

July 23, 2019



Planning Application 2019-11-CON

Beacon Interfaith Housing Collaborative Multiple Family Housing Concept Plan Review

Proposed Action: As a concept review, this application does not require formal action by the Planning & Zoning Commission or City Council. Rather, the applicant requests feedback on the proposals so they can work toward preparing a future, formal submittal. Any comments provided by the Planning & Zoning Commission or City Council shall be for guidance only and shall not be considered binding upon the City regarding any future, formal application.

Overview

The applicant, Beacon Interfaith Housing Collaborative (Vista 44 Housing Limited Partnership), requests concept plan review of a 4 story 50 unit affordable multifamily apartment building. The subject property is owned by the Parish of St. Gabriel the Archangel of Hopkins, Minnesota and located on the south 1 acre (green space) of St. Joseph's Church parking lot. The site is currently guided by the 2030 Comprehensive Plan as HDR - High Density Residential and zoned R-5, High Density Multiple Family. As part of their future formal application, the applicant anticipates rezoning to Mixed Use. As such, this staff report reviews the concept plan against the Mixed Use zoning standards. Based on the review detailed below, it is likely the applicant will also need approval of a Planned Unit Development (PUD) to allow flexibility from some of the Mixed Use Standards in exchange for a high quality development. This report summarizes the concept proposal, reviews the proposal against the Mixed Use district development standards and outlines a likely formal review process.

Primary Issues to Consider

- Background
- Subdivision Design
- Land Use & Zoning Review
- Engineering Comments
- Potential Review Process

Supporting Documents

- Applicant's Narrative
- Concept Plans
- Engineering Comments
- Public Comments

Jason Lindahl, AICP
City Planner

Financial Impact: \$ N/A Budgeted: Y/N Source:

Related Documents (CIP, ERP, etc.):

Notes:

BACKGROUND

The 2.5-acre subject property was originally platted as part of the West Minneapolis Addition in 1887. The property is currently used as a 170 stall surface parking lot for St. Joseph Church and the Chesterton Academy (scheduled to open in September). At the southern end of the parking lot is approximately 1-acre green space. The applicant plans to subdivide off the 1-acre green space for the proposed 50 unit multiple family apartment building. It should be noted that the proposed subdivision and multiple family apartment building detailed below will not reduce the amount of existing off-street parking provided for the either church or school.

Public Comments. Prior to the Planning & Zoning Commission public hearing, staff received several call seeking general information about the project and three written comments. The first written comment came from Jeff Budish, Vice President at Colliers Capital Markets & Investment Services and owner of the property at 12th and Mainstreet, who expressed support for the project. The second written comment came from Pat Lea of 32 – 11th Avenue South who expressed options to the project. Ms. Lea's concerns focused on the size of the building, traffic, and overall disturbance from other construction projects. The third written comment came from Jim Shirley of 32 – 11th Avenue South who expressed option to the project. Mr. Shirley's concerns focus on the amount of both rental and affordable housing in Hopkins.

SUBDIVISION DESIGN

To facilitate the proposed concept plan, the applicant would need to subdivide the subject property. As proposed on the concept plan, this subdivision would likely meet the requirements of the zoning ordinance and therefore be processed through the Administrative Subdivision process. It should be noted that approval of an Administrative Subdivision does not require formal review by the Planning & Zoning Commission or action by the City Council.

With any subdivision, the City has the ability to collect park dedication in the form of land or a fee. The standard park dedication fee for multiple family residential subdivisions is \$3,000 per unit. Based on the concept plan's 50 unit design, this project would be required to pay park dedication of \$150,000.

LAND USE & ZONING REVIEW

The land use and zoning section reviews the concept plans against the goals and policies in the comprehensive plan (both 2030 and draft 2040) as well as the specific zoning standards of the Mixed Use district. Staff's review and findings related to each standard are provided below.

Land Use. The Subject property is guided HDR – High Density Residential by the 2030 Comprehensive Plan. According to the narrative for this land use classification, it allows for high-density residential uses including multi-unit and multi-building developments. The high-density category accommodates more intense housing, such as apartments and condominium developments. The density range for this category establishes a minimum threshold of 17+ units per acre, ultimately resulting in multi-storied structures.

The Residential Land Use Pattern goal from the 2030 Comprehensive Plan states the City should work toward a balanced supply of housing, which is important to Hopkins' efforts to serve the needs of a broad range of residents. The land use plan identifies land use patterns that will support a variety of residential uses including medium to high density uses, such as condos, townhomes and apartments. In addition, the Housing chapter of the 2030

Comprehensive Plan includes the goal - continue to strive for a mix of housing that accommodates a balance of all housing needs. Policies to support these goals include:

- Ensure that the infilling of vacant parcels and the rehabilitation of existing developed land will be in accordance with uses specified in the Comprehensive Plan.
- Work to assure strong and well-maintained neighborhoods.
- Work to enhance a variety of residential land uses in the City.
- Work to balance the supply of multiple family residential uses within the City.

By comparison, the 2040 Comprehensive Plan Update – Cultivate Hopkins guides this property as Downtown Center. The City envisions this area as the central economic, social and civic district for Hopkins and the region. Development in this area should include moderate to high density mixed use development designed to complement and enhance the existing development pattern in these areas and support the public investment in transit. This area is expected to absorb significant amount of anticipated future growth.

Maintaining downtown Hopkins' unique identity and sense of place must be a central consideration when planning for future growth. Mixed uses (vertical and horizontal) are encouraged. Overall, this land use category should include medium to larger scale neighborhood and regional uses. Densities in this area typically range from 20-100 units per acre, with 50-100 units per acre within ¼ mile of an LRT station platform. The estimated mix of uses throughout the land use category should be 40% commercial and 60% residential.

The 2040 Comprehensive Plan Update – Cultivate Hopkins organizes goals and policies by the four environments – Built, Natural, Social and Economic. Goals and policies that support this proposal are listed below by those environments.

Built Environment - Land Use Goals

1. Welcome growth to the city by directing most of new housing and employment to the city's mixed use centers and employment districts, allowing for the continuation of the scale and character of Hopkins' existing neighborhoods.
 - Encourage the development of housing and employment in Neighborhoods, Centers, and Districts future land use categories, as defined and designated in the comprehensive plan.
 - Encourage transit-oriented development (development that emphasizes pedestrian and bicycle connectivity and a broader mix of uses at densities that support transit) in areas with high quality transit service, especially within a quarter mile of light rail stations or high frequency bus routes.
 - Plan for appropriate amenities, high quality design, pedestrian and bicycle facilities, and open space in high growth areas, particularly in the Neighborhood Center, Activity Center, and Downtown Center future land use categories or other areas in close proximity to transit.
2. Create and develop mixed use centers and districts throughout the city, to support livability and community vitality.

- Promote the development of high density transit oriented mixed use development around planned Green Line Extension light rail stations
5. Reinforce Hopkins' unique identity and sense of community through high quality urban design.
 - Reinforce the distinctive characteristics of Downtown and existing neighborhoods by encouraging developments that are compatible in design and supportive within their context.
 7. Encourage all public and private developments to be well designed, durable, human-scaled, and pedestrian oriented.
 - Encourage all new projects to have a positive relationship to the street by orienting main entrances to the front of the property, connecting the front door to the sidewalk, and reducing parking between the building and the street as much as possible.
 - Encourage all development projects to be durable and environmentally responsible.
 - Encourage all developments to incorporate common spaces (interior or exterior) that help enhance the public realm and sense of community.

Built Environment - Housing Goals

1. Grow the supply of housing in Hopkins, particularly in targeted areas.
 - Support the development of moderate to high-density housing in appropriate locations, particularly near commercial nodes and activity centers.
2. Maintain an inventory of housing that is affordable to low and moderate income households.
 - Support preservation, production, and protection of affordable housing units.
 - Support programs and initiatives that create long-term affordable units.
 - Strengthen partnerships with developers, nonprofits, banks, and others to create and preserve affordable units.

Economic Environment – Economic Competitiveness Goals

4. Promote economic equity in Hopkins, to benefit residents regardless of identity or background.
 - Encourage the development and maintenance of affordable housing and commercial space.

Zoning Review. The subject property is zoned R-5, High Density Multiple Family. The site is also located within the Downtown Overlay District. Based on the goals and policies of the 2040 Comprehensive Plan and project needs, the applicant anticipates requesting rezoning to the Mixed Use district. These standards and staff's findings for each are detailed below.

Downtown Development Standards. The Downtown Development standards address parking design, location of the pedestrian entrance, and the building bulks standards including height,

setbacks and floor to area ratio (FAR).

- Parking Design. Each off-street parking area is encouraged to be designed and located so that parking lots on adjacent parcels may be linked. See staff comments on parking below.
- Pedestrian Entrance. The principal functional doorway for public or direct-entry access into a building shall face the fronting street. Corner entrances shall be provided on corner lot buildings or have dual entries. A secondary entrance may be oriented towards off-street surface parking. Based on this standard, the applicant should redesign the project to have a corner entrance or have a secondary entrance along 1st Street South.
- Height. The Mixed Use district requires a minimum 4-story building from the alley south of Mainstreet to Excelsior Boulevard. The concept plan calls for a 4-story building in conformance with this standard.
- Floor to Area Ratio (FAR). The Mixed Use district establishes a minimum 3 and a maximum 5 floor to area ration (FAR). FAR is a measurement of density calculated by dividing the floor area of a building by the lot area of the parcel on which the building is located. According to the applicant’s plans, the subject property has a FAR of 1.63, which is below the minimum requirement.
- Setbacks. Setback standards for the Mixed Use district are detailed in the table below. From this information, the concept plan meets the required setback.

Setback Requirements for the Mixed Use District			
Category	Required	Proposed	Status
Front (East)	Minimum = 1’ Maximum = 5’	5’	Conforming
Side (North & South)	0’ (Zero)	North = 58’ South = 5’	Conforming
Rear (West)	10’	40’ 6 and ½”	Conforming

Off-Street Parking & Travel Demand Management. The Mixed Use district requires a minimum of one enclosed parking stall per unit and one guest stall per 15 units. Based on these standards, the property must provide 50 enclosed stalls and 4 guest stalls for a total of 54 stalls. By comparison, the concept plan includes 43 enclosed and 12 surface stalls for a total of 55 stalls. The concept plan also identifies 11 potential future “proof of parking” stalls that could be constructed should conditions warrant. The design and location of these stalls also lends itself to a potential connection with parking for a future development to the north. Staff believes that access limitations will necessitate elimination of 2 surface and 1 “proof of parking” stalls bringing the concept design to a total of 53 stalls. This is 7 stalls short of the enclosed parking requirement.

The City’s off-street parking standards allow for and the applicant has agreed to conduct, a parking and travel demand management study to identify specific traffic impacts and parking needs for the proposed uses. The applicant plans to conduct this study as part of their future formal land use and zoning applications.

Bicycle Parking. According to the applicant’s narrative, the proposed development will conform

to the Mixed Use district bicycle parking standards of 1 long-term bicycle parking space per 2 units and 1 short-term bicycle parking space per 20 units. However, their plans fail to illustrate the location of these required short and long-term bicycle parking spaces. Any future formal proposal shall be required to provide the minimum amount of bicycle parking.

Shadow Study. The Mixed Use district requires a shadow study for all buildings four stories or higher. The applicant's narrative pledges to provide a shadow study as part of their formal land use and zoning application. No such information was included in their concept plan submittal.

Exterior. The Mixed Use district requires the primary exterior treatment of walls facing a public right-of-way or parking lot on a structure shall be brick, cast concrete, stone, marble or other material similar in appearance and durability. Regular or decorative concrete block, float finish stucco, EIFS-type stucco, cementitious fiberboard, or wood clapboard may be used on the front façade as a secondary treatment or trim but shall not be a primary exterior treatment of a wall facing a public right-of-way. Staff defines primary as at least 80% of the wall while secondary could be up to 20% of the wall. As illustrated on the attached building elevations, the building fails to meet the exterior materials standards. The plans show the building is 53.8% brick on the north elevation, 25% brick on the south elevation, 54.3% brick on the east elevation and 50% brick on the west elevation. Staff recommends the applicant revise their plans to meet the minimum 80% primary and 20% secondary materials requirement.

Building Orientation. Buildings within the Mixed Use district must be oriented toward the pedestrian by providing a direct link between each building and the pedestrian walking system, with emphasis on directing people to a transit station. The concept plan illustrates the main pedestrian entrance to the building will connect to the City's trail and sidewalk network along 12th Avenue North. This network provides direct pedestrian access to the existing transit routes along Mainstreet and 11th Avenue South as well as a connection to the future Downtown Hopkins and Shady Oak light rail transit stations.

Façade. The primary street side façade of a building shall not consist of an unarticulated blank wall, flat front facades or an unbroken series of garage doors. The front of a building shall be broken up into individual bays of a minimum of 25 feet and maximum of 40 feet wide. The concept plan fails to meet this standard on any side of the building. The south side of the buildings has breaks of more than 60 feet while the east and west sides have breaks exceeding 70 feet.

Sidewalks. The Mixed Use district requires a minimum 5-foot wide sidewalk along the frontage of all public streets and within and along the frontage of all new development or redevelopment. The concept plan shows sidewalks along both 1st Street South and 12th Avenue South but does not include sidewalk along 13th Avenue South. The applicant shall revise their plans to include a sidewalk at least 5 feet wide along 13th Avenue South that connects to the existing sidewalk to the north. Dedication of additional right-of-way may be necessary to accommodate the required sidewalk.

Pedestrian/Streetscapes. The Mixed Use district requires pedestrian streetscape improvements along all sidewalks. If the existing right-of-way does not allow for street trees, landscaping, trees, planters or street furniture, they will be added to the interior side of the sidewalk where the setback will allow.

Pedestrian improvements of at least 25 percent of the landscaping budget shall be included in the development. These improvements shall create a high quality pedestrian experience through the provision of benches, planters, drinking fountains, waste containers, median landscaping, etc.

Pedestrian-scale light fixtures that shine downward on the sidewalks and walkways shall be no greater than 12 feet in height and must be provided along all sidewalks and walkways to provide ample lighting during nighttime hours for employees, residents, and customers.

Landscaping. All open areas of a lot that are not used or improved for required parking areas and drives shall be landscaped with a combination of over-story trees, under-story trees, shrubs, flowers and ground cover materials. The plan for landscaping shall include ground cover, bushes, shrubbery, trees, sculptures, fountains, decorative walks or other similar site design features or materials. The applicant shall provide a detailed landscaping plan demonstrating compliance with these requirements and the minimum project value standards as part of their formal land use and zoning application.

Signs, Canopies and Awnings. The concept plans do not include sign plans. All signs must be approved through a separate administrative permit subject to conformance with the standards of the Mixed Use district and sign regulations contained in Section 570.

Trash Enclosure. The applicant plans must detail how the site will store its trash containers. The City requires each site to either store their containers inside the building or provide a separate trash enclosure with exterior materials that match the principal building.

ENGINEERING COMMENTS

The Engineering Department completed an initial review of the applicant's concept plans. Based on this review, the Engineering Department offers the following comments.

- The applicant will need to escrow funds with the city to have a traffic and parking study completed.
- The applicant will need to escrow funds with the city to allow for a review of the city's water model to ensure the building can be served and to recommend improvements by the developer if necessary.

POTENTIAL REVIEW PROCESS

Based on the applicant's concept plan, staff anticipates this project will need the approval listed below. The applicant should use feedback from the Planning & Zoning Commission and City Council to prepare these applications.

- Comprehensive Plan amendment.
- Rezoning from R-5, High Density Residential to Mixed Use with a Planned Unit Development (PUD).
- Administrative Subdivision approval. As proposed by the concept plan, this process would not require additional review by the Planning & Zoning Commission or approval by the City Council.
- Execution of a Planned Unit Development Agreement.
- Approvals from the Nile Mile Creek Watershed District.

Planned Unit Development. The purpose of a planned unit development is to allow flexibility

from traditional development standards in return for a higher quality development. Typically, the City looks for a developer to exceed other zoning standards, building code requirements or meet other goals of the Comprehensive Plan. In exchange for the flexibility offered by the planned unit development, the applicant is expected to detail how they intend to provide a higher quality development or meet other City goals. A list of items to consider when evaluating the use of a planned unit development for this site could include, but is not limited to, the items listed below.

- Architectural design and building materials
- Natural resource protection and storm water management
- Pedestrian and bicycle facilities
- Energy conservation and renewable energy
- Open space
- Public art
- Buffering and landscaping

MEMO / URBANWORKS

TO

FROM

JASON LINDAHL
jlindahl@hopkinsmn.com

BART NELSON
bnelson@urban-works.com

City Planner
City Hall
1010 First Street South
Hopkins, Minnesota 55343

UrbanWorks Architecture LLC
901 North Third Street Suite 145
Minneapolis, MN 55401
612.455.3100

CC
Chris Dettling

DATE
PROJECT
#

June 27, 2019
Beacon Vista 44
19-0013

RE: **COMPLIANCE WITH MIXED USE DEVELOPMENT STANDARDS & DOWNTOWN OVERLAY DISTRICT**

The goal of this multi-unit development is to comply with as many mixed-use zoning standards as possible while integrating with its surroundings in compatible use, scale and operation transitions to neighboring uses. In addition, these standards must be balanced with the privacy and comfort of this specific multi-unit population.

543.03 Parking Per statute a minimum of one enclosed parking stall per unit and one guest stall per 15 units must be provided. Vista 44 will provide 43 enclosed stalls for 50 units along with 13 surface stalls. Four of the surface stalls will be for guests and 9 will be for residents if not reduced by a TDM plan/parking & transportation study approved by the City Council. Proof of parking will provide the balance of the required number of parking spaces.

543.04 Travel Demand Management Plan Beacon is commissioning a TDM plan/parking and transportation study.

543.05 Shared Parking Not being considered at this time.

543.06 Bicycle Parking The required 1 bike parking space per unit will be provided for long term use in addition to 1 per 20 units for short term. Such parking will meet the rest of standards 543.06.

543.07 Shadow Study A shadow study will be provided.

543.08 Exterior Beacon requests alternative compliance for Nichiha siding to be allowed as a primary exterior treatment..

543.09 Building Orientation A direct link between the building and the pedestrian walking system will be provided with emphasis on directing people to a transit station.

1. Façade: the front of the building will be articulated.
2. Blocks: Not applicable
3. Height: Not applicable

543.10 Transparency A minimum of 60% of the front street facing façade between 2 and 8 feet will be comprised of clear windows that allow views of indoor space. Side facades facing a public right of way will have a minimum of 30 percent clear windows.

543.11 Sidewalks Sidewalks with a minimum width of 5 feet will be constructed along all public streets.

543.12 Pedestrian/Streetscapes The standards in 543.12 will be met.

543.13 Landscaping The standards in 543.13 will be met.

543.14 Indoor/Outdoor Operations A conditional use permit may be required for a play area.

543.15 Signs, Canopies and Awnings The standards in 543.15 will be met.

543.16 Drive through Not applicable.

543.17 Urban Neighborhood Not applicable.

543.18 Downtown

1. Not applicable
2. Development standards will be met
3. Outdoor Gathering Space standards will be met.
4. Minimum height will be met.
5. Setback standards will not be met due to the privacy and comfort of the specific resident population.

Downtown Overlay District

Awnings Awnings are not included in the design at this time..

Color The building will use primarily earth tones with light and bright colors used only as minor accents.

Fenestration Large windows will allow visual connection with 1st Floor amenity spaces. Reflective or tinted glass more than 40% will not be allowed

Franchise Architecture Vista 44 will not be branded using an architectural style of a company.

Heights & Setbacks Vista 44 will not exceed four stories and any setbacks (desired for resident privacy) from other neighboring buildings will be pedestrian-oriented and contribute to the quality and character of the streetscape.

Landscaping Landscape treatments will be used to enhance the pedestrian experience, complement architectural features and scree utility areas.

Lighting Building and signage lighting will be indirect with the light source hidden from direct pedestrian and motorist view. Colored lighting schemes will be avoided.

Materials & Detailing Beacon requests Nichiha as an alternative primary exterior material.

Parking & Rear Entrances Off street parking is located within the structure or to the rear of the building. Entrance to the garage will be clean and improved with an architectural feature.

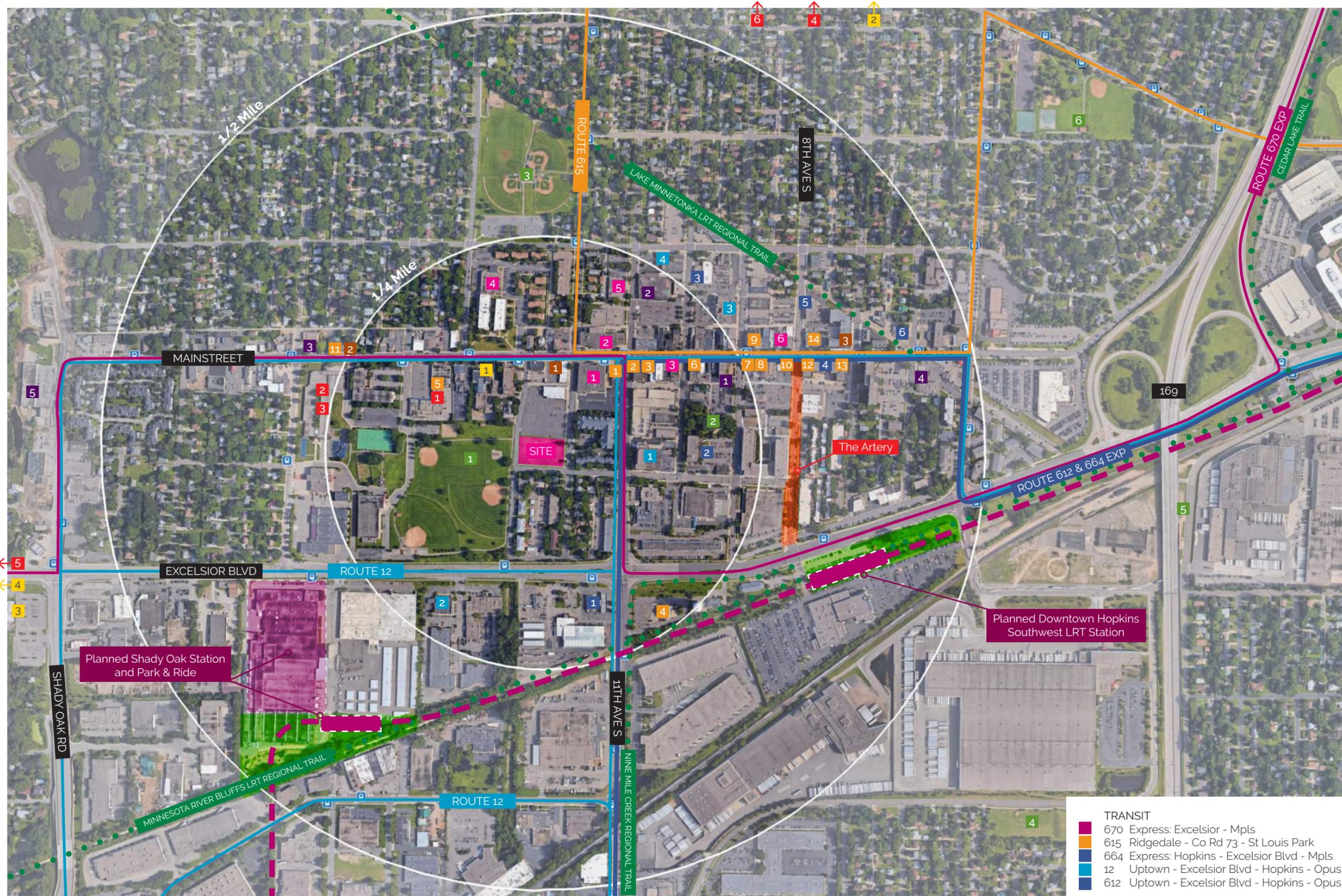
Roofs & Parapets A flat roof is preferred by Beacon but if neighbors request a sloped roof it will be used to reduce the overall height of the façade and define the residential character of the upper floors.

Signs Vista 44 will comply with standards outlined in the Downtown Overlay District

Streetscape The new streetscape incorporate approved Hopkins streetscape elements.

Utility Areas & Mechanical Equipment Screening Vista 44 will comply with the standards outlined in the Downtown Overlay District.

Width The façade of Vista 44 will be articulated with divisions or breaks in materials in facades that are longer than 45 feet.



Category	Item	Count
RESTAURANTS	1 Thirsty Bales	0.1
	2 Wild Boar Bar & Grill	0.2
	3 Nacho's Mexican Grill	0.2
	4 Wendy's	0.3
	5 Star Wok	0.2
	6 Samba Taste of Brazil	0.2
	7 Hoagie's Family Restaurant	0.3
	8 Mainstreet Bar & Grill	0.3
	9 Pub 819	0.3
	10 Tibet Corner	0.3
	11 Jasmine Garden Restaurant	0.3
	12 Chipotle Mexican Grill	0.3
	13 Aji Japanese Restaurant	0.3
	14 LTD Brewery	0.3
COFFEE	1 Munkabeans Café	0.2
	2 Cream & Amber	0.3
	3 Amy's Cupcake W	0.4
GROCERIES	1 Hopkins Farmer's Market	0.2
	2 Driskill's Downtown Market	0.3
	3 Paradise Market	0.3
	4 Midnite Market	0.4
	5 La Bamba - Mexican Bakery	0.6
PARKS	1 Central Park	0.1
	2 Downtown Park	0.2
	3 Maetzold Field	0.4
	4 Buffer Park	0.7
	5 Overpass Skatepark	0.7
	6 Burnes Park	0.7
SCHOOLS / CHILD CARE	1 Noah's Ark	0.2
	2 Curren School	0.3
	3 Ubah Medical Academy	0.3
	4 Alice Smith Elementary School	0.8
	5 Orchard Park Child Care	0.8
	6 Eisenhower Elementary	0.7
ENTERTAINMENT	1 Mann Hopkins Cinema 6	0.1
	2 Hopkins Center for the Arts	0.1
	3 Boutin Art Gallery	0.2
	4 Hopkins Historical Society	0.2
	5 Hopkins Library	0.2
	6 Royal Comedy Theatre	0.3
BANKS	1 Wells Fargo Bank	0.1
	2 Citizens Independent Bank	0.2
	3 US Bank Branch	0.3
	4 US Bank - Drive-Up	0.3
PLACES OF WORSHIP	1 St Gabriel the Archangel	0.1
	2 Mizpah United Church of Christ	0.7
	3 Cross of Glory Baptist Church	0.7
	4 Faith Presbyterian Church	0.9
OTHER	1 Holiday Gas Station	0.2
	2 Shablott Family Dentistry	0.2
	3 Hopkins Center Drug	0.3
	4 My House Fitness	0.5
	5 Snap Fitness	0.5
	6 Studio 5 Pilates & Wellness	0.5
TRANSIT		
670 Express: Excelsior - Mpls		
615 Ridgedale - Co Rd 73 - St Louis Park		
664 Express: Hopkins - Excelsior Blvd - Mpls		
12 Uptown - Excelsior Blvd - Hopkins - Opus		
612 Uptown - Excelsior Blvd - Hopkins - Opus		

SITE



URBANWORKS



Vista 44

HOPKINS, MN / 07.12.2019 / 19-0013



CONCEPT REVIEW APPLICATION

SUB LEVEL



1ST LEVEL



2-4 LEVELS





NORTH ELEVATION



Brick:
53.8% Facade Coverage

Fiber Cement Lap Siding - Navy:
29.3% Facade Coverage

InsulTech:
5.6% Facade Coverage

Fiber Cement Panel - Light Gray:
11.3% Facade Coverage

SOUTH ELEVATION



InsulTech:
10.1% Facade Coverage

Fiber Cement Panel - Light Gray:
31.4% Facade Coverage

Fiber Cement Lap Siding - Navy:
33.5% Facade Coverage

Brick:
25% Facade Coverage

EAST ELEVATION



Fiber Cement Panel - Light Gray:
22.9% Facade Coverage

Fiber Cement Lap Siding - Navy:
13.9% Facade Coverage

InsulTech:
8.9% Facade Coverage

Brick:
54.3% Facade Coverage

WEST ELEVATION



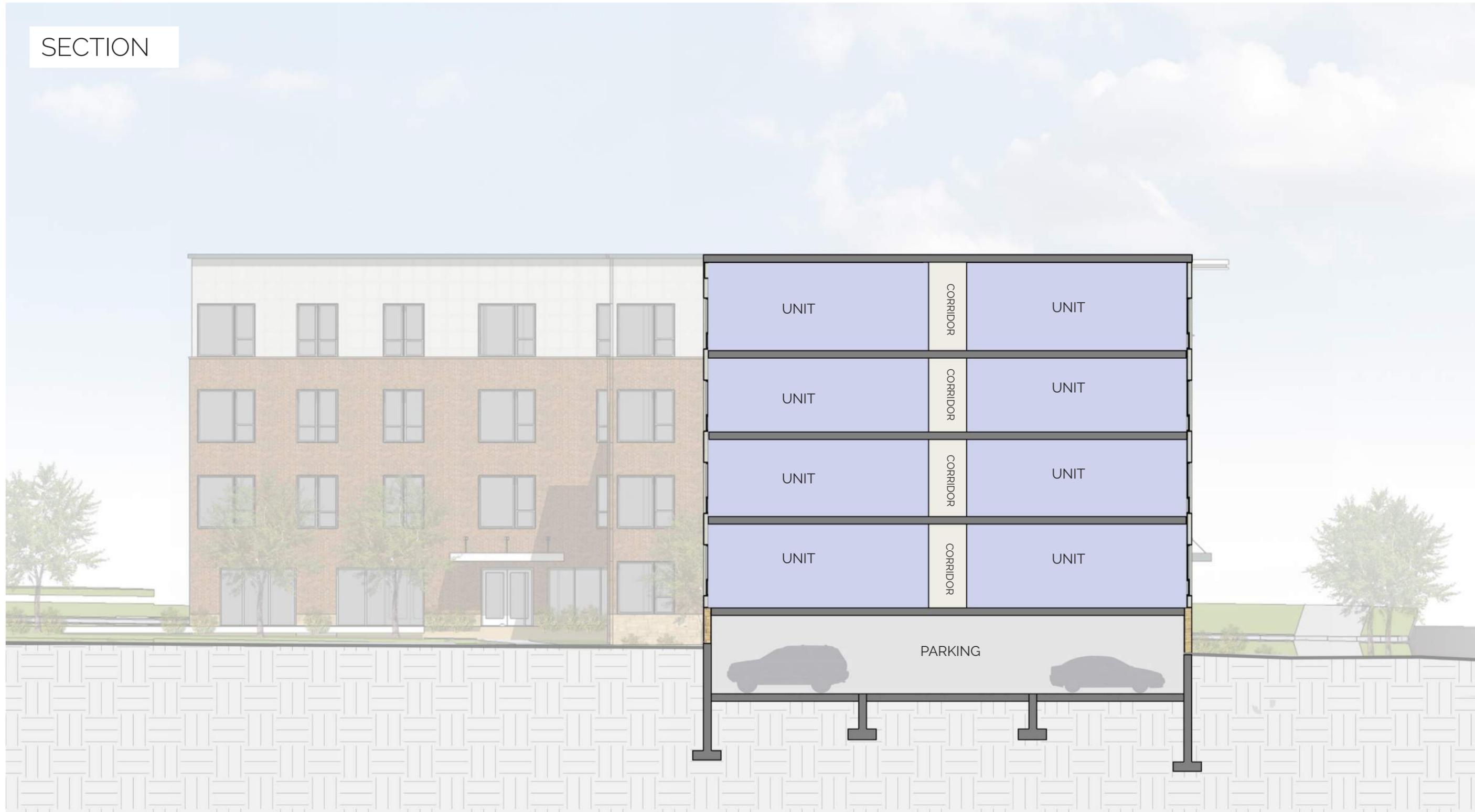
Fiber Cement Panel - Light Gray:
20.3% Facade Coverage

Fiber Cement Lap Siding - Navy:
19.5% Facade Coverage

Brick:
50.1% Facade Coverage

InsulTech:
10.1% Facade Coverage

SECTION



Development Summary

Beacon Vista 44 - Hopkins PUD

Updated 06/27/2019

Description	Gross SF	Parking GSF	Utilities	Residential GSF	Res. Amenity	Residential NLSF	Efficiency	Open Space	Paved Surfaces	Enclosed Stalls	Surface Stalls	Res. Units
0 Parking	17,592	17,592					350	-	-	43	13	
1 Residential Lobby/ Apartments	17,592		200	9,995	7,397	8,455	84.6%	18,208	7,760			8
2 Apartments	17,592		200	17,592		14,202	80.7%					14
3 Apartments	17,592		200	17,592		14,202	80.7%					14
4 Apartments	17,592		200	17,592		14,202	80.7%					14
Total	87,960	17,592	800	62,771	7,397	51,061	81.3%	18,208	7,760	43	13	50

Unit Mix	Mix	# of Units	# of Beds	Units SF	NLSF
Studio	0.0%	-	-	-	-
1 Bedroom	6.0%	3	3	687	2,061
2 Bedroom	64.0%	32	64	965	30,880
3 Bedroom	30.0%	15	45	1,208	18,120
Total	100%	50	112	1,021	51,061

Metrics	
Total Dwelling Units	50
Enclosed Stalls / Dwelling Unit	0.86
Total Stalls (Enclosed + Surface)	56
Total Stalls / Dwelling Unit	1.12
Average Unit Size	1,021
Above Grade SF / Unit	1,407
Gross SF / Unit	1,759
Site SF	43,560
Site Acreage	1.00
Dwelling Unit / Acre	50.00
FAR	1.63



Engineering Dept.

CITY OF HOPKINS

Memorandum

To: Jason Lindahl, City Planner
From: Nate Stanley, City Engineer
Date: July 12, 2019
Subject: Beacon Development – Vista 44 Comments

In regards to the subject project, Engineering has the following comments:

- The applicant will need to escrow funds with the city to have a traffic and parking study completed.
- The applicant will need to escrow funds with the city to allow for a review of the city's water model to ensure the building can be served and to recommend improvements by the developer if necessary.

From: [Budish, Jeff](#)
To: [Jason Lindahl](#)
Subject: [EXTERNAL] RE: [EXTERNAL] Beacon Multifamily
Date: Tuesday, July 16, 2019 9:27:17 AM

Thank you! I will not be there, but think the concept plans look good. That is a great site.

Jeff Budish

Vice President
Capital Markets & Investment Services
Direct 952 897 7755 | Mobile 952 210 0598

Colliers | Minneapolis-St. Paul

4350 Baker Road, Suite 400 | Minnetonka, MN 55343
<https://www.colliersinvestmentservices.com/multifamily-retail>

From: Jason Lindahl <jlindahl@HOPKINSmn.com>
Sent: Tuesday, July 16, 2019 8:36 AM
To: Budish, Jeff <Jeff.Budish@colliers.com>
Subject: RE: [EXTERNAL] Beacon Multifamily

Hi Jeff – Beacon describes their project as multifamily affordable housing for families. I don't believe they have finalized their funding sources yet but it would be typical for them to apply for affordable housing tax credits. As of this point, the concept review process focuses on how the proposal conforms with the zoning standards.

You can review their concept plans on the City's website by [clicking here](#).

Thanks

Jason



Jason Lindahl | City Planner | City of Hopkins
1010 1st St S | Hopkins, MN 55343 | 952-548-6342 | 952-935-1384 Fax
www.hopkinsmn.com

From: Budish, Jeff <Jeff.Budish@colliers.com>
Sent: Monday, July 15, 2019 5:52 PM
To: Jason Lindahl <jlindahl@HOPKINSmn.com>
Subject: [EXTERNAL] Beacon Multifamily

Jason,

What type of Multifamily housing is this project at the St Joseph's church in Hopkins. Tax credit / Affordable? I am an owner in the property at 12th @ Main St.

Thanks!

Jeff Budish

Vice President

Capital Markets & Investment Services

Direct [952 897 7755](tel:9528977755) | Mobile [952 210 0598](tel:9522100598)

Colliers | Minneapolis-St. Paul

[4350 Baker Road, Suite 400 | Minnetonka, MN 55343](https://www.colliersinvestmentservices.com/multifamily-retail)

<https://www.colliersinvestmentservices.com/multifamily-retail>

Jason Lindahl
City Planner

I'm writing to you with my concerns about putting a building on the green space at 1st Street and 12th Ave So.

I believe a 50 unit building is too large for the space. We live at Citigables, so know the area. Most days cars are parked on 12th Ave ^{on both sides} from 1st Street to Citigables driveways already creating a blind corner at 1st Street and 12th Ave So. 1st Street So. is also used at times for schools ^{bus} and city maintenance trucks.

We need to leave space for visitors to our City. I could give you examples of many other communities that have no place to park. Just go to Excelsior or 50th and France. Excelsior has pay to park all over, very unfriendly place to visit.

We have stages, businesses, restaurants, movie theater, church, American Legion in this area. Yes, they have a lot but what about the overflow from a 50 unit building? They will also have friends and family.

over

When something is built on the (green space) it should be smaller like a Senior building, which would be less people, less cars and less turn over.

Also I wanted to mention. We have lived at Citigables for four years. In that time, we have had the noise and mess from the 8th Ave Plaza, The Moline, City Hall, Wells Fargo Walk, the addition on the Pavilion and the addition of Pickle-Ball Courts in Central Park. Time to move on to another area.

Respectfully,

(Pat Lea)

May 16, 2019

Jason Lindahl, Zoning Administrator

City of Hopkins

Jason, I am using this means to express some of my concerns regarding the proposed Beacon development which is immediately west of Citigables where I live. I will be out of town the evening of the May 21 Zoning and Planning Commission meeting when the item is to be considered.

I have enclosed two pieces that contain items I have prepared earlier -- for the original Beacon presentation and for the concerns of some of the Citigables residents. (Citigables does not have an official stance on the question)

I am a life-long resident of Hopkins and have served nearly twenty years on a combination of the Zoning and Planning Commission and the City Council. I think it is fair to say that I have the good of the city as well as my own interests at heart.

I am concerned that Hopkins seems to have become a target for the greater Metropolitan area to locate low to moderate income housing and that we now have at least our fair share. During my public service, I supported several of the projects including Dow Towers, West Side Village, Hopkins Village Apartments as well as the Sonoma handicapped facility all of which have added to the richness of diversity this community offers. But with the coming of light-rail, we have an opportunity to pursue middle to upper income multiple developments and not add to low to moderate ones we already have in abundance.

I hope the Planning Commission and the City Council agree that the Beacon development should be defeated in favor of middle to upper income offerings.

James C. Shirley

32 - 11th Avenue South, # 201

Hopkins, MN 55343



Beacon Interfaith Housing Collaboration

Re: Proposed Apartment Development

Please accept my apology for using this method to respond to your open meeting April 25. I will be out of town for several days and unable to attend the meeting in person.

I am opposed to the development of the stated property for a non-owner-occupied multiple dwelling. The City of Hopkins currently has over 60% of housing stock in multiple dwellings of this type.

Hopkins has welcomed multiple dwellings in the past and has provided a large number of units available to low to moderate income housing. Among those are:

Westside Village at Blake and Excelsior,

Hopkins Village Apartment the 11-story building on 6th and Mainstreet,

Dow Towers on 5th and Mainstreet,

Sonoma handicapped apartments on 5th and County Road 3,

Hopkins Park Plaza on 5th and Mainstreet, and

Raspberry Ridge on Mainstreet across from St. Joseph Church, to name a few.

In addition, the City of Minnetonka has similar housing on County Road 73 just north of Highway 7 and has approved a large development at the intersection of Shady Oak Road and Mainstreet, a half-mile from your proposed site.

I live in the CitiGables building to the immediate west of your proposed building. All but four of the units here are owner-occupied by those of us 55 years and older. Many of us have been Hopkins home-owners for many years. For example, of the 49 units in the building, eleven are owned by Hopkins High School alumni. Four of us owned homes within half a block of each other. There is high demand for this demographic not only to provide a housing option for this stable element of the population, but to open their single-family homes for younger families who will continue to be backbones of this community. The conveniences that have been supported by these residents over the years are no less important to them than they would be to potential residents in the ones proposed.

While I understand that there is a demand for the housing you propose, I believe that a better option for the good of this community is owner-occupied senior citizen town home/condominium accommodations.

James C. Shirley

April 15, 2019

Questions Regarding the Proposed Beacon Building

1. Will the building be built respecting Hopkins codes and ordinances -- e.g. side yard set-backs, height, parking -- on and off-street, and drainage from the now porous soil to hard surface roofs that will affect Nine-Mile Creek watershed?
2. How will the tenants be selected? Who will select them? Will rents be supplemented? Will income only or income/debt (including college scholarship debt) and other measures be used? Will background checks be required?
3. How long is the term of the management/program contract?
4. Will resident children have free access to the Chesterton Academy as the closest school?
5. Will the building respect the residential architecture of the neighborhood -- e.g. flat roofs or gabled roofs?
6. Does Hopkins have a disproportionate amount of rent-suppliment, low-to-moderate income housing compared with Minnetonka, St. Louis Park, Edina and other surrounding communities? What is the impact on Hopkins schools and our central business district?
7. Will parking in the St. Joe's/Legion lot be adequate to accommodate the needs of the church, the Legion, Chesterton Academy, the nuns' residence and snow removal needs?