wonder/place-making plaza for the south residential building. There are also areas for loading within the south parking garage.

Mobility Plan: PLACE proposes to develop a community that facilitates and encourages a lifestyle where residents can easily live car-free. To facilitate car-free living PLACE has developed a robust mobility and transportation demand management plan.

PLACE will provide a car-free perks package to 90 household on a first-come, first-served basis. For car-free households, PLACE will pay annual memberships in car-sharing and bike-sharing programs, pay a monthly cash stipend, and provide Go-To passes with a modest monthly starting balance. A mobility concierge will help connect people with transit options to make smooth connections and to help overcome technological unfamiliarity. PLACE is not able to predict which apartments will be car-free. Given the size of the cash stipend PLACE is able to offer and greater bicycle and car-sharing experience among younger people, PLACE predicts early participation
from the one- and two-bedroom households, especially in the live/work component. Households will register their vehicles by license number with the management company. Those who choose to be car-free and receive the benefits must agree as part of their lease that they will remain car-free. Residential parking entry, likely controlled by swipe card or fob, will be programmed by apartment accordingly. Car share cars will have their own swipe cars, so that car-free residents may still use parking when in a car share vehicle.

Parking: Parking will total 447 stalls for the overall development. After extensive research of parking in transit-oriented developments, city staff feel that rational parking discounts are warranted due to the development’s proximity to light rail and PLACE’s robust mobility plan and dedication to provide a car-free living environment. Discounts to parking are given based on Exhibit 62 of the Official Exhibits.

A total of 216 parking spaces are located north of the rail line. PLACE is providing 61 on street parking stalls along the Highway 7 Frontage Rd, 56 parking spaces in an off-street parking lot located between E-Generation and the north residential building, and 99 spaces in an underground garage. 231 parking spaces are located south of the rail line. 227 parking spaces are provided in a four story parking garage, and four spaces are located within the woonerf, or place-making pPlaza. There are no parking spaces located along West 36th Street or Wooddale Avenue.

Staff commissioned Walker Parking Consultants to analyze PLACE’s parking proposal and mobility plan, city parking discounts, and to share their expertise in shared parking and parking requirements for transit-oriented development. Walker studied the city’s existing zoning ordinance, other cities’ zoning ordinances, and case studies in similar cities. Walker also applied their shared parking model to analyze PLACE’s proposed parking. The Walker Parking Consultant study found that there is some risk with the amount of parking PLACE is providing, but with all mitigations in place, the Walker Shared Parking Model suggests that the parking and development proposed by PLACE could supply sufficient parking. The Walker shared parking model examined peak parking hours for both week day and weekend use. The shared parking model found there to be sufficient spaces during the week, and a 1 vehicle deficit on the weekend when 443 parking spaces were proposed. PLACE is providing 447 parking spaces in the submitted plans.

The programming of the parking spaces is still being determined, but it is likely that parking spaces on the north side of the property will be assigned to individual units, while parking on the south site will have more opportunities for shared use. On-street parking will be permitted to prevent LRT park and ride parking. There are designated LRT park and ride ramps located at the future Beltline LRT Station and Louisiana LRT Station, both within St. Louis Park, and park and ride activities are discouraged at the Wooddale Station.

Electric Vehicle Parking: PLACE has provided 15 electrical vehicle charging stations throughout the development. 5 Electric car charging stations are located in the south parking garage, 5 in the north residential underground garage, and 5 located in the off-street parking lot near E-Generation.

Bicycle Parking: Total bicycle parking provided for the project exceeds the required 344 spaces. The applicant has provided 494 bicycle parking stalls, 335 of which are located on the north site.
and 159 on the south site. There are 8 outdoor bicycle parking spaces at the E-Gen building, 24 outdoor bicycle parking spaces at the north residential building, and 24 spaces located on the south site; 12 spaces are located near the Wooddale Station area platform and 12 spaces are located on West 36th Street. There is one bicycle parking space located at each underground parking stall, except the stalls with electric charging stations, and a dedicated 2,650 square foot bicycle storage room in the north residential building.

**Transit Access:** This property is located at the future Wooddale Southwest LRT station, and is served by Metro Transit Bus Route 17 and 615.

**Landscaping:** The landscape plan indicates 245 deciduous trees, 12 coniferous trees, 8 ornamental trees and 422 shrubs. The project does not meet the city’s planting and tree replacement requirements. The plan includes provided a variety of alternative landscaping measures in order to meet the intent of the landscaping ordinance. These alternative measures include: 29,500 square feet of greenroofs, a woonerf/place-making space, outdoor play structures, fireplaces, outdoor space located on the roof, and plentiful public art. The landscaping along West 36th Street exceeds the suggested landscaping plan completed by SEH in 2006 and the landscaping on Wooddale Avenue will enhance the pedestrian realm and will deter drop-offs along both street frontages.

**Designed Outdoor Recreation Area (DORA):** The plan exceeds the City’s minimum 12% DORA requirements, and provides approximately 16.4% of DORA. The proposed development plans illustrate DORA through the inclusion of the 37,575 square feet of designed outdoor space. PLACE proposes 33,560 square feet of urban forest located adjacent to the Cedar Lake Regional Trail. The urban forest will provide active outdoor space for both residents of the development and the greater St. Louis Park community. Within the urban forest programmed space will include play equipment and residential amenities (fire pits, grills, outdoor seating) and informal walking paths. Public art installments will also be incorporated into the urban forest.

In addition, the northern residential building includes 1,376 square feet of shared balcony space and 735 square feet of rooftop amenity space. The shared balcony space is located on the east side of the building, with views to downtown Minneapolis, while the rooftop space is located on the west side of the building near the bike shop and the entrance to the regional trail.

The south site includes 728 square feet of rooftop space located above the bridge between the hotel and the residential building, and 424 square feet of performance space located in the Place-making Plaza. A 752 square foot dog run is located on the east side of the residential building.

**Public Art:** As a community for creatives, PLACE proposes a vigorous public art plan throughout the development. Beyond live/work, art will be integrated throughout the site via art installations curated by the Museum of Outdoor Arts. Community-led art components will involve collaboration with local artists, schools, and organizations. 8 to 10 art installations will be interwoven into the urban forest, and additional pieces will be installed in the woonerf, and other publicly accessible pedestrian areas within the development, including areas on the buildings themselves. Multipurpose spaces will feature exhibits and presentations from creatives as well as
host community gatherings. PLACE is also working with the city to maintain and reuse the existing public art that is located along W. 36th Street.

**Sustainability and Energy Efficiency:** Every inhabitant will benefit from low energy costs; the Project will produce approximately 90% of its own energy, achieve LEED certification, and meet Minnesota Green Communities criteria.

PLACE’s patent-pending E-Generation system will bring additional benefits to the development and the broader community with renewable energy and food generation. The system actively balances electricity generation from solar, wind, cogeneration, and anaerobic digestion. The completely enclosed anaerobic digestion element will convert locally-sourced food waste into methane for electricity. The soil amendment and excess heat byproducts from the anaerobic digestion process will support a greenhouse growing food year-round.

The E-Generation facility will hold the cogeneration, anaerobic digestion, energy storage, and greenhouse, and will be placed in a highly visible location on Wooddale to showcase the state-of-the-art energy generation equipment and greenhouse. Organization and school tours will offer a deeper dive into understanding the inner workings of E-Generation.

Solar photovoltaic panels will be located throughout the site on building roofs, over the surface parking lot, and incorporated into building façades. A 26-foot tall helical wind turbine will be located on the property. The existing location of the helical wind turbine, as shown next to the E-Generation building, does not meet the city’s requirements for wind power. As shown, the turbine is not designed on a monopole and does not meeting the setback requirements. The applicant is determining whether the wind turbine can be relocated to the roof of a building, where it could then meet setbacks and not pose a risk to adjacent properties. The applicant is also requesting that the wind turbine be illuminated. Current code prohibits the illumination of wind turbines, but code was written with a very tall, wind mill design in mind. **Planning Commission’s guidance is recommended on the location and illumination of the helical wind turbine.**

**Signs:** A sign plan was not submitted for review. Signs will require permits and shall comply with the MX Mixed Use District standards.

**Utilities:** All small utilities will be placed underground. Utility service structures, such as a generator and transformer, will be screened completely from off-site with materials consistent with main building facade. Per the development agreement, buildings will provide the necessary infrastructure to take advantage of fiber-optic service lines in the vicinity of the development.

**Maintenance:** The south hotel and residential buildings are located within Special Service District #6. The property owner pays a special service assessment annually, and the city provides landscaping and street maintenance for the 36th Street streetscape. The properties will remain in Special Service District #6. PLACE will be required to maintain all other streetscape maintenance responsibilities and any privately owned site amenities including public art, trails, and the urban forest. Maintenance details will be addressed in the Planning Development Contract.
Variance Analysis: The applicant requested and staff advertised the public hearing for a variance to the shading requirement. However, the PUD provides the flexibility to waive this requirement to establish a different standard. **Therefore, a variance is not needed to address this issue** and, the city does not need to meet the same test as required for variances when granting a PUD. Before this determination was made, staff prepared the following findings according to the variance standards. They are included in this report since a variance was advertised.

A solar shading study of the proposed project shows that one of the PLACE buildings will shade the west wall of the building on the adjacent property located at 5802 West 36th Street for portions of the day and year that exceed those code standards. PLACE has requested a variance from the zoning code provisions on architectural standards dealing with sun angles and shade patterns. Section 36.366(b)(1)g stipulates:

“All new multiple-family and nonresidential buildings . . . shall be located so that the structure does not cast a shadow that covers more than 50 percent of another building wall for a period greater than two hours between 9:00 a.m. and 3:00 p.m. for more than 60 days of the year.”

Variances may be granted to the strict application of zoning code standards if certain criteria are met. The criteria in Section 36-34 are discussed below with PLACE’s response.

**The effect of the proposed variance upon the health, safety and welfare of the community.**

- The PLACE project supports the land use pattern being established around the proposed Wooddale LRT station, for which there has been considerable study and policy development, as well as larger development and redevelopment policies and plans of the City of St. Louis Park. As such, The PLACE project is supportive of the health, safety and welfare of the community.

Staff finds this criterion has been satisfied.

**The request is in harmony with the general purposes and intent of the ordinance**

- The purpose of the Architectural design section of the zoning code includes the following:
  - The purpose of this section is to serve the public interest by promoting a high standard of development in the city. Through a comprehensive review of both functional and aesthetic aspects of new or intensified developments, the city seeks to accomplish the following:
    - Implement the comprehensive plan;
    - Preserve the character of neighborhoods, commercial and industrial areas;
    - Reasonably maintain and improve the city tax base;
    - Reduce the adverse impacts of dissimilar land uses;
    - Promote orderly and safe flow of vehicular and pedestrian traffic;
    - Discourage the development of identical and similar building facades which detract from the character and appearance of the neighborhood;
• Preserve the natural and built environment; and
• Minimize adverse impacts on adjacent properties from buildings which are or may become unsightly.

The PLACE project promotes a “high standard of development” with a project and set of uses that “implement[s] the comprehensive plan” and which will help create (not just “preserve”) “the character” this area. The PLACE project will “maintain and improve the city tax base”.

The question of “dissimilar land uses” is at the heart of our request. While the proposed PLACE building – located at the street edge and six stories tall – will shade a portion of the adjacent property, the PLACE project is in character with what is envisioned and being developed in this area, while the adjacent use is one story and likely not the ultimate redevelopment pattern for the property.

Staff finds this criterion has been satisfied.

The request is consistent with the comprehensive plan.
• The City’s Land Use Plan in the comprehensive plan guides the area for Commercial Mixed Use to serve the neighborhood and community, as well as serve the transit ridership at the future station. As such, it is consistent with the comprehensive plan.

Staff finds this criterion has been satisfied.

The applicant for the variance establishes that there are practical difficulties in complying with the zoning ordinance. “Practical difficulties,” as used in connection with the granting of a variance, means that:

The property owner proposes to use the property for a land use permitted in the zoning district in which the land is located. A variance can be requested for dimensional items required in the zoning ordinance, including but not limited to setbacks and height limitations;

• PLACE proposes a mix of commercial, residential and industrial uses that is permitted in the PUD zoning that is requested. The variance is to the numbers in the code that stipulate the portion of a property that can be shaded and to the portion of the year that can occur.

Staff finds this criterion has been satisfied.

The plight of the landowner is due to circumstances unique to the property not created by the landowner;
• The circumstances involved in the variance are part of the unique future vision for the property. The applicant is seeking to implement that vision.

Staff finds this criterion has been satisfied.
The variance, if granted, will not alter the essential character of the locality.
- The “essential character of the locality” is evolving and the PLACE project is in keeping with the character that has been planned and is unfolding. The neighboring property represents the existing character, which we believe is not the essential character ultimately hoped for.

Staff finds this criterion has been satisfied.

Economic considerations alone do not constitute practical difficulties.
- Economic considerations are not the chief concern with the variance request. Rather, it is the land use pattern, density and evolving urban design character of 36th Street that are the main considerations.

Staff finds this criterion has been satisfied.

Practical difficulties include inadequate access to direct sunlight for solar energy systems.
- The PLACE project request does not involve inadequate access to sunlight on its property.

Staff finds this criterion has been satisfied.

There are circumstances unique to the property include the shape, topography, water conditions, or other physical conditions unique to the property;
- It is physically difficult to develop this property, with the full street frontage at the height and density desired for this area, without shading the adjacent property.

Staff finds this criterion has been satisfied.

The granting of the variance is necessary for the preservation and enjoyment of a substantial property right of the applicant;
- The density and height limits planned for this area constitute substantial property rights for the PLACE site. Limiting the development of the PLACE property such that it does not shade the adjacent property interferes with that right.

Staff finds this criterion has been satisfied.

The granting of the variance will not impair an adequate supply of light and air to the adjacent property, unreasonably increase the congestion in the public streets, increase the danger of fire, or endanger public safety;
- The variance request is to the code standards involving access to sunlight. While the proposed PLACE building shades a portion of the property there is still more than adequate opportunity for sunlight to the front portions of the property and to partial sunlight on the eastern and northern portions of the property.
Staff finds this criterion has been satisfied.

_The granting of the variance will not merely serve as a convenience to the applicant but is necessary to alleviate a practical difficulty._

- The variance is needed to alleviate the practical difficulties described above.

Staff finds this criterion has been satisfied.

**STAFF RECOMMENDATIONS:**

**Staff recommends approval of The PLACE Comprehensive Plan Amendment:** Staff recommends approval of the requested Comprehensive Plan Amendment changing the land use designation on the map from OFC - Office, BP – Business Park, RRR – Railroad, and Right-of-way to MX-Mixed Use.

**Staff recommends approval of The PLACE Preliminary and Final Plat subject to the following conditions:**

1. The site shall be developed, used and maintained in accordance with the conditions of this ordinance, approved Official Exhibits, and City Code.

2. All utility service structures shall be buried. If any utility service structure cannot be buried (i.e. electric transformer), it shall be integrated into the building design and 100% screened from off-site with materials consistent with the primary façade materials.

3. Prior to the City signing and releasing the final plat to the developer for filing with Hennepin County:
   a. The developer shall pay to the city the park dedication fee of $448,500 and trail dedication fee of $67,275 for residential uses and $16,963 for commercial uses.
   b. A financial security in the form of a cash escrow or letter of credit in the amount of $1,000 shall be submitted to the City to insure that a signed Mylar copy of the final plat is provided to the City.
   c. A Planning Development Contract shall be executed between the City and Developer that addresses, at a minimum:
      i. The installation of all public improvements including, but not limited to: sidewalks, boulevards, and the execution of necessary easements related to such improvements.
      ii. A performance guarantee for 1.25 times the estimated costs for the installation of all public improvements, placement of iron monuments at property corners, and the private site stormwater management system and landscaping.
   d. The applicant shall reimburse City Attorney’s fees in drafting/reviewing such documents as required in the final plat approval.
   e. The Mayor and City Manager are authorized to execute the Planning Development Contract.
4. Prior to starting any land disturbing activities, the following conditions shall be met:
   a. Proof of recording the final plat shall be submitted to the City.
   b. Assent Form and Official Exhibits shall be signed by the applicant and property owner.
   c. A preconstruction meeting shall be held with the appropriate development, construction, private utility, and City representatives.
   d. All necessary permits shall be obtained.
   e. A performance guarantee in the form of cash escrow or irrevocable letter of credit shall be provided to the City of St. Louis Park for all public improvements (street, sidewalks, boulevards, utility, street lights, landscaping, etc.) and the private site stormwater management system and landscaping.

Staff recommends approval of The PLACE Preliminary and Final Planned Unit Development subject to the following conditions:

1. The site shall be developed, used and maintained in accordance with the conditions of this ordinance, approved Official Exhibits, and City Code.

2. All utility service structures shall be buried. If any utility service structure cannot be buried (i.e. electric transformer), it shall be integrated into the building design and 100% screened from off-site with materials consistent with the primary façade materials.

3. Prior to starting any land disturbing activities, the following conditions shall be met:
   a. Assent Form and Official Exhibits shall be signed by the applicant and property owner.
   b. A preconstruction meeting shall be held with the appropriate development, construction, private utility, and City representatives.
   c. All necessary permits shall be obtained.

4. Prior to issuance of building permits, the following conditions shall be met:
   a. The developer shall sign the City's Assent Form and the Official Exhibits.
   b. A Planning Development Contract shall be executed between the Developer and City that addresses, at a minimum:
      i. The conditions of PUD approval as applicable or appropriate.
      ii. The installation of all public improvements including, but not limited to: on-street parking, sidewalks and boulevard improvements and the execution of any necessary agreements related to the maintenance of such improvements including the inclusion of Special Service District #6.
      iii. The developer’s contribution of $48,200 to the City for regional stormwater pond improvements.
      iv. Developer agrees to provide art work on or near the site with city/public involvement in the selection of the location, artist, and art work.
      v. Easements related to electronic communication and fiber infrastructure.
      vi. A performance guarantee in the form of cash escrow or irrevocable letter of credit shall be provided to the City of St. Louis Park in the amount of 1.25
times of the costs of all public improvements (sidewalks and boulevards),
and the private site stormwater management system and landscaping.

vii. The developer shall reimburse City attorney’s fees in drafting/reviewing
such documents as required in the final PUD approval.

viii. The Mayor and City Manager are authorized to execute said Planning
Development Contract.

c. Final construction plans for all public improvements and private stormwater system
shall be signed by a registered engineer and submitted to the City Engineer for
review and approval.

d. Building material samples and colors shall be submitted to the City for review and
approval.

5. The developer shall comply with the following conditions during construction:

a. All City noise ordinances shall be complied with, including that there be no
construction activity between the hours of 10 p.m. and 7 a.m. Monday through
Friday, and between 10 p.m. and 9 a.m. on weekends and holidays.

b. The site shall be kept free of dust and debris that could blow onto neighboring
properties.

c. Public streets shall be maintained free of dirt and shall be cleaned as necessary.

d. The City shall be contacted a minimum of 72 hours prior to any work in a public
street.

e. Work in a public street shall take place only upon the determination by the City
Engineer (or designee) that appropriate safety measures have been taken to ensure
motorist and pedestrian safety.

f. The developer shall install and maintain chain link security fencing that is at least
six feet tall along the perimeter of the site. All gates and access points shall be
locked during non-working hours.

g. Temporary electric power connections shall not adversely impact surrounding
neighborhood service.

6. Prior to the issuance of any permanent certificate of occupancy permit the following shall
be completed:

a. Public improvements, private utilities, site landscaping and irrigation, and storm
water management system shall be installed in accordance with the Official
Exhibits.

7. All mechanical equipment shall be fully screened. Rooftop equipment may be located as
indicated in the Official Exhibits so as not to be visible from off-site.

8. The materials used in, and placement of, all signs shall be integrated with the building
design and architecture.

9. Bicycle parking on site shall be located within fifty feet of the building’s front entrance.
Attachments:  Aerial Photo
Preliminary Plat
Final Plat
Planned Unit Development Ordinance Draft
Development Plans
   Civil Drawings
   Floor Plans
   Elevations
Materials & Lighting Exhibits
Place – Sustainability Proposals
Traffic Study
Parking Study
Mobility Plan
Parking Reductions
Variance Narrative

Prepared by:  Jennifer Monson, Planner
Reviewed by:  Sean Walther, Planning and Zoning Supervisor
Aerials
ORDINANCE NO.

ORDINANCE AMENDING THE ST. LOUIS PARK
CITY CODE RELATING TO ZONING BY
CREATING SECTION 36-268-PUD 9
AS A PLANNED UNIT DEVELOPMENT ZONING DISTRICT
FOR THE PROPERTY LOCATED AT THE SOUTHEAST QUADRANT OF HIGHWAY
7 AND WOODDALE AVE AND THE NORTHEAST CORNER OF WEST 36TH
STREET AND WOODDALE AVENUE

THE CITY OF ST. LOUIS PARK DOES ORDAIN:

Findings

Sec. 1. The City Council has considered the advice and recommendation of the Planning
Commission (Case No. 07-04-CP, 17-05-S, 17-06-PUD, 17-07-VAR) for amending the Zoning
Ordinance to create a new Planned Unit Development (PUD) Zoning District.

Sec. 2. The Comprehensive Plan designates this property as Mixed Use.

Sec. 3. The Zoning Map shall be amended by reclassifying the following described lands
from I-P Industrial Park to PUD 9:

Lot 1, Block 1, PLACE, Hennepin County, Minnesota
Lot 1, Block 2, PLACE, Hennepin County, Minnesota

Sec. 4. The Zoning Map shall be amended by reclassifying the following described lands
from C-2 General Commercial to PUD 9:

Lot 1, Block 3, PLACE, Hennepin County, Minnesota

Sec. 5. The St. Louis Park Ordinance Code, Section 36-268 is hereby amended to add the
following Planned Unit Development Zoning District:

Section 36-268-PUD 9.

(a) Development Plan
The site shall be developed, used and maintained in conformance with the following Final
PUD signed Official Exhibits:
1) PUD Exhibit
2) G001 – Cover Sheet
3) G002 – Legend
4) G003 – General Notes
5) C001 – Existing Conditions and Removals
6) C003 – Tree Removals and Preservation Plan
7) C101 – Site Plan – Overall
8) C102 – Site Plan Northwest
9) C103 – Site Plan Northeast
10) C101 – Site Plan South
11) C201 – Temporary Erosion Control Plan
12) C301 – Grading and Drainage Plan – Overall
13) C401 – Sanitary Sewer and Watermain
14) C402 – Storm Sewer Plan
15) C801 – Site Details
16) C802 – Site Details
17) C901 – City Std Utility Plates
18) C902 – City Std Utility Plates
19) C903 – City Std Utility Plates
20) C904 – City Std Erosion Control Plates
21) C1001 – MNDOT Std Ped Curb Ramp Details
22) C1002 – MNDOT Std Ped Curb Ramp Details
23) L101 – Planting Plan – Overall
24) L102 – Planting Plan – Northwest
25) L103 – Planting Plan – Northeast
26) L104 – Planting Plan – South
27) L801 – Planting Details
28) V101 – Preliminary Plat
29) V102 – Preliminary Plat
30) V103 – Preliminary Plat
31) E101 – Electrical Site Plan – Overall
32) S001 – Site Plan
33) A101 – North Building Floor Plans
34) A102 – North Building Floor Plans
35) A103 – North Building Floor Plans
36) A104 – North Building Floor Plans
37) A105 – North Building Floor Plans
38) A106 – North Building Elevations
39) A107 – North Building Illustrative Elevations
40) A201 – South Building Hotel & Residential Floor Plans
41) A202 – South Building Hotel & Residential Floor Plans
42) A203 – South Building Hotel & Residential Floor Plans
43) A204 – South Building Hotel & Residential Floor Plans
44) A205 – South Building Hotel & Residential Floor Plans
45) A206 – South Building Hotel & Residential Floor Plans
46) A207 – South Building Hotel & Residential Floor Plans
47) A208 – South Building Hotel & Residential Floor Plans
48) A209 – South Building Hotel & Residential Floor Plans
49) A210 – South Building Elevations
50) A211 – Hotel Elevations
51) A212 – South Building Illustrative Elevations
52) A301 – E-Generation Floor Plans
53) A302 – E-Generation Roof Plan
54) A303 – E-Generation Elevations
55) A401 – 3D View
56) A501 – Illustrative Sections
57) A502 – Sections
58) PLACE – Envelope Proposals
59) PLACE – Sustainability Proposals
60) PLACE – Proof of Parking
61) PLACE – Lighting Proposals
62) PLACE – Parking Requirements
63) PLACE – Mobility Plan (Travel Demand Management Plan)

The site shall also conform to the following requirements:
1) The property shall be divided into four zones, as indicated on PUD Exhibit of the Official Exhibits. The zones shall be established by dividing the site into a northwest site, a northeast site, a southwest site, and a southeast site. The northwest site shall be called “Site A – E-Gen”, the northeast site shall be called “Site B – North” the southwest site shall be called “Site C – Hotel” and the southeast site shall be called “Site D – South”.

2) Parking will be provided off-street in a surface lot, on-street, in structured parking, and within the public plaza. The property shall be developed with 299 residential units, including 99 live/work units, a 110 room hotel, a minimum of 35,000 square feet of ground floor commercial space, 0.88 acres of urban forest, an e-generation energy facility, and a greenhouse.

Parking will be provided off-street in a surface lot, on-street parallel parking, and structured parking. A total of four-hundred-forty-seven (447) parking spaces will be provided: 251 spaces for residential units or 0.83 spaces per dwelling unit, 110 spaces for the hotel or 1.0 space per hotel room, 76 spaces for non-residential uses and 10 spaces for shared cars. An additional 55 spaces are required as a proof of parking as indicated on Sheet 60 of the Official Exhibits. Parking requirements are provided based on Sheet 62 of the Official Exhibits.

3) The maximum height for Site A – E-Gen shall not exceed 33 feet for the building, 40 feet for the flute, and 75 feet for the wind turbine. The maximum building height for Site B – North shall not exceed 61 feet and five stories. The maximum height for Site C – Hotel shall not exceed 76 feet and six stories and the maximum height for Site D – South shall not exceed 79 feet and six stories.

4) The development site shall include a minimum of 12 percent designed outdoor recreation area based on private developable land area.

5) The development shall incorporate a Travel Demand Management (TDM) plan including:
   
a. The development shall offer car-free incentives for a minimum of 90 dwelling units.
   
b. The development shall provide 10 cars available as a car share.
   
c. The development shall provide a local shuttle until opening day of the Southwest Light Rail Green Line Wooddale Station.
   
d. A transportation concierge program shall be maintained.
   
e. The development shall provide car-free perks for 90 households until the site conforms to the city’s off-street parking requirements.
   
f. The TDM plan shall be reported to the city annually for a duration of three (3) years.

(b) Site A – E-Gen
1) Permitted with Conditions
   a. *Anaerobic digester.* Anaerobic digesters shall be permitted only as part of a larger development which contains at least one other principal use, and where electricity and bio-gas produced by the digester is used primarily by the larger development.
      i. Organic material, as defined in the Zoning Code, is the only input allowed.
      ii. No more than 30,000 tons of organic material shall be processed per year.
      iii. The digester system, associated equipment and operations must occur completely within a negative-pressure building.
      iv. Organic material shall be deposited from the delivery vehicle directly into an enclosed container integrated with the digester system.
      v. Sorting of material must occur in an enclosed container integrated with the digester system.
      vi. Odor controlling devices shall be used to prevent odors from being detectable outside of the building containing the digester system.
      vii. Flaring of bio-gas is only allowed to burn excess gas and shall not be visible from off-site.
      viii. No outdoor storage is allowed.
      ix. Retail distribution of compressed natural gas is not allowed.
      x. All necessary permits relating to items such as: emissions, solid waste processing, energy production, industrial waste water, and storm water must be obtained from the appropriate agencies.
      xi. All necessary contracts or agreements with material providers and utility companies must be submitted to the City prior to the issuance of a building permit.

2) Accessory Uses
   b. Parking lots.
   c. Outdoor seating, with the following conditions:
      i. No speakers or other electronic devices which emit sound are permitted outside of the principal structure if the use is located within 500 feet of a residential use.
      ii. Hours of operation shall be limited to 7:00 a.m. to 10:00 p.m. if located within 500 feet of a residential use.
   d. Outdoor uses and outdoor storage are prohibited.
   e. Solar panels
      i. Rooftop or building mounted systems
         1. Roof or building mounted solar systems may exceed the maximum allowed height in the PUD zoning district by 3 feet.
ii. Ground or accessory structure mounted solar systems
   1. The height of a ground or accessory structure mounted solar system, measured when oriented at maximum design tilt, shall not exceed 15 feet.

   f. Wind Energy Conversion Systems (WECS), with the following conditions:
      i. Wind turbines shall be of the helical-type.
      ii. Helical wind turbines shall meet the following design requirements
          1. One WECS shall be allowed per lot.
          2. WECS shall not exceed 75 feet in height.
          3. The fall zone shall be completely within the property lines of the lot within which the WECS is located.
          4. Minimize visual impact. WECS design and location shall minimize visual impact.
          5. Color and finish. All WECS shall be white, grey, black or another non-obtrusive color. Blades may be black in order to facilitate deicing. Finishes shall be matt or non-reflective.
          6. Tower lighting. WECS shall not be artificially lighted, except as specified herein and to the extent required by the FAA or other federal or state law or regulation that preempts local regulations.
          7. Signs and displays. The use of any portion of a WECS for displaying flags and signs, other than warning or equipment information signs, is prohibited.
          8. Associated equipment. Ground equipment associated with a WECS shall be housed in a structure. Structures housing equipment shall meet the architectural design standards of the Zoning Ordinance. Control wiring and power-lines shall be wireless or underground.
          9. Braking system required. All WECS shall have an automatic braking, governing or feathering system to prevent uncontrolled rotation, over speeding and excessive pressure on the structure, rotor blades and turbine components.
          10. Design height. The applicant shall provide evidence that the proposed height of the WECS does not exceed the height recommended by the manufacturer or distributor of the system.
          11. Interconnection agreement. The applicant shall provide a copy of the utility notification requirements for interconnection, unless the applicant intends, and so states on the application, that the system will not be connected to the electricity grid.
          12. Technology standards. WECS must meet the minimum standards of a WECS certification program recognized by the American Wind Energy Association, such as AWEA’s
Small Wind Turbine Performance and Safety Standard, the Emerging Technologies program of the California Energy Commission, or other 3rd party standards acceptable to the City.

13. Noise. Audible sound due to wind energy system operations shall comply with the standards governing noise contained in the City of St. Louis Park Code of Ordinances.

14. If the WECS remains nonfunctional or inoperative for a continuous period of one year, the system shall be deemed abandoned and shall constitute a public nuisance. The owner shall remove the abandoned system at their expense after a demolition permit has been obtained. Removal includes the entire structure including foundations to below natural grade and transmission equipment.

(c) Site B – North

1) Permitted with Conditions:
   a. Multiple-family dwellings. Uses associated with the multiple-family dwellings, including, but not limited to the residential office, fitness facility, mail room, assembly rooms or general amenity space.
   b. Live-work Type I.
      i. All material or equipment shall be stored within an enclosed structure.
      ii. Operation of the home occupation is not apparent from the public right-of-way.
      iii. The activity does not involve warehousing, distribution or retail sales of merchandise produced off the site.
      iv. No person is employed at the residence who does not legally reside in the home except that a licensed group family day care facility may have one outside employee.
      v. No light or vibration originating from the business operation is discernible at the property line.
      vi. Only equipment, machinery and materials which are normally found in the home are used in the conduct of the home occupation.
      vii. No more than one non-illuminated wall sign limited to two square feet in area is used to identify the home occupation.
      viii. Space within the dwelling devoted to the home occupation does not exceed one room or forty-five (45) percent of the floor area, whichever is greater.
      ix. No portion of the home occupation is permitted within any attached or detached accessory building.
      x. The structure housing the home occupation conforms to the building code; and in the case where the home occupation is day
care or if there are any customers or students, the home occupation has received a certificate of occupancy.

c. Commercial uses. Commercial uses are only permitted on the first floor, and are limited to the following: coffee shops, office, private entertainment (indoor), retail shops, service, showrooms and studios.
   i. All parking requirements must be met for each use per Sheet 62 of the Official Exhibits.
   ii. Hours of operation for commercial uses shall be limited to 6 a.m. to 12 a.m.
   iii. Restaurants are prohibited.
   iv. In vehicle sales is prohibited.

d. Civic and institutional uses. Civic and institutional uses are limited to the following: education/academic, library, museums/art galleries, indoor public parks/open space, police service substations, post office customer service facilities, public studios and performance theaters.

2) Accessory Uses:
   a. Incidental repair or processing which is necessary to conduct a permitted use and not to exceed ten percent of the gross floor area of the associated permitted use.
   b. Home occupations complying with all of the conditions in the R-C district.
   c. Catering, if accessory to food service, delicatessen or retail bakery.
   d. Gardens.
   e. Parking lots.
   f. Outdoor seating, with the following conditions:
      i. No speakers or other electronic devices which emit sound are permitted outside of the principal structure if the use is located within 500 feet of a residential use.
      ii. Hours of operation shall be limited to 7:00 a.m. to 10:00 p.m. if located within 500 feet of a residential use.
   g. No outdoor uses or storage allowed.
   h. Solar panels
      i. Roof or building mounted solar systems may exceed the maximum allowed height in the PUD zoning district by 3 feet.

(d) Site C – Hotel

1) Permitted:
   a. Hotel. Uses associated with the hotel, including but not limited to hotel office, fitness facility, pool, parking, mail room, assembly rooms or general amenity space.

2) Permitted with Conditions:
   a. Commercial uses. Commercial uses are only permitted on the first floor, and are limited to the following: restaurants, coffee shops, office, private entertainment (indoor), retail shops, service, showrooms and studios.
i. All parking requirements must be met for each use per Sheet 62 of the Official Exhibits.

ii. Hours of operation for commercial uses shall be limited to 6 a.m. to 12 a.m.

iii. In vehicle sales is prohibited.

b. Civic and institutional uses. Civic and institutional uses are limited to the following: education/academic, library, museums/art galleries, indoor public parks/open space, police service substations, post office customer service facilities, public studios and performance theaters.

3) Accessory Uses:
   a. Incidental repair or processing which is necessary to conduct a permitted use and not to exceed ten percent of the gross floor area of the associated permitted use.
   b. Catering, if accessory to food service, delicatessen or retail bakery.
   c. Parking lots.
   d. Outdoor seating, with the following conditions:
      i. No speakers or other electronic devices which emit sound are permitted outside of the principal structure if the use is located within 500 feet of a residential use.
      ii. Hours of operation shall be limited to 7:00 a.m. to 10:00 p.m. if located within 500 feet of a residential use.
   e. No outdoor uses or storage allowed.
   f. Solar panels
      i. Roof or building mounted solar systems may exceed the maximum allowed height in the PUD zoning district by 3 feet.

(e) Site D – South
1) Permitted with Conditions:
   a. Multiple-family dwellings. Uses associated with the multiple-family dwellings, including, but not limited to the residential office, fitness facility, mail room, assembly rooms or general amenity space.
   b. Live-work Type I.
      i. All material or equipment shall be stored within an enclosed structure.
      ii. Operation of the home occupation is not apparent from the public right-of-way.
      iii. The activity does not involve warehousing, distribution or retail sales of merchandise produced off the site.
      iv. No person is employed at the residence who does not legally reside in the home except that a licensed group family day care facility may have one outside employee.
      v. No light or vibration originating from the business operation is discernible at the property line.
vi. Only equipment, machinery and materials which are normally found in the home are used in the conduct of the home occupation.

vii. No more than one non-illuminated wall sign limited to two square feet in area is used to identify the home occupation.

viii. Space within the dwelling devoted to the home occupation does not exceed one room or forty-five (45) percent of the floor area, whichever is greater.

ix. No portion of the home occupation is permitted within any attached or detached accessory building.

x. The structure housing the home occupation conforms to the building code; and in the case where the home occupation is day care or if there are any customers or students, the home occupation has received a certificate of occupancy.

c. **Live-work Type II.**

i. Live-work uses as defined by Sec. 36-142 of city code are permitted on the first floor.

ii. A Registration of Land Use (RLU) shall be approved by the city when there is a change in tenant.

d. **Commercial uses.** Commercial uses are only permitted on the first and second floors, and are limited to the following: coffee shops, office, private entertainment (indoor), retail shops, service, showrooms and studios.

i. All parking requirements must be met for each use per Sheet 62 of the Official Exhibits.

ii. Hours of operation for commercial uses shall be limited to 6 a.m. to 12 a.m.

iii. Restaurants are prohibited.

iv. In vehicle sales is prohibited.

e. **Civic and institutional uses.** Civic and institutional uses are limited to the following: education/academic, library, museums/art galleries, indoor public parks/open space, police service substations, post office customer service facilities, public studios and performance theaters.

2) **Accessory Uses:**

a. Incidental repair or processing which is necessary to conduct a permitted use and not to exceed ten percent of the gross floor area of the associated permitted use.

b. Home occupations complying with all of the conditions in the R-C district.

c. Catering, if accessory to food service, delicatessen or retail bakery.

d. Gardens.

e. Parking lots.
f. Outdoor seating, with the following conditions:
   i. No speakers or other electronic devices which emit sound are permitted outside of the principal structure if the use is located within 500 feet of a residential use.
   ii. Hours of operation shall be limited to 7:00 a.m. to 10:00 p.m. if located within 500 feet of a residential use.

g. No outdoor uses or storage allowed.

h. Solar panels
   i. Roof or building mounted solar systems may exceed the maximum allowed height in the PUD zoning district by 3 feet.

(d) Special Performance Standards

(1) All general zoning requirements not specifically addressed in this ordinance shall be met, including but not limited to: outdoor lighting, architectural design, landscaping, parking and screening requirements.

(2) The site is exempt from the shadowing requirements specified in Section 36-366(b)(1)g of the zoning ordinance.

(3) Each commercial, civic or institutional tenant space on the ground floor facing West 36th Street shall have a direct and primary access to and from the 36th Street (south) building façade and the access shall remain open during business hours.

(4) All trash, garbage, waste materials, trash containers, and recycling containers shall be kept in the manner required by this Code. All trash handling and loading areas shall be screened from view within a waste enclosure.

(5) Signage shall be allowed in conformance with the approved redevelopment plan or final PUD site plan and development agreement in accordance with the following conditions:
   a. Pylon signs are prohibited;
   b. Freestanding monument signs shall utilize the same exterior materials as the principal buildings and shall not interfere with pedestrian, bicycle or automobile circulation and visibility;
   c. Maximum allowable number, sizes, heights and yards for signs shall be regulated by section 36-362, MX requirements.
   d. Wall signs of non-residential uses shall only be placed on the ground floor and exterior walls of the occupied tenant lease space, and/or a monument sign.
   e. Wall signs shall not be included in calculating the aggregate sign area on the lot if they meet the following outlined conditions:
      1. Non-residential wall signs permitted by this section that do not exceed seven percent of the exterior wall area of the ground floor tenant lease space.
2. The sign is located on the exterior wall of the ground floor tenant lease space from which the seven percent sign area was derived.
3. No individual wall sign shall exceed 100 square feet in area.

(6) Façade.
   a. Fibrous cement, high performance brick veneer with rain screen cladding systems, and vertically integrated photovoltaic panels shall be considered Class I Materials.
   b. The following façade design guidelines shall be applicable to all ground floor non-residential street-facing facades and all ground floor non-residential facades on the west façade of Site D South, including live/work type II units:
      1. The minimum ground floor transparency shall be 60% at the pedestrian level.
      2. No more than 10% of total window and door area shall be glass block, mirrored, spandrel, frosted or other opaque glass, finishes or material including window painting and signs. The remaining 90% of window and door area shall be clear or slightly tinted glass, allowing views into and out of the interior.
      3. Active permitted uses, not including storage areas or utility closets, shall be maintained for a minimum depth of 15 feet.
      4. Visibility into the space shall be maintained for a minimum depth of ten feet. This requirement shall not prohibit the display of merchandise.

(7) Awnings.
   a. Awnings must be constructed of heavy canvas fabric, metal and/or glass. Plastic and vinyl awnings are prohibited.
   b. Backlit awnings are prohibited.

Sec. 6. The contents of Planning Case File 07-04-CP, 17-05-S, 17-06-PUD, 17-07-VAR are hereby entered into and made part of the public hearing record and the record of decision for this case.

Sec. 7. This Ordinance shall take effect fifteen days after its publication.

<table>
<thead>
<tr>
<th>Event</th>
<th>Date</th>
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<tbody>
<tr>
<td>Public Hearing</td>
<td>March 15, 2017</td>
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<tr>
<td>First Reading</td>
<td>April __, 2017</td>
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<tr>
<td>Second Reading</td>
<td>May __, 2017</td>
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<td>Date of Publication</td>
<td>__, 2017</td>
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<td>Date Ordinance takes effect</td>
<td>__, 2017</td>
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Reviewed for Administration Adopted by the City Council
City Manager

Attest:

City Clerk

Mayor

Approved as to Form and Execution:

City Attorney