



April 26, 2024

Cary Teague, Community Development Director  
Members of the Edina City Council & Planning Commission

City of Edina  
4801 W 50<sup>th</sup> Street  
Edina, MN 55424

**RE: MACY'S FURNITURE STORE MIXED-USE REDEVELOPMENT -  
LAND USE APPLICATIONS**

Mr. Teague, Members of the Edina Planning Commission, and the Edina City Council:

This correspondence is in relation to Enclave's proposed mixed-use redevelopment project located at 7235 France Avenue South. The subject property is approximately 7.97-acres in gross size and is currently operating as a Macy's Furniture Store.

Enclave is pleased to submit the following three (3) land use applications:

1. *Rezoning Application*
2. *Subdivision/ Plat Application*
3. *PUD/ Development Plan Application*

This redevelopment proposal will require the demolition/ clearing of all existing improvements, and relocation of the existing Macy's Furniture store. Enclave is proposing to break the subject property into four (4) development projects/ blocks, as generally outlined below, and further described within the enclosed supplemental project narrative and project plans.

- NE Block: Apartments, 7-story
- SE Block: Apartments w/commercial pad on promenade, 7-story
- NW Block: Mixed Use Building, 7-story
- SW Block: Mixed Use Building, 11-story

On behalf of our development team, Enclave is honored to submit this proposal. We are grateful for the opportunity to partner with the City of Edina on what we believe will be a transformational redevelopment project.

Respectfully,

A handwritten signature in blue ink that reads "Patrick E. Brama".

Patrick E. Brama  
Developer



**WEST FARGO**

300 23RD AVE E, SUITE 300  
701.478.4300

**ST. LOUIS PARK**

1660 S HWY 100, SUITE 530  
952.444.4417

# Supplemental Project Narrative

*following pages*

Introduction	Page 3
Specifications & Description of Four Proposed Buildings	Page 4
Schedule	Page 5
Team	Page 5
Public Engagement/ Public Process Log	Page 5
Change Log	Page 6
France Ave Pedestrian Connection	Page 6
First Floor Commercial/ Restaurants	Page 7
Parking	Page 7
Parking Stall Conversion Strategy	Page 8
Sustainability	Page 9
Affordable Housing	Page 10
Tax Increment Financing	Page 10
Water, Sanitary Sewer, Storm Water	Page 10
NW Building – Updated Proposed Use Strategy	Page 11
Branding	Page 12
Signage	Page 12
Restaurant Odor and Smoke Management	Page 12
Circulation Plan for Service Vehicles	Page 13
Greater Southdale Design Experience Guidelines – <i>Developer's Interpretation &amp; Strategy</i>	Page 14

# Introduction

Enclave Companies is proposing a mixed-use, multi-building development on the current Macy's Homestore site located at 7235 France Ave, at the corner of France Ave. and Gallagher Dr. in Edina Minnesota. The site is approximately 7.95 acres in gross size and is currently zoned PCD-3 Planned Commercial. The proposed program consists of 2 multi-family residential buildings on the East side of the site, with 2 mixed-use buildings on the west side of the site. This building composition would require a re-zoning to a PUD in order to accommodate the mixture of uses contemplated.

The general layout of the 4 buildings proposed on the site is consistent with the Design Experience Guidelines direction for organization into a smaller block pattern, with a North-South internal private drive dividing the site East and West, while an East-West running pedestrian spine divides the site North and South. This project will also provide an extension to the Edina Promenade park system by allocating significant open space along the South and West sides of the property to accommodate additional bike and walking trails, as well as public infrastructure such as parks, seating, potential water features, or other public realm improvements. Also under consideration is a connection across France Ave. to the 7200/7250 site which would be anchored mid-block on the West side of the 7235 parcel. The proposed site plan provides space for further development of this considered infrastructure improvement in a way that will not impact the overall development timeline for the buildings and associated sitework.

The 2 buildings located along the East side of the property will be developed as multi-family residential use, consisting of 7 total levels of above grade structure and 2 levels of below grade parking. Each building will contain between 175 and 225 dwelling units of various composition and size, organized around a central open space and amenity area. The first level of each building will be 15' 4" to accommodate a potential retail user as well as providing heightened entry and amenity experience for users. Floor to floor above the first level will be typical at 10'-8", with additional height considered for upper-level units. The majority of units will be provided an exterior balcony above the first level, while units at the grade level will be treated in a walk-up condition where a stoop, stairs, and entry elements will help provide pedestrian scale articulation at the base of the building. All parking elements above grade will be screened either by liner units, or in conditions where parking is located along a building edge, by architectural screening or enclosure. The materiality of these buildings will be consistent with the Design Experience Guidelines for lower levels, including ample glass and transparency. Upper levels will be articulated to complement the Edina Promenade system, with a material palette consisting of a mixture of punched windows, masonry style materials, metal panel, as well as composite materials.

Along the West side of the site the 2 buildings will be developed as mixed-use projects and will include a variety of uses including ground level active uses, architecturally screened structured parking, office space, and residential units. The Northwest structure will be approximately 7 levels above grade, with 2 levels of below grade parking, while the Southwest structure will be approximately 11 levels above grade, also with 2 levels of below grade parking. The first level of each of these buildings will be at least 15' 4" to accommodate active uses and enhanced lobby and amenity spaces.

# 1. Specs & Description of Four (4) Proposed Projects/ Bocks

<b>SW Parcel – Mixed Use</b>	<b>NW Parcel – Mixed Use</b>	<b>NE Parcel – Apartments</b>	<b>SE Parcel – Apartments w/commercial Pad</b>
Lifestyle Communities + Partner	Enclave + Partner	Enclave + Partner	Enclave + Partner
approximately 97,000 sf gross parcel size	approximately 78,000 sf gross parcel size	approximately 86,000 sf gross parcel size	approximately 92,500 sf gross parcel size
approximately 36,000 sf bldg footprint (FF) /buildable area after public ROW/ setbacks/ public realm	approximately 28,900 sf bldg footprint (FF) /buildable area after public ROW/ setbacks/ public realm	approximately 53,000 sf bldg footprint (FF) /buildable area after public ROW/ setbacks/ public realm	approximately 55,000 sf bldg footprint (FF) /buildable area after public ROW/ setbacks/ public realm
<u>11 Floors Above Gound</u> B2 – garage parking (74 stalls)  B1 – garage parking (63 stalls)  L1 – garage parking (45 stalls), 9,549 sf commercial/ restaurant, small lobby  L2 – garage parking (48 stalls), 8427 sf office  L3 – garage parking (50 stalls), 10,040 sf office  L4 – 28,769 sf office  L5 – Condo amenities and units  L6 – Condo units  L7 – Condo units  L8 to L11 -- Condo units	<u>7 Floors Above Gound</u> B2 – garage parking (143 stalls)  B1 – garage parking (140 stalls)  L1 – garage parking (25 stalls), approx. 7,683 commercial, lobby, co-work/ conference, surface parking (10 stalls)  L2 –15,891 sf office and apartment units  L3 – apartments and office amenity  L4 – apartments and amenity  L5 – apartments  L6 – apartments  L7 – apartments and sky lounge	<u>7 Floors Above Gound</u> B2 – garage parking (144 stalls)  B1 – garage parking (142 stalls)  L1 – garage parking (60 stalls), lobby, amenities, apt Units  L2 – apartments and amenity  L3 – apartments  L4 – apartments  L5 – apartments  L6 – apartments  L7 – apartments and sky lounge	<u>7 Floors Above Gound</u> B2 – garage parking (122 stalls)  B1 – garage parking (120 stalls)  L1 – garage parking (62 stalls), lobby, approx. 4,141 +/- sf restaurant, apt units  L2 – garage parking (76 stalls)  L3 – apartments and amenity  L4 – apartments  L5 – apartments  L6 – apartments  L7 – apartments and sky lounge
<u>Totals***</u> 49 senior condo units 47,236 sf office 9,549 sf commercial/ restaurants	<u>Totals***</u> 124 apartment units 7,594 sf commercial 15,025 office 5,800 sf lobby/ co-work office and conference	<u>Totals***</u> 223 apartment units	<u>Totals***</u> 176 apartment units approx. 4,141 +/- sf commercial/ restaurant

\*\*\*Minor changes will occur from the above specifications to final specifications. For example, unit counts could go up/ down 0-10 units per building; parking stall counts could go up or down 0-15 units per building; and commercial square footage could go up/ down 10%. Factors include: feedback from this public process, finalized market analysis/ market strategy/ market demand, and refined design. The developer expects to provide finalized specifications within the next formal submittal package (Summer 2024).

## 2. Schedule

Enclave assumes the following major project timing milestones:

- Final Approval of Land Use/ TIF Applications – Late Summer 2024
- Record Plat & Land Purchase Closing – December 2024
- Certify TIF District – June 1, 2025
- Commence Demolition & Construction – September 1, 2025
- Complete Construction – 2028

## 3. Team

- **Architectural** – ESG Architecture & Design for NW, NE and SE blocks. Pope Design Group for SW block.
- **Landscaping/ Public Realm** – Confluence for all four blocks.
- **Civil Engineering, Plat, Survey** – Stantec for all four blocks.
- **Environmental, Geotechnical, Bldg. Inspection** – Braun Intertec for all four blocks.

## 4. Public Engagement/ Public Process Log

Fall 2022	Enclave developed initial project proposal based review of Southdale District Guidelines. Enclave meets with City staff to obtain feedback prior to finalizing initial concept plan proposal.
February 2023	Neighborhood Meeting #1 -- Concept Plan
March 2023	Neighborhood Meeting #2 -- Concept Plan
April 2023	Planning Commission -- Concept Plan
April 2023	City Council -- Concept Plan
April 2023	France Avenue Pedestrian Connection Discussion – Begin
August 2023	Environmental Assessment Worksheet and Traffic Study, approved by City Council
October 2023	France Avenue Pedestrian Connection Discussion – Better Together public engagement
January 2024	France Avenue Pedestrian Connection Discussion – direction provided by Planning Commission
February 2024	France Avenue Pedestrian Connection Discussion – direction provided by City Council
June 2024	Land Use Applications – Round #1
June 2024	TIF Application – Round #1
Aug 2024	Land Use Applications – Round #2
Aug 2024	TIF Application – Round #2

## 5. Change Log

*Changes to proposed project based on feedback from public and City of Edina to-date*

	<u><b>Original Concept Plan</b></u>	<u><b>Current Plan</b></u>
1) East side of site, buildings setback	15'	35'
2) South side of site, buildings setback	15' - 35'	50' - 65'
3) West side of site, along France	50' to property line	50 - 65' to property line
4) NE side of site, greenspace	appeared private/ exclusive	public/ Cent. Promenade amenity
5) Restaurant adjacent to promenade	non-included	included
6) 9-Mile Creek Trail, along S side	leave as-is (10'w)	upgrade per city (approx. 15'w)
7) NW building, height/ use	10-11 stories/ 100% office only	7-stories/ mixed use
8) NW building, above ground garage	4-5 stories	1-floor, partial garage
9) General Public Parking	not included (was user specific)	Included: 1st floor of all four bldgs
10) Convertible parking	not included	included
11) Green coverage on building walls	not included	included
12) Public art	not included	included
13) Promenade Placemaking Signage	not included	included
14) E-W center ped plaza, alignment	straight line	realigned, per next section #6
15) E-W center plaza, design	hard surface/ linear/ formal/ private feeling (smaller limited green areas)	Centennial Promenade inspired (curves, larger green areas, public feeling, larger trees)

## 6. France Avenue Pedestrian Connection

From spring 2023 to February 2024 Enclave worked with the City of Edina to explore strategies for a potential pedestrian connection across France Avenue. As a result of said process, Enclave updated its site plan/ proposed project scheme to provide flexibility for the City of Edina to deploy multiple different pedestrian connection strategies across France Avenue, in the future—example changes to project below.

- A. Realignment of east-to-west center plaza corridor of this proposed development (7235 France) with the east-to-west center plaza corridor of the proposed redevelopment projects located directly across France Avenue (7200 / 7250 France).
  - This will allow for a straight/ linear east-to-west center plaza corridor between the two proposed developments, for pedestrians, should a connection across France be made in the future.
  - This also creates a greater distance between Gallagher Drive and the potential pedestrian connection point. A greater distance allows for more room to gradually change grades, if the City decided to pursue a pedestrian underpass across France.
  - This was accomplished by shifting/ shrinking the west two building pads of this proposed development (7235 France).
- B. Expansion of east-to-west 9-mile Creek Trail Corridor, on south side of site
  - Spanning from east-to-west, a 50'- 90' setback corridor will be memorialized/ created.
  - Primary purpose of this corridor is to move pedestrians along the existing/ already established 9-mile creek trail system path, located on the south side of this site (parallel with Gallagher).
  - This also creates flexibility for the City, to use this corridor for an "ADA accessible" route, to the future potential France Avenue pedestrian crossing mentioned in 6(A) above.
  - This was accomplished by shifting/ shrinking building pads of this proposed development (7235 France).
- C. Adjustment to design/ programming of two western buildings of this proposed development
  - Re-design of underground parking structures to allow for potential excavation/ change of grading in the future, along France Avenue.
  - Re-design/ adjust programming of first floor commercial pads flanking France Avenue to accommodate a potential grade change in the future.

NOTE: the developer understands the City may, or may not, make a France Avenue pedestrian connection, at this site, in the future. Further, the developer understands the City's preferred method (example methods: underpass, bridge, bigger-picture France Avenue redesign, etc.), City's timing of implementation, and City's funding source for said potential pedestrian connection is still being investigated by the City; and has yet to be determined by the City.

## 7. First-Floor Commercial/ Restaurants

Through the public process outlined in Section 4 of this document, the developer was requested to update their design/ project strategy to incorporate as much commercial/ retail space on the first floor as possible. Example specific requests included:

- A. Add a restaurant pad against the promenade.
- B. Add as much first-floor activity to the east-to-west center pedestrian plaza as possible.

Enclave has discussed this project with various brokers and prospective tenants. Consistent feedback provided to Enclave included:

- Because of the required blocking (splitting site into four urban blocks) and the density/ complexity of the development plan—this site will have limited ability to successfully attract first floor commercial/ restaurants. Success will likely be limited to prime locations/ corners. This isn't necessarily a negative—this site is special. However, interest will be specialized and limited.
- Visibility from France Avenue is critical. Ideally, users would front France. If they don't, a false façade facing France would be important.
- Signage on France Avenue is critical. This development must have major/ prominent signage opportunities on both the SW side of the site and the NW side of the site.
- Public parking, located on the first floor, that is visible, is critical.
- All/ vast majority of parking needed by each first floor commercial/ restaurant user needs to also be located on the first floor. As a result, there is a mathematical limitation on how much square feet of commercial/ restaurant space that can be expected to be successful on this project.

The proposed development plans submitted by the developer directly reflects the above-mentioned feedback from both the public and the market.

## 8. Parking

Section #1 outlines specific parking counts per block/ building. Below outlines the demand/ rationalization for parking, based on uses.

### First Floor Commercial/ Restaurants

Per Section 7, any building that includes a first floor commercial/ retail component needs to also include first floor public parking with some component of visibility. First floor commercial/ retail parking will also double as general public parking. End user tenants will establish the demand/ requirement for parking. If restaurant/ food users are secured, approximately 9-10 stalls per 1,000 square feet is required. Non restaurant/ food users typically need 4-5 stalls per 1,000 square feet is required.

### Apartments

1.65 to 1.75 stalls per residential unit (blended), for apartment resident parking.  
0.07 to 0.10 stalls per residential unit, for staff/ visitor parking (35-45 stalls)

### Office

3 to 5 stalls per 1,000 square feet

### Condominium

1.45 to 1.60 stalls per residential unit, for condo owner parking.  
0.25 to 0.35 per residential unit, for staff/ visitor parking (13-18 stalls)

## 9. Parking Stall Conversion Strategy

Through the public process outlined in Section 4 of this document, the developer was requested to update their design/ project strategy to allow for the conversion of structured parking stalls to usable space in the future. In order to accommodate this strategy, the developer pursued the following two strategies (A and B):

- A. Generally the design team deployed flat levels of internal parking structure w/ speed ramps. If the design team didn't utilize said "flat-level" method, and rather utilized traditional mass ramped parking levels, it would be very difficult to convert structured parking spaces in the future—as each floor would be at an incline (vs flat).
- B. Generally, the developer pulled as much buried parking out of the east-to-west center pedestrian plaza as possible.
  - Note: developer previously utilized entire east-to-west center pedestrian plaza area for two floors of below ground parking.
  - Buried parking is very difficult to convert to market-relevant reuses—especially when located under a public plaza.
  - This strategy required more above-ground parking to meet current market parking demand/ requirements (essentially shifting stalls from below ground to above ground).
  - Above-ground parking provides the most market-realistic ability to convert parking stalls in the future (example, walk-out residential units, walk-out live work units, or small office spaces).

The developer estimates the following future parking conversions are possible:

	Reduction of Stalls	Creation of Small Offices and/or Residential Units
NW Building	-20	+5
NE Building	-29	+9
SE Building	-31	+11
SW Building	-20	+5
	-100	+30



## 10. Sustainability:

***Building Certification, GHG Modeling, SB20230 Modeling,  
Bird Safe Worksheet, Solar, EV Charging, EDA, Green Walls***

### Building Certification

The developer intends to obtain the below sustainability building certifications. NOTE: the certification scope for apartments will include the entire building and the full interior buildout of individual apartments. The certification scope for office/ first floor commercial, and condos will be specific to core/ shell (including garages); and will not include full interior buildout.

NW Building	NGBS Silver or approved Edina Sustainable Building Rating System
NE Building	NGBS Silver or approved Edina Sustainable Building Rating System
SE Building	NGBS Silver or approved Edina Sustainable Building Rating System
SW Building	LEED Silver or approved Edina Sustainable Building Rating System

### GHG Modeling, SB2030 Modeling, and Bird Safe Worksheet

The developer acknowledges these three modeling exercises are required by the City of Edina. The developer intends to incorporate said modeling efforts within the project scope/ budget. The developer understands said three modeling exercises do not trigger construction/ project scope requirements from the City—but, will result in the following benefits: (1) inform developer of options/ encourage the developer to pursue sustainable alternatives; and (2) allow the City to establish better real-world data to inform future sustainability policy discussions.

### EV Charging

The developer acknowledges the city's policy for EV charging.

- The developer will install electric vehicle charging stations for 5% of the parking stalls per building.
- The developer intends to run electrical conduit to parking stalls, totaling an additional 10% of the parking stalls. Power supply to the building will be sized appropriately to allow for upgrading said additional 10% of stalls with EV charging stations in the future.

### Solar

The developer intends to include a rooftop solar panel system on each of the two east buildings. Each system (two total) will be approximately 120kW AC, per system.

### Green Walls

Through the public process outlined in Section 4 of this document, the developer was requested to update their design/ project strategy to incorporate “green walls” / vines where reasonably possible. As a result, the design team has incorporated space that would be ideal for green walls located on the southeast building (due to sunlight). Specifically, the southeast corner, south side, and southwest corner--of the southeast building. This green wall strategy couples well with the parking stall conversion strategy outlined in Section 9 of this document. Similarly, portions of the southeast corner of the southwest building also incorporate the green wall strategy.

### Energy Design Assistance (EDA)

The developer intends to utilize Willdan professional services, in partnership with Xcel Energy, to explore and quantify alternative materials and HVAC/ electrical/ plumbing systems for this project, from the perspective of being both sustainable and cost effective. This process is known by Willdan, and Xcel, as the Energy Design Assistance (EDA) program.

## 11. Affordable Housing

This project will generally comply with the City of Edina's New Multi-Family Affordable Housing Policy. Specific examples:

- This project will include approximately 523+/- new market rental apartment units. 10% of rental units will be priced at 50% affordable rental rates.
- This project will include approximately 49 for-sale senior condos/condominiums. 10% of for-sale condos will be sold to persons whose income is at or below 80% of Area median Income.

## 12. Tax Increment Financing

But for the use of Tax Increment Financing (TIF), the developer anticipates a financial gap will exist on this project. The developer anticipates submitting a separate formal TIF application to the Edina Housing and Redevelopment Authority (HRA) for this project.

## 13. Sanitary Sewer, Water, Storm Water

### Sanitary Sewer

A regional 33" sanitary sewer line runs across the northeast side of the site. Said line currently serves this site today—and is proposed to service this site moving forward. It should be noted, the developer has submitted a separate memo/request letter to the City regarding said existing 33" sanitary sewer line, dated April 8, 2024, made to Ross Bintner. The existing line is undersized, overcapacity, and was constructed between 1953-1972. The developer is proposing to collaborate with the City to upgrade and relocate this sanitary sewer line.

### Storm Water

No stormwater treatment occurring on subject property today. This proposed redevelopment will comply with City and Watershed standards, resulting in a material net improvement to stormwater treatment. Stormwater will generally flow to southern portion of the site, where it will be treated, stored, and infiltrated within an underground chamber system. Any excess stormwater would flow to an existing 30" RCP located on the southeast side of the site. Stormwater design on this site requires the use of a storm water lift station.

### Water

This project is proposing to pull water service from an existing 12" CIP line located within France Avenue. The civil team has incorporated a duel fed water service design, providing water supply redundancy onsite.

*Sidenote: the developer understands the City may have a desire to run a City water line (for park use) along the east side of the subject property; and may need an easement within the private Subject Property accordingly. The developer acknowledges this potential need and is willing to reasonably work with the city to provide said easement.*

## 14. NW Building – Updated Proposed Use Strategy

When this project was originally presented to the City in early 2023, the proposed use for the NW building was purely office. Said NW building was originally proposed to be 10-11 stories and total approximately 125,000-150,000 square feet of pure office space.

For the following reasons, the strategy for the northwest building has been updated.

- Desire conveyed through public process for first floor retail
- Desire conveyed through public process for some sort of co-working/ rentable conference space on first floor
- Concern about compliance of a 10-11 story building with City height setback requirements; from single family neighborhood located NW of the NW building (across France).
- Desire conveyed through public process for increased public realm/ greenway corridor along the south side of the Subject Property. Resulted in a material compression/ reduction of buildable area, for the NW parcel. Said reduced buildable area resulted in reduced ability to park a large office building on the NW parcel.
- Concern raised through public process about risk related to office space—and a desire for as much certainty of deal execution from developer as reasonably practical.

As a result of the above feedback, the developer is now proposing the NW building be mixed-use. The composition of the NW building is detailed within Section 1 of this document. Generally, the building includes:

- below ground parking
- mix of retail, parking, and amenities on the first floor
- second floor office
- apartments above

The building height is now 7-stories. Amenities on the first floor will include a publicly rentable conference room.

An important component of the developer's updated strategy for the NW building is flexibility—specifically regarding the proposed amount of office space. The developer is proposing a building mix now (this submittal/ this application) that will materially increase the certainty of execution on this proposed project and avoid putting too much weight upfront into speculative leases/ uses.

With that being said, in the event pre-leasing for office space goes well, the developer would anticipate swapping out a floor(s) of apartments for office—which would require the developer to come back to the City for a PUD amendment later. The developer does think there is an opportunity on this site to potentially have success with more office and/or unique users (for example: during public process it was requested the developer consider unique users such as a comedy club or specialty entertainment venues).

## 15. Branding

Branding of the overall development, and the four individual blocks/ buildings, has not been completed. The developer anticipates sharing the proposed branding of the overall project during the Site Plan Review process.

## 16. Signage

The current submittal package does not include a resolved or finalized signage plan. The current submittal package includes preliminary placeholders. The developer anticipates including a resolved and detailed sign plan during the Site Plan Review process. That said, the developer would like to make the following notes:

- A. General Signage  
Although not included in this application, signs for this development are intended to meet the requirements of the existing PCD-3 district.
- B. Promenade Wayfinding  
Included in submitted plans is a large vertical wall sign that says “Public Park Sign” located at the terminus of Gallegher. The intent of that sign is to be utilized as a public/ landmark wayfinding. The intent of that sign is not to be the name of our overall private project, our private buildings, or for any other private use. The reason the developer included this public/ landmark wayfinding was in response to feedback received through public processes to-date (Section #4 of this document). The developer understood a desire exists to make identification of the promenade obvious to the public; and help pull the Promenade to France Ave; and pull/ welcome the public from France into the Promenade. The developer is comfortable with removing this sign if desired by the City. If the City does desire to keep the sign, the developer would be open to feedback/ enhancements.
- C. Restaurant Pad, located on Promenade  
The developer added a restaurant pad against the promenade due to that use and location requested/ encouraged by the City. In doing so, the developer met with prospect users and restaurant brokers to understand what it will take successfully attract a good tenant to invest in said pad. Based on feedback received, the developer understands its essential to the success of this restaurant pad that signage can occur along the promenade.
- D. Monument Signs not shown on current plans, but will be needed  
The developer anticipates the need for multi-tenant, ground-level, monument signs located on the NW and SW side of this project—against France. The developer anticipates including a resolved and detailed sign plan during the Site Plan Review process.

## 17. Restaurant Odor and Smoke Management

The developer was asked to identify how odors/smoke from restaurant users will be mitigated. Generally speaking, first floor restaurant pads will be designed to provide access shafts; allowing for mechanical, electrical, and venting systems to run to the uppermost rooftop of each building.

## 18. Circulation Plan for Service Vehicles

- A. Fire Apparatus  
Please reference civil plan sheet C-EX-1.
- B. Trash Haulers  
Please reference architectural plan sheet A002.
- C. Moving and Delivery Trucks  
Please reference civil plan sheet A002.

## 19. Greater Southdale District Design Experience Guidelines – *Developers Interpretation and Strategy*

Of foremost importance, this development seeks to conform with the building block framework of the Greater Southdale District Design Experience Guidelines by breaking up an existing eight acre “super block” into a mixed-use development of gridded “street rooms”. Although much of the development is on privately held land, effort has been taken to integrate connectivity to the public Nine-Mile Creek Regional Trail and Promenade, reinforcing the Guideline goal of Supporting the Public Realm. The Developer’s intent is to follow the Guidelines’ recommendations as closely as possible, while prioritizing the most public-facing conditions around the site. Because the Guidelines focus on an entire district and were not authored specifically for this site, the following highlighted methodologies and interpretations are noted:

### Primary New Local “Street” – East-West Pedestrian-Focused Streetscape in the Center of the Development

- Multi-story units line this street room in an engaging fashion, with direct access to the public way. Slightly elevated patios add contextual interest and create a transition between public and private areas.
- The buildings flanking this street room step away significantly from the street room for the majority of the facades, in excess of the Guidelines.
- Conforming with transparency goals are focused at building entrances, indoor amenities and retail areas. Where apartments line the street room, large amounts of transparency, but appropriate to that occupancy, are utilized.
- Resilient, stone-like materials are utilized at the ground level. At the NE and SE buildings, this material is extended to the roof of the multi-story units. At the NW building, the material similarly extends up to the Level 3 floor line, which is the top of the podium of the building.
- Building articulation is utilized to avoid unbroken facades of 200’.

### Secondary New Local Street – North-South Vehicular Traffic Route in the Center of the Development

- This is the service corridor for the project, where deliveries, access to residential move-ins, and garbage collection occur.
- Approximately 60’ building separation between buildings.
- Through the use of material continuity over two-stories, the ground floor-to-floor height is amplified.
- Conformance with transparency goals is focused on building pedestrian and vehicular entrances.

### Cornelia Overlay - France Ave

- Buildings are held back from France Ave creating a coordinated easement with the City to allow the flexibility for a future pedestrian connection across France Ave.
- Heavily transparent facades are utilized, with glazing areas in excess of the Guidelines.
- Use of resilient masonry and stone-like materials on the most forward reaching building faces.
- Setbacks that are in line with the intent of the Guidelines.
- Ground floor retail/restaurant uses have been arranged to face France Ave.
- Building articulation is utilized to avoid unbroken facades of 200’.

### Central Promenade Spine – East Side of Site

- Activation of this street room is achieved through residential walk-up units that engage the Promenade and location of retail/restaurant feature, including outdoor patio space.
- Additional enhancement of the Promenade is created by allowing public access to a privately managed pet park.
- Building setback extended to 35’ from the property line.
- Setbacks at Level 7 of the buildings is similar to the goals of the Guidelines.
- Building articulation is utilized to avoid unbroken facades of 200’.

### Primary East-West Streets – Gallagher and W 72<sup>nd</sup> Street

- These streets extend for half of the site in the East-West direction and support vehicular and pedestrian traffic.
- The south street (Gallagher) connects to France at an intersection with stoplights and is envisioned as the primary public access to the site. Along this street, the setback is increased between 50’ and 65’ from Gallagher to building faces.
- Consistency with the Guidelines is particularly focused on the Western ends of these buildings, as these areas are most visible from France Ave.

(continued on next page)

- Various facades of buildings within this project exceed Southdale Design Guidelines.
- The first two floors of all four buildings, on all four sides, have been enhanced to add as much transparency, high-quality materials, and pedestrian level interest as reasonably possible, based on the use/occupancy of the spaces behind the facade . Developer is open to suggestions for further enhancement.
- As outlined in Section #4 and #5 of this document, the developer has worked diligently with the community to adjust this proposed project based on unique, site-specific, vision/ guidance not written within the Southdale Design Guidelines. The developer is attempting to balance vision/ guidance received from both arenas.
- The City has expressed general concern/ desire to verify this project will actually proceed forward, through a closing, and be constructed. The developer understands the City wants to avoid this project being approved and then sit idle. The developer shares the same concern as the City. The developer believes this concern is directly tied to real estate market conditions and capital market limitations on project costs. The City will be able to verify the feasibility of this project via the developer's forthcoming TIF application. With that being said, the developer is attempting to balance the highest quality project possible, and accepting the majority of requests made by the community to-date (Section #5), while also making sure the project will be feasible. Strict black/ white application of every Greater Southdale District Guideline, on all four facades of all four buildings, will result in a project that will become infeasible.



April 8, 2024

Cary Teague  
Community Development Director

Chad Millner  
Director of Engineering

City of Edina  
4801 W 50<sup>th</sup> Street  
Edina, MN 55424

**RE: MACY'S FURNITURE STORE MIXED-USE REDEVELOPMENT  
PROPERTY TITLE CLEAN UP REQUESTS**

Mr. Teague & Mr. Millner:

This correspondence is in relation to Enclave's proposed mixed-use redevelopment project located at 7235 France Avenue South. The subject property is approximately 7.97-acres in gross size and is currently operating as a Macy's Furniture Store. This redevelopment proposal will require the demolition/clearing of all improvements on the existing site.

In order for this proposed redevelopment to successfully close, various title cleanup items will be required by various parties. Listed on the next page are title items cleanup items that require assistance from the City of Edina.

Attached to this correspondence is the most recent title commitment and corresponding ALTA survey. If possible, we would like to request a meeting with the appropriate City of Edina staff team to walk through these title items in detail; and identify the City's position/ preferred strategy for addressing.

Your feedback and consideration are appreciated.

Respectfully,

A handwritten signature in blue ink that reads "Patrick E. Brama".

Patrick E. Brama  
Developer



**WEST FARGO**

300 23RD AVE E, SUITE 300  
701.478.4300

**ST. LOUIS PARK**

1660 S HWY 100, SUITE 530  
952.444.4417

## **EXHIBIT A**

### **Title items cleanup items that require assistance from the City of Edina**

Generally speaking, Enclave believes this proposed project, and the corresponding new plat/ PUD agreement/ easements, should replace the below list of City related encumbrances.

- Exception #9. Utility easements and sanitary sewer and storm sewer easements as shown on the recorded plat of Yorktown.
- Exception #10. Subject to the sanitary trunk sewer easement in favor of the Village of Edina as contained in Easement for Utilities dated November 24, 1953, filed December 4, 1953, in Book 1983 of Deeds, Page 8, over that part of the above described premises lying within a 20 foot easement. (now as to part of above land). (Shown by recital on the Certificate of Title.)
- Exception #13. Easement for scenic and open space purposes, in favor of the Village of Edina, contained and described in Grant of Easement dated May 3, 1972, filed June 8, 1972, as Document No. 1033728.
- Exception #14. Terms and conditions of and easements contained in Easement for Public Road Purposes, in favor of the Village of Edina, dated July 5, 1972, filed July 6, 1972, as Document No. 1036934.
- Exception #18. Terms and conditions of and easements contained in Transit System Easement Agreement, in favor of the City of Edina, dated September 16, 1999, filed September 27, 1999, as Document No. 3208196.
- Exception #20. Permanent easement for public sidewalk, retaining wall, and drainage and utility purposes, in favor of the City of Edina, contained and described within Grant of Permanent and Temporary Easements dated July 8, 2013, filed July 23, 2013, as Document No. T05099766. Temporary easements contained in this document have expired.
- Exception #22. Resolution No. 2013-45 adopted June 4, 2013, filed October 14, 2013, as Document No. T05125981.
- Exception #23. Easement for public walkway purposes, in favor of the City of Edina, contained and described in Grant of Permanent Easement dated October 17, 2014, filed November 14, 2014, as Document No. T05215595.

NOTE: the developer is reaching out to Hennepin County regarding Exceptions #15 and #17.





April 8, 2024

Ross Bintner, PE  
Engineering Services Manager

City of Edina  
4801 W 50<sup>th</sup> Street  
Edina, MN 55424

**RE: MACY'S FURNITURE STORE MIXED-USE REDEVELOPMENT  
PROPOSAL FOR UPSIZE AND RELOCATION OF SANITARY SEWER LINE**

Mr. Bintner:

This correspondence is in relation to Enclave's proposed mixed-use redevelopment project located at 7235 France Avenue South. The subject property is approximately 7.97-acres in gross size and is currently operating as a Macy's Furniture Store. This redevelopment proposal will require the demolition/clearing of all improvements on the existing site.

More specifically, Enclave's proposed redevelopment project requires realignment of an existing regional sanitary sewer line; which, currently runs diagonally across the northeast portion of the subject property. Said sanitary sewer relocation is required by Enclave as the existing sanitary sewer location conflicts the location of a proposed new building footprint.

In addition to Enclave's above-mentioned need to relocate said sanitary sewer line, Enclave understands the City desires to upgrade said existing sanitary sewer line. Based on conversations with the City's civil consultant, BARR engineering, and informal discussions with City staff, Enclave has learned:

- This pipe is a regional line, which benefits a larger geographic area.
- The existing pipe was constructed between 1953 and 1972 (will be 57 – 76 years old when our project is completed).
- Today, the pipe diameter is 33", and is currently at 167% capacity.
- Based on the 2040 Comprehensive plan, and our proposed project, demand on this pipe will significantly increase.
- To meet both current and future demand, the pipe diameter will need to increase to either 42" or 48".

Included within this correspondence are preliminary plans from our civil engineer, Stantec. Listed below are initial responses to preliminary comments provided by City staff.

**Resident access, building foundation design**

- No residential units will be located on the first floor of the building along the majority of this corridor (northeast building, north side).
- Building foundation will run two stories below ground; which, will act as permanent shoring along the south side of the relocated and upsized sanitary sewer line. Building foundation along this area will be designed to allow for exposure in the future for repairs and maintenance by the City.

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**Emergency access during construction**

- Construction of the proposed relocated sanitary sewer line will occur before our proposed vertical improvements.
- Our proposed sanitary sewer improvement area and our proposed emergency fire access area generally in the same location.

**Constructability**

- We have reviewed the proposed relocated and upsized sanitary sewer line with our structural engineer, civil engineer, and architect. All are comfortable designing accordingly.
- The alignment of the proposed sewer relocation has been designed so that the installation does not impact the adjacent neighboring property to the north. The requested adjacency to the proposed buildings allows 11' of separation from outer edge of the proposed sewer to the property line. Shoring will be required on the north side of the project for the installation.

**Operability and emergency access for repair**

- Enclave assumes the City will receive a 20' DU easement on our property (north side of northeast building).
- We understand the adjacent property immediately north of said improvement has an 11' DU easement in place today.
- Our foundation will be designed to act as permanent shoring, and will be able to be exposed, during any future maintenance/ repairs by City.
- Our proposed sanitary sewer improvement area and our proposed emergency fire access are generally in the same location.
  - Should fire access to the north side of the building be needed during repair of said sewer line in the future, the property to the north could be used by the fire department temporarily (they have a similar drive lane/ length that runs parallel to our property).

**Rights, risks and responsibilities, who pays**

- RE relocation/ new construction costs. Enclave assumes responsibility for all costs: except:
  - Upsizing required for offsite/ regional capacity. Enclave assumes said cost would be the responsibility of the City.
- RE future repairs and maintenance costs. Enclave assumes the city would be responsible.
- Enclave assumes it would provide the City rights/ access via an easement via the forthcoming plat. If a different instrument is requested/ required by the City, Enclave is available to work with City Staff and the City Attorney to draft.
- NOTE: all construction costs, and repair/ maintenance, for private sewer lines internal to this project (i.e. connecting to the regional line discussed within this document) are the responsibility of Enclave.

Your feedback and consideration are appreciated.

Respectfully,



Patrick E. Brama  
Developer

