ORDINANCE NO. 2016-__

AN ORDINANCE AMENDING THE ZONING ORDINANCE TO ESTABLISH THE PUD-10, PLANNED UNIT DEVELOPMENT-10 DISTRICT AT 6550 XERXES AND 3250 66th STREET WEST

The City Of Edina Ordains:

Section 1. Chapter 36, Article VIII, Division 4 is hereby amended to rezone the below described property to PUD, Planned Unit Development in accordance with the following:

Sec. 36-503 Planned Unit Development District-10 (PUD-10) – Millennium at Southdale

(a) *Legal description:*

See Attached.

(b) Approved Plans. Incorporated herein by reference are the re-development plans received by the City on _____, 2016 except as amended by City Council Resolution No. 2016-__, on file in the Office of the Planning Division.

(c) Principal Uses:

All principal uses allowed in the POD, Planned Office Commercial District
Retail uses allowed in the PCD-1 District
Multi-Family Residential

(d) Accessory Uses:

All accessory uses allowed in the POD, Planned Office District- (POD)

(e) Conditional Uses:

None

(f) Development Standards. Development standards per the POD Zoning District, except the following:

Building Setbacks Front – 66th/York Avenue Side – East Side – West Rear – North	 20 feet 11 feet 20 feet 90 feet
Maximum FAR	2%

(g) Signs shall be allowed per the POD standards in Sec. 36-1714.

Section 2. This ordinance is effective immediately upon Met Council review and decision on the Comprehensive Plan Amendment.

First Reading:

Second Reading:

Published:

ATTEST:

_____

Debra A. Mangen, City Clerk James B. Hovland, Mayor

Please publish in the Edina Sun Current on:

Send two affidavits of publication.

Bill to Edina City Clerk

CERTIFICATE OF CITY CLERK

I, the undersigned duly appointed and acting City Clerk for the City of Edina do hereby certify that the attached and foregoing Ordinance was duly adopted by the Edina City Council at its Regular Meeting of _____, and as recorded in the Minutes of said Regular Meeting.

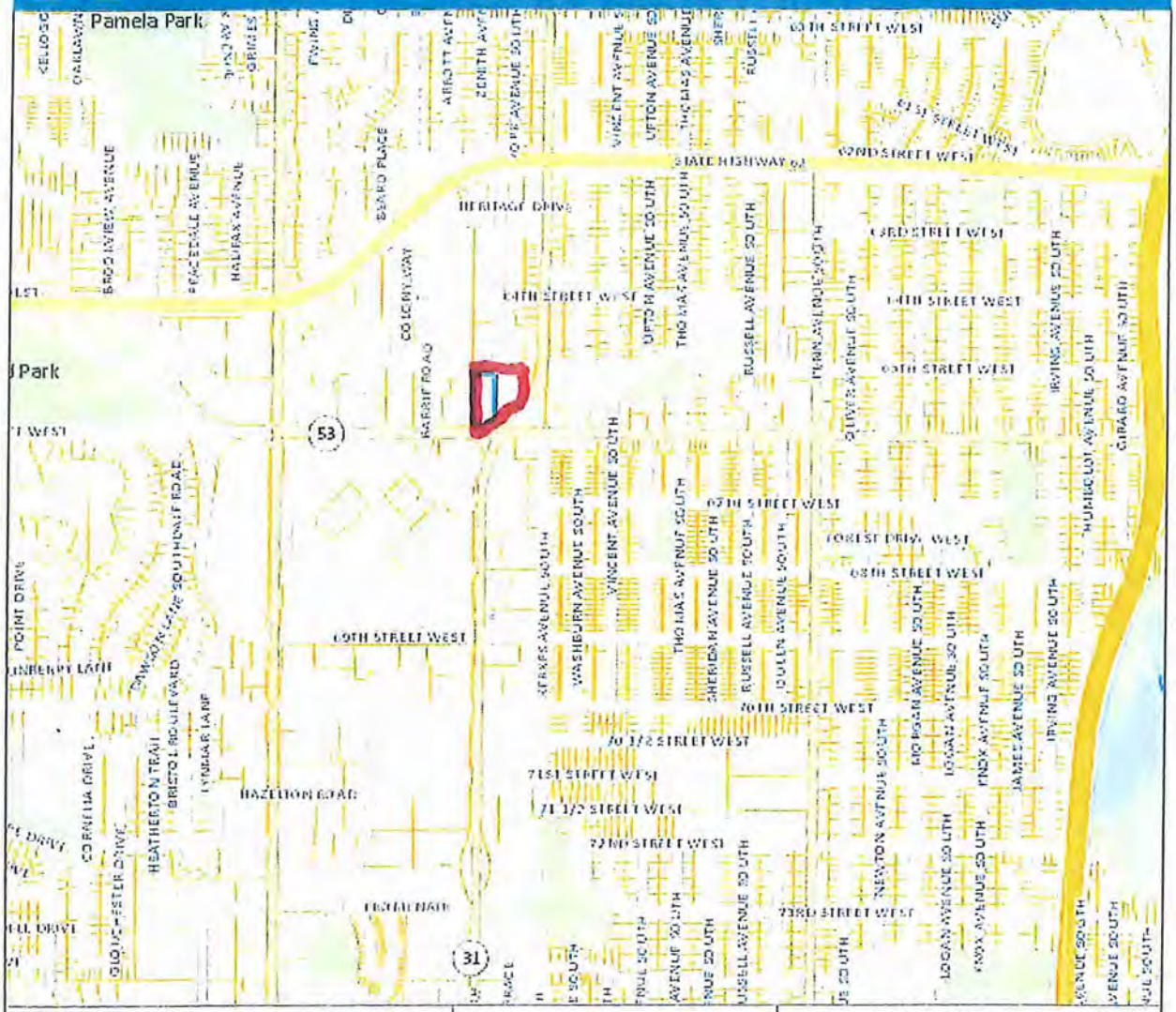
WITNESS my hand and seal of said City this _____ day of _____, 2016.

_____

City Clerk

Hennepin Interactive Maps

Property Map



Parcel ID:	29-028-24-24-0005	A-T-B:	
Owner Name:	3250 West 66Th Street Llc	Market Total:	$
Parcel Address:	3250 66Th St W Edina, MN 55435	Tax Total:	
Property Type:	Commercial-Non Preferred	Sale Price:	
Home-stead:	Non-Homestead	Sale Date:	
Parcel Area:	2.46 acres 107,352 sq ft	Sale Code:	

Map Scale: 1" ≈ 1600 ft.

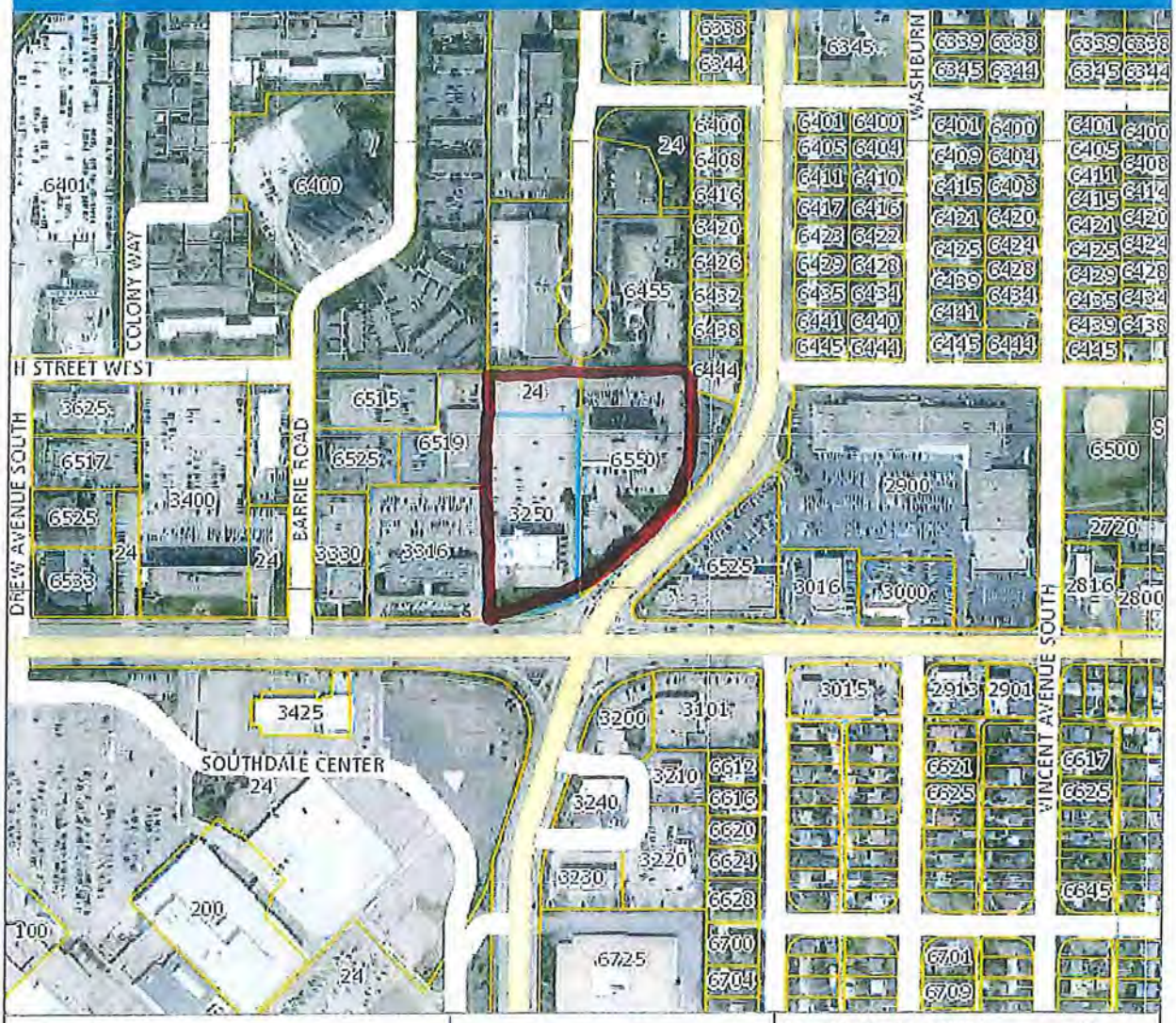
Print Date: 8/19/2015

N

A1

Hennepin Interactive Maps

Property Map

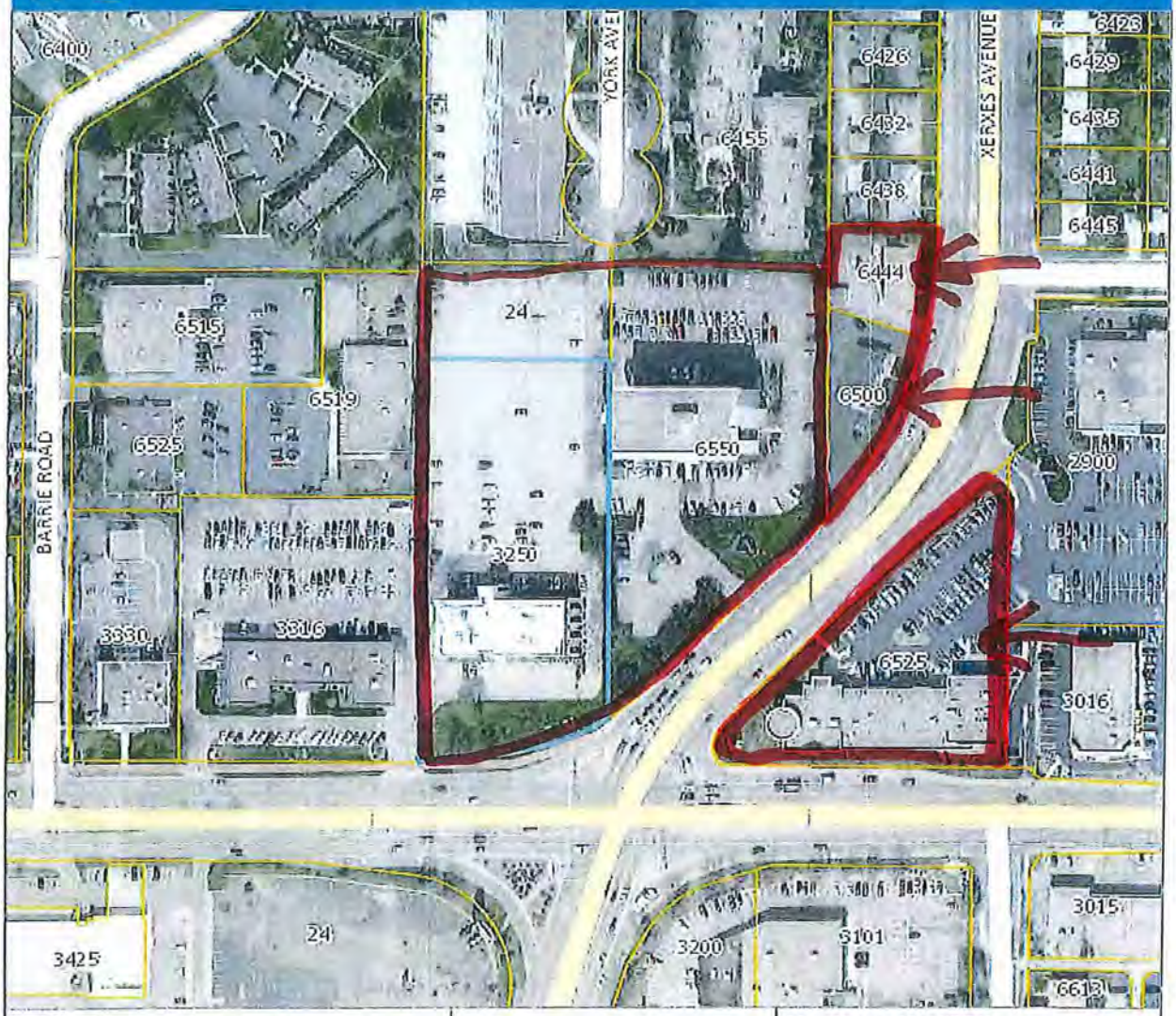


Parcel ID:	29-028-24-24-0005	A-T-B:	Abstract	Map Scale: 1" ≈ 400 ft.	N
Owner Name:	3250 West 66Th Street Llc	Market Total:		Print Date: 8/19/2015	
Parcel Address:	3250 66Th St W Edina, MN 55435	Tax Total:			
Property Type:	Commercial-Non Preferred	Sale Price:			
Home-stead:	Non-Homestead	Sale Date:			
Parcel Area:	2.46 acres 107,352 sq ft	Sale Code:			

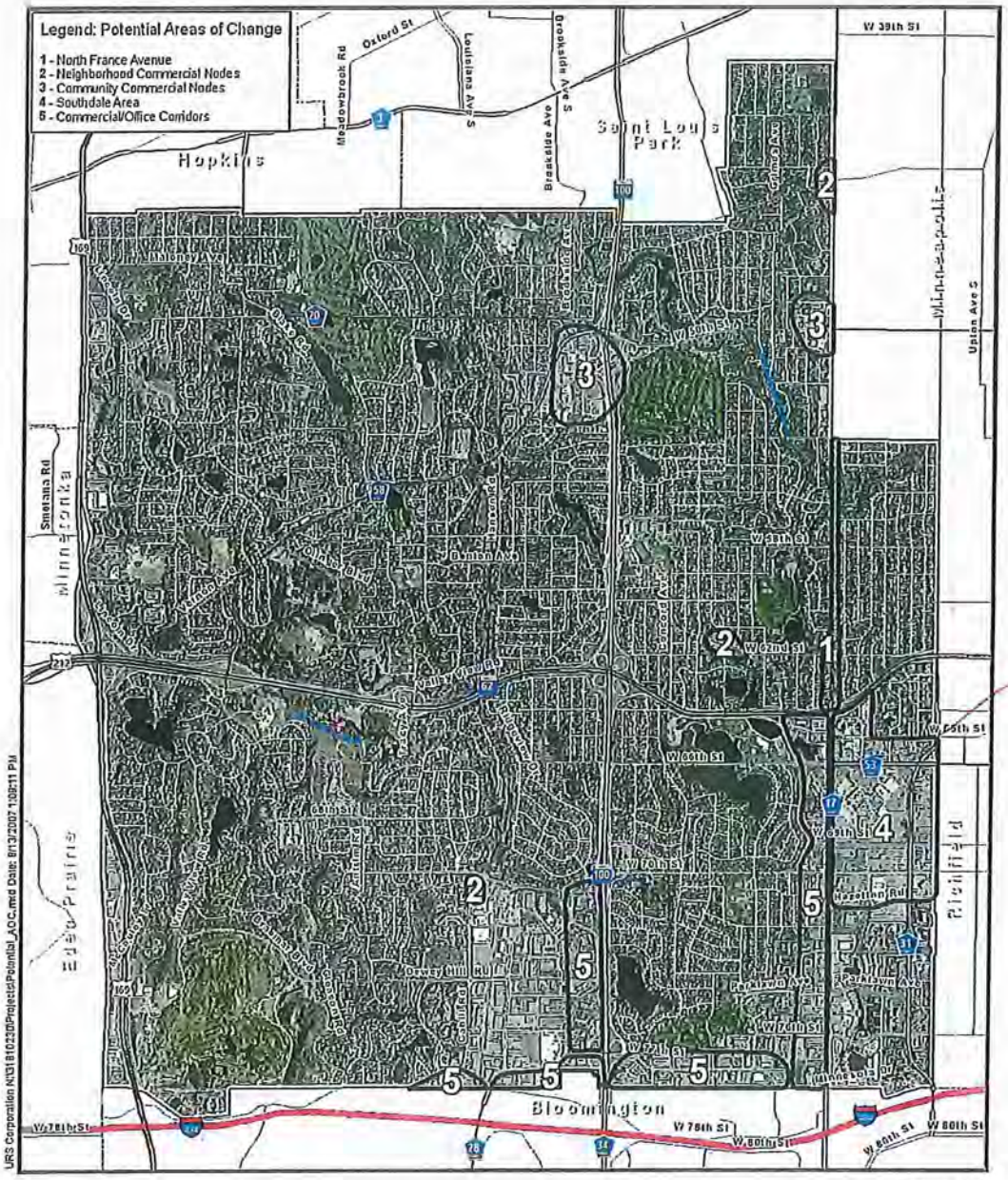
12

Hennepin Interactive Maps

Property Map



Parcel ID:	29-028-24-24-0005	A-T-B:		Map Scale: 1" = 200 ft.	N
Owner Name:	3250 West 66Th Street Llc	Market Total:		Print Date: 8/19/2015	
Parcel Address:	3250 66Th St W Edina, MN 55435	Tax Total:		← Sites to be considered in Comp Plan Amend	
Property Type:	Commercial-Non Preferred	Sale Price:			
Home-stead:	Non-Homestead	Sale Date:			
Parcel Area:	2.46 acres 107,352 sq ft	Sale Code:			



Side

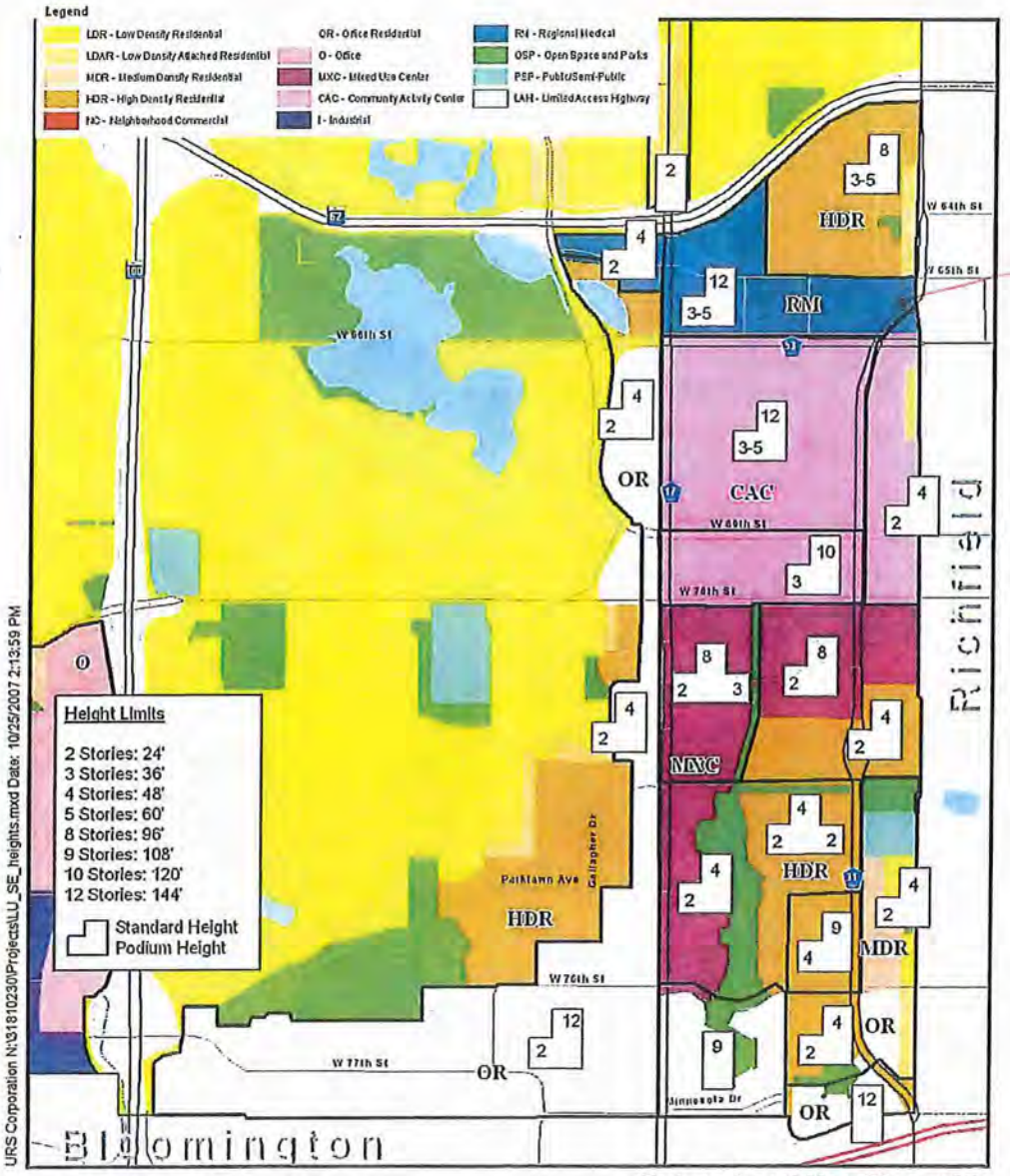
Figure 4.4

City of Edina
2008 Comprehensive Plan Update

Conceptual Land Use Framework: Potential Areas of Change

Date of Aerial Photography: August 2006

N 0 0.5 Miles



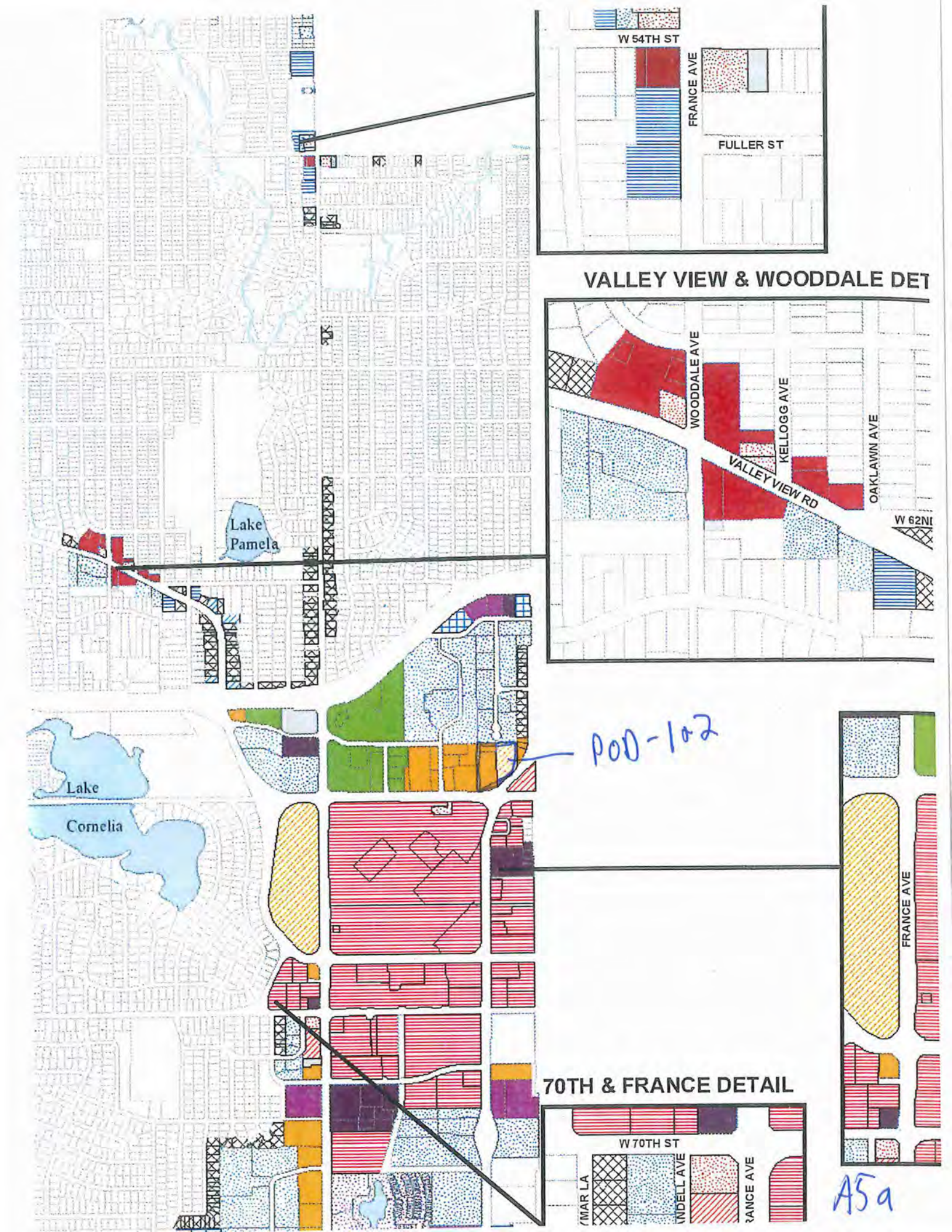
City of Edina
2008 Comprehensive Plan Update

Future Land Use Plan with Building Heights
Southeast Quadrant
Figure 4.6B

Data Source: URS

0 0.5 Miles

A5


W 54TH ST
FRANCE AVE
FULLER ST
VALLEY VIEW & WOODDALE DET
WOODDALE AVE
KELLOGG AVE
OAKLAWN AVE
VALLEY VIEW RD
W 62NI
Lake Pamela
Lake Cornelia
POD-102
FRANCE AVE
70TH & FRANCE DETAIL
W 70TH ST

A5a

Residential Redevelopment at

MILLENNIUM at SOUTHDALE

Formerly 66th & YORK

Edina, MN 55435

January 21, 2016

Project Narrative

Developer:

DLC Residential, LLC
21500 Biscayne Blvd.
Aventura, FL 33180

Local Office:
5245 Wayzata Blvd.
St. Louis Park, MN 55416
Rich Kauffman, 612.325.9767

Prepared by:

Elness Swenson Graham Architects (ESG)
Dennis Sutliff, AIA, AICP
612.373.4624

Kimley-Horn
Luke Payne, PE
507.216.6210

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A. DEVELOPER

Since 2004, DLC Residential has been developing and constructing income properties in the strongest emerging markets across the United States with over 4,000 completed units. DLC consistently focuses on integrity, creative design and architecture, collaboratively working with local municipalities and careful market research, resulting in highly desirable, luxury residential communities.

B. REQUESTED ACTIONS

- Comprehensive Guide Plan Amendment from Regional Medical to Community Activity Center for five parcels; Parcel 1 at 6550 York Avenue South, Parcel 2 at 3250 West 66th Street, Parcel 3 with no assigned address, Parcel 8 at 6444 Xerxes Avenue South and Parcel 9 at 6500 Xerxes Avenue South.
- Rezoning from POD-3 to PUD for Parcel 1, 2 and 3.
- Preliminary Development Plan Approval for Phase I only on Parcels 2 and 3.

The development applications for Millennium at Southdale Residential Redevelopment Plan will follow the following proposed approval schedule:

• Introductory Meeting with City Staff	August 4, 2015	Completed
• Sketch Plan Review; Planning Commission	August 26, 2015	completed
• Sketch Plan Review; City Council	September 1, 2015	Completed
• Kick-Off Meeting with City Staff	November 19, 2015	Completed
• Additional staff meeting	December 8, 2015	Completed
• Neighborhood Meeting	January 5, 2016	Completed
• Additional staff meeting	January 11, 2016	Completed
• Formal Applications submitted	January 21, 2016	
• Planning Commission Public Hearing	February 24, 2016	
• City Council Public Hearing	March 15, 2016	
• Met Council review (Guide Plan Amendment)	TBD	

Included in this submittal are the following:

- Cover Letter from DLC Residential, LLC.
- Project Narrative.
- Response to Working Principles.
- Comprehensive Guide Plan Amendment Application.
- Rezoning Permit Application.
- Preliminary Development Plan Application.
- Large scale (30" x 42") drawing sets.
- Small scale (11" x 17") drawing sets.
- Digital CD of all documents.
- Checks for application fees totaling $2,450.00.

C. PROJECT LOCATION

The project site lies in the north-west quadrant of the intersection of York Avenue and West 66th Street. As such, it is a "Gateway Site" to the France Avenue, Southdale Area. It is designed to respond to the Working Principles that have been put forward as goals for all future developments for that area.

D. PROPERTY

The project site is currently platted as three parcels totaling 264,250 square feet or 5.65 acres. Parcels 8, (15,111 square feet, 0.35 acres) and Parcel 9 (17,094 square feet, 0.39 acres) are to be re-guided only.

E. SUMMARY OF THE PROPOSED PROJECT

Millennium at Southdale, the proposed residential redevelopment at 66th & York will be accomplished in two Phases. Phase I will occur on Parcel 2 and 3 and will consist of a 227 unit, rental apartment building with two levels of underground parking. The existing Titus Building will remain in place on Parcel 1 until Phase II is begun. Phase II will include the demolition of the Titus Building and the construction of a second rental apartment building containing 145 units with two levels of underground parking.

Phase II will complete the composition of two buildings on the combined sites. In doing so, it will transform the current auto-centric office development characterized by surface parking lots into one, fully integrated site with well-defined open spaces, pedestrian features and on site amenities.

The majority of the apartment units will be one, one-plus and two bedrooms. There will be a small number of Studio/Alcove apartments and a small number of three bedroom apartments. DLC Residential is proposing to include 7 units (3%) at 60% AMI for Phase I and 4 units (3%) at 60% AMI for Phase II. The reduced rents will cost the developer approximately $1.4 million.

Two levels of underground parking will be reserved for the residents. Surface parking will serve their guests. The preliminary metrics for this development, broken out by phase, are contained in the table at the end of this narrative and on Sheet A0.0a.

City staff has requested a 30 foot wide easement at the north side of the property to accommodate the possibility of a future continuation of 65th Street. DLC Residential's agreement to consider granting this right-of-way easement has been and will continue to be conditioned on the agreement that the City will not disturb any access or parking in that dedication area until such time as the "Titus" property is redeveloped. That agreement will need to be properly documented in the Developer Agreement.

F. VISION AND PUBLIC PURPOSE

DLC Residential is proposing to produce exactly the kind of vital, transformative and precedent-setting, redevelopment at the corner of 66th and York that is envisioned by City's Working Principles for the France Avenue, Southdale Area District. Their vision for Millennium at Southdale is to begin the transformation of this site by bringing 24/7 life and vitality to what is currently an 8 to 5, auto-centric, single use, office environment. Millennium at Southdale will contribute to the City's goal of improving the pedestrian environment and public realm within the district in a manner which can be emulated by other redevelopments in the future. It will provide new options for the emerging residential markets and 21st century lifestyles that are needed by Edina to remain an attractive home for the community's next generation. It will create a one-of-a-kind, luxury residential community that is in short supply today.

This redevelopment will address the objectives of the France Avenue, Southdale Area District and benefit the residents and visitors of Edina, adjacent property owners and tenants in the following ways:

- **Land Use.** Edina's policy-makers have delivered a strong message. They believe this redevelopment project should be a "precedent setter" in the Southdale District. It should be representative of the means by which this entire district can be redeveloped as a new,

walkable neighborhood of higher density uses, high quality architecture and attractive pedestrian spaces.

- **Icon Architecture.** Positioned at the intersection that serves as the northeast entry to the Southdale District, Millennium at Southdale is clearly a "foreground" site. This redevelopment will be viewed from street level by tens of thousands of cars passing each day and night. It is also prominently situated of the north end of the York Avenue street corridor. In response, the south façade of this new development - both high and low - is designed as a visual anchor to this prominent corner. The design places the public spaces behind transparent walls and a lighted landscape to enliven the pedestrian/vehicle level and it creates a dramatic, lighted beacon or lantern that will act as the visual terminus to this urban vista, seen from a long distance away.
- **Artful Building Design**. Beyond the very prominent south and east exposures, the design of the improvements on this site demands a presence and creativity that is commensurate with its prominent position in the District. While the buildings must function efficiently, they will fulfill their role as foreground buildings with creatively sculpted profiles and massing and with high quality materials. The primary street frontages are animated by spaces containing human activity. The massing above the ground plane is sculpted with steps and a variety of exterior materials that relate closely to the enhanced public sidewalks and crosswalks. Linear elements of the building facades are punctuated with projecting masses that alternate back and forth across the landscaped interior courtyards and streetscape.
- **Inviting Public Realm.** A creative approach to shaping the spaces between buildings is a key element of successful residential communities. This is especially true in Millennium at Southdale which cannot currently be characterized as "pedestrian-friendly." When complete, Millennium at Southdale will host a variety of outdoor rooms and spaces. The very busy and energetic York Avenue street front capped by activity spaces at each end will be defined by 3-dimensional pedestrian improvements along its length. This will create a pedestrian friendliness that does not exist today and will define the site's outer edge. It will also help to calm the interior of the site. Once inside, residents and guests will experience no fewer than five distinct outdoor spaces – including the paver-rich, parking court and pedestrian street. These outdoor spaces are sculpted by the building masses, each with its own unique scale and character. The interior street with its parallel parking, benches and pedestrian-scaled light fixtures will create calm and inviting central spine with a true residential character.
- **Live-able Precincts.** Millennium at Southdale will provide a concrete example of how the France Avenue, Southdale Area District can be redeveloped into a more walkable, pedestrian friendly and interconnected neighborhood with greater levels of the live-work amenities which our emerging, 21st century lifestyles are demanding. It will be transformative to this portion of the District. The current auto-oriented land use dominated by surface parking will become a greened oasis with the automobiles relegated to underground status. Only the bare minimum of guest parking will remain on the surface.

G. MARKET POSITION

DLC Residential is proposing 375 apartment units in two phases. 227 apartments are to be included in Phase I. This new community will be positioned at the upper end of the rental market, complete with high-end interior finishes, 10 foot ceilings and extensive indoor and outdoor amenities. The majority of the apartments will be one and two bedroom homes but approximately 15 to 20% will have additional alcove, den or other "bonus" rooms. Approximately 10% of the units will be smaller, studio or alcove style apartments. And approximately 5% will be larger, three bedroom units.

Residents of Millennium at Southdale will enjoy amenities and conveniences commensurate with upper end rentals. As is true in other communities developed by DLC Residential, residents will have

large windows, generous balconies and open well-appointed kitchens. Those in some upper level units will enjoy larger, walk-out terraces, some wrapping the corners of their apartments. Residential amenities will include heated and secure parking, outdoor courtyards with pools and spas, terraces furnished with grills, lounge areas, and a fire pit. Indoor club rooms, a fitness center and yoga facilities will be available for socializing with other residents, for parties with family and friends or for quiet, individual use. On-site professional management will be provided to all residents and their guests.

H. LANDSCAPING/STREETSCAPING

The landscape and streetscape improvements for this site will establish a visually compelling outdoor environment, rich in pedestrian amenities and rendered with high quality materials. Particular attention is paid the interior street that extends north-south through the site and to the 66th Street frontage. These two elements are designed to directly respond to the Working Principles by promoting connectivity with the adjacent neighborhoods. They will provide an attractive and welcoming environment, safe for both pedestrians and bicyclers. These public streets and street frontages will employ traditional planting materials, varied pedestrian and auto paving materials, pedestrian scaled lighting and site furniture appropriate to the new residential use.

In addition to these public spaces, the private courtyards provide outdoor activity areas for residents. The Sunset Terrace holds a swimming pool, spa, fire pit and bar-b-ques for active socializing. The Sunrise Terrace is a passive space with more greenery and benches and a dog walk.

I. PARKING

In total, this redevelopment proposes to provide 575 reserved, enclosed and secure parking stalls in its two underground garages; xxx of which will be included in Phase I. This equates to one parking space for each bedroom within the development plus 52 extra stalls which may be reserved for residents who wish to have addition parking available. Thirty eight surface parking spaces in the landscaped auto court and parallel spaces on the internal street will serve the residents' guests and visitors to the leasing office. All but the parallel stalls along the east side of the internal street will be included in Phase I.

Phase I will also include a temporary surface parking lot of 72 cars to accommodate tenants in the Titus office building until such time as it is no longer needed.

J. SITE CIRCULATION and TRAFFIC

Access to the site occurs at three existing locations, a right in-right out movement at mid-block at the York/66th confluence, at the existing York Avenue driveway on the north, and by way of a cross-access agreement through the parking lot on the property to the west. That same agreement results in the need for a driveway over Parcels 2 and 3 allowing access to/from the adjacent site to the west.

The new, internal street which runs north-south between Phase I and II is conceived to be private to this community and pedestrian-friendly in its design. While it will provide a through-route for emergency vehicles and an alternate route for residents, it is designed to discourage cut-through traffic to the residential neighborhood to the north. It will be narrow, incorporating traffic calming measures and be finished with materials suited for the residential use and accommodating to pedestrian circulation for residents and neighbors to the north.

A10

As part of its goal of promoting enhanced connectivity to the neighborhood to encourage reductions in auto traffic, this development will be extremely bicycle friendly. In addition to enhancing the pedestrian sidewalk on its street frontage to accommodate both bikes and walkers, DLC will provide two large bicycle storage rooms for residents, conveniently located near the two elevator banks in the underground garage.

Further, staff has requested that DLC share responsibility with the City for closing the free-right turn lane from York Avenue to 66th Street. While the exact geometry of this change to the intersection is not yet known, DLC enthusiastically embraces this goal. This action will allow for greater enhancement of the pedestrian environment along York Avenue and 66th Street and for improved pedestrian safety at the 66th Street crosswalk. And as stated in Section E, staff has requested a 30 foot wide easement at the north side of the property to accommodate a future extension of 65th Street.

K. STORMWATER

This redevelopment lies in and will be permitted by the Minnehaha Creek Watershed District. It will be reviewed and permitted by the Nine-Mile Creek District. As such, stormwater management facilities are designed to comply with their requirements for rate control and water quality.

This site will incorporate a cellular, underground storm water vault system in the auto-court at the south, the low end of the site. The inlet, and a visual clue to this sustainable and common sense storm water solution will be expressed in the landscaped area of the auto court.

L. SUSTAINABILITY

Recognizing the sustainability is critical to our future economic vitality and quality of life, our development team is committed to promoting stewardship for our environment and resources at all stages of the work. From broad urban design goals of creating livable communities through creative use of density, reduced dependency on automobiles and promoting walkability, to the use of green building practices and highly efficient building systems and equipment with reduced life-cycle costs and longer life spans that enhance occupant health and wellbeing.

At Millennium at Southdale, this commitment will translate to;

- A compact site design offering numerous green spaces, high quality pedestrian and bicycle amenities plus improved walkability and connection to transit.
- Greening of some rooftop areas over the garage and some roofs. This will assist in collecting storm water as well as provide attractive gathering spaces with shade plants to combat the urban heat island effect.
- On-site storm water collection, management and treatment system that will be evident at the "infiltration garden" in the public forecourt to the buildings.
- Utilization of green design principles and material specifications including locally sourced, high-performance structural, window and exterior envelope systems with recycled content.
- Compliance with the new, 2015 Minnesota Commercial Energy Code (references the 2012 IECC) which represents approximately a 15% increase in energy efficiency over the previous code.
- Participation in the Xcel Energy EDA (Energy Design Assistance) program to assist in selecting materials and systems with low energy consumption characteristics yet high life-cycle value.
- Green construction phase practices including construction waste management and recycling.

AH

N.	SITE DATA	PHASE I	PHASE II	TOTAL
	Site Area	Parcels 2 and 3	Parcel 1	
		3.07 ac.	2.58 ac.	5.65 ac.
		133,676 sf	112,574 sf	246,250 sf
	New Residential Development			
	Building Area	255,008 gsf	166,260	421,268 sf
	Residential FAR	1.91	1.48	1.71
	Number of Units	227	148	375
	Number of Bedrooms	338	210	548
	Residential Density (Units/acre)	73.9	57.4	66.4
	Building Height	6/5 floors over parking	5/4 floors over parking	
		Steps at 3, 4 and 5	Steps at 3 and 4	
		72 feet	61 feet	
	Surface Parking, Residential	38 cars	11 cars	49 cars
	Secure Parking	353 cars	249 cars	602 cars
	Total Residential Parking	391 cars	260 cars	651 cars
	Parking Ratio	1/bedroom +53	1/bedroom +50	1/bedroom + 103
	Existing Office Building			
	Building Area	62,079 sf	na.	na.
	Surface Parking-Parcel 1	150 cars	na.	na.
	Surface Parking-Parcel 3	72 cars		
	Secure Parking	28 cars (est.)		
	Total parking	250 cars		
	Parking Ratio	4.03 cars/1,000 sf	na.	na.
	Parking on Parcel 3 dedicated to 3316 66th St.			
		20 of 72 cars	20 cars	20 cars

February 3, 2016

MEMORANDUM

TO: Mr. Cary Teague
Community Development Director

FROM: Dennis Sutliff
ESG Architects, Inc

RE: Millennium at Southdale (Formerly 66th & York)
List of Changes

Since August 2105 when 66th & YORK was submitted to the City of Edina for review by the Planning Commission and City Council, the Architectural plans have been developed to a significantly higher level of detail. In addition to Architectural exhibits, Civil Engineering Plans and Landscape Plans are now included. But the overall site organization, the building height, massing, setbacks and density remain largely the unchanged. The number of dwelling units and the parking counts have changed only slightly. With a few exceptions, most of the changes to these items can be characterized as refinements.

The most significant changes that have been made since the August Sketch Plan submittal are the result of specific requests or comments by City policy makers and staff. In summary, those requests were;

- Preserve the option to extend 65th Street across the northerly 30 feet of the site.
- Enhance the pedestrian and bicycle environments, making them safer, better connected to other destinations in the District and more attractive to residents and neighbors.
- Create an iconic redevelopment whose building and site features are commensurate with its position as a "foreground" site within the district.

With these goals in mind, the significant changes that have been included in the new submittal plans dated 1/20/2106 are;

1. Parcels 8 and 9 are now include in the Application for Comprehensive Guide Plan Amendment.
2. While the south setbacks have been maintained as previously shown, the upper levels of Phase I and all of Phase II are moved southwards to free up land on the north end of the site for possible extension of 65th Street. The Phase I, underground parking footprint has been shortened so it no longer extends under the requested future ROW.
3. The floor elevations of the buildings have been lowered about 6 feet. In Phase I, this means that both levels of the parking garage are deeper into the ground. As a result, the terraces

built over the parking have a much better relationship to elevations of the adjacent land and relate much more closely to the internal pedestrian street.

4. As a result of item 2 above, the residential amenities that were previously located on the upper level of the garage are moved up to the first floor where they now have a direct relationship to the street level lobby, the guest parking and to 66th Street. The dwelling units previously located on first floor of the south end of the Phase I building are relocated to the fifth floor, thereby adding strength and prominence to the south façade of Phase I on 66th Street.
5. The character of internal street; the southward extension of York Avenue, is enhanced with upgraded paving materials, pedestrian scaled lighting and stoops, stairs and benches so it will function as an attractive north-south pedestrian link between the residential neighborhood to the north and the Southdale District on the south. While it must accommodate emergency vehicles, its design is intended to discourage through traffic.
6. This redevelopment addresses the City's and the County's wishes to close the free-right turn lane at the 66th & York intersection. While the geometry of this roadway change has not been finalized, this proposal calls for added enhancements to pedestrian environment at that corner and along the entire south-east street frontage.
7. The south elevation of the Phase I building has been modified to further emphasize its position as a gateway to this District. The five-story wing has been moved forward to increase its visibility along 66th Street. The one story base has been increased in height to a story-and-a half with added sun-screens and pedestrian features. And the height of the six-story portion has been increased and exaggerated by the addition of a tall, illuminated parapet that will anchor the northward view of the York Avenue street corridor. This parapet will also conceal the roof-mounted cell phone towers that will be installed on its roof.
8. Phase I metrics have been refined as follows;
    - Dwelling unit count in Phase I has been reduced from 230 apartments to 227 but the number of bedrooms has increased from 320 to 338.
    - The gross area of Phase I has increased from 243,800 square feet to 255,008 square feet.
    - Phase I residential parking has increased from 379 cars to 391. 353 parking spaces are enclosed and secure for residents. 38 spaces are on the surface and can be used by visitors and guests.

Cc; Rick Kauffman, Luke Payne, Russ Krivor, Ryan Phipps, Pedro Fullana, Wes Beehler

Millennium at Southdale

3250 West 66th Street
Edina, MN 55435

PROJECT LOCATION

Vicinity

Site Location

PROJECT TEAM

Owner/Developer/ Contractor: DLC Rressemuk, LLC
5245 Wayzata Blvd
St. Louis Park, MN 55416
ATTN: Rich Kauffman
Ph: 612-325-3997

Architect: Elness Swenson Graham Architects Inc.
500 Washington Ave. South, Suite 1080
Minneapolis, MN 55415
Ph: 612-338-5508
Fx: 612-339-5382

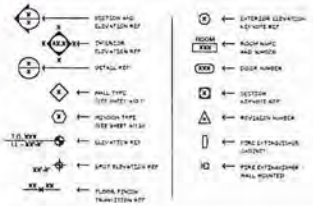
Civil/Landscape: Kimley-Horn and Associates
333 South Broadway
Rochester, MN 55904
Ph: 507-424-3867

Structural Engineer: MEYER BORGMAN JOHNSON
510 Marquette Avenue South, Suite 900
Minneapolis, MN 55402
Phone: (612) 338-0713
Fax: (612) 337-5205

Design Scope Mechanical, Electrical & Plumbing Engineers: T.B.D.

Design-Build Mechanical, Electrical & Plumbing Engineers: T.B.D.

SYMBOLS LEGEND



UNIT MIX & SQUARE FOOTAGES

PARKING SCHEDULE - PHASE 1

Type	Count
7'-0" x 22' - SURFACE PARALLEL_PHASE 1	16
8'-0" x 18' - ADA_SURFACE_PHASE 1	2
8'-6" x 18' - STANDARD_SURFACE_PHASE 1	66
LEVEL 1	106
8'-0" x 15' - COMPACT	5
8'-0" x 18' - ADA	4
8'-6" x 18' - STANDARD	155
LEVEL P1	164
8'-0" x 15' - COMPACT	6
8'-0" x 18' - COMPACT	2
8'-0" x 18' - ADA	4
8'-6" x 18' - STANDARD	174
LEVEL P2	189
Grand total	461

USE BY LEVEL

USE BY LEVEL	GSF	% OF AREA
	509 SF	1%
PARKING	118,115 SF	98%
STORAGE	1,780 SF	1%
LEVEL P2	120,513 SF	
	7,346 SF	10%
PARKING	61,334 SF	87%
STORAGE	2,165 SF	3%
LEVEL P1	70,845 SF	
AMENITY	5,098 SF	13%
COMMON / CIRCULATION	11,653 SF	24%
RESIDENTIAL UNIT	28,757 SF	63%
LEVEL 1	45,508 SF	
	694 SF	2%
COMMON / CIRCULATION	7,149 SF	16%
RESIDENTIAL UNIT	37,380 SF	83%
LEVEL 2	45,228 SF	
COMMON / CIRCULATION	6,247 SF	14%
RESIDENTIAL UNIT	37,467 SF	86%
LEVEL 3	43,715 SF	
COMMON / CIRCULATION	6,247 SF	14%
RESIDENTIAL UNIT	37,063 SF	86%
LEVEL 4	43,310 SF	
COMMON / CIRCULATION	6,247 SF	15%
RESIDENTIAL UNIT	35,378 SF	85%
LEVEL 5	41,625 SF	
AMENITY	980 SF	2%
COMMON / CIRCULATION	6,008 SF	15%
RESIDENTIAL UNIT	30,193 SF	82%
LEVEL 6	36,821 SF	
Grand total	446,085 SF	

UNITS BY LEVEL

Name	Count
1 BR	16
2 BR	10
3 BR	2
Alcove	4
LEVEL 1	32
1 BR	15
1 BR DEN	2
2 BR	15
3 BR	3
Alcove	5
LEVEL 2	40
1 BR	15
1 BR DEN	2
2 BR	15
3 BR	3
Alcove	5
LEVEL 3	40
1 BR	15
1 BR DEN	2
2 BR	15
3 BR	3
Alcove	5
LEVEL 4	40
1 BR	15
1 BR DEN	2
2 BR	15
3 BR	3
Alcove	5
LEVEL 5	40
1 BR	15
1 BR DEN	2
2 BR	13
Alcove	4
LEVEL 6	36
Grand total	227

UNIT TOTALS

Unit Type	Unit Count	Bed Count
1 BR	92	92
1 BR DEN	10	10
2 BR	83	166
3 BR	14	42
Alcove	28	28
Grand total	227	338

SHEET INDEX

Millennium at Southdale
DLC

esg
elness swenson graham architects
500 washington avenue south
minneapolis minnesota 55415
t. 612.338.5508
f. 612.339.5382
www.esgarch.com

A15

NOT FOR CONSTRUCTION

COMPREHENSIVE PLAN AMENDMENT PDP & REZONING SUBMITTAL
1/20/2016

ORIGINAL ISSUE

REVISIONS

No.	Description	Date

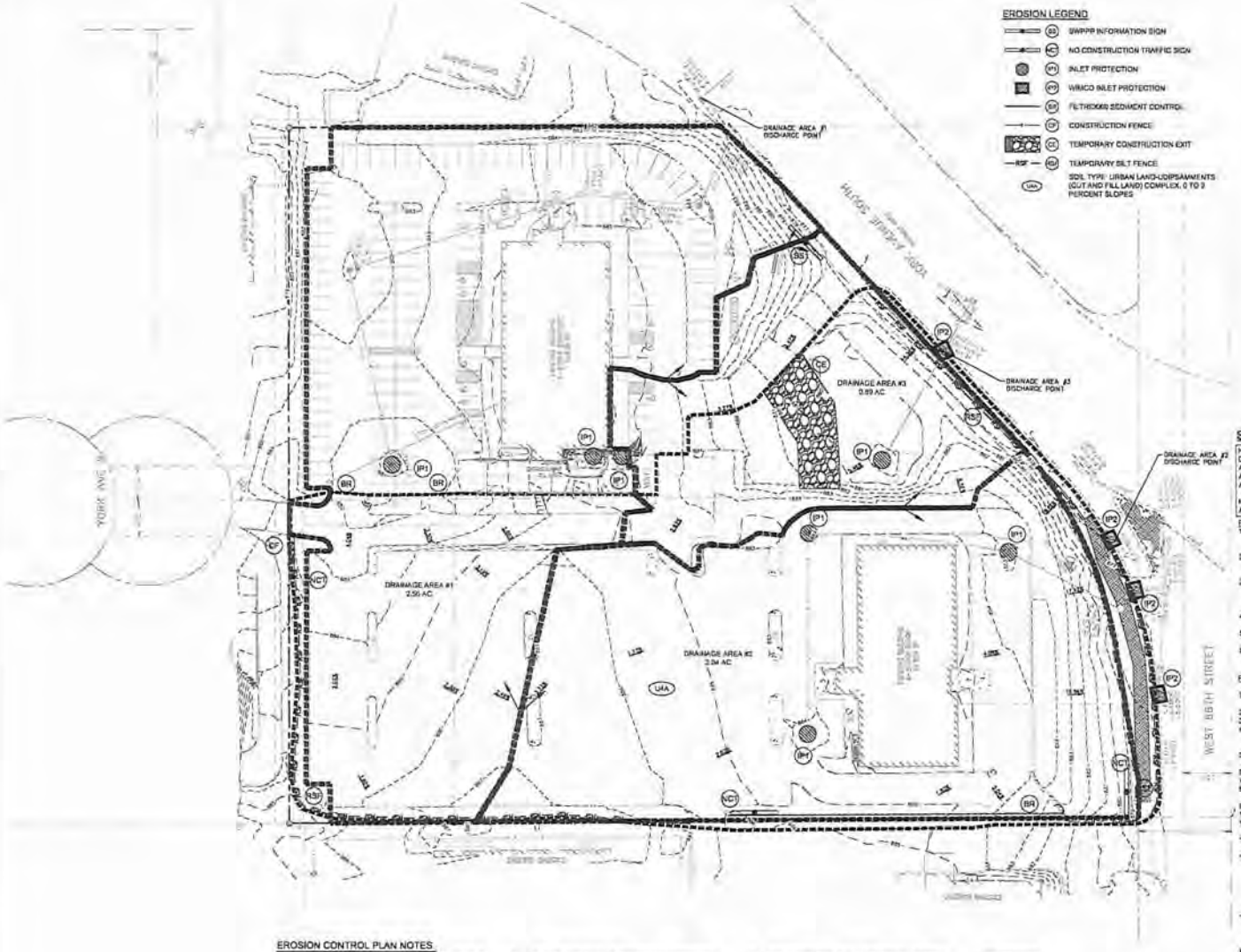
215511
PROJECT NUMBER

ESG DRAWN BY ESG CHECKED BY

KEY PLAN

Millennium at Southdale

TITLE SHEET
T1.1



EROSION LEGEND

- SIGN — SWPPP INFORMATION SIGN
- NCT — NO CONSTRUCTION TRAFFIC SIGN
- IP1 — INLET PROTECTION
- IP2 — WIMCO INLET PROTECTION
- SF — FILTEREXX SEDIMENT CONTROL
- CF — CONSTRUCTION FENCE
- CE — TEMPORARY CONSTRUCTION EXIT
- RSF — TEMPORARY SILT FENCE
- UHA — SOIL TYPE: URBAN LAND-UDIPSAMMENTS (CUT AND FILL LAND) COMPLEX, 0 TO 2 PERCENT SLOPES

SITE LEGEND

- PROPERTY LINE
- PROPOSED PHASE 1 LIMITS OF DISTURBANCE
- EXISTING DRAINAGE AREA
- EXISTING MAJOR CONTOUR
- EXISTING MINOR CONTOUR
- FLOW/SLOPE ARROW
- EXISTING STORM SEWER
- EXISTING STORM SEWER MANHOLE
- EXISTING CURB INLET
- EXISTING GRATE INLET

NORTH

GRAPHIC SCALE IN FEET
0 15 30 60

AREA SUMMARY	
SITE AREA (PHASE 1)	133,878 SF
PROPOSED IMPERVIOUS (PHASE 1)	97,948 SF
PROPOSED PERVIOUS (PHASE 1)	35,930 SF
PROPOSED PERCENT IMPERVIOUS (PHASE 1)	73%
LIMITS OF DISTURBANCE (PHASE 1)	3.79 ac

SWPPP IMPLEMENTATION SEQUENCE

NOTE: UPON IMPLEMENTATION AND INSTALLATION OF THE FOLLOWING AREAS: TRAILER, PARKING, LAY DOWN, PORTA-POTTY, WHEEL WASH, CONCRETE WASHOUT, MASONS AREA, FUEL AND MATERIAL STORAGE AREAS/CONTAINERS, SOLID WASTE CONTAINERS, ETC., IMMEDIATELY DENOTE THEM ON THE SITE MAPS AND NOTE ANY CHANGES IN LOCATION AS THEY OCCUR THROUGHOUT THE CONSTRUCTION PROCESS. IN ADDITION, NOTE ALL AREAS WHERE FILL IS IMPORTED FROM OR SOIL IS EXPORTED TO ON THE SITE MAPS.

NOTE: DOWN SLOPE PROTECTIVE MEASURES MUST ALWAYS BE IN PLACE BEFORE SOIL IS DISTURBED. ACTIVITIES ARE PRESENT IN THE ORDER OR SEQUENCE IN WHICH THEY ARE REQUIRED TO BE COMPLETED.

PHASE 1

1. INSTALL THE SWPPP INFORMATION SIGN AND POST REQUIRED DOCUMENTS NEAR THE PLANNED CONSTRUCTION EXIT, AND WITHIN EASY ACCESS TO THE GENERAL PUBLIC WITHOUT ENTERING THE SITE.
2. STAKE/FLAG THE LOD (WHERE STAKING IS NOT POSSIBLE/PRACTICAL, THE LOD MUST BE CONSPICUOUSLY, AND PROMINENTLY, MARKED TO DENOTE THE BOUNDARY). LOD MUST REMAIN CONSPICUOUSLY MARKED THROUGHOUT THE ENTIRE CONSTRUCTION PROJECT.
3. INSTALL PERIMETER SEDIMENT CONTROL BMPS IN THE VICINITY OF, AND DOWN GRADIENT FROM, THE LOCATION OF THE PLANNED CONSTRUCTION EXIT, CONSTRUCTION OFFICE TRAILER, AND TEMPORARY PARKING AND STORAGE AREAS. CLEAR ONLY THE MINIMUM AREA ABSOLUTELY NECESSARY TO INSTALL THESE PERIMETER CONTROL BMPS.
4. INSTALL STABILIZED CONSTRUCTION EXIT(S) WITH SEDIMENT TRAPS, AND SET THE PROJECT OFFICE TRAILER.
5. INSTALL REMAINING PERIMETER SEDIMENT CONTROL BMPS, AS SHOWN ON THE SITE MAPS. CLEAR ONLY THE MINIMUM AREA NECESSARY TO INSTALL PERIMETER CONTROL BMPS.
6. PREPARE TEMPORARY PARKING AND STORAGE AREA.

PHASE 2

1. BEGIN CLEARING, GRUBBING, AND STRIPPING THE SITE. (PHASE CLEARING AND GRUBBING TO THE EXTENT PRACTICAL TO MINIMIZE THE AMOUNT OF AREA DISTURBED AT ANY POINT IN TIME)
2. BEGIN GRADING THE SITE.
3. START CONSTRUCTION OF BUILDING PAD AND STRUCTURES.
4. TEMPORARILY STABILIZE, THROUGHOUT CONSTRUCTION IMMEDIATELY FOLLOWING THE COMPLETION OF THE MOST RECENT LAND DISTURBING/GRADING ACTIVITY, ANY DISTURBED AREAS, INCLUDING MATERIAL STOCKPILES THAT ARE SCHEDULED OR LIKELY TO REMAIN INACTIVE FOR 14 DAYS OR MORE.
5. IMMEDIATELY PERMANENTLY STABILIZE AREAS TO BE VEGETATED AS THEY ARE BROUGHT TO FINAL GRADE.
6. INSTALL UTILITIES, UNDERDRAINS, STORM SEWERS, CURBS AND GUTTERS.
7. INSTALL RIP RAP AROUND OUTLET STRUCTURES AS EACH OUTLET STRUCTURE IS INSTALLED.
8. INSTALL INLET PROTECTION AT ALL STORM SEWER STRUCTURES AS EACH INLET STRUCTURE IS INSTALLED.
9. PREPARE SITE FOR PAVING.
10. PAVE SITE.
11. INSTALL APPROPRIATE INLET PROTECTION DEVICES FOR PAVED AREAS AS WORK PROGRESSES, PER BMP DETAILS.
12. COMPLETE GRADING AND INSTALLATION OF PERMANENT STABILIZATION OVER ALL AREAS, INCLUDING OUT LOTS AND PONDS.
13. OBTAIN CONCURRENCE FROM THE OWNER CONSTRUCTION MANAGER (CM) THAT THE SITE HAS BEEN FULLY STABILIZED AND ALL CONSTRUCTION HAS BEEN COMPLETED, THEN:
    - A. REMOVE ALL REMAINING TEMPORARY EROSION AND SEDIMENT CONTROL BEST MANAGEMENT PRACTICES (BMPS).
    - B. STABILIZE ANY AREAS DISTURBED BY THE REMOVAL OF TEMPORARY BMPS, AND
    - C. ASK THE CM TO CONTACT KIMLEY-HORN AND ASSOCIATES TO COMPLETE THE KIMLEY-HORN AND ASSOCIATES PRE-NOT SITE INSPECTION AND REPORT (ONLY CM MAY DO THIS).
14. CONTINUE DAILY INSPECTIONS AND REPORTS UNTIL THE CM FINAL DAILY INSPECTION REPORT, MARKED 'READY TO TERMINATE PERMIT', IS SIGNED BY THE CONSTRUCTION MANAGER AND SUBMITTED VIA THE ONLINE SWPPP REPORTING SYSTEM PROVIDED BY THE OWNER.

NOTE: THE GENERAL CONTRACTOR MAY COMPLETE CONSTRUCTION-RELATED ACTIVITIES CONCURRENTLY, ONLY IF ALL PRECEDING BMPS AND STABILIZATION ACTIVITIES HAVE BEEN COMPLETELY INSTALLED. UNRELATED STEPS IN THE ABOVE SEQUENCE ARE BOLDED FOR CLARITY. THE CSC MUST APPROVE, IN WRITING, ANY CHANGES IN THE ABOVE SWPPP IMPLEMENTATION SEQUENCE, BEFORE THEIR IMPLEMENTATION BEGINS.

THE ESTIMATED DATES OF IMPLEMENTATION OF POLLUTION CONTROL MEASURES SHALL BE DOCUMENTED BY THE CONTRACTOR ON THE SOIL EROSION/SEDIMENTATION CONTROL OPERATION TIME SCHEDULE ON SHEET SW-5.

EROSION CONTROL PLAN NOTES

1. THE STORMWATER POLLUTION PREVENTION PLAN IS COMPRISED OF DRAWINGS, THE STANDARD DETAILS, THE SWPPP, PLUS THE GENERAL PERMIT, AND ALL SUBSEQUENT REPORTS AND RELATED DOCUMENTS.
2. CONTRACTOR SHALL IMPLEMENT BEST MANAGEMENT PRACTICES AS REQUIRED BY THE SWPPP. ADDITIONAL BEST MANAGEMENT PRACTICES SHALL BE IMPLEMENTED AS DICTATED BY CONDITIONS AT NO ADDITIONAL COST OF OWNER THROUGHOUT ALL PHASES OF CONSTRUCTION.
3. CONTRACTOR SHALL MINIMIZE CLEARING TO THE MAXIMUM EXTENT PRACTICAL OR AS REQUIRED BY THE GENERAL PERMIT.
4. GENERAL CONTRACTOR SHALL DENOTE ON PLAN THE CONCRETE WASH WATER LOCATIONS. ALL WASH WATER (CONCRETE TRUCKS, VEHICLE CLEANING, EQUIPMENT CLEANING, ETC.) SHALL BE DETAINED AND PROPERLY TREATED OR DISPOSED ACCORDING TO THE GENERAL PERMIT.
5. SUFFICIENT OIL AND GREASE ABSORBING MATERIALS AND FLOTATION BOOMS SHALL BE MAINTAINED ON SITE OR READILY AVAILABLE TO CONTAIN CLEAN-UP FUEL OR CHEMICAL SPILLS AND LEAKS.
6. DUST ON SITE SHALL BE CONTROLLED ACCORDING TO THE GENERAL PERMIT.
7. RUBBISH, TRASH, GARBAGE, LITTER, OR OTHER SUCH MATERIALS SHALL BE DEPOSITED INTO SEALED CONTAINERS. MATERIALS SHALL BE PREVENTED FROM LEAVING THE PREMISES THROUGH THE ACTION OF WIND OR STORMWATER DISCHARGE INTO DRAINAGE WATERS OF THE STATE.
8. ALL PERIMETER SILT FENCE AND ROCK CONSTRUCTION ENTRANCES SHALL BE INSTALLED PRIOR TO CONSTRUCTION.
9. THE CONTRACTOR SHALL CONSTRUCT DRAINAGE BASINS PRIOR TO SITE GRADING.
10. THE CONTRACTOR SHALL INSTALL CATCH BASIN EROSION CONTROL MEASURES.
11. WITHIN TWO WEEKS (14 DAYS) OF SITE GRADING, ALL DISTURBED AREAS SHALL BE STABILIZED WITH SEED, SOD, OR ROCK BASE. REFER TO LANDSCAPE PLANS FOR MATERIALS.
12. ALL EROSION CONTROL MEASURES SHALL BE INSTALLED AND MAINTAINED IN ACCORDANCE WITH CITY, AND WATERSHED DISTRICT PERMITS.
13. THE CONTRACTOR SHALL MAINTAIN ALL EROSION CONTROL MEASURES, INCLUDING THE REMOVAL OF SILT IN FRONT OF SILT FENCES DURING THE DURATION OF THE CONSTRUCTION.
14. ANY EXCESS SEDIMENT IN PROPOSED BASINS SHALL BE REMOVED BY THE CONTRACTOR.
15. REMOVAL ALL EROSION CONTROL MEASURES AFTER VEGETATION IS ESTABLISHED.
16. THE CONTRACTOR SHALL REMOVE ALL SOILS AND SEDIMENT TRACKED ONTO EXISTING STREETS AND PAVED AREAS.
17. IF BLOWING DUST BECOMES A NUISANCE, THE CONTRACTOR SHALL APPLY WATER FROM A TANK TRUCK TO ALL CONSTRUCTION AREAS.
18. SWEEP ADJACENT STREET IN ACCORDANCE WITH CITY REQUIREMENTS.
19. PLACE EROSION CONTROL BLANKET ON ALL DISTURBED OR GRADED SLOPES EXCEEDING 4(H):1(V).

MAINTENANCE

ALL MEASURES STATED ON THIS PLAN SHALL BE MAINTAINED IN FULLY FUNCTIONAL CONDITION UNTIL NO LONGER REQUIRED FOR A COMPLETED PHASE OF WORK OR FINAL STABILIZATION OF THE SITE. MEASURES SHALL BE CHECKED BY A QUALIFIED PERSON IN ACCORDANCE WITH THE CONTRACT DOCUMENTS OR THE APPLICABLE PERMIT, WHICHEVER IS MORE STRINGENT, AND REPAIRED IN ACCORDANCE WITH THE FOLLOWING:

1. INLET PROTECTION DEVICES AND BARRIERS SHALL BE REPAIRED OR REPLACED IF THEY SHOW SIGNS OF UNDERMINING OR DETERIORATION.
2. ALL SEEDED AREAS SHALL BE CHECKED REGULARLY TO SEE THAT A GOOD STAND IS MAINTAINED. AREAS SHOULD BE FERTILIZED, WATERED, AND RESEEDED AS NEEDED. SILT FENCES SHALL BE REPAIRED TO THEIR ORIGINAL CONDITIONS IF DAMAGED.
3. SEDIMENT SHALL BE REMOVED FROM THE SILT FENCE WHEN IT REACHES ONE-THIRD THE HEIGHT OF THE SILT FENCE.
4. THE CONSTRUCTION EXITS SHALL BE MAINTAINED IN A CONDITION WHICH WILL PREVENT TRACKING OR FLOW OF MUD ONTO PUBLIC RIGHTS-OF-WAY. THIS MAY REQUIRE PERIODIC TOP DRESSING OF THE CONSTRUCTION EXITS AS CONDITIONS DEMAND.

ALERT TO SUBCONTRACTOR:

1. THE PRESENCE OF GROUNDWATER SHOULD BE ANTICIPATED ON THIS PROJECT. SUBCONTRACTORS BID SHALL INCLUDE CONSIDERATION FOR THIS ISSUE, WHEN PERFORMING GRADING OPERATIONS DURING PERIODS OF WET WEATHER, PROVIDE ADEQUATE DEWATERING, DRAINAGE AND GROUND WATER MANAGEMENT TO CONTROL MOISTURE OF SOILS.
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BEFORE CONSTRUCTION BEGINS
TWIN CITY AREA 651-454-0002

MILLENNIUM AT SOUTHDALE
4234 WEST 66TH STREET
EDINA, MN 55435

DLC

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f. 612.339.5582
www.esgarch.com

I hereby certify that this plan, specification, or report was prepared by me or under my direct supervision and that I am a duly licensed professional engineer under the laws of the state of Minnesota.

Signature

Printed Name Date

License #

NOT FOR CONSTRUCTION

PHASE 1 PLAN SET

No.	Description	Date

160755002
PROJECT NUMBER

RJ — DESIGNED BY
RAP — CHECKED BY

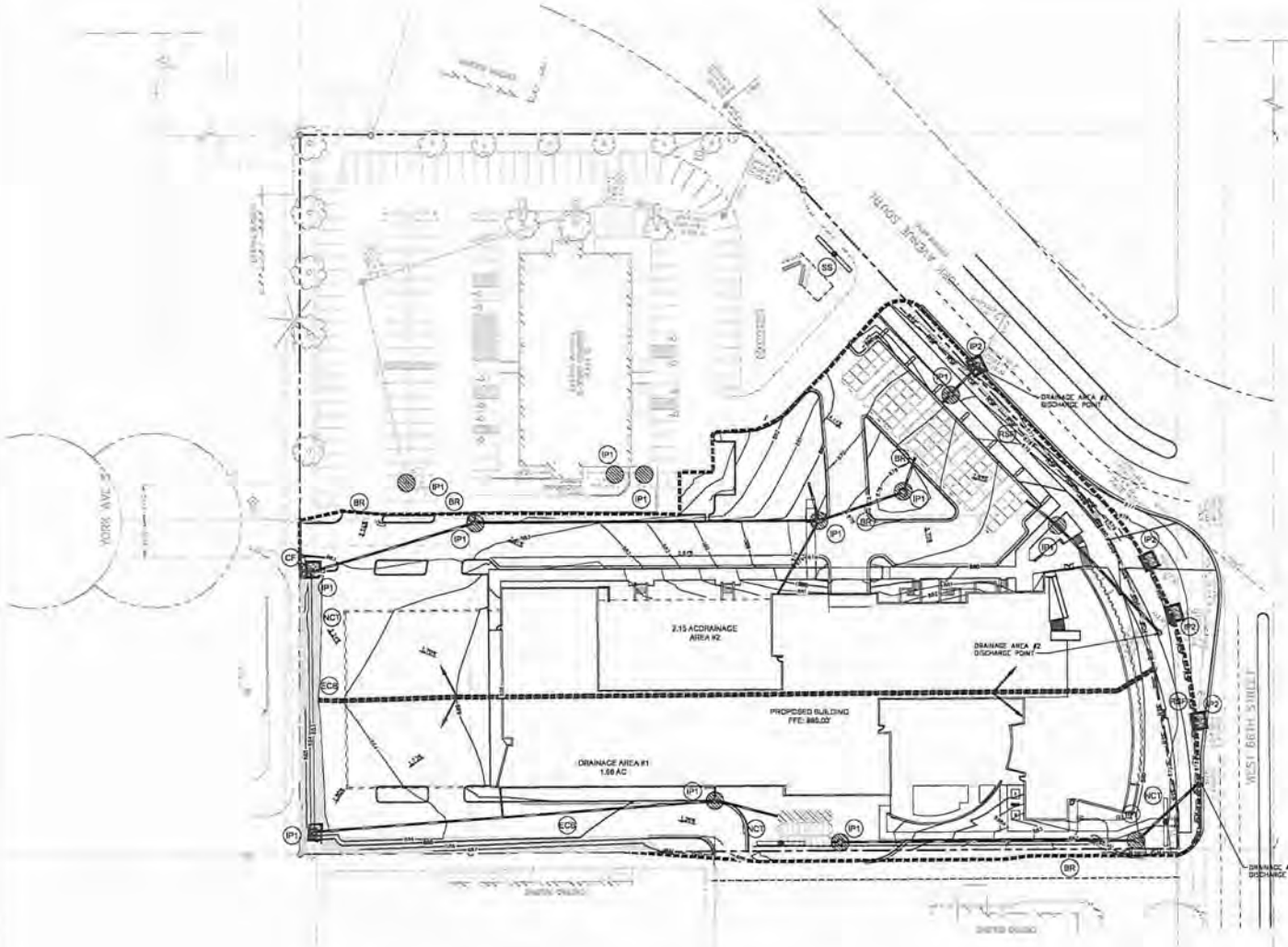
KEY PLAN

MILLENNIUM AT SOUTHDALE

EROSION CONTROL PLAN – PHASE 1 PRECONSTRUCTION

C2.1

PLANNING DEPARTMENT
JAN 22 RECD
CITY OF EDINA



EROSION LEGEND

- SWPPP INFORMATION SIGN
- NO CONSTRUCTION TRAFFIC SIGN
- INLET PROTECTION
- WIMCO INLET PROTECTION
- FILTREXX® SEDIMENT CONTROL
- TEMPORARY SILT FENCE
- EROSION CONTROL BLANKET
- CONSTRUCTION FENCE

SITE LEGEND

- PROPERTY LINE
- PROPOSED PHASE 1 LIMITS OF DISTURBANCE
- PROPOSED DRAINAGE AREA
- EXISTING MAJOR CONTOUR
- EXISTING MINOR CONTOUR
- FLOW/SLOPE ARROW
- EXISTING STORM SEWER
- EXISTING STORM SEWER MANHOLE
- EXISTING CURB INLET
- EXISTING GRATE INLET

AREA SUMMARY	
SITE AREA (PHASE 1)	133,976 SF
PROPOSED IMPERVIOUS (PHASE 1)	97,946 SF
PROPOSED PERVIOUS (PHASE 1)	35,930 SF
PERVIOUS IMPERVIOUS RATIO (PHASE 1)	2.762
LIMITS OF DISTURBANCE (PHASE 1)	163,700 SF

NORTH

GRAPHIC SCALE IN FEET
0 15 30 60

EROSION CONTROL PLAN NOTES

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19. PLACE EROSION CONTROL BLANKET ON ALL DISTURBED OR GRADED SLOPES EXCEEDING 4:1 V:.

MAINTENANCE:

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2. ALL SUBCONTRACTOR WORK TO BE COMPLETED (EARTHWORK, FINAL UTILITIES, AND FINAL GRADING) BY THE MILESTONE DATE IN PROJECT DOCUMENTS.

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GOPHER STATE CALL ONE
MN TOLL FREE 1-800-252-1166
BEFORE CONSTRUCTION BEGINS
TWIN CITY AREA 651-454-0002

PLANNING DEPARTMENT
JAN 22 REC'D
CITY OF EDINA

MILLENNIUM AT SOUTHDALE
3250 WEST 66TH STREET
EDINA, MN 55435

DLC

Kimley»Horn

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ellness swenson graham architects
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minneapolis minnesota 55415
p. 612.339.5508
f. 612.339.5382
www.esgarch.com

NOT FOR CONSTRUCTION

PHASE 1 PLAN SET

No.	Description	Date

160755002
PROJECT NUMBER
BJ | RAP
DRAWN BY | CHECKED BY
KEY PLAN

MILLENNIUM AT SOUTHDALE

EROSION CONTROL PLAN PHASE I

C2.2

MILLENNIUM AT SOUTHDALE

DLC

Kimley»Horn

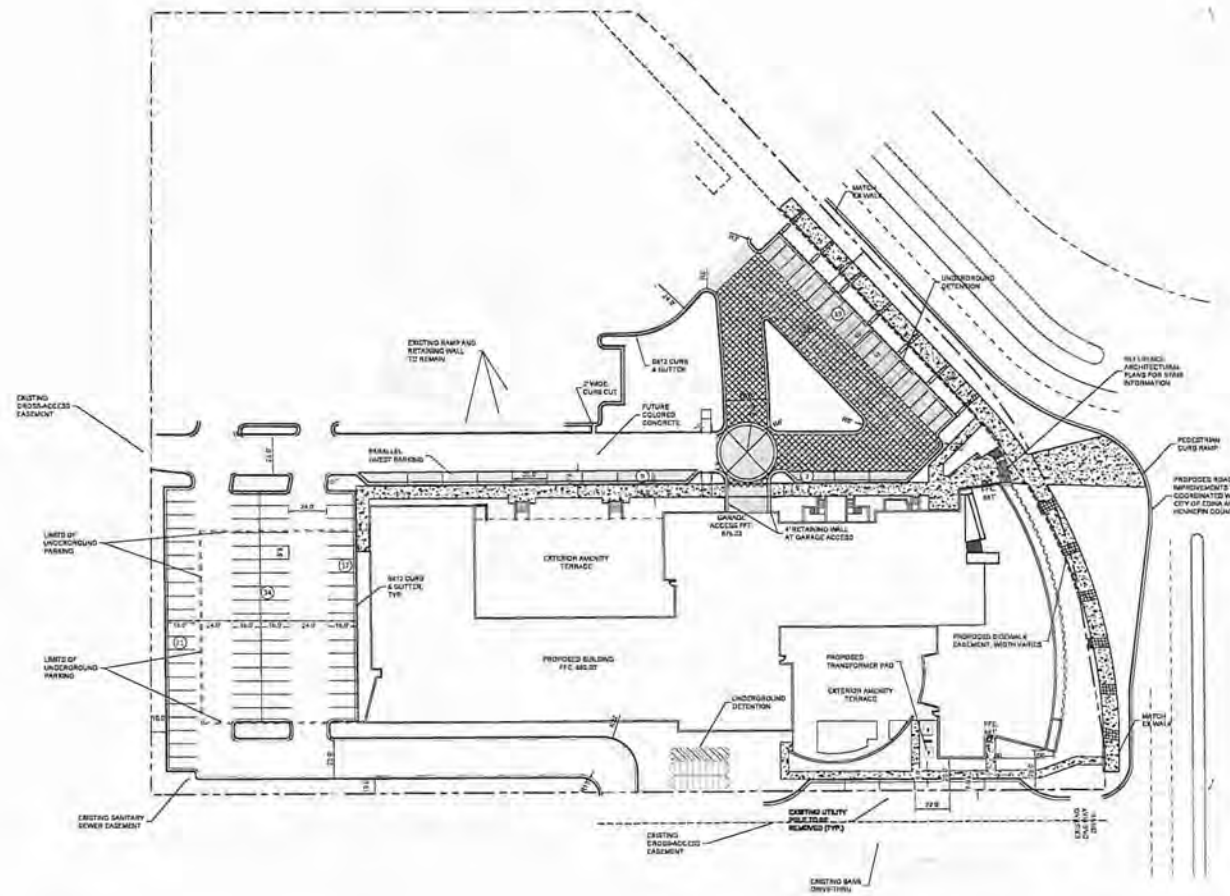
esg

elness swenson graham architects

500 washington avenue south
minneapolis, minnesota 55415
p. 612.339.5500
f. 612.339.5382
www.esgarch.com

NOT FOR CONSTRUCTION

PROPERTY SUMMARY (PHASE 1)	
66TH AND YORK	
TOTAL PROPERTY AREA	133,676 SF (3.07 AC)
TOTAL DISTURBED AREA	164,346 SF (3.76 AC)
PROPOSED IMPERVIOUS AREA	97,845 SF (2.25 AC)
PROPOSED POROUS AREA	35,826 SF (0.82 AC)
ZONING SUMMARY:	
EXISTING ZONING	RSD-1
PROPOSED ZONING	PUD
PARKING SETBACKS	SIDE/REAR = 10' ROAD = 20'
BUILDING SETBACKS	FRONT = 20' SIDE = 10' REAR = 100'



LEGEND

- PROPERTY LINE
- SETBACK LINE
- PROPOSED CURB AND GUTTER
- PROPOSED INTEGRALLY COLORED CONCRETE
- PROPOSED CONCRETE SIDEWALK
- PROPOSED STANDARD DUTY ASPHALT
- PROPOSED LIGHT DUTY ASPHALT

NORTH

GRAPHIC SCALE IN FEET
0 15 30 60

ALERT TO SUBCONTRACTOR:

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2. ALL SUBCONTRACTOR WORK TO BE COMPLETED (EARTHWORK, FINAL UTILITIES, AND FINAL GRADING) BY THE MILESTONE DATE IN PROJECT DOCUMENTS.

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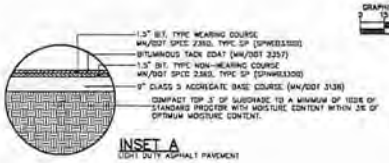
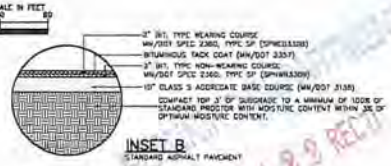
MN TOLL FREE 1-800-252-1166
BEFORE CONSTRUCTION BEGINS
TWIN CITY AREA 651-454-0002

SITE PLAN NOTES

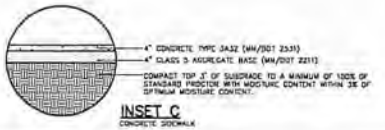
1. ALL WORK AND MATERIALS SHALL COMPLY WITH ALL CITY/COUNTY REGULATIONS AND DORSS AND S.S.P.A. STANDARDS.
2. CONTRACTOR SHALL REFER TO THE ARCHITECTURAL PLANS FOR EXACT LOCATIONS AND DIMENSIONS OF VESTIBULES, SLOPE PAVING, SIDEWALKS, CAT PORCHES, TRUCK DOCKS, PRECISE BUILDING DIMENSIONS AND EXACT BUILDING UTILITY ENTRANCE LOCATIONS.
3. ALL DISTURBED AREAS ARE TO RECEIVE FOUR INCHES OF TOPSOIL, SEED, MULCH AND WATER UNTIL A HEALTHY STAND OF GRASS IS ESTABLISHED.
4. ALL INNER CURBED RADII ARE TO BE 3' AND OUTER CURBED RADII ARE TO BE 10' UNLESS OTHERWISE NOTED, STRIPED RADII ARE TO BE 0'.
5. ALL DIMENSIONS AND RADII ARE TO THE FACE OF CURB UNLESS OTHERWISE NOTED.
6. EXISTING STRUCTURES WITHIN CONSTRUCTION LIMITS ARE TO BE ABANDONED, REMOVED OR RELOCATED AS NECESSARY. ALL COST SHALL BE INCLUDED IN BASE BID.
7. CONTRACTOR SHALL BE RESPONSIBLE FOR ALL RELOCATIONS, (UNLESS OTHERWISE NOTED ON PLANS) INCLUDING BUT NOT LIMITED TO, ALL UTILITIES, STORM DRAINAGE, SIGNS, TRAFFIC SIGNALS & POLES, ETC. AS REQUIRED. ALL WORK SHALL BE IN ACCORDANCE WITH GOVERNING AUTHORITIES REQUIREMENTS AND PROJECT SITE WORK SPECIFICATIONS AND SHALL BE APPROVED BY SUCH. ALL COST SHALL BE INCLUDED IN BASE BID.
8. SITE BOUNDARY, TOPOGRAPHY, UTILITY AND ROAD INFORMATION TAKEN FROM A SURVEY BY SAVBATEK, INC.
9. TOTAL LAND AREA IS 5.85 ACRES.



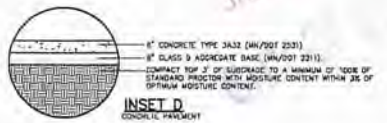
INSET A
LIGHT DUTY ASPHALT PAVEMENT



INSET B
STANDARD ASPHALT PAVEMENT



INSET C
CONCRETE SIDEWALK



INSET D
CONCRETE PAVEMENT

PHASE 1 PLAN SET

No.	Description	Date

160755002
PROJECT NUMBER
BJJ | KAP
DRAWN BY | CHECKED BY

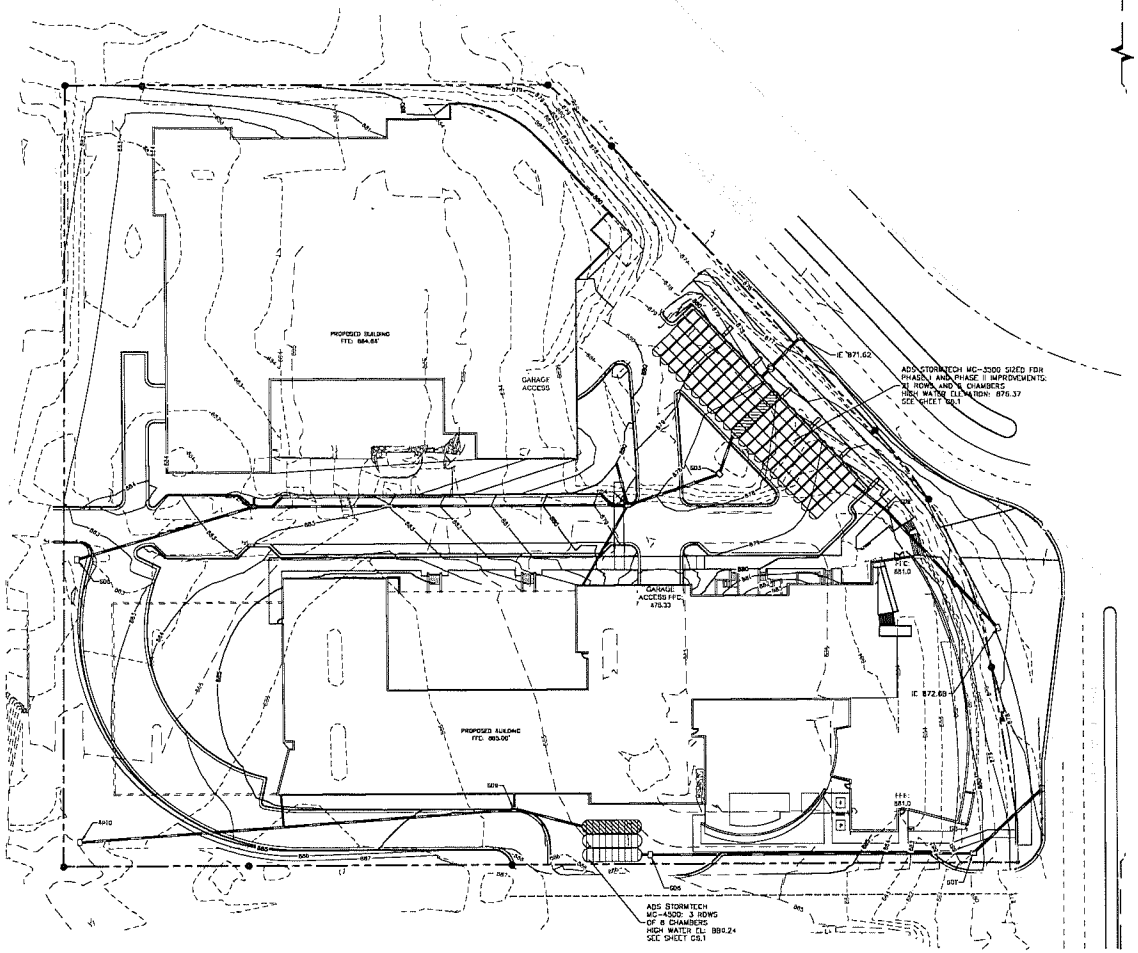
SITE PLAN

MILLENNIUM AT SOUTHDALE

SITE PLAN PHASE I

C3.1

PLANNING COMMISSION JAN 22 RECD



DRAINAGE SCHEDULE									
STRUCTURE NO.	STRUCTURE/ CASTING TYPE	RIM/GRATE ELEVATION	INVERT ELEVATION IN	PIPE SIZE IN	PIPE SLOPE IN	INVERT ELEVATION OUT	PIPE SIZE OUT	PIPE SLOPE OUT
EX 601	EXISTING CATCH BASIN	877.68	MH 871.43	15"	0.44%			
EX 602	EXISTING CATCH BASIN	877.68	NE 872.98	15"	0.50%			
501	DGS SCC DETAIL	878.04	MH 871.74	15"	0.80%	SE 871.44	15"	0.40%
502	DGS SCC DETAIL	874.58	NE 870.34	15"	0.50%	MH 870.17	15"	0.90%
503	TYPE 10C CATCH-BASIN PER FDNA DETAIL 230	877.50	N 871.88	15"	1.35%	E 870.74	15"	2.48%
504	TYPE 10C CATCH-BASIN PER FDNA DETAIL 230	878.33	W 874.81 MH 874.81 S 874.90	15" 12" 15"	1.26% 2.00% 2.00%	S 874.71	15"	1.26%
505	TYPE 10C CATCH-BASIN PER FDNA DETAIL 230	882.23	N 878.20 S 878.05	15" 15"	1.34% 1.00%	S 877.90	15"	1.25%
506	TYPE 18P CATCH BASIN PER FDNA DETAIL 226	882.83				S 879.67	15"	1.35%

DRAINAGE SCHEDULE								
STRUCTURE NO	STRUCTURE/ CASTING TYPE	IMMEDIATE ELEVATION	INVERT ELEVATION IN	PIPE SIZE IN	PIPE SLOPE IN	INVERT ELEVATION OUT	PIPE SIZE OUT	PIPE SLOPE OUT
EX 603	EXISTING CATCH BASIN	876.94	MH 872.53	15"	0.76%			
507	TYPE 10C CATCH-BASIN PER FDNA DETAIL 230	880.26	N 874.56	15"	5.90%	SE 872.86	15"	0.79%
508	DGS SCC DETAIL	880.37	N 875.20	15"	1.50%	S 875.02	15"	0.50%
509	TYPE 10C CATCH-BASIN PER FDNA DETAIL 230	880.21	N 875.25 S 875.40	15" 12"	5.90% 1.00%	S 875.18	15"	0.50%
510	TYPE 18P CATCH BASIN PER FDNA DETAIL 226	880.66				S 875.84	15"	0.50%

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2. ALL SUBCONTRACTOR WORK TO BE COMPLETED (EARTHWORK, FINAL UTILITIES, AND FINAL GRADING) BY THE MILESTONE DATE IN PROJECT DOCUMENTS.

ALL CONTRACTORS MUST CONTACT
GOPHER STATE CALL ONE
MN TOLL FREE 1-800-252-1166
BEFORE CONSTRUCTION BEGINS
TWIN CITY AREA 651-454-0002

1. ALL WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE CITY OF EDINA SPECIFICATIONS AND BUILDING PERMIT REQUIREMENTS.
2. CONTRACTOR TO CALL MINNESOTA COMMON CALL @ 800-320-1166 AT LEAST TWO WORKING DAYS PRIOR TO EXCAVATION/CONSTRUCTION FOR UTILITY LOCATIONS.
3. CONTRACTOR TO FIELD VERIFY THE LOCATIONS AND ELEVATIONS OF EXISTING UTILITIES AND TOPOGRAPHIC FEATURES PRIOR TO THE START OF SITE GRADING. THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE PROJECT ENGINEER OF ANY DISCREPANCIES OR VARIATIONS.
4. SUBGRADE EXCAVATION SHALL BE BACKFILLED IMMEDIATELY AFTER EXCAVATION TO HELP PREVENT ANY STABILITY PROBLEMS DUE TO WATER SEEPAGE OR STEEP SLOPES. WHEN PLACING NEW SURFACE MATERIAL ADJACENT TO EXISTING PAVEMENT, THE EXCAVATION SHALL BE BACKFILLED PROMPTLY TO AVOID UNDERMINING OF EXISTING PAVEMENT.
5. CONTRACTOR SHALL BE RESPONSIBLE FOR ALL HORIZONTAL AND VERTICAL CONTROL.
6. CONTRACTOR SHALL EXCAVATE DRAINAGE TRENCHES TO FOLLOW PROPOSED STORM SEWER ALIGNMENTS.
7. GRADES SHOWN ARE FINISHED GRADES. CONTRACTOR SHALL ROUGH GRADE TO SUBGRADE ELEVATION AND LEAVE DIRECT READY FOR SUBBASE.
8. ALL EXCESS MATERIAL, BITUMINOUS PAVEMENT, CONCRETE ITEMS, ANY ABANDONED UTILITY ITEMS, AND OTHER UNSTABLE MATERIALS SHALL BECOME THE PROPERTY OF THE CONTRACTOR AND SHALL BE DISPOSED OF OFF THE CONSTRUCTION SITE.
9. REFER TO THE UTILITY PLAN FOR SANITARY SEWER MAIN, WATER MAIN SERVICE LAYOUT AND ELEVATIONS AND CASTING / STRUCTURE SCHEDULE.
10. CONTRACTOR IS RESPONSIBLE FOR CONSTRUCTION OF PAVEMENTS AND CURB AND GUTTER WITH SMOOTH UNIFORM SLOPES WITH PROPER POSITIVE DRAINAGE.
11. INSTALL A MINIMUM OF 6" CLASS 5 AGGREGATE BASE UNDER CURB AND GUTTER.
12. UPON COMPLETION OF EXCAVATION AND FILLING, CONTRACTOR SHALL RESTORE ALL STREETS AND DISTURBED AREAS ON SITE. ALL DISTURBED AREAS SHALL BE REVEGETATED WITH CITY APPROVED GROUND COVER.
13. ALL SPOT ELEVATIONS SHOWN ARE TO FLOW LINE OF CURB OR GROUND LEVEL UNLESS NOTED OTHERWISE.

LEGEND
- PROPERTY LINE
- EXISTING CONTOUR
- PROPOSED CONTOUR
- PROPOSED MANHOLE
- PROPOSED CATCH BASIN
- PROPOSED STORM SEWER
- PROPOSED SPOT ELEVATION
- MATCH EXISTING ELEVATION
- FLOW SLOPE ARROW

GRAPHIC SCALE IN FEET
0 15 30 60

NOT FOR CONSTRUCTION

MILLENNIUM AT SOUTHDALE
3250 WEST 66TH STREET
EDINA, MN 55435

DLC RESIDENTIAL

Kimley»Horn
2550 UNIVERSITY AVE WEST, SUITE 238N
ST. PAUL, MN 55114
PHONE: 651-645-4197
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elness swenson graham architects
500 washington avenue south
minneapolis minnesota 55415
p. 612.339.3500
f. 612.339.3382
www.esgarch.com

I hereby certify that this plan, specification, or report was prepared by me or under my direct supervision and that I am a duly licensed professional engineer under the laws of the state of Minnesota.
Signature
License # Date

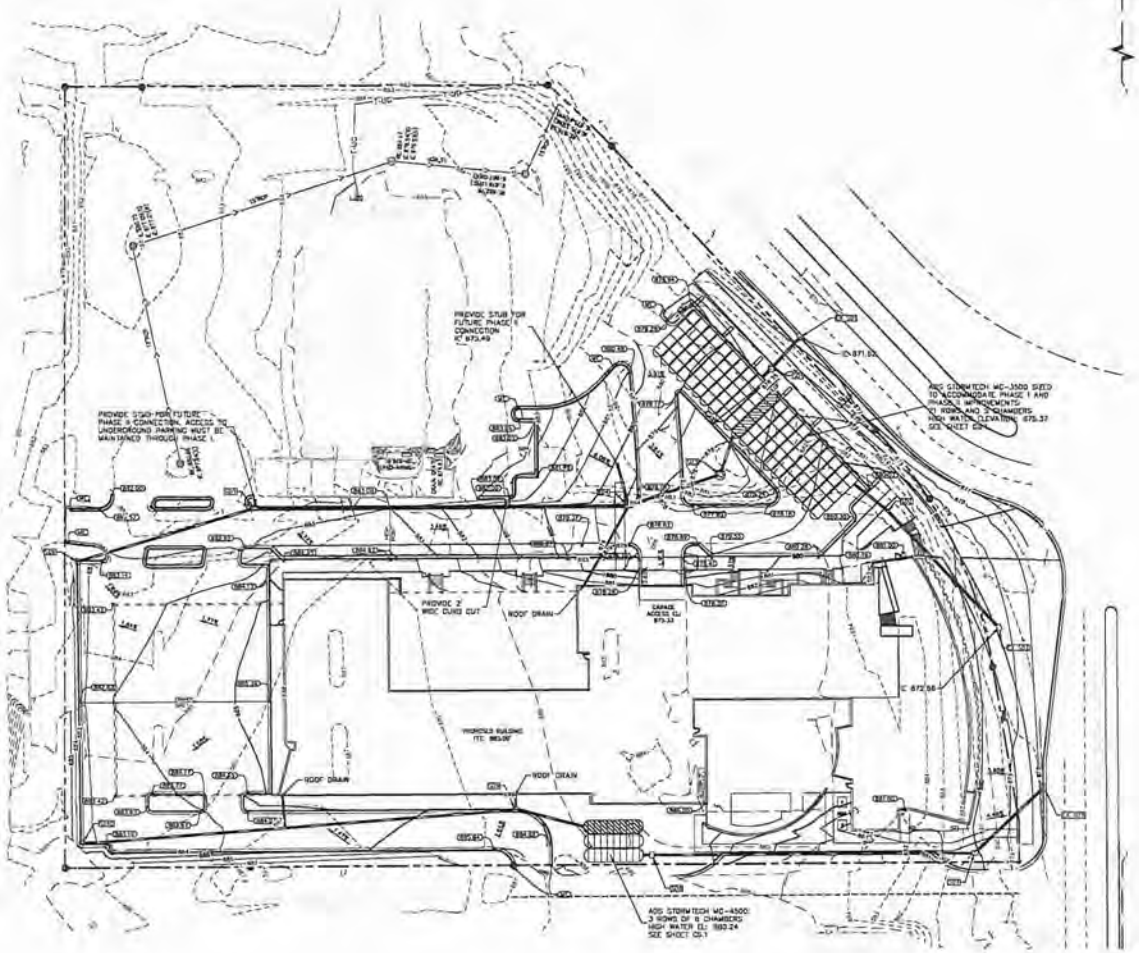
PHASE 1 PLAN SET

No.	Description	Date

160755002
PROJECT NUMBER
BJJ RAP
DRAWN BY CHECKED BY
KEY PLAN

MILLENNIUM AT SOUTHDALE

OVERALL GRADING AND DRAINAGE PLAN
C4.1



LEGEND

- PROPERTY LINE
- EXISTING CONTOUR
- PROPOSED CONTOUR
- PROPOSED MANHOLE
- PROPOSED CATCH BASIN
- PROPOSED STORM SEWER
- PROPOSED SPOT ELEVATION
- MATCH EXISTING ELEVATION
- FLOW DIRECTION ARROW
- GRADE BREAK

GRAPHIC SCALE IN FEET
0 15 30 60

NOT FOR CONSTRUCTION

DRAINAGE SCHEDULE

STRUCTURE NO.	STRUCTURE/ CASTING TYPE	HEADWATER ELEVATION	RIM/GRATE ELEVATION	INVERT IN	INVERT OUT	PIPE SIZE
CB 201	CASTING CATCH BASIN	878.84	RIM 879.63	12"	0.74%	
CB 202	CASTING CATCH BASIN	878.42	RIM 879.48	12"	0.66%	
1001	4000 SQ. DRAIN	878.78	GRATE 879.78	12"	0.48%	12"
1002	4000 SQ. DRAIN	878.68	GRATE 879.68	12"	0.47%	12"
1003	TYPE 'SD' CATCH BASIN W/ 4' SUMP	879.05	RIM 880.05	18"	1.00%	18"
1004	TYPE 'SD' CATCH BASIN W/ 4' SUMP	879.53	RIM 880.53	18"	1.00%	18"
1005	TYPE 'SD' CATCH BASIN W/ 4' SUMP	880.01	RIM 881.01	18"	1.00%	18"
1006	TYPE 'SD' CATCH BASIN W/ 4' SUMP	880.85				

DRAINAGE SCHEDULE

STRUCTURE NO.	STRUCTURE/ CASTING TYPE	HEADWATER ELEVATION	RIM/GRATE ELEVATION	INVERT IN	INVERT OUT	PIPE SIZE
FES 2001	CASTING CATCH BASIN	878.84	RIM 879.63	12"	0.74%	
SCH	TYPE 'SD' CATCH BASIN W/ 4' SUMP	880.19	879.63	12"	0.50%	12"
SCH	4000 SQ. DRAIN	880.21	879.63	12"	1.00%	12"
SCH	TYPE 'SD' CATCH BASIN W/ 4' SUMP	880.22	879.78	12"	0.50%	12"
SCH	TYPE 'SD' CATCH BASIN W/ 4' SUMP	880.87	880.53	18"	1.00%	18"

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3. CONTRACTOR TO FIELD VERIFY THE LOCATIONS AND ELEVATIONS OF EXISTING UTILITIES AND TOPOGRAPHIC FEATURES PRIOR TO THE START OF SITE GRADING. THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE PROJECT ENGINEER OF ANY DISCREPANCIES OR VARIATIONS.
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9. REFER TO THE UTILITY PLAN FOR SANITARY SEWER MAIN, WATER MAIN SERVICE LAYOUT AND ELEVATIONS AND CASTING / STRUCTURE SCHEDULE.
10. CONTRACTOR IS RESPONSIBLE FOR CONSTRUCTION OF PAVEMENTS AND CURB AND GUTTER WITH SMOOTH UNIFORM GRADES WITH PROPER POSITIVE DRAINAGE.
11. INSTALL A MINIMUM OF 9" CLASS 5 AGGREGATE BASE UNDER CURB AND GUTTER.
12. UPON COMPLETION OF EXCAVATION AND FILLING, CONTRACTOR SHALL RESTORE ALL STREETS AND DISTURBED AREAS ON SITE. ALL DISTURBED AREAS SHALL BE RE-VEGETATED WITH CITY APPROVED GROUND COVER.
13. ALL SPOT ELEVATIONS SHOWN ARE TO FLOW LINE OF CURB OR GROUND LEVEL UNLESS NOTED OTHERWISE.
14. SEE SHEET C5.2 FOR UTILITY CROSSING INFORMATION.
15. PROVIDE 3" THICK INSULATION OVER ROOF DRAIN LATERALS UNDER 5' OF COVER. COORDINATE LOCATION OF ROOF DRAINS WITH ARCHITECTURAL PLANS.

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DLC

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I hereby certify that this plan, specification, or report was prepared by me or under my direct supervision and that I am a duly licensed professional engineer under the laws of the state of Minnesota.

Signature

Printed Name

License No. Date

PHASE 1 PLAN SET

No.	Description	Date

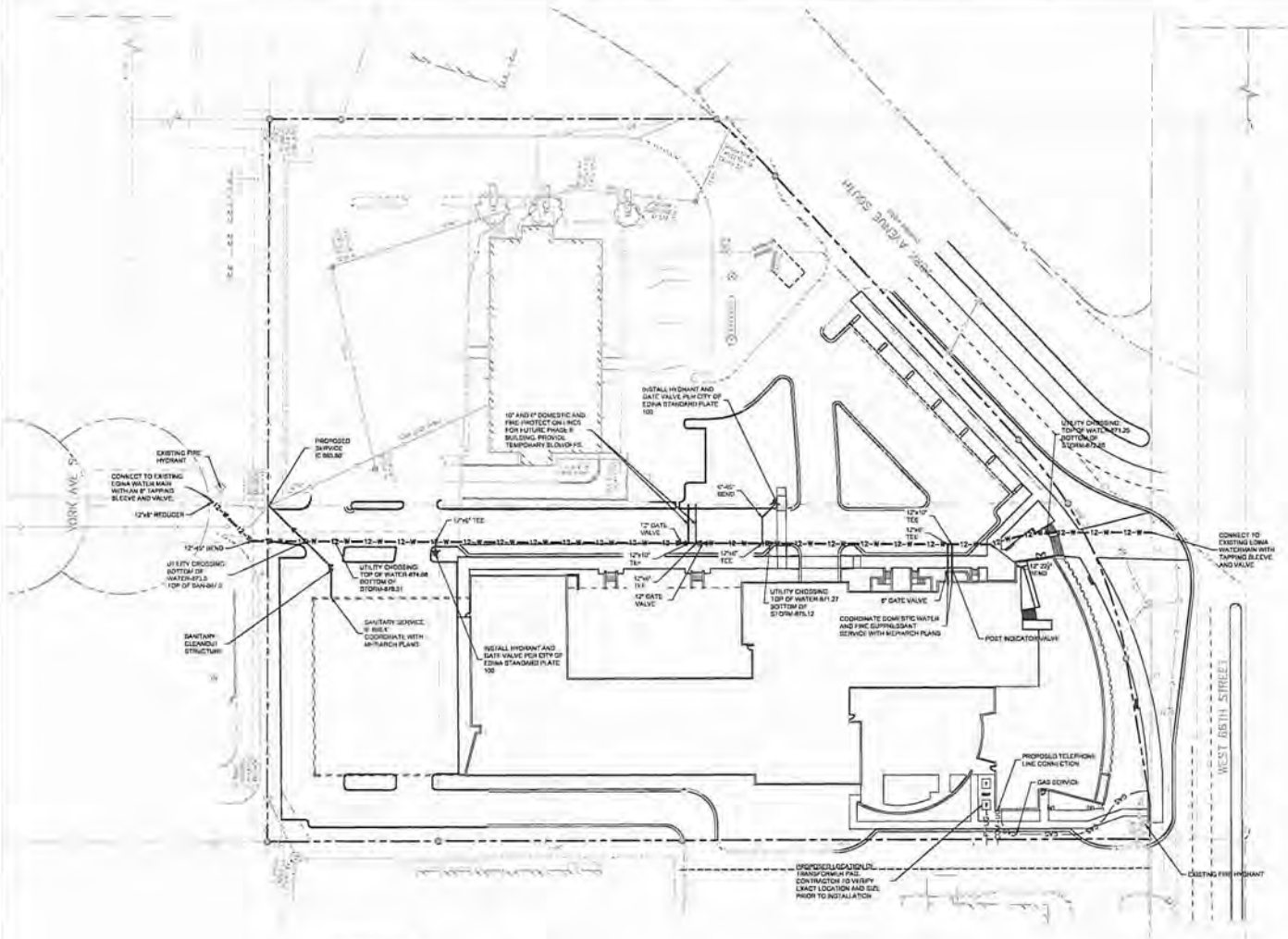
160755002
PROJECT NUMBER
BJJ RAP
Drawn By Checked By

KEY PLAN

MILLENNIUM AT SOUTHDALE

GRADING AND DRAINAGE PLAN PHASE I

C4.2



UTILITY LEGEND

- PROPOSED REDUCER
- PROPOSED TEE
- PROPOSED GATE VALVE
- PROPOSED HYDRANT
- PROPOSED MANHOLE (STORM OR SANITARY)
- PROPOSED CATCH BASIN
- PROPOSED WATERMAIN
- PROPOSED SANITARY SEWER
- PROPOSED STORM SEWER
- PROPOSED STORM SEWER
- P-UG — PROPOSED UNDERGROUND ELECTRIC
- COM-UC — PROPOSED TELEPHONE
- GAS — PROPOSED GAS MAIN

NORTH

GRAPHIC SCALE IN FEET
0 15 30 60

UTILITY PLAN NOTES

1. ALL FILL MATERIAL IS TO BE IN PLACE, AND COMPACTED BEFORE INSTALLATION OF PROPOSED UTILITIES.
2. SANITARY SEWER PIPE SHALL BE AS FOLLOWS:
   8" PVC SDR35 PER ASTM D 3034, FOR PIPES LESS THAN 12' DEEP
   8" PVC SDR26 PER ASTM D 3034, FOR PIPES MORE THAN 12' DEEP
   8" PVC SCHEDULE 40
   DUCTILE IRON PIPE PER AWWA C150
   8" HDPE DR11/CLASS 200 PER ASTM D 1248 FOR HORIZONTAL DIRECTIONALLY DRILLED PIPE
3. WATER LINES SHALL BE AS FOLLOWS:
   12" AND SMALLER, CLASS 52 DUCTILE IRON PIPE OR PVC C900
   ALL DIP WATER LINES SHALL BE WRAPPED IN 8 MIL MIN. POLYWRAP
4. MINIMUM TRENCH WIDTH SHALL BE 2 FEET.
5. ALL WATER JOINTS ARE TO BE MECHANICAL JOINTS WITH THRUST BLOCKING PER DETAIL.
6. ALL UTILITIES SHOULD BE KEPT TEN (10) APART (PARALLEL) OR WHEN CROSSING 18" VERTICAL CLEARANCE). (OUTSIDE, LOOK OF PIPE, TO OUTSIDE, LOOK OF PIPE).
7. CONTRACTOR SHALL MAINTAIN A MINIMUM OF 8 FEET AND MAXIMUM OF 10 FEET OF COVER ON ALL WATER LINES, VALVES, SERVICES, ETC.
8. IN THE EVENT OF A VERTICAL CONFLICT BETWEEN WATER LINES, SANITARY LINES, STORM LINES AND GAS LINES (EXISTING AND PROPOSED), THE SANITARY LINE SHALL BE SDR-35 OR C900 WITH MECHANICAL JOINTS AT LEAST 10 FEET ON BOTH SIDES OF CROSSING, THE WATER LINE SHALL HAVE MECHANICAL JOINTS WITH APPROPRIATE THRUST BLOCKING AS REQUIRED TO PROVIDE A MINIMUM OF 18" CLEARANCE, MEETING REQUIREMENTS OF ANSI A21.10 ON ANSI 21.11 (AWWA C-151) (CLASS 50).
9. LINES UNDER ROADWAY SHALL BE INSTALLED, INSPECTED AND APPROVED BEFORE BACKFILLING.
10. TOPS OF EXISTING MANHOLES SHALL BE RAISED AS NECESSARY TO BE FLUSH WITH PROPOSED PAVEMENT ELEVATIONS, AND TO BE ONE FOOT ABOVE FINISHED GROUND ELEVATIONS, IN GREEN AREAS, WITH WATERTIGHT LIDS.
11. ALL CONCRETE FOR ENCASEMENTS SHALL HAVE A MINIMUM 28 DAY COMPRESSION STRENGTH AT 3000 P.S.I.
12. EXISTING UTILITIES SHALL BE VERIFIED IN FIELD PRIOR TO INSTALLATION OF ANY NEW LINES.
13. REFER TO INTERIOR PLUMBING DRAWINGS FOR TIE-IN OF ALL UTILITIES.
14. CONTRACTOR IS RESPONSIBLE FOR COMPLYING TO THE SPECIFICATIONS OF THE LOCAL AUTHORITIES (EDINA) WITH REGARDS TO MATERIALS AND INSTALLATION OF THE WATER AND SEWER LINES.
15. THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT THE LOCATION AND/OR ELEVATION OF EXISTING UTILITIES AS SHOWN ON THESE PLANS IS BASED ON RECORDS OF THE VARIOUS UTILITY COMPANIES, AND WHERE POSSIBLE, MEASUREMENTS TAKEN IN THE FIELD. THE INFORMATION IS NOT TO BE RELIED ON AS BEING EXACT OR COMPLETE. THE CONTRACTOR MUST CALL THE APPROPRIATE UTILITY COMPANIES AT LEAST 72 HOURS BEFORE ANY EXCAVATION TO REQUEST EXACT FIELD LOCATION OF UTILITIES. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO RELOCATE ALL EXISTING UTILITIES WHICH CONFLICT WITH THE PROPOSED IMPROVEMENTS SHOWN ON THE PLANS.
16. CONTRACTOR IS RESPONSIBLE FOR ALL NECESSARY INSPECTIONS AND/OR CERTIFICATIONS REQUIRED BY CODES AND/OR UTILITY SERVICE COMPANIES.
17. CONTRACTOR SHALL COORDINATE WITH ALL UTILITY COMPANIES FOR INSTALLATION REQUIREMENTS AND SPECIFICATIONS.
18. ALL WATERMAIN STUBOUTS SHALL BE MECHANICALLY RESTRAINED WITH REACTION BLOCKING.
19. UTILITY AND MECHANICAL CONTRACTORS SHALL COORDINATE INSTALLATION OF SEWER SERVICES ALL THE WAY INTO THE BUILDING TO ACCOMMODATE CITY INSPECTION AND TESTING.
20. USE STANDARD SHORT CONE MANHOLES, NO STEPS ARE ALLOWED.
21. ALL COMPONENTS OF WATER SYSTEM, UP TO THE WATER METER OR FIRE SERVICE EQUIPMENT, I.E. MAINLINE PIPES, SERVICES LARGER THAN 2", VALVES, FITTINGS, CAPS, ETC.) SHALL UTILIZE PROTECTIVE INTERNAL COATINGS MEETING CURRENT AWWA/NSF STANDARDS FOR CEMENT MORTAR LINING OR EPOXY COATING. THE USE OF UNLINED OR UNCOATED (CAST-IRON, DRAY-IRON, STEEL, GALVANIZED, ETC.) PIPE SHALL NOT BE ALLOWED.
22. TAPS OF LIVE WATER MAINS TO BE DONE BY CITY FORCES, HOWEVER THEY SHALL BE PAID FOR AND COORDINATED BY THE CONTRACTOR.
23. NON-PVC CONNECTIONS INTO ALL CONCRETE STRUCTURES SHALL BE MADE WITH WATER TIGHT MATERIALS, UTILIZING AN A-LOK OR WATERSTOP GASKET OR BOOT, CAST-IN-PLACE RUBBER BOOT, OR APPROVED EQUAL, WHERE THE ALIGNMENT PRECLUDES THE USE OF THE ABOVE APPROVED WATERTIGHT METHODS, CONSEAL 251 WATERSTOP SEALANT, OR APPROVED EQUAL WILL ONLY BE ALLOWED AS APPROVED BY THE ENGINEER.

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MILLENNIUM AT SOUTHDALE
3250 WEST 66TH STREET
EDINA, MN 55435

D L C

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minneapolis minnesota 55415
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I hereby certify that this plan, specification, or report was prepared by me or under my direct supervision and that I am a duly licensed professional engineer under the laws of the state of Minnesota.

Signature

Printed Name Date

NOT FOR CONSTRUCTION

PHASE 1 PLAN SET

No.	Description	Date

160755002
PROJECT NUMBER

BJJ DRAWN BY RAP CHECKED BY

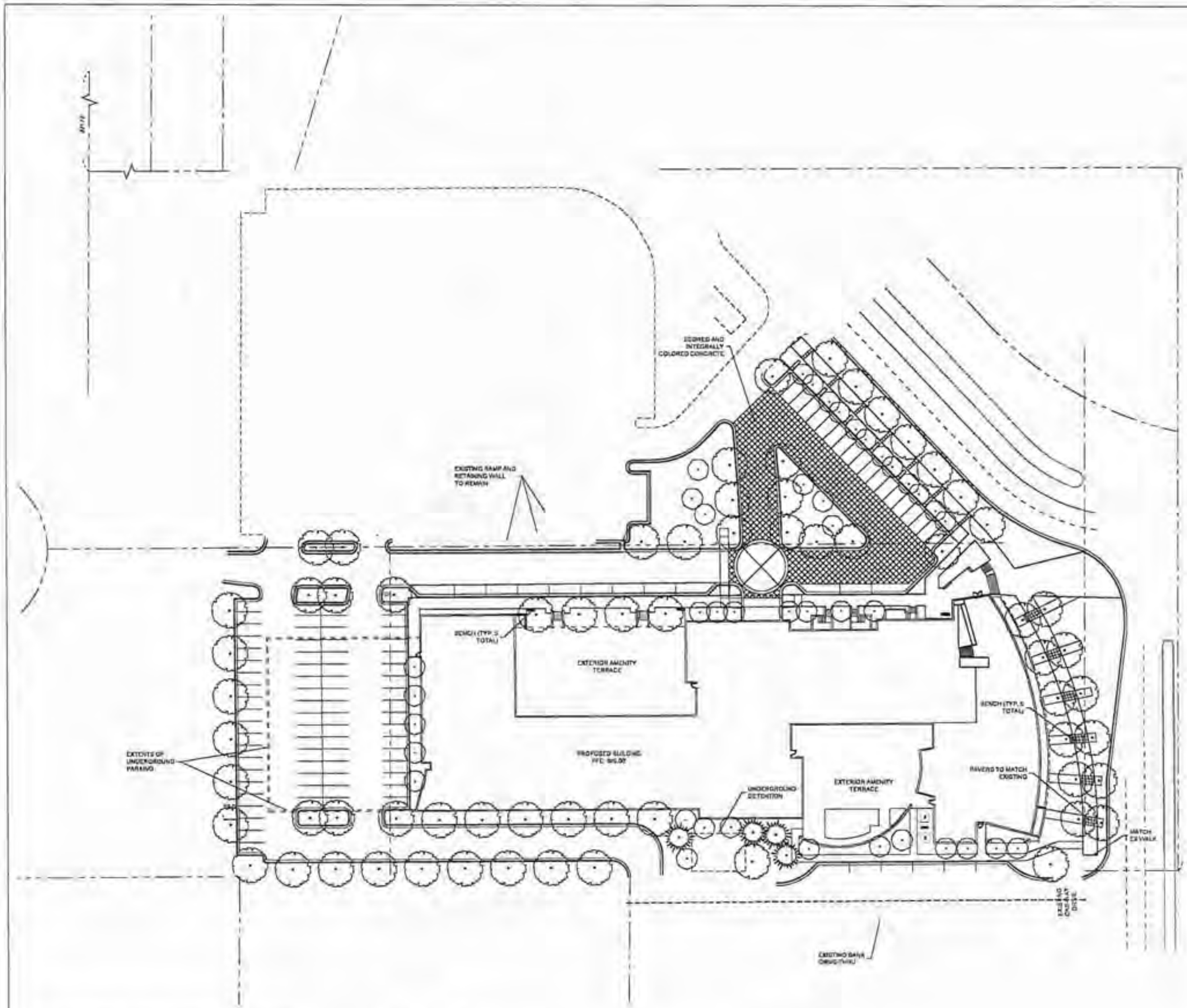
KEY PLAN

MILLENNIUM AT SOUTHDALE

UTILITY PLAN PHASE I

C5.1

JAN 22 RECD



LANDSCAPE REQUIREMENTS	
NUMBER OF TREES REQUIRED (SITE PERIMETER DIVIDED BY 40)	41
NUMBER OF TREES PROPOSED	75

NOTE: CALCULATIONS EXCLUDE PARCEL 1 WHICH WILL BE CAPTURED IN PHASE 2 PLANS

PRELIMINARY PLANT SCHEDULE

SYMBOL	QTY	COMMON NAME	SIZE	ROOT
OVERSTORY TREE	27	SWAMP WHITE OAK	2.5" CAL.	B&B
		COMMON HACKBERRY	2.5" CAL.	B&B
		ACCOLADE ELM	2.5" CAL.	B&B
		AUTUMN BLAZE MAPLE	2.5" CAL.	B&B
		CRIMSON SPIRE OAK	2.5" CAL.	B&B
		BOULEVARD LINDEN	2.5" CAL.	B&B
SMALL/ORNAMENTAL TREE	41	DAKOTA PINNACLE BIRCH	#20	CONT.
		IVORY SILK LILAC	1.5" CAL.	B&B
		SHOWY MOUNTAIN ASH	#20	CONT.
		PURPLE PRINCE CRABAPPLE	1.5" CAL.	B&B
		AUTUMN BRILLIANCE SERVICEBERRY	1.5" CAL.	B&B
EVERGREEN TREE	4	BLACK HILLS SPRUCE	6' HT.	B&B
SHRUB/ PERENNIAL MASSING	-	VIBURNUM	#3	CONT.
		DWARF BUSH HONEYSUCKLE	#3	CONT.
		DOGWOOD	#3	CONT.
		LILAC	#3	CONT.
		SPIREA	#3	CONT.
		MINT JULEP JUNIPER	#3	CONT.
		HYDRANGEA	#3	CONT.
		ROSE	#3	CONT.
		SUMAC	#3	CONT.
		KARL FOERSTER GRASS	#1	CONT.
		CATMINT	#1	CONT.
		CREEPING PHLOX	#1	CONT.
		PURPLE CONEFLOWER	#1	CONT.
		DAYLILY	#1	CONT.

ALERT TO SUBCONTRACTOR:

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TWIN CITY AREA 651-454-0002

LANDSCAPE NOTES

1. ALL LANDSCAPED AREAS ARE TO RECEIVE A MINIMUM OF 4" OF TOPSOIL.
2. INSTALL PLANT MATERIAL ONCE FINAL GRADING AND CONSTRUCTION HAS BEEN COMPLETED IN THE IMMEDIATE AREA.
3. ALL PLANT MATERIAL SHALL BE HEALTHY, VIGOROUS, AND FREE OF PESTS AND DISEASE.
4. ALL PLANT MATERIAL SHALL BE CONTAINER GROWN OR BALLED AND BURLAPPED AS INDICATED IN THE PLANT LIST.
5. ALL TREES SHALL HAVE A STRAIGHT TRUNK AND FULL HEAD AND MEET ALL REQUIREMENTS SPECIFIED.
6. ALL MATERIALS ARE SUBJECT TO THE APPROVAL OF THE LANDSCAPE ARCHITECT BEFORE, DURING, AND AFTER INSTALLATION.
7. CONTRACTOR SHALL LOCATE ALL EXISTING UNDERGROUND UTILITIES AND NOTIFY LANDSCAPE ARCHITECT OF ANY CONFLICTS. CONTRACTOR SHALL EXERCISE CAUTION WHEN WORKING IN THE VICINITY OF UNDERGROUND UTILITIES.
8. CONTRACTOR SHALL BE RESPONSIBLE FOR DELIVERY, SCHEDULE AND PROTECTION BETWEEN DELIVERY AND PLANTING TO MAINTAIN HEALTHY PLANT CONDITIONS.
9. ANY PLANT MATERIAL WHICH IS DISEASED, DISTRESSED, DEAD, OR REJECTED (PRIOR TO SUBSTANTIAL COMPLETION) SHALL BE PROMPTLY REMOVED FROM THE SITE AND REPLACED WITH MATERIAL OF THE SAME SPECIES, QUANTITY, AND SIZE AND MEETING ALL PLANT LIST SPECIFICATIONS.
10. STANDARDS SET FORTH IN "AMERICAN STANDARD FOR NURSERY STOCK" REPRESENT GUIDELINE SPECIFICATIONS ONLY AND SHALL CONSTITUTE MINIMUM QUALITY REQUIREMENTS FOR PLANT MATERIAL.
11. WHERE SHOWN ON THE PLANS AND DETAILS, PLANTING BEDS ARE TO BE COMPLETELY COVERED WITH A DOUBLE-SHREDDED HARDWOOD MULCH FROM A LOCAL SOURCE HARVESTED IN A SUSTAINABLE MANNER TO A MINIMUM DEPTH OF 4".
12. ALL PLANT MATERIAL QUANTITIES SHOWN ARE APPROXIMATE. CONTRACTOR SHALL BE RESPONSIBLE FOR COMPLETE COVERAGE OF ALL PLANTING BEDS AT SPACING SHOWN.
13. INSTALL LAWN SOD IN ALL DISTURBED AREAS UNLESS NOTED OTHERWISE.
14. INSTALL STEEL EDGER (BLACK) WHERE PLANTING BEDS MEET SOD/SEED AREAS.
15. INSTALL 18" DEPTH OF PLANTING SOIL IN AREAS RECEIVING GROUND COVER, SHRUBS, & PERENNIALS UNLESS OTHERWISE NOTED.
16. EXISTING TREES OR SIGNIFICANT SHRUB MASSINGS FOUND ON SITE SHALL BE PROTECTED AND SAVED UNLESS NOTED TO BE REMOVED OR ARE LOCATED IN AN AREA TO BE GRADED. QUESTIONS REGARDING EXISTING PLANT MATERIAL SHALL BE BROUGHT TO THE ATTENTION OF THE LANDSCAPE ARCHITECT PRIOR TO REMOVAL.
17. SYMBOLS ON PLAN DRAWING TAKE PRECEDENCE OVER SCHEDULES IF DISCREPANCIES IN QUANTITIES EXIST. SPECIFICATIONS AND DETAILS TAKE PRECEDENCE OVER NOTES.

MILLENNIUM AT SOUTHDALE

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PHASE 1 PLAN SET

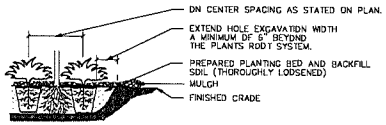
No. Description Date

160755002
PROJECT NUMBER
BJJ RAP
DRAWN BY CHECKED BY

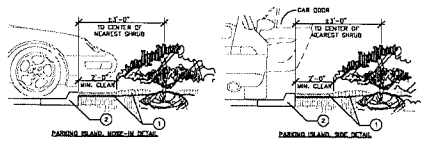
MILLENNIUM AT SOUTHDALE

LANDSCAPE PLAN

L1.0

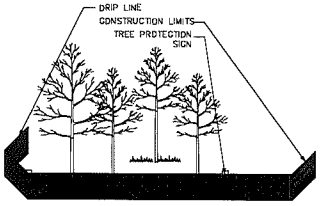


PLANTING DETAIL FOR MASS PLANTING BEDS



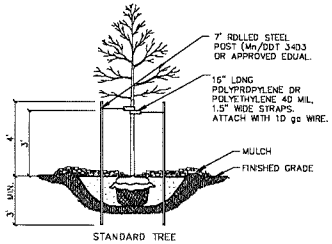
1. INSTALL CONTINUOUS MULCH BED ADJACENT TO PARKING SPACES AS SHOWN. MULCH SHALL BE MIN. 4" DEEP. NO POP-UP IRRIGATION HEADS SHALL BE LOCATED WITHIN 24" OF A PARKING SPACE ON ANY SIDE.
2. CURB OR PARKING LOT EDGE.

PARKING SPACE/CURB PLANTING



FURNISH AND INSTALL TEMPORARY FENCE AT THE TREE'S DRIPLINE OR CONSTRUCTION LIMITS AS SPECIFIED, PRIOR TO ANY CONSTRUCTION. WHEN POSSIBLE PLACE FENCE 25 FEET BEYOND THE DRIP LINE. PLACE PROTECTION SIGNS ALONG FENCE AT 20' INTERVALS.

TEMPORARY PROTECTION FENCE PLACEMENT DETAIL



STANDARD TREE

NOTES:
1. STEEL POSTS TO BE NOTCHED OR DRILLED TO RETAIN GUY WIRES. PLACE OUTSIDE OF ROOT BALL. DRIVE PLUMB REGARDLESS OF GROUND SLOPE.
2. REQUESTS TO SUBSTITUTE RUBBER HOSE AND WIRE GUYING SYSTEMS WILL NOT BE APPROVED.
3. TREE STAKING IS NOT REQUIRED UNLESS SPECIFIED OR NECESSARY TO MAINTAIN TREES IN A PLUMB CONDITION WHERE VANDALISM, SOIL, OR WIND CONDITIONS ARE A PROBLEM, OR AS REQUESTED BY THE ENGINEER.
4. REMOVE AFTER ONE YEAR.

TREE STAKING / GUYING DETAIL

ALERT TO SUBCONTRACTOR:
1. THE PRESENCE OF GROUNDWATER SHOULD BE ANTICIPATED ON THIS PROJECT. SUBCONTRACTOR'S BID SHALL INCLUDE CONSIDERATION FOR THIS ISSUE. WHEN PERFORMING GRADING OPERATIONS DURING PERIODS OF WET WEATHER, PROVIDE ADEQUATE DEWATERING, DRAINAGE AND GROUND WATER MANAGEMENT TO CONTROL MOISTURE OF SOILS.
2. ALL SUBCONTRACTOR WORK TO BE COMPLETED (EARTHWORK, FINAL UTILITIES, AND FINAL GRADING) BY THE MILESTONE DATE IN PROJECT DOCUMENTS.

ALL CONTRACTORS MUST CONTACT
GOPHER STATE CALL ONE
MN TOLL FREE 1-800-252-1166
BEFORE CONSTRUCTION BEGINS
TWIN CITY AREA 651-454-0002

JAN 22 REC'D

MILLENNIUM AT SOUTHDALE
3250 WEST 66TH STREET
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PHASE 1
PLAN SET

No.	Description	Date

160755002
PROJECT NUMBER

BJJ CHAWN BY RAP CHECKED BY

KEY PLAN

MILLENNIUM AT SOUTHDALE

LANDSCAPE DETAILS

L1.1

ILLUSTRATIVE MASTER PLAN

SITE DATA	PHASE 1	PHASE 2	TOTAL
Site Area	Parcels 2 and 3 3.071 ac 133,816 sf	Parcel 1 2.538 ac 110,574 sf	5.65 ac 246,250 sf
New Residential Development			
Building Area	253,000 sf	188,260 sf	421,260 sf
Residential FAR	1.40	1.49	1.77
Number of Units	221	140	275
Number of Bedrooms	228	219	548
Residential Density (dwl/acre)	33.4	57.4	86.4
Building Height	6 floors over parking Steps at 3, 4 and 5 72 feet	5/4 floors over parking Steps at 3 and 4 61 feet	
Surface Parking Residential	35 cars	11 cars	44 cars
Secure Parking	253 cars	249 cars	502 cars
Total Residential Parking	341 cars	260 cars	651 cars
Parking Ratio	1/bedroom <50	1/bedroom <50	1/bedroom > 105
Existing Office Building			
Building Area	62,074 sf	na	na
Surface Parking-Parcel 1	150 cars	na	na
Surface Parking-Parcel 3	72 cars		
Secure Parking	28 cars (est.)		
Total parking	250 cars		
Parking Ratio	4.20 cars/1,000 sf	na	na
Parking on Parcel 2 dedicated to Phase 1	30 (1 10 cars	20 cars	20 cars

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ILLUSTRATIVE MASTER PLAN & DATA – PHASES 1 & 2

A0.0a

DRIVEWAY AT WEST PROPERTY LINE

BRICK SIDEWALK WITH BOULEVARD AT SOUTHWEST CORNER OF SITE

YORK AVENUE - LOOKING SOUTH AT INTERSECTION

NORTHWEST PORTION OF SITE - LOOKING NORTH

EXISTING PARKING RAMP AT TITUS BUILDING

YORK AVENUE - LOOKING SOUTH

YORK AT 55TH AVE - LOOKING SOUTHWEST

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SITE IMAGES

A0.1a

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PHASE 2

COMMON

1 LEVEL P1 PLAN - PHASE 1 & PHASE 2

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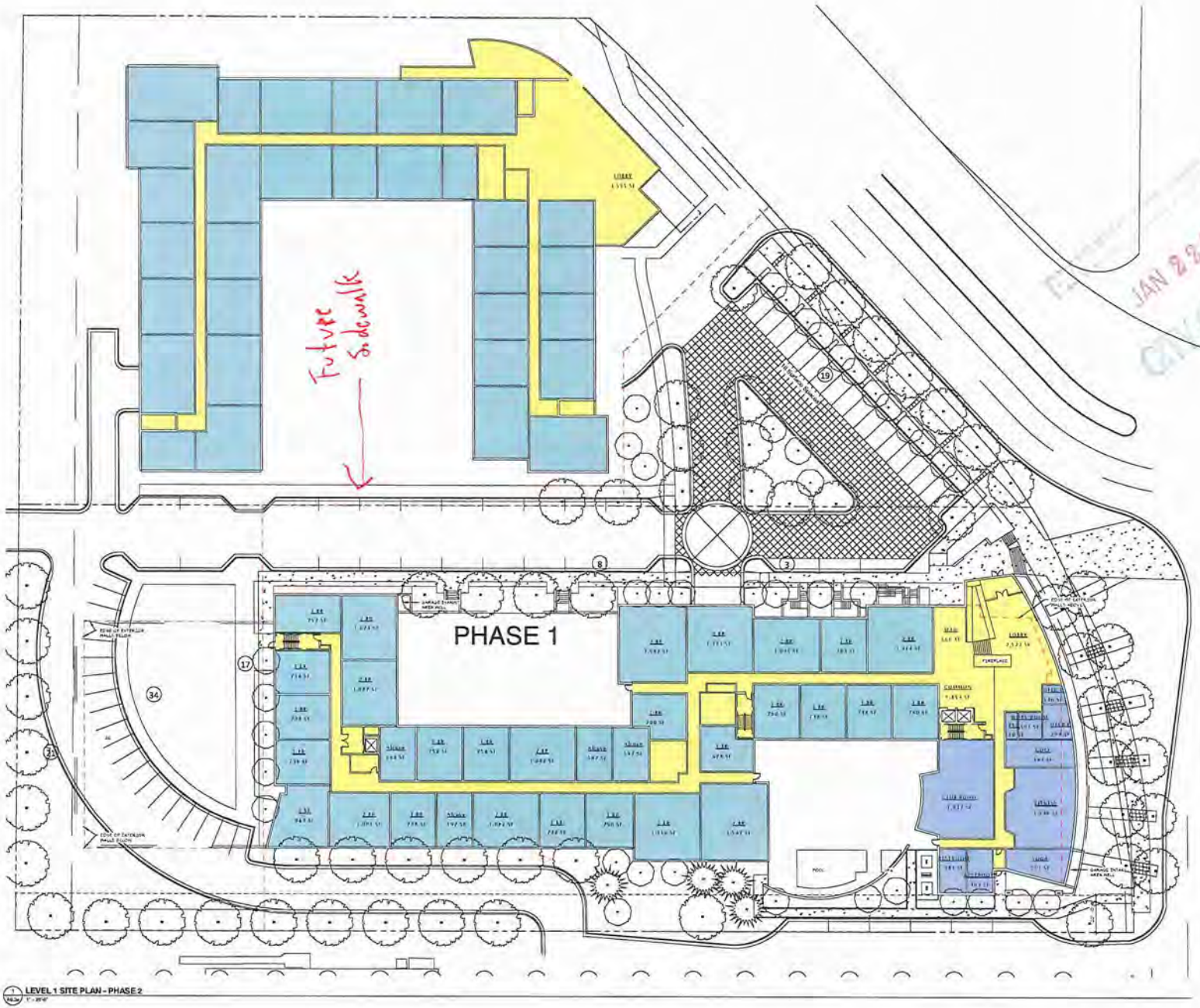
LEVEL P1 PLAN - PHASE 1 & PHASE 2

A0.2a



1 LEVEL 1 SITE PLAN - PHASE 2

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LEVEL 1 SITE PLAN - PHASE 2

A0.3a

1 LEVEL 2 PLAN - PHASE 1 & PHASE 2

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LEVEL 2 PLAN - PHASE 1 & PHASE 2

A0.4a

STREET LEVEL PERSPECTIVE VIEW ON YORK AVE APPROACHING FROM SOUTH LOOKING NORTH

AERIAL PERSPECTIVE VIEW FROM SOUTH LOOKING NORTH

AERIAL PERSPECTIVE VIEW FROM NORTHEAST LOOKING SOUTHWEST

AERIAL PERSPECTIVE VIEW FROM SOUTHWEST LOOKING NORTHEAST

AERIAL PERSPECTIVE VIEW FROM NORTHEAST LOOKING SOUTHEAST

AERIAL PERSPECTIVE VIEW FROM SOUTHEAST LOOKING NORTHWEST

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PERSPECTIVE VIEWS - PHASE 2

A0.5a

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STREET LEVEL PERSPECTIVE VIEW LOOKING NORTH AT ENTRY

STREET LEVEL PERSPECTIVE VIEW LOOKING AT SOUTH ELEVATION

AERIAL PERSPECTIVE VIEW OF SUNSET COURTYARD

STREET LEVEL PERSPECTIVE VIEW LOOKING SOUTH AT ENTRY AND SUNRISE COURTYARD

STREET LEVEL PERSPECTIVE VIEW LOOKING NORTH ALONG EAST ELEVATION

STREET LEVEL PERSPECTIVE VIEW LOOKING SOUTH AT ENTRY

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PERSPECTIVE VIEWS - PHASE 2

A0.6a

PLANNING DIVISION
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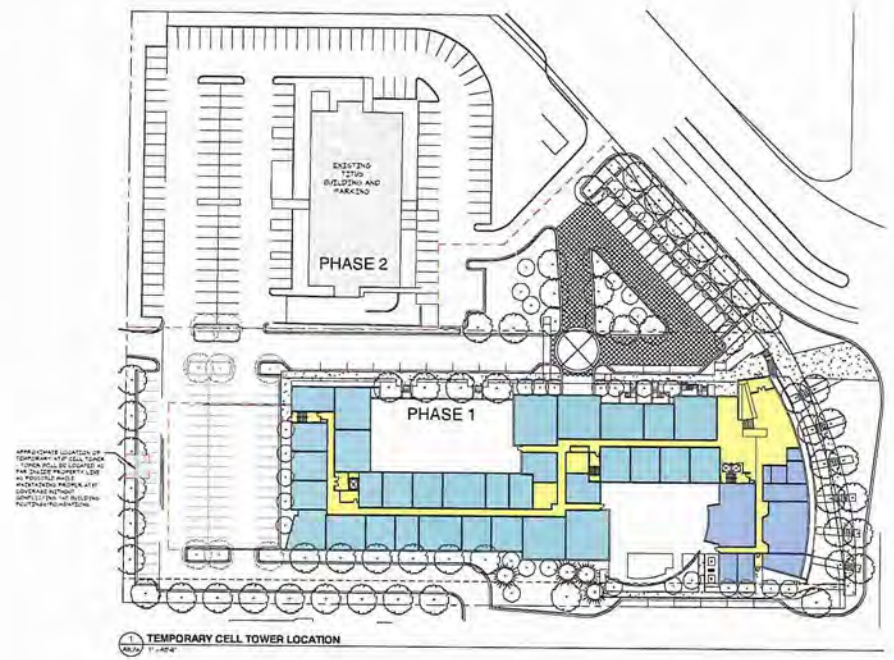

1 TEMPORARY CELL TOWER LOCATION

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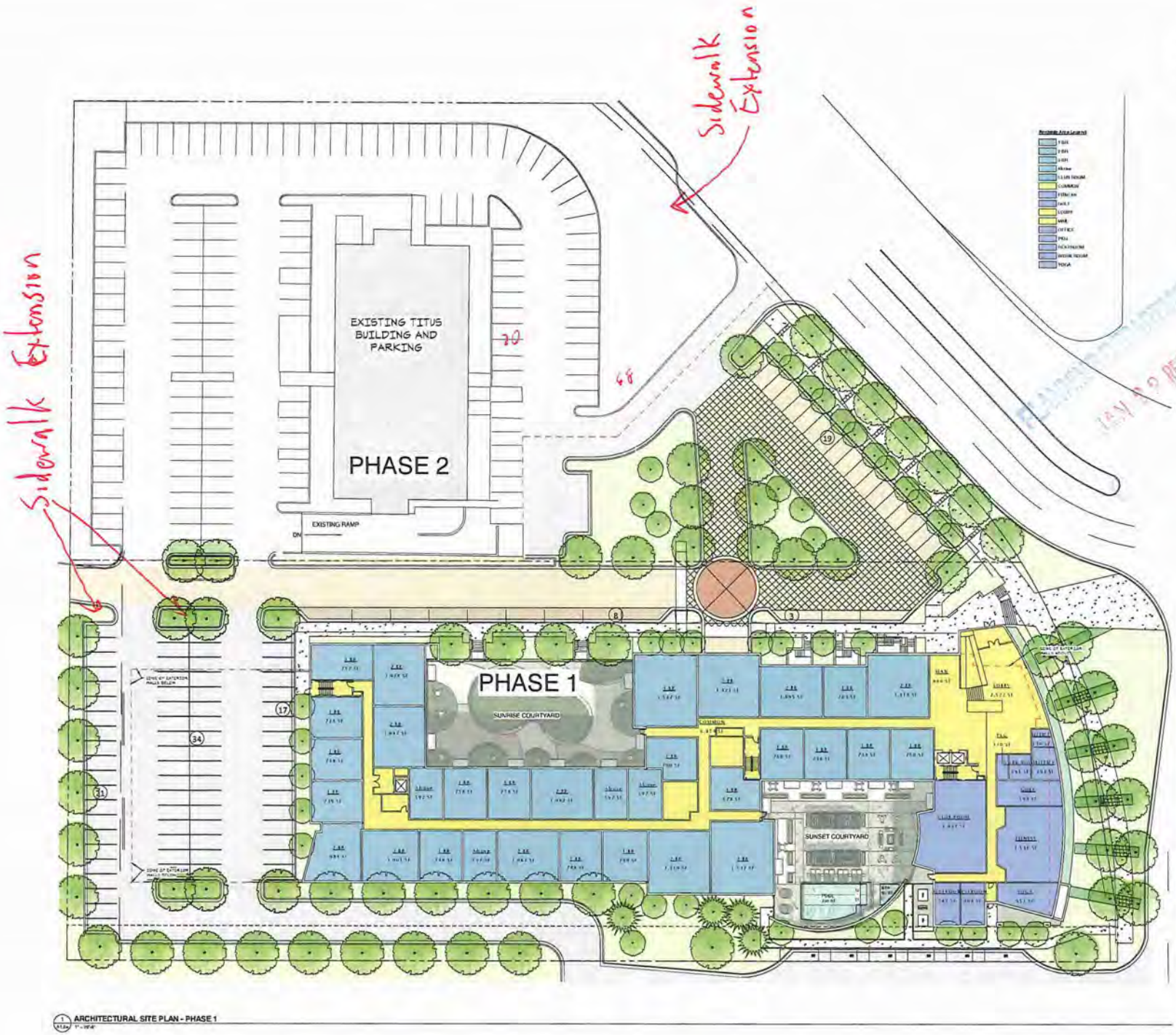
CELL TOWER EXHIBIT

A0.7a



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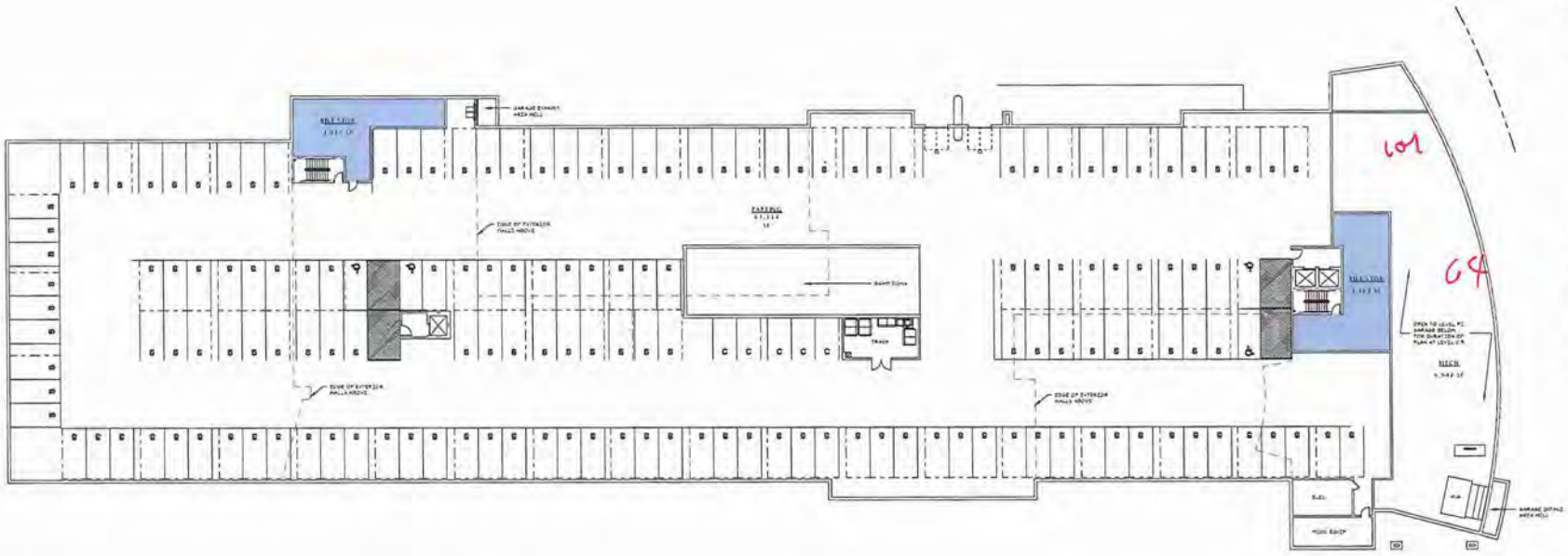
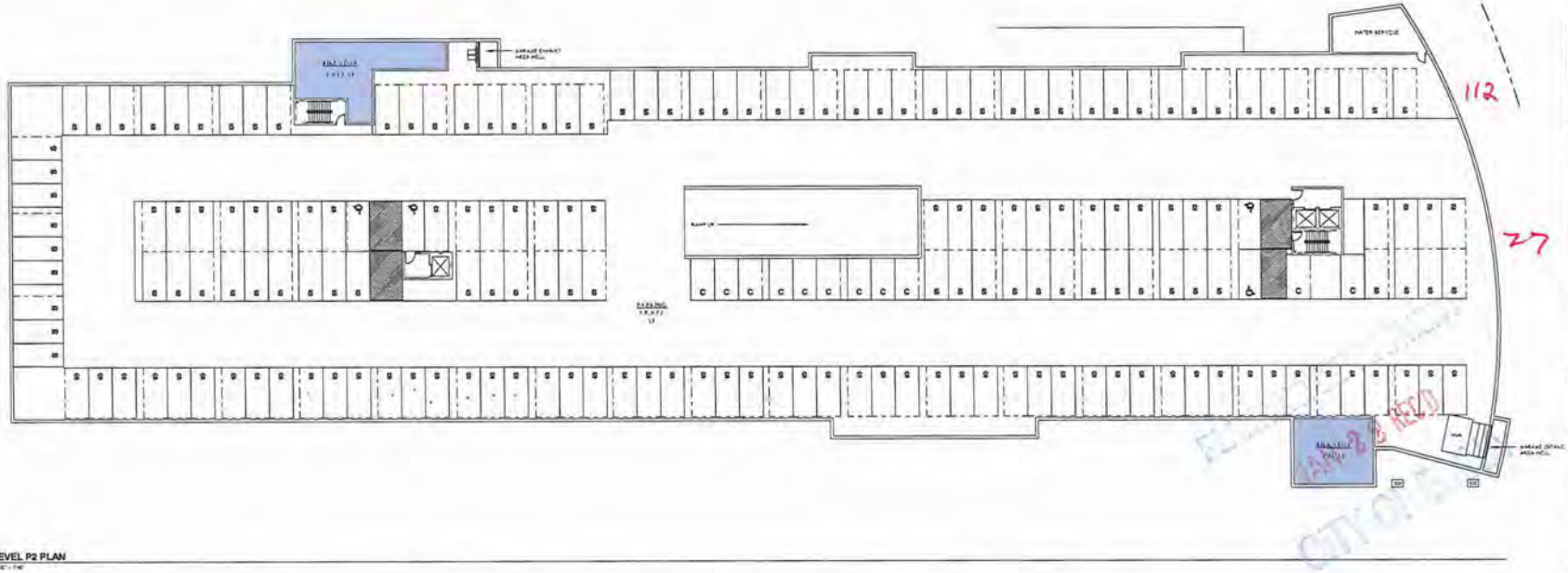
ARCHITECTURAL SITE PLAN - PHASE 1

A1.0a

ARCHITECTURAL SITE PLAN - PHASE 1



1 LEVEL P1 PLAN



1 LEVEL P2 PLAN

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LEVEL P2 & P1 PLANS

A1.1a

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1 LEVEL 2-4 PLAN

2 LEVEL 1 PLAN - PHASE I

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LEVEL 1 & 2-4 PLANS

A1.2a

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2 LEVEL 6 PLAN
A1.3a 1/16" = 1'-0"

1 LEVEL 5 PLAN
A1.3a 1/16" = 1'-0"

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LEVEL 5 & 6 PLANS

A1.3a

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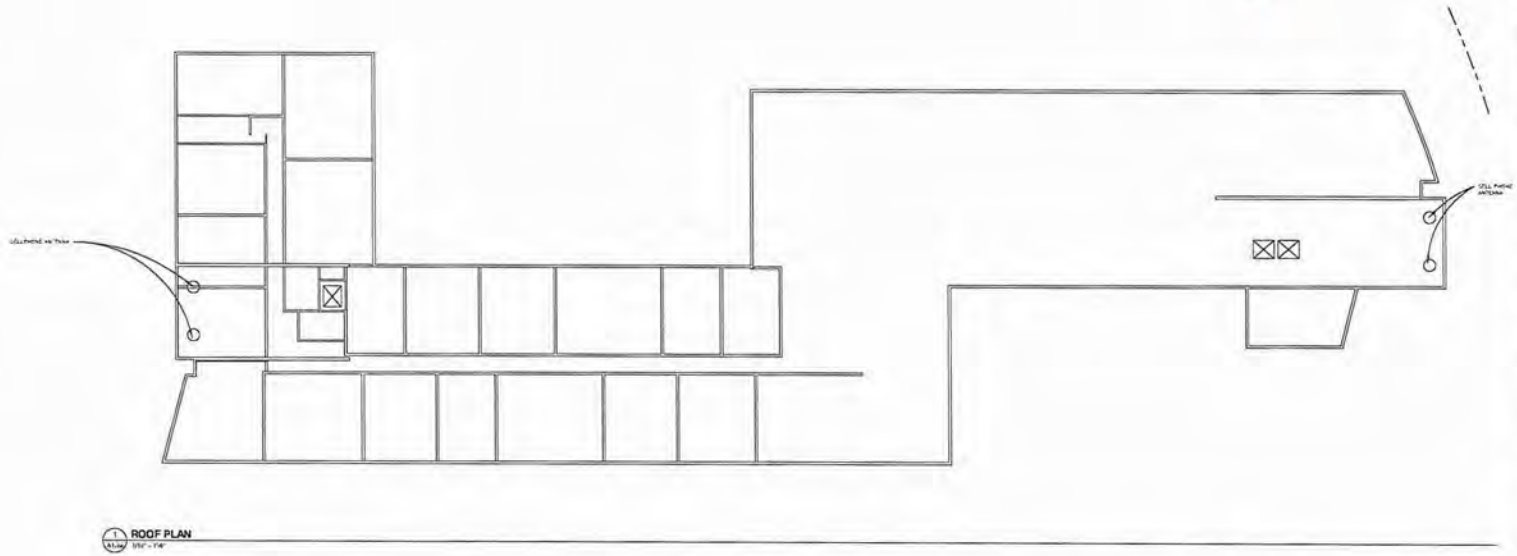

1 ROOF PLAN
1/16" = 1'-0"

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ROOF PLAN

A1.4a

STREET LEVEL PERSPECTIVE VIEW ON YORK AVE APPROACHING FROM SOUTH LOOKING NORTH

AERIAL PERSPECTIVE VIEW FROM SOUTH LOOKING NORTH

AERIAL PERSPECTIVE VIEW FROM NORTHEAST LOOKING SOUTHWEST

AERIAL PERSPECTIVE VIEW FROM SOUTHWEST LOOKING NORTHEAST

AERIAL PERSPECTIVE VIEW FROM NORTHWEST LOOKING SOUTHEAST

AERIAL PERSPECTIVE VIEW FROM SOUTHEAST LOOKING NORTHWEST

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PERSPECTIVE VIEWS - PHASE 1

A3.0a

STREET LEVEL PERSPECTIVE VIEW OF SOUTH ELEVATION

STREET LEVEL PERSPECTIVE VIEW LOOKING AT SOUTH ELEVATION

STREET LEVEL PERSPECTIVE VIEW OF ENTRY

AERIAL PERSPECTIVE VIEW OF EAST ELEVATION

STREET LEVEL PERSPECTIVE VIEW LOOKING NORTH ALONG EAST ELEVATION

STREET LEVEL PERSPECTIVE VIEW FROM SOUTHEAST LOOKING NORTHWEST

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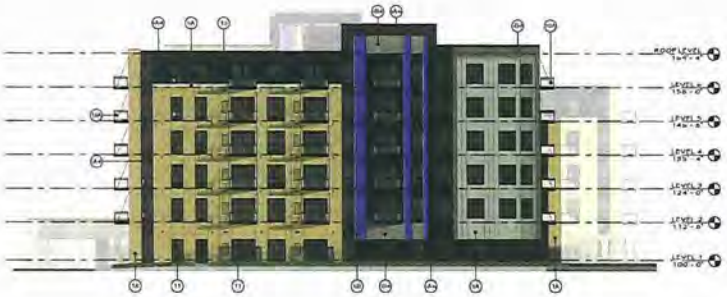
PERSPECTIVE VIEWS - PHASE 1

A3.1a

4 EAST ELEVATION
A3.2a 1/16" = 1'-0"



2 NORTH ELEVATION
A3.2a 1/16" = 1'-0"

3 SOUTH ELEVATION
A3.2a 1/16" = 1'-0"

1 WEST ELEVATION
A3.2a 1/16" = 1'-0"

EXTERIOR MATERIAL KEYNOTES

1A	STUCCO #1 - SUFF (NORMAN)
1B	STUCCO #2 - BLACK (NORMAN)
4A	STONE #1 - LANNON STONE
5AHB	METAL #1 METAL PANEL (MICRORIBBED 3 - HORIZONTAL) - BLACK
5AHw	METAL #1 METAL PANEL (MICRORIBBED 3 - VERTICAL) - BLACK
5BHb	METAL #2 METAL PANEL (MICRORIBBED 3 - HORIZONTAL) - CHAMPAGNE
5BHw	METAL #2 METAL PANEL (MICRORIBBED 3 - VERTICAL) - CHAMPAGNE
5CHw	METAL #3 METAL PANEL (MICRORIBBED 3 - VERTICAL) - CHARCOAL
6A	HIGH PRESSURE LAMINATE PANEL #1 - LIGHT WOODGRAIN
6B	HIGH PRESSURE LAMINATE PANEL #2 - BLUE
6C	FIBER CEMENT PANEL #3 - MAGENTA
9A	PREFINISHED METAL COPING #1 WHITE
9B	PREFINISHED METAL COPING #2 CHARCOAL GRAY
9C	PREFINISHED METAL COPING #3 BLACK
10A	MANUFACTURED BALCONY SYSTEM #1 STANDARD HANGING BALCONY - PREFINISHED BRAKE SHOVE
11	FIBERGLASS WINDOW SILL - TBD
12	PREFINISHED ALUMINUM STOREFRONT SYSTEM
13	MECHANICAL AIR INTAKE/EXHAUST LOUVER - FINISH TO MATCH WALL
14	DECORATIVE METAL SCREEN
15	PREFINISHED GARAGE DOOR - BLACK

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EXTERIOR ELEVATIONS

A3.2a

1A - BRICK - NORMAN
(BUFF)

1B - BRICK - NORMAN
(BLACK)

2A - LANNON STONE

5A - METAL PANEL
(BLACK MATTE)

5B - METAL PANEL
(CHAMPAGNE METALLIC)

6A - HIGH PRESSURE LAMINATE PANEL
(LIGHT WOOD GRAIN)

6B - HIGH PRESSURE LAMINATE PANEL
(CUSTOM BLUE)

6C - POLYCARBONATE PANEL
(MAGENTA)

9A - PREFINISHED METAL FLASHING
(GALVALUME)

9B - PREFINISHED METAL FLASHING
(CHARCOAL GRAY)

9B - PREFINISHED METAL FLASHING
(CHARCOAL GRAY)

11 - FIBERGLASS WINDOW/DOOR
(DARK BRONZE)

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Millennium at Southdale

EXTERIOR MATERIALS

A3.3a

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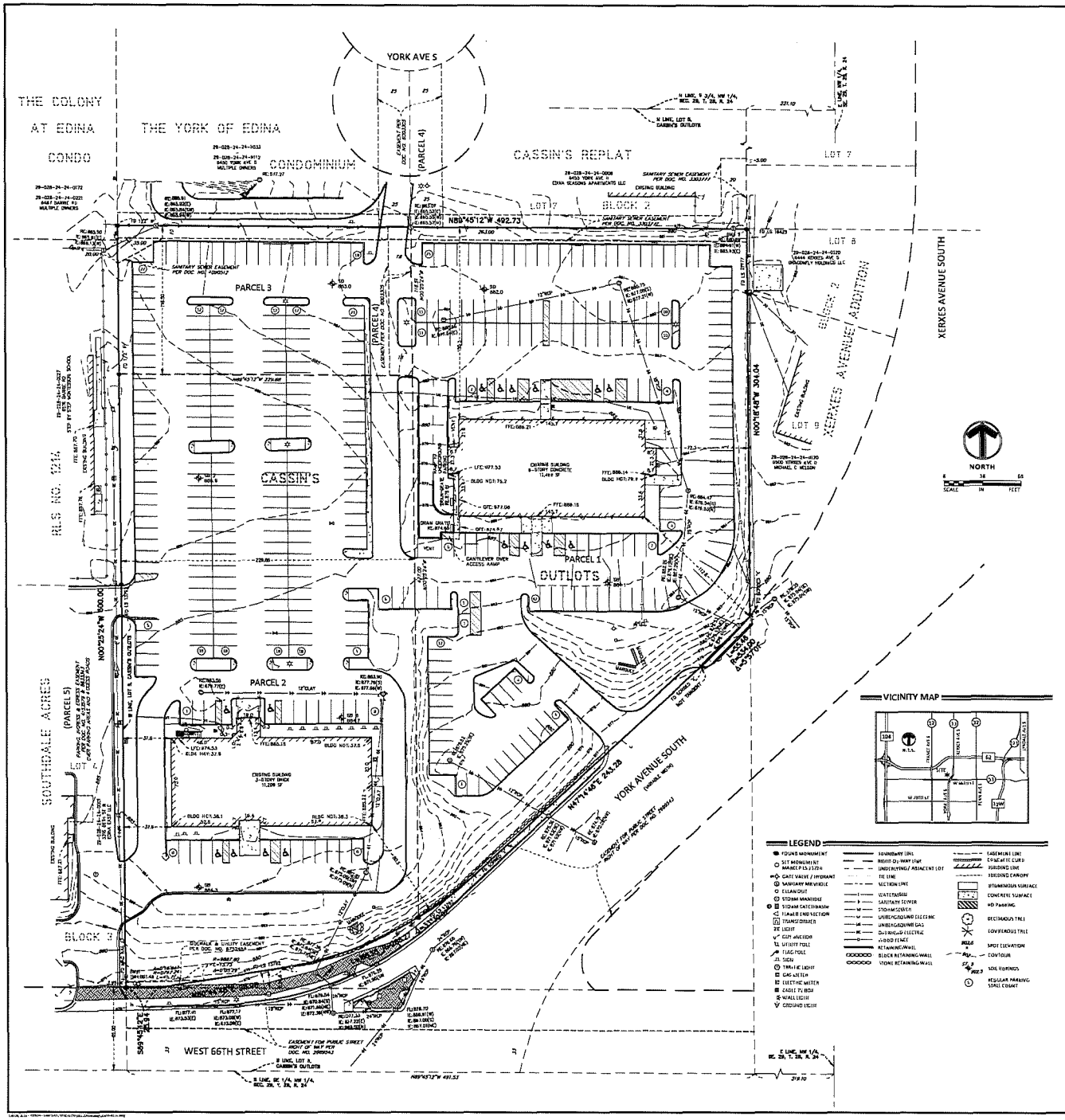
1 NORTH-SOUTH SECTION

Millennium at Southdale

BUILDING SECTIONS

A4.1a



SURVEY NOTES

1. The bearing system is based on the west line of Lot 1, CASSIN'S OUTLOTS having an assumed bearing of North 00 degrees 25 minutes 24 seconds West.
2. The vertical datum is based on NAVD88. The originating bench marks are 2785 hi and a TOWN o, both referenced from the MnDOT Geodetic Database
   BENCHMARK #1
   Top nut of bolt end of southwest corner of surveyed property. Elev.=881.80
   BENCHMARK #2
   Rim of sanitary sewer manhole at northeast corner of surveyed property. Elev.=886.75
3. Subject property's addresses and property identification numbers are:

Parcel 1:	6550 York Ave S	29-028-24-24-0007
Parcel 2:	5240 66th St W	29-028-24-24-0005
Parcel 3:	Address unassigned	29-028-24-24-0004

SUBJECT PROPERTY

Description from title commitment:

Parcel 1:
That part of Lot 5, Cassin's Outlots, Hennepin County, Minnesota, lying West of a line beginning at a point on the South line of said Lot 5, distant 215.1 feet West from the Southeast corner thereof and running Northerly to a point on the North line of said Lot 5, distant 223.3 feet West from the Northeast corner thereof and there terminating, and lying South of the South line of Cassin's Replat; and lying Northeasterly and Westerly of the Northeasterly line of York Avenue South and the Northerly line of West 66th Street, EXCEPT the West 229.86 feet thereof.
Abstract Property
Together with non-exclusive appurtenant easements for parking and ingress and egress purposes as contained in the Cross Easement Agreement dated December 31, 2014, filed January 9, 2015 as Document No. 10151078 and 10151510.

Parcel 2:
The West 229.86 feet of that part of Lot 5, Cassin's Outlots, Hennepin County, Minnesota, lying West of a line beginning at a point on the South line of said Lot 5, distant 215.1 feet West from the Southeast corner thereof and running Northerly to a point on the North line of said Lot 5, distant 223.3 feet West from the Northeast corner thereof and there terminating, and lying South of the South line of Cassin's Replat, EXCEPT the North 13.4 feet thereof.
Abstract Property
Together with non-exclusive appurtenant easements for parking and ingress and egress purposes as contained in the Cross Easement Agreement dated December 31, 2014, filed January 9, 2015 as Document No. 10151078 and 10151510.

Parcel 3:
The North 115.5 feet of the West 229.86 feet of that part of Lot 5, Cassin's Outlots, lying West of a line beginning at a point on the South line of said Lot 5, distant 215.1 feet West from the Southeast corner thereof and running Northerly to a point on the North line of said Lot 5, distant 223.3 feet West from the Northeast corner thereof and there terminating, and lying South of the South line of Cassin's Replat, Hennepin County, Minnesota.
Abstract Property
Together with non-exclusive appurtenant easements for parking and ingress and egress purposes as contained in the Cross Easement Agreement dated December 31, 2014, filed January 9, 2015 as Document No. 10151078 and 10151510.

Parcel 4:
Non-exclusive easements as contained in the Limited Warranty Deed recorded September 6, 1972, as Document No. 4051105 and as contained in the Limited Warranty Deed dated October 31, 1997, recorded November 12, 1997, as County Recorder Document No. 6809315.

Parcel 5:
Non-exclusive appurtenant easements for parking and ingress and egress purposes as contained in the Reciprocal Parking Easement dated June 26, 2003, recorded August 12, 2003, as Register of Titles Document No. 4146674 and re-recorded August 26, 2003, as Register of Titles Document No. 4153579 and re-recorded August 12, 2005 as County Recorder Document No. 4163343.

Referencing Title Commitment No. OSLT2742121, dated 8/27/15(OS), that OSI Republic National Title Insurance Company has provided us, the following comments on said documents etc., that the subject is subject to Schedule B, Section 2 thereof using the same numbering system as in said Section 2 Exception Items with a, b-7 are not survey related items.

8. Easement for public street right of way together with incidental rights thereof in favor of the Village of Edina as evidenced by instrument filed January 18, 1956 as Document No. 2981563. Easement encumbers the southerly boundary of the surveyed property as shown on the survey.
9. Easement for sanitary sewer together with incidental rights thereof in favor of the Village of Edina as evidenced by instrument filed August 12, 1963 as Document No. 3161787. Easement is shown on the survey.
10. Easement for sanitary sewer purposes together with incidental rights thereof in favor of the City of Edina as evidenced by Easement for Sanitary Sewer filed June 10, 1974 as Document No. 4095532. Easement is shown on the survey.
11. Easement for sidewalk and utility purposes in favor of the County of Hennepin as evidenced by Quit Claim Deed filed July 1, 1997 as Document No. 6752464. Easement is shown on the survey.
12. Terms and conditions of that certain Declaration of Parking Easement filed August 12, 2005 as Document No. 8153345. Easement affects the parking areas and access roads on Parcel 3 as shown on the survey. Easement benefiting said Parcel 3 over the parking areas and access roads on Parcel 5.
13. Terms and conditions of Cross Easement Agreements dated December 31, 2014, filed January 9, 2015 as Document No's 10151078 and 10151510. Documents grant "cross easement" (access and parking easements) over the parking areas and access roads as shown on the survey between Parcels 1 and 2, and Parcels 2, 4 and 5.

"TABLE A" NOTES

1. The subject property is within Flood Plain Zone X – "Area determined to be outside the 0.2% annual chance flood plain", per FEMA, FIRM Map No. 27053C0334E dated 05/02/2006.
4. The gross area of the subject property is 5.633 Acres or 245,394 Square Feet.
6a. The zoning information is not been provided by the insurer. The subject property is zoned PCD-2 (Planned Office District), per City of Edina zoning map dated 6/2015.
7a. The buildings and vertical dimensions of the outside wall at ground level are shown on the survey. It may not be the lowest elevation wall.
   b. The square footage of the buildings is defined on the survey.
   c. The measured height of all buildings above grade have been located and defined on the survey.
8. The parking areas and striping on the subject property are shown. There are 36 handicap parking stalls, 32 underground parking stalls and 461 regular parking stalls for a total of 461 parking stalls.
11. Underground utilities are per a combination of the following
   a. Observed evidence
   b. As located flags by Gopher State One Call, Ticket No. 152163795, dated 09/23/2015.

   A Gopher State One Call (GSOC) request was placed on 09/23/2015 for utility locates on the site. The underground utility locations, shown hereon, if any, are based upon locates from these utility providers that actually performed a locate as a result of the request. Utility suppliers often do not respond to these requests and may provide ambiguous maps, plans, and drawings as to the physical location. The surveyor makes no guarantees that the underground utilities shown encompass all such utilities in the area, either in service or abandoned. Utility information shown hereon, if any, is a compilation of this map information and observable evidence that were located during the survey field work. The surveyor further does not warrant that the underground utilities shown hereon, if any, are in the exact location as indicated, although he does certify that they are located as accurately as possible from information available. The surveyor has not physically located the underground utilities. Pursuant to MN 216.D.2 (Effective) Gopher State One Call at (651-454-0002) prior to any excavation.
13. The names of all adjoining owners of platted lands are shown on the survey

CERTIFICATION

To DLC Residential LLC, a Florida limited liability company and Old Republic National Title Insurance Company:

This is to certify that this map or plat and the survey on which it is based were made in accordance with the 2012 Minimum Standard Detail Requirements for ALTA/ACSM Land Title Surveys, jointly established and adopted by ALTA and NSPS, and includes Items 1, 2, 3, 4, 5, 6(a), 7(a), 7(b)(1), (3), 8, 9, 11(a), 13, 14, 16(a) and 23 of Table A thereof. The field work was completed on 10/06/2015.

Dated this 8th day of October, 2015

Sambatek, Inc.

Nick M. Davis, LS
Minnesota License No. 23724

RECD IN 22

Client
DLC RESIDENTIAL LLC

Project
CASSIN'S OUTLOTS

Location
EDINA, MN

Certification

Summary
Designed: DMH
Approved: NMD
Book / Page: MD/40
Phase: 01 Initial Submittal 10/08/2015

Revision History
No.	Date	By	Submittal / Revision

Sheet Title
ALTA/ACSM LAND TITLE SURVEY

Sheet No. Revision
1/1

Project No.
DJR20414

Millennium at
Southdale
3258 West 66th Street
Edina, MN 55435

DLC RESIDENTIAL

esg
elness swenson graham architects
500 washington avenue south
minneapolis minnesota 55415
p. 612.338.5508
f. 612.339.5382
www.esgarch.com

I hereby certify that this plan, specification, or report was prepared by me or under my direct supervision and that I am a duly licensed architect under the laws of the State of Minnesota.

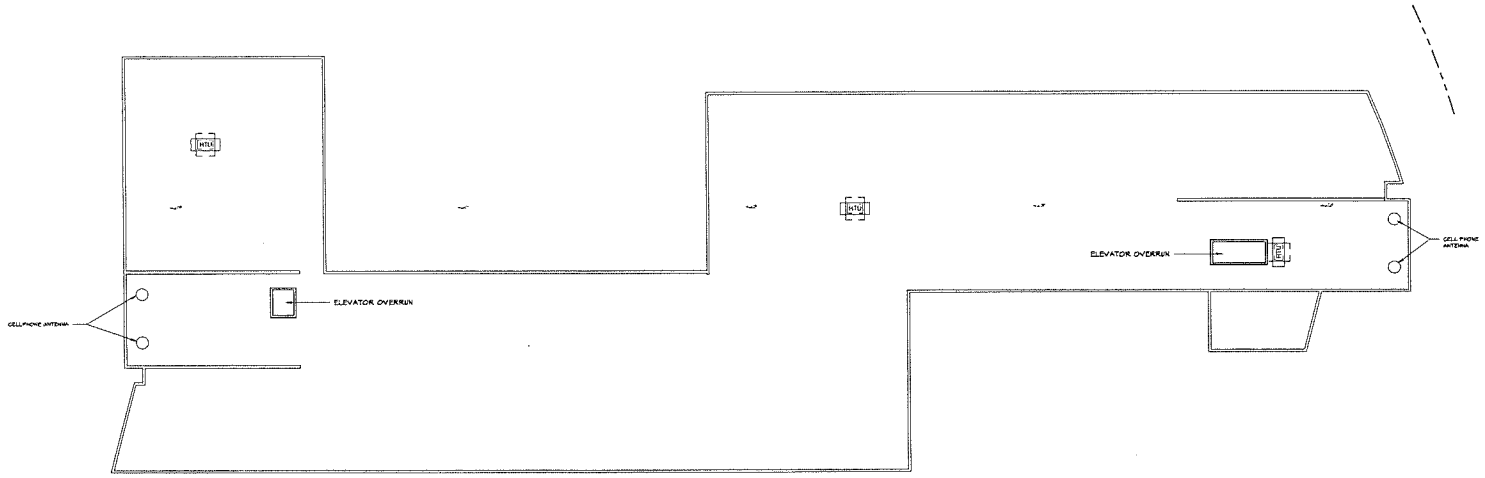
Signature

Typed or Printed Name

License # Date

A43

NOT FOR CONSTRUCTION



1 A1.4a ROOF PLAN
1/16" = 1'-0"

COMPREHENSIVE PLAN AMENDMENT PDP & REZONING SUBMITTAL 1/20/2016

ORIGINAL ISSUE: 12/21/15

REVISIONS

No.	Description	Date

215531
PROJECT NUMBER

Author DRAWN BY Checker CHECKED BY

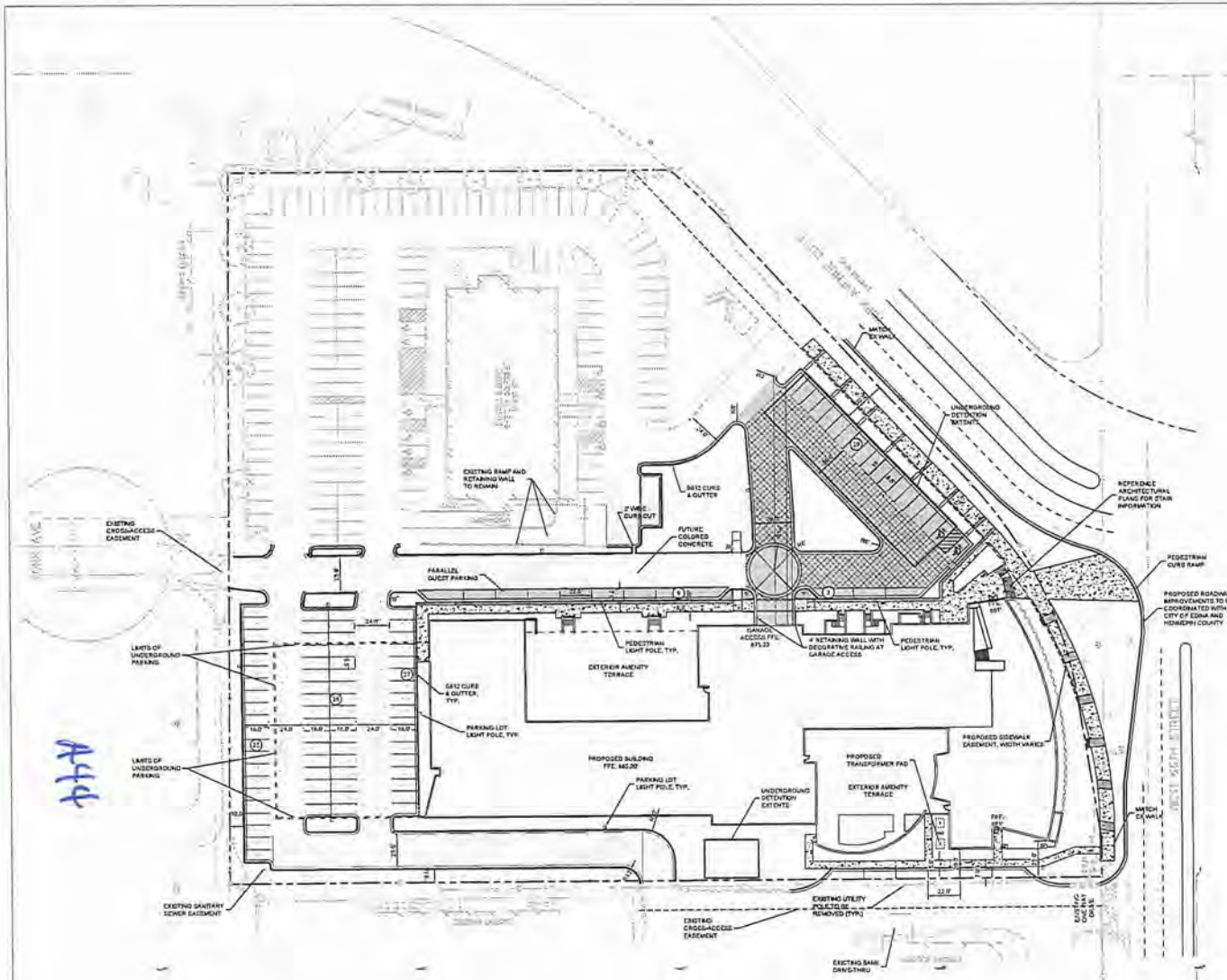
KEY PLAN

PLAN NORTH

Millennium at Southdale

ROOF PLAN

A1.4a

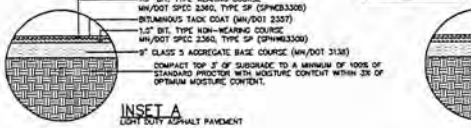


PROPERTY SUMMARY (PHASE 1)	
66TH AND YORK	
TOTAL PROPERTY AREA	133,875 SF (3.07 AC)
TOTAL DISTURBED AREA	134,866 SF (3.70 AC)
PROPOSED IMPERVIOUS AREA	87,840 SF (2.25 AC)
PROPOSED PERVIOUS AREA	35,900 SF (0.82 AC)
ZONING SUMMARY	
EXISTING ZONING	PCID-1
PROPOSED ZONING	PUD
PARKING SETBACKS	SIDE/REAR = 10' ROAD = 20'
BUILDING SETBACKS	FRONT = 20' SIDE = 10' REAR = 109'

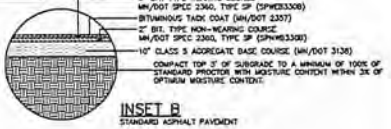
LEGEND

- PROPERTY LINE
- SETBACK LINE
- PROPOSED CURB AND GUTTER
- PROPOSED INTEGRALLY COLORED CONCRETE
- PROPOSED CONCRETE SIDEWALK
- PROPOSED STANDARD DUTY ASPHALT
- PROPOSED LIGHT DUTY ASPHALT

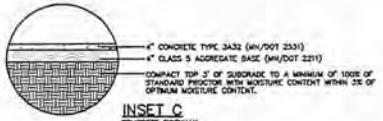
GRAPHIC SCALE IN FEET
0 15 30 60



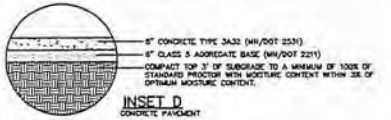
INSET A
LIGHT DUTY ASPHALT PAVEMENT



INSET B
STANDARD ASPHALT PAVEMENT



INSET C
CONCRETE SIDEWALK



INSET D
CONCRETE PAVEMENT

ALERT TO SUBCONTRACTOR:

1. THE PRESENCE OF GROUNDWATER SHOULD BE ANTICIPATED ON THIS PROJECT. SUBCONTRACTOR'S BID SHALL INCLUDE CONSIDERATION FOR THIS ISSUE, WHEN PERFORMING GRADING OPERATIONS DURING PERIODS OF WET WEATHER, PROVIDE ADEQUATE DEWATERING, DRAINAGE AND GROUND WATER MANAGEMENT TO CONTROL MOISTURE OF SOILS.
2. ALL SUBCONTRACTOR WORK TO BE COMPLETED (EARTHWORK, FINAL UTILITIES, AND FINAL GRADING) BY THE MILESTONE DATE IN PROJECT DOCUMENTS.

ALL CONTRACTORS MUST CONTACT
GOPHER STATE CALL ONE
MN TOLL FREE 1-800-252-1166
BEFORE CONSTRUCTION BEGINS
TWIN CITY AREA 651-454-0002

SITE PLAN NOTES

1. ALL WORK AND MATERIALS SHALL COMPLY WITH ALL CITY/COUNTY REGULATIONS AND CODES AND O.S.H.A. STANDARDS.
2. CONTRACTOR SHALL REFER TO THE ARCHITECTURAL PLANS FOR EXACT LOCATIONS AND DIMENSIONS OF VESTIBULES, SLOPE PAVING, SIDEWALKS, EXIT PORCHES, TRUCK DOCKS, PRECISE BUILDING DIMENSIONS AND EXACT BUILDING UTILITY ENTRANCE LOCATIONS.
3. ALL DISTURBED AREAS ARE TO RECEIVE FOUR INCHES OF TOPSOIL, SEED, MULCH AND WATER UNTIL A HEALTHY STAND OF GRASS IS ESTABLISHED.
4. ALL INNER CURBED RADII ARE TO BE 3' AND OUTER CURBED RADII ARE TO BE 10' UNLESS OTHERWISE NOTED. STRIPED RADII ARE TO BE 5'.
5. ALL DIMENSIONS AND RADII ARE TO THE FACE OF CURB UNLESS OTHERWISE NOTED.
6. EXISTING STRUCTURES WITHIN CONSTRUCTION LIMITS ARE TO BE ABANDONED, REMOVED OR RELOCATED AS NECESSARY. ALL COST SHALL BE INCLUDED IN BASE BID.
7. CONTRACTOR SHALL BE RESPONSIBLE FOR ALL RELOCATIONS, (UNLESS OTHERWISE NOTED ON PLANS) INCLUDING BUT NOT LIMITED TO, ALL UTILITIES, STORM DRAINAGE, SIGNS, TRAFFIC SIGNALS & POLES, ETC. AS REQUIRED. ALL WORK SHALL BE IN ACCORDANCE WITH GOVERNING AUTHORITIES REQUIREMENTS AND PROJECT SITE WORK SPECIFICATIONS AND SHALL BE APPROVED BY SUCH. ALL COST SHALL BE INCLUDED IN BASE BID.
8. SITE BOUNDARY, TOPOGRAPHY, UTILITY AND ROAD INFORMATION TAKEN FROM A SURVEY BY SAMBATEK, INC.
9. TOTAL LAND AREA IS: 5.65 ACRES.

MILLENNIUM AT SOUTHDALE
3250 WEST 66TH STREET
EDINA, MN 55435

DLC

Kimley»Horn

esg
elness swenson graham architects
500 washington avenue south
minneapolis minnesota 55415
p. 612.339.5508
f. 612.339.5382
www.esgarch.com

NOT FOR CONSTRUCTION

PHASE 1
PLAN SET

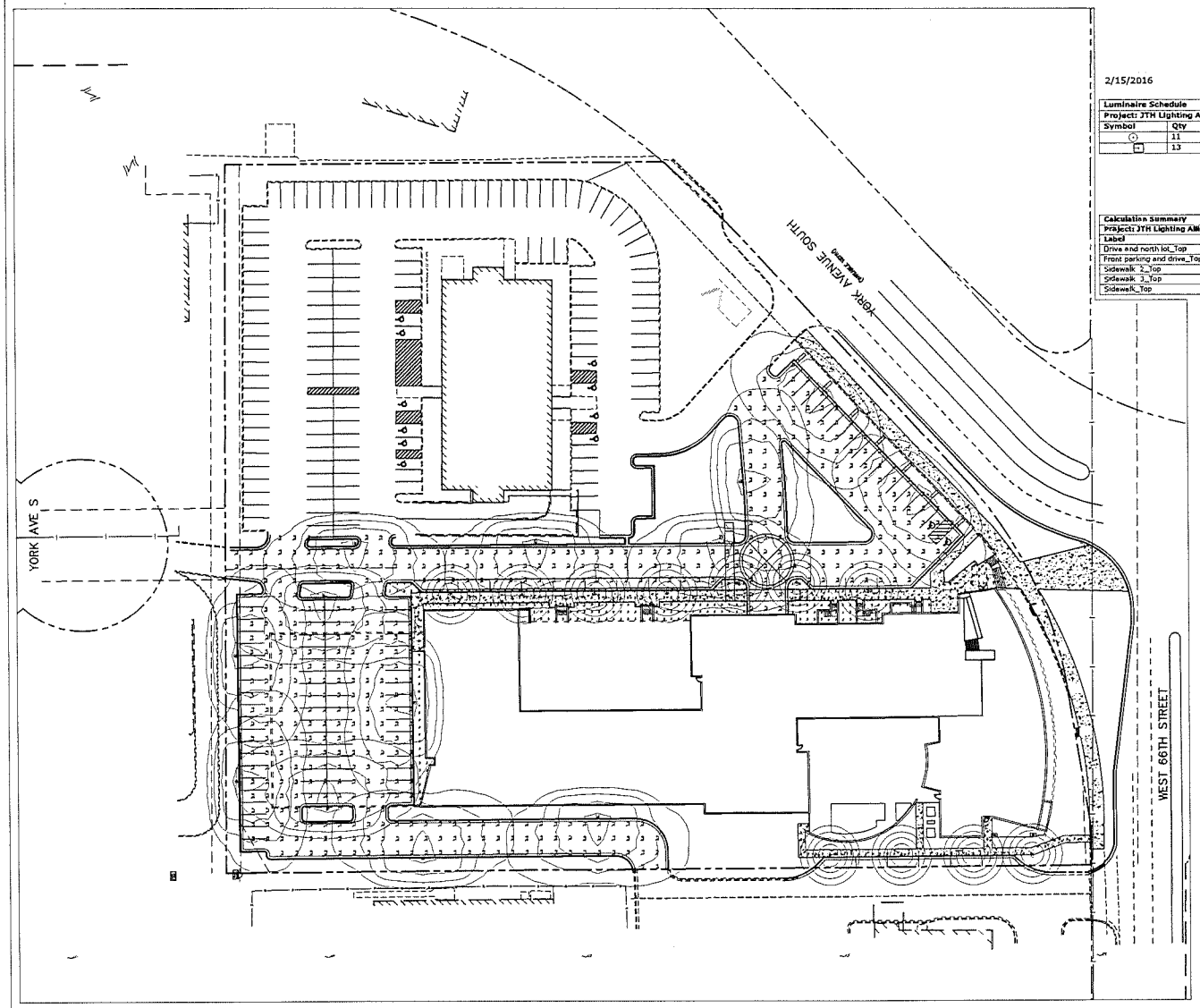
No.	Description	Date

160755002
PROJECT NUMBER
BJJ | RAP
DESIGNED BY | CHECKED BY
KEY PLAN

MILLENNIUM AT SOUTHDALE

SITE PLAN PHASE I

C3.1

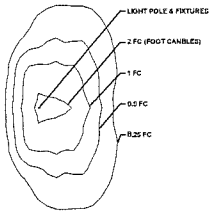


2/15/2016

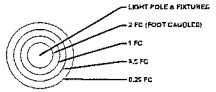
Luminaire Schedule						
Project: JTH Lighting Alliance						
Symbol	Qty	Label	Arrangement	Total Lamp Lumens	LLF	Description
⊙	11	Aa	SINGLE	8800	0.300	9701 LED
⊡	13	C	SINGLE	N.A.	0.900	9596LED_TYPEIII

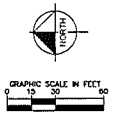
Calculation Summary								
Project: JTH Lighting Alliance								
Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min
Drive and north lot_Top	Illuminance	Fc	1.25	3.0	0.2	6.30	15.00
Front parking and drive_Top	Illuminance	Fc	1.21	3.2	0.3	4.03	11.00
Sidewalk 2_Top	Illuminance	Fc	0.74	4.7	0.2	3.70	23.50
Sidewalk 3_Top	Illuminance	Fc	1.10	4.3	0.0	N.A.	N.A.
SidewalK_Top	Illuminance	Fc	1.39	5.2	0.2	6.95	26.00

PROPOSED PARKING LOT LIGHTING



PROPOSED PEDESTRIAN LIGHTING





ALERT TO SUBCONTRACTOR:

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TWIN CITY AREA 651-454-0002

MILLENNIUM AT SOUTHDALE
3250 WEST 66TH STREET
EDINA, MN 55435

DLC RESIDENTIAL

Kimley»Horn
2550 UNIVERSITY AVE WEST, SUITE 350N
ST PAUL, MN 55114
PHONE: 651-645-4197
WWW.KIMLEY-HORN.COM

esg
elness swenson graham architects
500 washington avenue south
minneapolis minnesota 55415
p. 612.339.5588
f. 612.339.5382
www.esgarch.com

I hereby certify that this plan, specification, or report was prepared by me or under my direct supervision and that I am a duly licensed landscape architect under the laws of the state of Minnesota.

Signature
Date
Reg. No.

NOT FOR CONSTRUCTION

PHASE 1
PLAN SET

No.	Description	Date

160755002
PROJECT NUMBER

BJJ DRAWN BY RAP CHECKED BY

KEY PLAN

MILLENNIUM AT SOUTHDALE

PHOTOMETRIC PLAN PHASE 1

C7.1

TRAFFIC AND PARKING ANALYSIS

DLC RESIDENTIAL REDEVELOPMENT AT 66TH & YORK

EDINA, MINNESOTA

Prepared for:

City of Edina
4801 W. 50th Street
Edina, Minnesota 55424

Prepared By:

Kimley-Horn and Associates, Inc.
2550 University Avenue West, Suite 238N
St. Paul, MN 55114

DECEMBER 2015 | V1

Kimley»Horn

A46

TRAFFIC AND PARKING ANALYSIS

DLC RESIDENTIAL REDEVELOPMENT AT 66TH AND YORK

EDINA, MINNESOTA

PLAN APPROVAL

DLC Residential

By: _____ Dated: _____

Edina Community Development Department

By: _____ Dated: _____

Edina Public Works Department

By: _____ Dated: _____

TRAFFIC AND PARKING ANALYSIS

DLC RESIDENTIAL REDEVELOPMENT AT 66TH AND YORK

EDINA, MINNESOTA

REPORT CERTIFICATION

I hereby certify that this report was prepared by me or under my direct supervision and that I am a duly Licensed Professional Engineer under the laws of the State of Minnesota.

_____ _____

William Reynolds, P.E., AICP, PTP Date

License No. 52627

1996

Contents

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Tables

Figures

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1.0 BACKGROUND

DLC Residential is proposing a residential redevelopment project for the site in the northwest quadrant of the intersection of York Avenue and West 66th Street. The site is currently occupied by two buildings and surface parking The Redevelopment Plan calls for implementation in phases.

During Phase I, the 62,100 sq. ft. medical/office building located on the northeast section of the site (6550 York Avenue) will remain open; the other building on site (3250 West 66th Street) is currently only partially occupied and will be removed, replaced with 230 residential units and a combination of surface and secure parking supplied at a ratio of 1.6 stalls per dwelling unit. During Phase II, the 62,100 sq. ft. medical/office building will be removed and replaced with an additional 145 residential units and surface and secure parking, also at a ratio of 1.6 stalls per dwelling unit. During both phases, the existing right-in right-out driveway configuration will be preserved, providing access to both 66th Street as well as York Avenue. The connection to the local streets north of the site will also be preserved, allowing drivers to arrive and depart the site via 64th Street.

The project location is shown in **Figure 1-1**, and the proposed site plan for the fully redeveloped site is shown in **Figure 1-2**.

During the redevelopment of the site, the adjacent parcel (3316 West 66th Street) will remain open, and access to York Avenue from the site will be preserved. A shared parking agreement is currently in place between this building and the two buildings on the redevelopment site. In order to assess the potential impacts of a reduction in surface parking on the adjacent site, current parking demands at 3316 West 66th Street are discussed in the **Parking Demand Memo**, provided in the Appendix.

CITY OF EDINA TRANSPORTATION GOALS

The following policies for transportation are included in Chapter 7 of the Edina Comprehensive Plan, Update 2008, adopted by the Edina City Council on December 2, 2008:

Goal 1: Maintain and enhance mobility for residents and businesses through creation and maintenance of a balanced system of transportation alternatives.

Goal 2: Implement a fully multi-modal transportation system that supports the land use vision and future land use plan for managing and shaping future growth.

Goal 3: Minimize the impacts of the transportation system on Edina's environment and neighborhood quality of life.

Goal 4: Reduce the overall dependence on and use of single-occupant vehicles by promoting land use patterns that allow for shorter vehicular trips and the use of alternative travel options.

Goal 5: Ensure that all Edina's residents, workers, and visitors, including those with transportation disadvantages, have viable travel options.

Goal 6: Promote a travel demand management program through a coordinated program of regulations, marketing, and provision of alternative travel options.

Goal 7: Provide multiple travel options for transit users, pedestrians, bicyclists, and rideshare users, as well as for drivers of private automobiles.

Goal 8: Support attractive and high performance transit service and connections.

Goal 9: Manage parking provision to encourage joint and shared use of facilities, ride-sharing (car pools and van pools), bicycle parking, and increased transit use.

Goal 10: Provide for efficient movement of goods within Edina, while minimizing the impacts of freight traffic on other trips and reducing negative impacts on land uses on freight corridors.

TRAFFIC AND PARKING ANALYSIS OBJECTIVES

This traffic and parking analysis details the proposed project, including the site's design, location, and access plan. It discusses existing and future parking demands, as well parking supply during each project phase. Future traffic conditions are discussed, and potential impacts of the residential redevelopment project are identified.

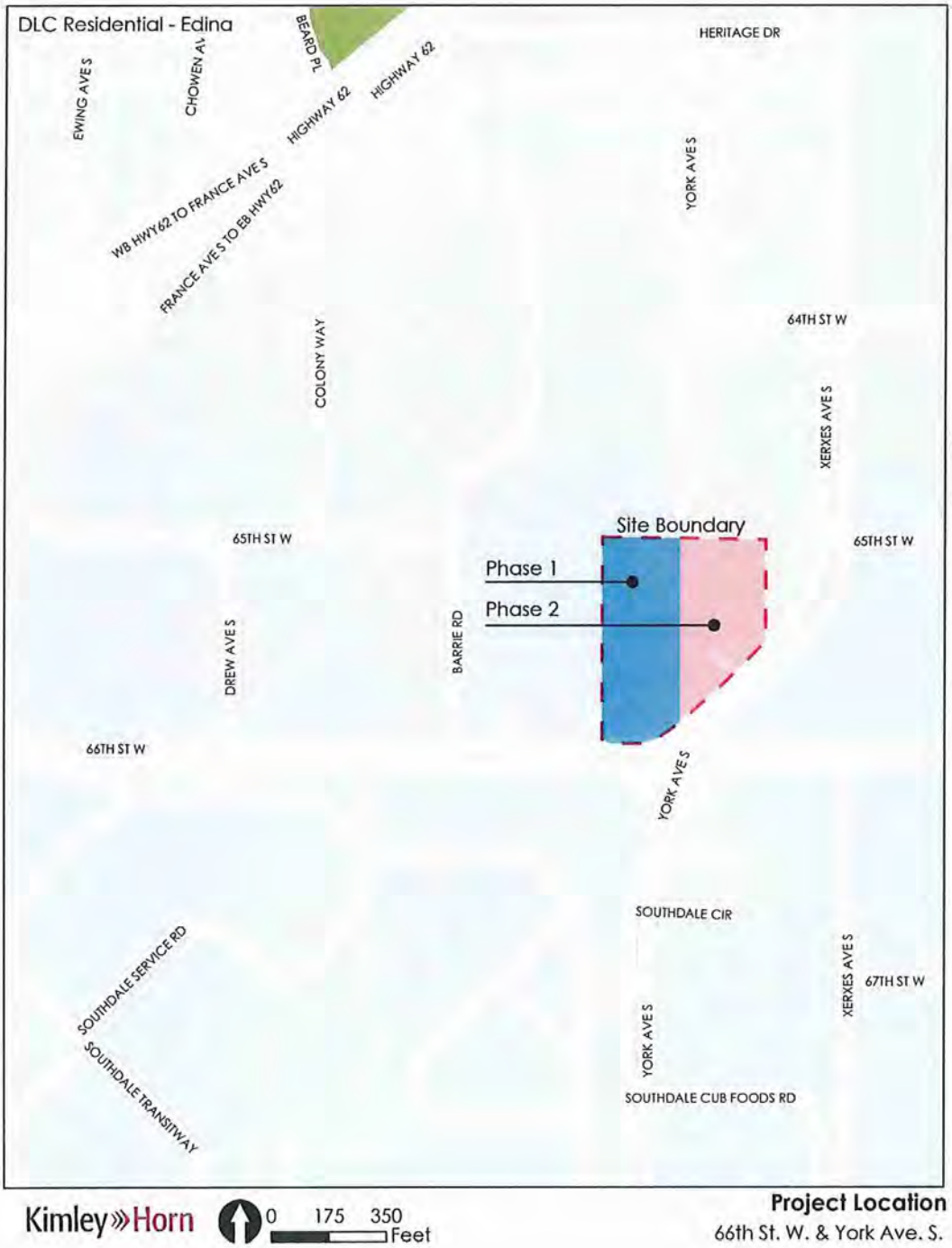

Figure 1-1: Project Location

A5f

Figure 1-2: Site Plan

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2.0 PEDESTRIAN, BICYCLE, AND TRANSIT

PEDESTRIAN

The site is located adjacent to Southdale Square as well as the Southdale Shopping Center. Sheridan Park is the nearest park, and Sheridan Hill Elementary School is within ½ mile of the site. There is a sidewalk along the length of the site, including the north side of W. 66th Street and the east side of York Avenue/Xerxes Avenue, with the exception of the short (75') right turn lane into the site from York Avenue.

The intersection of W. 66th Street and York Avenue has marked crosswalks across all four legs, and pedestrian crossing pushbuttons in each quadrant. The intersection of W. 66th Street and the Southdale Shopping Center exit has a crosswalk on the east leg with pedestrian pushbuttons in the northeast and southeast quadrants. There is also a marked crosswalk on the south leg of the intersection of Xerxes Avenue and W. 64th Street.

BICYCLE

No marked bicycle facilities are available on W. 66th Street, York Avenue, or Xerxes Avenue.

TRANSIT

Four METRO Transit bus routes stop adjacent to the site. Three additional routes stop one block away from the site at the Southdale Shopping Center. Details for each route are provided below.

On W. 66th Street in the westbound direction, the rightmost lane is marked for "Bus Stopping and Right Turns Only," providing a transit advantage during times of congestion.

ADJACENT ROUTES

Route 6

- **Type**: Local Bus
- **Nearest Stop**: 66th Street & York Avenue
- **Major Destinations**: Southdale Center, Xerxes Ave, Uptown Transit Station, Downtown Minneapolis, University of Minnesota
- **Weekday Frequency**: 4 to 15 minutes
- **Weekend Frequency**: 15 minutes

Route 515

- **Type**: Local Bus
- **Nearest Stop**: 66th Street & Barrie Road
- **Major Destinations**: Southdale Center, VA Medical Center Station, Mall of America Station
  Weekday Frequency: 15 to 30 minutes
- **Weekend Frequency**: 15 to 30 minutes

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Route 578

- **Type**: Express Bus
- **Nearest Stop**: 66th Street & York Avenue
- **Major Destinations**: Southdale Center, 46th Street Station (I-35W), Downtown Minneapolis
- **Weekday Frequency**: 30 minutes (peak hour only)
- **Weekend Frequency**: -

Route 579

- **Type**: Express Bus
- **Nearest Stop**: 65th Street & Xerxes Avenue
- **Major Destinations**: Southdale Center, 46th Street Station (I-35W), University of Minnesota
- **Weekday Frequency**: 4 Northbound AM trips, 3 Southbound PM trips
- **Weekend Frequency**: -

NEARBY ROUTES

Route 537

- **Type**: Local Bus
- **Nearest Stop**: Southdale Transit Center
- **Major Destinations**: Southdale Center, Normandale Community College
- **Weekday Frequency**: 60 minutes
- **Weekend Frequency**: -

Route 538

- **Type**: Local Bus
- **Nearest Stop**: Southdale Transit Center
- **Major Destinations**: Southdale Center, Best Buy Headquarters, Southtown Shopping Center, Mall of America Station
- **Weekday Frequency**: 30 minutes
- **Weekend Frequency**: 30 to 60 minutes

Route 684

- **Type**: Express Bus
- **Nearest Stop**: Southdale Transit Center
- **Major Destinations**: Chaska, Chanhassen, Southwest Station, Southdale Center, Downtown Minneapolis, University of Minnesota
- **Weekday Frequency**: 10 Westbound AM trips, 6 Eastbound PM trips
- **Weekend Frequency**: -

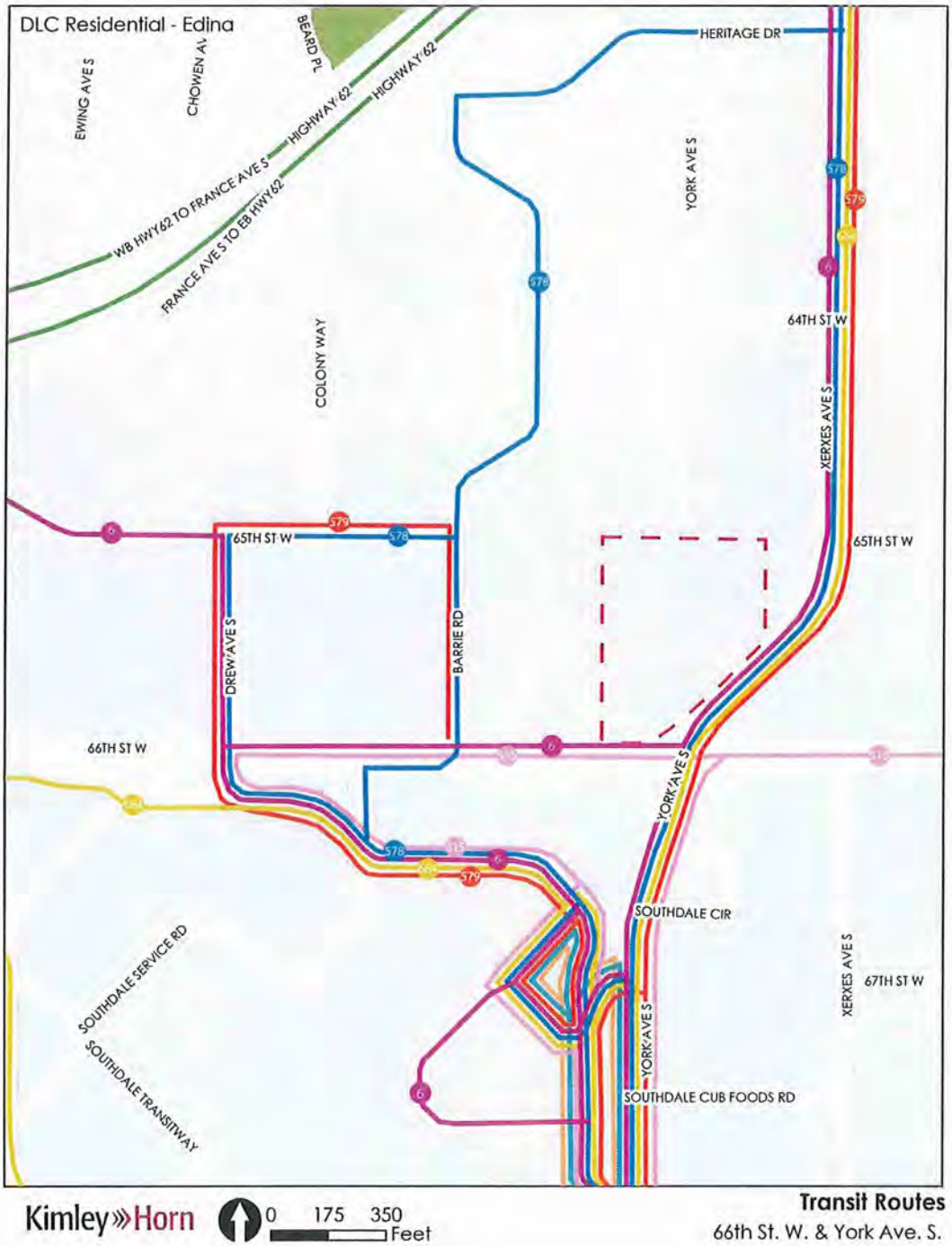

Figure 2-1: Transit Routes Near the Site

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3.0 PARKING

Given the proposed phasing of development on site, a parking analysis was conducted in order to assess current demands, forecast future demands during Phase I, and confirm that the proposed parking supply will accommodate these demands. Based on field observations and a review of parking demand estimates from ITE and ULI, the proposed parking supply ratios are forecasted to adequately serve the parking demands for the office building on site as well as the office building on the adjacent site. Residential parking demand estimates were not included, but the proposed parking supply of 1.6 stalls per dwelling unit exceeds the minimum requirements for multifamily buildings in a Planned Commercial District under Edina's Code of Ordinances. A **Parking Demand Memo**, provided in the Appendix, documents the assumptions and recommendations in more detail, and the proposed parking stall counts and corresponding ratios are provided below.

Phase I

- 3250 Building - *Removed*
- 6550 Building
  - Surface: 222 stalls
  - Secure: 28 stalls
  - Total: 250 stalls
  - Ratio: 4.03 parking stalls per 1,000 sq. ft. GFA
- Phase I Residential
  - Surface: 29 stalls
  - Secure: 350 stalls
  - Total: 379 stalls
  - Ratio: 1.6 stalls per dwelling unit
- Adjacent Site (3316 Building)
  - Surface: 140 stalls
  - 4.24 parking stalls per 1,000 sq. ft. GFA

Phase II

- 6550 Building - *Removed*
- Phase I Residential – *No Change from Phase I*
- Phase II Residential
  - Surface: 9 stalls
  - Secure: 225 stalls
  - Total: 334 stalls
  - Ratio: 1.6 stalls per dwelling unit
- Adjacent Site (3316 Building) – *No Change from Phase I*

A59

4.0 TRAFFIC OPERATIONS

An analysis of the potential traffic impacts associated with the proposed residential redevelopment project was completed. The assumptions, methodology, results, and recommended improvements are detailed in this section. The following intersections were analyzed for traffic impacts:

- West 66th Street and Southdale Shopping Center Exit
- West 66th Street and 3316 West 66th Street West Access
- West 66th Street and 3316 West 66th Street East Access
- West 66th Street and York Avenue South
- York Avenue South and 6550 York Avenue South Access
- Xerxes Avenue South and West 64th Street

The traffic conditions at these intersections were analyzed under four scenarios during the morning and evening peak hours using Synchro 9 and SimTraffic 9:

- Future Year (2018) No Build Conditions
- Future Year (2018) Build Conditions – Phase I
- Future Year (2024) No Build Conditions
- Future Year (2024) Build Conditions – Phase II

EXISTING TRAFFIC CONDITIONS

West 66th Street/County Round 53 is a four/five-lane east-west A-minor reliever arterial adjacent to the development site. Within the study area, the posted speed limit is 35 mph, and a median is present on both sides of York Avenue South. The 2014 annual average daily traffic (AADT) volume on West 66th Street east of York Avenue South was 14,700 vehicles per day, according to MnDOT's AADT map. On-street parking is prohibited, and within the five-lane segment between York Avenue South and France Avenue South/County Road 17, the rightmost lane in the westbound direction is marked for buses and right turning vehicles only. Both the access points on West 66th Street included within the analysis are right-in right-out, and a median prevents left turns into or out of each access point.

York Avenue South/Xerxes Avenue South/County Road 31 is a two-way north-south major collector street. Within the study area, the posted speed limit is 35 mph south of West 66th Street and 30 mph north of West 66th Street. A median is present on both sides of West 66th Street. The 2014 AADT on Xerxes Avenue south of Highway 62 was 17,300 vehicles per day, and the 2014 AADT on York Avenue south of West 66th Street was 22,000 vehicles per day, according to MnDOT's AADT map. Parking is allowed on both sides of Xerxes Avenue north of West 65th Street, but parking is prohibited south of West 65th Street within the study area. The access point on York Avenue included within the analysis is right-in right-out, and a median prevents left turns into or out of the access point.

The existing lane geometry and intersection control for each of the study intersections is provided in **Figure 4-1**.

EXISTING TRAFFIC VOLUMES

To analyze traffic operations at the six study intersections, turning movement counts were collected on Thursday, September 17, 2015 during both the morning and evening peak hours. The network peak hour of these six intersections was determined to occur from 7:45-8:45AM and from 4:45-5:45PM. The

average Peak Hour Factor (PHF) during these hours was calculated at 0.93 in the morning and 0.96 in the evening.

Due to the number of access points and intersections within the study area not included within the analysis, traffic volumes were not balanced between intersections. Because all six intersections were counted simultaneously, the volume imbalance can be attributed to these access points. The 2015 Existing Turning Movement Counts for the morning and evening peak hours, rounded to the nearest 5 vehicles by movement, are provided in the **Appendix** in **Figures A-1** and **A-2.**

AG1

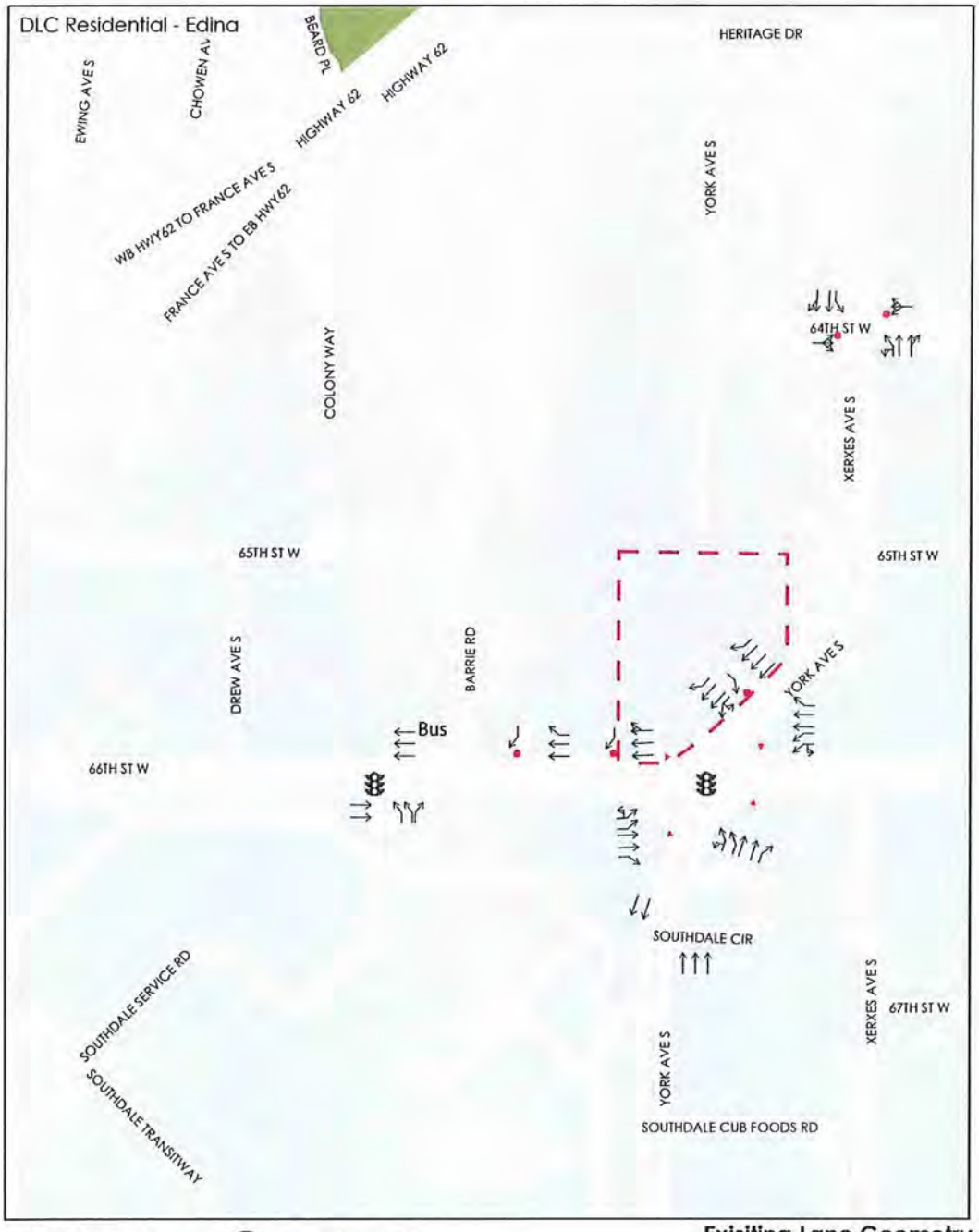

Figure 4-1: Existing (2015) Lane Geometry

A62

BACKGROUND GROWTH AND FUTURE TRAFFIC CONDITIONS

In order to analyze traffic operations in future years, the 2015 peak hour turning movement volumes were grown using an annual exponential background growth rate of 0.5 percent. Because traffic volumes in the area decreased between 2011 and 2014, this rate was determined based on discussions with the City of Edina.

The Phase I analysis year was assumed to be one year following opening of Phase I (2017), resulting in an analysis year of 2018. The 2018 background traffic for this future No Build scenario, rounded to the nearest 5 vehicles by movement, is provided in **Figures 4-2** through **4-3**.

The Phase II analysis year was assumed to be one year following opening of Phase II (2023), resulting in an analysis year of 2024. The 2024 background traffic volumes for this future No Build scenario, rounded to the nearest 5 vehicles by movement, are provided in **Figures 4-4** through **4-5**.

No geometric modifications or other changes were assumed between existing conditions (2015) and the future No Build analysis years.

A63

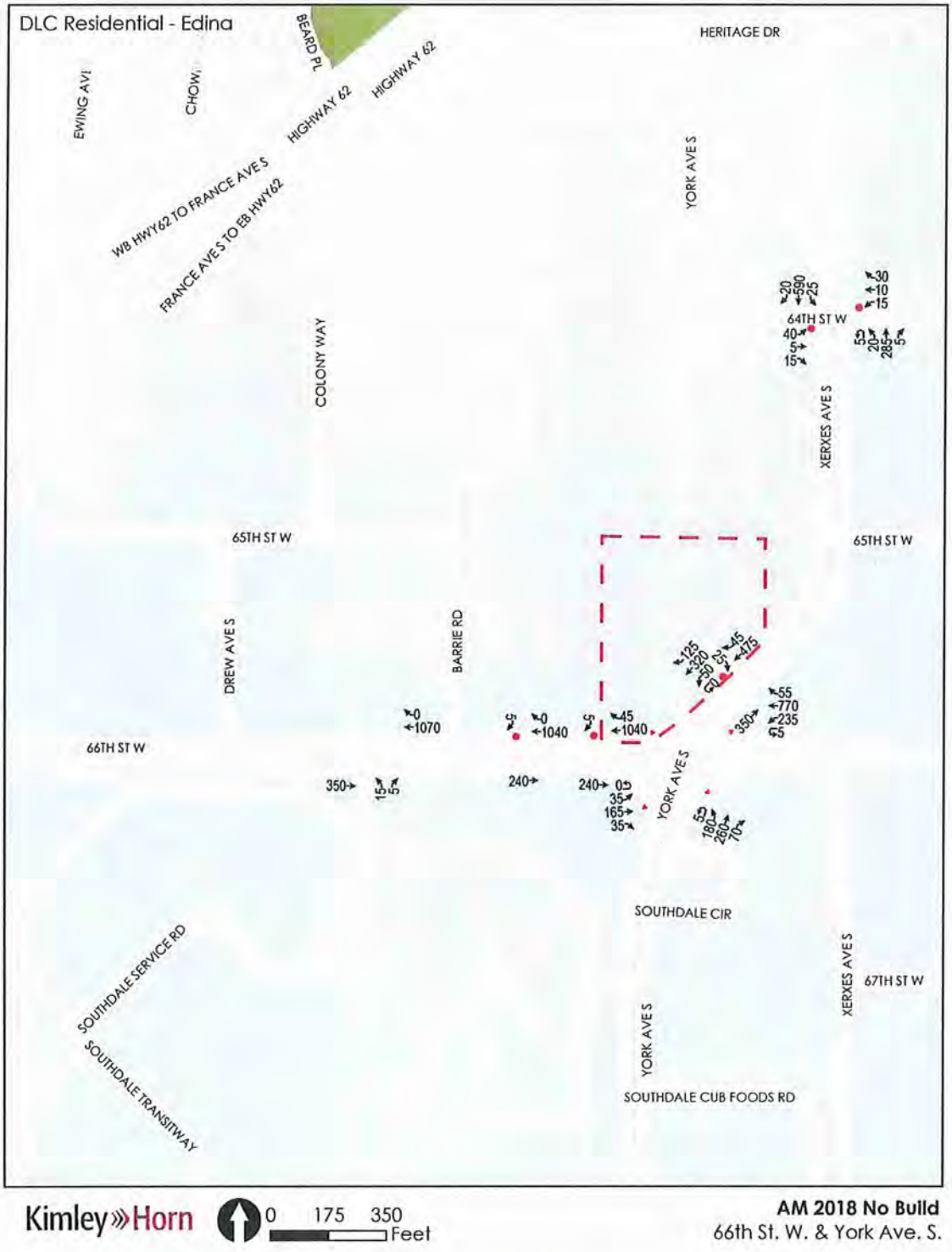

Figure 4-2: Future Year (2018) AM No Build Turning Movement Volumes

464

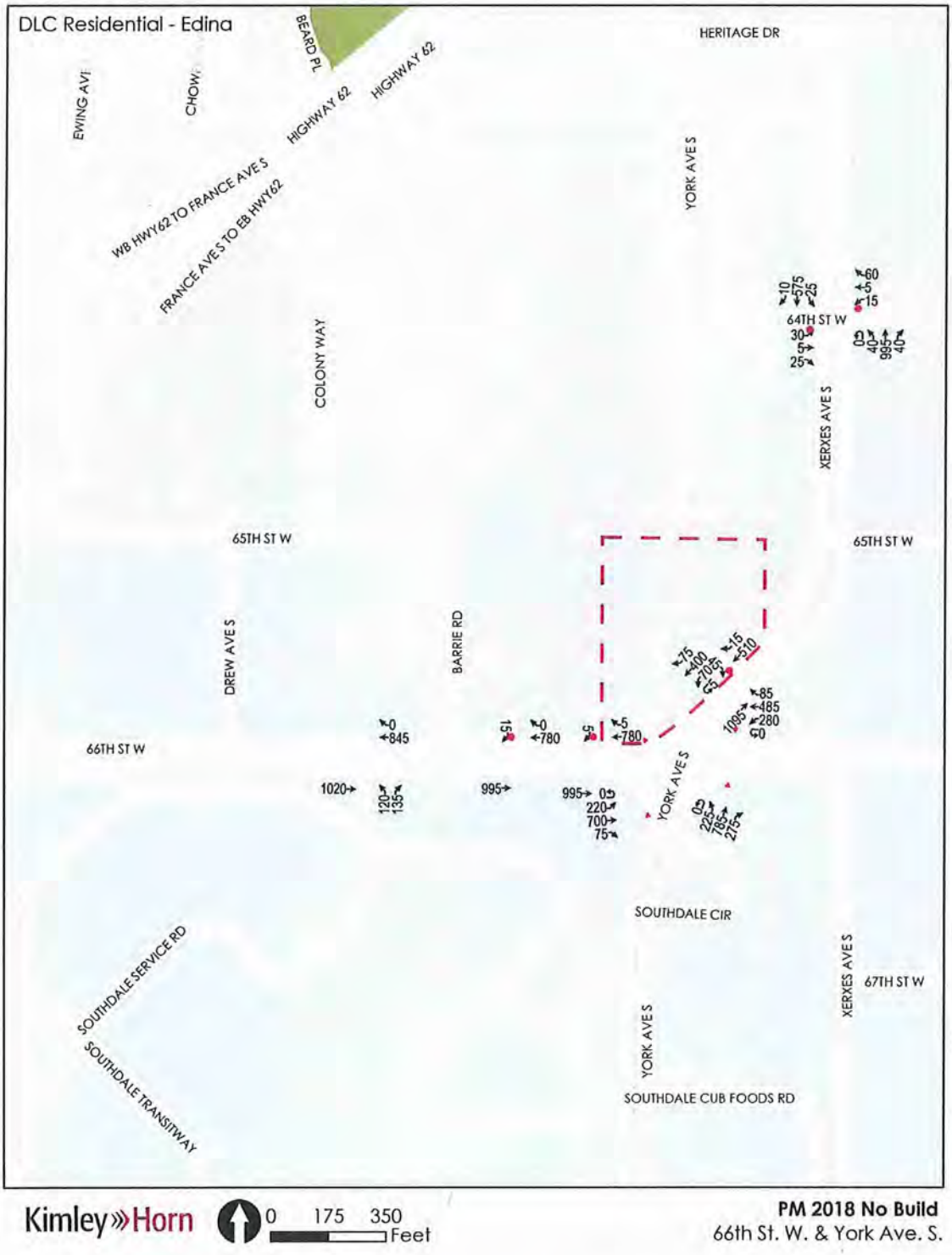

Figure 4-3: Future Year (2018) PM No Build Turning Movement Volumes

A65

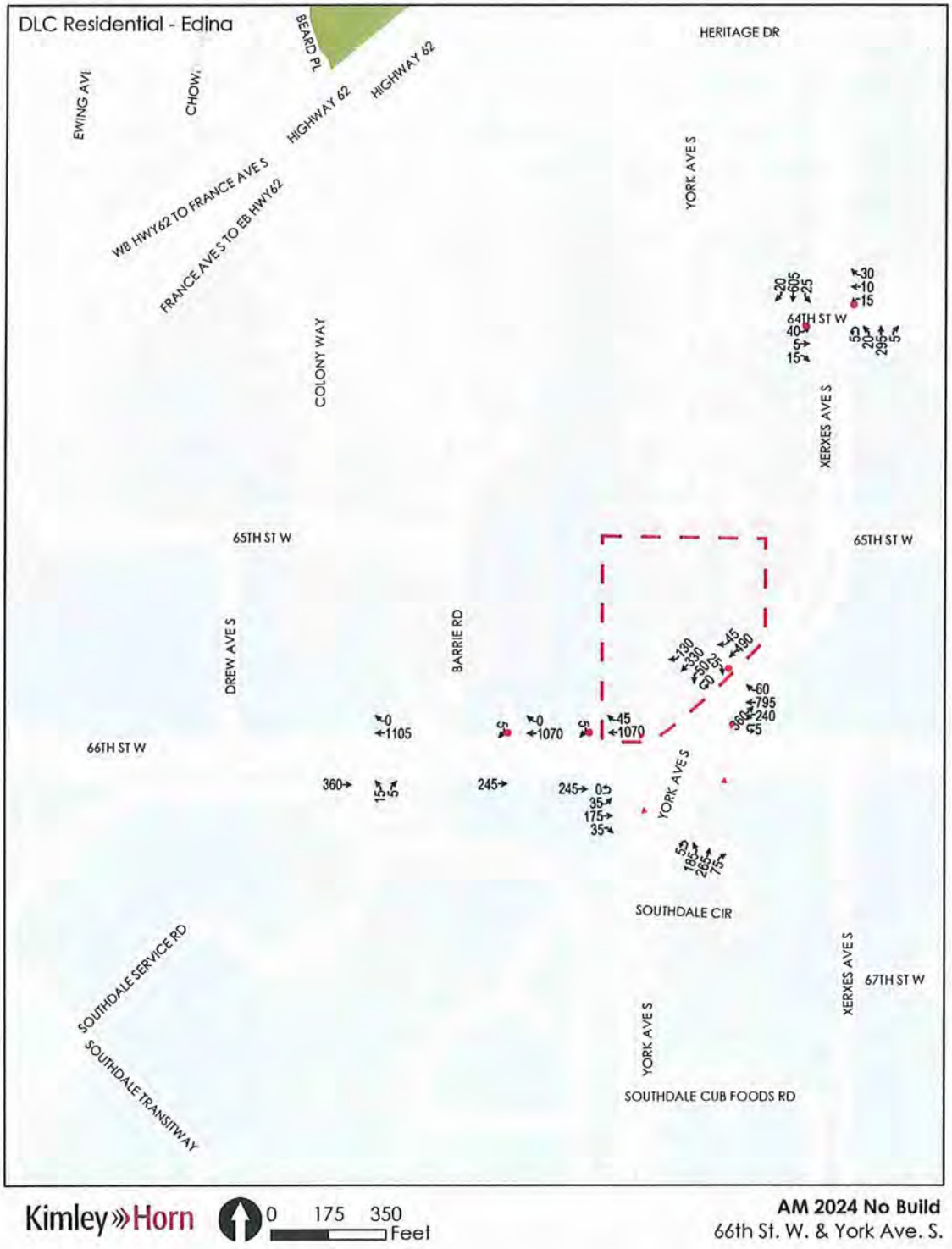

Figure 4-4: Future Year (2024) AM No Build Turning Movement Volumes

AGG

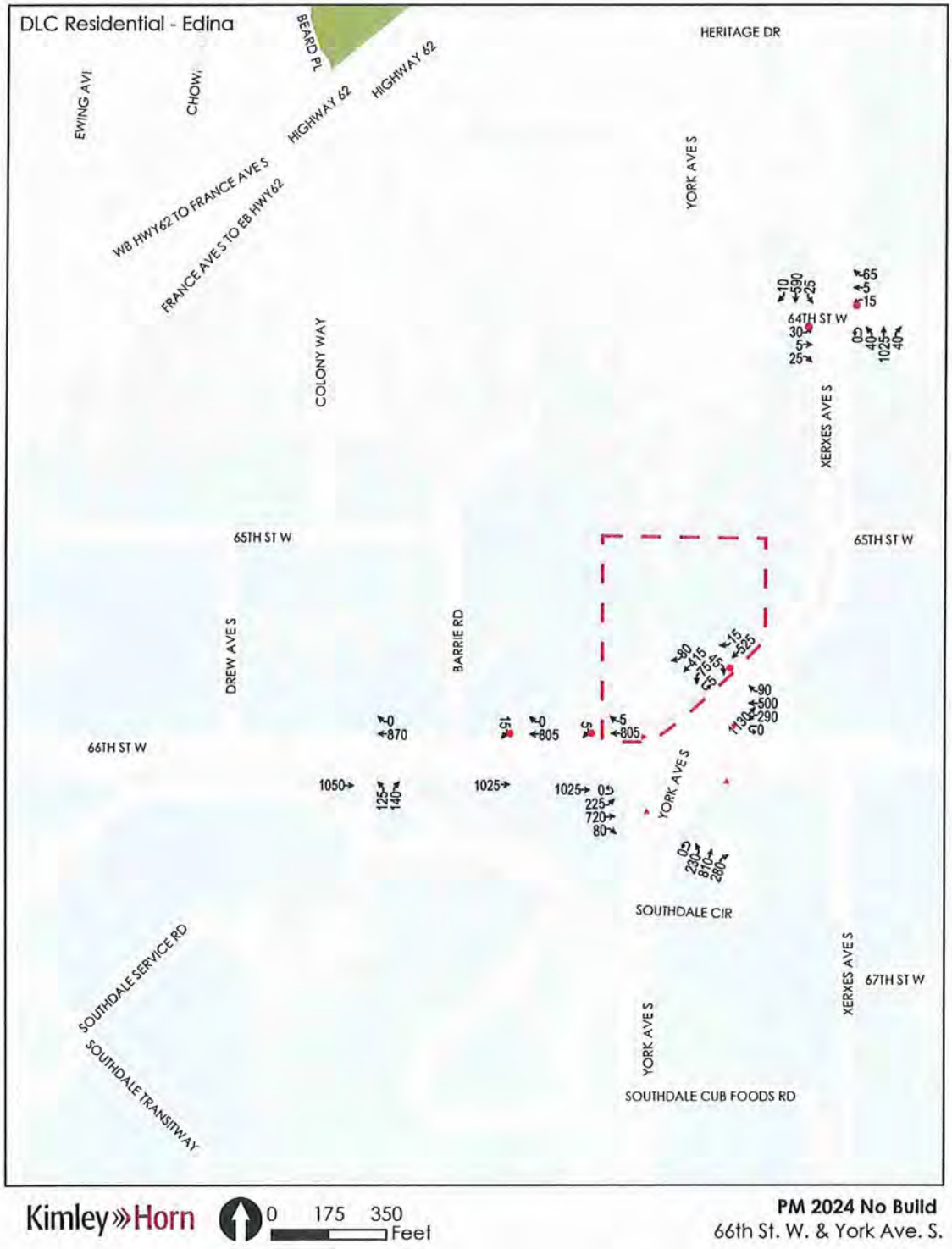

Figure 4-5: Future Year (2024) PM No Build Turning Movement Volumes

A67

TRIP GENERATION AND DISTRIBUTION

TRIP GENERATION

Trip Generation estimates were developed based on the Institute of Transportation Engineers' (ITE) Trip Generation, 9th Edition. As these values represent estimates, all values were rounded to the nearest 5 vehicles.

Phase I

During Phase I, the 3250 Building (3250 W. 66th Street) and adjacent parking will be replaced with a 230-unit, 6-floor apartment building with secure parking. The existing 6550 Building (6550 York Avenue South) and associated surface parking will remain open, along with the existing access locations on both York Avenue South and W. 66th Street.

The apartment building is most similar to ITE's Land Use 223 ("Mid-Rise Apartment"), and this land use code was therefore used for developing trip generation estimates:

> *"Mid-rise apartments are apartments (rental dwelling units) in rental buildings that have between three and 10 levels (floors)."*

For both the morning and evening peak demand estimates, the rates associated with the peak hours of adjacent street traffic were used. Due to the relatively small sample size (seven studies), the average rate rather than the fitted curve equations were used for both time periods.

Although some vehicles were observed parked near the 3250 building at the time of the counts, the building was largely vacant, and no trips were removed from the network for the future year analyses to account for the removal of this building.

Additionally, because the 6550 Building was assumed to remain open during Phase I, the existing entries and exits from site driveways were preserved for the future analysis years. Although some degree of internal capture could be expected by co-locating a residential building on the same site as an office building, this would result in a reduction of less than 4 percent of trips according to ITE's Trip Generation Handbook, 3rd Edition, and no internal capture was assumed within the trip generation analysis.

The total net new trips added to the network for the Phase I analysis year for both the morning and evening peak periods is provided in **Tables 4-1** and **4-2**.

Table 4-1: Morning Peak Hour Trip Generation Estimates for Phase I

Code	Land Use Description	Units	No.	Rate	AM				
					AM Trips Enter (%)	AM Trips Exit (%)	AM Trips Enter	AM Trips Exit	Total AM Trips
223	Mid-Rise Apartment	DUs	230	0.30	31%	69%	20	50	70
							20	50	70

A68

Table 4-2: Evening Peak Hour Trip Generation Estimates for Phase I

Code	Land Use Description	Units	No.	Rate	PM				
					PM Trips Enter (%)	PM Trips Exit (%)	PM Trips Enter	PM Trips Exit	Total PM Trips
223	Mid-Rise Apartment	DUs	230	0.39	58%	42%	50	40	90
							50	40	90

Phase II

During Phase II, the 6550 Building (6550 York Avenue South) and adjacent parking will be replaced with a 145-unit 5-floor apartment building with additional secure parking. Upon completion of Phase II, the site will have a total of 375 apartment units, 38 surface stalls, and 576 secure parking stalls. As with Phase I, the average trip generation rates were used, applied to the completed residential development.

The removal of the 6550 Building will lead to a significant reduction in the number of trips observed traveling to and from the site under existing conditions. At the time of the turning movement counts, the 62,100 sq. ft. office was approximately 71 percent occupied. Therefore, 44,100 sq. ft. was used to estimate the number of trips to remove from the network for the Phase II analysis.

Due to the variety of uses observed within the building, ITE's Land Use 710 ("General Office Building") was used for developing trip generation estimates:

> *"A general office building houses multiple tenants; it is a location where affairs of businesses, commercial or industrial organizations, or professional persons or firms are conducted. An office building or buildings may contain a mixture of tenants including professional services, insurance companies, investment brokers and tenant services, such as a bank or savings and loan institution, a restaurant or cafeteria and service retail facilities."*

The average rate rather than the fitted curve equations produced estimates most similar to observed driveway entries and exits, and this rate was therefore used for both time periods to estimate the number of trips to remove.

The total net new trips added to the network for the Phase II analysis year for both the morning and evening peak periods, including the removed office trips, is provided in **Tables 4-3** and **4-4**.

Table 4-3: Morning Peak Hour Trip Generation Estimates for Phase II

Code	Land Use Description	Units	No.	Rate	AM				
					AM Trips Enter (%)	AM Trips Exit (%)	AM Trips Enter	AM Trips Exit	Total AM Trips
223	Mid-Rise Apartment	DUs	375	0.30	31%	69%	35	80	115
710	General Office Building (1)	1ksf	44.1	1.56	88%	12%	-60	-10	-70
							-25	70	45

Table 4-4: Evening Peak Hour Trip Generation Estimates for Phase II

Code	Land Use Description	Units	No.	Rate	PM				
					PM Trips Enter (%)	PM Trips Exit (%)	PM Trips Enter	PM Trips Exit	Total PM Trips
223	Mid-Rise Apartment	DUs	375	0.39	58%	42%	85	60	145
710	General Office Building (1)	1ksf	44.1	1.49	17%	83%	-10	-55	-65
							75	5	80

Due to the removal of the office trips, trips entering the site during the morning peak hour represents a reduction from existing conditions, and trips exiting the site during the evening peak hour is only expected to increase by five vehicles. The greatest change in trips assigned to the network compared to existing conditions is associated with the residential trips exiting the site in the morning, and the residential trips returning to the site during the evening.

TRIP DISTRIBUTION AND ASSIGNMENT

Residential Trips

The trip distribution for the site-generated residential is shown in the Appendix in **Figure A-3**. This distribution is based on the current traffic patterns in the area as well as the driveway configuration and likely routing to and from the freeways in the area (Highway 62, I-35W, Highway 100, and I-494), as described below:

- To/From the North (Xerxes Avenue)
  - Inbound: **65%**
  - Outbound: **40%**
    - Approximately 5 U-turns were observed at 66th Street and York Avenue on the southbound approach under existing conditions. For assignment purposes, it is assumed that approximately 20% of northbound trips (8% of total) will make a U-turn at 66th Street and 80% (32% of total) will take York Avenue to 64th Street and make left turn onto Xerxes Avenue to depart to the north.

- To/From the West (West 66th Street)
  - Inbound: **5%**
    - Trips from the west and southwest are most likely to arrive via Highway 62 and Xerxes Avenue as opposed to 66th Street from the west given the site driveway configuration and proximity to Highway 62. A negligible number of U-turns were observed on the eastbound approach to York Ave (1 or 2 during the peak hour), so 5% is assumed to capture the drivers that may choose to make this movement to access the site.
  - Outbound: **25%**
    - Due to the right-in right-out driveway configuration, some drivers will choose to proceed west and access Highway 62 from France Avenue, even if headed north or east.
- To/From the East (West 66th Street)
  - Inbound: **20%**
  - Outbound: **25%**
    - Due to the right-in right-out driveway configuration, some drivers will choose to turn left onto 66th Street to access I-35W, even if headed north.
- To/From the South (York Avenue)
  - Inbound: **10%**
  - Outbound: **10%**

The corresponding site driveway assignment is shown in **Figure A-4**. Although approximately 35 percent of inbound trips are assumed to use the right in from 66th Street, all southbound, eastbound, and westbound outbound trips were assigned to the York Avenue driveway due to the site configuration and proximity of the secure parking access relative to this driveway.

Maps showing the site-generated residential trips for the morning and evening peak hours for both Phase I (2018) and Phase II (2024) are provided in **Figures A-5** through **A-8**.

Office Trips

Phase II includes the removal of the 6550 Building (6550 York Avenue South), and office trips therefore need to be removed from the network to analyze the full build scenario. The removed office trips are shown in **Figures A-9** and **A-10**, generated using a proportional reduction of the office trips identified in **Tables 4-3** and **4-3** based on existing traffic patterns.

FUTURE BUILD TURNING MOVEMENT VOLUMES

Taking into account the trip assignment described above as well as the reduction of office trips for Phase II, the estimated Full Build morning and evening peak hour turning movements for both Phase I and Phase II are shown in **Figures 4-6** through **4-9**.

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Figure 4-6: Future Year (2018) AM Phase I Turning Movement Volumes

472

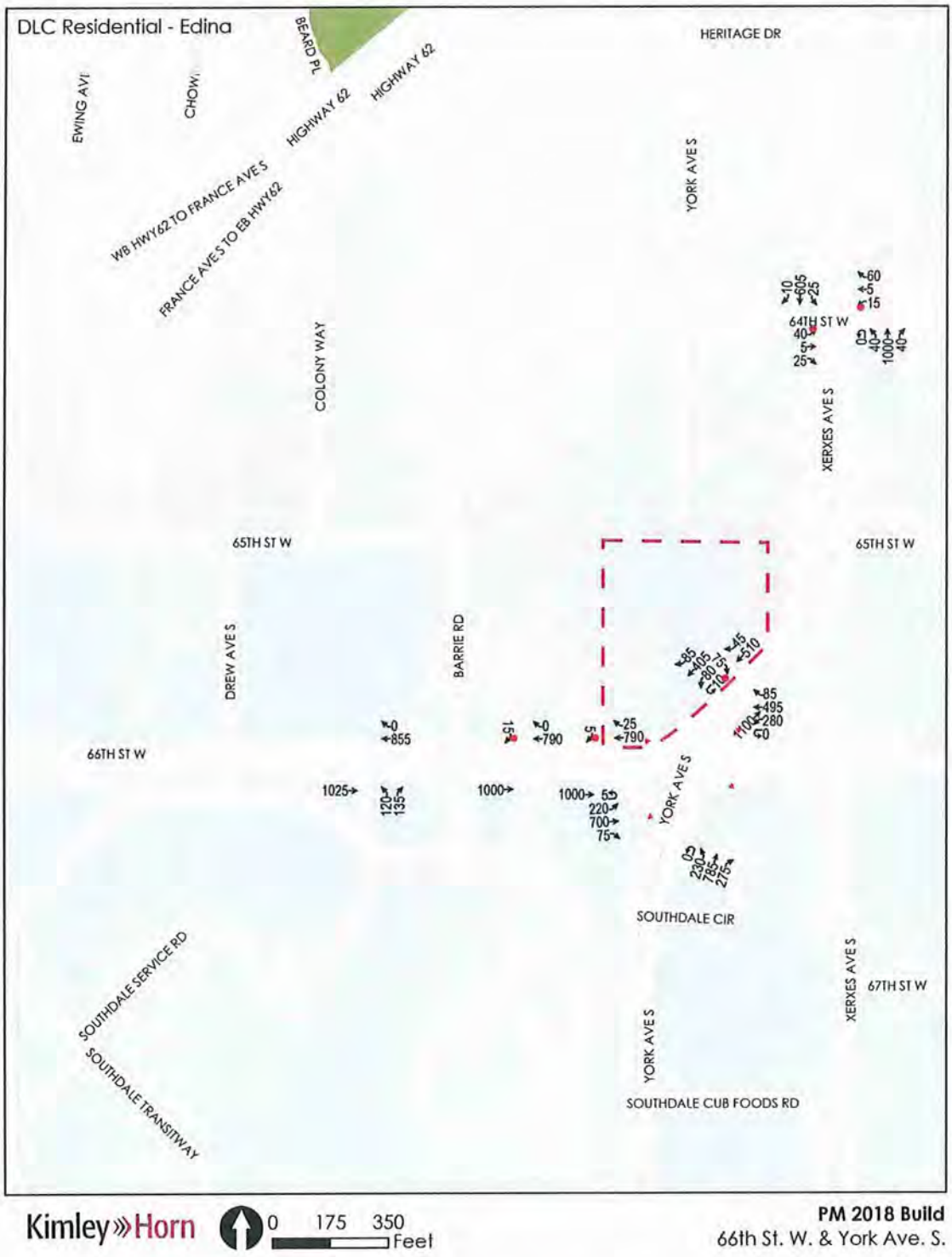

Figure 4-7: Future Year (2018) PM Phase I Turning Movement Volumes

A73

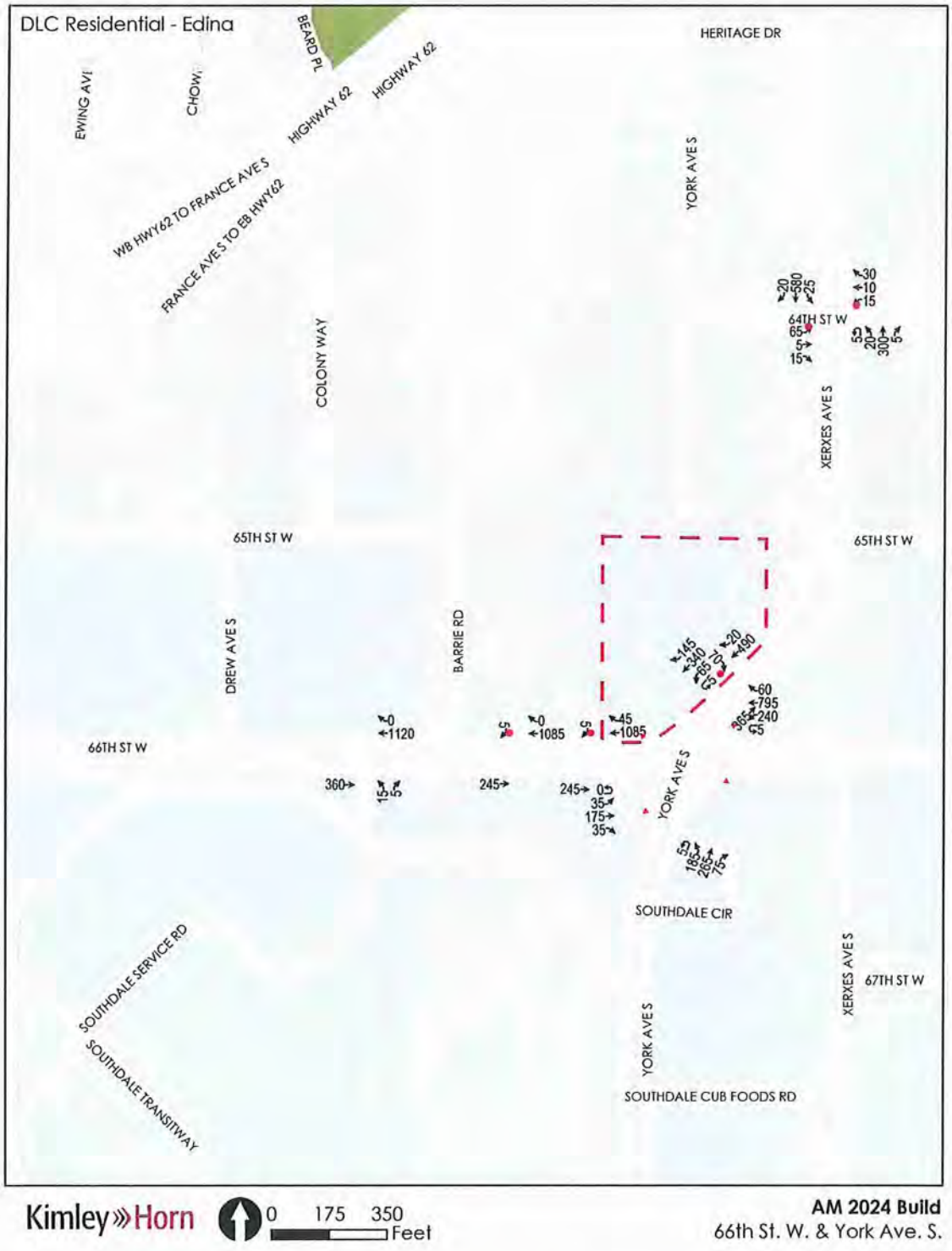

Figure 4-8: Future Year (2024) AM Phase II Turning Movement Volume

#74

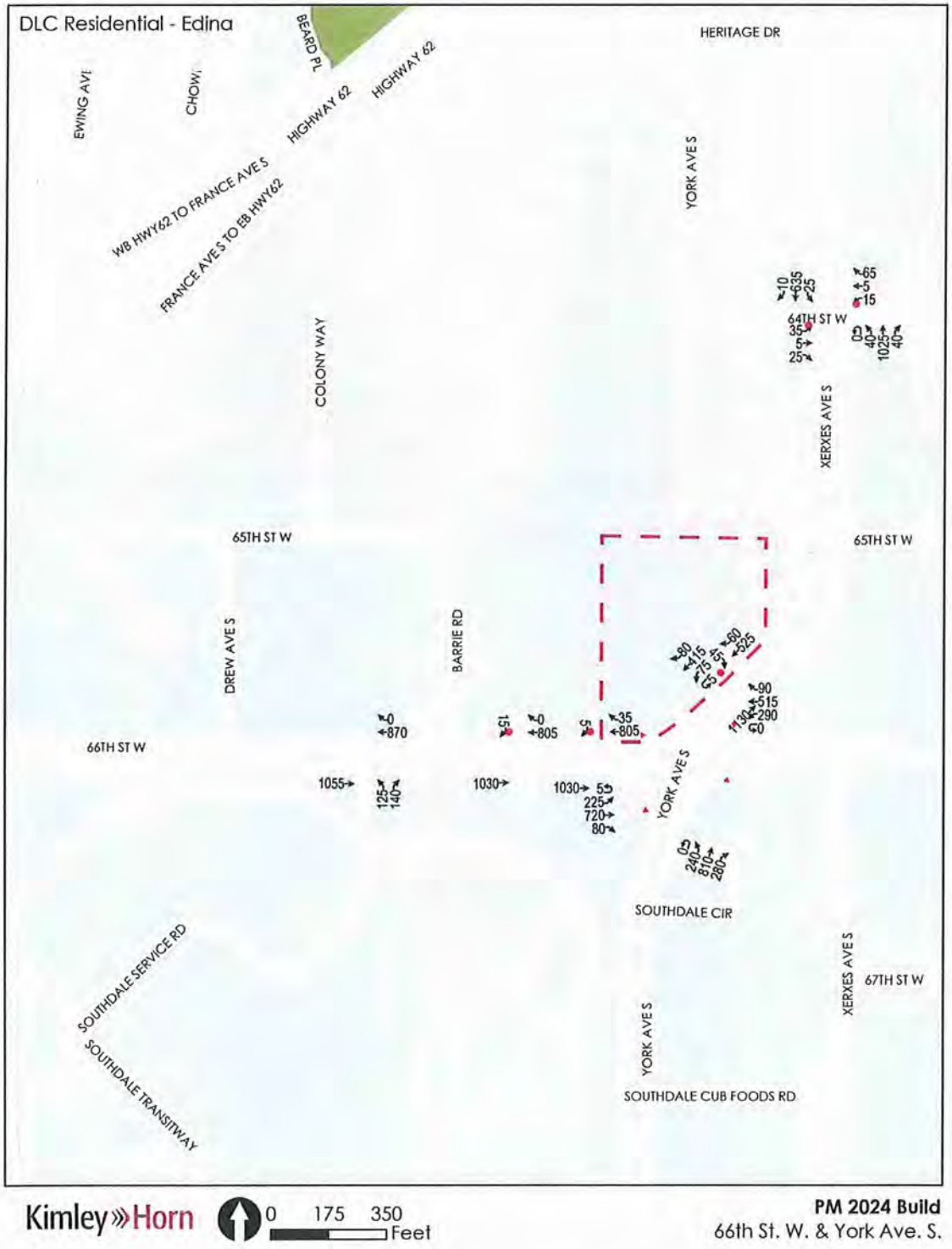

Figure 4-9: Future Year (2024) PM Phase II Turning Movement Volume

A75

DELAY AND QUEUING ANALYSIS RESULTS

Models of each scenario were developed using Synchro, and then delay and queuing were evaluated for each scenario using the average output value from five simulations in SimTraffic. The Future Year (2018 and 2024) No Build scenarios were analyzed first to provide an understanding of delay and queuing including background traffic growth, before the addition of trips generated by residential development. The Future Year (2018) Phase I Build scenario was analyzed to determine the potential impact of Phase I site traffic on the adjacent study intersections, including all existing office trips from the site. The Future Year (2024) Phase II Build scenario was analyzed to determine the potential impact of Phase II site traffic on the adjacent study intersections, including additional residential trips but accounting for the reduction of office trips.

2018 NO BUILD RESULTS

All intersections operate at a level of service (LOS) D or better under the 2018 No Build Conditions scenario, as shown in the Appendix in **Table B-1**.

Two movements exceed the LOS D threshold during the PM peak hour at 66th Street and York Avenue. Both the northbound and southbound left turns at 66th Street and York Avenue have delays in excess of 55 seconds. However, these delays are very close to the D/E threshold, and delays in this range can be expected given the 130-second cycle length.

Additionally, while the eastbound through movement at 64th Street and Xerxes Avenue slightly exceeds the 35-second threshold during the PM peak hour, this is a very low volume movement (5 vehicles) and subject to significant random variability as a result.

No significant queuing issues are expected during either peak hour, as shown in **Table B-2**. On the northbound approach to 66th Street and York Avenue, left turn queues are projected to reach the limit of the storage lanes, and in some cases queues in the through lanes can be expected to block entrance into the turn lanes. No significant upstream blockage is expected, however. Queues on the southbound approach can also be expected to block entrance to the turn lane during some cycles, but this will not lead to significant delays.

2018 PHASE I BUILD RESULTS

With the construction of 230 residential units on site during Phase I, all intersections are expected to continue to operate at a level of service (LOS) D or better as shown in the appendix in **Table B-3**. Average intersection delay at 66th Street and York Avenue is expected to remain approximately equivalent to the No Build condition.

At 66th Street and York Avenue, the eastbound U-turn movement at 66th Street and York Avenue is estimated to serve 5 vehicles during the PM peak hour, and while this low volume movement is subject significant random variability, some vehicles making this movement to access the site may encounter delays of 60 seconds or more. No other movements at this intersection are expected to have a significant increase in average delay compared to the No Build condition.

Additionally, while the westbound left and through movements at 64th Street and Xerxes Avenue are estimated exceed the D/E threshold under the PM peak hour Build scenario, these movements are also very low volume, serving 15 and 5 vehicle, respectively.

No significant changes in queue spillback or lane blockage are expect under the Phase I Build scenario compared to the No Build condition, as shown in **Table B-4**.

2024 NO BUILD RESULTS

All intersections operate at a level of service (LOS) D or better under the 2024 No Build Conditions scenario, as shown in the Appendix in **Table B-5**. Average intersection delay at 66th Street and York Avenue is expected to increase by one second overall compared to the 2018 No Build Condition as a result of background traffic growth.

As in the 2018 No Build scenario, both the northbound and southbound left turns at 66th Street and York Avenue have delays very close to the D/E threshold of 55 seconds during the PM peak hour, but a significant increase in delay for these movements is not expected.

No other movements are expected to exceed the D/E threshold, and some of the observed delay reductions at 64th Street and York Avenue between 2018 and 2024 are simply attributable to random variability of the very low volume movements.

No significant changes in queue spillback or lane blockage are expect under the 2024 No Build scenario compared to the 2018 No Build condition, as shown in **Table B-6**.

2024 PHASE II BUILD RESULTS

With the construction of 145 additional residential units on site during Phase II and the removal of the 6550 office building, all intersections are expected to continue to operate at a level of service (LOS) D or better as shown in the appendix in **Table B-7**. Average intersection delay at 66th Street and York Avenue is expected to remain approximately equivalent to the 2024 No Build condition.

As in the 2024 No Build scenario, both the northbound and southbound left turns at 66th Street and York Avenue, as well as the U-turn movements, have delays very close to the D/E threshold of 55 seconds during the PM peak hour, but a significant increase in delay for these movements is not expected.

No significant changes in queue spillback or lane blockage are expect under the Phase II Build scenario compared to the No Build condition, as shown in **Table B-8**.

RECOMMENDATIONS

It is anticipated that the existing area lane geometry will be adequate to support future traffic growth and the addition of site traffic at the area study intersections. No geometry or operations improvements are recommended at this time to support the residential redevelopment project.

5.0 APPENDIX

A. Supplemental Exhibits
B. Level of Service Results and Queue Projections
C. SimTraffic Results
D. Parking Demand Memo

APPENDIX A: SUPPLEMENTAL EXHIBITS

Figure A-1: Existing (2015) AM Peak Hour Turning Movement Volumes

A24

Figure A-2: Existing (2015) PM Peak Hour Turning Movement Volumes

A40

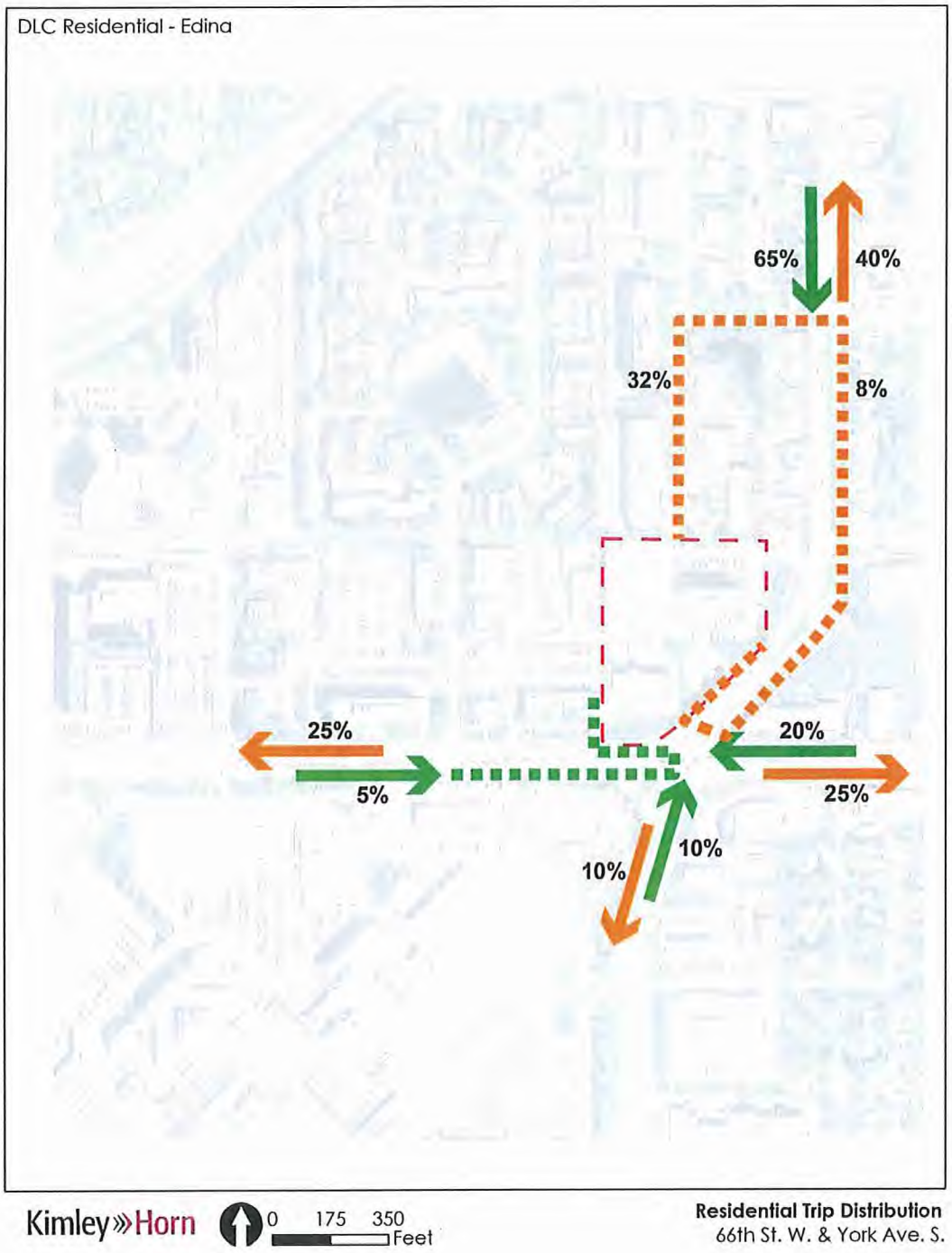

Figure A-3: Residential Trip Distribution

A81

Figure A-4: Residential Trip Driveway Assignment

182

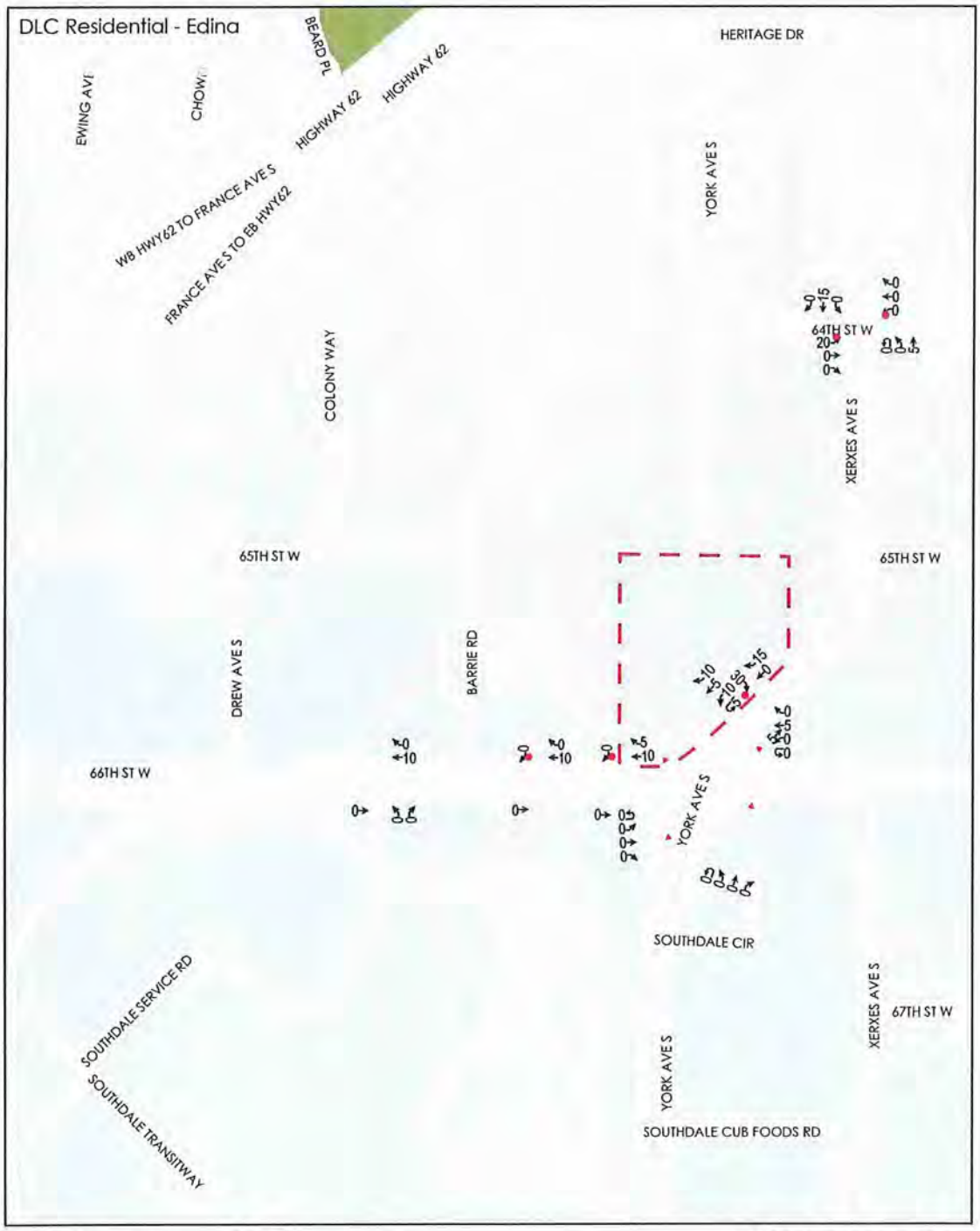

Figure A-5: Future Year (2018) Residential Trip Assignment – AM Peak Hour

Note: Due to the rounding convention and limited number of trips, approximately 50 percent of outbound trips depart to the north in this scenario after balancing and rounding.

A83

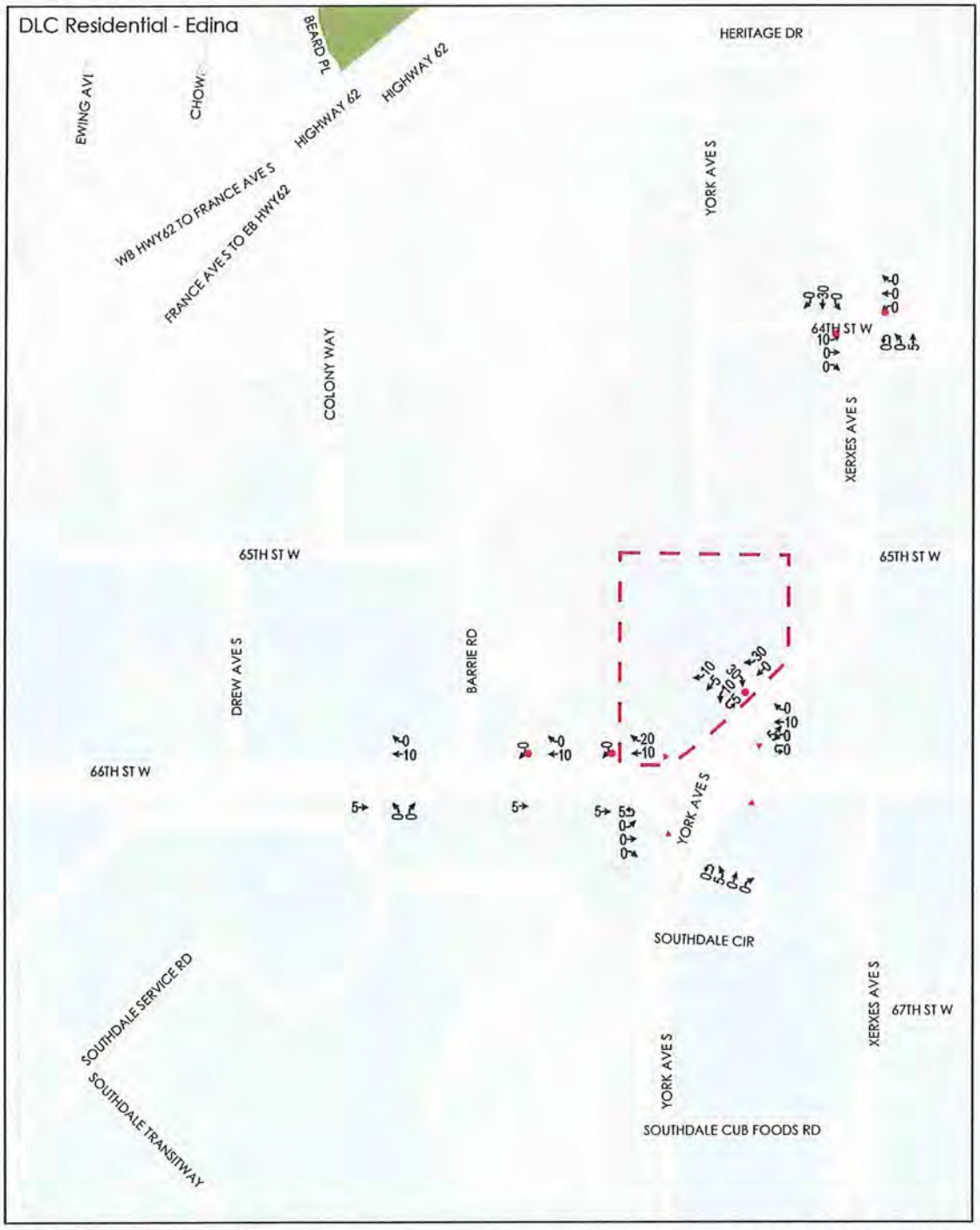

Figure A-6: Future Year (2018) Residential Trip Assignment – PM Peak Hour

A84

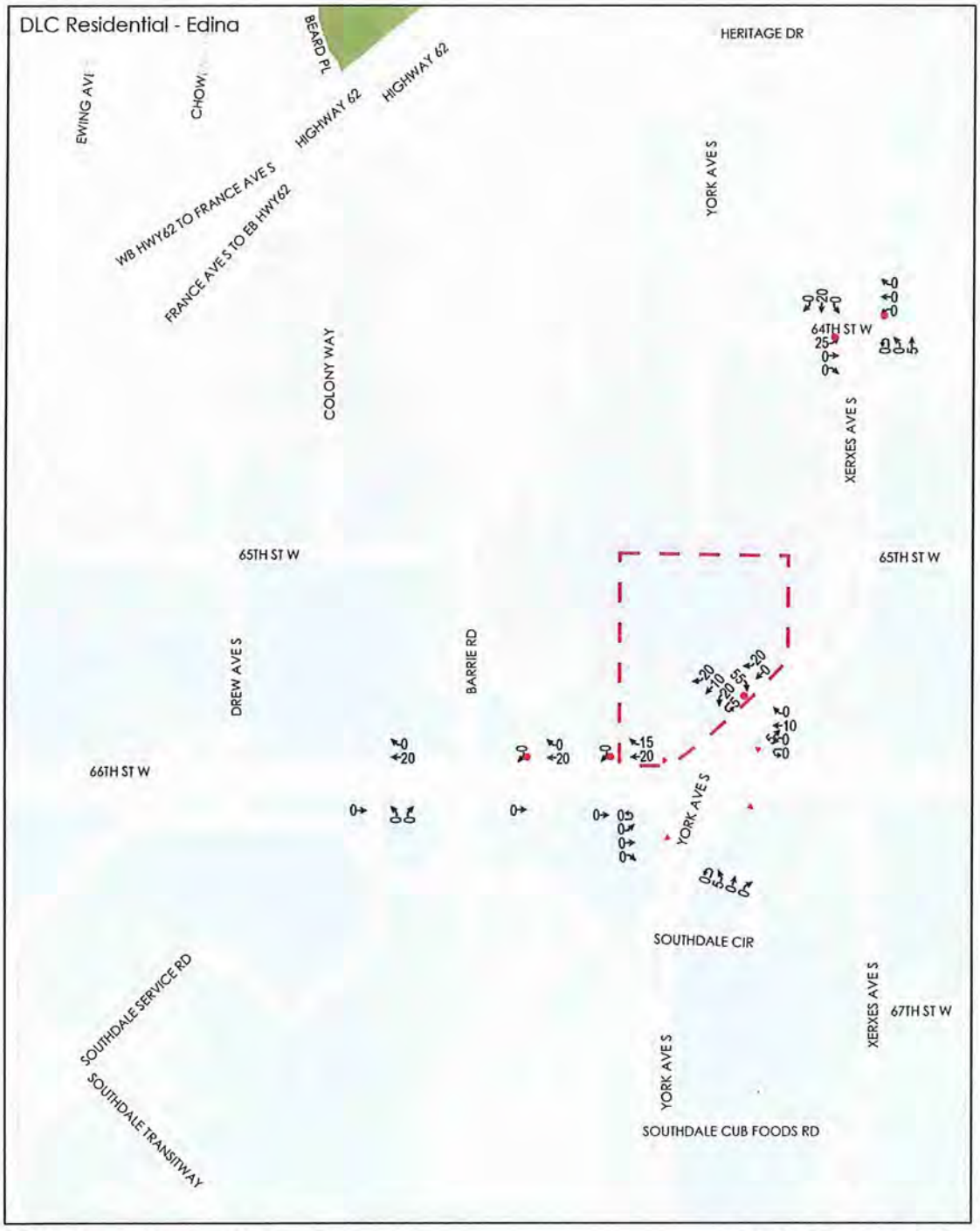

Figure A-7: Future Year (2024) Residential Trip Assignment – AM Peak Hour

A85

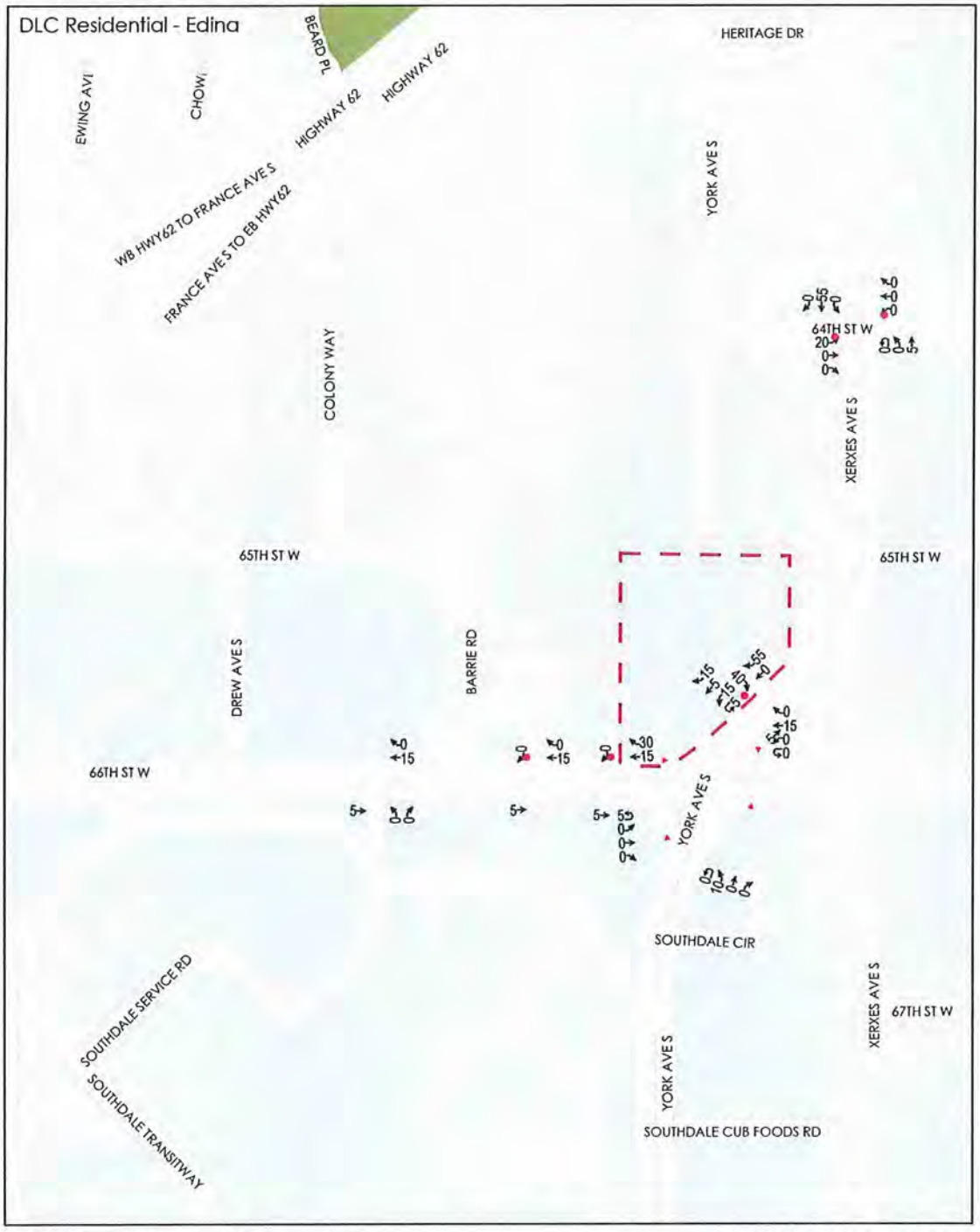

Figure A-8: Future Year (2024) Residential Trip Assignment – PM Peak Hour

A86

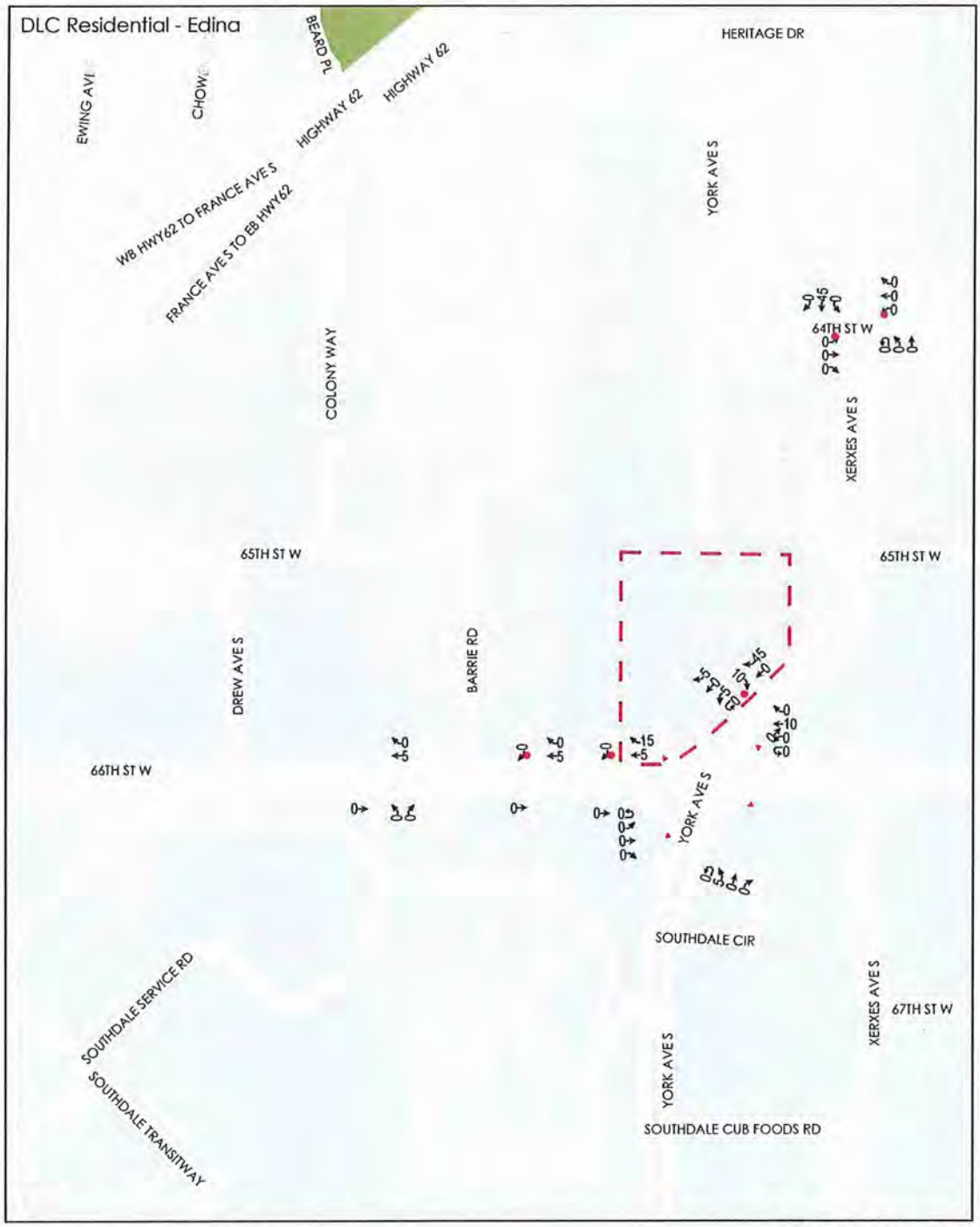

Figure A-9: Future Year (2024) Office Trips Removed – AM Peak Hour

A87

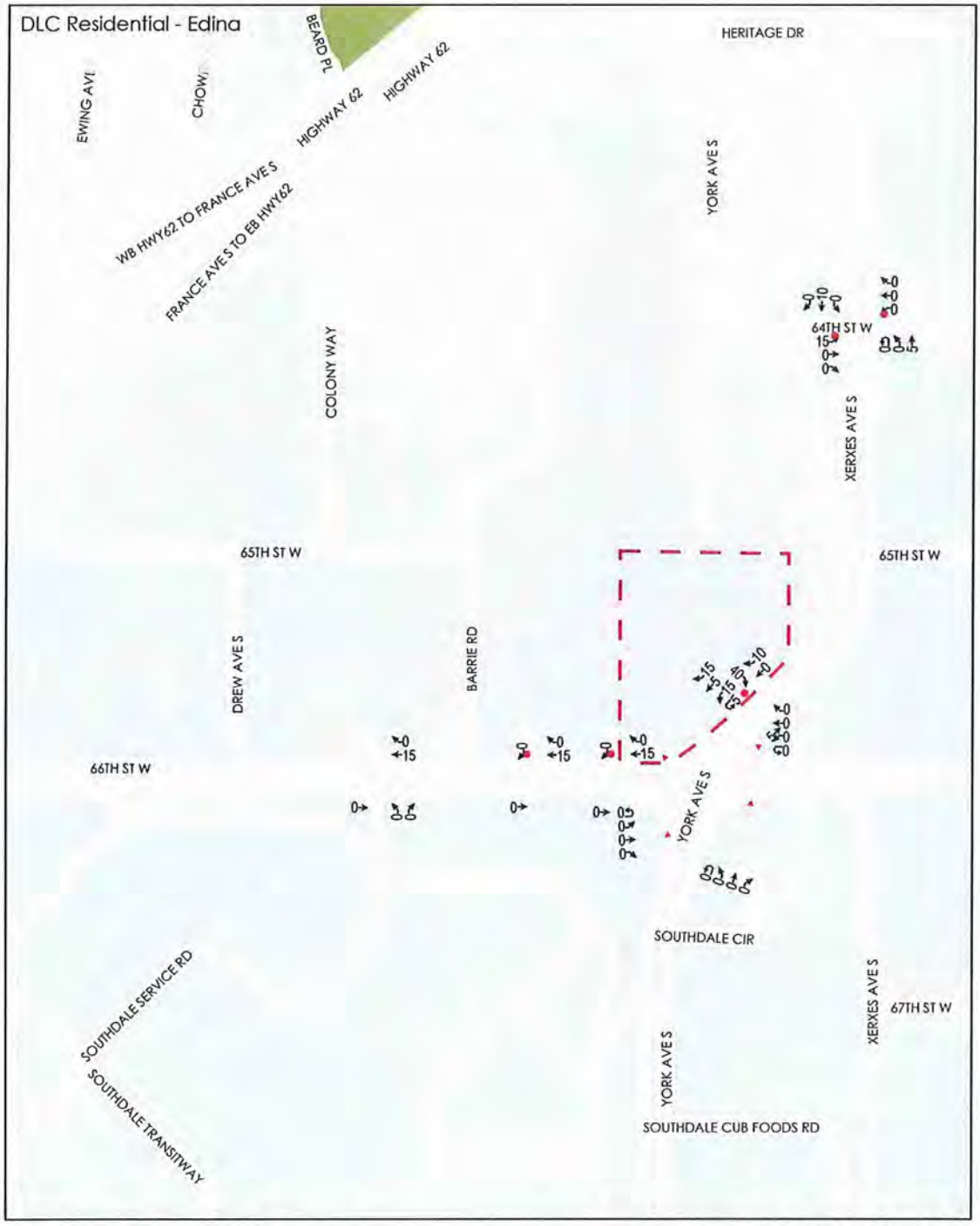

Figure A-10: Future Year (2024) Office Trips Removed – PM Peak Hour

APPENDIX B: LEVEL OF SERVICE RESULTS AND QUEUE PROJECTIONS

Table B-1: 2018 No Build Conditions SimTraffic Summary – AM and PM Peak Hour Delay

2018 SimTraffic Summary - AM No Build Traffic

Intersection	Control	Approach	Operations by Movement								Overall Intersection	
			U-Turn		Left		Through		Right			
			Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
W 66th St & Southdale East Driveway	Signal	EB	-	-	-	-	0.9	A	-	-	1.4	A
		WB	-	-	-	-	1.2	A	-	-		
		NB	-	-	25.4	C	-	-	4.3	A		
		SB	-	-	-	-	-	-	-	-		
W 66th St & 3316 West Driveway	TWSC	EB	-	-	-	-	0.3	A	-	-	-	-
		WB	-	-	-	-	0.6	A	-	-		
		NB	-	-	-	-	-	-	-	-		
		SB	-	-	-	-	-	-	3.0	A		
W 66th St & 3316 East Driveway	TWSC	EB	-	-	-	-	0.6	A	-	-	-	-
		WB	-	-	-	-	2.7	A	1.9	A		
		NB	-	-	-	-	-	-	-	-		
		SB	-	-	-	-	-	-	3.8	A		
W 66th St & York Ave	Signal	EB	-	-	40.0	D	25.5	C	1.7	A	23.6	C
		WB	35.5	D	34.4	C	20.9	C	3.5	A		
		NB	32.9	C	34.0	C	24.3	C	2.5	A		
		SB	-	-	37.5	D	27.9	C	1.3	A		
York Ave & 6550 Driveway	TWSC	EB	-	-	-	-	-	-	2.9	A	-	-
		WB	-	-	-	-	-	-	-	-		
		NB	-	-	-	-	2.4	A	-	-		
		SB	-	-	-	-	0.4	A	0.4	A		
Xerxes Ave & W 64th St	TWSC	EB	-	-	15.5	C	13.7	B	4.7	A	-	-
		WB	-	-	11.7	B	15.2	C	4.6	A		
		NB	9.1	A	5.9	A	0.4	A	0.4	A		
		SB	-	-	2.8	A	0.4	A	0.3	A		

2018 SimTraffic Summary - PM No Build Traffic

Intersection	Control	Approach	Operations by Movement								Overall Intersection	
			U-Turn		Left		Through		Right			
			Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
W 66th St & Southdale East Driveway	Signal	EB	-	-	-	-	5.6	A	-	-	6.6	A
		WB	-	-	-	-	4.7	A	-	-		
		NB	-	-	24.6	C	-	-	9.2	A		
		SB	-	-	-	-	-	-	-	-		
W 66th St & 3316 West Driveway	TWSC	EB	-	-	-	-	1.5	A	-	-	-	-
		WB	-	-	-	-	0.5	A	-	-		
		NB	-	-	-	-	-	-	-	-		
		SB	-	-	-	-	-	-	2.6	A		
W 66th St & 3316 East Driveway	TWSC	EB	-	-	-	-	3.0	A	-	-	-	-
		WB	-	-	-	-	2.4	A	1.5	A		
		NB	-	-	-	-	-	-	-	-		
		SB	-	-	-	-	-	-	3.3	A		
W 66th St & York Ave	Signal	EB	-	-	53.4	D	38.5	D	1.8	A	35.2	D
		WB	-	-	50.0	D	33.7	C	3.6	A		
		NB	-	-	56.0	E	35.4	D	3.2	A		
		SB	46.1	D	56.9	E	35.6	D	3.0	A		
York Ave & 6550 Driveway	TWSC	EB	-	-	-	-	-	-	3.8	A	-	-
		WB	-	-	-	-	-	-	-	-		
		NB	-	-	-	-	3.1	A	-	-		
		SB	-	-	-	-	0.5	A	0.4	A		
Xerxes Ave & W 64th St	TWSC	EB	-	-	24.5	C	35.3	E	8.7	A	-	-
		WB	-	-	28.8	D	31.7	D	13.3	B		
		NB	-	-	5.9	A	1.7	A	1.5	A		
		SB	-	-	12.2	B	0.4	A	0.1	A		

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Table B-2: 2018 No Build Conditions SimTraffic Summary – AM and PM Peak Hour Queuing

2018 SimTraffic Summary - AM No Build Queuing									
Intersection	Control	Approach	Queue Length by Movement						
			Left		Through		Right		
			Storage	95th %	Storage	95th %	Storage	95th %	
W 66th St & Southdale East Driveway	Signal	EB	-	-	350	35	-	-	
		WB	-	-	250	65	-	-	
		NB	250	65	-	-	200	35	
		SB	-	-	-	-	-	-	
W 66th St & 3316 West Driveway	TWSC	EB	-	-	400	0	-	-	
		WB	-	-	250	0	250	0	
		NB	-	-	-	-	-	-	
		SB	-	-	-	-	100	25	
W 66th St & 3316 East Driveway	TWSC	EB	-	-	650	10	-	-	
		WB	-	-	225	15	225	10	
		NB	-	-	-	-	-	-	
		SB	-	-	-	-	100	25	
W 66th St & York Ave	Signal	EB	400	50	875	90	300	0	
		WB	300	150	700	230	300	0	
		NB	250	115	375	120	200	0	
		SB	250	30	700	80	100	70	
York Ave & 6550 Driveway	TWSC	EB	-	-	-	-	100	30	
		WB	-	-	-	-	-	-	
		NB	-	-	200	0	-	-	
		SB	-	-	450	0	75	0	
Xerxes Ave & W 64th St	TWSC	EB	400	55	400	55	400	55	
		WB	300	55	300	55	300	55	
		NB	250	40	600	0	600	0	
		SB	200	20	800	0	800	0	
2018 SimTraffic Summary - PM No Build Queuing									
Intersection	Control	Approach	Queue Length by Movement						
			Left		Through		Right		
			Storage	95th %	Storage	95th %	Storage	95th %	
W 66th St & Southdale East Driveway	Signal	EB	-	-	350	155	-	-	
		WB	-	-	250	175	-	-	
		NB	250	110	-	-	200	90	
		SB	-	-	-	-	-	-	
W 66th St & 3316 West Driveway	TWSC	EB	-	-	400	5	-	-	
		WB	-	-	250	5	250	0	
		NB	-	-	-	-	-	-	
		SB	-	-	-	-	100	35	
W 66th St & 3316 East Driveway	TWSC	EB	-	-	650	100	-	-	
		WB	-	-	225	10	225	10	
		NB	-	-	-	-	-	-	
		SB	-	-	-	-	100	20	
W 66th St & York Ave	Signal	EB	400	145	875	260	300	0	
		WB	300	205	700	210	300	0	
		NB	250	170	375	290	200	0	
		SB	250	70	700	150	100	80	
York Ave & 6550 Driveway	TWSC	EB	-	-	-	-	100	35	
		WB	-	-	-	-	-	-	
		NB	-	-	200	5	-	-	
		SB	-	-	450	5	75	0	
Xerxes Ave & W 64th St	TWSC	EB	400	65	400	65	400	65	
		WB	300	75	300	75	300	75	
		NB	250	40	600	10	600	5	
		SB	200	40	800	5	800	5	

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Table B-3: Phase I (2018) Build Conditions – AM and PM Peak Hour Delay

2018 SimTraffic Summary - AM Build Traffic

Intersection	Control	Approach	Operations by Movement								Overall Intersection	
			U-Turn		Left		Through		Right			
			Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
W 66th St & Southdale East Driveway	Signal	EB	-	-	-	-	0.9	A	-	-	1.5	A
		WB	-	-	-	-	1.4	A	-	-		
		NB	-	-	27.3	C	-	-	3.9	A		
		SB	-	-	-	-	-	-	-	-		
W 66th St & 3316 West Driveway	TWSC	EB	-	-	-	-	0.3	A	-	-	-	-
		WB	-	-	-	-	0.6	A	-	-		
		NB	-	-	-	-	-	-	-	-		
		SB	-	-	-	-	-	-	2.8	A		
W 66th St & 3316 East Driveway	TWSC	EB	-	-	-	-	0.6	A	-	-	-	-
		WB	-	-	-	-	2.9	A	2.0	A		
		NB	-	-	-	-	-	-	-	-		
		SB	-	-	-	-	-	-	3.7	A		
W 66th St & York Ave	Signal	EB	-	-	38.5	D	24.2	C	1.7	A	23.3	C
		WB	30.8	C	35.0	C	20.5	C	3.2	A		
		NB	32.7	C	33.8	C	25.0	C	2.6	A		
		SB	42.8	D	38.2	D	27.9	C	1.2	A		
York Ave & 6550 Driveway	TWSC	EB	-	-	-	-	-	-	3.4	A	-	-
		WB	-	-	-	-	-	-	-	-		
		NB	-	-	-	-	2.4	A	-	-		
		SB	-	-	-	-	0.4	A	0.5	A		
Xerxes Ave & W 64th St	TWSC	EB	-	-	16.0	C	22.2	C	7.6	A	-	-
		WB	-	-	13.9	B	16.6	C	4.6	A		
		NB	7.3	A	6.7	A	0.5	A	0.2	A		
		SB	-	-	3.2	A	0.4	A	0.4	A		

2018 SimTraffic Summary - PM No Build Traffic

Intersection	Control	Approach	Operations by Movement								Overall Intersection	
			U-Turn		Left		Through		Right			
			Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
W 66th St & Southdale East Driveway	Signal	EB	-	-	-	-	5.8	A	-	-	6.5	A
		WB	-	-	-	-	4.9	A	-	-		
		NB	-	-	23.5	C	-	-	7.7	A		
		SB	-	-	-	-	-	-	-	-		
W 66th St & 3316 West Driveway	TWSC	EB	-	-	-	-	1.5	A	-	-	-	-
		WB	-	-	-	-	0.6	A	-	-		
		NB	-	-	-	-	-	-	-	-		
		SB	-	-	-	-	-	-	3.4	A		
W 66th St & 3316 East Driveway	TWSC	EB	-	-	-	-	2.5	A	-	-	-	-
		WB	-	-	-	-	2.5	A	1.8	A		
		NB	-	-	-	-	-	-	-	-		
		SB	-	-	-	-	-	-	4.5	A		
W 66th St & York Ave	Signal	EB	65.4	E	53.6	D	38.4	D	1.8	A	35.8	D
		WB	-	-	50.4	D	34.8	C	3.5	A		
		NB	-	-	53.7	D	37.4	D	3.3	A		
		SB	50.3	D	57.9	E	36.0	D	2.9	A		
York Ave & 6550 Driveway	TWSC	EB	-	-	-	-	-	-	4.0	A	-	-
		WB	-	-	-	-	-	-	-	-		
		NB	-	-	-	-	3.2	A	-	-		
		SB	-	-	-	-	0.5	A	0.4	A		
Xerxes Ave & W 64th St	TWSC	EB	-	-	34.9	D	39.7	E	15.2	C	-	-
		WB	-	-	40.7	E	41.9	E	16.1	C		
		NB	-	-	6.4	A	1.7	A	1.9	A		
		SB	-	-	10.0	A	0.4	A	0.2	A		

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Table B-4: Phase I (2018) Build Conditions – AM and PM Peak Hour Queuing

2018 SimTraffic Summary - AM Build Queuing									
Intersection	Control	Approach	Queue Length by Movement						
			Left		Through		Right		
			Storage	95th %	Storage	95th %	Storage	95th %	
W 66th St & Southdale East Driveway	Signal	EB	-	-	350	40	-	-	
		WB	-	-	250	90	-	-	
		NB	250	60	-	-	200	30	
		SB	-	-	-	-	-	-	
W 66th St & 3316 West Driveway	TWSC	EB	-	-	400	0	-	-	
		WB	-	-	250	0	250	0	
		NB	-	-	-	-	-	-	
		SB	-	-	-	-	100	25	
W 66th St & 3316 East Driveway	TWSC	EB	-	-	650	10	-	-	
		WB	-	-	225	20	225	15	
		NB	-	-	-	-	-	-	
		SB	-	-	-	-	100	25	
W 66th St & York Ave	Signal	EB	400	45	875	85	300	0	
		WB	300	150	700	215	300	0	
		NB	250	125	375	120	200	0	
		SB	250	45	700	80	100	75	
York Ave & 6550 Driveway	TWSC	EB	-	-	-	-	100	30	
		WB	-	-	-	-	-	-	
		NB	-	-	200	10	-	-	
		SB	-	-	450	0	75	0	
Xerxes Ave & W 64th St	TWSC	EB	400	60	400	60	400	60	
		WB	300	55	300	55	300	55	
		NB	250	40	600	0	600	0	
		SB	200	20	800	5	800	5	
2018 SimTraffic Summary - PM Build Queuing									
Intersection	Control	Approach	Queue Length by Movement						
			Left		Through		Right		
			Storage	95th %	Storage	95th %	Storage	95th %	
W 66th St & Southdale East Driveway	Signal	EB	-	-	350	165	-	-	
		WB	-	-	250	165	-	-	
		NB	250	100	-	-	200	75	
		SB	-	-	-	-	-	-	
W 66th St & 3316 West Driveway	TWSC	EB	-	-	400	0	-	-	
		WB	-	-	250	0	250	0	
		NB	-	-	-	-	-	-	
		SB	-	-	-	-	100	40	
W 66th St & 3316 East Driveway	TWSC	EB	-	-	650	80	-	-	
		WB	-	-	225	15	225	5	
		NB	-	-	-	-	-	-	
		SB	-	-	-	-	100	20	
W 66th St & York Ave	Signal	EB	400	145	875	255	300	0	
		WB	300	200	700	220	300	0	
		NB	250	205	375	320	200	0	
		SB	250	100	700	145	100	80	
York Ave & 6550 Driveway	TWSC	EB	-	-	-	-	100	35	
		WB	-	-	-	-	-	-	
		NB	-	-	200	15	-	-	
		SB	-	-	450	0	75	25	
Xerxes Ave & W 64th St	TWSC	EB	400	90	400	90	400	90	
		WB	300	90	300	90	300	90	
		NB	250	45	600	10	600	10	
		SB	200	35	800	5	800	5	

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Table B-5: 2024 No Build Conditions SimTraffic Summary – AM and PM Peak Hour Delay

2024 SimTraffic Summary - AM No Build Traffic

Intersection	Control	Approach	Operations by Movement								Overall Intersection	
			U-Turn		Left		Through		Right			
			Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
W 66th St & Southdale East Driveway	Signal	EB	-	-	-	-	1.2	A	-	-	1.9	A
		WB	-	-	-	-	1.7	A	-	-		
		NB	-	-	33.6	C	-	-	3.7	A		
		SB	-	-	-	-	-	-	-	-		
W 66th St & 3316 West Driveway	TWSC	EB	-	-	-	-	0.4	A	-	-	-	-
		WB	-	-	-	-	0.6	A	-	-		
		NB	-	-	-	-	-	-	-	-		
		SB	-	-	-	-	-	-	2.7	A		
W 66th St & 3316 East Driveway	TWSC	EB	-	-	-	-	0.7	A	-	-	-	-
		WB	-	-	-	-	2.9	A	2.1	A		
		NB	-	-	-	-	-	-	-	-		
		SB	-	-	-	-	-	-	6.0	A		
W 66th St & York Ave	Signal	EB	-	-	40.7	D	24.9	C	1.8	A	23.2	C
		WB	27.2	C	32.5	C	20.7	C	3.3	A		
		NB	27.7	C	33.1	C	22.8	C	2.6	A		
		SB	-	-	41.2	D	29.8	C	1.0	A		
York Ave & 6550 Driveway	TWSC	EB	-	-	-	-	-	-	3.1	A	-	-
		WB	-	-	-	-	-	-	-	-		
		NB	-	-	-	-	2.4	A	-	-		
		SB	-	-	-	-	0.4	A	0.4	A		
Xerxes Ave & W 64th St	TWSC	EB	-	-	16.8	C	18.9	C	6.0	A	-	-
		WB	-	-	16.6	C	16.5	C	5.6	A		
		NB	12.5	B	7.3	A	0.5	A	0.5	A		
		SB	-	-	3.5	A	0.4	A	0.3	A		

2024 SimTraffic Summary - PM No Build Traffic

Intersection	Control	Approach	Operations by Movement								Overall Intersection	
			U-Turn		Left		Through		Right			
			Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
W 66th St & Southdale East Driveway	Signal	EB	-	-	-	-	6.1	A	-	-	7.2	A
		WB	-	-	-	-	5.7	A	-	-		
		NB	-	-	24.3	C	-	-	9.0	A		
		SB	-	-	-	-	-	-	-	-		
W 66th St & 3316 West Driveway	TWSC	EB	-	-	-	-	1.7	A	-	-	-	-
		WB	-	-	-	-	0.6	A	-	-		
		NB	-	-	-	-	-	-	-	-		
		SB	-	-	-	-	-	-	4.1	A		
W 66th St & 3316 East Driveway	TWSC	EB	-	-	-	-	3.2	A	-	-	-	-
		WB	-	-	-	-	2.4	A	1.7	A		
		NB	-	-	-	-	-	-	-	-		
		SB	-	-	-	-	-	-	4.3	A		
W 66th St & York Ave	Signal	EB	-	-	54.4	D	39.2	D	1.8	A	36.2	D
		WB	-	-	51.9	D	33.3	C	3.4	A		
		NB	-	-	54.6	D	39.1	D	3.3	A		
		SB	52.9	D	56.9	E	38.1	D	3.4	A		
York Ave & 6550 Driveway	TWSC	EB	-	-	-	-	-	-	4.4	A	-	-
		WB	-	-	-	-	-	-	-	-		
		NB	-	-	-	-	3.4	A	-	-		
		SB	-	-	-	-	0.5	A	0.2	A		
Xerxes Ave & W 64th St	TWSC	EB	-	-	27.6	D	33.4	D	8.7	A	-	-
		WB	-	-	31.3	D	29.2	D	13.2	B		
		NB	-	-	7.5	A	1.7	A	1.7	A		
		SB	-	-	13.0	B	0.4	A	0.3	A		

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Table B-6: 2024 No Build Conditions SimTraffic Summary – AM and PM Peak Hour Queuing

2024 SimTraffic Summary - AM No Build Queuing									
Intersection	Control	Approach	Queue Length by Movement						
			Left		Through		Right		
			Storage	95th %	Storage	95th %	Storage	95th %	
W 66th St & Southdale East Driveway	Signal	EB	-	-	350	50	-	-	
		WB	-	-	250	95	-	-	
		NB	250	70	-	-	200	40	
		SB	-	-	-	-	-	-	
W 66th St & 3316 West Driveway	TWSC	EB	-	-	400	0	-	-	
		WB	-	-	250	0	250	0	
		NB	-	-	-	-	-	-	
		SB	-	-	-	-	100	20	
W 66th St & 3316 East Driveway	TWSC	EB	-	-	650	10	-	-	
		WB	-	-	225	15	225	5	
		NB	-	-	-	-	-	-	
		SB	-	-	-	-	100	25	
W 66th St & York Ave	Signal	EB	400	50	875	85	300	0	
		WB	300	155	700	230	300	0	
		NB	250	115	375	115	200	0	
		SB	250	35	700	70	100	75	
York Ave & 6550 Driveway	TWSC	EB	-	-	-	-	100	30	
		WB	-	-	-	-	-	-	
		NB	-	-	200	0	-	-	
		SB	-	-	450	0	75	0	
Xerxes Ave & W 64th St	TWSC	EB	400	55	400	55	400	55	
		WB	300	60	300	60	300	60	
		NB	250	40	600	10	600	0	
		SB	200	25	800	0	800	0	
2024 SimTraffic Summary - PM No Build Queuing									
Intersection	Control	Approach	Queue Length by Movement						
			Left		Through		Right		
			Storage	95th %	Storage	95th %	Storage	95th %	
W 66th St & Southdale East Driveway	Signal	EB	-	-	350	165	-	-	
		WB	-	-	250	195	-	-	
		NB	250	110	-	-	200	85	
		SB	-	-	-	-	-	-	
W 66th St & 3316 West Driveway	TWSC	EB	-	-	400	5	-	-	
		WB	-	-	250	0	250	0	
		NB	-	-	-	-	-	-	
		SB	-	-	-	-	100	40	
W 66th St & 3316 East Driveway	TWSC	EB	-	-	650	115	-	-	
		WB	-	-	225	15	225	10	
		NB	-	-	-	-	-	-	
		SB	-	-	-	-	100	20	
W 66th St & York Ave	Signal	EB	400	140	875	260	300	0	
		WB	300	210	700	225	300	0	
		NB	250	190	375	340	200	0	
		SB	250	80	700	160	100	85	
York Ave & 6550 Driveway	TWSC	EB	-	-	-	-	100	30	
		WB	-	-	-	-	-	-	
		NB	-	-	200	10	-	-	
		SB	-	-	450	10	75	0	
Xerxes Ave & W 64th St	TWSC	EB	400	60	400	60	400	60	
		WB	300	80	300	80	300	80	
		NB	250	45	600	5	600	0	
		SB	200	40	800	0	800	0	

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Table B-7: Phase II (2024) Build Conditions – AM and PM Peak Hour Delay

2024 SimTraffic Summary - AM Build Traffic

Intersection	Control	Approach	Operations by Movement								Overall Intersection	
			U-Turn		Left		Through		Right			
			Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
W 66th St & Southdale East Driveway	Signal	EB	-	-	-	-	1.1	A	-	-	1.7	A
		WB	-	-	-	-	1.5	A	-	-		
		NB	-	-	27.6	C	-	-	4.7	A		
		SB	-	-	-	-	-	-	-	-		
W 66th St & 3316 West Driveway	TWSC	EB	-	-	-	-	0.3	A	-	-	-	-
		WB	-	-	-	-	0.6	A	-	-		
		NB	-	-	-	-	-	-	-	-		
		SB	-	-	-	-	-	-	3.7	A		
W 66th St & 3316 East Driveway	TWSC	EB	-	-	-	-	0.6	A	-	-	-	-
		WB	-	-	-	-	2.9	A	2.2	A		
		NB	-	-	-	-	-	-	-	-		
		SB	-	-	-	-	-	-	4.9	A		
W 66th St & York Ave	Signal	EB	-	-	38.8	D	26.0	C	1.7	A	23.6	C
		WB	28.0	C	35.1	D	21.3	C	3.4	A		
		NB	33.2	C	35.0	C	23.3	C	2.5	A		
		SB	29.4	C	35.7	D	28.1	C	1.3	A		
York Ave & 6550 Driveway	TWSC	EB	-	-	-	-	-	-	3.4	A	-	-
		WB	-	-	-	-	-	-	-	-		
		NB	-	-	-	-	2.4	A	-	-		
		SB	-	-	-	-	0.4	A	0.4	A		
Xerxes Ave & W 64th St	TWSC	EB	-	-	14.8	B	14.0	B	7.2	A	-	-
		WB	-	-	12.1	B	15.9	C	4.8	A		
		NB	4.5	A	4.0	A	0.5	A	0.2	A		
		SB	-	-	3.0	A	0.4	A	0.3	A		

2024 SimTraffic Summary - PM Build Traffic

Intersection	Control	Approach	Operations by Movement								Overall Intersection	
			U-Turn		Left		Through		Right			
			Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
W 66th St & Southdale East Driveway	Signal	EB	-	-	-	-	6.3	A	-	-	7.4	A
		WB	-	-	-	-	5.7	A	-	-		
		NB	-	-	24.7	C	-	-	8.5	A		
		SB	-	-	-	-	-	-	-	-		
W 66th St & 3316 West Driveway	TWSC	EB	-	-	-	-	1.7	A	-	-	-	-
		WB	-	-	-	-	0.5	A	-	-		
		NB	-	-	-	-	-	-	-	-		
		SB	-	-	-	-	-	-	3.5	A		
W 66th St & 3316 East Driveway	TWSC	EB	-	-	-	-	2.7	A	-	-	-	-
		WB	-	-	-	-	2.5	A	1.9	A		
		NB	-	-	-	-	-	-	-	-		
		SB	-	-	-	-	-	-	3.8	A		
W 66th St & York Ave	Signal	EB	52.9	D	51.9	D	38.2	D	1.8	A	36.8	D
		WB	-	-	50.6	D	34.6	C	3.8	A		
		NB	-	-	56.5	E	40.2	D	3.3	A		
		SB	56.2	E	57.9	E	38.7	D	4.1	A		
York Ave & 6550 Driveway	TWSC	EB	-	-	-	-	-	-	4.3	A	-	-
		WB	-	-	-	-	-	-	-	-		
		NB	-	-	-	-	3.4	A	-	-		
		SB	-	-	-	-	0.5	A	0.5	A		
Xerxes Ave & W 64th St	TWSC	EB	-	-	33.2	D	33.4	D	11.2	B	-	-
		WB	-	-	31.4	D	26.7	D	16.0	C		
		NB	-	-	7.9	A	1.8	A	1.7	A		
		SB	-	-	14.4	B	0.4	A	0.3	A		

A96

Table B-8: Phase II (2024) Build Conditions – AM and PM Peak Hour Queuing

2024 SimTraffic Summary - AM Build Queuing									
Intersection	Control	Approach	Queue Length by Movement						
			Left		Through		Right		
			Storage	95th %	Storage	95th %	Storage	95th %	
W 66th St & Southdale East Driveway	Signal	EB	-	-	350	45	-	-	
		WB	-	-	250	105	-	-	
		NB	250	65	-	-	200	35	
		SB	-	-	-	-	-	-	
W 66th St & 3316 West Driveway	TWSC	EB	-	-	400	0	-	-	
		WB	-	-	250	0	250	0	
		NB	-	-	-	-	-	-	
		SB	-	-	-	-	100	25	
W 66th St & 3316 East Driveway	TWSC	EB	-	-	650	10	-	-	
		WB	-	-	225	25	225	15	
		NB	-	-	-	-	-	-	
		SB	-	-	-	-	100	25	
W 66th St & York Ave	Signal	EB	400	45	875	90	300	0	
		WB	300	155	700	235	300	0	
		NB	250	120	375	110	200	0	
		SB	250	50	700	95	100	75	
York Ave & 6550 Driveway	TWSC	EB	-	-	-	-	100	35	
		WB	-	-	-	-	-	-	
		NB	-	-	200	5	-	-	
		SB	-	-	450	0	75	0	
Xerxes Ave & W 64th St	TWSC	EB	400	65	400	65	400	65	
		WB	300	55	300	55	300	55	
		NB	250	35	600	0	600	0	
		SB	200	20	800	0	800	0	
2024 SimTraffic Summary - PM Build Queuing									
Intersection	Control	Approach	Queue Length by Movement						
			Left		Through		Right		
			Storage	95th %	Storage	95th %	Storage	95th %	
W 66th St & Southdale East Driveway	Signal	EB	-	-	350	170	-	-	
		WB	-	-	250	190	-	-	
		NB	250	115	-	-	200	85	
		SB	-	-	-	-	-	-	
W 66th St & 3316 West Driveway	TWSC	EB	-	-	400	0	-	-	
		WB	-	-	250	0	250	0	
		NB	-	-	-	-	-	-	
		SB	-	-	-	-	100	35	
W 66th St & 3316 East Driveway	TWSC	EB	-	-	650	90	-	-	
		WB	-	-	225	20	225	15	
		NB	-	-	-	-	-	-	
		SB	-	-	-	-	100	20	
W 66th St & York Ave	Signal	EB	400	145	875	255	300	0	
		WB	300	200	700	230	300	0	
		NB	250	220	375	340	200	0	
		SB	250	90	700	160	100	80	
York Ave & 6550 Driveway	TWSC	EB	-	-	-	-	100	30	
		WB	-	-	-	-	-	-	
		NB	-	-	200	15	-	-	
		SB	-	-	450	0	75	10	
Xerxes Ave & W 64th St	TWSC	EB	400	75	400	75	400	75	
		WB	300	85	300	85	300	85	
		NB	250	55	600	15	600	0	
		SB	200	40	800	0	800	0	

Kimley»Horn

MEMORANDUM

To:	Cary Teague
From:	William Reynolds, P.E., AICP, PTP
	Kimley-Horn and Associates, Inc.
Date:	September 22, 2015
Subject:	West 66th Street and York Avenue Residential Redevelopment – Parking Demand Memo

The following memo documents an analysis of current parking demand, estimated future demand, and planned parking supply for the proposed residential redevelopment at the intersection of West 66th Street and York Avenue in Edina, MN.

Introduction

DLC Residential is proposing a residential redevelopment project for the site in the north-west quadrant of the intersection of York Avenue and West 66th Street. The site is currently occupied by two buildings and surface parking. The Redevelopment Plan assumes that the 62,100 sq. ft. medical/office building located on the north-east section of the site (6550 York Avenue) will remain open during Phase I. The other building on site (3250 West 66th Street) is currently only partially occupied and will be removed.

During the redevelopment of the site, the adjacent parcel (3316 West 66th Street) will remain open, and access to York Avenue from the site will be preserved. A shared parking agreement is currently in place between all three buildings, and in order to assess potential impacts of a reduction in surface parking on the adjacent site, current parking demands at 3316 West 66th Street are also included in the parking study.

Parking for the proposed residential buildings on site will include a mixture of secure, underground parking and some surface parking, supplied at a ratio of approximately 1.6 stalls per dwelling unit following both Phase I (230 units) and Phase II (145 additional units). Estimated residential parking demands are not discussed as part of this parking study.

Data Collection

On Thursday, September 3rd, 2015, a parking occupancy study was conducted every thirty minutes from 10 a.m. to 12:00 p.m. and again from 1:30 p.m. to 3:30 p.m. in order to measure parking demand and estimate the peak hour of demand. The site was divided into four areas based on observations of the typical destinations of users of each lot. These areas are shown in **Figure 1**. Note that the stall count shown in Area C includes the estimated 28 secure stalls under the building, although these were not observed on site.

Figure 1: Parking Areas

Results of the study are provided in **Figure 2**. The 28 secure stalls in Area C were not counted, and were therefore assumed to be fully occupied throughout the study.

As shown, the peak hour was observed to be between 11 a.m. and 12 p.m. Area A was typically around 70 to 75 percent full throughout the day. The building in Area B is only partially occupied; therefore, the parking demands were very low (less than 25 percent occupied). Area C had much higher utilization near the building, with a typical range around 50 to 60 percent occupied (including the assumed secure parking demand). The small lot just to the east of Area B was typically around 40 to 50 percent occupied. The area north of Area D was only used by 3 vehicles all day (less than 5 percent occupied), and these users were assumed to be headed to the 6550 Building. Finally, the shared lot (Area D) was sparsely used, but the 10 to 15 vehicles parked in this area were observed to be from users of all three buildings.

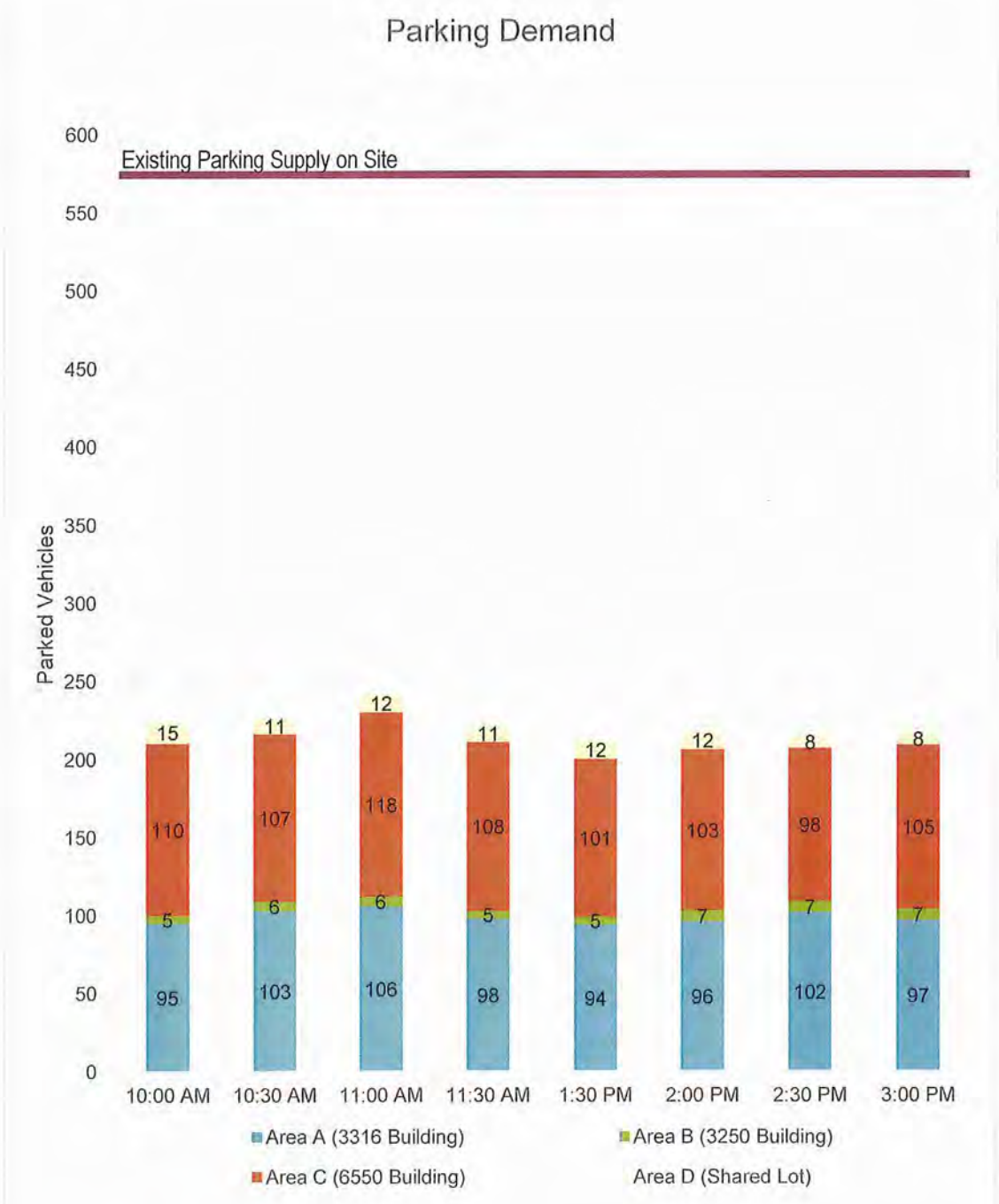


Figure 2: Parking Demand by Time of Day

3316 West 66th Street Site

Although the building located at 3316 West 66th Street and the surrounding parking will remain following the proposed residential redevelopment project on the parcels to east, the building currently has access to a shared parking lot on site. Because much of this shared parking area will be removed during the redevelopment of the site, parking demand associated with the 3316 Building was included in the study to estimate the potential for spillover demand.

The building is currently occupied by a bank with a drive-in and medical offices (dermatology). The 33,000 sq. ft. building was assumed to be fully occupied and primarily devoted to medical office space, and 5,500 sq. ft. was taken as the assumed square footage of the bank.

In order to estimate parking demand for the building, three sources were consulted:

- Parking Generation, 4th Edition. Institute of Transportation Engineers (ITE)
- Shared Parking, 2nd Edition, Urban Land Institute (ULI)
- Edina Code of Ordinances

The uses of the building match most closely with ITE's Land Use Codes 720 (Medical/Dental Office) and 912 (Drive-In Bank). ULI references these same Land Use Codes.

The estimated peak parking demand for the 3316 Building using these sources is presented in **Table 1**. While ULI exclusively uses the 85th percentile of all observations to derive the rate presented, ITE provides both the average rate observed as well as the 85th percentile rate; for context both rates are presented in the table. The Edina Code of Ordinances specifies a minimum parking supply for these uses of one vehicle for every 200 sq. ft. of gross floor area (GFA), and also specifies one additional stall for every doctor at medical office buildings. The names of 14 doctors are listed inside the building.

In addition to estimated demand and the effective parking ratio, the field observations from September 3rd, 2015, are also presented, along with the parking supply (Area A only) and corresponding ratio. ULI indicates that for banks and office uses, September is a representative month for demand observations, and therefore no seasonal adjustment factors are recommended.

Table 1: Parking Demand Estimates, Observations, and Supply for the 3316 Building

Building Uses	Reference/ Methodology	Rate/ Observation	Parking Stalls	Effective Ratio
27,500 sq. ft. Medical/ Dental Office Space (14 Doctors) 5,500 sq. ft. Drive-In Bank	**Peak Parking Demand Estimates**			
	ITE Parking Generation, Fourth Edition (Average Rate)	3.2 Veh./1,000 sq. ft. Medical/Dental 4 Veh./1,000 sq. ft. Bank	110	3.33
	ITE Parking Generation, Fourth Edition (85th Percentile)	4.27 Veh./1,000 sq. ft. Medical/Dental 5.67 Veh./1,000 sq. ft. Bank	149	4.50
	ULI Shared Parking, Second Edition (85th Percentile)	4.5 Veh./1,000 sq. ft. Medical/Dental 4.6 Veh./1,000 sq. ft. Bank	149	4.52
	Edina Code of Ordinances	5 Veh./1,000 sq. ft. Medical/Dental 1 Veh./Doctor 5 Veh./1,000 sq. ft. Bank	179	5.42
	Field Observations			
	Observations	106 @ 3316 Building 4 @ Shared Lot (assumed)	110	3.33
	Supply			
	Proposed Supply	140 @ 3316 Building	140	4.24

Based on field observations, parking demand for the 3316 Building closely matches the predicted peak parking demands from ITE's average rate for both uses. While some variability can be expected, the excess 20 percent capacity on site is likely sufficient to meet the needs of the users of the building, even with the removal of the shared parking region to the east.

66th and York Redevelopment Site

During Phase I of the residential redevelopment project, the largely vacant 3250 Building will be removed along with the shared parking lot (Area D) in order to accommodate a 230-unit apartment building and underground parking. During this first phase, the 6550 Building will remain open, and the surrounding lots will need to serve all parking demands for the building. The proposed Phase I site layout is shown in **Figure 3.**

The 62,100 sq. ft. building has a variety of tenants, including financial services, real estate services, medical and detail offices, an addiction center, and a testing center. Given the number of different uses, Land Use Code 710 (General Office Building) is most applicable. ITE defines this use as follows:

> *A general office building houses multiple tenants; it is a location where affairs of businesses, commercial or industrial organizations, or professional persons or firms are conducted. An office building or buildings may contain a mixture of tenants including professional services, insurance companies, investment brokers and tenant services, such as a bank or savings and loan institution, a restaurant or cafeteria and service retail facilities.*

The estimated peak parking demand for the 6550 Building, assuming a general office building use with full occupancy, is presented in **Table 2**. Both the average and 85th percentile rates from ITE are presented, along with the 85th percentile rate from ULI. The Edina Code of Ordinances specifies a minimum parking supply for a professional office building of this size as one stall for every 210.5 sq. ft. of gross floor area (GFA) based on the formula presented below the table.

In addition to estimated demand and the effective parking ratio, the field observations from September 3rd, 2015, are also presented. Because field observations were conducted when the building was approximately 71 percent occupied (18,000 sq. ft. of available leasable space), a forecasted peak parking demand rate is also presented, based on an adjustment to the field observations. ULI indicates that for general office uses, September is a representative month for demand observations, and therefore no seasonal adjustment factors were applied to the forecast. The final section of the table shows the projected parking supply following Phase I.

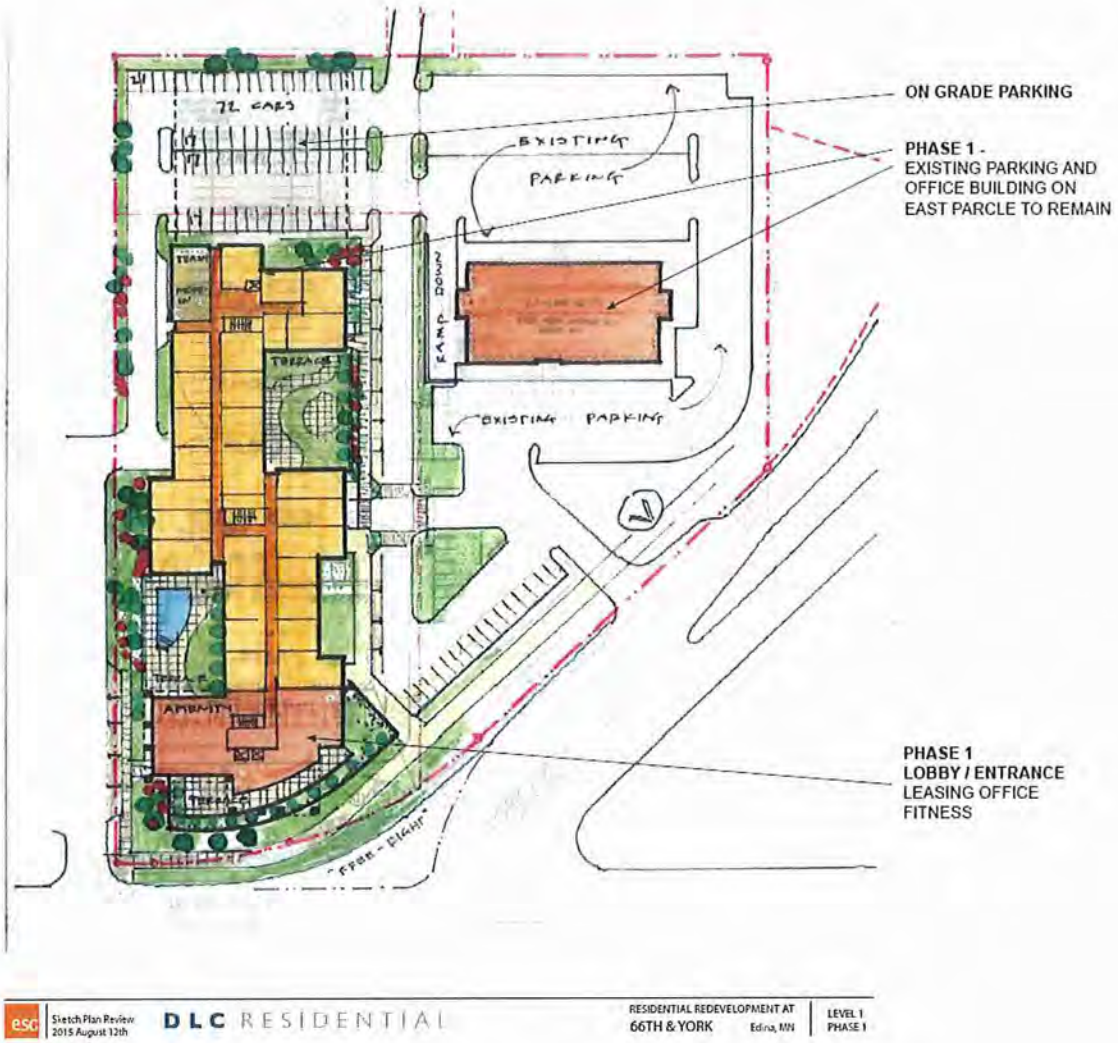


Figure 3: Phase I Site Layout

Table 2: Parking Demand Estimates, Observations, and Supply for the 6550 Building

Building Use	Reference/ Methodology	Rate/ Observation	Demand Estimate/ Observation	Effective Ratio
62,100 sq. ft. Office Space	**Demand Estimates**			
	ITE Parking Generation, Fourth Edition (Average Rate)	2.84 Veh./1,000 sq. ft. Office	176	2.84
	ITE Parking Generation, Fourth Edition (85th Percentile)	3.45 Veh./1,000 sq. ft. Office	214	3.45
	ULI Shared Parking, Second Edition (85th Percentile)[1]	3.60 Veh./1,000 sq. ft. Office	224	3.60
	Edina Code of Ordinances[2]	4.75 Veh./1,000 sq. ft. Office	295	4.75
	Field Observations			
	Observations	87 @ 6550 Building	138	2.22
		7 @ Shared Lot (assumed)		
		28 @ Secure Lot (estimated)		
	Forecast			
	Forecast[3]	3.13 Veh./1,000 sq. ft. Office	194	3.13
	Supply			
	Supply	150 @ 6550 Building	250	4.03
		72 @ Shared Lot		
		28 @ Secure Lot		

Based on field observations, forecasted parking demand for the 6550 Building under a full occupancy scenario is less than the predicted peak parking demands using the ULI and ITE 85th percentile rates for general office

[1] Rate interpolated between rate for 25,000 sq. ft. building (3.8) and rate for 100,000 sq. ft. building (3.4)
[2] Rate derived assuming 62,100 GFA and the following formula: 1,000/[(0.00025*GFA)+195]
[3] Rate derived based on the assumption that field observations were conducted when building was 71% occupied

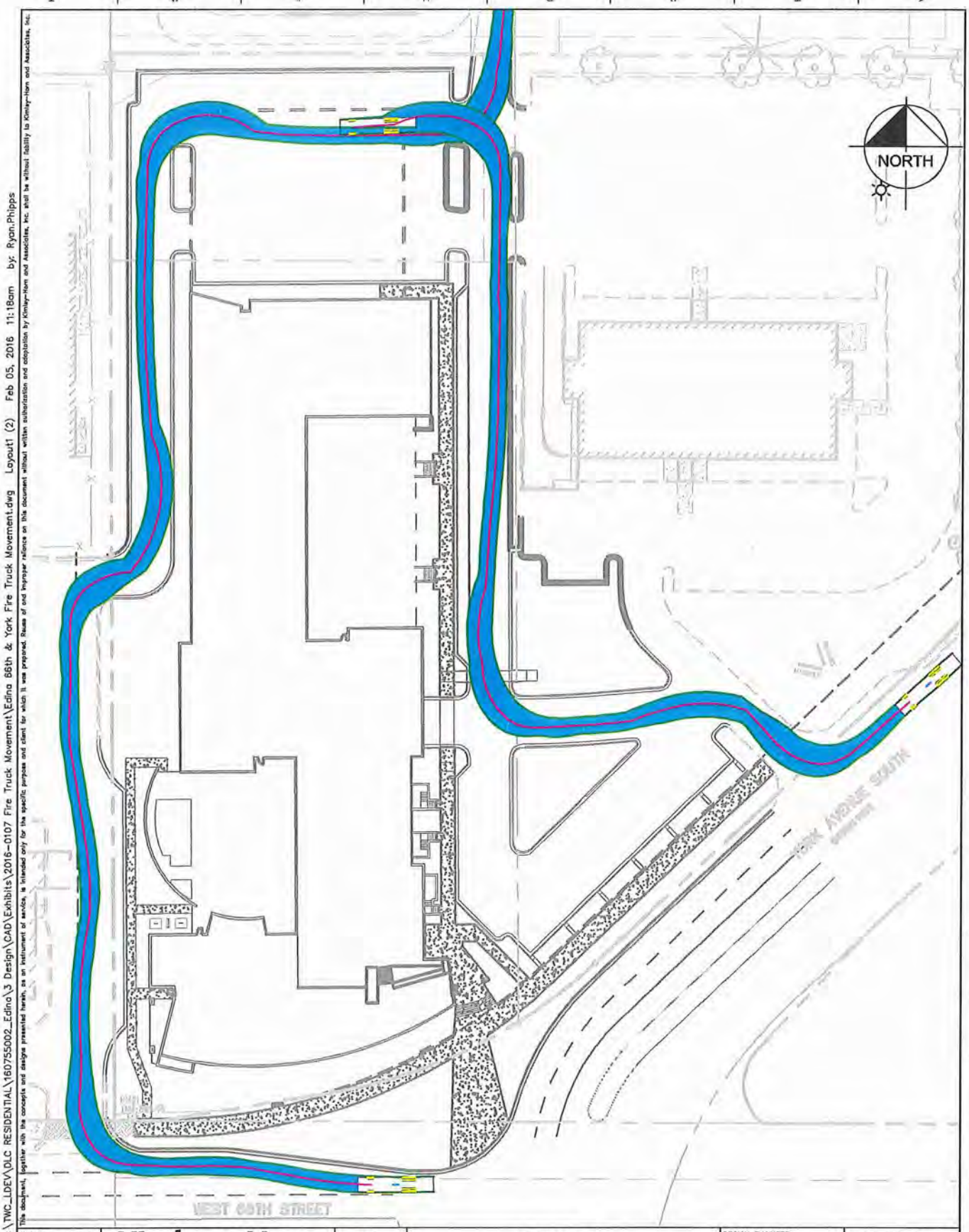
buildings. While some variability can be expected, particularly with changes in tenants, the proposed supply of 250 parking stalls will provide sufficient parking following the completion of Phase I. This supply ratio exceeds even the conservative estimates provided using the 85th percentile rate from both ULI and ITE.

Recommendations

Based on field observations and a review parking demand estimates from ITE and ULI, the proposed parking supply ratios will adequately serve both office buildings following completion of Phase I.

Proposed Parking Supply Ratios:

- 3316 Building: 4.24 parking stalls per 1,000 sq. ft. GFA
- 6550 Building: 4.03 parking stalls per 1,000 sq. ft. GFA



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SCALE	AS NOTED
DESIGNED BY	XXX
DRAWN BY	XXX
CHECKED BY	XXX

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DATE 02.05.2016

PROJECT NO. 116199XXX

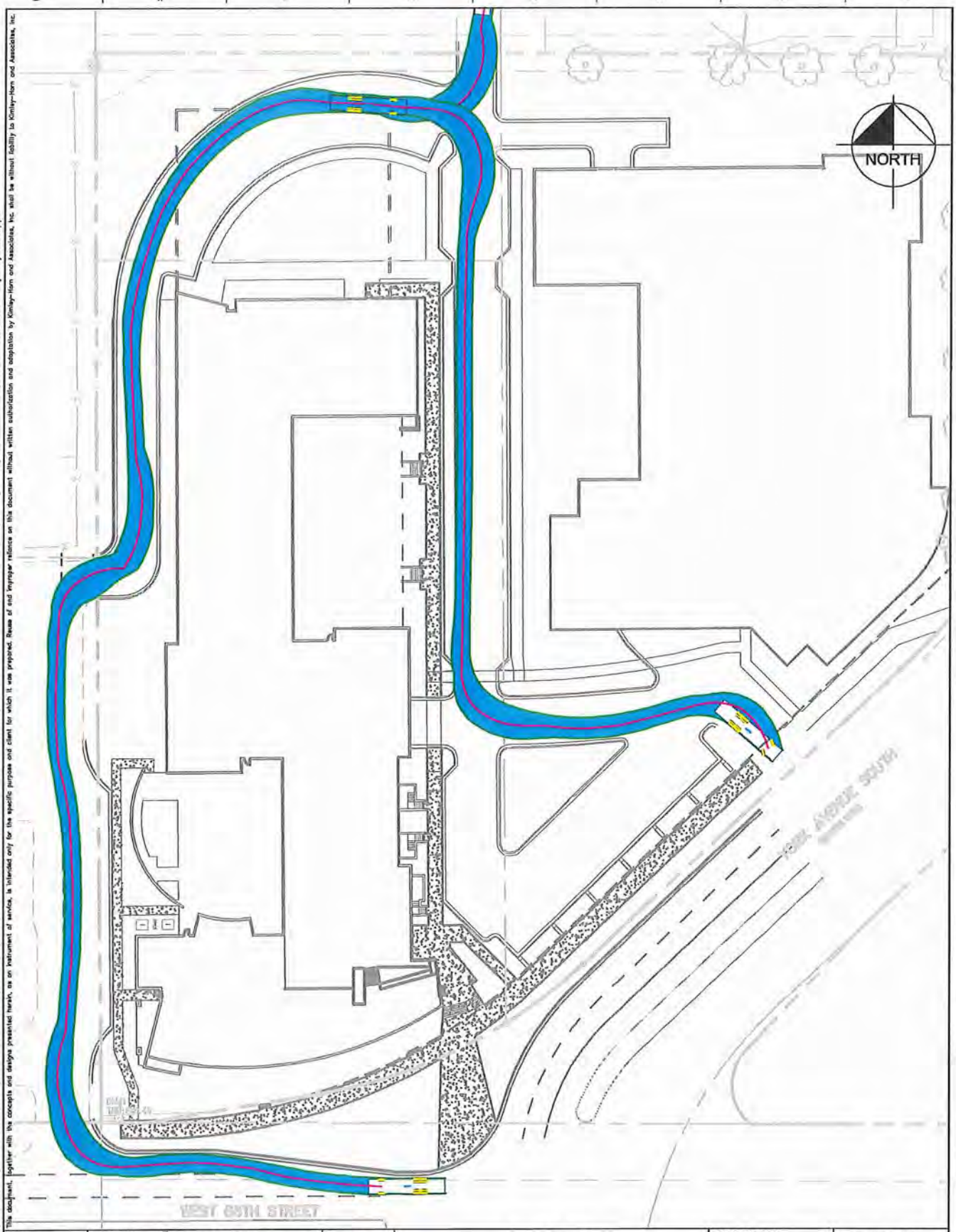
EDINA, MN
MILLENNIUM AT SOUTHDALE
PHASE I: FIRE TRUCK MOVEMENTS

DESIGN ENGINEER:

XX P.E. LICENSE NUMBER:

SHEET NUMBER 1 of 2

A107



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EDINA, MN
MILLENNIUM AT SOUTHDALE
PHASE II: FIRE TRUCK MOVEMENT

DESIGN ENGINEER:

XX P.E. LICENSE NUMBER:

SHEET NUMBER
2 of 2

A108

RESIDENTIAL REDEVELOPMENT

MILLENNIUM at SOUTHDALE

Formerly 66th & York

RESPONSE TO WORKING PRINCIPLES

January 21, 2016

France Avenue Southdale Area Working Principles and Supporting Questions

---

Element	Working Principle and Supporting Questions
Give-to-Get; Plan & Process	**Allow latitude to gain tangible and intangible outcomes aligned with the district principles.**

1 How does the proposal contribute to the realization of the principles for the district?

Millennium at Southdale will be a high-quality residential community that will present new options for 21st century, life-style housing within the Southdale District. It will transform an auto-oriented office environment on this site into an upscale residential community, rich in amenities and set within a green and more sustainable pedestrian oriented landscape.

2 How can the proposal move beyond the principles for the district?

Millennium at Southdale can contribute to the improved visual quality, and enhanced interconnectedness of the District.

3 What tangible and intangible outcomes might be offered by the proposal but cannot be achieved by the project on its own?

As a highly visible, gateway site to the Southdale District, Millennium at Southdale will help to "set the tone" for the entire district. First impressions linger, and Millennium at Southdale will be that first impression to all those entering the District from York Avenue. It will portray an image of quality and provide a precedent; pointing the way to how other projects can similarly contribute to higher level of sustainability, enhanced visual quality and interconnectedness within

5 the District.

What alternatives were explored to arrive at a proposal that is best aligned with the principles and the opportunities of the district?

Many were explored; some more successful than others. In response to critique by staff, the proposal evolved in a way that placed more "human activity" on the prominent street fronts. The building massing

and setbacks were modified to create more "drama" and visual interest on the primary elevations. And the upper levels of the Phase I tower became a "lantern" which will be seen from great distances.

Edina Cultural Preferences; Identity

Advance quality through thoughtful and artful design of buildings and publicly accessible spaces, highlighted human activity, and enhanced economic vibrancy.

DLC is open to the idea of incorporating a public art installation in the auto courtyard nearest York Avenue.

1 Discuss the materials and construction techniques intended for the building and the site with attention directed to ensuring an enduring quality is achieved, especially considering whether the proposal is a background or foreground element of the district.

This proposal is an integrated composition of two building which clearly represent Foreground Buildings in the district. As such, the design is exemplary of that position, and the amenities, the architectural character and the materials are of the highest quality possible within its market segment.

2 What qualities of the proposal will be most valued by the community in 50 years?

Its proximity to off-site amenities and the richness of its on-site amenities.

3 Describe the ways in which the proposal highlights human activity in the building and on the site, especially when viewed from adjacent or nearby public ways?

This composition of buildings will have two very distinct sides. Its "public" side located on the street frontage will showcase its interior amenities by placing the lobby, lounge, fitness spaces and other activity areas on its south facade. The private side of this community will be more sedate and somewhat secluded. It will be reserved for its residents and their guests and will be characterized by a variety of semi-public and private, outdoor activity areas.

4 In what ways does the proposal enhance the economic vibrancy of the district?

It will introduce new housing options that will contribute to the 24 hour vitality of the District. A vibrant residential community will replace the poorly occupied and outdated office product.

District Function

Look beyond baseline utilitarian functions of a single site to create mutually supportive and forward-looking infrastructure sustaining the district.

1 Describe the ways in which the proposal is self-supporting related to on- and off-site infrastructure and resources.

2 What impacts does the proposal pose on existing on- and off-site infrastructure?

4 The recent traffic study indicates that peak hour traffic will be reduced. Storm water will be managed and improved in quality.

Describe the infrastructure features of the proposal that are truly extraordinary by relating the performance of those features to current

standards, requirements, or best practices.

The project will showcase sustainable design principles to the greatest extent affordable. The garage roof walls will be landscaped and greened, usable terraces. The inlet to the underground storm water management system will be expressed in the landscaped area of the auto court. Building systems, mechanical and electrical systems will be as energy efficient as is practical within the project proforma.

5 How the proposal relies on infrastructure of the district for baseline performance?

Millennium at Southdale will utilize the existing street system, driveway access points and cross-easement agreements currently in place with its neighbors to the west.

Comprehensive Connections; Movement

Foster a logical, safe, inviting and expansive public realm facilitating movement of people within and to the district.

1 What features and amenities does the proposal lend to the public realm of the district?

It will greatly enhance the street frontage on York Avenue.

2 What features and amenities does the proposal introduce to extend the sense of an expansive and engaging public realm to its site?

As part of the enhanced street frontage, the project will incorporate high quality pedestrian materials, 3-dimensional elements with lighting, distinctive landscaping and unique signage.

3 Demonstrate the ways in which the proposal supports pedestrians and bicyclists movement and identify those nearby district features that are important destinations.

Along with the enhanced on-site pedestrian improvements along York, we are also providing an interior street that provides a welcoming connection to 66th street for the neighbors to the north as well as the proposed building residents. The proposed building parking ramp will also include amenities to support bicyclists (secure bike storage, guest bike racks, repair shop, etc).

4 What features does the proposal employ to ensure a safe and inviting pedestrian experience on the site?

The interior of the site will incorporate a variety of outdoor rooms interconnected by well-defined pedestrian ways and a "calmed" interior street which will encourage pedestrian movements between this and the neighborhood to the north.

Site Design; Transitions

Encourage parcel-appropriate intensities promoting harmonious and interactive relationships without "leftover" spaces on sites.

1 How does the proposal relate in terms of scale to it neighbors?

The neighborhood already sports a variety of building types and a variety of height. This proposal will add to that variety by including mixed building heights and step-backs to the massing. It does NOT attempt to maximize density by pushing the limits of allowable height.

2 How does the proposal make full use of the available site, especially those portions of the site not occupied by parking and buildings?

Areas NOT utilized for buildings will be developed as open spaces and

amenities for the residents AND promote pedestrian movements between this and the neighborhood to the north.

3 How does the proposal interact with its neighbors?
It promotes pedestrians circulation between this and adjacent neighborhoods. It shares cross easements with its neighbors, thereby facilitating convenient access and egress for all. The stepped massing of the proposed buildings fit well within the scale of the area and reinforce step-backs from internal property lines.

4 Describe the zones of activity created by the proposal and compare those areas to zones of activity on adjacent and nearby sites.
Unlike most of the existing developments which place a single building in the middle of their sites, this proposal uses the building masses to sculpt and define five distinct outdoor activity areas.

Health

Advance human and environmental health as the public and private realms evolves.

1 How does this proposal enhance key elements of environmental health?
The single biggest improvement in environmental health as a result of this redevelopment will likely be improved ground water quality and managed runoff. An intangible benefit to public health is the addition of the residential uses in close proximity to employment, to retail and restaurants and to transit. The resulting interconnected neighborhood will reduce auto trips and encourage walkability.

Innovation

Embrace purposeful innovation aimed at identified and anticipated problems.

1 Identify the problems posed by the proposal or the district requiring innovative solutions and describe the ways in which the proposal responds.
Ownership and Phasing of the redevelopment of this site pose the greatest complications. Maintaining access and parking for the existing Titus building which must remain in operation during the construction of the first phase is challenging and is a major driver in the configuration of the Phase I site layout.

2 Describe the metrics to be used to compare the innovations posed by the proposal.
This proposal fits within the proscribed residential density of the District. But rather than placing a single high-rise building in the middle of the site, this proposal creatively arranges mid-rise buildings which are complimentary to their neighbors. The resulting variety of outdoors spaces will create well-defined outdoor activity spaces and amenities for its residents and greater visual interest to the District.

3 For those solutions posed by the proposal as innovative, describe how they might become "best practices" for the district.
5 Higher levels of pedestrian connectivity in the streetscape, the creation of usable outdoor spaces within the site boundaries and the variety of building height and mass are all positive practices which can be applied broadly across the District.

Describe other projects where innovations similar to those included in the proposal have been employed.

DLC Residential is currently developing several projects which employ similar principles of neighborhood planning. Millennium and CPW in St. Louis Park are residential communities that are highly integrated into their larger neighborhoods.

Land Use; Live-able Precincts

Promote well-balanced aggregations of "come to" and "stay at" places focused on human activity and linked to an engaging public realm.

1 How does the proposal complement the mix of uses in the district?

This redevelopment will add additional housing options to a District that historically has had few. It will add to the 24 hour vitality, mixed use and interconnectedness of the district.

Ensure every component contributes to the sustained economic vitality of the district and the community.

Economic Vitality

1 Describe the proposal in terms of its economic contributions to the district.

This proposed apartment redevelopment will help the growth of Healthcare and other job sectors in the area that require a diverse supply of housing alternatives to accommodate a wide range of employee living needs. Additionally, it will encourage working professionals to live in Edina rather than commute to other communities. As full time residents, they will contribute more to the local economy.

2 How does the proposal enhance development on adjacent or nearby sites?

The innovative design, quality materials and pedestrian-friendly site improvements will set the standard for future development and will encourage further walkability. Our goal is that our residents will take advantage of the proximity to the Southdale Shopping Center, the Galleria and other neighboring businesses.

3 What features of the site or district limit the potential of the proposal from being fully realized?

Land price increases have made it increasingly difficult to make rental developments profitable.

4 Why this proposal is best situated on its proposed site from the perspective of economic vitality?

The District has a need for high quality rental units due to the increase of Healthcare employment with better than average wages. The residents of our community will be able to walk to work as well as enliven the area at night with more business to the local restaurants and shops.

5 How does the proposal make the district and the community a better place?

The multifamily development will bring young working professionals with disposable income who will support the local economy and eventually establish households in Edina.

DATE: February 12, 2016

TO: 3250 West 66th Street Owner and Development Team

CC: Cary Teague – Community Development Director

FROM: Chad Millner P.E. - Director of Engineering
Charlie Gerk – Engineering Technician

RE: **3250 West 66th Street – Development Review**

The Engineering Department has reviewed the subject property for street and utility connections, grading, and storm water. Plans reviewed were; Civil drawings undated, title sheet with 1/20/2016 submittal date, and Architectural drawings dated 01/20/16

Details

1. A developer's agreement will be required.
    a. Developer will be required to document existing road conditions on York Ave South (North of 65th) by a pre and post construction condition survey. If degradation occurs during construction as documented by the post construction condition survey, developer is required to improve road by reconstruction or mill and overlay.
    b. Plat public easement or transfer fee ownership of dedicated public right of way.

Survey

1. A proposed site survey is required.
    a. Note location and provide description of street easement for possible 65th Street extension.
2. Apply for vacation of existing easements if needed. Provide confirmation that private easements have been vacated.
3. Describe easements or transfer dedicated outlets for public sidewalk and any public utilities.

Traffic and Street

4. Continue construction of sidewalk to fill missing segment near the existing monument sign on Ph. 2.
5. Maintain sidewalk access during construction.
6. Design sidewalks to meet ADA requirements.
7. Clearly denote private paths or sidewalk. Maintenance for non-public sidewalks to be responsibility of property owner.
8. Construction staging, traffic control, and pedestrian access plans will be required.
9. Roadway light fixtures along York Ave or 66th Street shall be consistent with York Ave and 66th Street structures.
10. Apply for curb cut permit for entrances. 18" bituminous patch required.
11. Show location of garbage collection and service on civil plan set.
12. Building access roads will need to accommodate ladder fire truck (turning template included).
    a. 15-ft minimum corner radius most likely required for ladder fire truck turning. Noted 6-ft radius shown on plans.
    b. West access road most likely will need Fire Lane signage and adjustment of radius.

A114

c. Address comments from Fire Marshal on attached turning templates. *"it appears on the west side they require the apparatus to "jockey" or back up to make turns. Also this PDF does not show tree canopy obstructions."*

13. Accessible parking stall calculations and locations need to be noted.

Sanitary and Water Utilities

14. Verify fire demand and hydrant locations.
15. Consider moving hydrant located at the NE corner of decorative circle to island area.
16. Clearly indicate private vs public utilities.
17. Domestic water shall be sized by the developer's engineer.
18. Domestic sanitary shall be sized by the developer's engineer.
19. Provide geotechnical report with soil borings.
20. Apply for a sewer and water connection permit. Wet tap to occur at night. City staff to be present to inspect, cost to be paid by developer.
    a. Install gate valve just north of water main connection at 66th Street.

Storm Water Utility

21. Provide hydraulic and hydrologic report.
22. Verify local overflow elevation to parking garage is above the emergency over flow (EOF) elevation and provide spot elevations.
23. Provide more detailed civil drawings for both phase 1 and phase 2 with rim and inverts identified on the plan view drawings.
24. Provide more detailed information for infiltration system on southeast side of project.
25. Existing removed storm sewer connections will need to be completely removed to catch basin and bulk headed.
26. Evidence of watershed district permit and copies of private maintenance agreement in favor of watershed is required for building permit.
27. StormTech representative required to monitor, inspect and verify construction of the underground retention systems.

Grading Erosion and Sediment Control

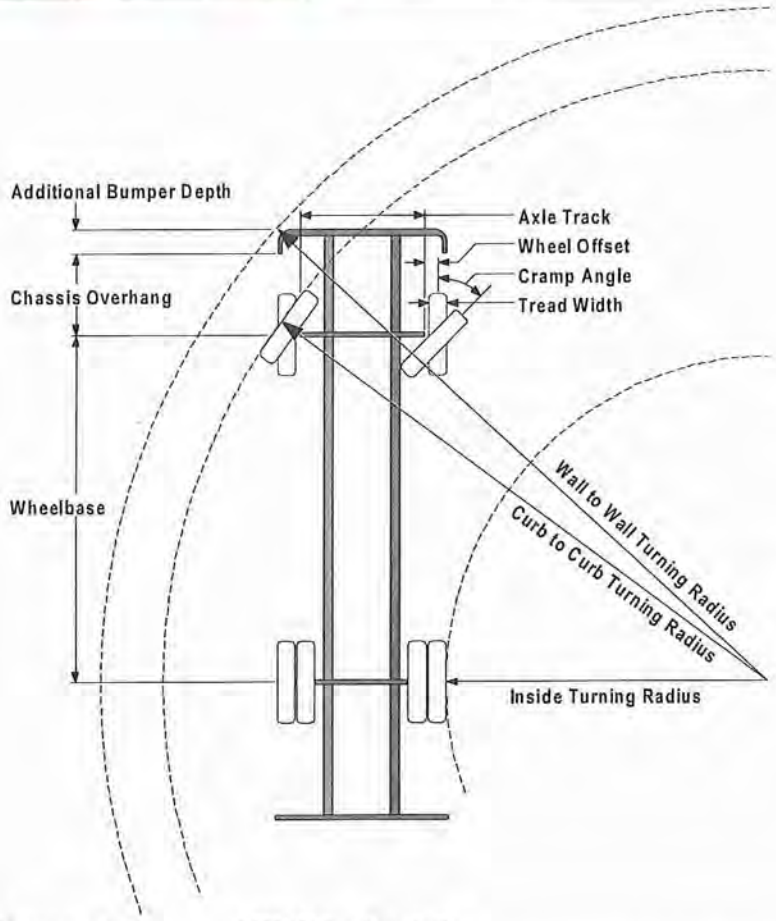
28. A SWPPP consistent with the state general construction site permit is required.

Other Agency Coordination

29. Nine Mile Creek Watershed permit is required. Hennepin County, MDH, MPCA and MCES permits are required.

Turning Performance Analysis

5/1/2013



Parameters:

Inside Cramp Angle:	45.00 °
Axle Track:	81.92 in.
Wheel Offset:	5.25 in.
Tread Width:	16.60 in.
Chassis Overhang:	65.99 in.
Additional Bumper Depth:	19.00 in.
Front Overhang	84.99 in.
Wheelbase:	258.00 in.

Calculated Turning Radii:

Inside Turn:	20 ft. 4 in.
Curb to Curb:	36 ft. 8 in.
Wall to Wall:	41 ft. 1 in.

Comments:

Truck 12205

Components	PRIDE #	Description
Front Tires	0078244	Tires, Michelin, 425/65R22.50 20 ply XZY 3 tread
Chassis	0070220	Dash-2000, Chassis, PAP/SkyArm/Midmount
Front Bumper	0123625	Bumper, 19" extended, Imp/Vel
Aerial Device	0006900	xxxAerial, 100' Pierce Platform

Notes:

Actual Inside Cramp Angle may be less due to highly specialized options.

Curb to Curb turning radius calculated for a 9.00 inch curb.

A116

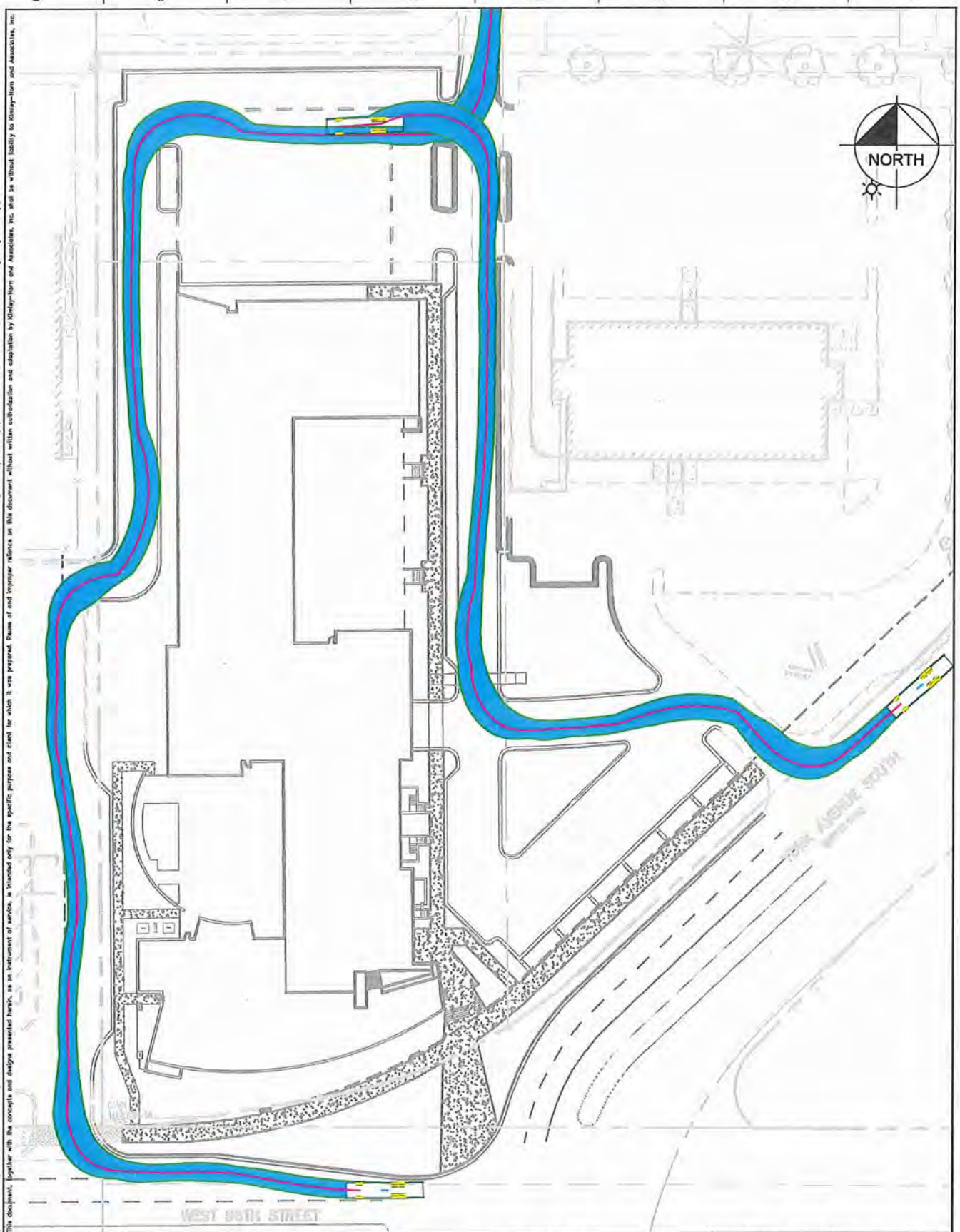
Turning Performance Analysis

5/1/2013

Definitions:

Inside Cramp Angle	Maximum turning angle of the front inside tire.
Axle Track	King-pin to king-pin distance of the front axle.
Wheel Offset	Offset from the center-line of the wheel to the king-pin.
Tread Width	Width of the tire tread.
Chassis Overhang	Distance from the center-line of the front axle to the front edge of the cab. This does not include the bumper depth.
Additional Bumper Depth	Depth that the bumper assembly adds to the front overhang.
Wheelbase	Distance between the center lines of the vehicle's front and rear axles.
Inside Turning Radius	Radius of the smallest circle around which the vehicle can turn.
Curb to Curb Turning Radius	Radius of the smallest circle inside of which the vehicle's tires can turn. This measurement assumes a curb height of 9 inches.
Wall to Wall Turning Radius	Radius of the smallest circle inside of which the entire vehicle can turn. This measurement takes into account any front overhang due to the chassis, bumper extensions and/or aerial devices.

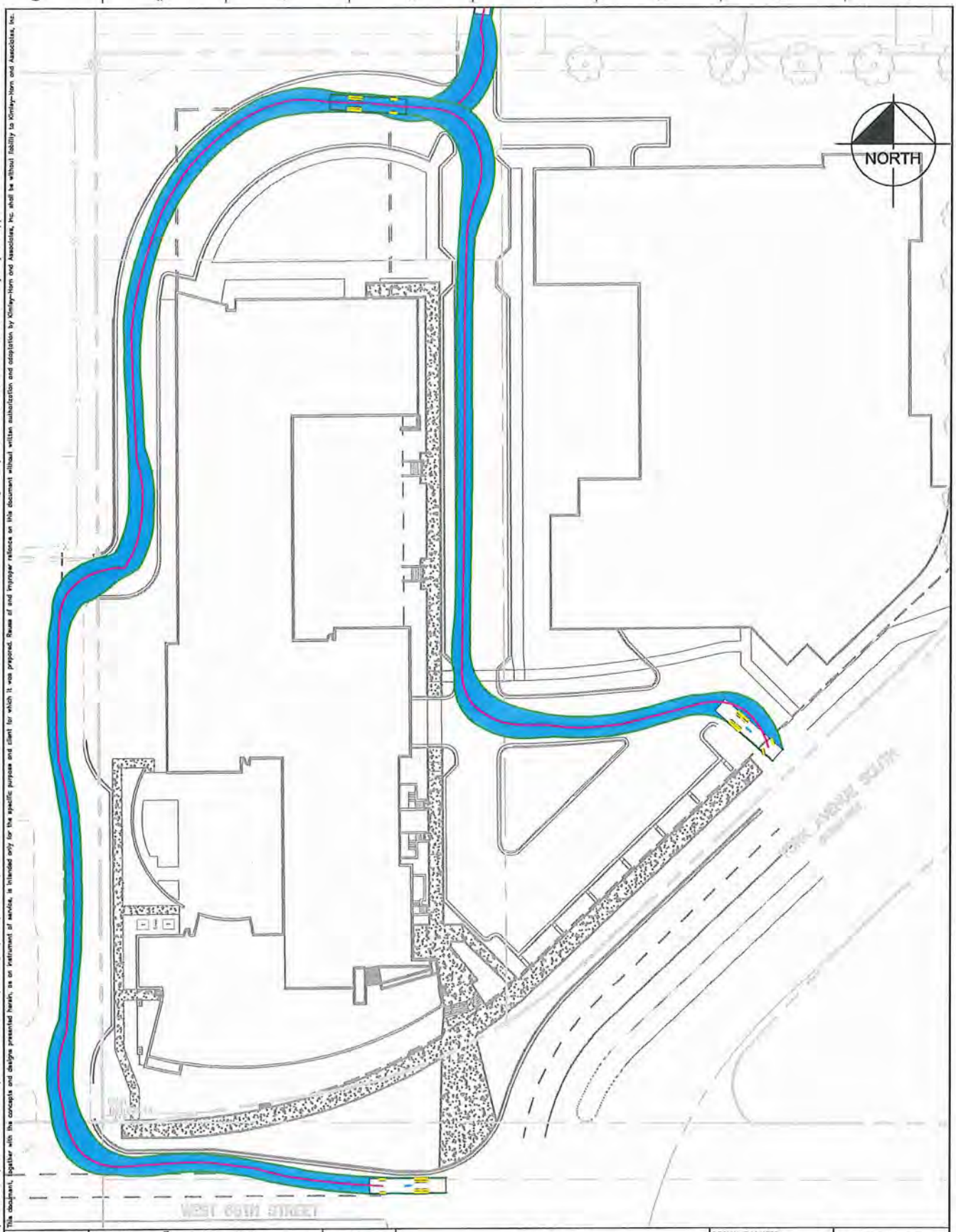
A117



Drawing name: K:\TWC_LDEV\DLC RESIDENTIAL\160755002_Edina\3 Design\CAD\Exhibits\2016-0107 Fire Truck Movement\Edina 66th & York Fire Truck Movement.dwg Layout1 (2) Feb 05, 2016 11:18am by: Ryan.Phipps

SCALE AS NOTED DESIGNED BY XXX DRAWN BY XXX CHECKED BY XXX	Kimley»Horn © 2014 KIMLEY-HORN AND ASSOCIATES, INC. 2550 UNIVERSITY AVE W, STE 238N ST. PAUL, MN 55114 PHONE (651) 645-4197 FAX (651) 645-5116 WWW.KIMLEY-HORN.COM	DATE 02.05.2016 PROJECT NO. 116199XXX	EDINA, MN MILLENNIUM AT SOUTHDALE PHASE I: FIRE TRUCK MOVEMENTS	DESIGN ENGINEER: XX P.E. LICENSE NUMBER:	SHEET NUMBER 1 of 2

A118



Drawing name: K:\TWC_LDEV\DLC RESIDENTIAL\160755002_Edina\3 Design\CAD\Exhibits\2016-0107 Fire Truck Movement\Edina 66th & York Fire Truck Movement.dwg Layout1 Feb 05, 2016 11:20am by: Ryan.Phipps

SCALE	AS NOTED
DESIGNED BY	XXX
DRAWN BY	XXX
CHECKED BY	XXX

Kimley»Horn

2550 UNIVERSITY AVE W, STE 238N ST. PAUL, MN 55114
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WWW.KIMLEY-HORN.COM

DATE 02.05.2016

PROJECT NO. 116199XXX

EDINA, MN
MILLENNIUM AT SOUTHDALE
PHASE II: FIRE TRUCK MOVEMENT

DESIGN ENGINEER:

XX P.E. LICENSE NUMBER:

SHEET NUMBER
2 of 2

A119

CITY OF EDINA

Policy on Affordable Housing

Background

The City recognizes the need to provide affordable housing in order to maintain a diverse population and to provide housing for those who live or work in the City. Since the remaining land appropriate for new residential development is limited, it is essential that a reasonable proportion of such land be developed into affordable housing units. As such, the City of Edina adopts the following Affordable Housing Policy:

The Policy

1. This policy applies to all new multi-family developments of 20 or more units that require a re-zoning to Planned Unit Development (PUD) or a Comprehensive Plan amendment.
2. New rental developments will provide a minimum of 10% of all rentable area at 50% affordable rental rates or 20% of all rentable area at 60% affordable rental rates as defined below.
3. New for sale developments will provide a minimum of 10% of all livable area at affordable sales prices as defined below.
4. New rental housing will remain affordable for a minimum of 15 years, and this requirement will be memorialized by a land use restrictive covenant.
5. Recognizing that affordable housing is created through a partnership between the City and developers, the city will consider the following incentives for developments that provide affordable housing:
    A. Density bonuses
    B. Parking reductions
    C. Tax increment financing
    D. Deferred low interest loans from the Edina Housing Foundation
6. It is the strong preference of the City that each new qualifying development provide its proportionate share of affordable housing, however, the City recognizes that it may not be economically feasible or practical in all circumstances to do so. As such, the City reserves the right to waive this policy (only if circumstances so dictate, as determined by the City). In lieu of providing affordable housing in each new qualifying development, the City may consider the following:
    A. Dedication of existing units in Edina equal to 110% of what would have been provided in a proposed new development. These units would need to be of an equivalent quality, within the determination of the City.
    B. New construction of units of an equivalent quality within the City at a different site, at the discretion of the City.
    C. Participation in the construction of affordable dwelling units of an equivalent quality by another developer on a different site within the City.
    D. An alternative proposed by a developer that directly or indirectly provides or enables provision of an equivalent amount of affordable housing within the City.

AHO

Definitions

Rental Housing

Either 10% of all rentable area is both rent restricted and occupied by persons whose income is 50% or less of area median gross income,

Or 20% of all rentable area is both rent restricted and occupied by persons whose income is 60% or less of area median gross income.

Both incomes (adjusted for family size) and rental rates (adjusted for bedroom count and including utilities) are updated annually by the Minnesota Housing Finance Agency (MHFA) and published at www.mnhousing.gov. 2015 income and rental limits are as follows:

	Gross Incomes			Gross Rents	
	60%	50%		60%	50%
1 Person	$36,420	$30,350	Studio	$910	$758
2 Persons	$41,580	$34,650	1 Bedroom	$975	$812
3 Persons	$46,800	$39,000	2 Bedroom	$1,170	$975
4 Persons	$51,960	$43,300	3 Bedroom	$1,351	$1,125
5 Persons	$56,160	$46,800	4 Bedroom	$1,507	$1,256
6 Persons	$60,300	$50,250			

Ownership Housing

10% or more of all livable area is affordable to and initially sold to persons whose income is at or below the levels set in the MHFA's "Startup Program" (first time homebuyer). This program has a sales price limit of $310,000. The Edina Housing Foundation has set this limit at $350,000 in consideration of the high prices in Edina. The Foundation would recommend the following sales prices be used as the acquisition limit in this definition:

1 bedroom	$250,000
2 bedrooms	$300,000
3+ bedrooms	$350,000

The 2015 income limits as published on the MHFA website are as follows:

1-2 person household	$86,600
3+ person household	$99,500

Income limits and maximum sales prices are updated annually. See www.mnhousing.gov.

Effective: November 1, 2015

A121

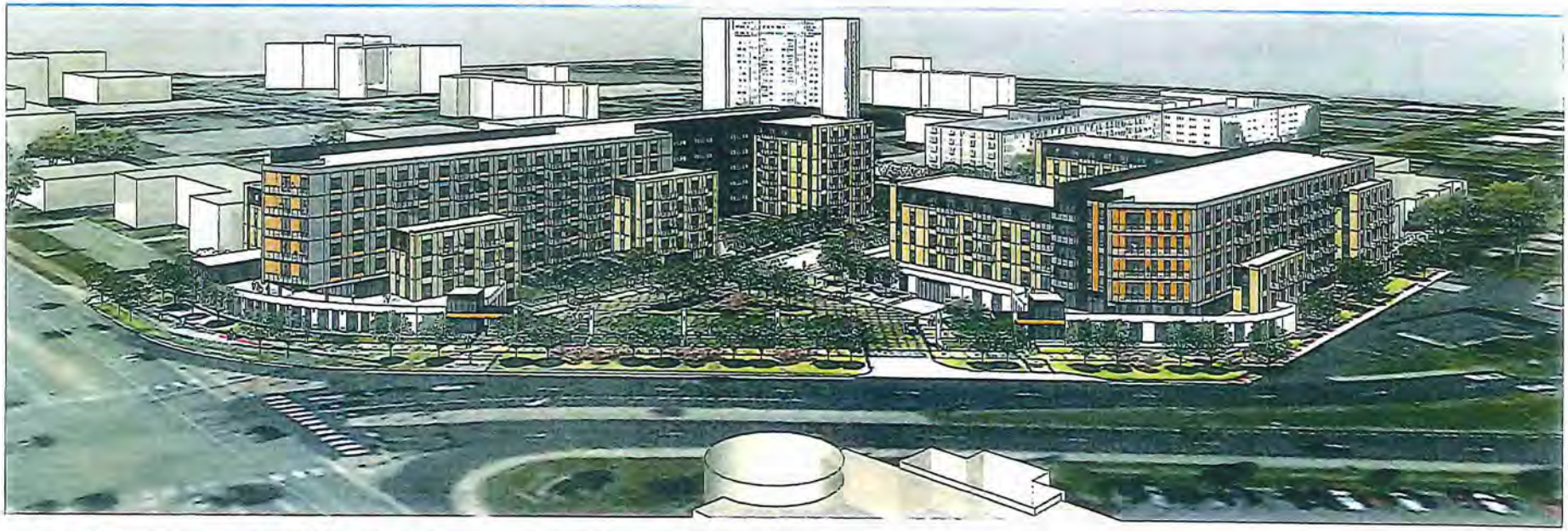
Sketch Plan

PLANNING DEPARTMENT
AUG 12 2015
CITY OF EDINA

Residential Redevelopment at
66th & York
Edina MN

Sketch Plan Review
August 12, 2015

A123



Sketch Plan

PLANNING DEPARTMENT
AUG 19 2015
CITY OF EDINA

A124

Sketch Plan

property line preventing the garage from being expanded directly that way. Commissioners Thorsen and Strauss accepted that amendment.

Commissioner Nemerov noted that he supports the variance as presented; however, has concerns with the level of design detail.

Chair Platteter called for the vote; all voted aye; motion carried.

P.C. 8/26/15

VII. REPORTS AND RECOMMENDATIONS

A. Sketch Plan Review. Titus/Eberhardt. 66th St at York Avenue, Edina, MN

Planner Presentation

Planner Teague reported that the Planning Commission is asked to consider a sketch plan proposal to redevelop the 5.6 acre parcel at 6550 Xerxes and 3250 66th Street West. The applicant is proposing to tear down the existing buildings and redevelop the site with the following two phase development: Phase I (3250 66th Street West): A 6-7 story, 230-unit apartment building. Six floors of housing above the parking and amenities area, and Phase 2 (6650 Xerxes Avenue): A 5-6 story, 145-unit apartment building. Five and four floors of housing above the parking and amenities area.

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

Teague To accommodate the request, the following amendment to the Comprehensive Plan would be required: Re-guiding of the site from RM, Regional Medical to CAC, Community Activity Center. The proposed height (7 stories) and density (66 units per acre) would meet the standards of the CAC. A rezoning of all the property to PUD, Planned Unit Development is requested.

Teague reported that this property is located within an area of the City that is designated as a "Potential Area of Change" within the 2008 Comprehensive Plan. he Comprehensive Plan states that within the Potential Areas of Change, "A development proposal that involves a Comprehensive Plan Amendment or a rezoning will require a Small Area Plan study prior to planning application. However, the authority to initiate a Small Area Plan rests with the City Council." The City Council is therefore requested to determine if a Small Area Plan is necessary. A study is currently underway in this area as part of the Planning Commission's work plan, adding the France Avenue Southdale Area Development Principles have been shared with the applicant. They have been asked to address each of the principles with any formal application.

Teague further asked the Commission to note that the applicant is not proposing any affordable housing as part of this project. Given housing policy under consideration by the City Council; this project should be required to provide affordable housing consistent with the policy or 20% of the units designated for affordable housing.

Teague concluded that the development team is present to explain their proposal.

Appearing for the Applicant

Rich Kauffman, DLC Residential and Dennis Sutliff, Elness, Swensen Graham Architects

Discussion

Commissioner Olsen asked if the majority of the parking would be underground. Teague responded in the affirmative.

Commissioner Lee asked if the RMD District shrinks would the district continue to be viable. Planner Teague responded that is a good question. Teague explained that the Regional Medical District evolved because of the hospital and the need for medical uses to be in close proximity. Teague reported that even if the area changes to CAC; medical is still a permitted use in that district.

Commissioner Nemerov asked for clarification on the building setback variances. Planner Teague responded that it has been the policy of the Commission and Council to bring (whenever possible) buildings up to the street to enhance the pedestrian experience. Teague did acknowledge because this project will be done in two phases that details can change. Nemerov questioned what would happen if the details changed from approval to build out. Teague said the applicants have indicated they would be redeveloping through the PUD process, adding if there are changes the PUD would need to be amended. Nemerov mentioned he is a little concerned that this proposal is in phases.

Applicant Presentation

Mr. Kaufman addressed the Commission and gave a brief description of DLC, Inc. and explained the proposed residential redevelopment would occur in two phases. He said if the project proceeds they would be requesting a comprehensive plan amendment, rezoning to PUD, and site plan approval. Kaufman said the majority of the apartment units would be one, one-plus and two bedroom units. Kaufman concluded there will be a small number of studio and three bedroom apartments.

Mr. Sutliff told the Commission ESG has a long history within this neighborhood. He asked the Commission to note they embraced the France Avenue Southdale Area Working Principles and Supporting Questions. Sutliff said this site is also a gateway site and the intent is to create something dynamitic. Phase I would occur on parcels 2 and 3 and will consist of a 230 unit rental apartment with two levels of underground parking.

He reported that the existing Titus building will remain on parcel 1. When phase 2 commences the Titus building would be removed. With graphics Sutliff shared schematics of the project.

Discussion

Commissioner Olsen asked about the affordable housing element. Mr. Sutliff said there is a strong desire to implement affordable housing; however, they need to look for a way to implement it. Sutliff said there will be tradeoffs; reiterating they are willing to discuss it.

Commissioner Carr said she likes the design elements of the proposed building and was impressed with the landscaping and the attention paid to pedestrian movements. Commissioner Strauss said he agrees, he likes the building, adding the approach is inviting.

Commissioner Forrest commented with regard to sustainability at this time the City is looking for more than industry standards. Forrest said the City wants developers to go above and beyond that and to also indicate measurable standards.

Commissioner Platteter said he has some concerns with the two phase concept and timing. He added he would hate to see the properties on the east become orphan properties. Continuing, Platteter said he can support the CAC designation for this area, adding it makes sense to have all four corners CAC. Platteter stated in his opinion affordable housing is needed period. With regard to the exterior of the building he wasn't "blown away"; suggesting that the curve in the road is followed more closely. In conclusion Platteter said the goal should be to view this parcel as part of a whole; not an individual island. He asked them to ensure that special attention is made to connectivity, transit options, and signals to traffic improvements to achieve the next level for pedestrian movement.

Commissioner Nemerov said these four corners are important and suggested that the City and developers work together to develop a connected area. He suggested the possibility of walking bridges spanning the road.

Mr. Sutliff said that their intent is to be a good neighbor adding they have every intention to grow the walkability. Sutliff said they are willing to work with city staff on this issue.

Chair Platteter stated in this area public and private partnerships will be key to piecing these areas together.

Commissioner Forrest commented that the buildings appear welcome and attractive from all sides; however, suggested that the applicant makes sure when the building is constructed that that element remains and isn't just drawings. Mr. Sutliff responded that the step back approach from the street offers the appearance of smaller building mass ,

adding they have every intention of creating a building attractive from all sides. Commissioner Forrest said she also was a bit concerned with the two phase element of the proposal and asked the applicant if there is a time frame. Mr. Kaufman responded that Phase I is ready to start in 2016 with Phase II within five to six years.

Commissioner Lee asked what makes this site say" Edina". Mr. Sutliff said this land use element helps create a more mixed use area vs. just retail. The introduction of housing with excellent access to transit and other amenities help the buildings residents to move away from the automobile. Lee said in her opinion more work needs to be done in engaging the street, she pointed out the limited street frontage make it difficult to introduce retail. She suggest that the applicant's revisit their vision. She further added the City also needs to decide what the City wants to see on these four corners. Does the City want smaller shop fronts along the street with stepped back housing; or something different. She asked the applicant to show how people are encouraged to walk, not ride and how is the "true" gateway of this area established. Concluding, Lee also stated she is looking for affordable housing in this development.

Commissioner Olsen agreed that much is proposed to be redeveloped at this intersection/corner, adding she too would like to see how they will connect together. She suggested that when they return with a formal applicant they show the connectivity between these corners. Olsen suggested that the applicant look at the bigger picture and how this fits into the greater Southdale area. Concluding, Olsen asked if there was any opportunity for other uses on the site. Mr. Sutliff responded that adding retail would complicate parking. He noted there is only a small amount of surface parking available. He said they want to create special outdoor spaces; however, there are restraints.

Commissioner Forrest asked the applicant to ensure that people feel invited to walk through the area; she said she understands the difficulty in adding retail, suggesting that amenities like dry cleaners, bike repair, uses that would be used by occupants of the building may work.

Commissioner Nemerov asked the applicant who their residents are. Mr. Kaufman responded he believes they will be the 30-stomethings that rent by choice. Nemerov asked the applicant if they were confident they can fill these units. Mr. Kaufman responded in the affirmative.

Commissioner Carr asked the applicant to take the time to work on the streetscape and to work with the City on street calming measures on this corner and intersection.

Chair Platteter thanked the applicant for their presentation noting the importance of connectivity and enhancing neighborhood walkability.

B. 2016 Work Plan

Finance Director Roggeman introduced Jessica Cook, Ehlers & Associates, to explain the proposed schedule for fees and charges.

Ms. Cook presented key findings, capital improvement needs, water rates, sanitary sewer rates, proposed Sewer Access Charge and Water Access charge fees, storm sewer rates, utility bill comparisons, and a summary of recommendations.

The Council noted that utilities were a core service and thanked staff and Ehlers & Associates for their work.

Mr. Roggeman stated that in Section 2. Water Service: 1. Per 1,000 gallons for areas of City, $2.69 should read $2.70 and $4.21 should read $4.22. **Member Staunton made a motion to grant First and waive Second Reading adopting Ordinance No. 2015-19, Amending Section 2-724 Schedule A Setting Fees, as modified above. Member Stewart seconded the motion.**

Rollcall:
Ayes: Brindle, Staunton, Stewart, Hovland
Motion carried.

VII.C. ORDINANCE NO. 2015-20 AMENDING CHAPTER 4 CONCERNING ALCOHOLIC BEVERAGES – POSTPONED TO OCTOBER 6, 2015

Manager Neal explained that Edina's liquor ordinance had been modified on several occasions and the current code requirements were confusing to businesses and difficult for staff to interpret, apply, and enforce. Staff was proposing substantial change and requesting a First Reading of Ordinance No. 2015-20.

Economic Development Manager Neuendorf explained that the core principles had not changed and the preference was still for restaurants over bars or nightclubs. The application process, background check process, enforcement, and violation provisions were all working well. The proposed changes had three goals: streamline the language for the sake of clarity and enforceability; allow new establishments that were responsive to the preferences of Edina patrons; and, allow established and new businesses to prosper in the Edina marketplace.

The Council asked questions relating to taprooms/brewpubs, a prohibition on bars, table configurations, patios, license fees, special club licenses, and municipal liquors.

The Council discussed requiring food service for all establishments that serve alcohol, retaining the percentage of floor space that a bar area was allowed to operate in a restaurant, and maintaining the restrictions on where gaming establishments (e.g., Dave & Buster's) were allowed. The Council noted the absence of Member Swenson and agreed to postpone the First Reading. **Member Brindle made a motion, seconded by Member Staunton, postponing consideration of Ordinance No. 2015-20, Amending Chapter 4 of the Edina City Code Concerning Alcoholic Beverages, to October 6, 2015.**

Ayes: Brindle, Staunton, Stewart, Hovland
Motion carried.

VII.D. SKETCH PLAN, WEST 66TH STREET AND YORK AVENUE – REVIEWED

Community Development Director Presentation

Community Development Director Teague explained that the Council was asked to consider a sketch plan proposal to redevelop the 5.6 acre parcel at 6550 Xerxes and 3250 66th Street West. The proponent was proposing to tear down the existing buildings and redevelop the site with a two-phase development. The proponent was requesting a rezoning of the site from Regional Medical to Planned Unit Development. The proposed height and density would meet the standards of the Planned Unit Development.

Proponent Presentation

Rich Kauffman, DLC Residential, talked about DLC Residential and introduced Dennis Sutliff, ESG Architects. Mr. Sutliff present a site map and drawings of the proposed two-phase development and discussed traffic, amenities, and green spaces. Mr. Kauffman shared that DLC Residential felt it could do, at most, 3% affordable housing at a cost of $1.4 million.

The Council asked questions relating to the possibility of onsite retail, location of front stoops, the development of Phase 2, cyclist accommodations, and guest parking.

The Council supported the green spaces and expressed an interest in seeing a stormwater management plan. The Council encouraged unique architecture that would be valued by the community for years to come, aligning the proposal with Southdale principles, and working with neighbors. The Council also expressed appreciation for the transparency concerning affordable housing and agreed that the main intersection was a problem that needed to be addressed by Edina and Hennepin County.

VII.E. AFFORDABLE HOUSING POLICY – POSTPONED TO OCTOBER 6, 2015

Member Staunton made a motion, seconded by Member Stewart, postponing the Affordable Housing Policy to the October 6, 2015 City Council meeting.

Ayes: Brindle, Staunton, Stewart, Hovland
Motion carried.

VII.F. RESOLUTION NO. 2015-88 ADOPTED – ACCEPTING VARIOUS GRANTS AND DONATIONS

Mayor Hovland explained that in order to comply with State Statutes; all donations to the City must be adopted by Resolution and approved by four favorable votes of the Council accepting the donations. **Member Stewart introduced and moved adoption of Resolution No. 2015-88 accepting various grants and donations.** Member Brindle seconded the motion.

Rollcall:
Ayes: Brindle, Staunton, Stewart, Hovland
Motion carried.

VII.G. ACCEPT SOLAR GARDEN PROPOSAL – PROPOSAL REJECTED

Manager Neal explained that the request for proposal had received one response after the deadline. Staff and legal counsel recommended rejecting the proposal and reoffering the request for proposal. The item would come back before the Council on October 20, 2015. **Member Brindle made a motion, seconded by Member Stewart, rejecting the Solar Garden proposal and reoffering the request for proposal.**

Ayes: Brindle, Staunton, Stewart, Hovland
Motion carried.

VIII. CORRESPONDENCE AND PETITIONS

VIII.A. CORRESPONDENCE

Mayor Hovland acknowledged the Council's receipt of various correspondence.

VIII.B. MINUTES:

1. ***PARK BOARD, AUGUST 11, 2015***
2. ***HERITAGE PRESERVATION BOARD, AUGUST 11, 2015***

Informational; no action required.

IX. AVIATION NOISE UPDATE – Received

X. MAYOR AND COUNCIL COMMENTS – Received

XI. MANAGER'S COMMENTS – Received

A130

DRAFT FOR REVIEW/COMMENT | FEBRUARY 11, 2016

Critical Infrastructure Improvements

To set the plan in motion, a number of critical infrastructure improvements need to be addressed, including management of stormwater, select street improvements, and better pedestrian connections via new intersections on France, 66th and York (highlighted in yellow).

A131

A PETITION

to

Mr. Cary Teague, Edina Community Development Director

and

The Edina Planning Commissioners

from

Edina Residents

in the 6300 and 6400 Block of York Avenue South

55435

CONTACT:
Peter F. Parshall
6400 York Ave. S.
#402
Edina, MN 55435

952-928-9824
pete@parshallfamily.org

PETITION

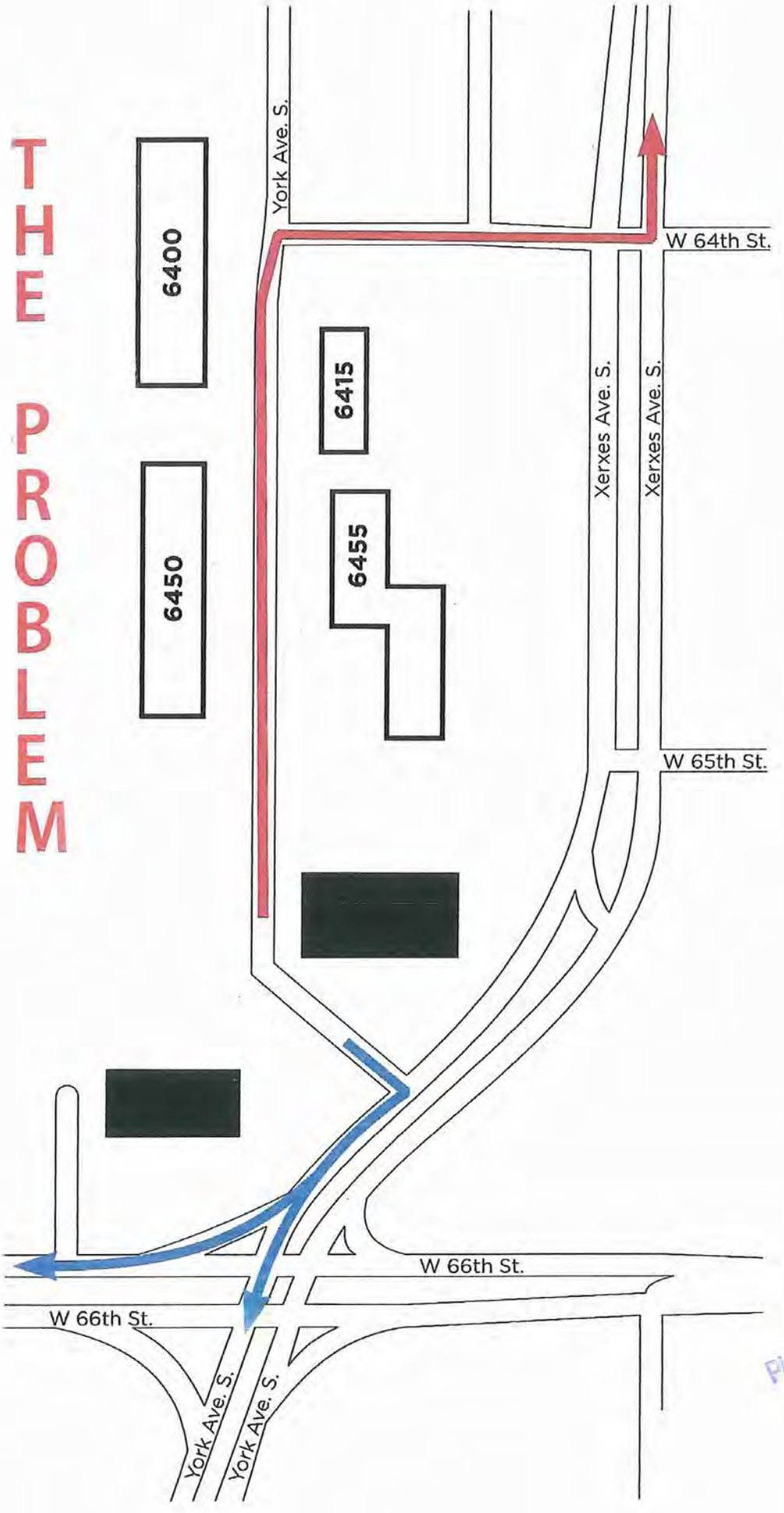
Background.
DLC Residential proposes to construct two apartment buildings at the northwest corner of Xerxes Avenue and 66th Street. Building A, replacing the 3250 medical building, will contain 230 units. Building B—to be constructed some four or five years in the future—will replace the Titus Building and contain 145 units. **The design plan proposes extending York Avenue into the complex from the north**. In accordance with the stated goals of the Edina Planning Commission which include "protecting residential areas," the residents of York Avenue north of these properties hereby petition to alter the traffic plan for this project to prevent significant disruption of our neighborhood.

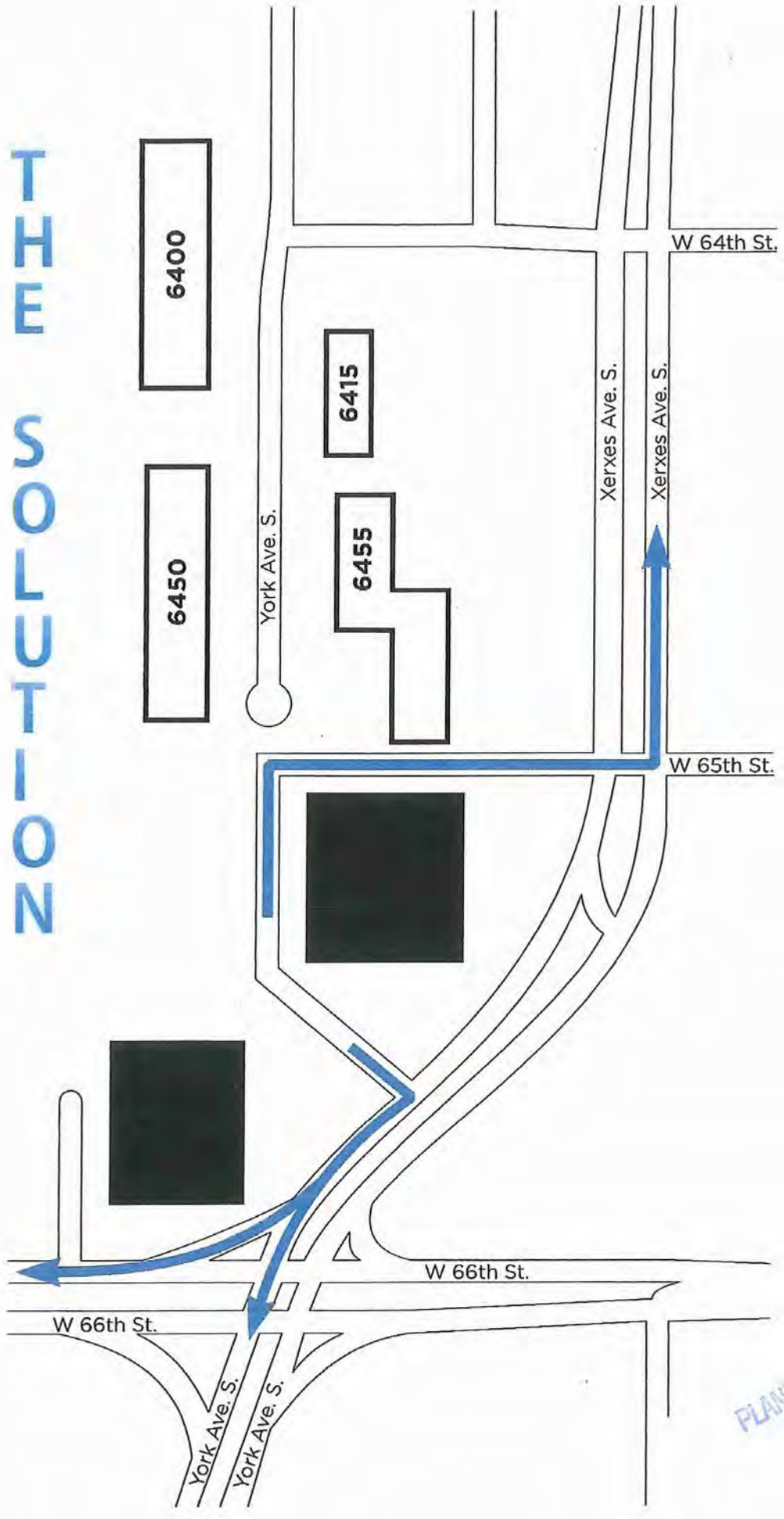
The Problem.
The two-block segment of York Avenue between Heritage Drive (essentially 63rd Street) and the proposed development is already densely populated. The 6300 and 6400 blocks of York contain four apartment complexes and three condominiums that contain 317 units (450+ residents). Most traffic from these buildings exits via 64th Street onto Xerxes, an exit that is frequently congested but has the advantage of a central median. Traffic is heavy enough that a pedestrian crossing signal was recently installed.

Residents of the two new apartment complexes will enter and exit on the diagonal slant where Xerxes transitions to become York just before the intersection with 66th Street. Entrance is not a problem, but a car exiting the properties can only go south on York or west on 66th. However, the main traffic artery—the Crosstown Highway—lies four blocks north, and one convenient route to the Crosstown under the new plan would lie via York Avenue at the rear of the property to the 64th Street exit. Unfortunately, this would create further congestion at an already overcrowded intersection.

The Solution.
1. A cul-de-sac should be created at the south end of York Avenue, at the south edge of the 6450 and 6455 York Avenue property lines. (This would prevent cars "cutting through" the new properties to those on the west, a common occurrence currently.)
2. If necessary, the city might create a one block street at the north end of the development—essentially 65th Street—to allow a safer exit onto Xerxes northbound. **The developers are required to leave sufficient clearance to create such a street**. The sightlines are optimal there and a median is already in place to ease left turns.

To maintain the cohesion of our neighborhood, reduce traffic congestion, and ensure the safety of the 64th Street exit onto Xerxes, residents of the 6300 and 6400 block respectfully petition the Edina Planning Commissioners to implement this solution.





6400 York Avenue South

	Print Name	Signature	Unit #	Date
1.	Jay McHenry	Jay McHenry	106	1/27/16
2.	MARY JEAN DAHLSTROM	Mary Jean Dahlstrom	127	1-27-16
3.	mike TIERSAK		126	1-31-16
4.	Suzanne Piersak	Suzanne Piersak	126	1-31-16
5.	SOLVEIG DAFFINNAN	Solveig Daffinnan	124	1-31-16
6.	Lakshman Jangir		105	2-05/16
7.	Saroj Jangid	Jangid	105	2-05-16
8.	LAURA PAYTON		104	2/16/16
9.	TERRY PAYTON		104	2/16/16
10.				

6400 York Avenue South

	Print Name	Signature	Unit #	Date
1.	Laura Caplan	LAURA CAPLAN	209	1/27/16
2.	Lynn E. Swanson	Lynn E Swanson	208	1/29/16
3.	H. VAN DYKE		207	2/3/16
4.	Crawford, Connie	Connie Crawford	213	2.3.16
5.	Jonathan Junker		213	2-3-14
6.	JACQUELINE SCOTT	J Scott	216	2/23/16
7.	Harriet Nelson	Harriet Nelson	217	2-3-16
8.	LaDORIS JAHR	LaDoris Jahr	212	2-4-16
9.	Stephanie Christensen Batt	Stephanie Christensen Batt	204	05-Feb-2016
10.	Denise Gamache	Denise Gamache	210	2/5/16

6400 York Avenue South

	Print Name	Signature	Unit #	Date
11.	Heidi Svenson	Heidi Svenson	215	2/5/16
12.	Tori Rosenow	T. Re	205	2-10-16
13.	GRAHAM HALLMAN	Graham D Hallman cul de sac only (*)	211	2/11/16
14.	Margaret Winter	Margaret B. Winter	202	2/15/16
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* Let the developers come up w/their own road, but cul de sac is a must

6400 York Avenue South

	Print Name	Signature	Unit #	Date
1.	Jeanette Roberge	Jeanette Roberge	317	1/27/16
2.	Evelyn L. Hansen	Evelyn L. Hansen	311	1/27/2016
3.	Sandra (Sandee) Hork	Sandra Hork	309	1/27/16
4.	Herbert Berzelius	Herbert Berzelius	303	1/29/16
5.	JO BETH DOCKMAN	JO BETH DOCKMAN	310	1/29/16
6.	Amy Gerst	Amy Gerst	305	2/1/16
7.	JERRY MANOS	Jerry Manos	302	2/1/16
8.	RICHARD CARLEY	Richard Carley	304	2/15/16
9.	Nathalie Stock	Nathalie Stock	306	2/15/16
10.	Renae Tadsen	Renae Tadsen	313	2/15/16

6400 York Avenue South

	Print Name	Signature	Unit #	Date
11.	Cheri Krause	Cheri Krause	308	2-15-16
12.	JOHN P. O'Keefe	John P. O'Keefe	314	2-15-2016.
13.	SURIYA NEGODA	Suriya Negoda	315	2-17-2016
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6400 York Avenue South

	Print Name	Signature	Unit #	Date
1.	Juanita Schliep	Juanita Schliep	411	1-27-16
2.	Carol Fitzmaurice	Carol Fitzmaurice	413	1-27-16
3.	Geraldine Nolan	Geraldine Nolan	415	1-27
4.	Roderick MacDonald	Roderick MacDonald	410	1-27-16
5.	Peter Parshall	Peter Parshall	402	1-27-16
6.	Carol M. Parshall	Carol M Parshall	402	1/27/16
7.	D'Ann Topoluk	D'Ann Topoluk	408	1/27/16
8.	Carl Hamm	Carl Hamm	407	1/27/16
9.	Joanne MacDonald	Joanne C. MacDonald	410	1/28/16
10.	NANCY DUNCAN	Nancy Duncan	406	1-28-16

6400 York Avenue South

	Print Name	Signature	Unit #	Date
11.	SCOTT DUNCAN		406	1.28.16
12.	Dennis Klehr		414	1.28.16
13.	ELBERT Terry		417	1-28-16
14.	JACINDA GIVEN		403	1-29-16
15.	Fermin Buesga		404	1-29-16
16.	RONALD C. PETERSON		405	1-29-16
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6400 York Avenue South

	Print Name	Signature	Unit #	Date
1.	CARMEL ERICKSON	Carmel Erickson	506	1-27-16
2.	SYLVIA CIERZA	Sylvia Cierza	505	1-27-16
3.	Sharon Thompson	Sharon Thompson	504	1-27-16
4.	Geraine Morseth	Geraine Morseth	509	1-27-16
5.	RODNEY MORSETH	Rodney Morseth	509	1-27-16
6.	MARY JOYCE KLESCHE	Mary Joyce Klesche	511	1/29/2016
7.			512	1/30/16
8.		PATRICK J. BURNS	515	1/31/16
9.	LINDA D. BURNS	Linda D Burns	515	1/31/16
10.		REETA SESLAR	516	1-30-16

6400 York Avenue South

	Print Name	Signature	Unit #	Date
11.	Sara Pedrizzi	Sara Pedrizzi for daughter	517	Jan 30, 2016
12.	Mahvalsar Madanpour By		517	Jan 30, 2016
13.	Mark McCollar	Mark McCollar	514	1-31-16
14.	Jenny OBrien	Jenny OBrien	513	Feb. 4, 2016
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6400 York Avenue South

	Print Name	Signature	Unit #	Date
1.	Laraine Walker	Laraine Walker	608	1-27-16
2.	Jeannine Neuman	Jeannine Neuman	602	1/27/16
3.	Kathy Asplin	Kathy Asplin	612	1/27/16
4.	Michael Dooley		606	1/27/16
5.	Jeanne	Jeanne	606	1/27/16
6.	Salwa El-Soury	Salwa El-Soury	611	1-27
7.	Youssry Khalil		64	1-27
8.	Dan Lipp	Dan Lipp	613	1/27
9.	Rick Asplin	Rick Asplin	612	1-27-
10.	ELSA LARSON	ELSA LARSON	605	1/31

6400 York Avenue South

	Print Name	Signature	Unit #	Date
11.	VIOLA CHRISTIANSEN	Viola Christiansen	614	01/31/16
12.	Lee W Saffell	Lee W Saffell	609	01/31/2016
13.	GABY WILLIAMS		617	1/31/16
14.	Tylor Kobierski	Tylor Kobierski	611	2/4/16
15.	RON THISIUS		610	2/4/16
16.	ARTA THISIUS		610	2/4/16
17.	Erik OLSON		603	2/4/16
18.	Justin Beers		604	2/10/16
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6450 York Avenue South

	Print Name	Signature	Unit #	Date
1.	Carol Velasco	CAROL Velasco	300	2-15-16
2.	Kim McPherson	Kim McPherson	306	2-15-16
3.	Howard Bogart	HOWARD BOGART	310	
4.	ANNA Burdeli	ABerdeli	311	2/15/16
5.	Aimee Mukers	AMM	314	2/15/16
6.	Phyllis Seichris	Phyllis Seichris	208	2/15/16
7.	Talla Anderson	TA	211	2/15/16
8.	LISA FREDRICK	Lisa Fredrick	214	2/15/16
9.	Doris Freeman	DORIS FREEMAN	212	2-16-16
10.	Patrick Thompson	Patrick Thompson	312	2-16-16

6450 York Avenue South

	Print Name	Signature	Unit #	Date
11.	DONA HILTUNEN	Dona Hiltunen	309	2-17-2016
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6450 York Avenue South

	Print Name	Signature	Unit #	Date
1.	Gerald + Ann Krause	Ann Krause	508	2/15/16
2.	Dave Powers	Dave Powers	104	2/15/16
3.	Shirley Larson	Shirley Larson	302	2/15/16
4.	Cynthia Stuber	Cynthia L Stuber	505	2/15/16
5.	Gladys Erlandson	Gladys M. Erlandson	419	2-15-16
6.	Orreanna Herreid	Orreanna Herreid	407	2-15-16
7.	Anne Augustyn	Anne Augustyn	406	2/15/16
8.	Joan Lingbeck	Joan Lingbeck	384	2/16/16
9.	Anita Peske	Anita L Peske	416	2-16-16
10.	Marcia Young	Marcia Young	410	2-16-16

6450 York Avenue South

	Print Name	Signature	Unit #	Date
1.	Michelle Germain		413	Feb 16
2.	Richard Allison 6455 York	Richard A. Allison	119	2/17/16
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6450 York Avenue South

	Print Name	Signature	Unit #	Date
1.	FOSTER GLORIA & Richard	Gloria & Foster	500	2/15/16
2.	Dixie Leek	Dixie Leek	H 507	2/15/16
3.	Dolores Gutiérrez	Dolores Gutierrez	509	2/15/16
4.	Shirley Holland	Shirley Holland	510	2/15/16
5.	MICHELSEN WILLIAM H.	William H Michelsen	517 -	2/15
6.	Kyle Meishi		519	2/15/16
7.	CREIGHTON HUFFMAN		203	2/15/16
8.	SUSAN HEIMAN	Susan Heiman	203	2/15/16
9.	RON FENNE	Ronald A Fenne	207	2-15-16
10.	Mary Mclaughlin	Joni Mclain	201	2-16-16

6450 York Avenue South

	Print Name	Signature	Unit #	Date
11.	A. Tommerdahl		306	2/16/16
12.	D. Gonetski		205	2/16/16
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6450 York Avenue South

	Print Name	Signature	Unit #	Date
1.	Elizabeth A. Spletz	Elizabeth A Spletz	405	2/15/16
2.	MARY BJORNSTAD	Mary Bjornstad	403	2/15/16
3.	Ross T DUNLOP	Ross T. Dunlop	406	2/16/16
4.	Elizabeth Kreager		417	02-16-2016
5.	Angel Munoz		418	2-16-2016
6.	Robbye Lewis		200	2-16-2016
7.	LOIS LINDAHL		209	2.16-2016
8.	Rose Lunka		210	2/16/2016
9.	Stalina Lovric		215	2/16/2016
10.	Robin Howard		410	2-16-16

6450 York Avenue South

	Print Name	Signature	Unit #	Date
11.	Rosemary Mathews	Rosemary Mathews	402	2-16-16
12.	Adrienne Hairsmark		409	2-16-16
13.	Richard St. Martin	R. St. Martin 6455 York Ave. S.	101	2/17/16
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To: Edina Planning Commission

Feb. 16, 16

Re: Case File #2016.003

I own a Condo at 6450 York. My concern: The traffic coming and going from 63rd & York to the parking lot behind the buildings that may be torn down on 65th & York and 66th Street.

I'm hoping that the driveway at 6450 York will be closed if the new apartments are built. Most of the cars coming out of that lot on to York do not stop at the Stop Sign and cars heading both north and south from 63rd to 64th drive way too fast. There are many people that walk on this street - most of them elderly. I can't imagine the increase of traffic and how miserable that will be for all the people that live on York.

If York will not be closed off at 6450 - I'm hoping speed bumps will be installed to slow people down (cars).

One more thing - does Edina plan on building a walk-bridge across 66th & Xerxes so people can safely cross to do their grocery shopping at Cub. Traffic is ridiculous from the Crosstown to 82nd - both directions and East & West on 66th.

Sincerely

Marit Nelson
1106 W. 87th Str
Bloomington, Mn 55420

Jackie Hoogenakker

From: Joyce Flesche <mjflesche@gmail.com>
Sent: Wednesday, February 17, 2016 12:09 PM
To: Jackie Hoogenakker
Subject: Edina City council planning rezoning and predevelopment plan.

As I look at the map you have sent showing the development plan I noticed that you failed to note that the York street name changes at 66th going north: it becomes Xerxes.
The plan shows that the traffic flow from the proposed buildings going north on York avenue instead of creating a street at 65th where northbound traffic could go. Instead, all of this new traffic will go down York and may turn at 64th to access Xerxes or continue down to 63rd where they will add to the traffic congestion of multiple nursing homes.
I live in the condo at 6400 York and overlook the hill going up to Xerxes. I have seen poor maintenance by the city and have also seen multiple accidents. When it snows, I can see that the Richfield side of 64th and Xerxes is plowed curb to curb hours before Edina makes a pass that lasts all morning- it goes up the middle and leaves a mess on the outer lane. 64th street is rarely salted so I watch cars slipping and sliding down it after ice storms. In the summer, there is no effort to cut the tree branches of the trees around the pond at the corner, so that when you are making a right d turn you can actually see the oncoming traffic.The only consistent attention 64th street gets from the city is that there is often a police car (speed trap) to catch speeding drivers as they come off the freeway.
We have a lot of walkers in the residences along York Avenue. There are no sidewalks and the walkers are forced to use the street. On some days the traffic is prohibitive but usually the drivers are courteous and not a danger to the walkers. However, the proposed increase is definitely going to adversely effect those of us who live here. Please create a 65th street access to Xerxes from the proposed buildings,

Laura Caplan
6400 York Avenue S, Apt 209
Edina, MN 55435
952-920-1385

Mr. Cary Teague
Community Development Director
City of Edina
4801 West 50th Street
Edina, MN 55424

January 8, 2016

Dear Mr. Teague:

I am writing to you to share my thoughts about the proposed multi-family residential development by DLC Residential at 65th and York. I live one block away at 6400 York Avenue South, aka The Yorker condominiums. I attended the Public Open House about the project on January 5, 2016. After listening to the developers' presentation and discussion with the public attendees I have several serious concerns about the project that I think you should be aware of.

My biggest concern is about traffic on York Avenue both during and after construction and I know that many others in my building share this concern. I asked the developers what route they thought vehicles involved in their construction would take to the site and they answered that it would most likely be from the north of the site on York Avenue. That means that all the construction vehicles would be constantly coming down York Avenue right in front of my building for years. This is a very quiet residential area and the use of York Avenue for construction trucks, etc, would be a major nuisance and could also be hazardous to pedestrians walking on the street, as we don't have sidewalks. As it is expected that this project may take seven years or more to complete, this truck problem is a huge concern. There is no reason why we should have to suffer construction traffic on our block when other options are easily available. Thus I believe that construction vehicles and equipment should only be allowed to enter the site from either 66th Street or the Xerxes/York junction south of 65th Street.

My second concern is about increased traffic on York Avenue after the new apartments become occupied. I examined the proposal that your office reviewed in August 2015 in which the developers state that: "The primary entrance to the project would be off Xerxes Avenue. There is a secondary access available off of York." Yet at the public meeting the developers said that both construction vehicles and subsequent residential vehicles would most likely use the York Avenue access north of the site as the primary entrance. This discrepancy needs to be addressed. Access to the project should be largely from Xerxes or 66th Street, not York Avenue north of the site.

A number of people from my building also expressed concern at the public meeting about the new residents driving on York Avenue north of the site. The developers suggested that there

would be no change in the traffic patterns on York after their project is completed, but we all found that hard to believe. The developers told us that they based this assumption on the thought that many cars now approach the current medical buildings on the site by coming down York Avenue on our block, but this is unlikely. Most cars approach the medical buildings via Xerxes or 66th St. In fact, York Avenue north of the site is not visible from Xerxes or 66th Street so most drivers don't even know it is there. Entrances to the medical buildings are highly visible from Xerxes and 66th Street. Further, if you check either google maps or Mapquest for directions to the medical buildings they will both tell you to enter off of 66th Street or from the Xerxes/York junction south of 65th Street. York Avenue north of the site, where I live, is a very quiet residential street with little traffic. We want to keep it that way. If the York Avenue access north of the site is used as the primary residential access as the developers suggested at the public meeting, then traffic and noise will be increased considerably in perpetuity and this will degrade our quality of life.

Beyond the above, we have concerns about traffic at the intersection of 64th Street and Xerxes. Currently there is a lot of traffic on Xerxes coming from both north and south. At times it is treacherous to make a left turn on to Xerxes from 64th Street on the west side of Xerxes. Sometimes several cars trying to make various turns stack up in the island in between the north and south routes of Xerxes at 64th Street. As it is now there should be a stoplight put in at this intersection. And without it, if more traffic is added to this intersection from the DLC development it will only become more treacherous for all using it.

As you noted on your website, in the last two years more than 1,200 new apartment units have either opened or are currently under construction in the Southdale area. All of these are in commercial districts, but the DLC project is right next to a residential area. The impact of this project on our residential neighborhood should be a major consideration in the planning of this project and it appears that the developers have not given this enough thought. On your website you state that it is your mission to: "guide the development and redevelopment of lands, all in a manner that sustains and improves the uncommonly high quality of life enjoyed by our residents and businesses." The DLC project has the potential to significantly deteriorate the quality of life for the residents on York Avenue north of the site in a number of ways both during construction and after. I sincerely hope you will give serious consideration to the concerns expressed in this letter and find ways to address them so that our high quality of life will remain so.

Sincerely,

Laura Caplan

Laura Caplan