



MEMO

Date: 7/7/2022

Proposed Project: Life Time Living Edina

Re: Project Response to *The Greater Southdale District Design Experience Guidelines: Ten Things to Remember*

Cary,

Thank you for sharing the AFO letter with the team. The bulk of the comments referred to The Greater Southdale District Design Experience Guidelines. To provide a well-rounded response, we have address point by point how this project is reacting to each of the “Ten Things To Remember in Implementing the Design Experience Guidelines” as they are outlined in this document. In addition to the written responses, please see the supplementary site plan and street section exhibits enclosed.

1. Every new development begins with the 200’ x 200’ block, or some variation based on context.

The site for this development is extremely unique in shape, grade changes, and existing conditions. Constraints on this localized site area include a primary entrance to the Southdale Mall Area off York Ave., and existing buildings that are diagonally oriented on the site. While several preliminary site studies started with a rectilinear and more efficient residential footprint, continued design iterations and efforts to create a new grid pattern led the team to look at “nesting” the building into the irregular site area between mall buildings. This allowed for a grid pattern that is more orthogonally oriented, as a catalyst for future development.

While respecting this unique site context, the project envisions a variation of the 200’ x 200’ block layout. This solution aligns the grid of the arterial road (York Avenue) with the diagonal orientation of the mall buildings while also maximizing greenspace and walkability. True to the spirit of the guidelines, this proposed redevelopment creates a grid system of distinct blocks, bisected by a network of vehicular and pedestrian streets and pathways.

2. Every block or building in a development will need streets to connect between buildings. Not all of these streets will need to accommodate vehicles, providing the opportunity for parks, plazas or courtyards—important parts of the public realm.

Connectivity remains a central feature of this site plan. For vehicular traffic, the street grid provides access to and around all buildings and seamlessly integrates with a pedestrian-centric, public realm. The primary tower entrance features a multifunction woonerf that blends a formal porte-cochère drop-off into a highly walkable public plaza. A generous network of landscaped, accessible pathways connect the residences not just to the Life Time athletic club & mall but also to open park lawns, programmed courtyards, native plantings, outdoor exercise zones, and off-leash pet amenities.

3. Buildings will not be greater than 200 feet in length, thereby minimizing the negative impact continuous walls can have on a comfortable pedestrian experience.

Because this building is nested between two existing buildings, the podium has 6 facades, three outward facing, three inward facing. Only one of the building facades exceeds 200 feet in length, and this is due to the cant in the building footprint due to the site constraints. This façade faces a portion of the site where there is an existing landscape berm

accommodating the full story grade change between the residential site and the anchor retail building entrance facing York. This berm is across the street from the residential building and acts as the pedestrian connection from the mall entrances (level one and two) and pedestrians coming from the neighborhood to the east. Pedestrian connections in this location will be maintained and enhanced to continue this connectivity.

The project's exterior façade primarily features pedestrian-focused walk-up homes as well as an expansive, glassy lobby entrance. On the rear of the building, parking access as well as trash service and move-in loading zones prevent active liner uses. The project team is exploring methods of beautifying those areas with architectural moves including added patterns or even a potential public art mural to create interest.

4. All streets are not equal. The plan outlines a hierarchy that is driven by the kind of experiences that are expected on these streets and how they facilitate an enlivened public realm.

This project provides a full spectrum of street types based on adjacencies, proposed circulation patterns, and use. Street types include:

- Typology 5 The Boulevard at York Avenue
- Typology 3 Local Streets connecting to the York entrance
- Curbless woonerf that can flex from a resident drop off /pick up, package and mail delivery, and prospective tenant parking
- Lined residential drop-off and pick-up to a designated land area for large gatherings or events, designated service road ways accommodating move-in, refuse removal and other critical mall, club and residential building functions, and
- Pedestrian only paths that allow people to traverse the site while serving the liner residential units with front patios.

5. Designated transition zones are about maintaining the quality of life in these areas without restricting growth in other parts of the district.

This site is not a designated transition zone in the district guidelines, however the location of the building into the nested center of the mall area and the allocation of open green space and a roadway connection is intentional. This provides a site area amenity off a primary access point that will encourage new development adjacent to it.

6. Promenades and East-West Streets are the bridge between single family neighborhoods, such as the Cornelia neighborhood of Edina and the west side of Richfield, to more intense parts of the district.

This development is a localized site within the greater Southdale Mall Area, however the site planning thought process extended greatly beyond the site itself. The proposed design not only improves vehicular circulation within the mall area, but it provides a network of pedestrian and bike paths as well. This is important for the residents of this building to have easy access to the mall and greater Southdale Area destinations, but also for the residents of peripheral mall buildings and the Edina and Richfield community to the East of the mall to have continued or improved connectivity as well.

Again, this is a localized site area for improvements, but it contributes to the ongoing initiatives to create thoroughfares of connectivity through the mall site as a whole per the goals of the Southdale Design Guidelines.

7. Street Rooms will intersect and overlap each other in many circumstances. At these intersections, lower building heights should prevail, giving the smaller scaled building precedence over larger scale buildings.

All street rooms are designed to prioritize the buildings and land areas adjacent to the new building being proposed.

8. Building footprints above 60 feet in height are limited to 12,000 SF for residential uses, and 24,000 SF for commercial.

The primary height of the building podium at the main facade is approximately 40' tall, which is shorter than the allowable 60' to better emulate the scale of the surrounding buildings. In addition the tower is stepped back over 20' from the podium façade facing York Avenue.

It is important to note that modern high-rise residential floorplates are typically much larger than 12,000 SF. In addition, the smaller the size of the floorplate, the taller the building needs to be to achieve the same overall density. The proposed building design balances height and mass along with constructability and design efficiencies. The footprint of the proposed building is similar to other high-rise residential buildings seen throughout the Twin Cities, including other projects in Edina.

9. Within the first 60 vertical feet of a building, primary materials systems that are more traditional like brick, stone, glass wall systems are preferred. Above 60 feet, other materials such as metal wall systems within a larger curtainwall system, can be introduced. These baseline parameters should not be a deterrent to architectural innovation but rather are intended to serve as a measure of quality and continuity throughout the district

The podium of the project will be comprised of high-quality, low maintenance, long lasting building materials such as brick, stone, architectural precast panels, storefront, doors and windows and curtain wall.

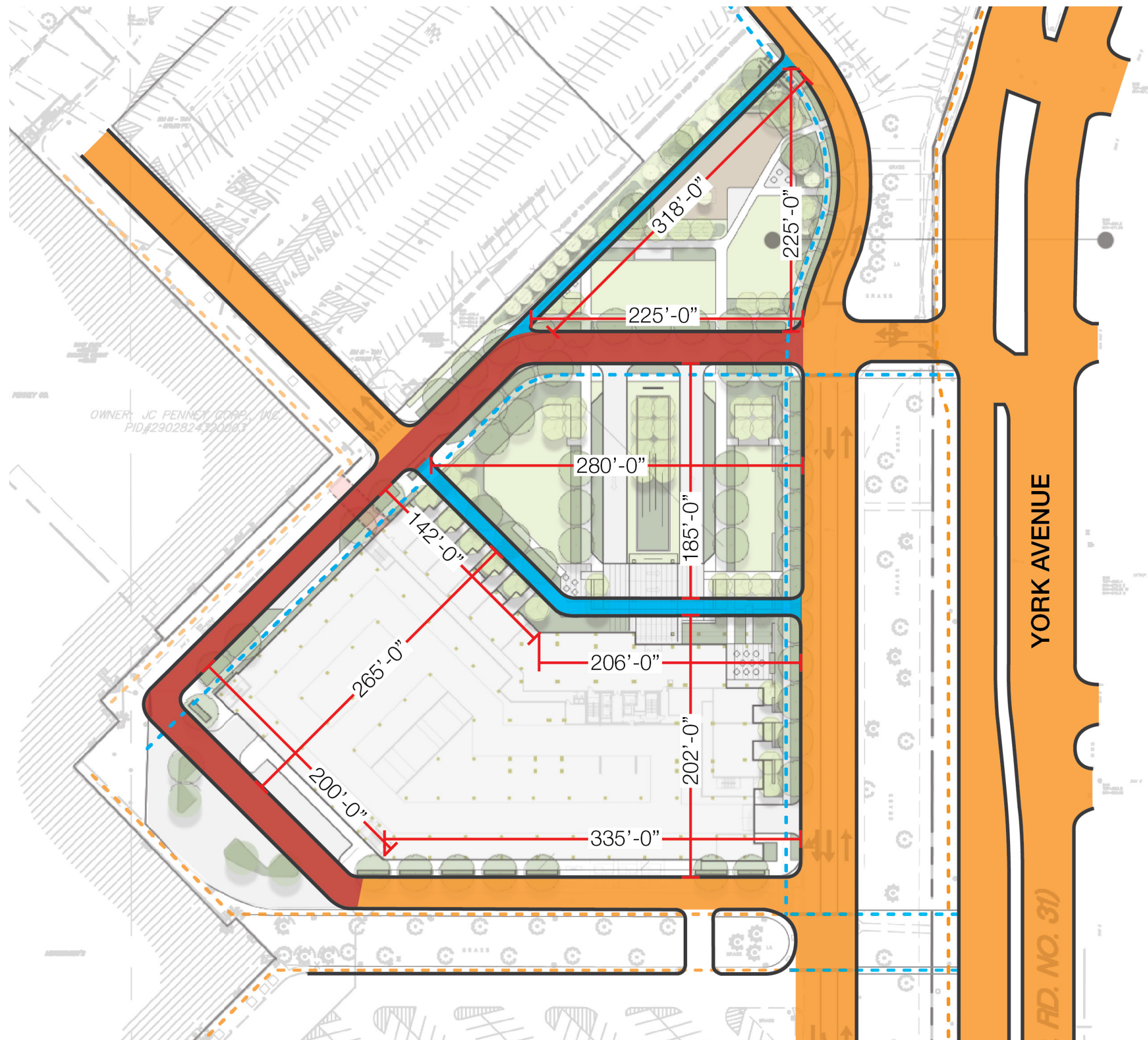
The tower of the building will be primarily window wall and curtainwall systems with metal panel inserts, slab edge covers, feature metal panel materials, and decorative metal fins and architectural lighting.

10. Transparency at the ground level facing the public realm is key to the individual experience and is a catalyst for how to activate and maintain a community-based approach to daily life and experience.

All sides of the building will provide transparency for visibility on the street. Primary outfacing facades have been designed with liner housing, lobby amenities, bike amenity spaces, etc. to provide activation at the street level. The proposed lobby emphasizes transparency by eroding the corner of the podium and bringing the glassy tower down to grade for a dramatic and impactful moment. Site areas around the building will property illuminated with building and site lighting, and entrances will have canopies for weather coverage. All sides of this building will be design with safety and pedestrian experience in mind.

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(See Supplementary Site Diagram and Street Section Exhibit Enclosed)

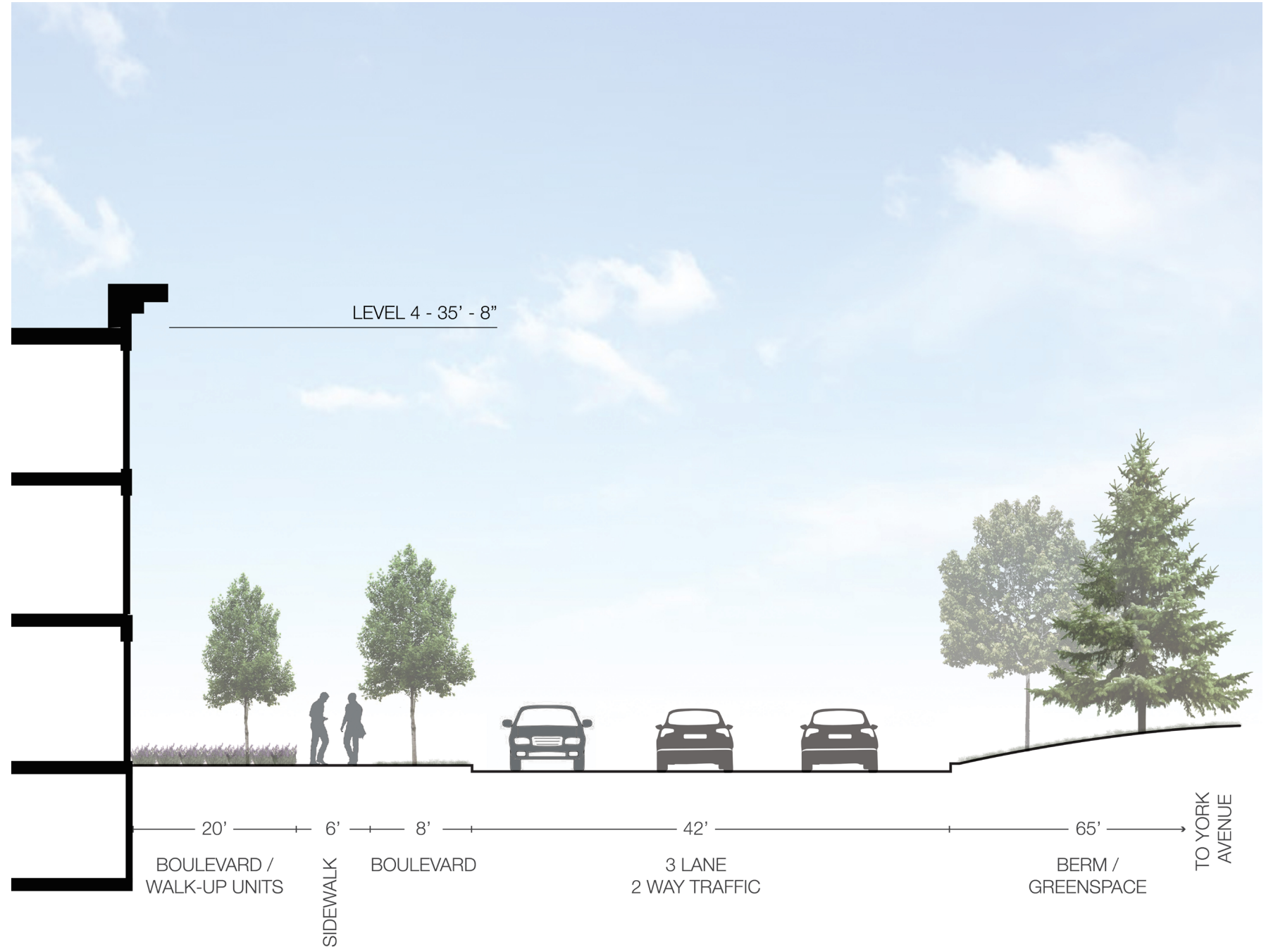


STREET TYPES LEGEND:

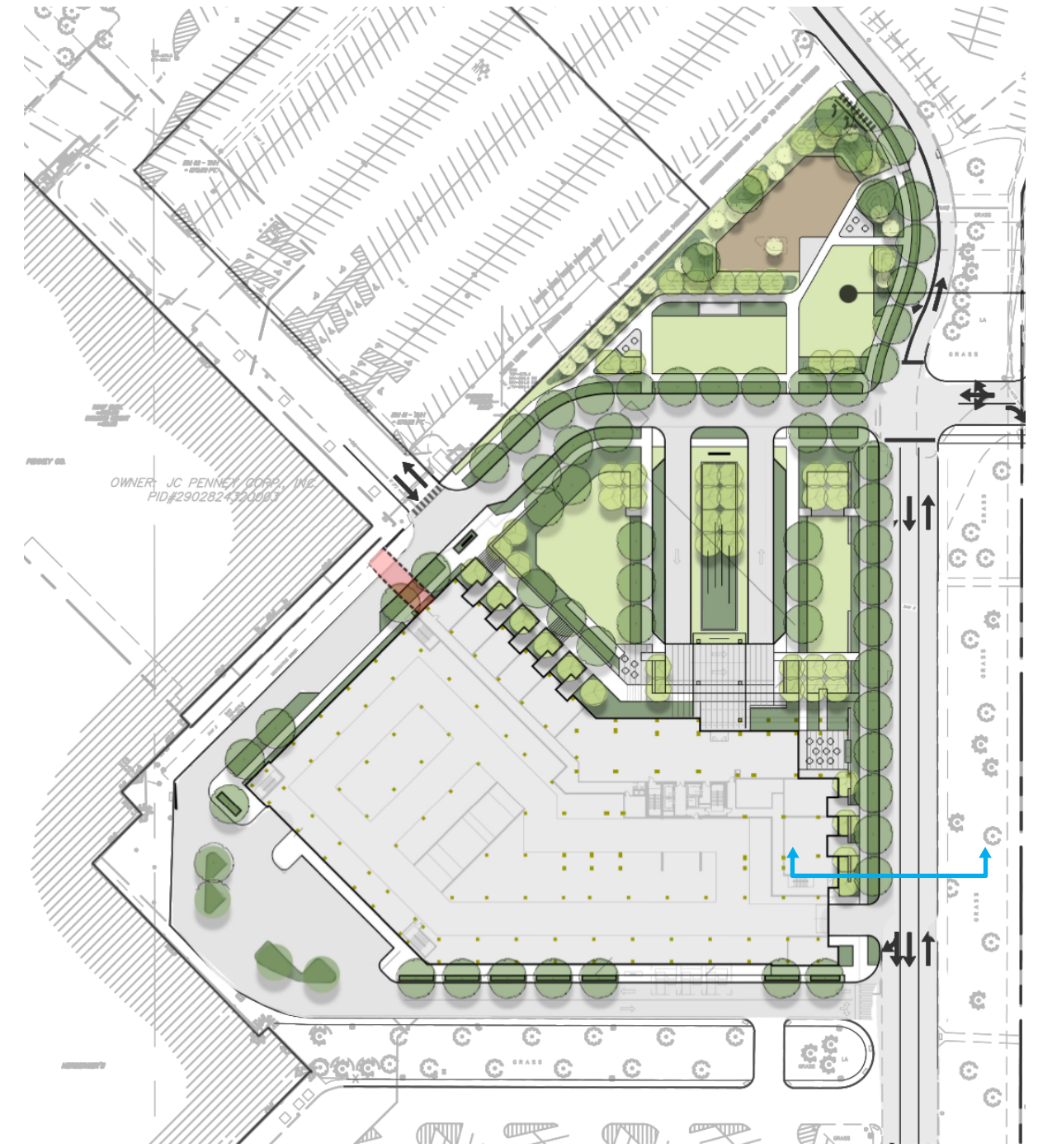
- EXISTING STREET
- CURRENTLY PROPOSED STREET
- PROPOSED PEDESTRIAN STREET
- - EXISTING PEDESTRIAN SIDEWALK
- - PROPOSED PEDESTRIAN SIDEWALK

SITE PLAN | GRID MODIFICATIONS

Life Time Living Site



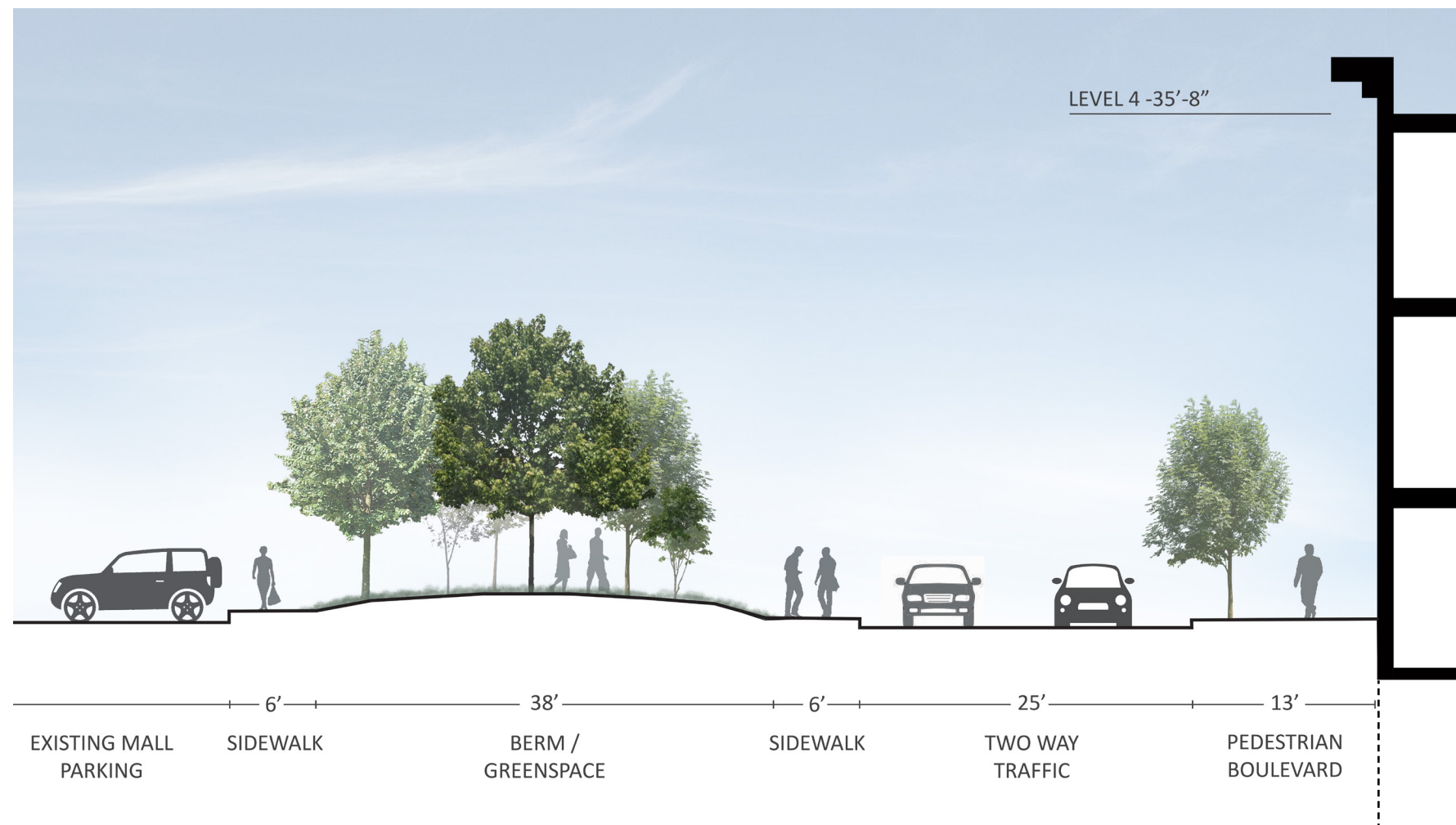
LOCAL STREET SECTION



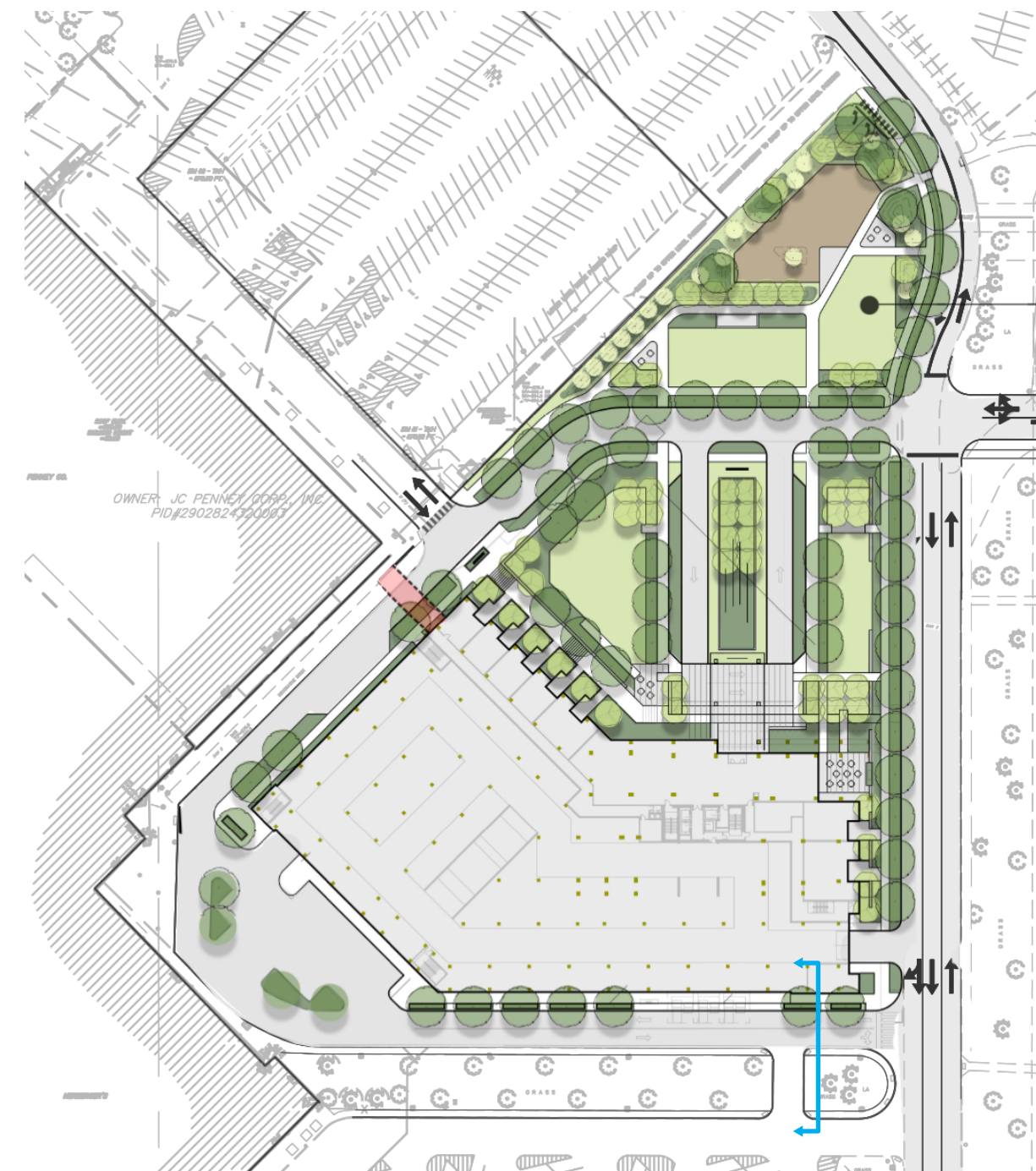
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STREET SECTIONS

Life Time Living Site

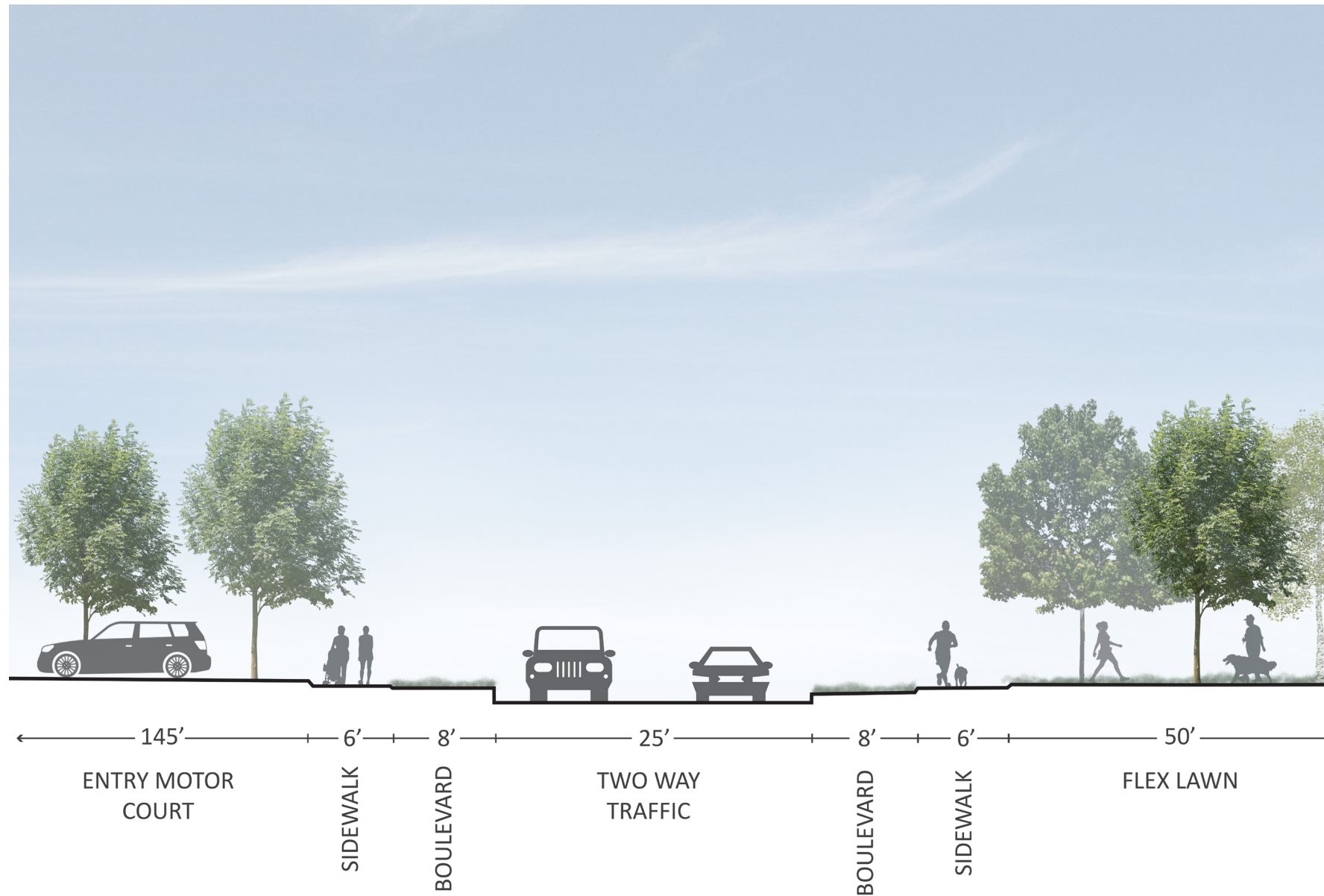


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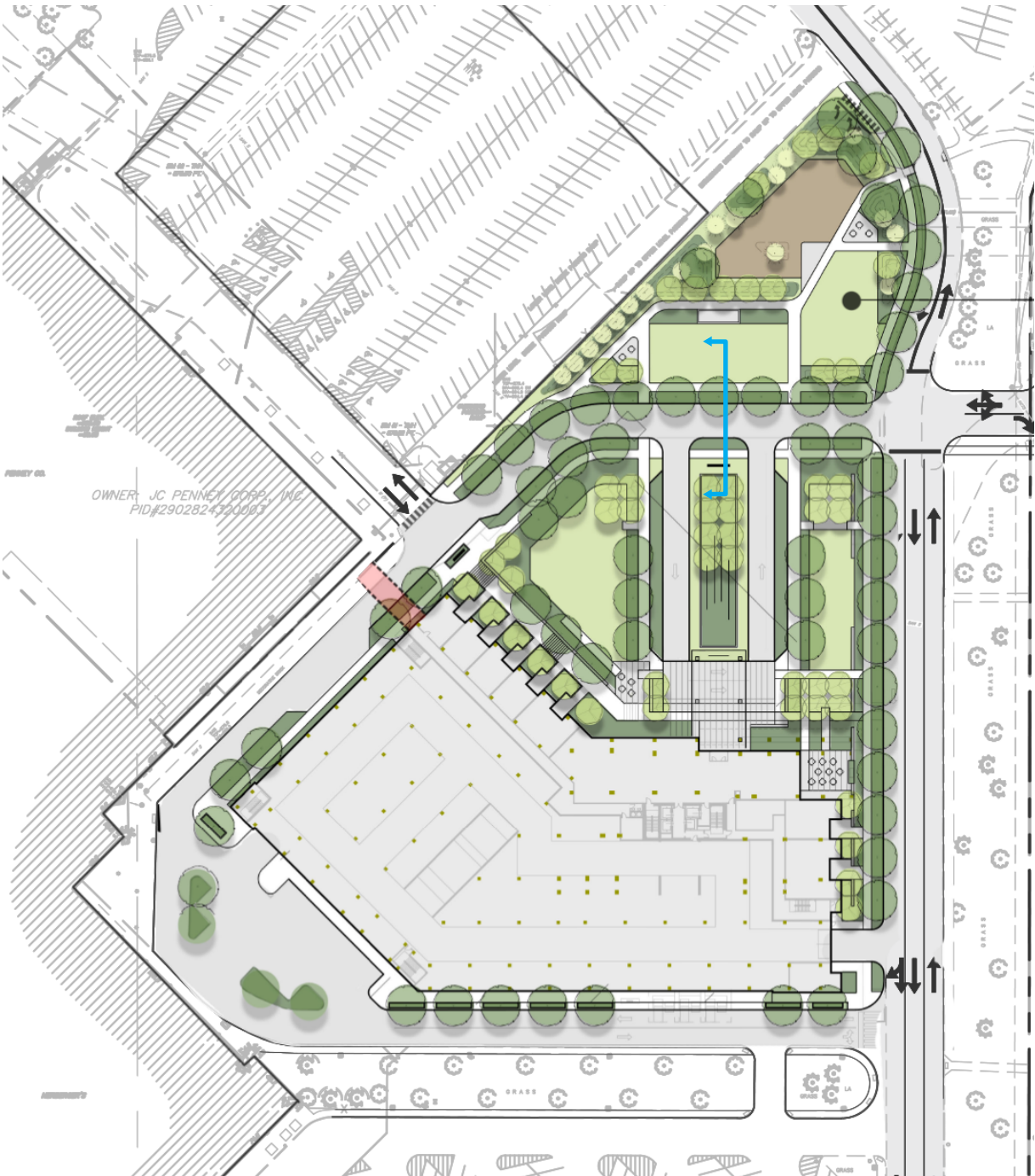


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STREET SECTIONS
Life Time Living Site

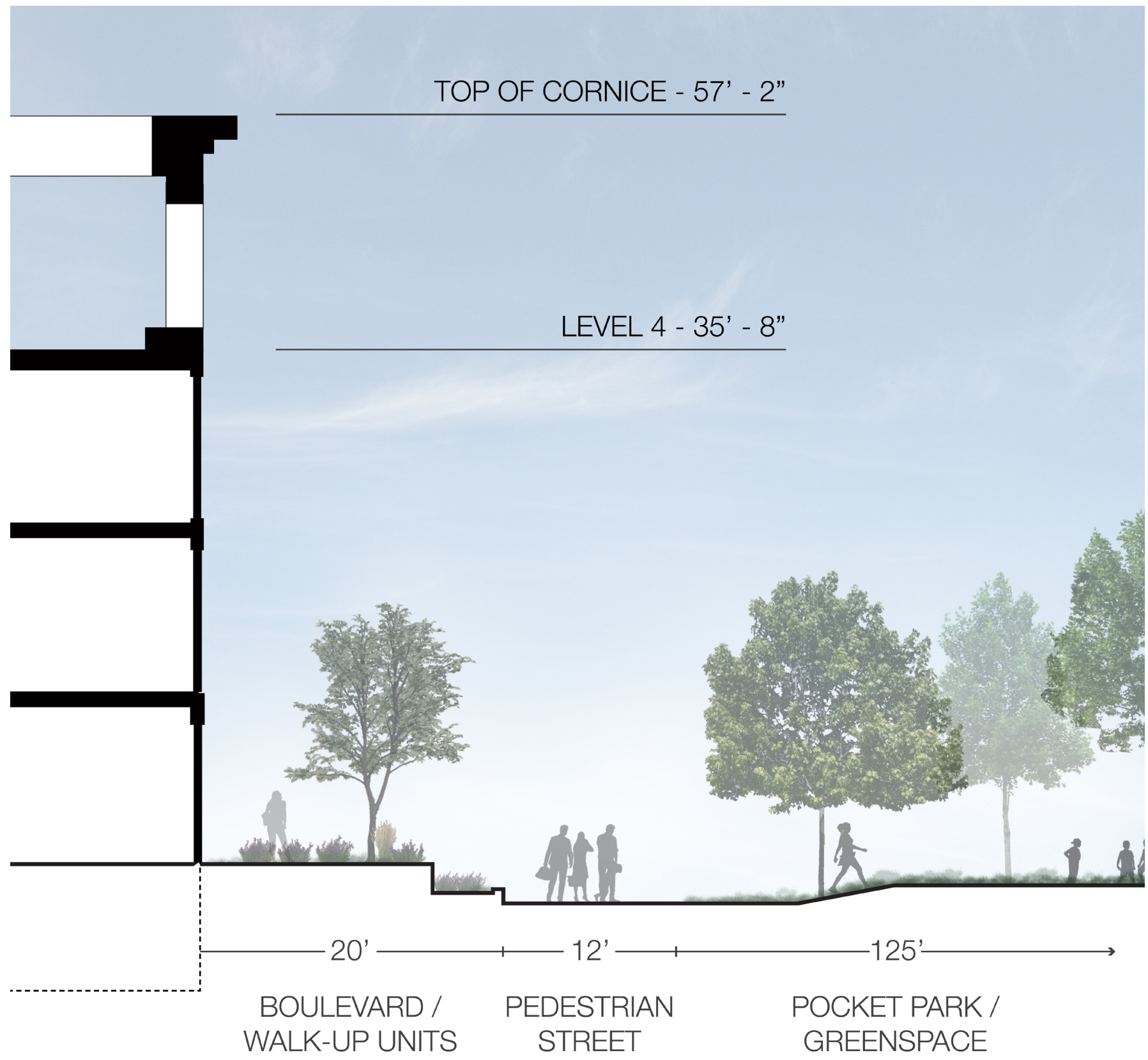


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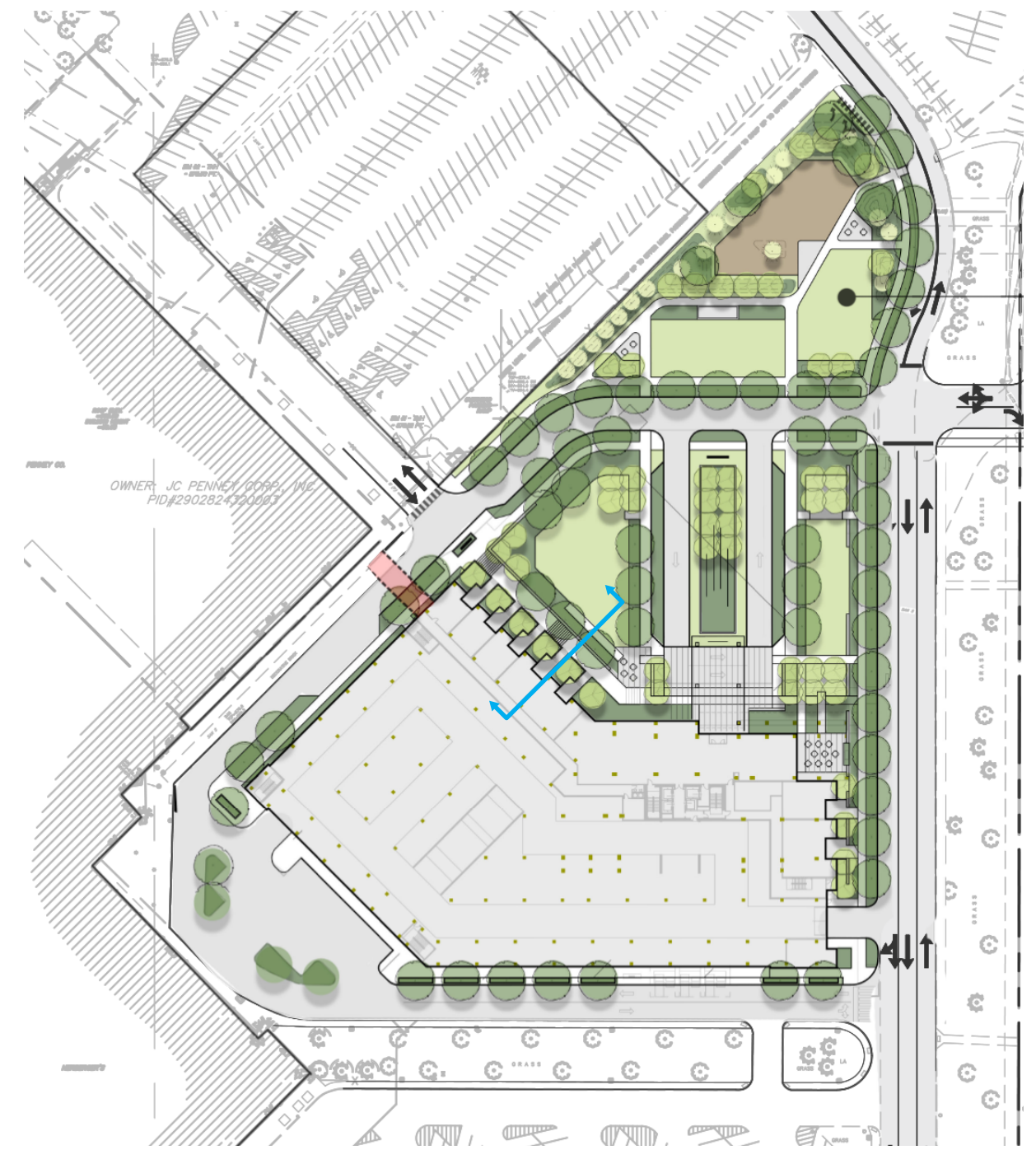


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STREET SECTIONS
Life Time Living Site



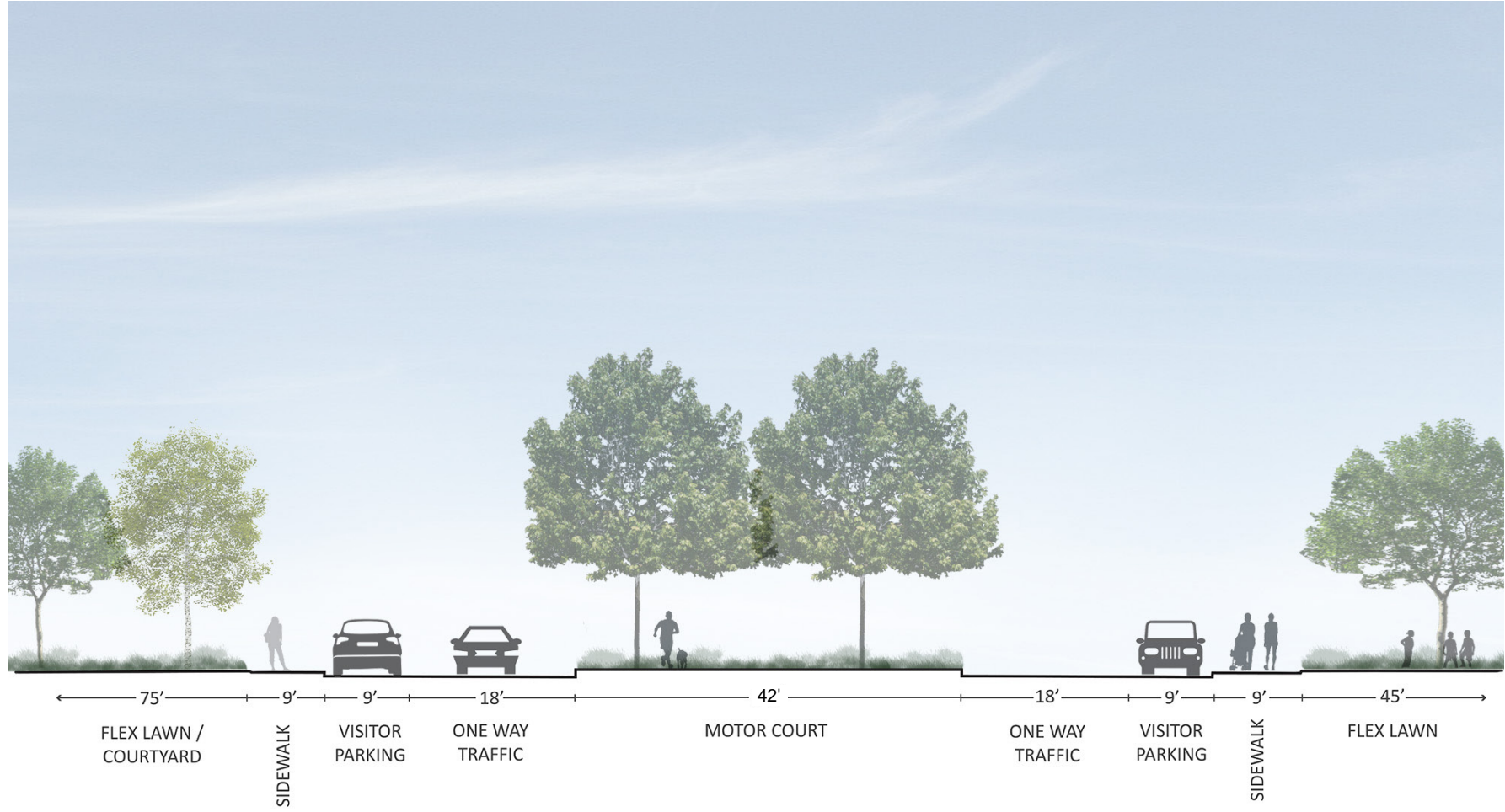
PEDESTRIAN STREET SECTION



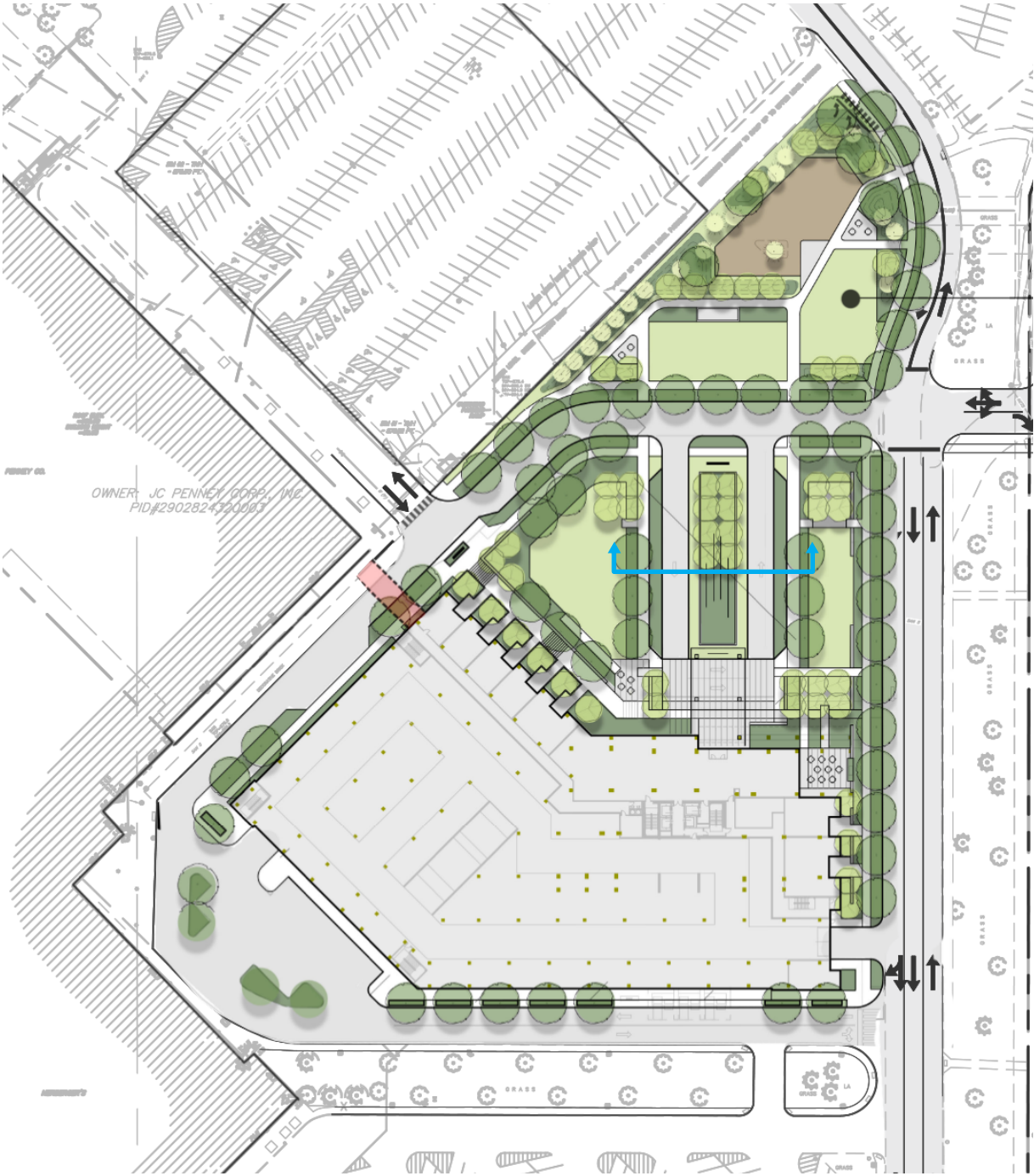
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STREET SECTIONS

Life Time Living Site



ENTRY STREET SECTION



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STREET SECTIONS
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