



Date: September 14, 2022

To: Planning Commission

From: Cary Teague, Community Development Director

Subject: Zoning Ordinance Amendment, to revise the PUD-16 Zoning District to include a new Overall Development Plan and Site Plan Review for 7200 and 7250 France Avenue

Information / Background:

Orion Investment is requesting a Zoning Ordinance Amendment for a completely new redevelopment project for the subject property. This site received a rezoning approval to Planned Unit Development-16 in 2019; however, the project was never constructed. (See attached approved plans.) The underlying, or previous zoning on the site is POD, Planned Office District. The existing PUD would allow two six-story buildings with 299 unit of housing and 30,000 square feet of retail/restaurants and 10 owner occupied townhomes. The previous POD, Planned Office District would allow 113,000 square feet of office/medical office use.

The existing office buildings and parking ramp on the sites would be removed. The existing parking ramp is in a very poor state of repair. The project would be developed in two phases. The first phase would be the construction of a five-story 124,620 square foot office building and coffee shop with underground parking at the 7250 France Site. The 7200 site would include a ponding area, sidewalks, green space, landscaping and surface parking where the future building pad would be.

Phase 2 would include a similar sized building in height and square footage, with the future use of housing with retail (150 units). Permanent parking for Phase 1 would be required to be included in the Phase 2 development.

This request would require the following:

- A Rezoning/Ordinance Amendment to revise the PUD-16, Planned Unit Development District to establish a new Overall Development Plan and Site Plan review for Phase 1.

Flexibility is requested through the PUD for reduced setbacks building height, floor area ratio, building coverage and parking stalls.

The applicant has gone through the sketch plan process and per the attached applicant narrative have made the following changes to the plans in response:

- Address the West Promenade Street Room typology 1A:
 - incorporated Woonerf in north-south direction
 - bikes and vehicles share Woonerf with striped bike lanes and vegetated median strip.
 - due to extreme grade changes, the Woonerf itself was not determined to be appropriate location for pedestrians to share; pedestrian paths are closer to proposed buildings for safety and accessibility.
 - West 72 ½ street (AKA Danila Street)
 - Developed to become a pedestrian-only public realm and a network of accessible green spaces with art located at intersection with France
- Building scale and fenestration:
 - “75% of building walls to be at setback line to support creation of street room”
 - When considering Danila Street as “street” as defined by the applicable typologies, the proposed buildings meet this requirement.
 - “All building façades are prime (including parking) and must be designed accordingly. There is no back side of a building. “
 - Removed grocery store from program – all facades of proposed building have been carefully considered as prime with mix of human-scaled glazing and natural materials
 - “All facades on the first vertical 60 feet of a building (above grade) shall use natural materials facing the public realm.”
 - Natural materials have been selected for portions of all facades within first 60 feet of building above grade
 - “The landscape of the West Promenade should reinforce the characteristics of the neighborhood: tree lined to make sidewalks pleasant and safe to be on, creating a green vertical street room that is always pleasant to walk down”
 - Danila Street connects the greater Southdale district through this site with a pedestrian-scaled greenway featuring a mix of native landscape, paths with seating, and spaces primed for community events and art installations. This path connects further west to the beautified retention basin nature area, and to the north-south accessible pedestrian path connecting 72nd Street to Gallagher.

SUPPORTING INFORMATION

Surrounding Land Uses

- Northerly: Senior Housing, Sunrise assisted living facility; zoned PSR-4, Planned Senior Citizen District and guided OR, Office Residential.
- Easterly: Macy’s Home Store; zoned PCD-3, Planned Commercial District and guided MXC, Mixed Use Center.
- Southerly: Office building; zoned POD-I, Planned Office District and guided OR, Office Residential.
- Westerly: Apartments and duplexes; zoned PRD, Planned Residential District and guided High Density Residential, and zoned R-2, Double Dwelling Unit District and guided Low Density Residential.

Existing Site Features

The subject property is 5.2 acres in size, contains two existing 4-story office buildings, a parking ramp, surface parking and a wooded area. The parking ramp is in an extremely poor condition.

Planning

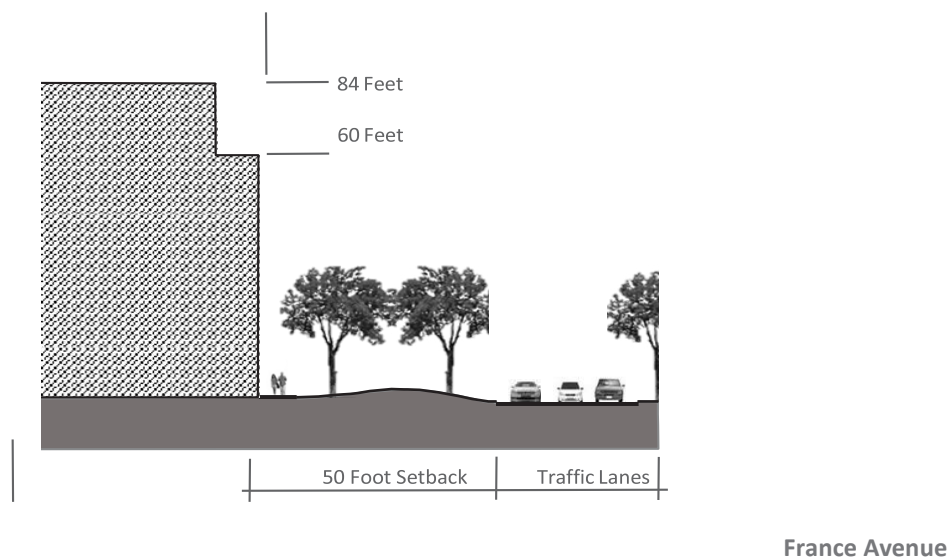
Guide Plan designation: OR, Office Residential.
Zoning: PUD-16, Planned Unit Development -16

Greater Southdale District Design Experience Guidelines - City Goals

The development pattern is generally consistent with the previously approved plans and does attempt to address the Greater Southdale District Design Experience Guidelines. The following remain the highlights the proposal: The division of the property into smaller blocks and the provision of public pedestrian and vehicle access and connections through the site (comprises 19% of the entire site); At final build out, there would be no visible surface parking stalls from France Avenue, and public realm created through the site. Phase I does include a surface parking lot with 83 parking stalls.

The applicant has not followed the street room typology for the east-west street (Typology 4), where the building must step in after the initial 60 feet in height. That is the same for the area along France. Below is the typology that should be followed along France:

Dimensional Characteristics of Street Room Typology 2 *Cornelia Overlay at France Avenue*



At sketch plan review, Mic Johnson, AFO, the City's consultant on the Greater Southdale Area Vision Plan reviewed the revised plans and has provided feedback. (See attached AFO review.) The applicant has attempted to address the AFO review. (See attached applicant narrative.)

Meeting these street room typologies could be made a condition of any approval.

Parking

Based on the City Code requirement, Section 36-1311, (this application was made prior to the adoption of the new parking regulations) Phase I, 124,620 s.f. of office and a 2,200 s.f. coffee shop would require 700 parking stalls (**423 under the new ordinance.**) The project would provide 317 parking stalls, 219 underground stalls and 15 surface stalls on the Phase I site, and 83 parking stalls on the Phase 2 site to the north. At full build out, including the additional 150 units of housing and 10,000 square feet of retail would require 900 parking stalls (**606 under the new ordinance.**) The project would provide 468 parking stalls.

Stantec conducted a parking study to determine if the parking provided would be adequate. The study concludes that there would be adequate parking in both Phase I and Phase 2. (See attached study.) Parking needed for Phase I is 289 stalls (317 provided) and Parking needed for Phase 2 is 356 stalls (468 provided).

Site Circulation/Access/Traffic

Primary access to the proposed development would be off Gallagher Drive and 72nd Street. The access off France Avenue has been eliminated. The result of the elimination of that access allows more green space on the site, as the right turn land is eliminated.

Stantec conducted a traffic study. The study concludes that the existing roadways can be supported by the project. (See attached traffic study.)

Landscaping

Based on the perimeter of the site, 55 overstory trees would be required. The proposed plans show that over 100 overstory trees on site. A full complement of understory shrubs and bushes are also proposed.

Grading/Drainage/Utilities

The city engineer has reviewed the proposed plans and found them to be acceptable subject to the comments and conditions outlined in the attached memo. A site improvement plan agreement would be required to outline public vs. private responsibilities and ownership for private improvement on public property. Any approvals of this project would be subject to review and approval of the Nine Mile Creek Watershed District, as they are the City's review authority over the grading of the site.

Building/Building Material

The building materials would be a combination of brick, stone, architectural metal panels, and glass. The applicant will have a materials board for review at the Planning Commission meeting.

Mechanical Equipment

Any rooftop and/or ground level equipment would have to be screened if visible from adjacent property lines.

Loading Dock/Trash Enclosures

Loading area and trash enclosures would be on the inside of the building/parking ramp.

Building Height

The previously approved project for this site allowed building height up to 67.5 feet. The previous building height requirement for this site was 4 stories and 48 feet. The applicant is requesting flexibility from this standard through the new PUD rezoning of 84 feet.

Within the underlying POD zoning district, the Edina City Code requires that buildings 5-6 stories tall be setback two times the height of the building from the property line of single-family homes. The building height is 84 feet; therefore a 168-foot setback is required. The distance as proposed would be 255 feet, therefore would be code compliant.

Living Streets/Multi-Modal Consideration

Sec. 36-1274. - Sidewalks, trails and bicycle facilities.

- (a) In order to promote and provide safe and effective sidewalks and trails in the City and encourage the use of bicycles for recreation and transportation, the following improvements are required, as a condition of approval, on developments requiring the approval of a final development plan or the issuance of a conditional use permit pursuant to article V of this chapter:
 - (1) It is the policy of the City to require the construction of sidewalks and trails wherever feasible so as to encourage pedestrian and bicycle connectivity throughout the City. Therefore, developments shall provide sidewalks and trails which adjoin the applicant's property:
 - a. In locations shown on the City's sidewalk and trail plan; and
 - b. In other locations where the council finds that the provision of such sidewalks and trails enhance public access to mass transit facilities or connections to other existing or planned sidewalks, trails or public facilities.
 - (2) Developments shall provide sidewalks between building entrances and sidewalks or trails which exist or which will be constructed pursuant to this section.
 - (3) Developments shall provide direct sidewalk and trail connections with adjoining properties where appropriate.
 - (4) Developments must provide direct sidewalk and trail connections to transit stations or transit stops adjoining the property.
 - (5) Design standards for sidewalks and trails shall be prescribed by the engineer.
 - (6) Nonresidential developments having an off-street automobile parking requirement of 20 or more spaces must provide off-street bicycle parking spaces where bicycles may be parked and secured from theft by their owners. The minimum number of bicycle parking spaces required shall be five percent of the automobile parking space requirement. The design and placement of bicycle parking spaces and bicycle racks used to secure bicycles shall be subject to the approval of the city engineer. Whenever possible, bicycle parking spaces shall be located within 50 feet of a public entrance to a principal building.
- (b) The expense of the improvements set forth in subsection (a) of this section shall be borne by the applicant.

The proposal to add 150 units of housing and an office building with retail/commercial uses on France Avenue with extensive pedestrian walkway opportunities through and around the perimeter of the site would enhance the pedestrian experience in the area. The plans are consistent with the vision document for the Greater Southdale Area by providing a 50-foot

setback on France Avenue and 72nd Street. The Setback on Gallagher Drive is proposed at 25 feet, consistent with the previously approved plans.

Planned Unit Development (PUD)

Per Section 36-253 the following are the regulations for a PUD:

- 1. Purpose and Intent. The purpose of the PUD District is to provide comprehensive procedures and standards intended to allow more creativity and flexibility in site plan design than would be possible under a conventional zoning district. The decision to zone property to PUD is a public policy decision for the City Council to make in its legislative capacity. The purpose and intent of a PUD is to include most or all of the following:***
 - a. provide for the establishment of PUD (planned unit development) zoning districts in appropriate settings and situations to create or maintain a development pattern that is consistent with the City's Comprehensive Plan;***
 - b. promote a more creative and efficient approach to land use within the City, while at the same time protecting and promoting the health, safety, comfort, aesthetics, economic viability, and general welfare of the City;***
 - c. provide for variations to the strict application of the land use regulations in order to improve site design and operation, while at the same time incorporate design elements that exceed the City's standards to offset the effect of any variations. Desired design elements may include: sustainable design, greater utilization of new technologies in building design, special construction materials, landscaping, lighting, stormwater management, pedestrian oriented design, and podium height at a street or transition to residential neighborhoods, parks or other sensitive uses;***
 - d. ensure high quality of design and design compatible with surrounding land uses, including both existing and planned;***
 - e. maintain or improve the efficiency of public streets and utilities;***
 - f. preserve and enhance site characteristics including natural features, wetland protection, trees, open space, scenic views, and screening;***
 - g. allow for mixing of land uses within a development;***
 - h. encourage a variety of housing types including affordable housing; and***
 - i. ensure the establishment of appropriate transitions between differing land uses.***
- 2. Applicability/Criteria***
 - a. Uses. All permitted uses, permitted accessory uses, conditional uses, and uses allowed by administrative permit contained in the various zoning districts defined in this Chapter shall be treated as potentially allowable uses within a PUD district, provided they would be allowable on the site under the Comprehensive Plan.***
 - b. Eligibility Standards. To be eligible for a PUD district, all development should be in compliance with the following:***
 - i. where the site of a proposed PUD is designated for more than one (1) land use in the Comprehensive Plan, the City may require that the***

- PUD include all the land uses so designated or such combination of the designated uses as the City Council shall deem appropriate to achieve the purposes of this ordinance and the Comprehensive Plan; any PUD which involves a single land use type or housing type may be permitted provided that it is otherwise consistent with the objectives of this ordinance and the Comprehensive Plan;***
- ii. permitted densities may be specifically stated in the appropriate planned development designation and shall be in general conformance with the Comprehensive Plan; and***
 - iii. the setback regulation, building coverage and floor area ratio of the most closely related conventional zoning district shall be considered presumptively appropriate, but may be departed from to accomplish the purpose and intent described in #1 above.***

The previously approved plans were found to meet the above standards, and therefore, the site was rezoned to PUD. While the plans have been downgraded to make for a more economically feasible project, staff believes the proposal would still meet the purpose and intent of the PUD, as most of the above criteria would be met. The site is guided in the Comprehensive Plan for “Office Residential,” which allows for office, retail and multi-family housing in a density range of up to 75 units per acre. The proposal still is a mixed-use (horizontal mixed-use) development including office, retail, and multi-family residential within the required density range.

The previous project and existing zoning on this site requires affordable housing to be provided within the project. Staff recommends that the multi-family housing development provide 10% of the units within the project for affordable housing.

The proposal would create a more efficient and creative use of the property than existing. The site would be divided up with a public north-south vehicle, bike and pedestrian path as well as an east west pedestrian path. Parking would be primarily enclosed with limited surface parking behind the building, eliminating the surface parking that exists today.

The project will be required to meet the City’s sustainability policy. The sustainability coordinator has reviewed the proposal and submitted comments within the engineering memo. (See attached.)

Comprehensive Plan

The proposed density and uses are all consistent with the City’s 2040 Comprehensive Plan. As mentioned, the site is designated as OR, Office Residential. The description of Land Uses within the Comprehensive Plan is as follows:

- *Transitional areas along major thoroughfares or between higher-intensity districts and residential districts.*
- *Upgrade existing streetscape and building appearance, improve pedestrian and transit environment.*
- *Primary uses are offices, attached or multifamily housing. Secondary uses: Limited retail and service uses (not including “big box” retail).*
- *Encourage structured parking and open space linkages where feasible; emphasize the enhancement of the pedestrian environment.*
- *50%/50% estimated residential/commercial mixed-use.*

Compliance Table

	City Standard (PUD-16) (Measured to the curb)	POD District (Measured to the curb)	Proposed (Measured to the curb)
Front – 72 nd Street Front – France Ave. Front – Gallagher Drive Side – West (north half) Side – West (south half)	35 feet 39 feet 20 feet 90 feet 45 feet	30 feet 50 feet 30 feet 20 feet 20 feet	30 feet 50 feet 25 feet* 150 feet 90 feet
Building Height	6 stories and 67 feet	4 stories and 48 feet	5-6 stories and 84 feet*
Floor Area Ratio (FAR)	1.8	.50	1.0*
Building Coverage		.30	.31*
Parking		Office/retail – 456 spaces Housing – 150 spaces Total – <u>606 spaces</u>	468 spaces*

***Requires Variance from the original zoning requirement**

PRIMARY ISSUES/STAFF RECOMMENDATION

Primary Issues

- **Are the proposed changes to the approved Overall Development Plan reasonable to justify amending the PUD rezoning for this site?**

Yes. Staff does support the revised PUD, for the following reasons:

1. While the plans are more flawed than the previously approved plans, they still do generally address the Greater Southdale District Design Experience Guidelines. Highlights continue to include: The division of the property into smaller blocks and the provision of pedestrian, bicycle and vehicle access and connections through the site both east-west and north-south; increasing the public realm on the site; eliminating most of the surface parking stalls, with none being visible from France Avenue in the Phase 2 build out. The street typology that requires buildings step in 10 feet above 60 feet in height shall be made a condition of approval. Affordable housing should be required within the future apartment project as well as public art located along France Avenue. They will be seeking a LEED certified building in Phase I.
2. The project would meet the following goals of the Comprehensive Plan:
 - Primary uses are offices, attached or multifamily housing. Secondary uses: Limited retail and service uses (not including "big box" retail).
 - Encourage structured parking and open space linkages where feasible; emphasize the enhancement of the pedestrian environment.
 - Locate and orient vehicle parking, vehicular access, service areas and utilities to minimize their visual impact on the property and on adjacent/surrounding properties, without compromising the safety and attractiveness of adjacent streets, parks, and open spaces.
 - Provide sidewalks along primary streets and connections to adjacent neighborhoods along secondary streets or walkways.
 - Limit driveway access from primary streets while encouraging access from secondary streets.
 - Provision of the north-south public vehicle, bike and pedestrian connection through the site.
 - Encourage the development of parking lots or structures so they can be shared by more than one building on the site or by buildings on neighboring sites, and which can transition over time to other uses if parking needs change.
 - Increase mixed-use development where supported by adequate infrastructure to minimize traffic congestion, support transit, and diversify the tax base.
 - Support the development of mixed-use districts that provide a variety of living opportunities within a walkable and livable area.
 - Recognize and support commercial, office, and industrial job centers that draw workers from the city and across the region.
 - Ensure that the city's roads continue to evolve to act as connectors, rather than as barriers. Incorporate amenities and infrastructure into public corridors to make them beautiful, efficient, and multimodal public spaces that contribute to community identity and pride.
 - 50%/50% estimated residential/commercial mixed-use.
3. The proposal meets the City's criteria for PUD zoning. In summary the PUD zoning would:

- Create a more pedestrian-friendly development with the construction of improved sidewalks and connections to the Promenade. The project would bring vibrancy to the area.
 - The building would be of high-quality architectural brick, metal, stone, and glass.
 - Ensure that the buildings proposed in Phase 1 would be the only buildings built on the site unless an amendment to the PUD is approved by City Council. Phase 2 would be required to be multi-family residential with some retail commercial as long as there is adequate parking on the site for all phases.
 - Project would add to the City's affordable housing stock by providing 10% of the units in Phase 2 for affordable housing.
 - Provide for a more creative site design, consistent with goals and policies in the Comprehensive Plan.
 - Enhance green space and landscaping and utilize sustainable concepts.
 - Meet the City's sustainability policy, including seeking a LEED certified building in Phase 1.
 - Provide 19% of the site for public use.
4. The provision of public space still makes up 19% of the site for the interior public sidewalks, driveways, bike space and public realm. If the public space in front of the building on France, Gallagher and 72nd street was included it would make up 38% of the site. (See attached public realm graphic.)
 5. The proposed height is justified. While the proposed buildings would be taller than the previously approved project it would still meet the required setback of buildings 5-6 feet tall to R-1 property. Edina City Code requires that buildings 5-6 stories tall be setback two times the height of the building from the property line of single-family homes. The building height is 84 feet; therefore a 168-foot setback is required. The distance as proposed would be 255 feet.
 6. The existing roadways and proposed parking would support the project. Stantec conducted a traffic and parking impact study and concluded that the proposed development could be supported by the existing roads and proposed parking.

Recommendation

A case can be made for approval and denial of this project. Below provides options for the Planning Commission and City Council to consider:

Denial

Recommend the City Council deny the request for Zoning Ordinance Amendment and new Overall Development Plan for PUD-16.

Denial is based on the following findings:

- I. Does not adequately address the Greater Southdale District Design Experience Guidelines like the originally approved plan did. The streetscape is less active due to more street level parking within the structures. The street typologies have not been adequately followed.

2. The proposed project would not meet the criteria for Rezoning to PUD.
3. The proposed building height is too tall compared to the previously approved project for the site, and there is not an adequate setback to Gallagher Drive.

Approval

Recommend the City Council approve the request for Zoning Ordinance Amendment and new Overall Development Plan for PUD-16.

Approval is based on the following findings:

1. The proposed land uses, and density are consistent with the Comprehensive Plan.
2. The proposal still meets the City's criteria for PUD zoning. The PUD zoning would:
 - a. Create a more pedestrian-friendly development with the construction of improved sidewalks and connections to the Promenade. The project would bring vibrancy to the area.
 - b. The building would be of high-quality architectural brick, metal, stone, and glass.
 - c. Ensure that the buildings proposed in Phase 1 would be the only buildings built on the site unless an amendment to the PUD is approved by City Council. Phase 2 would be required to be multi-family residential with some retail commercial as long as there is adequate parking on the site for all phases.
 - d. Project would add to the City's affordable housing stock by providing 10% of the units in Phase 2 for affordable housing.
 - e. Provide for a more creative site design, consistent with goals and policies in the Comprehensive Plan.
 - f. Enhance green space and landscaping and utilize sustainable concepts.
 - g. Meet the City's sustainability policy, including seeking a LEED certified building in Phase 1.
 - h. Provide 19% of the site for public use.
3. The PUD would ensure that the development proposed would be the only building that would be allowed on the site unless an amendment to the PUD is approved by City Council.
4. The plans address the Greater Southdale District Design Experience Guidelines as follows: The division of the property into smaller blocks and the provision of pedestrian, bicycle and vehicle access and connections through the site both east-west and north-south; increasing the public realm on the site; eliminating most of the surface parking stalls, with none being visible from France Avenue in the Phase 2 build out. Affordable housing should be required within the future apartment project as well as public art located along France Avenue
5. The proposed project would meet the following goals and policies of the Comprehensive Plan:
 - Primary uses are offices, attached or multifamily housing. Secondary uses: Limited retail and service uses (not including "big box" retail).

- Encourage structured parking and open space linkages where feasible; emphasize the enhancement of the pedestrian environment.
 - Locate and orient vehicle parking, vehicular access, service areas and utilities to minimize their visual impact on the property and on adjacent/surrounding properties, without compromising the safety and attractiveness of adjacent streets, parks, and open spaces.
 - Provide sidewalks along primary streets and connections to adjacent neighborhoods along secondary streets or walkways.
 - Limit driveway access from primary streets while encouraging access from secondary streets.
 - Provision of the north-south public vehicle, bike and pedestrian connection through the site.
 - Encourage the development of parking lots or structures so they can be shared by more than one building on the site or by buildings on neighboring sites, and which can transition over time to other uses if parking needs change.
 - Increase mixed-use development where supported by adequate infrastructure to minimize traffic congestion, support transit, and diversify the tax base.
 - Support the development of mixed-use districts that provide a variety of living opportunities within a walkable and livable area.
 - Recognize and support commercial, office, and industrial job centers that draw workers from the city and across the region.
 - Ensure that the city's roads continue to evolve to act as connectors, rather than as barriers. Incorporate amenities and infrastructure into public corridors to make them beautiful, efficient, and multimodal public spaces that contribute to community identity and pride.
 - 50%/50% estimated residential/commercial mixed-use.
6. The existing roadways and proposed parking would support the project. Stantec conducted a traffic and parking impact study and concluded that the proposed development could be supported by the existing roads and proposed parking.

Approval is subject to the following Conditions:

1. The Final Development Plans must be generally consistent with the Preliminary Development Plans dated August 28, 2022.
2. The Final Landscape Plan must meet all minimum landscaping requirements per Chapter 36 of the Zoning Ordinance. A performance bond, letter-of-credit, or cash deposit must be submitted for one and one-half times the cost amount for completing the required landscaping, screening, or erosion control measures at the time of any building permit.
3. Provision of code compliant bike racks for each use near the building entrances.
4. The Final Lighting Plan must meet all minimum requirements per Section 36-1260 of the City Code.
5. Roof-top mechanical equipment shall be screened per Section 36-1459 of the City Code.
6. Submit a copy of the Nine Mile Creek Watershed District permit. The City may require revisions to the approved plans to meet the district's requirements.
7. A Developer's Agreement/Site Improvement Plan Agreement is required at the time of Final

Approval.

8. Phase 2 of the project must include affordable housing within the project, compliant with the City's affordable housing policy. Final determination to be made at final approval for Phase 2.
9. Compliance with the conditions outlined in the director of engineering's memo dated September 1, 2022.
10. Compliance with the Stantec Consulting Traffic & Parking Study recommendations.
11. Subject to the Zoning Ordinance Amendment revising the PUD-16, Planned Unit Development for this site.
12. Public sidewalks must be a minimum of 5 feet in width with a 5-foot boulevard on Gallagher Drive and West 72nd Street, and 8 feet minimum width with an 8-foot boulevard on France Avenue.
13. Dedication of public access easements of the east-west and north-south sidewalks and drive-aisles through the site and sidewalks around the perimeter of the site.
14. Submittal of a construction management plan subject to review and approval of city staff prior to issuance of a building permit. The plan must demonstrate minimal impact to pedestrian and vehicle movement.
15. Hours of construction must be consistent with City Code.
16. The property owner shall be responsible for the maintenance of internal sidewalks and drive aisles. The City would snow plow a 5-foot path of the sidewalk on France. The property owners would be responsible for the remaining areas.
17. Public art should be provided along street frontages and the courtyard.
18. Final Plans shall comply with the street typologies in the Southdale Design Experience Guidelines along France Avenue and the building step in at least ten feet at the 60-foot building height.

Staff Recommendation

Staff recommends approval of the request subject to the findings and conditions listed above.

Deadline for a City decision: November 1, 2022



DATE: 9/1/2022

TO: 7200 – 7250 France Ave, Owner and Development Team

CC: Cary Teague – Community Development Director

FROM: Chad Millner, PE, Director of Engineering
Ross Bintner, PE, Engineering Services Manager
Zuleyka Marquez, PE, Graduate Engineer
Mattias Oddsson, Engineering Services Intern
Grace Hancock, Sustainability Manager

RE: 7200 – 7250 France Ave – Development Review

The Engineering Department has reviewed the subject property for pedestrian facilities, utility connections, grading, flood risk, and storm water. Plans reviewed included civil, landscape, and survey drawings dated 8/1/2022. Additional staff comments on transportation elements are attached.

Review Comment		Required For
General		
1.	Deliver as-build records of public and private utility infrastructure post construction, including xyz coordinates for storm, water, and sanitary infrastructure.	Certificate of Occupancy
2.	Staff has had discussions with the Sunrise Senior Living facility north of the project area. They have concerns with noise and vibrations and the effect on their residents. Communication with them will be required to better understand their concerns.	
Survey		
3.	An existing and proposed site condition survey is required.	Grading/Building Permit
3.1	Show all existing and proposed public and private easements. Update existing private easement regarding drainage as needed. Provide City a copy if updated.	Grading/Building Permit
3.2	Provide easement over Danila St.	Grading/Building Permit
Living Streets		
4.	Design sidewalks to meet ADA requirements.	Grading/Building Permit
5.	Saw cut concrete sidewalk joints on public sidewalks.	Grading/Building Permit
6.	Public sidewalks to be minimum 5' in width with a 5' boulevard on Gallagher Drive and West 72 nd Street and 8' minimum width with 8' boulevard on France Avenue.	Grading/Building Permit

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7.	Consider narrowing north-south access road to 12' lanes to create a wider (8'-10') shared-use path on the west side of access road instead of east side across the 7250 France parcel.	General Comment
8.	Increase width of sidewalk to 8' minimum or 10' preferred for west sidewalk across 7200 France to create a shared-use route or a West Promenade.	General Comment
9.	On-site sidewalks are the responsibility of the property owner to maintain, including snow plowing. City will maintain sidewalks adjacent to France Avenue and Gallagher Drive.	General Comment
10.	Consider relocating access road medians to pedestrian crossing to serve as refuge island.	General Comment
11.	Consider covered outdoor bike parking and dedicated bike parking with underground garage.	General Comment

Traffic and Street

12.	Review fire access requirements with fire department. Fire truck turning template attached.	Grading/Building Permit
13.	Provide traffic study and implement City-approved recommendations.	Grading/Building Permit
14.	Driveway entrance permit required for entrance reconstruction. Add pedestrian ramps. Comply with standard plates 410 and 415.	Building Permit
15.	Road patching shall conform to Edina standard plates 540 and 543 on Gallagher Dr and 540 and 545 on 72 nd St W. Comply with County requirements for France Ave S.	Certificate of Occupancy
16.	Proposed France Avenue lighting must remain consistent with Canto light fixtures and be the responsibility of the property owner.	Grading/Building Permit

Sanitary and Water Utilities

17.	Verify fire demand and hydrant locations.	Grading/Building Permit
18.	Domestic water shall be sized by the developer's engineer.	Grading/Building Permit
19.	A looped watermain to the 72 nd street right of way to create a public loop is required. Developer should create plan to serve future 7200 building with private main and City will pay oversize to create 8" consistent with City of Edina Water Supply Plan (SEH 2018) The 8" could be phased with any requirements for developer improvements on 72 nd street, or stubbed to the right of way and finished with a future City lead improvement.	
20.	Domestic sanitary shall be sized by the developer's engineer.	Grading/Building Permit

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21.	Apply for a sewer and water connection permit with Public Works.	Prior to Starting Utility Work
21.1	Meter required for building service line and combined lines. No meter required for fire only service line.	Grading/Building Permit
21.2	Public Works to determine acceptable installation methods.	Grading/Building Permit
22.	Disconnected sanitary and water services to be capped at main.	
23.	A SAC determination will be required by the Metropolitan Council. The SAC determination will be used by the City to calculate sewer and water connection charges	Grading/Building Permit
24.	Single connection from main for fire and domestic, split after main connection.	Grading/Building Permit
25.	Verified well of unknown status located onsite at 7200 France Ave S. Provide well sealing record. Wells not in use must be sealed by a licensed well contractor per MN Rules, Chapter 4725.	Grading/Building Permit
Storm Water Utility		
26.	Provide geotechnical report with soil borings.	Grading/Building Permit
27.	Provide hydraulic and hydrologic report meeting watershed and state construction site permit requirements.	Grading/Building Permit
28.	Submit watershed district permit and copies of private maintenance agreement in favor of watershed.	Grading/Building Permit
29.	Provide high points at/near property lines to verify runoff from both W 72nd St. and France Avenue are eliminated (at permit and with final as-built survey).	Grading/Building Permit
30.	<p>Existing basin LE_20 flood elevation appears to be lowered by this proposal through the creation of additional flood storage. This basin has the potential to have extended inundation of stormwater in flood events.</p> <p>Confirm that building lowest floor elevation will be a minimum of 2' above the 100-year HWL of basin.</p> <p>-or-</p> <p>Applicant to request a site-specific standard with engineer to provide groundwater analysis (or confirm that WD standard is properly used) to confirm that flood exposure does not exist, or inform the vulnerability reducing measures such as floodproofing of the underground parking lot (CWRMP Section 3.1.2.2).</p>	Grading/Building Permit

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31.	<p>Infiltration basins are proposed on a site with MPCA hazardous waste and underground tanks listed. Refer to MNR000018127 and TS0019522 and MNR000017855.</p> <p>Confirm soil remediation meets MPCA/MDH Guidance to allow soil infiltrating features. Nine Mile Creek WD permit review should specifically address this issue.</p>	Grading/Building Permit
32.	<p>These sites are served by a private lift station and the downstream stormwater system has limited capacity. Rate will be limited to 0.5 cfs or existing conditions, whichever is less. Current plan meets this requirement through replacement of private station.</p> <p>Provide city with documentation of ownership and responsible party for maintenance of private lift station.</p>	Grading/Building Permit
33.	<p>The 7200 property provides conveyance of stormwater and flood storage for adjacent properties to the south through three private easements noted on ALTA title survey. Review legal obligations of easement and propose update that are acceptable to each property.</p>	Grading/Building Permit
Grading Erosion and Sediment Control		
34.	<p>A SWPPP consistent with the State General Construction Site Stormwater Permit is required.</p>	Grading/Building Permit
Constructability and Safety		
35.	<p>Construction staging, traffic control, and pedestrian access plans will be required.</p>	Grading/Building Permit
36.	<p>Developer is responsible for maintaining temporary open green space on 7200 France Ave S in Phase 1A.</p>	General
37.	<p>Suggest temporary/permanent railing along sidewalks with steep slopes adjacent.</p>	
38.	<p>Retaining walls over 4-ft in height require design by a structural engineer.</p>	Grading/Building Permit
39.	<p>Provide an existing condition survey (e.g. video or thorough photography) of ROW around the sites.</p>	Grading/Building Permit
Sustainability		
40.	<p>Project must follow Sustainable Buildings Policy</p>	General
Other Agency Coordination		

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41.	MDH, MPCA and MCES permits required as needed.	Grading/Building Permit
42.	Nine Mile Creek Watershed District permit is required.	Grading/Building Permit
43.	Impacts to France Avenue and France Avenue ROW will require Hennepin County permits.	Grading/Building Permit

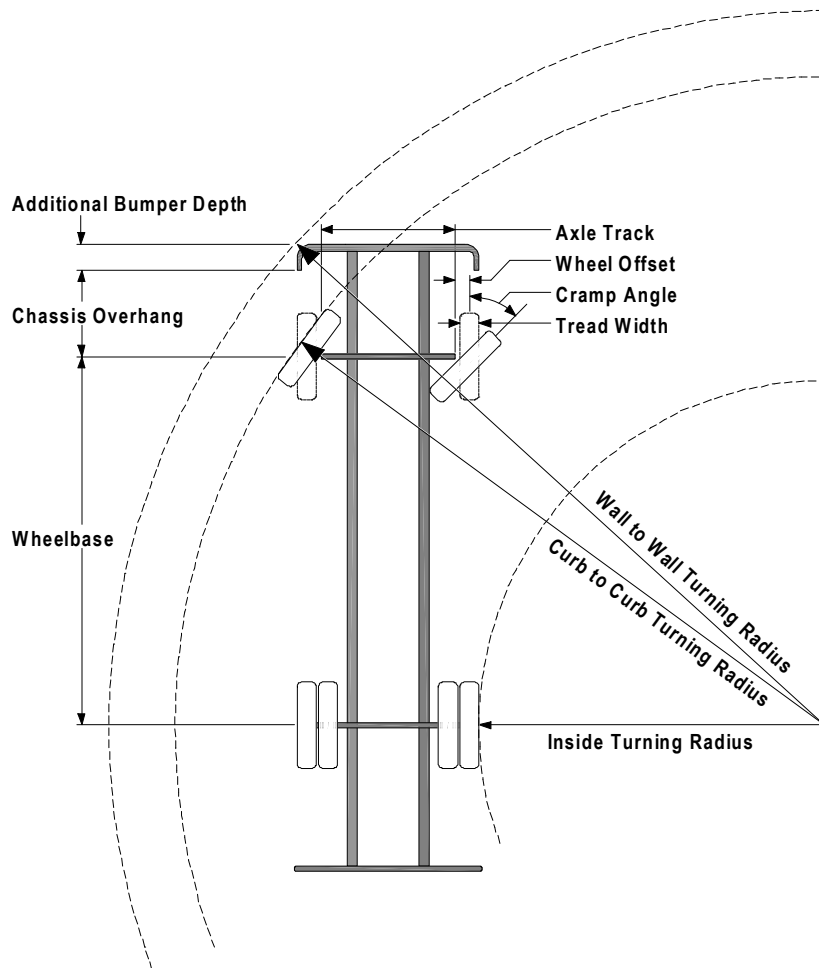
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Turning Performance Analysis

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.



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.

7200-7250 France Site Plan: Staff Comments on Transportation Elements

