



8200 GOLDEN VALLEY ROAD DEVELOPMENT

LAND USE APPLICATION
JANUARY 23, 2023



DEVELOPMENT TEAM EXPERIENCE



ABOUT SENTINEL

The developer on this project, Sentinel was founded in 1972 and is a privately-held commercial real estate development and management firm. Sentinel and its related entities have worked with cities to prepare over 3,500 acres of vacant land for development, along with developing or managing over 1 million square feet of non-residential commercial space and 6,000 multifamily units. Sentinel prides itself on bringing first-class developments to thriving communities in the Twin Cities metropolitan area.



ABOUT ESG

ESG is a national leader in the planning, design and development of award-winning residences and communities throughout the US. Our architects and designers base their work on timeless design principles. These principles include the integration of pedestrian-friendly streetscapes and landscaping, proximity to mass transit, generating density, and the incorporation of sustainable-design strategies and mixed-use commercial enterprises.



ABOUT CIVIL SITE GROUP

Civil Site Group is a unique design consultancy located in Golden Valley, Minnesota. Comprised of an experienced group of civil engineers, landscape architects, and land surveying professionals, Civil Site Group was voted Minnesota Construction Association's Design Firm of the Year in 2022. With a specialization in multifamily residential communities, we take a distinct, efficient and personal approach to design, engineering and production and are committed to creating livable and valuable environments for our clients and their communities.



ABOUT MONARCH

Monarch CRE is a Minnesota based commercial brokerage, investment, and development company. Monarch advises leadership teams on corporate real estate projects as well as invests in value-add real estate and develops multi-family apartment projects across the Twin Cities. Notable projects include the Abbey Apartments, U.S. Bank Home Mortgage HQ and the Barrel House.



8200 GOLDEN VALLEY ROAD

Golden Valley, MN

January 23, 2023

PROJECT NARRATIVE

PRINCIPLES AND GUIDANCE

The key design objective of this redevelopment is the transformation of a functionally outdated suburban office site with significant surface parking into a 300-unit residential community and a 4,500 SF branch bank at this downtown Golden Valley location. The project will downsize the current banking use into a smaller branch bank facility with two drive-through lanes instead of the current seven lanes. While the project is applying for a change in land use, the proposed development is consistent with the key goals of the Golden Valley Comprehensive Plan and the vision of the Downtown Redevelopment Framework Plan (October 2021). Guiding principles include:

- The Comprehensive Plan designates this parcel as a mixed-use redevelopment site (page 2:20), recommending walk-up apartments on Golden Valley Road, commercial use oriented to the south and limited auto oriented uses. It also notes that an expanded right-of-way for future off-street bike lanes should be included. The project incorporates or plans for these functions in the proposed development.
- The project supports the guiding principles of the Downtown Redevelopment Framework Plan (October 2021). These principles include strengthening downtown's connectivity to adjacent recreational amenities, add new housing, improve circulation for vehicles and weave together all quadrants of downtown with a more desirable walking and biking environment.
- The Downtown Redevelopment Framework Plan supports changing the site's designation from Mixed-Use Neighborhood to Mixed-Use Community.
- Within the Mixed-Use Community (MU-C) zoning designation, the project is well below the height allowance of six stories (90 feet max). The setbacks conform to code and are designed to reinforce the street edge and provide an attractive pedestrian experience.
- The Downtown Redevelopment Framework Plan recommends the following guidelines for the SW Quadrant (which the site is within) that the proposed project incorporates:
 - o Land uses should be a mix of commercial and residential, including horizontal mixed use.
 - o Residential use should be primarily oriented to Golden Valley Road and Wisconsin Avenue.
 - o A new connection between Wisconsin Avenue and Golden Valley Road should be provided, with full access on Wisconsin Ave.
 - o Golden Valley Road should be widened to accommodate street improvements, including an off-street walk/bike trail and planted boulevard. The project accommodates the space for these future improvements.

- o An off-street walk/bike trail should be added to the east side of Wisconsin Avenue. The project accommodates the space for this future improvement by giving 10' of the property back to the public right of way.
- o Parking areas should be designed as a combination of smaller surface lots, rather than one large lot. The proposed surface parking area provides 29 parking spaces for mostly bank use. The primary parking for the residential project is in a fully enclosed parking structure that is wrapped with housing.
- The project will meet the requirements of the city's affordable housing policy.

KEY DESIGN FEATURES

- Full integration of the buildings into the existing streetscape infrastructure
- The setback along Golden Valley Road is adjusted to accommodate future street improvements, including an off-street walk/bike trail and planted boulevards separating this trail from the street.
- A future off-street walk/bike trail will be accommodated along the east side of Wisconsin Avenue within an adjusted property line.
- The bank and residential buildings will be set closer to the street edges and include enhanced landscaping in front yards to provide a more attractive pedestrian environment.
- Walk up style units with sidewalks, front porches and entries will ground the building and facilitate an active streetscape environment.
- Vehicle circulation through the site relocates the entrance along Wisconsin Avenue opposite the curb cut on the west side of the street. Secondary access is located opposite Bassett Creek Boulevard as allowed per the street configuration and comments from Public Works.
- Almost all the vehicle parking will be concealed within an enclosed parking ramp with only a small, screened 29 space parking lot visible from the street.
- The residential south facing amenity courtyard is on grade, allowing for generous landscaping with full sized trees since parking is not located beneath this space.
- Stormwater detention and filtration will occur below grade and will greatly improve the current condition.

PROJECT NARRATIVE

PARKING STRATEGY

The primary vehicle parking for the residential building will be concealed within an above grade enclosed parking ramp that is “wrapped” with residential units on all sides. All required residential parking spaces will be in this facility. A small surface parking lot with approximately 29 spaces will serve the new branch bank as well and will include several spaces for prospective residents and visitors. The main visitor parking spaces for the residential building will be located within the parking ramp.

PROJECT DESCRIPTION

- The proposed project consists of a five and six-story market rate apartment building with approximately 302 dwelling units. The multifamily building wraps a five-level parking structure on all sides, and two wings of the building embrace the south facing amenity courtyard.
- The existing Wells Fargo bank will relocate into a smaller branch bank facility of approximately 4,500 SF at the southwest corner of the site. Two drive up ATMs will be provided adjacent to the bank, and the bank will utilize 23 surface parking spaces adjacent to the bank entrance.
- The residential building lobby is located adjacent to the parking lot with a vehicle drop off and six outdoor visitor parking spaces. The lobby and leasing spaces open directly to a full complement of interior amenities as well as the amenity courtyard.
- Service functions such as move-in and trash pick-up will be located at a screened service bay at the east side of the site.
- Ample dedicated bike parking will be provided within the building to support and encourage bicycling.
- A number of electric vehicle parking spaces will be provided in the parking garage.

BUILDING DESIGN

- The building uses a design strategy of base-middle-top in a contemporary manner. The palette consists of a limited number of materials and colors to provide a cohesive appearance. The base of the building largely uses masonry materials while lighter weight materials are used on the floors above.
- The building has two heights, which helps break up the massing. The portion that surrounds the parking ramp is five stories in height, while the portion that embraces the amenity courtyard to the south is six stories in height.
- Almost all the units have balconies. The project uses a combination of recessed and protruding balconies. Many balcony stacks provide massing and material breaks in the building.
- An effort has been made to conceal many of the mechanical grilles on balcony side walls, so they are not as prevalent on the street elevations.
- To ground the building, the first-floor units are treated, where possible, as walk-up style units with front porches and sidewalks connecting to the public sidewalks.
- Exterior materials include cast stone, metal panel, true three-coat cementitious stucco and painted fiber cement paneling creating an integrated palette that will complement the intensive landscaping of the site.

EXISTING CONDITIONS: AREA



EXISTING CONDITIONS: SITE



PERSPECTIVE VIEW

VIEW OF ENTRY FROM WISCONSIN AVE



PERSPECTIVE VIEW

VIEW OF BUILDING ENTRY FROM PARKING LOT



PERSPECTIVE VIEW

VIEW OF BUILDING ENTRY FROM WISCONSIN AVE



PERSPECTIVE VIEW

VIEW OF NORTHWEST CORNER FROM GOLDEN VALLEY ROAD



PERSPECTIVE VIEW

VIEW OF NORTHEAST CORNER FROM GOLDEN VALLEY ROAD



PERSPECTIVE VIEW

VIEW OF EAST ENTRY FROM GOLDEN VALLEY ROAD



PERSPECTIVE VIEW

VIEW OF SOUTH FACADE FROM GOLDEN VALLEY DRIVE



SUSTAINABLE DESIGN: SITE

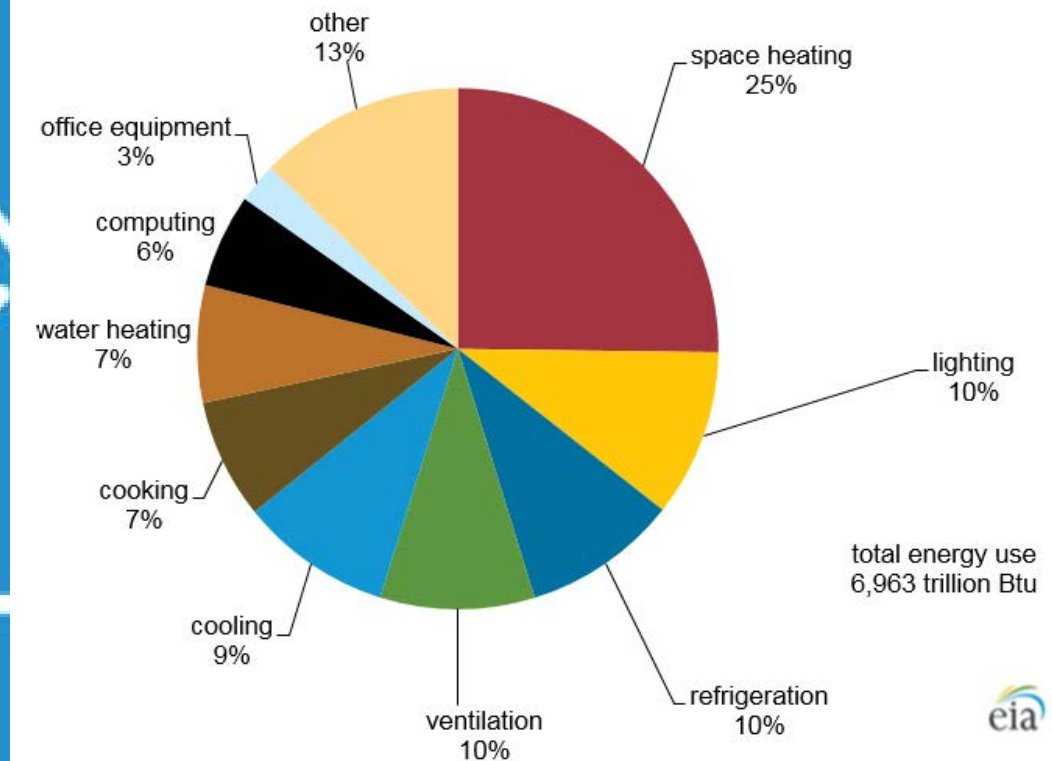
- Connecting to existing **bike/nature trails** and providing internal bike storage rooms
- **Stormwater management:** the project will provide comprehensive stormwater management, including filtration and flow control. Currently there is no stormwater management of any type on this site.
- **Light-colored** site pavement and pavers to reduce heat island effect
- **Dark sky-compliant** site lighting
- **Native plant species** — a mixture of ornamental and native plant species will be used to support pollinators and provide enhanced landscaping for this walkable location
- **Smart irrigation systems** (rain/soil moistures, drip irrigation, highly efficient controllers/sprayheads)



SUSTAINABLE DESIGN: BUILDINGS

BUILDING EFFICIENCY & RENEWABLE ENERGY

- **High R-Value** building envelope — roof & walls
- **Low-E** insulated glazing
- **Tightly sealed building envelope** to reduce leakage and inefficiencies
- Efficient HVAC systems — explore options through the **Xcel Energy EDA** program
- **Energy Star-rated** appliances
- LED fixtures with **occupancy sensors**
- **Electrical vehicle** charging stations
- **WaterSense** plumbing fixtures
- **Low VOC** materials and paints
- **Low construction waste** due to panelized construction



SUSTAINABLE DESIGN: OCCUPANTS

HEALTH & WELLNESS

- Design to encourage **physical activity** with well designed and convenient stairwells and exterior pathways
- **Visual connection** to the outdoors
- **Noise mitigation** with verified acoustical sound assemblies in walls and floors
- **Clean air** with at least MERV 8 air filters
- Access to **daylight** in rooms and amenity spaces
- **Low VOC** materials and paints
- Convenient common area **hand sanitizers and hand washing** locations
- Cleaning procedures, including **regular cleaning** of entrances, common areas, corridors, restrooms and offices



THANK YOU