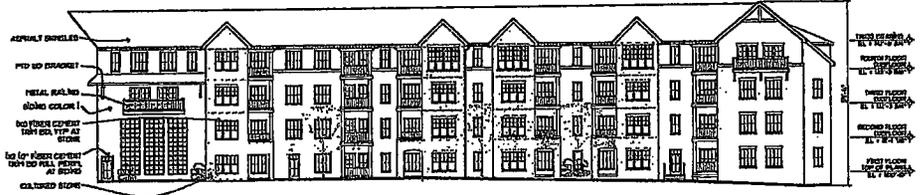




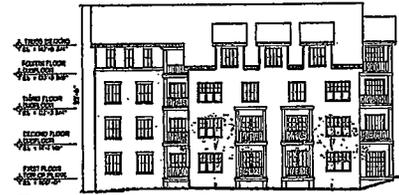
1 SOUTHWEST TO ELEVATION
1/4" = 1'-0"



2 SOUTH ELEVATION
1/4" = 1'-0"



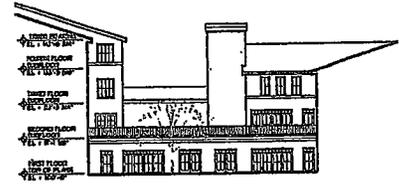
3 EAST ELEVATION
1/4" = 1'-0"



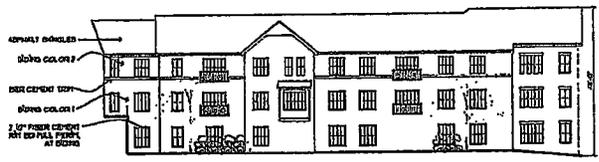
4 NORTHEAST ELEVATION
1/4" = 1'-0"



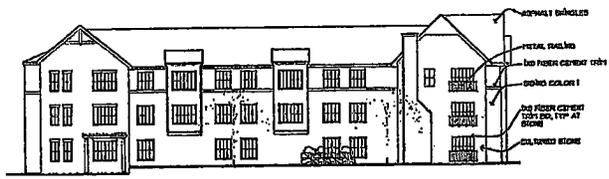
5 NORTHWEST ELEVATION
1/4" = 1'-0"



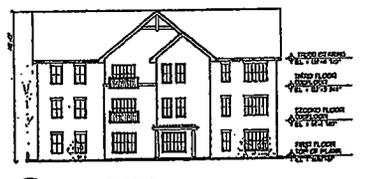
6 NORTH-EAST TO ELEVATION
1/4" = 1'-0"



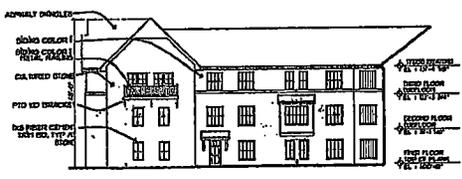
7 EAST ELEVATION
1/4" = 1'-0"



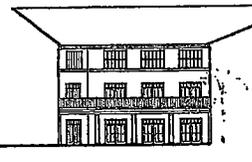
8 NORTH ELEVATION
1/4" = 1'-0"



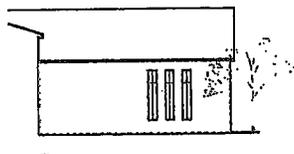
9 WEST ELEVATION
1/4" = 1'-0"



10 SOUTH ELEVATION
1/4" = 1'-0"



11 SOUTH ELEVATION
1/4" = 1'-0"



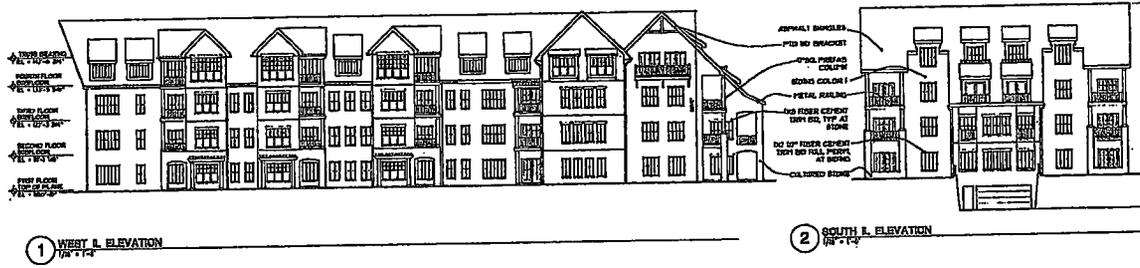
12 NORTHWEST TO ELEVATION
1/4" = 1'-0"



FOUNDER'S RIDGE

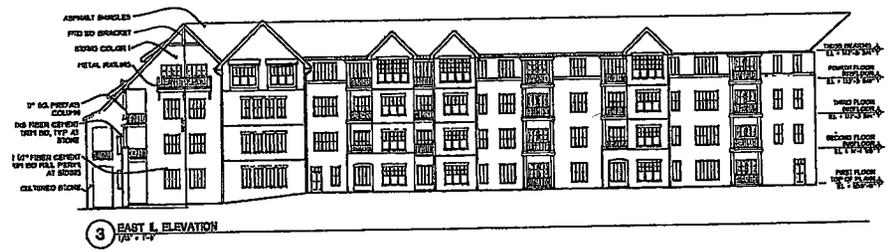
AUGUST 6, 2010

PHASE 1 - EXTERIOR ELEVATIONS

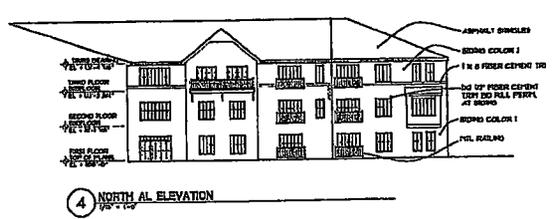


1 WEST ELEVATION
1/8" = 1'-0"

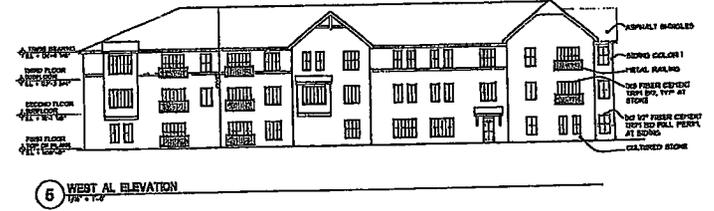
2 SOUTH ELEVATION
1/8" = 1'-0"



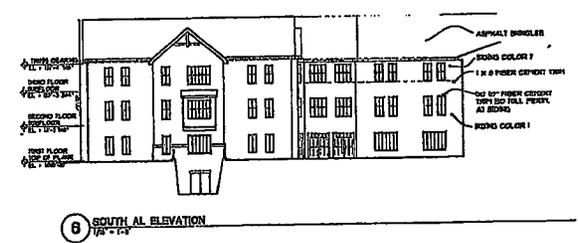
3 EAST ELEVATION
1/8" = 1'-0"



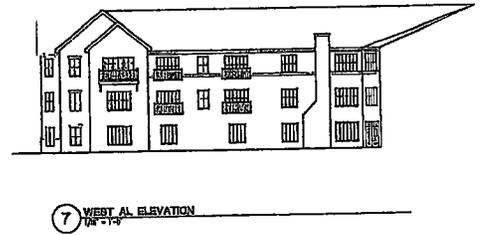
4 NORTH ELEVATION
1/8" = 1'-0"



5 WEST ELEVATION
1/8" = 1'-0"



6 SOUTH ELEVATION
1/8" = 1'-0"



7 WEST ELEVATION
1/8" = 1'-0"



1 FRONT ELEVATION - PHASE II BUILDING



2 SIDE ELEVATION - PHASE II BUILDING



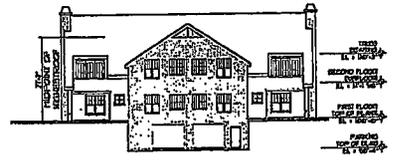
3 SIDE ELEVATION - PHASE II BUILDING



4 REAR ELEVATION - PHASE II BUILDING



5 FRONT ELEVATION - PHASE IV BUILDING



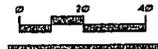
6 SIDE ELEVATION - PHASE IV BUILDING



7 SIDE ELEVATION - PHASE IV BUILDING



8 REAR ELEVATION - PHASE IV BUILDING



Originator Community Development	Item Revised Preliminary and Final Development Plan Preliminary and Final Plat		
Agenda Section HEARING/PUBLIC INPUT Development Business	By LDP	Approved	Date September 16, 2010

Item 1

Case 10683ABC-10

GENERAL INFORMATION

Applicant: Bloomington Bethany Senior Housing, Inc. (Presbyterian Homes)

Location: 6600 Auto Club Road and 11400, 44501, 11551, and 11601 Hampshire Avenue South

Request:

- 1) Revised Preliminary and Final Development Plan for a four-phase, three-building, 240-unit memory care, assisted living and independent living development (Case 10683AB-10); and
- 2) Preliminary and Final Plat of Bloomington Bethany Founders Ridge (Case 10683C-10)

Existing Land Use and Zoning: Bethany Fellowship (Church, school, industrial facilities, multi-family and single family); zoned R-1, RM-24(PD) and IP

Surrounding Land Use and Zoning:
 North – Office/warehouse; zoned IP
 East – Railroad/Minnesota Valley Golf Course; zoned R-1 and R-1(PD)
 West and South – Single family homes; zoned R-1 and R-1A(BP-2)

Comprehensive Plan: The Comprehensive Land Use Plan designation is Quasi-Public, High Density Residential and Industrial.

HISTORY

City Council Action: 02/04/07 -- Approved a Comprehensive Land Use Plan revision from Industrial to High Density Residential Land Use (Case 10683A-07), a rezoning from R-1, Single Family Residential to RM-24(PD), Multiple Family Residential (Planned Development) (Case 10683B-07), and Preliminary and Final Development Plan for up to 186 independent living units and 124 assisted living units with 17 conditions and 13 Code requirements (Case 10683C-07).

Council Action

Motion by _____ Second by _____ to _____

CHRONOLOGY

Planning Commission Agenda: 09/16/10 – Public hearing scheduled

City Council Agenda: 09/27/10 – Tentative date for public hearing

DEADLINE FOR AGENCY ACTION

Application Date: 08/06/10
60 Days: 10/04/10
Extension Letter Mailed: No
120 Days: 12/03/10

STAFF CONTACT

Londell Pease, Planner
(952) 563-8926
lpease@ci.bloomington.mn.us

APPLICABLE REGULATIONS 1) Section 19.28.02, Section 21.501.02 and Section 21.501.03
2) Section 16.08 and Section 16.09

PROPOSAL

The applicant requests approval for revised Preliminary and Final Development plans for a memory care, assisted living and independent living development totaling 240 units. A concurrent Preliminary and Final Plat application would reduce the proposed land area for the development from 14.4 acres to 11.2 acres. The proposed plan reduces the total units from 310 units to 240 units. However, the proposal retains 32 apartment units in the two existing L-Shaped apartment buildings that had been proposed for removal on the previous plan. The existing townhomes would be removed. Therefore, the proposed revision reduces the total number of units from the original proposal by 38 units.

The project would be constructed on 11.2 acres of what is now the 63 acre Bethany campus. The property has been acquired by Presbyterian Homes. Bethany Fellowship is no longer a part of the construction or operations of the development. The proposed development would continue to include three residential buildings with a variable housing mix. A breakdown of the housing unit types includes:

- Phase I with 19 memory care units, 32 assisted living units, 55 independent living units and a town center.
- Phase II with additions onto two sides of Phase I with 19 memory care units, 32 assisted living units and 43 independent living units and a town center.
- Phase III with two-story brownstone building totaling 22 independent living units located east of the main entrance drive with a north/south building orientation to minimize the massing along Auto Club Road.

- Phase IV with an additional two-story brownstone building totaling 18 independent living units located west of the main entrance drive with a north/south building orientation to minimize the massing along Auto Club Road.

The proposed building materials would be a mix of painted Hardi-Plank siding and cultured stone with asphalt shingles. A variety of roof forms including gables and dormers minimize the massing of the three structures.

A total of 97 surface parking spaces and 179 underground garage spaces are proposed. The surface parking areas are distributed throughout the site along the entrance drive and would be constructed as part of Phase I. A single public access would be provided from Auto Club Road directly across the driveway entrance to the Izaak Walton League property on Auto Club Road. An emergency vehicle access would be provided through the parking lot of the industrial property to the north. No additional public access is proposed.

ANALYSIS

Land Use

Given the reduced parcel size, the proposed high density residential development would have a density of 21.4 units an acre. The previous development proposal was 21.5 units per acre. The High Density Residential Comprehensive Plan designation emphasizes this type of a development "should be located only in areas adjacent to arterial and collector streets." The proposal is located along Auto Club Road, which is classified as a "Major Collector". Adjacent land use designations are quasi-public for the private golf course and Bethany Fellowship to the east and west respectively, low density residential to the south and industrial to the north.

Table 2.6 of the Comprehensive Plan indicates that High Density Residential, Low Density Residential and Quasi-Public land uses are "generally compatible" land uses. Table 2.6 of the Comprehensive Plan indicates that Low and High Density Residential are generally incompatible with Industrial land uses. Although, the higher intensity four story building is located contiguous to the Industrial land use and provides a transition from the Industrial uses and the single family uses to the south.

SITE/BUILDING LAYOUT

The four phase development is designed to minimize the construction impact on previous phases. Staff is concerned that construction of Phase II alter the access to the underground parking garage for Phase I. There is a future garage connection listed as part of Phase II, however, that would also be placed during construction and block access to the Phase I independent living parking garage. It appears that Phase II would need to be built in two phases to allow uninterrupted garage access. Continuous garage access for Phase I must be provided throughout all other phases.

The proposed development includes removal of several buildings and creates a development separated from the Bethany Fellowship campus. There is a reconfiguration of the existing traffic circulation patterns on the east side of the Bethany property to allow traffic movement through the Bethany site. The proposed development would maintain a single entrance off Auto Club Road and an emergency access to Hampshire Avenue on the north. The public entrance previously provided at Hampshire Avenue has been removed from the proposal.

A total of 11 structures would be removed. They include five garages, five town home structures containing 18 units, and one single family home. Nineteen existing dwelling units are removed with this redevelopment.

The two story town center will have two 3-story assisted living wings on the west with the four story independent living structure on the east. The three and four story buildings would be constructed approximately 600 feet north of Auto Club Road. The brownstone structures are positioned to provide a transition between the single family residential properties to the south and the higher density to the north. Additionally, the four story structure provides a land use transition from the brownstone structures to the industrial uses to the north.

The assisted living units would range from studio units of 450 square feet to a two bedroom units of approximately 950 square feet. The independent living units range from 760 square foot one-bedroom units to 1,620 square foot two bedroom units. The City Code requires 25 square feet of floor area be provided for storage for each independent living unit. The applicant provides storage area in the garages for all phases, although the spaces provided are less than the total number of units. Additional storage to meet the City requirements must be provided on the plan submitted for construction purposes.

Code Compliance

Table 1: City Code Requirement Analysis (Shaded not in compliance)

Standard	Code Required	Provided
Site area (Minimum)	40,000 square feet	487,853 square feet
Density	12 to 24 units an acre	21.4 units per acre
Building setbacks: (Minimum)		
- Along all streets	60 feet / 40 feet	> 150 feet
- Side yard	49 feet	49 feet
- Rear yard	30 feet	45 feet 6 inches
Height (Maximum) – Lowest point on the ground to highest point of the roof	Phase I – 80 feet Phase III and IV – 40 feet	65 feet 2-stories / 44 feet
Parking setback (Minimum)	20 feet (Along Street) 5 feet (Rear and Side)	> 180 feet > 30 feet
Structure to lot coverage (Maximum)	30 percent	21.2 percent
Usable space per dwelling unit (Minimum)	600 square feet	> 800 square feet
Parking required (Minimum)	255 total spaces	276 spaces 21 in excess of City Code
- Senior Citizen Housing	1.5 spaces per unit (207)	
- Assisted Living	1.5 space per 4 beds (26)	
- Party/common rooms (@ 2,200 sf)	One space per 100 SF (22)	
Parking stall size (minimum)	9 feet by 18 feet	9 feet by 18 feet
Drive aisle width (minimum)	24 feet	24 feet

Building Design

A major characteristic of the development plan is the diversity of housing types that combines low-rise and mid-rise independent and assisted living units. Varying building forms and a combination of exterior materials and colors provide an attractive residential development in a unique setting. Building height steps down from four stories on the northern portions of the site to two stories on the southern portions of the site, closer to

residential. With the reduced unit sizes and the decrease from four stories to three stories for the independent living, there is a notable decrease in building massing of the overall development.

Primary exterior materials for all three structures would be predominantly Hardi-Plank lap siding and cultured stone with asphalt shingles. The units have design elements that protrude from the front of the building to provide a break in the massing of the large building. These include building wall sections, balconies, and extensive window areas that add to the architectural design.

Landscaping, Screening and Lighting

The applicant has submitted a landscape plan which lacks detail to complete a full review. The site is required to have 196 trees and 488 shrubs throughout the site. While the landscape plan appears to meet the requirement, additional review will be required. A condition of approval is proposed to assure compliance with the landscape requirements.

With a four phase development proposal there is a significant likelihood that full compliance would result in tree removal at the time of future phases. Landscaping the site in phases is the best way to assure compliance without impacting landscaping previously installed. Staff supports phasing the landscaping where any impacts on future phases are evident.

A photometric lighting plan was provided for review. The plan provides lighting significantly greater than City Code in several areas. Given the location, staff is concerned with excess light and impact on the adjoining properties along the Bluff. Careful design and review should minimize those impacts while meeting the City Code.

Requested City Code deviations in the Planned Development

The applicant seeks one minor City Code deviation, which is the height of the two story brownstones (Phase III and IV). The height flexibility is required to provide access to the underground garage. The overall structure is well within the City Code for height if the small area of the façade exposed to allow access to the underground parking is excluded. This minor deviation for a height increase from 40 to 44 feet would allow access to the underground garage parking access. Alternatives would be to construct surface parking and detached garages for the development. Staff believes the proposed minor flexibility is in the public interest as the alternatives would be less desirable for future residents as well as for the surrounding neighbors and would increase impervious surface coverage for the development.

Stormwater Management:

Stormwater will be managed to meet the City's Comprehensive Surface Water Management Plan for stormwater rate control (quantity) and stormwater quality. The existing development site is approximately 38% impervious surface. The proposed development will create approximately 2.8 acres of additional impervious surface than existing conditions.

Two storm water detention ponds would be constructed along Auto Club Road, one on each side of the proposed access. An addition stormwater rate and quality control pond would be located at the northeast corner for the development site. A water feature and waterfall extending from the entrance of the town center and

between the two story brownstone structures into the eastern stormwater pond along Auto Club Road is proposed.

The Stormwater Management Plan calculations will be reviewed for compliance with the requirements in the City of Bloomington Comprehensive Surface Water Management Plan. A maintenance plan has not yet been provided and will be required to be signed and filed at Hennepin County. This site is located within the Lower Minnesota Watershed District, so an additional review will be required.

Utilities:

Public sanitary sewer and water utility services exist under Hampshire Avenue; however only water services, not sanitary sewer exist under Auto Club Road. Water service will be looped by being connected to both the water mains in Hampshire Avenue and Auto Club Road. Sanitary sewer service will be connected on the north side of the site to an existing 8-inch sanitary sewer service.

Traffic Analysis:

The applicant has not submitted a traffic study for the proposed development. Staff completed a traffic analysis based on the ITE Trip Generation Handbook—5th Edition. The previous development analysis estimated there would be a 451 total net trip increase from the Townhouse/Apartment uses currently on the site. This proposal retains the 32 unit apartment buildings while removing the 18 townhome units currently on the property. As a result, the estimated trip generation for the development would result in an increase 55 additional trips over the original development. (See Table 2)

TABLE 2: Trip generation for proposed development of 138 independent and 102 assisted living units (Previously 186 independent and 124 assisted living units)

Classification – Proposed	ITE Trip Rate	Total Trips (Original Plan)
Senior Independent Living -- Land Use 253		
AM Peak Weekday	0.06	9 (12)
PM Peak Weekday	0.11	16 (21)
ADT (For Sunday)	2.7	302 (502)
Congregate Care Center -- Land Use 252		
AM Peak Weekday	0.15	16 (19)
PM Peak Weekday	0.21	22 (26)
ADT (Weekday)	2.11	215 (262)
Total Gross Trips		612 (764)
Reduction from existing uses to be removed		
Apartments – Land Use 220 (32 units) - ADT	6.47	0 (-207)
Town homes – Land Use 230 (18 units) - ADT	5.86	-106 (-106)
Total Net Trips		506 (451)

ITE Trip Generation Handbook—5th Edition.

The total trips generated from the existing Final Development Plan would have a minor affect on the existing transportation system. Auto Club Road is a four-lane roadway with widths of about 44 feet. In the future,

consideration will be given to reducing the drive lanes on this roadway to one lane in each direction and bike lanes on each side. According to the City Engineer, traffic on Auto Club Road has varied by location from a low of 1,300 Average Daily Traffic (ADT) in 1996 to a high of 7,900 trips in 1995. The 2009 traffic counts ranges from 2,450 ADT to 3,100 ADT at select locations on Auto Club Road. (See Table 3)

TABLE 3: Average Daily Traffic (ADT) for selected segments of Auto Club Road

Minn. Bluffs East of Bloomington Ferry Road	Minn. Bluffs / Auto Club Road	Auto Club Road East of Zion Road
1,700 ADT (1993)	1,300 ADT (1993)	4,400 ADT (1993)
3,000 ADT (1995)	2,500 ADT (1995)	7,900 ADT (1995)
2,100 ADT (1997)	2,300 ADT (1997)	3,000 ADT (1997)
2,300 ADT (1999)	2,200 ADT (1999)	3,300 ADT (1998)
2,600 ADT (2001)	2,600 ADT (2001)	5,100 ADT (2002)
2,700 ADT (2003)	2,700 ADT (2003)	3,900 ADT (2004)
2,500 ADT (2005)	2,800 ADT (2005)	2,500 ADT (2006)
2,600 ADT (2007)	2,900 ADT (2007)	3,000 ADT (2007)
2,450 ADT (2009)	2,800 ADT (2009)	3,100 ADT (2009)

Access and Circulation:

The main vehicular access would be from Auto Club Road. City staff evaluated the proposed driveway location shown on the Founders Ridge plans for intersection sight distance using American Association of State Highway and Transportation Officials (AASHTO) criteria. Based on the conditions (side street stop control, speed limit of 35 mph, etc.) the intersection sight distance is sufficient at the proposed new driveway location.

Access and circulation will be separated from the Bethany site where some site work to accommodate parking and vehicle circulation and turnaround is proposed. An emergency vehicle access is proposed from Hampshire Avenue through the existing property to the north. The access will remain closed to all vehicles except emergency vehicles. An emergency access/ public trail will be constructed on the east side of the main building. Once south of the main building, the emergency access path splits from the public trail and the emergency access path terminates at the parking, while the public trail continues south to Auto Club Road. A public sidewalk exists on the north side of Auto Club Road and the developer will construct a sidewalk connection from the public sidewalk up to the main entrance of the each building.

Transit and Transportation Demand Management (TDM):

Transit service is not directly available for this site. The nearest route is north of the site on Hampshire via Bus Routes 597. The closest Park and Ride location is at Normandale Village located at 98th Street and Normandale Boulevard.

This redevelopment will require a Tier 2 TDM plan, which allows the property owner to choose from a menu of TDM options. The owner has not yet submitted a Tier 2 TDM checklist.

Easements and Right-of-Way:

Additional right-of-way is not requested from this development. However, a public trail easement would be relocated for the proposed trail on the east side of the development, extending from Auto Club Road to Hampshire Avenue. As part of the previous application, the developer received a credit for park dedication for granting a public trail easement. As part of the platting process, the developer will be dedicating public drainage and utility and sidewalk/bikeway easements.

FINDINGS

Section 21.501.02(d)(1),(2),(3),(4),(5) and (6) - The following findings must be made prior to the approval of new preliminary development plans or revisions to previously approved preliminary development plans:

- (1) The proposed development is not in conflict with the Comprehensive Plan;**
 - * There would be no conflict between the proposed development and the Comprehensive Plan. The proposed uses are consistent with the Comprehensive Plan's designation for the property as High Density Residential.
- (2) The proposed development is not in conflict with any adopted District Plan for the area;**
 - * The proposed development is not part of any District Plan.
- (3) All deviations from City Code requirements are in the public interest and within the parameters allowed under the Planned Development Overlay Zoning District or have previously received variance approval;**
 - * The only deviation requested is for the height of the brownstone structures (Phase III and IV). The height deviation allowed for access to the underground parking. This area is less than 10 percent of the total façade area and is located over 200 feet from Auto Club Road. The alternative to City Code flexibility would be detached garages which are less appealing and desirable than the proposed underground garage.
- (4) Each phase of the proposed development is of sufficient size, composition, and arrangement that is construction, marketing, and operation is feasible as a complete unit without dependence upon any subsequent unit;**
 - * The planned development is sufficient size, composition, and arrangement that its construction, marketing, and operation are feasible as a complete unit without dependence upon any subsequent unit. Sufficient parking and site improvements are proposed in conjunction with each phase so that they would stand alone if subsequent phases did not occur.

- (5) **The proposed development will not create an excessive burden on parks, schools, streets, and other public facilities and utilities which serve or are proposed to serve the planned development; and**
- * The planned development will not create an excessive burden on streets and other public facilities serving or proposed to serve the planned development.
- (6) **The proposed development will not be injurious to the surrounding neighborhood or otherwise harm the public health, safety and welfare.**
- * The planned development will not have an undo and adverse impact on the reasonable enjoyment of neighborhood property if planned roadway improvements are completed.

Section 21.501.03(e)(1),(2),(3),(4),(5),(6) and (7) - The following findings must be made prior to the approval of new final development plans or revisions to previously approved final development plans:

- (1) **The proposed development is not in conflict with the Comprehensive Plan;**
- * There would be no conflict between the proposed development and the Comprehensive Plan. This replaces residential uses which are on land designated High Density Residential on the Comprehensive Land Use Plan.
- (2) **The proposed development is not in conflict with any adopted District Plan for the area;**
- * The proposed development is not part of any District Plan.
- (3) **The proposed development is not in conflict with the approved Preliminary Development Plan for the site;**
- * The applicant has submitted an application for a Preliminary and Final Development Plan which are consistent with each other.
- (4) **All deviations from City Code requirements are in the public interest and within the parameters allowed under the Planned Development Overlay Zoning District or have previously received variance approval;**
- * The only deviation requested is for the height of the brownstone structures (Phase III and IV). The height deviation allowed for access to the underground parking. This area is less than 10 percent of the total façade area and is located over 200 feet from Auto Club Road. The alternative to City Code flexibility would be detached garages which are less appealing and desirable than the proposed underground garage.
- (5) **The proposed development is of sufficient size, composition, and arrangement that its construction, marketing, and operation is feasible as a complete unit without dependence upon any subsequent unit;**

- * The planned development is sufficient size, composition, and arrangement that its construction, marketing, and operation are feasible as a complete unit without dependence upon any subsequent unit.
- (6) **The proposed development will not create an excessive burden on parks, schools, streets, and other public facilities and utilities which serve or are proposed to serve the planned development; and**
- * The planned development will not create an excessive burden on streets and other public facilities serving or proposed to serve the planned development. Sufficient parking and site improvements are proposed in conjunction with each phase so that they would stand alone if subsequent phases did not occur.
- (7) **The proposed development will not be injurious to the surrounding neighborhood or otherwise harm the public health, safety and welfare.**
- * The planned development will not have an undo and adverse impact on the reasonable enjoyment of neighborhood property if planned roadway improvements are completed.

RECOMMENDATION

In Case 10683AB-10, staff recommends approval of a Preliminary and Final Development Plan for a four-phase, three-building, 240-unit memory care, assisted living and independent living development subject to the following conditions being satisfied prior to Grading, Footing, or Foundation Permits:

- 1) A site development agreement, including all conditions of approval, shall be executed by the applicant and the City and shall be properly recorded by the applicant with proof of recording provided to the Director of Community Development;
- 2) Grading, Drainage, Utility, Erosion Control and Traffic Control, Access, Circulation and parking plans shall be revised for approval by the City Engineer;
- 3) The approved final plat shall be filed with Hennepin County (Section 16.05.01) and a certified copy shall be provided to the Engineering Division prior to the issuance of building permits (Section 16.10)
- 4) Connection charges, if required, be satisfied;
- 5) A Stormwater Management Plan shall be provided which includes a maintenance plan to be signed by the property owner and filed of record with Hennepin County;
- 6) A review from the Lower Minnesota Watershed District be completed;
- 7) A National Pollutant Discharge Elimination System (NPDES) construction site permit and a Storm Water Pollution Prevention Plan (SWPPP) shall be provided if greater than one acre is disturbed;
- 8) A Maintenance Schedule/Plan for an external grease interceptor shall be signed by the property owner and filed with the Utilities Division prior to issuance of a permit to connect with the public sanitary sewer system.
- 9) An Erosion Control Bond shall be provided;
- 10) Sewer Availability Charges (SAC) shall be satisfied;
- 11) A Minnesota Pollution Control Agency (MPCA) Sanitary Sewer Extension or Modification Permit shall be obtained or notification from the MPCA that this permit is not required shall be submitted to the City;

- 12) Common driveway/access/utility agreements be provided as approved by the Traffic Engineer, and proof of filing be provided to the Manager of Building and Inspection;

and subject to the following conditions:

- 13) All construction stockpiling, staging, and parking take place on-site and off of adjacent public streets and public rights-of-way;
- 14) Development shall comply with the Minnesota State Accessibility Code.
- 15) All pickup, drop-off, loading and unloading occur on site and off of public streets; and
- 16) Alterations to utilities be at the developer's expense;
- 17) Site be identified with numbers no less than 4 inches in height along Auto Club Road.

and subject to the following Code Requirements:

- 1) The property must be platted per Chapter 16 of the City Code and the plat must be filed with Hennepin County prior to the issuance of building permits (16.03, 16.05.01, 16.10);
- 2) Utility permits will not be issued until sewer and water connection charges have been paid or petition for inclusion in an assessment district has been signed. (11.04, 11.27);
- 3) Utility plan showing location of existing and proposed water main and fire hydrant locations be approved by the Fire Marshal and Utilities Engineer (City Code Sec. 6.20, MN State Fire Code Sec. 508);
- 4) Unused water services shall be properly abandoned. (11.15);
- 5) Building shall be provided with an automatic fire sprinkler system as approved by the Fire Marshal (MN Bldg. Code Sec. 903, MN Rules Chapter 1306; MN State Fire Code Sec. 903);
- 6) Electronic utility as-builts, per City of Bloomington requirements, shall be submitted to the Public Works Department prior to the issuance of the Certificate of Occupancy. (17.79(a));
- 7) A Tier 2 Transportation Demand Management (TDM) Plan shall be submitted prior to the issuance of permits. (21.301.09(b)(2));
- 8) Exterior building materials shall be approved by the Planning Manager (Sec. 19.63.08);
- 9) Landscape plan including phasing be approved by the Planning Manager and landscape bond be filed (Sec 19.52);
- 10) All rooftop equipment be fully screened (Sec. 19.52.01);
- 11) Poured-in-place concrete curbs be provided on the perimeter of parking lots and traffic islands (Sec 19.64);
- 12) All trash and recyclable materials be stored inside the principal building (Sec. 19.51);
- 13) Recyclable materials shall be separated and collected (Sec. 10.45);
- 14) Fire lanes be posted as approved by the Fire Marshal (MN State Fire Code Sec. 503.3);
- 15) Parking lot and site security lighting shall satisfy the requirements of Section 21.301.07 of the City Code; and
- 16) Sign Design be in conformance with the requirements of Chapter 19, Article X of the City Code.

In Case 10683C-10, staff recommends approval of a Preliminary and Final Plat of Bloomington Bethany Founders Ridge subject to the following conditions being satisfied prior to Grading, Footing, and Foundation Permits:

- 1) A title opinion or title commitment that accurately reflects the state of the title of the property being platted shall be submitted.

- 2) Signed consent to plat form from any mortgage companies with property interest shall be submitted.
- 3) A 10-foot sidewalk/bikeway easement shall be provided along all street frontages shall be provided by document.
- 4) A 25-foot emergency access easement shall be provided by document.
- 5) A 15-foot public trail easement shall be provided by document.

Code Requirements:

- 1) The approved final plat shall be filed with Hennepin County (Section 16.05.01) and a certified copy shall be provided to the Engineering Division prior to the issuance of building permits (Section 16.10)

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Founders Ridge Senior Housing Project

Owner: Bloomington Bethany Senior Housing Inc.
c/o Presbyterian Homes
2845 North Hamline Avenue
Suite 100
Roseville, MN 55113
Contact: Bob Van Slyke, 612-810-9952
bvanslyke@essentialdecisionsinc.com

Architect: Insite Architect
1101 West River Parkway, Suite 330
Minneapolis, MN 55117
Contact: Sally Layde, 612-455-1903

Project Description:

The proposed project consists of a new Senior Housing Campus on the Easterly property of Bethany International at 6600 Auto Club Road. Bloomington Bethany Senior Housing, Inc. acquired the land for the project from Bethany International on July 1, 2010. The Founders Ridge Project will be owned and managed by Presbyterian Homes and Services. The project will be developed and built in multiple phases.

Phase I

The first phase will consist of a 4-story Independent building comprised of 55 apartments, a 3-story Assisted Living building comprised of 51 apartments, and a 2-story Town Center area. The Town Center space will include amenities such as dining, library, club room, theatre, auditorium, chapel, fitness center and other social spaces for the residents. There will also be underground parking below the Independent Living structure. The size of Phase I will be approximately 169,936 square feet. The size of the Independent Apartments will range from 760 to 1215 square feet and the size of the Assisted Living Units will be from 450 to 900 square feet.

Phase II

The second phase of the development will be comprised of a 43 unit 4-story addition to the Independent Living building and a 51 unit 3-story addition to the Assisted Living building. Underground parking will be provided below the Independent Living addition.

Phase III & IV

The third and fourth phase of the project will be comprised of two, 2-story "Brownstone" apartment buildings, consisting of 18 and 22 units respectively. Underground parking will be provided beneath both buildings.

Attached is a copy of the building areas for each phase.

FOUNDER'S RIDGE BUILDING AREA - AUGUST 3, 2010

PHASE I

ASSISTED LIVING WING	
FIRST FLOOR	14,650 SF
SECOND FLOOR	14,710 SF
THIRD FLOOR	14,680 SF
TOTAL	44,040 SF

INDEPENDENT LIVING WING	
FIRST FLOOR	12,697 SF
SECOND FLOOR	14,905 SF
THIRD FLOOR	20,288 SF
FOURTH FLOOR	20,238 SF
TOTAL	68,128 SF

TOWN CENTER	
FIRST FLOOR	17,800 SF
SECOND FLOOR	8,845 SF
THIRD FLOOR	1,735 SF
TOTAL	28,380 SF

TOTAL ABOVE GROUND	140,548 SF
LOWER LEVEL	29,388 SF
BUILDING TOTAL	169,936 SF

PHASE II

CARE CENTER	
FIRST FLOOR	13,600 SF
SECOND FLOOR	13,645 SF
THIRD FLOOR	13,615 SF
TOTAL	40,860 SF
GARAGE	13,492 SF
BLDG TOTAL	54,352 SF

INDEPENDENT LIVING	
FIRST FLOOR	14,718 SF
SECOND FLOOR	14,718 SF
THIRD FLOOR	14,622 SF
FOURTH FLOOR	13,900 SF
TOTAL	58,018 SF
GARAGE	14,718 SF
BLDG TOTAL	72,856 SF

PHASE III BROWNSTONES	
FIRST & SECOND FLOOR	16,530 SF
TOTAL	49,590 SF
GARAGE	16,530 SF
BUILDING TOTAL	49,590 SF

PHASE IV BROWNSTONES	
FIRST & SECOND FLOOR	13,260 SF
TOTAL	26,520 SF
GARAGE	13,620 SF
BUILDING TOTAL	39,780 SF

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