



**Date:** August 30, 2017

**To:** Planning Commission

**From:** Cary Teague, Community Development Director

**Subject:** Sketch Plan Review – Cross Roads (7200 & 7250 France Avenue)

## Information / Background:

The Planning Commission is asked to consider a sketch plan proposal to re-develop 5.2 acres of land west of France between 72nd Street West and Gallagher Drive. (See property location on pages A1-A4.) As proposed, at full build out, the site would include:

- 266-334 new housing units (51-64 units per acre); 3-6 stories at 7200 France and 14 stories at 7250 France. Phase 1 = 121-164 units (rental apartments); Phase 2= 145-170 units (owner occupied condos or rental apartments.)
- 53,000 square feet of new retail/commercial uses;
- A bike and pedestrian trail is proposed through the site including a launch/landing pad for a bike/pedestrian connection over France Avenue. The applicant does NOT propose to build the bridge over France. This could be a part of the Three Rivers Park Regional Trail. The plans have been sent to Three Rivers Park for comment. (See their response on pages A89-A90.) The District has found that the plans would not meet their specifications for the Regional Trail.
- The applicant is proposing to comply with the City's Affordable Housing Policy including providing 20% of the total units within the project. (Up to 67 units.)

Primary vehicle access points would be off France Avenue and Gallagher Drive. No vehicle access is proposed off 72<sup>nd</sup> Street.

The Southdale Area Development Principles were shared with the applicant. The applicant has responded on pages A6-A13.

To accommodate the request the following is required:

- Comprehensive Plan Amendments to increase the height maximum from four stories and 48 feet to 14 stories and 180 feet; and increase the density in the OR, Office Residential District from 30 units per acre to 64 units per acre; and increase in FAR from 1.5 to 1.6; and
- A Rezoning from POD-I, to PUD, Planned Unit Development.

As with all sketch plan reviews; the Planning Commission is asked to provide non-binding comments and direction on a potential future development request. Areas of focus should be on the proposed land use, the appropriateness of the proposed development on this site, with a focus on the proposed density and building height.

### COMPLIANCE TABLE

While the applicant is proposing to rezone the site to PUD, the following table demonstrates compliance with the underlying zoning:

	City Standard (POD-I)	Proposed
<b><u>Building Setbacks</u></b> Front – France Front – 72nd Front - Gallagher Drive Side – West	60-160 feet (based on height) 75 feet (based on height) 30-160 feet 40 feet based on height  Two times the height from R-I for 6 story building = 150 (based on 75 feet)  Six times the height of the building from R-I property = 960 feet (Based on 160-foot building height)	<b>50 feet*</b> <b>20 feet*</b> <b>30 feet*</b> 50 feet  250 feet  <b>650 feet*</b>
Building Height	Four stories and 48 feet	<b>6-14 stories and 160 feet*</b>
Maximum Floor Area Ratio (FAR)	1.00%	<b>1.6%*</b>
Parking Stalls	334 enclosed (residential) 85 surface spaces Council may require surface stalls if deemed necessary. 265 (retail) = 684 Total	<b>678 enclosed total*</b>
Parking Stall Size	8.5' x 18'	8.5 x 18'

**\*Not code compliant**

The proposed uses would be a significant upgrade to the current buildings on the sites. The proposed density (1.6 FAR and 64 units per acre) is a little high for recent development in this area of France. It is similar to the densities that have been approved closer to Southdale in the CAC District. (See page A4.)

The proposed height is a significant increase. The trade-off in allowing more height is a more creative site plan with improved site circulation and public space; the very high quality development; additional public space; underground parking; improved pedestrian and vehicle access and connections; and significant contribution to the City's affordable housing stock. The pedestrian and bicycle oriented design would include bike and pedestrian paths through and around the entire site, and a potential future bridge of France.

As a comparison of density; the following table represents densities in other Edina multi-family residential developments:

**High Density Development in Edina (Red – Indicates recent projects)**

Development	Address	Units	Units Per Acre
Yorktown Continental	7151 York	264	45
The Durham	7201 York	264	46
York Plaza Condos	7200-20 York	260	34
Edinburgh Condos	76xx York	392	36
South Haven	3400 Parklawn	100	42
<b><u>Crossroads</u></b>	<b><u>7200 &amp; 7250 France</u></b>	<b><u>334</u></b>	<b><u>64</u></b>
<b>6500 France – Senior Housing</b>	<b>6500 France</b>	<b>188</b>	<b>80</b>
<b>Lennar - Onyx</b>	<b>6725 York</b>	<b>240</b>	<b>52</b>
5000 France	5000 France	23	29
<b>The Collaborative</b>	<b>Market Street</b>	<b>131</b>	<b>46</b>
<b>Gateway Point (Envi Edina)</b>	<b>66<sup>th</sup> &amp; York</b>	<b>191</b>	<b>96</b>
<b>The Millennium</b>	<b>66<sup>th</sup> &amp; York</b>	<b>372</b>	<b>60</b>

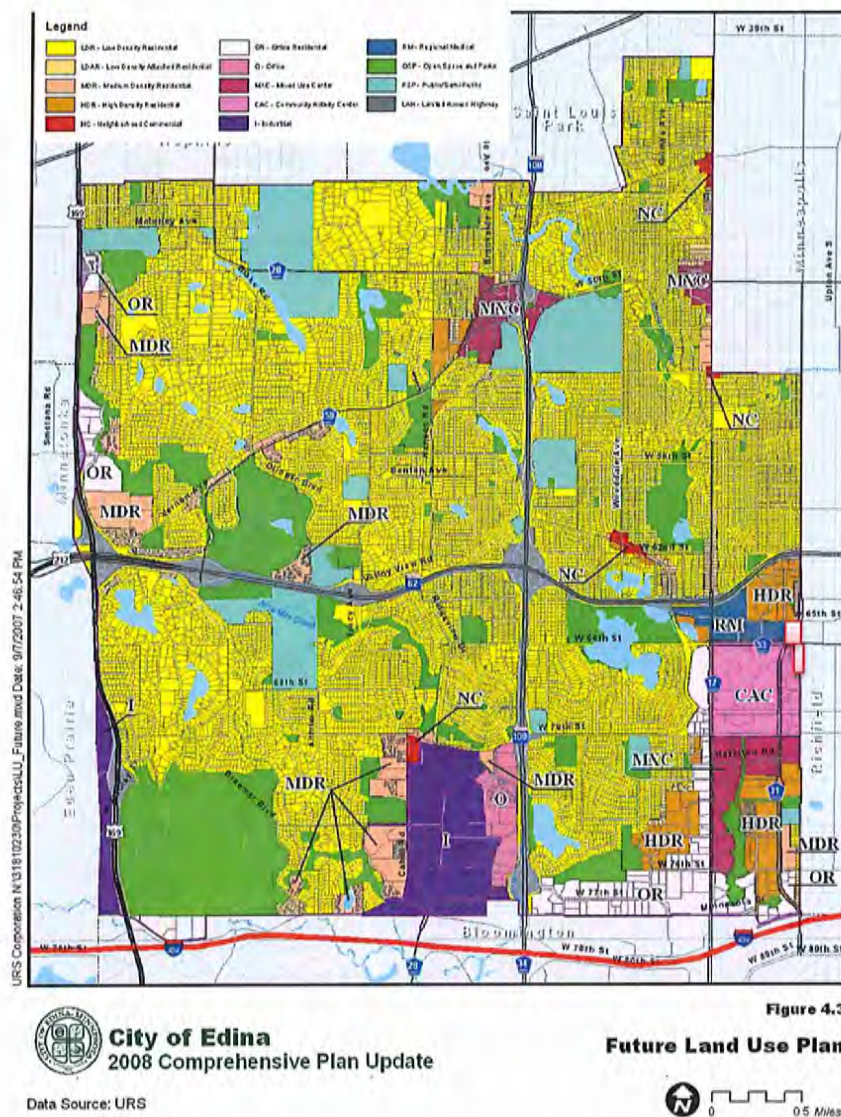


**Example Residential Density Ranges in Surrounding City's Comprehensive Plans**

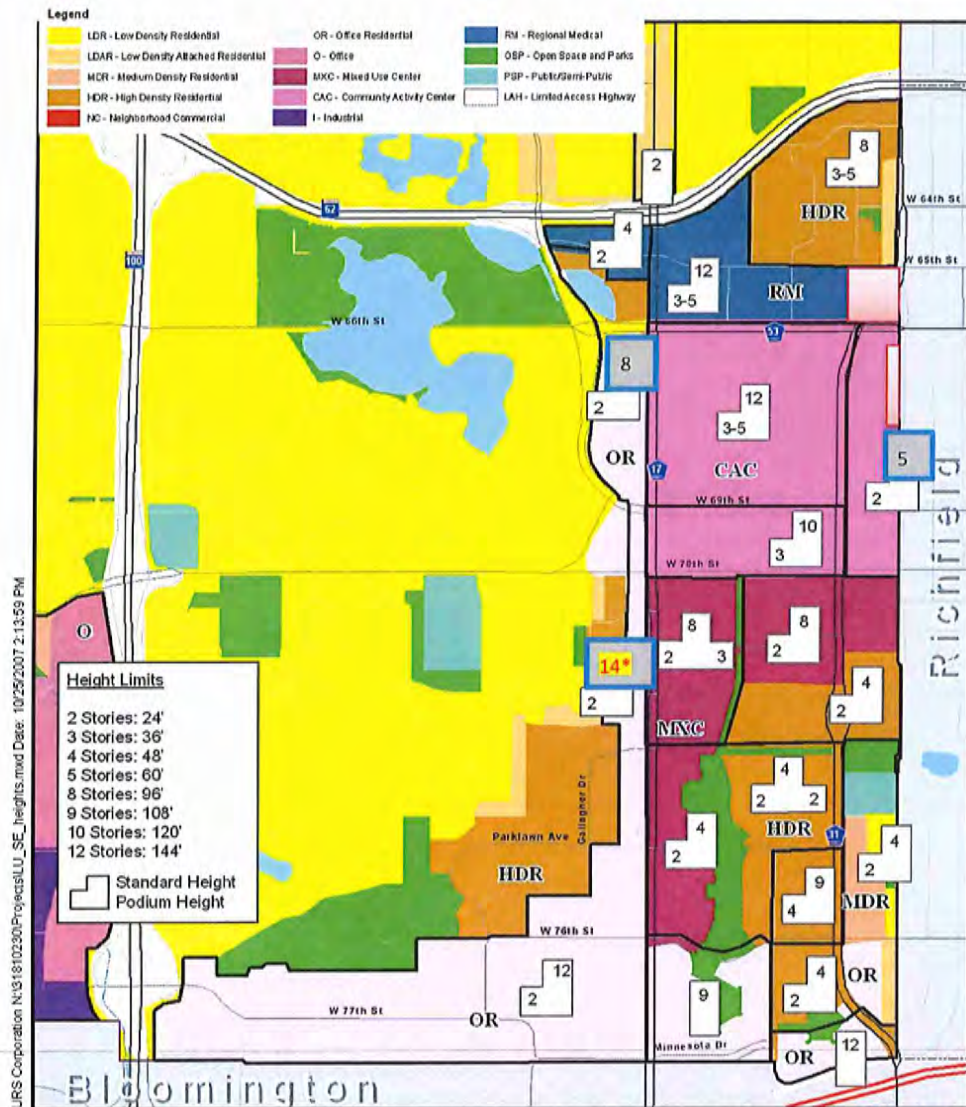
<b>City</b>	<b>Range – Per Acre</b>
<b>Bloomington</b>	
High Density Residential	No limit
General Business	0-83
Commercial (Community & Regional)	0-83
High Intense mix use	0-60
Airport South mix use	30-131
<b>Richfield</b>	
High Density Residential	Minimum of 24
High Density Res./Office	Minimum of 24
Mixed Use	50+
<b>St. Louis Park</b>	
High Density Residential	20-75 (PUD for high end)
Mixed Use	20-75 (PUD for high end)
Commercial	20-50
<b>Minnetonka</b>	
Medium Density Residential	4-12
High Density Residential	12+
Mixed Use	No range established (density based on site location and site conditions.)
<b>Minneapolis</b>	
Medium Density (mixed use)	20-50
High Density (mixed use)	50-120
Very High Density(mixed use)	120+



Higher density would seem reasonable for mixed uses in the in the OR, Office Residential Zone which is located primarily in the Southdale area. See below:



The proposed FAR for this project is 1.6. FAR is not necessarily a good indicator of residential density; rather a more appropriate measure is units per acre. If you compare a retail or office development at an FAR of 1.5 (220,000 square feet of development), the amount of traffic generated from that size of a development would be greater than the 220,000 square foot development proposed consisting of primarily housing with only 20,000 square feet of retail. Therefore, staff believes that a residential density of 50 units an acre is appropriate in the OR District. The following provides an example of the comprehensive plan amendment required:



**City of Edina**  
2008 Comprehensive Plan Update

**Data Source: URS**

### Future Land Use Plan with Building Heights

**Southeast Quadrant**

**Figure 4.6B**



\* Height may be increased to 14 stories subject to review and approval of City Council.



<p><b>OR</b></p> <p><b>Office-Residential</b></p> <p>No current examples in City. Potential examples include Pentagon Park area and other I-494 corridor locations</p>	<p>Transitional areas along major thoroughfares or between higher-intensity districts and residential districts. Many existing highway-oriented commercial areas are anticipated to transition to this more mixed-use character.</p> <p>Primary uses are offices, attached or multifamily housing.</p> <p>Secondary uses: Limited retail and service uses (not including “big box” retail), limited industrial (fully enclosed), institutional uses, parks and open space. Vertical mixed use should be encouraged, and may be required on larger sites.</p>	<p>Upgrade existing streetscape and building appearance, improve pedestrian and transit environment.</p> <p>Encourage structured parking and open space linkages where feasible; emphasize the enhancement of the pedestrian environment.</p>	<p><b>12-30 64 residential dwelling units/acre</b></p> <p><b>Floor to Area Ratio-Per current Zoning Code: maximum of 0.5 to 1.5*</b></p> <p><b>*increases may be approved as part of a PUD subject to city council approval.</b></p>
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## TRAFFIC

A traffic study would be required to determine the impacts on adjacent roadways. The study should include an analysis of the housing density increase, which would in most cases replace allowed retail space.

## AFFORDABLE HOUSING

The applicant is proposing 20% of the units to be for affordable housing and meet the city's policy.

## SUSTAINABLE DESIGN

The applicant has indicated sustainable design principles on pages A62. As part of any formal application substantial sustainable design must be included.

## SHADOW STUDY

A shadow study would be required to determine the impact of shadows cast by the 6 and 14 story buildings.

## WATERSHED DISTRICT & THREE RIVERS PARK DISTRICT

The proposed plans would be subject to review and approval of the Nine Mile Creek Watershed District for stormwater, grading and drainage. The Three Rivers Park District has been provided the proposed plans and submitted comments. (See page A89-A90.)



Three Rivers has several concerns about the proposed plans, including the proposal would not meet their trail standards.

## **BUILDING HEIGHT**

The most significant issue with this project is the proposed height of the south residential building, at 14 stories and 160 feet. The tallest buildings in Edina are in the Southdale area include the Park Plaza and Westin at 18-stories; Edina Towers at 17-stories and the Durham Apartment and Point of France at 13 stories. (See a map and pictures of the tallest buildings in the Southdale area on pages A71-A88.)

A primary consideration of the sketch plan discussion should be the acceptability of a 14-story building in this location and up to 64 units per acre west of France Avenue. The general parameters of the Southdale Area Vision Plan has been 80 units per acre over the entirety of the Southdale District. With more dense development occurring between France and York, closer to Southdale and lesser density on the edges west of France and East of York.

## **PUD**

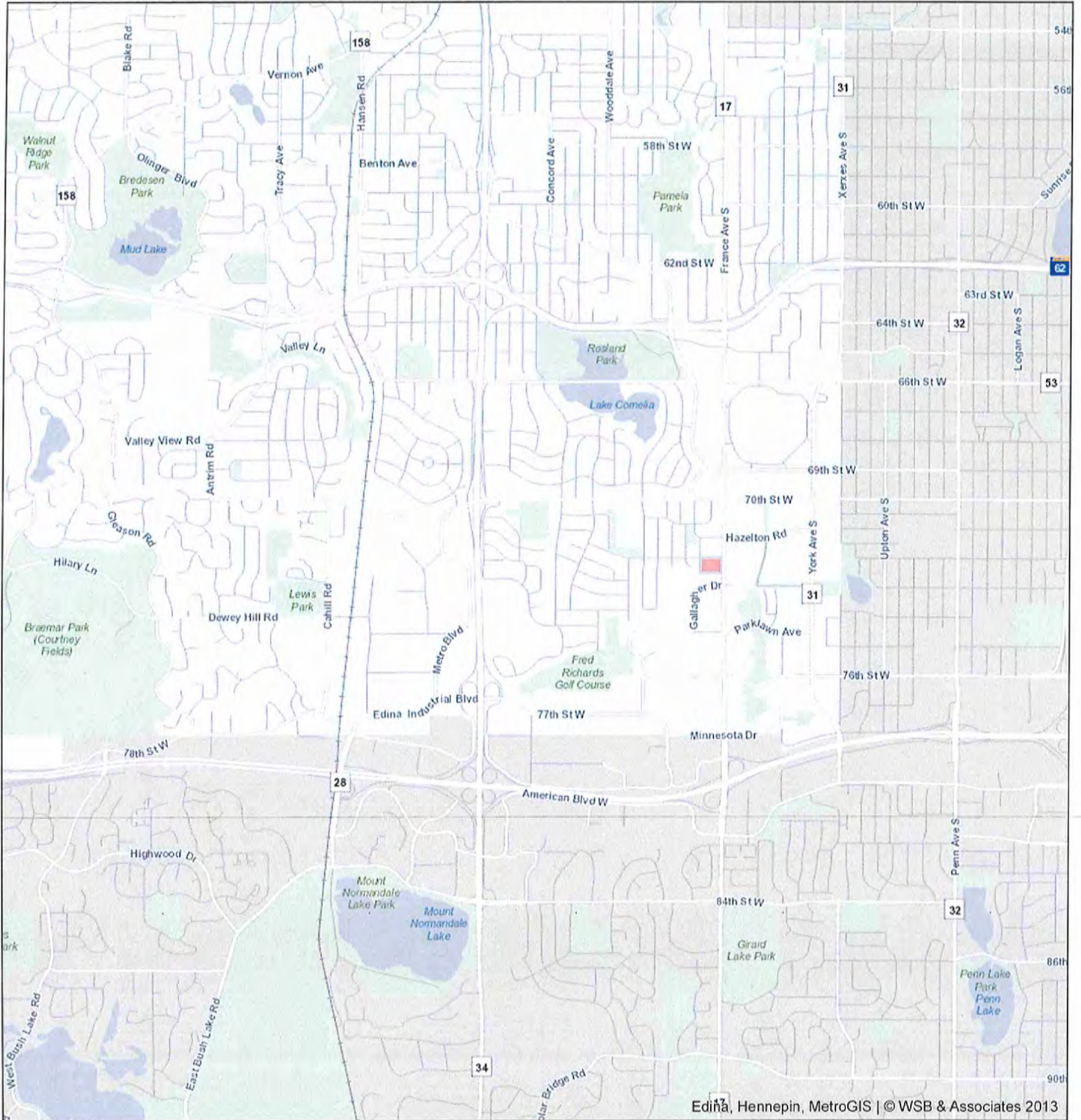
The purpose and intent of a PUD is to include **most or all** of the following:

- 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.

The proposed project would incorporate most of the items noted above. Elements that are included would be high quality building design, creative approach to land use, mixed use, increase in public/open space, improved streets, and pedestrian oriented design with the inclusion of bike and pedestrian paths through and around the entire site.

# Site Location



1 in = 3,009 ft



The CITY of  
**EDINA**

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August 23, 20  
Map Powered by DataLink



# Existing Site



1 in = 188 ft



The CITY of  
**EDINA**

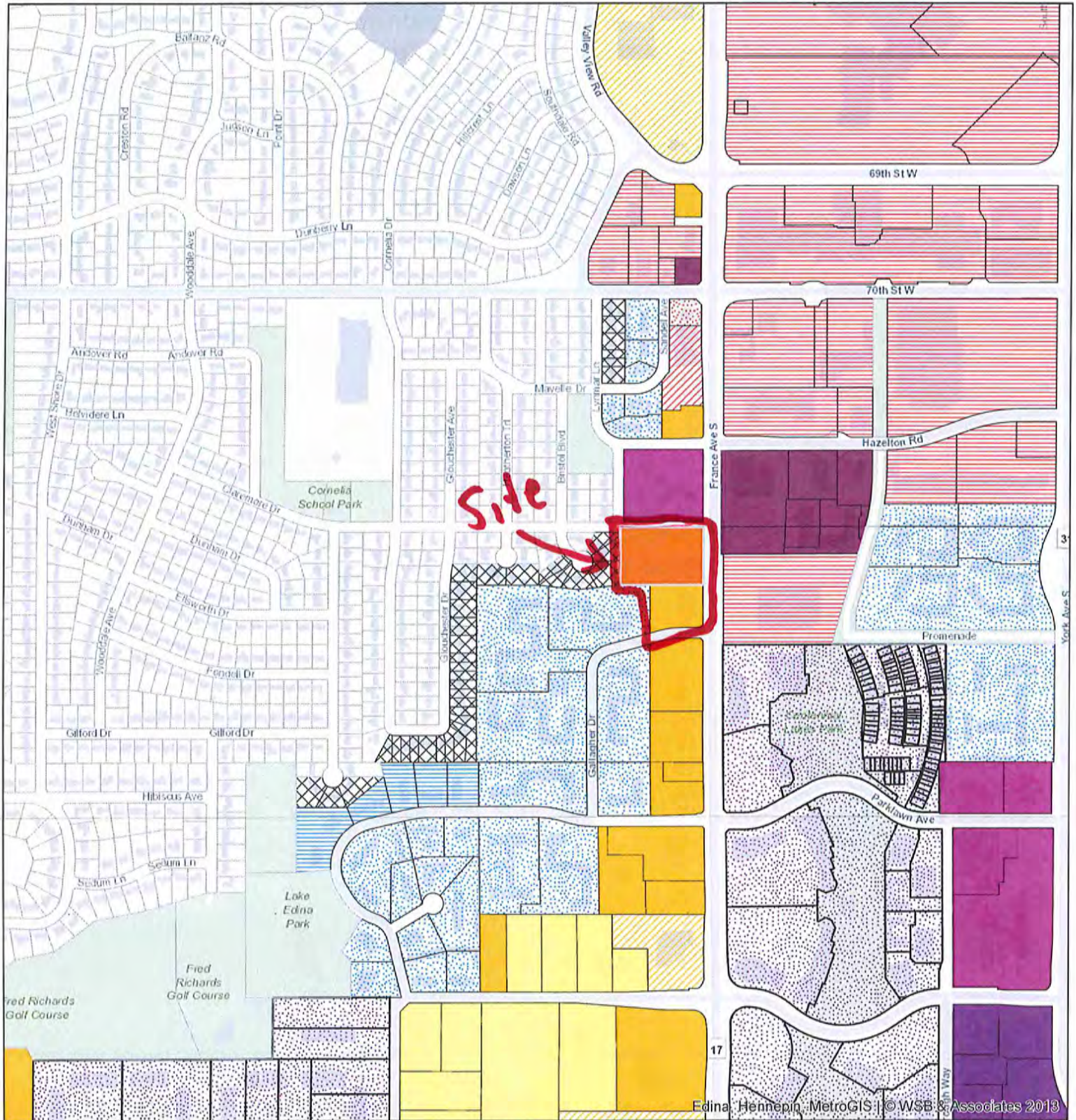
A2



August 23, 20  
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# Zoning



Edina, Hennepin, MetroGIS | © WSB & Associates 2013

1 in = 752 ft

## Zoning

	R-1		PRD-4		POD-1		PSR-4
	R-2		PRD-5		POD-2		MDD-4
	PRD-1		PCD-1		RMD		MDD-5
	PRD-2		PCD-2		PID		MDD-6
	PRD-3		PCD-3		PUD		
			PCD-4		APD		

A3

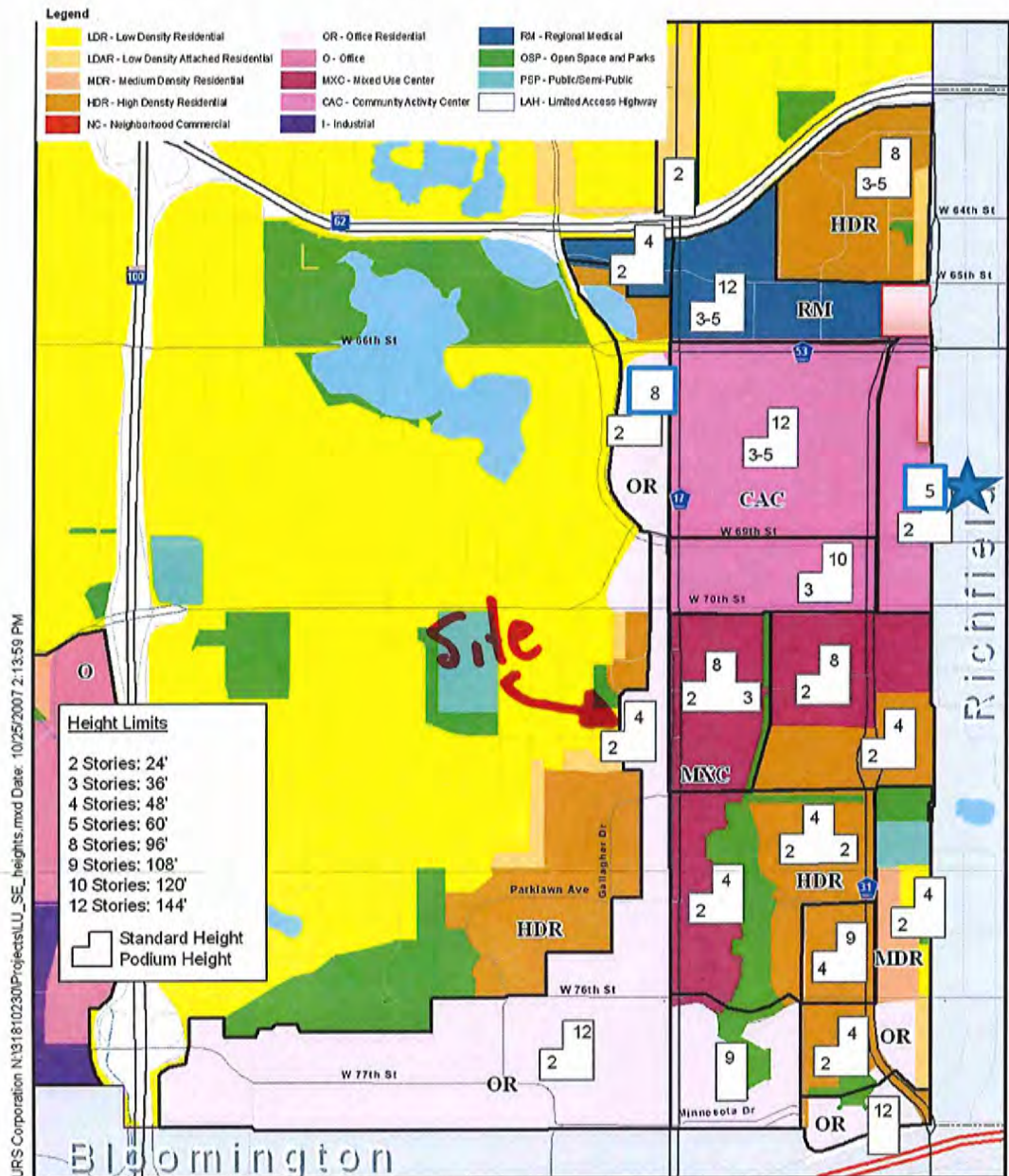


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August 23, 20  
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**Future Land Use Plan with  
Building Heights**  
Southeast Quadrant  
Figure 4.6B



**City of Edina**  
**2008 Comprehensive Plan Update**

Data Source: URS



\* Height may be increased to six stories & 75 feet if podium height is utilized on York and Xerxes subject to review and approval of the City Council.



0 0.5 Miles



August 9, 2017

RE: **Project Narrative**  
Crossroads Project  
7200 & 7250 France Avenue South  
Edina, MN 55435

The Crossroads masterplan includes two parcels on the west side of France Avenue at Gallagher, in the mid-point between Highway 62 and Interstate 494 in the core of Edina's Greater Southdale Area.

The first parcel (7200 France Avenue) is 3.51 acres (152,751 SF). This site is currently occupied by a small office building and a large area of surface parking to the west which will be demolished. The proposed improvements include a 3 to 6 story, approximately 121 to 161-unit, residential structure with a two-level, approximately 40,000 SF, Wellness Center (commercial uses).

The second parcel (7250 France Avenue) is 1.68 acres (73,079 SF). The site is currently occupied by a small office building and a two level parking structure to the west which will be demolished. The proposed improvements include a 14-story building with residential over retail of approximately 145 to 170 units plus 13,587 SF of retail.

A key feature of the project is a bike / pedestrian bridge over France Avenue connecting the subject site to the East of France Avenue. The project delivers a coordinated launch / landing for this future public infrastructure that would serve as the missing link to complete the Nine Mile Creek Bike trail and provide a critical connection for important Edina community nodes. The Nine Mile Creek Bike trail is a signature element of the Three Rivers Park District which connects Edina to over 27,000 acres of parks and trails across the western suburban Minneapolis/St. Paul metro area.

August 10, 2017

RE: **France Avenue Southdale Area Working Principles and Supporting Question Responses**  
Crossroads Project  
7200 & 7250 France Avenue South  
Edina, MN 55435

**Allow latitude to gain tangible and intangible outcomes aligned with the district principles.**

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

**Response:** The proposed development's (Crossroads) main contributions to the district are: (A) a distinct identity to the vicinity and public realm which is created by providing a critical mass of uses in a highly amenitized mixed-use project and (B) provides a coordinated launch/landing for a new public bike/pedestrian bridge that links other important nodes and infrastructure systems. The proposal achieves this identity through the strategic arrangement of massing, uses and proposed infrastructure which was formed with the highest level of sensitivity to the surrounding properties. This innovative proposal can provide a basis which will allow adjacent properties to achieve intangible outcomes in the future through the proposed density and connectivity of the Crossroads proposal.

*(2) How can the proposal move beyond the principles for the district?*

**Response:** With the proposed increase in density, mix-of-uses and connective link across France Avenue the proposal aims at not just improving connectivity in the Southdale vicinity but also improving connectivity across the greater metropolitan region.

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

**Response:** The bike bridge across France Avenue cannot be achieved by the project on its own. The bike/pedestrian bridge component of the project includes a broader range of stakeholders who should and need to be part of the development process. The bridge is proposed to be part of the Nine Mile Creek Regional Trail which is part of the Three Rivers Park system. In addition, France Avenue is a County Road and not a City road. All of these aspects are factors that demand more involvement from outside the project development team to ensure the best possible outcome for this component of the project.

*(4) What does the proposal offer as a way of balancing those outcomes provided by others?*

**Response:** In order to build a bike/pedestrian bridge across France Avenue, long ramps are needed at a 3% to 5% slope. The proposal offers the land for this to take place on either side of France Avenue for the bike/pedestrian bridge to drastically reduce impacts to the public way and surrounding properties. Currently there is no public way that exists on the East side of France Avenue for the bridge ramp, and there is very limited public way on the West side of France Avenue for the bridge ramp. The proposal views integrating this public piece of infrastructure with private development as an advantage to the vicinity and the Greater Southdale Area.



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

**Response:** Different massing alternatives were explored that focused on where to strategically and appropriately locate increased density. The proposal arrived at the current massing as a result of many factors which include: A) massing that was seen as the most sensitive to surrounding properties B) phasing that is achievable and minimally impacts the neighborhood during construction, and C) massing that displayed the appropriate scale and identity for the parcels.

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

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

**Response:** The proposal is currently in the Sketch Plan process that is aimed at inclusivity of input about materials and construction techniques. However, the materials palette will include stone at the podium level which is mandated by Edina Zoning code (36-579.3). The materials above the podium are foreseen as upgraded materials but not necessarily stone due to the height of where those materials would be applied. The structure is proposed at a height above 75' requires the structure to be Type I construction, which would be either steel or concrete for the portions above 75' by MN IBC Fire Code.

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

**Response:** We hope this project will be looked upon in 50 years as providing an important physical crossroads between key geographic nodes in Edina and improving access, safety, enjoyment and healthy mobility to the community. Also as an important psychological crossroads from an era of largely auto-centric patterns of development to a modern multi-modal perspective that fosters mixed-use suburban and highly amenitized environments better matched to the live, work, play preferences of existing and future Edina residents.

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

**Response:** The proposed project emphasizes human activity and a vibrant mixed-use environment in many ways: (A) the bike/pedestrian walkway is literally woven into the architectural massing, allowing those passing through to see all major facades of the project, the significant landscaped areas and dramatic view corridors to the project and from the project, (B) the passage of bicyclists and pedestrians across the bridge over France Avenue emphasizes human activity and adds vibrancy over an extended day and throughout the year, (C) the enhanced setbacks and wide pedestrian sidewalks mix residents, workers, visitors and passers-by in a safe, attractive and welcoming environment. Finally, the site lines to the bridge, from the bridge and approach ramps significantly enhance the public's view of the natural beauty of the area.

- (4) *In what ways does the proposal enhance the economic vibrancy of the district?*

**Response:** Currently the Southdale District is an economically vibrant district with a diverse amount of uses which make it stand out as a retail hub, regional medical center and thriving financial center. However, these uses are also currently segregated by parcel and do not connect or work with other properties fluidly. The Southdale Re-Visioning Plan Draft aims to change this with proposing to break down superblocks into a more walkable community. The Crossroads proposal aims at diversifying uses within particular parcels and allowing them to be connected fluidly to promote economic vibrancy. Multi-modal connectivity is the most significant contribution to make the vicinity not just economically vibrant but economically sustainable for the future.



*(5) How does the proposal adapt itself to changing economic opportunities of the community and the district?*

**Response:** The proposal lends itself to changing economic opportunities in the district in a couple of different ways. One is that retail has been placed in a limited proportion, and placed in certain spaces that could possibly convert to other uses in the future if the market demands. Second, the residential tower component of the project have been clearly sectioned off, so when that future phase gets built there is stronger demand to be a different use or have a portion be a different use, they may adjust to what Edina's market demands become. The existing office buildings on the site were designed solely to be office space and can only be office space. The Crossroads has flexible massing that has the potential to be more than residential on the upper floors if needed.

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

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

**Response:** Crossroads is an inherently connected, democratic and inter-dependent project that connects to and leverages the amenities, public investments and natural beauty of the area. It is the opposite of a self-contained, exclusive and private single-use project prevalent over past decades.

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

**Response:** The proposal displays interior streets for interior circulation that are intended to function efficiently and minimize added congestion to the adjacent streets. The bike/pedestrian bridge also plays a role in reduction of congestion to the surrounding infrastructure by providing a way to cross France Avenue safely without a car, using healthy and more environmentally sustainable modes. Finally, the dense mixed-use format enhances internal walking mobility among common uses, thus minimizing the need for auto trips elsewhere.

*(3) What elements of the proposal support infrastructure needs of adjacent or nearby sites?*

**Response:** The bike/pedestrian bridge is a key element of the proposal responding to needs of the nearby sites. The bike/pedestrian bridge provides an easy way to branch the residential neighborhood to the West of France Avenue to the Centennial Lakes development and the Edina Promenade. Currently, France Avenue is a barrier that is not easily crossed and divides a district. This connection fosters public safety, healthier modes of mobility, and more enjoyable pathways for individual and family leisure time. In addition, the scale of the project allows for more cost effective and environmentally sustainable solutions to groundwater drainage problems in the area.

*(4) Describe the infrastructure features of the proposal that are truly extraordinary by relating the performance of those features to current standards, requirements, or best practices.*

**Response:** The bike/pedestrian bridge weaving through the large endcap buildings provide an opportunity for connectivity as well as an element of innovation for the structuring of the public realm. Often bike and pedestrian amenities are requested for proposals similar to the Crossroads, however finding spaces for these amenities that are visible and identifiable to the public is not easy and amenities like bike shops, bike storage and bike lockers/showers are often put underground away from the public view. By making a bike bridge at the second level of the buildings, this creates a unique opportunity to have the types of amenities at the second level in an identifiable location directly in the view of the public realm and directly adjacent to the people who use them.

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

**Response:** The proposal relies on two vehicular access points to the development. One access along Gallagher Drive which is existing and one access along France Avenue which would be right in, right out.

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

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

**Response:** The features and amenities that lend to the public realm are; increased setbacks off of the surrounding public ways; bike/pedestrian bridge; added greenspace on site 2; and the inclusion of a wellness center factor to the development which is intended to improve the quality of life for the resident on and off the site in the vicinity.

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

**Response:** The proposal has a number of features intended to enhance the public realm:

1. Bike bridge connection across France Avenue.
2. Addition of public space (linear plaza) along the West side of France Avenue.
3. Addition of smaller scale public spaces along Gallagher Drive and 72<sup>nd</sup> on the West side of France Avenue that help transition to the residential neighborhood to the West.

Currently, most of the site in the proposal is surface parking or sunken green space that is not functionally usable to the public.

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

**Response:** The bike/pedestrian bridge proposed is not only for the benefit of this site alone. The bike/pedestrian bridge proposed would be part of the Nine Mile Creek Regional Trail that connects the whole Three Rivers Park system which covers 5 counties as well as connections to other trail and transit stops.

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

**Response:** The bike/pedestrian bridge is a direct response to the safety of bicyclist and pedestrians that attempt to cross France Avenue. Interior circulation has also been organized through locations of parking entries to ensure pedestrian safety and friendliness within the site.

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

*(1) How does the proposal relate in terms of scale to its neighbors?*

**Response:** The the massing has been delicately arranged to provide density and height at the most appropriate location in the Southeast portion of the site and step down considerably to three floors toward the residential neighborhood to the west in order to provide a true transition of zoning in the vicinity.

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



**Response:** The proposal utilizes the portions of the site that are not buildings or parking for public use. Open space along France Avenue has been utilized for activities such as outdoor dining or art displays to take place and smaller scale open space along Gallagher and 72<sup>nd</sup> has been utilized too for smaller scale activities and green space. Also, in order to preserve the existing tree grove that exists today and to provide a buffer to help the transition of zones there is a seventy-foot wide space between the proposed building and the adjacent residential neighborhood.

*(3) How does the proposal interact with its neighbors?*

**Response:** Along the northwest border of the proposed development there is a seventy-foot wide tree grove buffer. On the southwest border the development has an interior street that faces a surface parking lot on the adjacent property to the West.

*(4) Describe the zones of activity created by the proposal and compare those areas to zones of activity on adjacent and nearby sites.*

**Response:** There are multiple zones of activity in the proposal. The largest public zone of activity is a linear plaza along France Avenue which is created by a 50 foot setback from France. This linear plaza expands wider on the south end adjacent to the proposed 14-story tower. From the South end the linear plaza is connected across France visually and functionally by the bike bridge.

In addition to this, there is a private interior courtyard that is an active area which is secluded from the adjacent properties by the proposed building that surround it. Off-site the Centennial Lakes Park and Edina Promenade are the only nearby zones of activity which the development proposes to connect and fluidly link together by the proposed bike bridge.

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

*(1) How does this proposal enhance key elements of environmental health (air, water, noise, habitat)?*

**Response:** We will be carbon footprinting this project and focusing on areas where we can reduce the carbon impact of both the construction and ongoing operations of the building below what is standard practice in the market today. This will be accomplished through collaborating with groups doing work with better building materials (which will also improve indoor air quality for those inhabiting the building), as well as pursuing a comprehensive approach to reduce energy and potable water consumption through investing in higher quality building systems and renewable energy sources. The proposal will also take a holistic approach to the existing storm water problem that integrates both green infrastructure with traditional grey infrastructure in order to improve water quality that flows back into Edina's wetlands.

Placing more density along France Avenue will help shield noise to existing residential neighborhoods and the project's own interior courtyard. The tree grove on the west side of Site 1 will be preserved in order to provide a buffer between the development and the existing neighborhood and maintain that natural feature. At the same time, we will be adding greenspace to the overall site and will focus on selecting native species and create several pollinator habitats in order to shift this previously developed site back to more permeable surfaces and adding new habitat space.

*(2) How does proposal mitigate any negative impacts on environmental health on its own site?*

**Response:** The largest negative environmental impact to the site is France Avenue, which is 7-8 lanes in this portion and access to the site is essentially car-oriented. The proposal mitigates this impact in a number of different ways. One is by providing a greater setback along France Avenue of 50 feet. This wider space will be partially used to provide more greenery and street trees along France to create a better environment. Then the proposal seeks to increase density and height along France Avenue with the ground floor on France used for a Wellness Center and Retail so no residential space is on the ground level and only a small amount on



the second level, further separating residents from the car traffic. The enhancements to the public greenspace and the major pedestrian/bike connection over France will catalyze a shift away from the car-only access that existed on the site previously by encouraging more local trips by foot/bike and greater physical activity.

*(3) How does proposal provide for a healthful environment beyond the current condition?*

**Response:** The majority of the existing site is parking. The proposal seeks to move this parking underground so that the site can be used for a greener, more human-centric public realm. At the same time, we are using the principles of Well Design, LEED and Active Design Guidelines to create new buildings that challenge the status quo in terms of their environmental performance and positive impact on human health. By focusing on this from Day 1 of the project we hope to set a higher bar for projects to come that will continue to accelerate the advancement of Edina towards an ever-healthier place to live.

*(4) Describe ways in which human health needs are advanced by the proposal.*

**Response:** One innovative contribution this proposal makes to human health is providing a 40,000 SF Wellness Center within the development. Many developments focus on recreational amenities for residents, however this proposal suggests wellness is bigger than just access to recreational facilities. This is partially possible because the Southdale area is recognized as a medical hub and an asset to the surrounding communities. The proposal also seeks to utilize best practices regarding Red List building materials (ie: materials with components known to be harmful to human health), indoor air quality standards and reduce energy and water consumption below the baseline of comparable buildings, contributing to a healthier overall environment. In addition, as mentioned above, the Active Design Guidelines will be influencing the overall project design to encourage more physical activity by those that interact with the proposed project.

#### **Embrace purposeful innovation aimed at identified and anticipated problems.**

*(1) Identify the problems posed by the proposal or the district requiring innovative solutions and describe the ways in which the proposal responds?*

**Response:** The most significant problem of the District is the nearly unmanageable barrier and boundary created by France Avenue. The sociological issue that barriers present is that one side often becomes good and the other side becomes bad by default through time. The proposal of a bike bridge attempts to solve this sociological issue while providing other innovative solutions that benefit the overall vicinity. Besides the connective quality of this component, the bike bridge proposed will be fully integrated with the architecture to provide opportunities that may not be possible without it. One example of this is second floor active uses. Currently, second floor retail often doesn't have a place in the suburban market. However, with a bike bridge at a second level the opportunity could exist not just for retail but amenities that directly serve the people that use it while allowing these spaces to be highly visible to the public.

*(2) Describe the metrics to be used to compare the innovations posed by the proposal.*

**Response:** With the proposed innovative bike bridge, metric can be defined in many different realms. One would be the success of retail within the site and outside the site which the bridge connects. Another metric would be ridership and pedestrian use of the bridge which may not easily be measured directly, but would be reflected in full occupancy of the project or a future demand to build more upon the proposed bike infrastructure. The Wellness Center is another innovative component of the project that may be measured by the demographic that decides to live in the development.

*(3) For those solutions posed by the proposal as innovative, describe how they might become "best practices" for the district.*

**Response:** This proposal provides an innovative solution of providing a Wellness factor to a large scale residential development in order to improve quality of life. In the future, inclusion of wellness in a



development may be a "best practice". However, this could branch to include more that contribute to quality of life. Beyond wellness other factors could include things such as educational elements that would be a necessity to a successful largescale development.

*(4) Describe innovations in systems and aesthetics and the ways in which systems and aesthetics for integrated solutions.*

**Response:** As stated previously, the bike bridge is the most innovative solution of the proposal. Aesthetically the bridge was intended to be fully integrated with the architecture at areas of the development that have the highest density and height for the purpose of creating real identity to the vicinity and district. A negative outcome of the proposal would be if the bridge was built and is not identifiable or is underutilized because nobody knows it exists. The basic massing for this sketch plan proposal aims at planning the site properly to achieve the best position for the bike bridge to be aesthetically pleasing and highly recognizable to the district and the overall metropolitan region.

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

**Response:** Of research done to date there has not been a bike bridge that has been fully integrated with the architecture which travels through the building (in the state, country or world). This may be the first of its kind, to provide bike circulation within a building.

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

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

**Response:** This vicinity of the Southdale Area has traditionally been strong from a retail stand point. Providing more density in the vicinity will complement the existing retail uses. Other than retail Edina has developed the Promenade as a significant public space. The added density to the vicinity of the Edina Promenade and Centennial Lakes will also compliment this component of the Edina Southdale neighborhood. Lastly, the existing transit stops along France Avenue will be enhanced by the added density, which will also increase ridership of the present transit lines.

*(2) Describe the proposal in terms of "come to" and/or "stay at" places.*

**Response:** Come to live. Come to shop. Come to be healed. Stay to shop. Stay to eat and drink. Stay to walk. Stay to ride.

*(3) What adjacent or nearby "come to" or "stay at" places does the proposal rely on for vitality?*

**Response:** The other "come to" or "stay at" places that the proposal relies on are the Edina Promenade, Centennial Lakes Park and the nearby Grocery store as well as other retail in the vicinity.

*(4) Demonstrate the flows of activity generated by the site during a typical weekday and weekend day.*

**Response:** Weekday – Work/Shop/Drink/Dine/Walk/Stay/Heal/Ride  
Weekend – Shop/Drink/Dine/Walk/Stay/Ride

*(5) In what ways does the proposal interact with surrounding sites to encourage an engaging public realm?*

**Response:** The proposal encourages engagement of the public realm through connectivity of public realm elements in the district and increased usable greenspace and open space on the parcels by significantly reducing surface parking.

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

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

**Response:** The major economic contribution that the proposal makes to the district is connectivity and added density. Places of business cannot be economically stable if people can't get there or live there.

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

**Response:** This proposal along with the Southdale Re-Visioning plan set up a framework that other nearby sites, such as the Macy's site can build from and take advantage of. The current state of many of the surrounding sites along France Avenue are underutilized.

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

**Response:** There are no features in the district that limit the potential of this proposal. This proposal aims at solving issues with those obstacles and not letting them limit the potential of the development, even in terms of affordable housing which will be included.

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

**Response:** The proposal is best situated because of the natural advantages already set up in the vicinity which are; proximity to transit, proximity to retail and services, proximity to public spaces, proximity to the Nine Mile Creek Regional Trail and being located within a sought-after school district.

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

**Response:** The proposal is only a small portion of the overall Southdale Area. However, this proposal seeks to provide a basic foundation of identity, density and connectivity that will have everlasting positive effects on the district and community that can spur positive nearby development and progress of Edina.



# Crossroads

7200 & 7250 France Avenue South  
Edina, MN 55435



City of Edina Sketch Plan Submittal  
08.11.2017

**EG**CAPITAL

**DJR**  
ARCHITECTURE INC.



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Aerial View Looking South

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## Owner/Developers

**EGCAPITAL**

## Design Team

**DJR** Architect  
333 Washington Avenue N, Suite 210  
ARCHITECTURE INC. Minneapolis, MN 55401

**CONFLUENCE** Landscape Architect  
530 N N 3rd St, Suite 120  
LANDSCAPE ARCHITECTURE ( URBAN DESIGN ) PLANNING Minneapolis, MN 55401

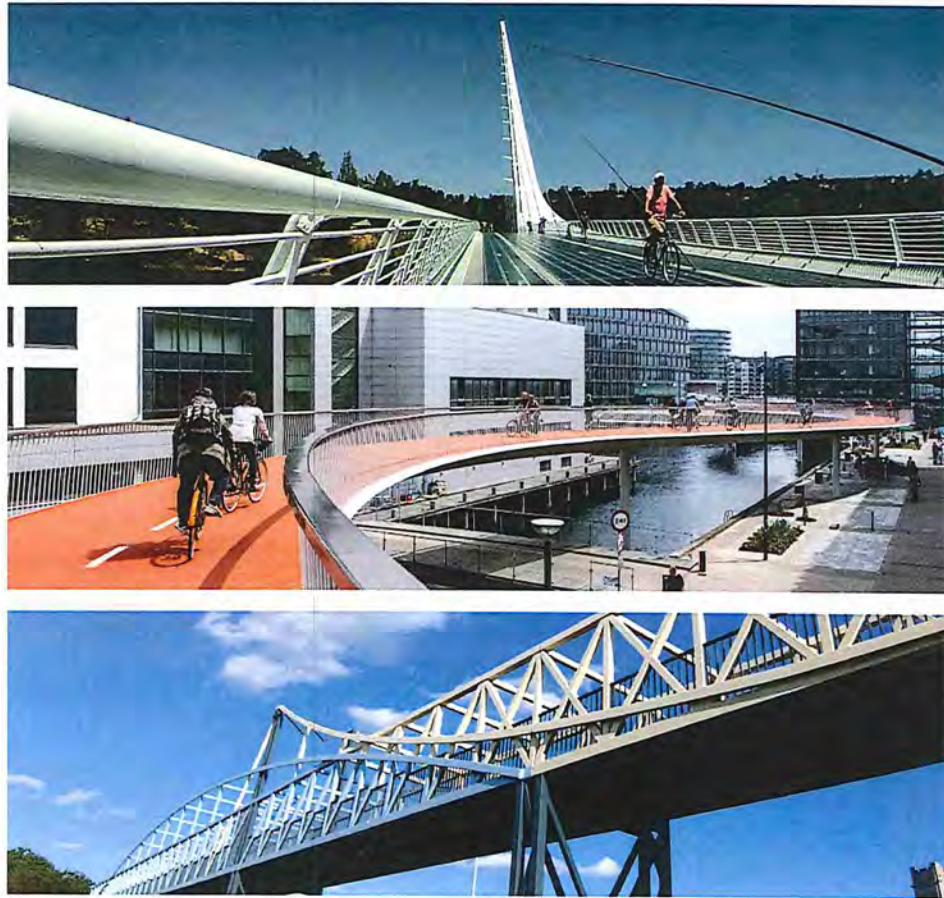
**CivilSite** Civil Engineer  
4931 West 35th St, Suite 200,  
St Louis Park, MN 55416



## A Key Crossroads

### From

- Low density
- Separated building uses
- Car-dependent
- Inefficient
- Exclusive and isolating

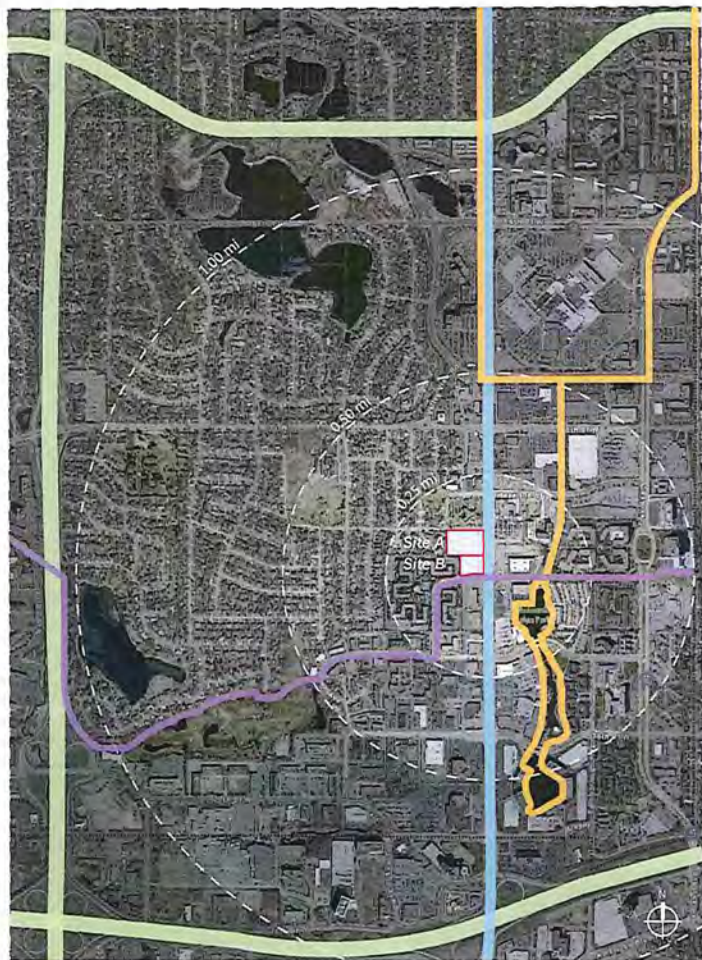


### To

- Sensible higher density
- Mixed-use, "total lifestyle"
- Highly mobile; walking, biking, driving (and being driven)
- Inclusive and connecting
- Sustainable and connected to nature
- A next step for existing residents to move to...
- ... and new residents to join the Edina community



## Vicinity Map



Vicinity Map



France Avenue Looking North



France Avenue Looking South



W 72nd Street Looking North



Gallagher Drive Looking West

## Site Description

The project site is composed two parcels along France Avenue South:

**Site A** is the 7200 France Ave South on the west side of France Avenue S which is 152,751 sf/3.51 ac and is currently occupied by a blighted office building with surface parking and a natural tree grove to the west.

**Site B** is the 7250 France Ave South on the west side of France Avenue S which is 73,079 sf/1.68 ac and is currently occupied by a blighted office building and two level parking structure.

The project comprises the 'missing link' in an extensive network of bicycle infrastructure, pedestrian walkways and vehicular access points, as well as a center point in Edina's primary commercial corridor between Highway 62 (Crosstown) on the north and Interstate 494 to the south.

## Key

- Site
- 9-mi Creek Regional Trail
- Edina Promenade/Bikepath
- France Ave S
- Hwy. 100 & 62; I-494



## Current Site Conditions



1. France Avenue Looking South



3. Existing Surface Parking on Site 1



5. Existing Building on Site 1



2. Existing Building on Site 1



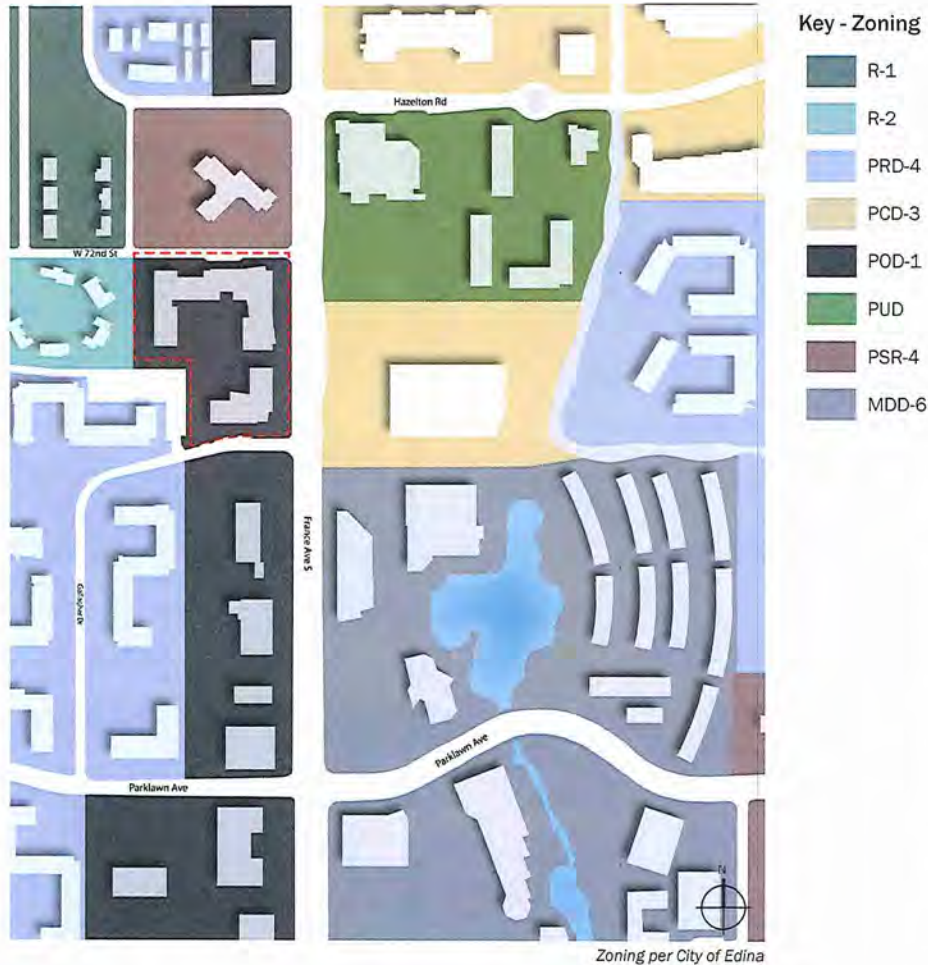
4. Existing Parking Structure on Site 1



6. France Avenue Looking North



## Site Analysis- Zoning



## Relevant Codes per City of Edina

### Sec. 36-578 (POD District)

- (1) Maximum building coverage: 30 percent of the tract.
- (2) Maximum floor area ratio: 0.5 percent of the tract.
- (3) Setbacks shall be measured from the boundary of the tract:
  - Front Street: 35 feet\*
  - Side Street: 35 feet\*
  - Interior Side Yard: 20 feet\*
  - Rear Yard: 20 feet\*
- (4) Maximum Building Height
  - POD-1: HOD-4, 4 stories or 48', whichever is less

### Sec. 36-579 Special Requirements

In addition to the general requirements described in article XII, division 2 of this chapter, the following special requirements shall apply:

- (1) Increased setbacks. The front street or side street setback shall be increased to not less than 50 feet when the principal use is located across the street from an R-1 district used for residential purposes. When the Planned Office District is an integral part of either a Planned Industrial District or a Planned Commercial District, the front street setback and the side street setback shall be not less than those prescribed for the major district.
- (2) Proximity to R-1 district. The following minimum distance shall be provided between the closest point of the office building closest to an R-1 district and the nearest lot line of an R-1 district used for residential purposes:
  - 5-6 stories - Twice the building height of the office building
  - 7-8 stories - Four times the building height of the office building
  - 9 or more stories - Six times the building height of the office building
- (3) Building design and construction. In addition to other restrictions of this section and article III of chapter 10, the use, construction, alteration or enlargement of any building or structure within the Planned Office District shall meet the following standards:
  - a. All exterior wall finishes on any building shall be one or a combination of the following:
    1. Face brick;
    2. Natural stone;

### Sec. 36-579 (cont.)

3. Specially designed precast concrete units, if the surfaces have been integrally treated with an applied decorative material or texture;
4. Factory fabricated and finished metal framed panel construction, if the panel materials are any of those noted in subsections (3)a.1 through 3 of this section; or
5. Glass or prefinished metal (other than unpainted galvanized iron).
- b. All subsequent additions, exterior alterations and accessory buildings constructed after the erection of an original building shall be constructed of materials comparable to those used in the original construction and shall be designed in a manner conforming to the original architectural design and general appearance.



## Site Analysis- Land Use



### Key - Usage

- Single-Family
- Duplex
- Multi-Family
- Mixed-Use
- Retail
- Office
- Senior Living

## France Avenue Southdale Area Working Principles

- Give-to-Get; Plan & Process** Allow latitude to gain tangible and intangible outcomes aligned with the district principles.
- Edina Cultural Preferences; Identity** Advance quality through thoughtful and artful design of buildings and publicly accessible spaces, highlighted human activity, and enhanced economic vibrancy.
- District Function** Look beyond baseline utilitarian functions of a single site to create mutually supportive and forward-looking infrastructure sustaining the district.
- Comprehensive Connections; Movement** Foster a logical, safe, inviting and expansive public realm facilitating movement of people within and to the district.
- Site Design; Transitions** Encourage parcel-appropriate intensities promoting harmonious and interactive relationships without "leftover" spaces on sites.
- Health** Advance human and environmental health as the public and private realms evolves.
- Innovation** Embrace purposeful innovation aimed at identified and anticipated problems.
- Land Use; Live-able Precincts** Promote well-balanced aggregations of "come to" and "stay at" places focused on human activity and linked to an engaging public realm.
- Economic Vitality** Ensure every component contributes to the sustained economic vitality of the district and the community.

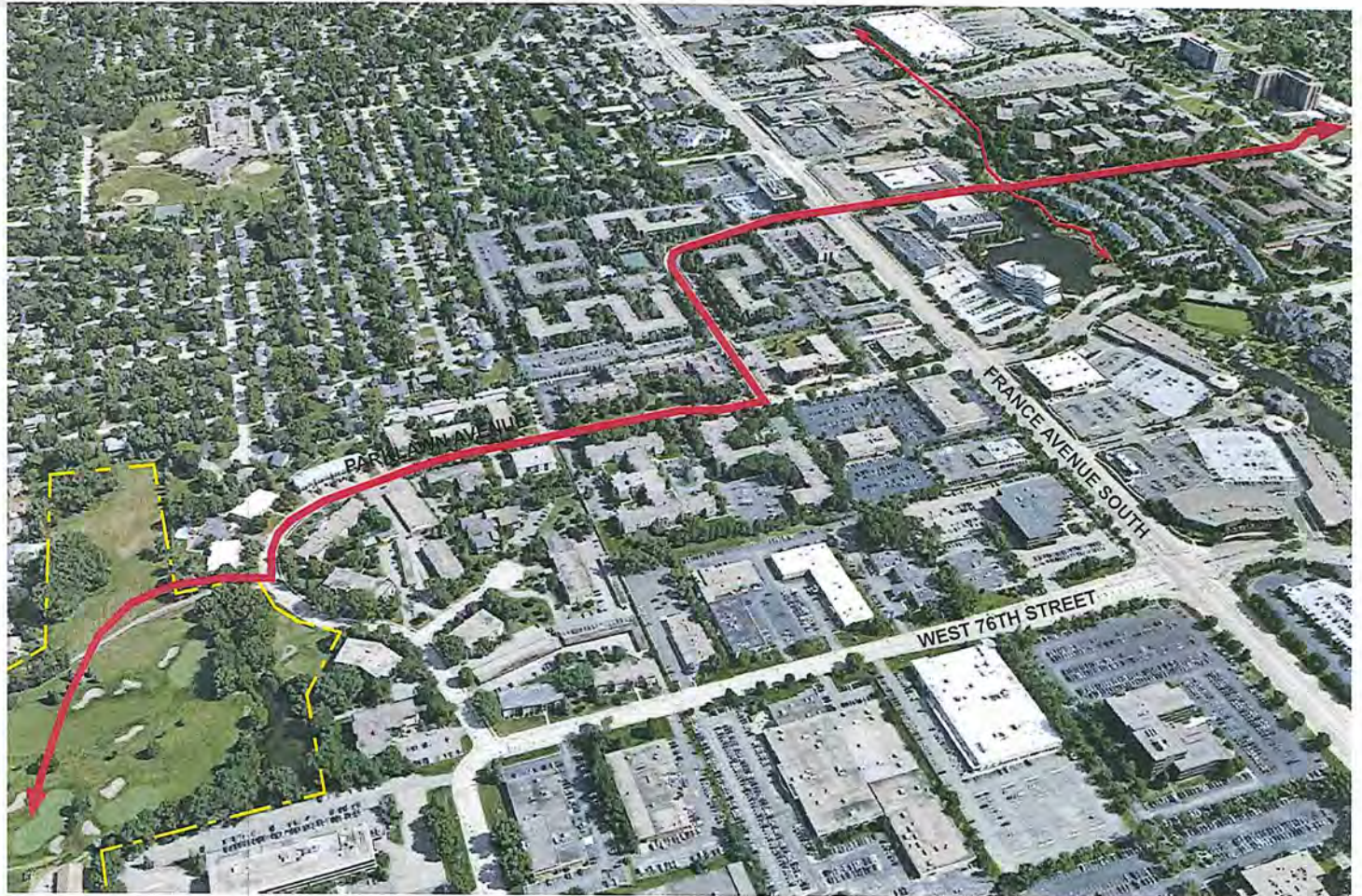


## Bike Paths

### Nine Mile Creek Regional Trail

The Nine Mile Creek Regional Trail meanders past its namesake creek, and through the wetlands and woodlands of the Edina area including the newly masterplanned Fred Richards Park. When complete, the trail will travel from Hopkins through Edina and Richfield, connecting to the Nokomis-Minnesota River Regional Trail in Richfield and the Minnesota River Bluffs LRT Regional Trail in Hopkins.

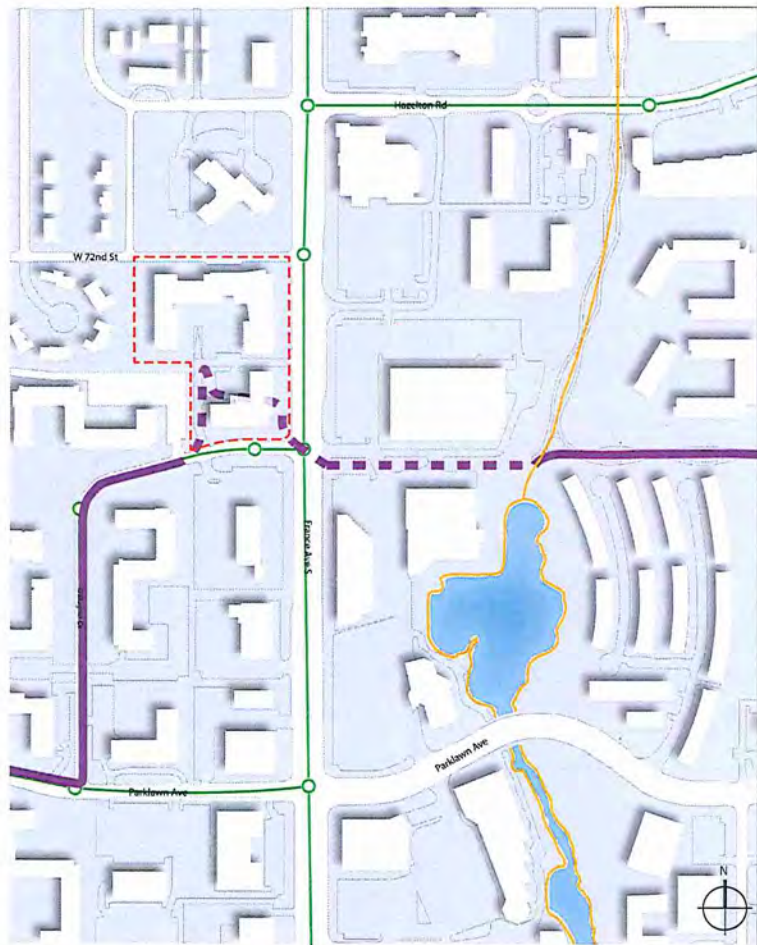
The Trail will extend 15.3 miles when complete. The sizes occupy a key crossroads for this regional infrastructure and provide an opportunity to create a signature landmark for the Edina community.



Nine Mile Creek Bike Trail in Southdale Area



## Nine-Mile Creek Regional Trail



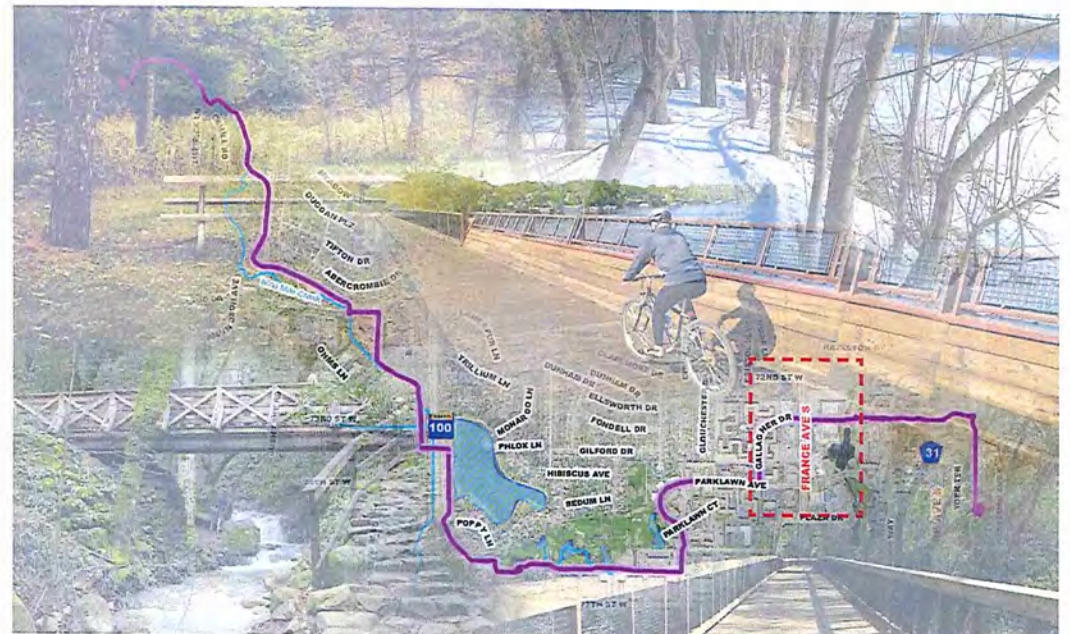
Trail at intersection of France and Gallagher

### Key

- Nine Mile Creek Regional Trail
- Bike Route
- Bus Line
- Bus Station



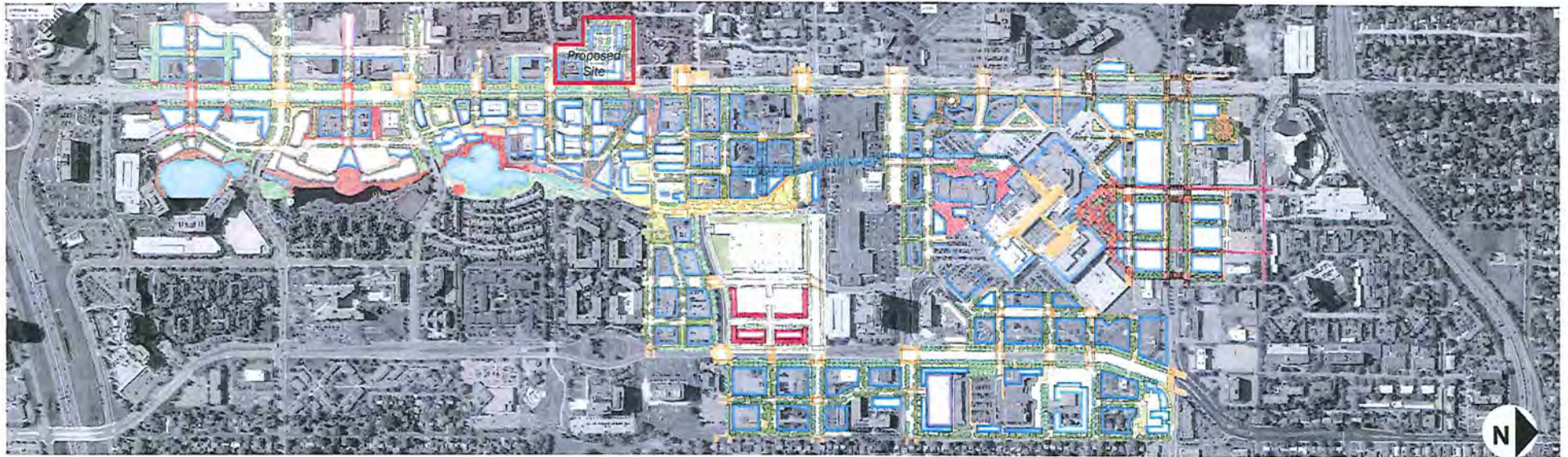
Current Investment - Bridge spanning Hwy. 100 north of Interstate 494 (finished)



Nine Mile Creek Regional Trail, Edina East Sec. - Three Rivers Park District



## Sketch Vision



Sketch Vision from Southdale Study (2016)

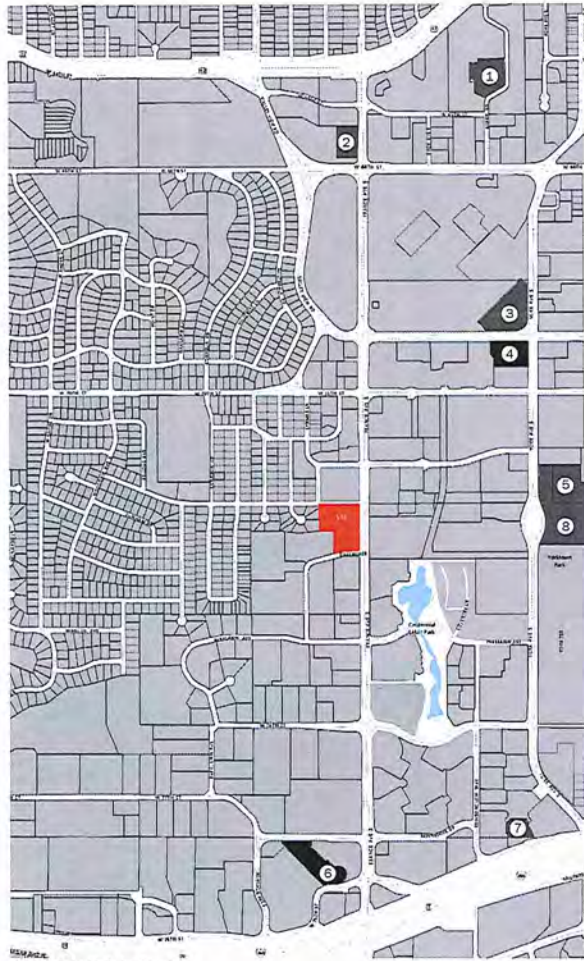
### Edina Southdale Re-visioning Plan:

- Build upon existing assets
- Improve access
- Walkable
- Human-scaled
- Architecturally varied
- Mixed-use
- Family friendly
- Green
- Summer city
- Winter city
- Connected
- A destination

\*from dated March 18th, 2016



## Southdale Height Study



Southdale Height Study

### Key

- >200 ft
- 100-200 ft
- <100 ft



1. The Edina Towers: 154 ft



2. Point of France: 130 ft



3. One Southdale Place: 115 ft



4. The Westin Edina Galleria: 215 ft



5. The Durham: 118 ft



6. Minnesota Center: 207 ft



7. Brookdale Edina: 190 ft



8. Yorktown Continental: 105 ft

## Panorama- 7200&7250 France Ave

### 1. West View from France Ave



### 2. East View from France Ave





## Panorama- 7200&7250 France Ave

### 3. North View from Gallagher Dr



### 4. South View from Gallagher Dr



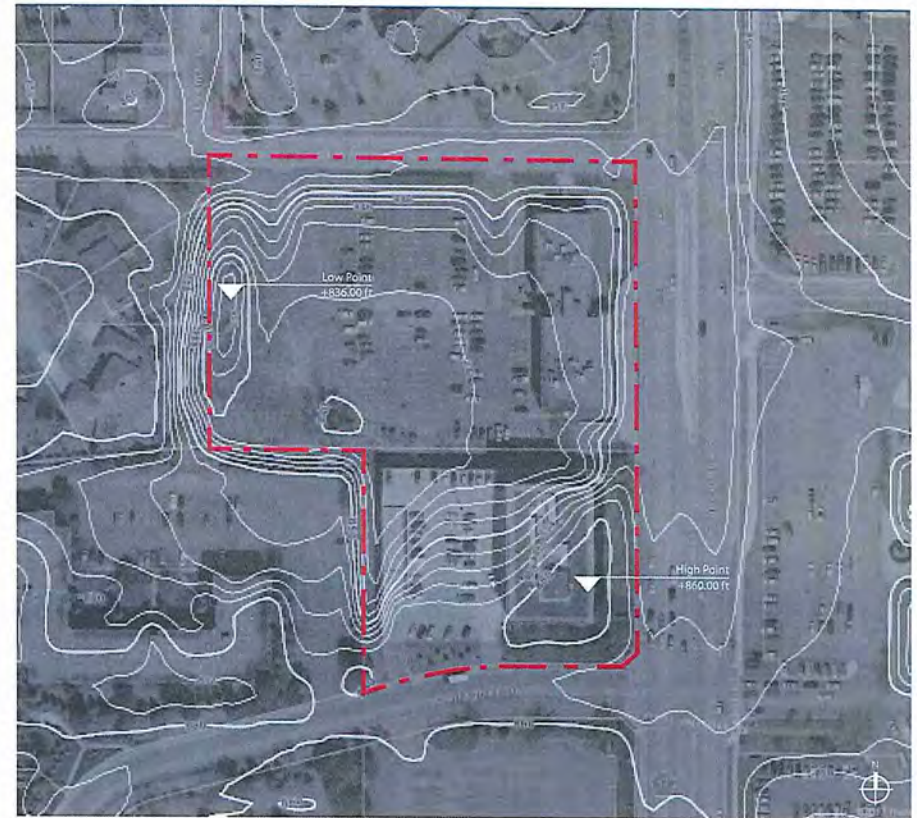
A26

## Topography

### Existing Topography

#### 7200 & 7250 France Avenue S

Site 1 is located west to the South France Ave and in between the West 72nd St and the Gallagher Dr. There is a 24-foot elevation difference from the high point of the site to the low point of the site which provides suitable conditions for underground parking.



Topography @ 2' contours from Hennepin County GIS



# Size Comparison

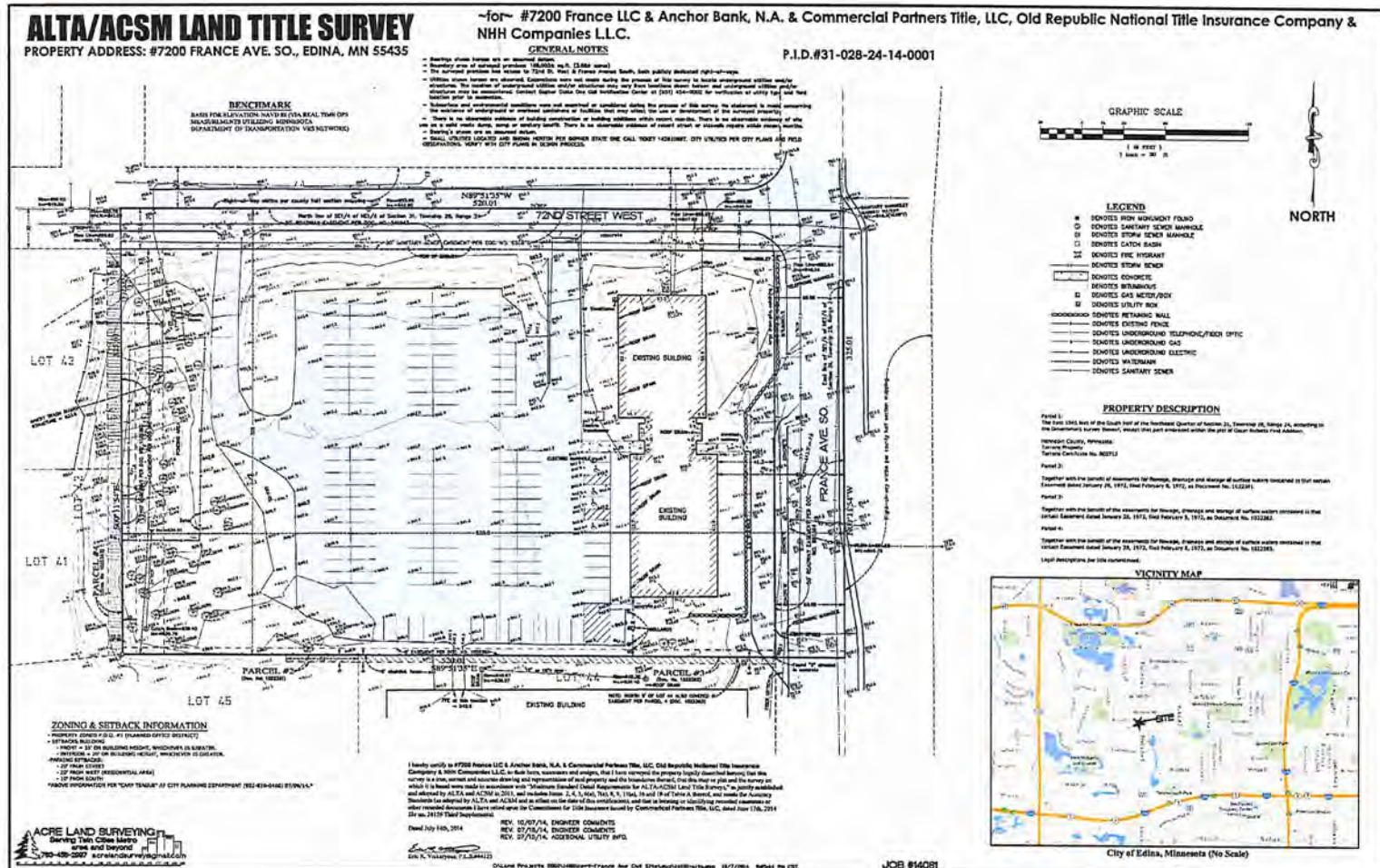


7200/7250 France Avenue Total Area: 225,831 sf/ 5.18 ac



One Southdale Place Total Area: 222,919 sf/ 5.12 ac



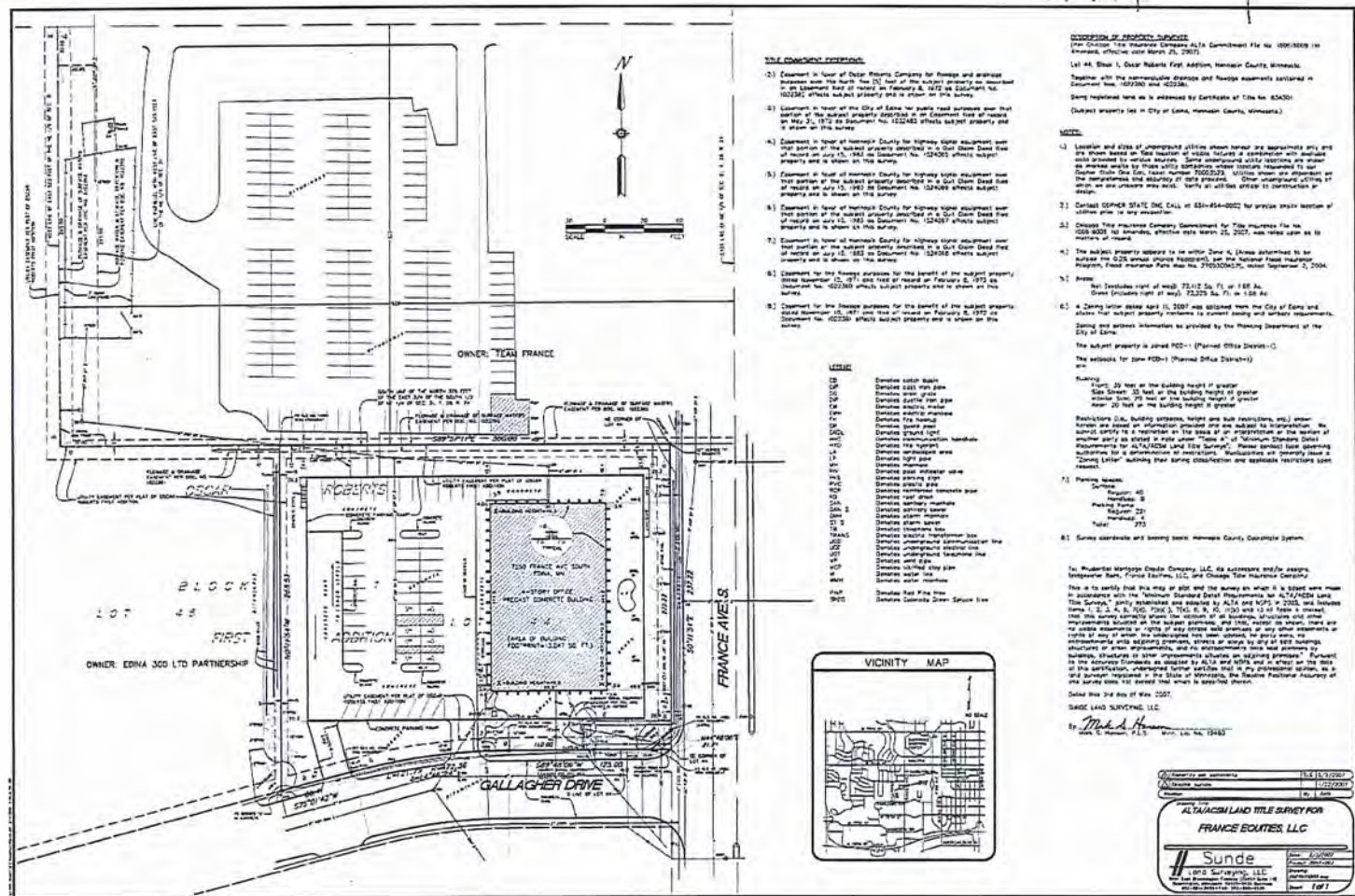


Survey-2008

A29



Survey - 7250 France Avenue South

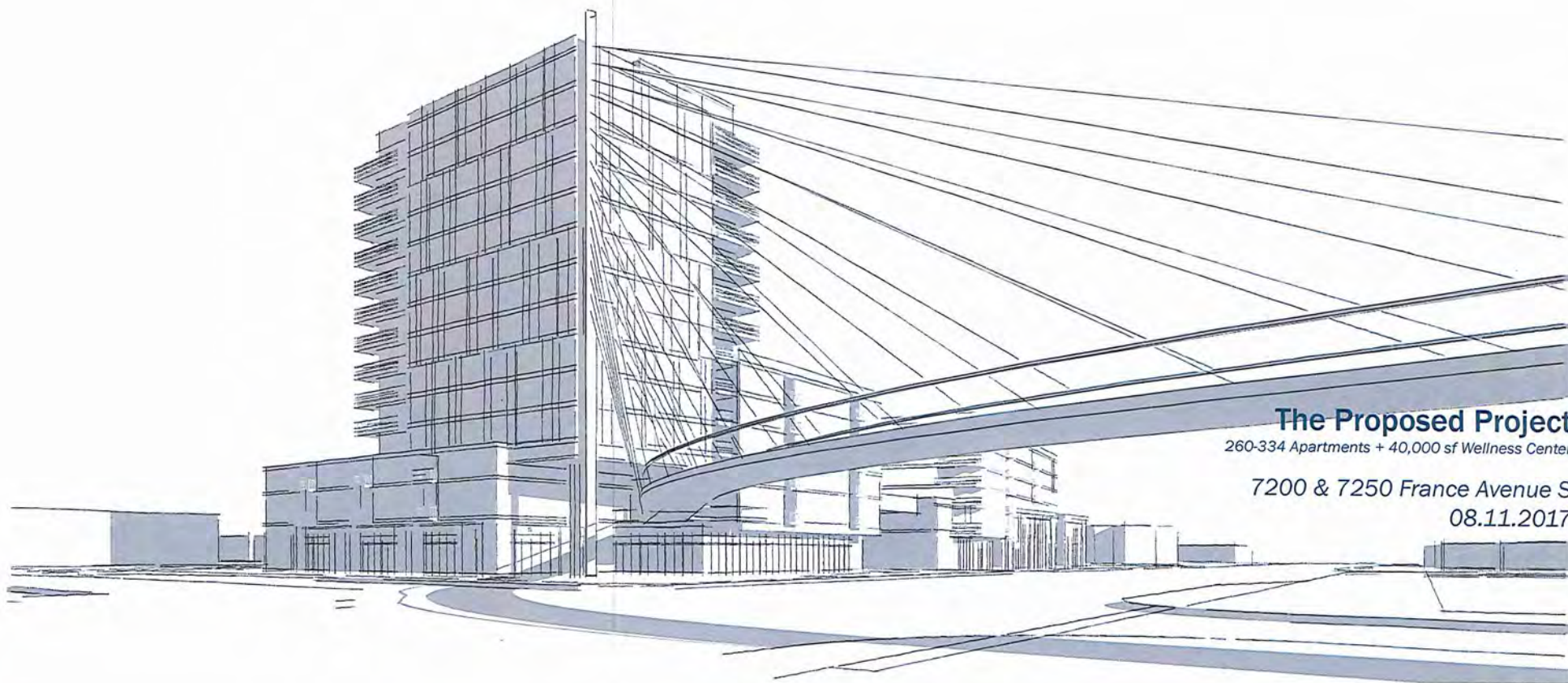


Survey-2007

Crossroads, Edina  
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A36



## The Proposed Project

260-334 Apartments + 40,000 sf Wellness Center

7200 & 7250 France Avenue S

08.11.2017



Overall Perspective 1



Rendering viewing West across France Avenue



Overall Perspective 2



Rendering viewing North on France Avenue

Crossroads, Edina  
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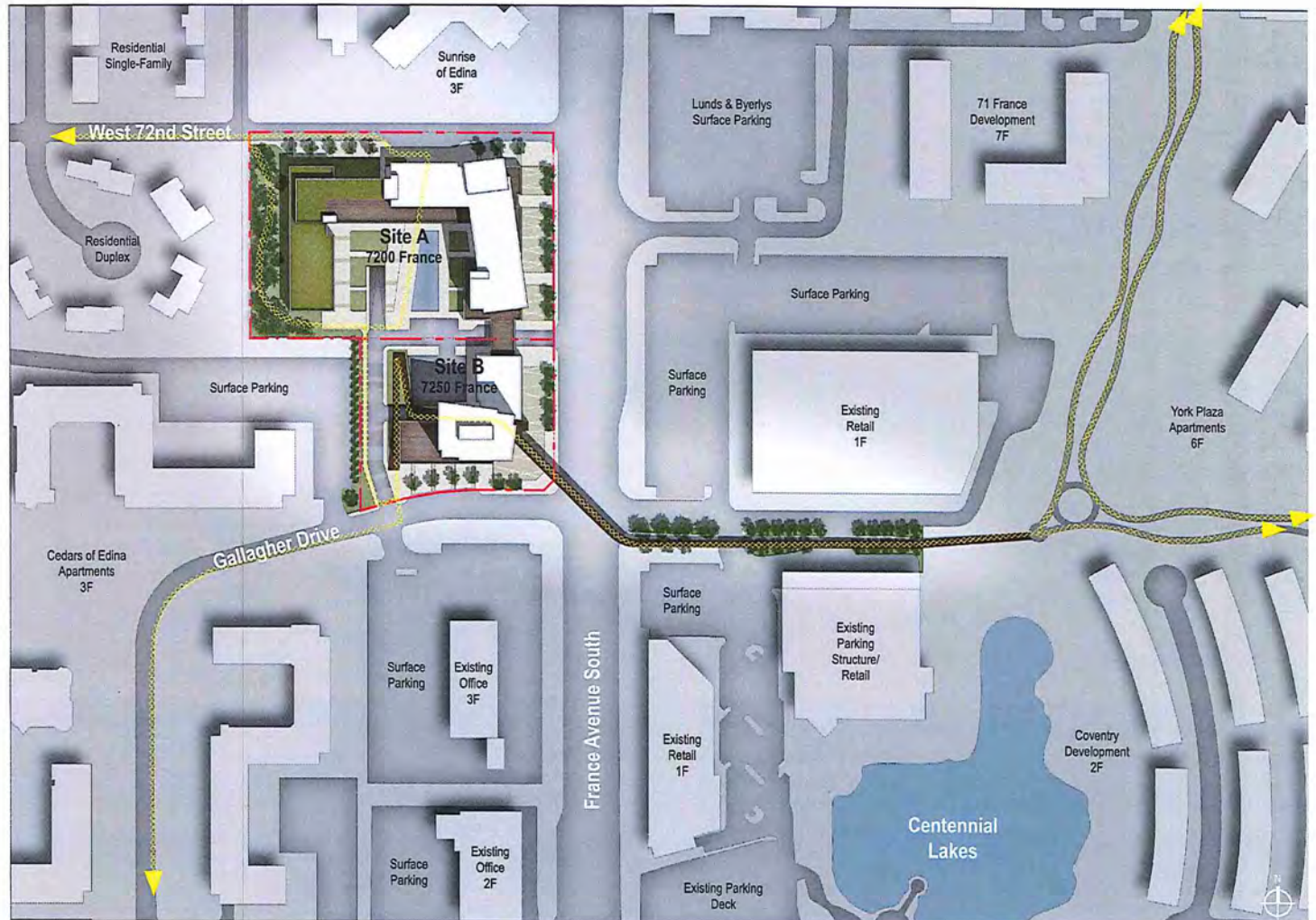
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## Overall Masterplan

### Crossroads

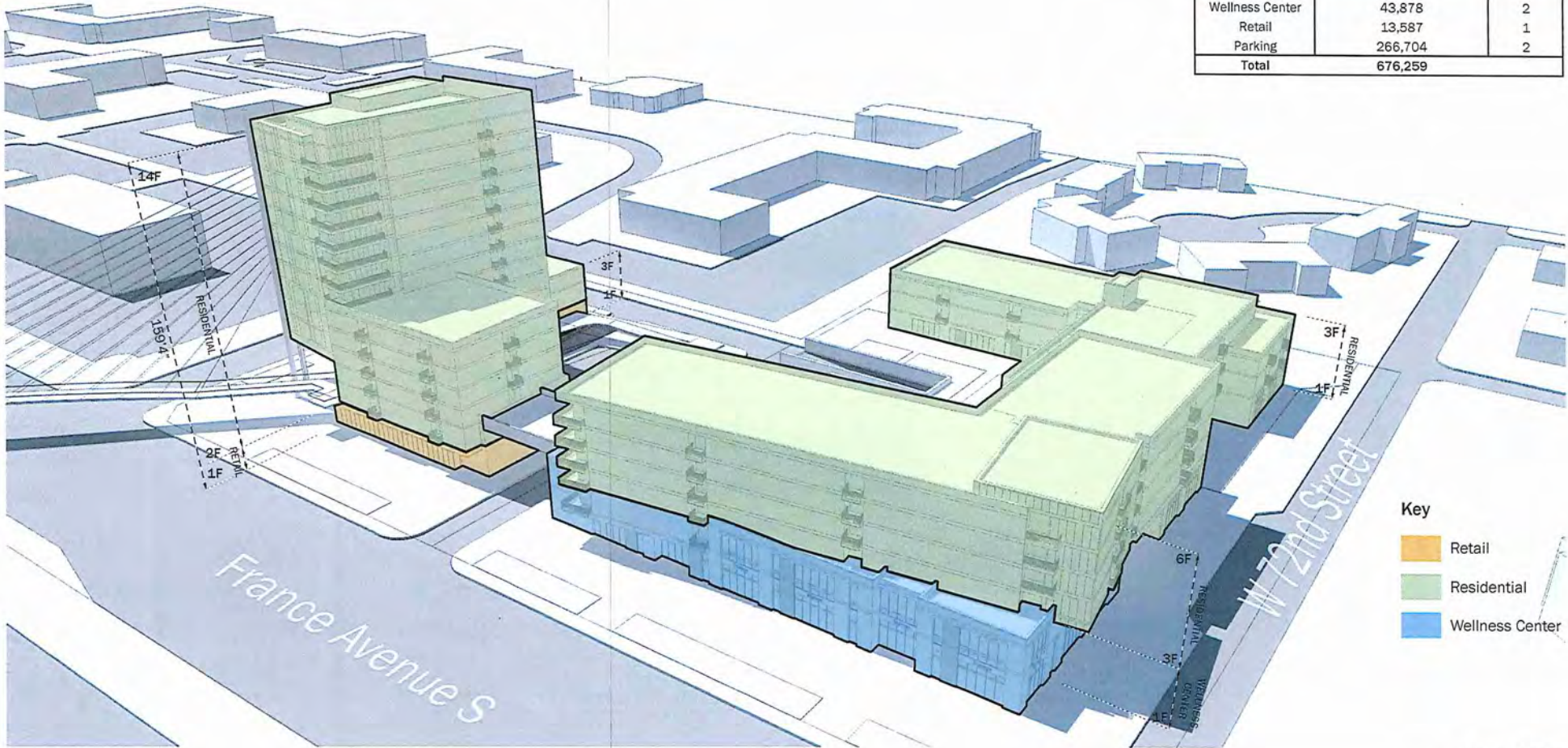
The concept of Crossroads is to place increased density at appropriate locations within the Southdale Area and provide the vital links between the neighborhoods that allow the density to fit within the urban fabric correctly. To provide that vital link is a proposed Bike Bridge over France Avenue which would be part of the Nine Mile Creek Bike Trail and Three Rivers Park System. The link would connect Edina, west of France to the Greater Southdale Area and the continuation of the Nine Mile Creek Bike Trail through Richfield.



Overall Masterplan



Stacking Diagram



Overall Summary

	Proposed (GSF)	Floors
Residential	352,090	14
Wellness Center	43,878	2
Retail	13,587	1
Parking	266,704	2
Total	676,259	

A35



## Summary - Site Data

### Site A Data

PID: 3102824140001  
 Address: 7200 France Avenue S.  
 Area: 152,751 SF (3.51 acres)  
 Zoning: POD-1  
 FAR: 0.5  
 Height Overlay: HOD-4, 4 stories or 48', whichever is less.  
 Legal Designation: The N 325 Ft Of The E 520 Ft Of Se 1/4 Of Ne 1/4 Ex Road

**Proposed:**  
 Area/FAR: 224,519 SF (1.46 FAR)  
 Height: 74'-0" to top of deck  
 Density: 121-164 units (34-46 units per acre)

### Site B Description

PID: 3102824140015  
 Address: 7250 France Avenue S.  
 Area: 73,080 SF (1.68 acres)  
 Zoning: POD-1  
 FAR: 0.5  
 Height Overlay: HOD-4, 4 stories or 48', whichever is less.  
 Legal Designation: Oscar Roberts First Addition Lot 004 Block 001 EX Street

**Proposed:**  
 Area/FAR: 154,541 SF (2.11 FAR)  
 Height: 159'-4" to top of deck  
 Density: 145-170 units (86-101 units per acre)

**Overall Proposed:**  
 Area/FAR: 379,060 SF (1.67 FAR)  
 Height: 159'-4" to top of deck  
 Density: 266-334 units (51-64 units per acre)



Aerial View from France Ave

Site A Area Table (7200 France)

Floor	Use	Floor Height (FT)	Cumulative Height (FT)	GSF	Residential (SF)	Unit	Wellness Ctr. (SF)	Core (SF)	Comm. (SF)
L6	Residential	10'8"	74'	26,008	21,593	18-25	-	1,208	3,207
L5	Residential	10'8"	63'4"	26,008	21,593	18-25	-	1,208	3,207
L4	Residential	10'8"	52'8"	37,064	31,635	24-34	-	1,255	4,174
L3	Residential	10'8"	42'	48,473	38,402	32-40	-	1,736	8,335
L2	Wellness Center & Res.	12'8"	31'4"	48,620	20,504	18-25	21,328	2,000	4,788
L1	Wellness Center & Res.	18'8"	18'8"	48,011	12,570	11-15	17,929	2,258	15,254
<b>Total</b>			<b>74'</b>	<b>234,184</b>	<b>146,297</b>	<b>121-164</b>	<b>39,257</b>	<b>9,665</b>	<b>38,965</b>

Site A Parking Table

				Parking (SF)	Stalls	Core (SF)	Comm. (SF)
P1	Parking	10'	-10'	93,086	90,916	246	1,630
P2	Parking	10'	-20'	93,086	91,456	252	1,630
<b>Total</b>			<b>-20'</b>	<b>186,172</b>	<b>182,372</b>	<b>498</b>	<b>3,260</b>

Site B Area Table (7250 France)

Floor	Use	Floor Height (FT)	Cumulative Height (FT)	GSF	Residential (SF)	Unit	Retail (SF)	Core (SF)	Comm. (SF)
L14	Office/Residential	10'8"	159'4"	9,713	8,019	9-10	-	1,166	528
L13	Office/Residential	10'8"	148'8"	9,713	8,019	9-10	-	1,166	528
L12	Office/Residential	10'8"	138'	9,713	8,019	9-10	-	1,166	528
L11	Office/Residential	10'8"	127'4"	9,713	8,019	9-10	-	1,166	528
L10	Office/Residential	10'8"	116'8"	9,713	8,019	9-10	-	1,166	528
L9	Office/Residential	10'8"	106'	9,713	8,019	9-10	-	1,166	528
L8	Office/Residential	10'8"	95'4"	9,713	8,019	9-10	-	1,166	528
L7	Office/Residential	10'8"	84'8"	9,713	8,019	9-10	-	1,166	528
L6	Office/Residential	10'8"	74'	15,862	12,748	15-18	-	1,540	1,574
L5	Office/Residential	10'8"	63'4"	15,862	12,748	15-18	-	1,540	1,574
L4	Office/Residential	10'8"	52'8"	15,837	12,600	15-18	-	1,540	1,697
L3	Office/Residential	10'8"	42'	16,035	11,878	14-18	-	2,082	2,075
L2	Office/Residential	12'8"	31'4"	16,292	11,995	14-18	-	2,144	2,153
L1	Retail	18'8"	18'8"	17,509	-	-	13,587	2,386	1,536
<b>Total</b>			<b>159'4"</b>	<b>175,101</b>	<b>126,121</b>	<b>145-170</b>	<b>13,587</b>	<b>20,560</b>	<b>14,833</b>

Site B Parking Table

				Parking (SF)	Stalls		
Surface	Parking	-	-	-	39	-	-
P1	Parking	10'	-10'	40,266	90	1,865	270
P2	Parking	10'	-20'	40,266	90	1,865	270
<b>Total</b>			<b>-20'</b>	<b>80,532</b>	<b>219</b>	<b>3,730</b>	<b>540</b>

## Masterplan



Masterplan

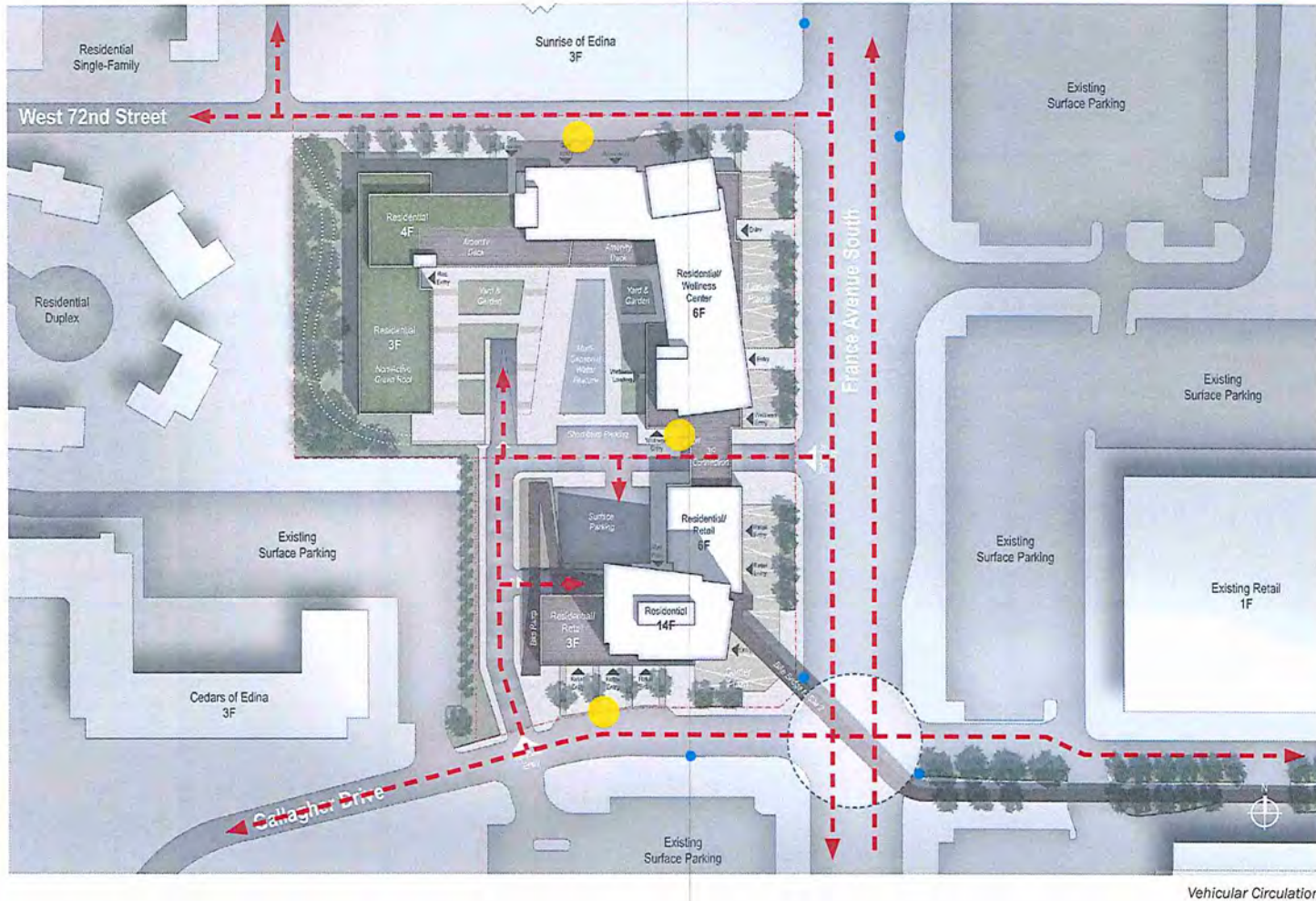
## Site Description

The site is composed of two parcels, 7200 and 7250 France Avenue. The 7200 parcel (Site A) is proposed to be a 6 floor mixed-use building that steps down to a 3 floor building to the West. The building will house 121 units and 39,000 SF of Medical Office which forms a 2-story podium along France Avenue. There will be 2 levels of underground parking which can be accessed from either France Avenue or Gallagher Drive. The building will also have a connection at the 3rd level to the 7250 parcel.

The 7250 parcel (Site B) is proposed to be a 14 story mixed-use building that places the height of the building on the SE corner of the parcel which is most appropriate for the higher density. The building will house 145 residential units and 12,000 SF of retail. The building will also provide a connection across France Avenue for the Nine Mile Creek Bike path with a bike bridge that passes through the second floor of the building. The bike bridge allows the building to have public amenities on the second level where they are visible to the public and highly accessible. The building will also have 2 levels of underground parking which will be accessible from either France Avenue or Gallagher Drive.







## Vehicular Circulation Diagram

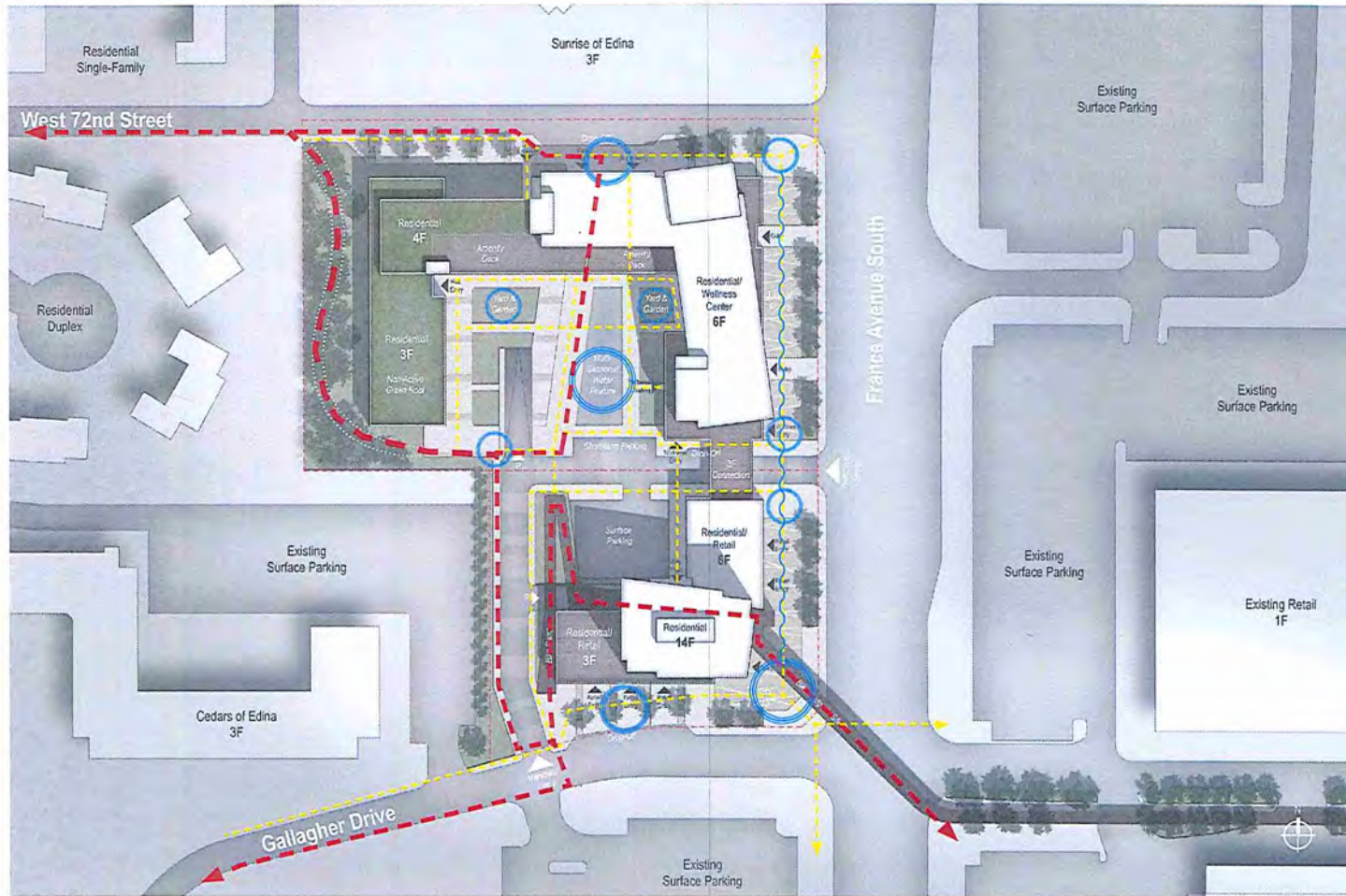


## Site - Vehicular Circulation

The concept of the vehicular circulation was to provide very accessible internal circulation off of France Avenue and Gallagher Drive which can be easily managed with the phasing of the project. There are three drop-off locations which are on Gallagher (retail/residential), 72nd (residential) and on the interior street off of France (wellness center). There are multiple transit stops adjacent to the project which are located at the intersection of France and Gallagher and the intersection of France and 72nd.

-  Controlled Intersections
-  Vehicular Circulation
-  Drop-off
-  Transit stops

## Pedestrian/Bike Circulation Diagram



Pedestrian/Bike Circulation

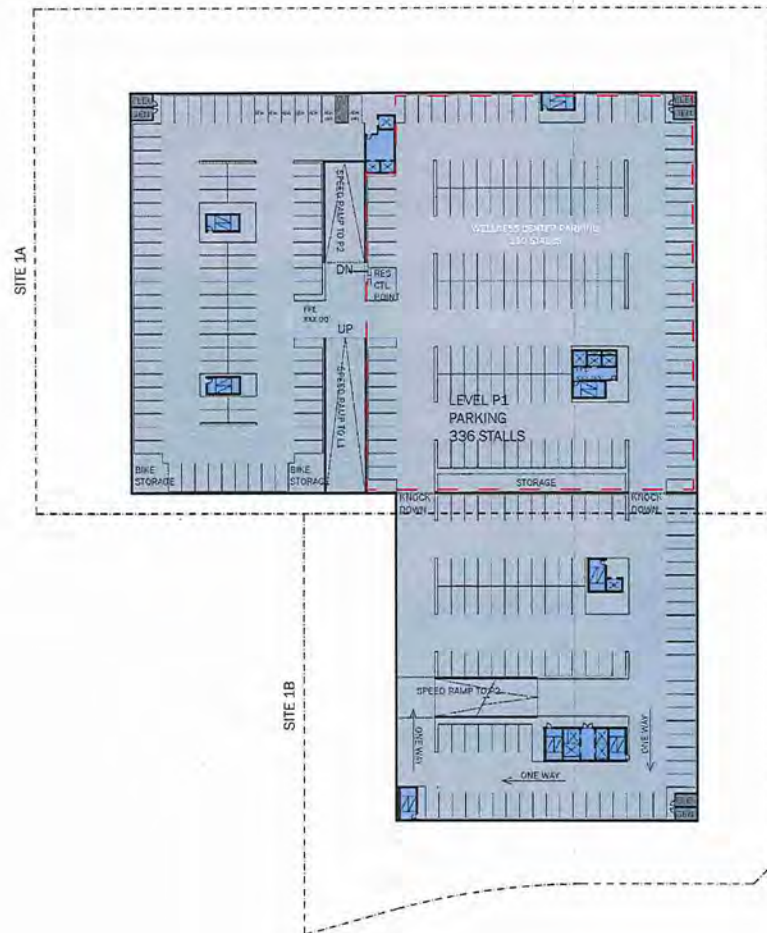
## Site - Pedestrian & Bike Circulation

The concept of the pedestrian and bike circulation onsite was to provide multiple mid-block connections that pedestrian and bike friendly. There will be a mid-block connection on the west border of the site that connects 72nd Street to Gallagher Drive, intended to serve both bikes and pedestrians. There will be another mid-block connection will occur east-west on the interior street intended for pedestrians. The last mid-block connection will occur on the north end of the site through a breezeway on the ground floor which will connect 72nd Street to the interior courtyard of the building. Mid-block connections working together with the bike bridge across Franca Avenue will transform this parcel to a highly accessible site that will be valued higher by the surrounding community.

- Bike Circulation
- Pedestrian Circulation
- Anticipated Nodes
- ~ Linear Node



# Floor Plans - Level P1



## Parking Summary:

SITE A & B	Units/SF	Required	Basis of Calculation
Residential	266	466	1.75 Parking Stalls/Unit per 36-1311 (W-1)
Wellness Center	39,257 SF	187	Per 36-1311 (W-2)
Retail	13,587 SF	68	Per 36-1311 (W-2)
<b>Total</b>		<b>721</b>	To be provided by underground parking

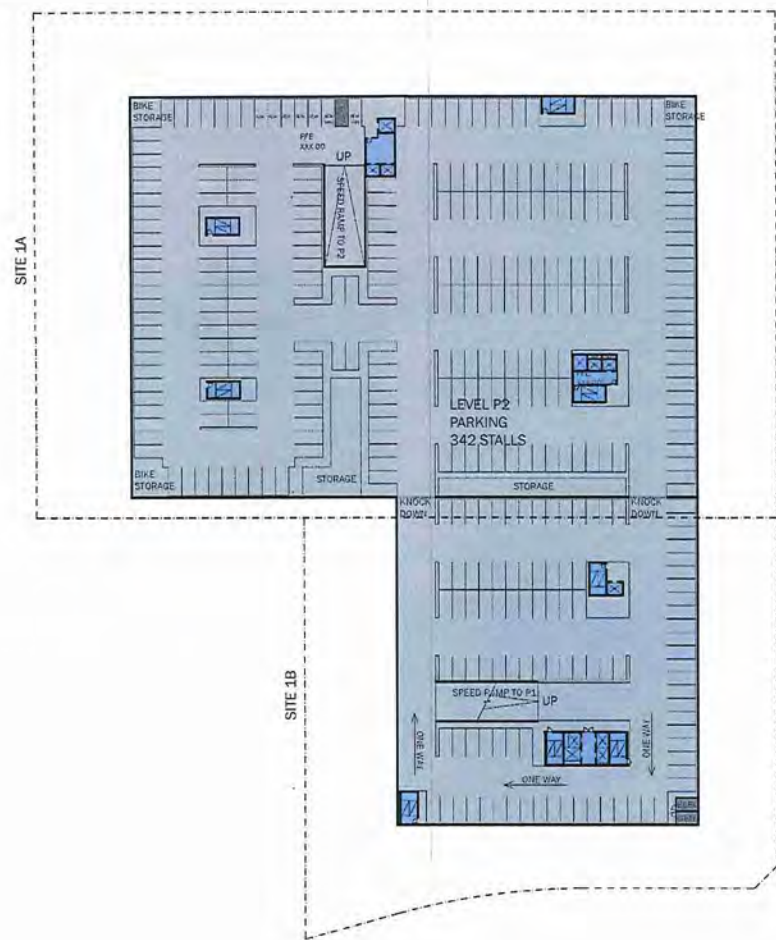
Site A Level P1 Summary	Stalls
Parking 90,916 SF	246
Core 1,630 SF	
Comm. 540 SF	
<b>Total</b>	<b>93,086 GSF</b>

Site B Level P1 Summary	Stalls
Parking 38,131 SF	90
Core 1,865 SF	
Comm. 270 SF	
<b>Total</b>	<b>40,266 GSF</b>

## Key

- Retail
- Residential
- Wellness Center
- Back of House
- MEP & Service
- Core
- Parking
- Wellness Center Parking

Floor Plans - Level P2



Site A Level P2 Summary		Stalls
Parking	91,456 SF	252
Core	1,630 SF	
Comm.	- SF	
Total		93,086 GSF

Site B Level P2 Summary		Stalls
Parking	38,131 SF	90
Core	1,865 SF	
Comm.	270 SF	
Total		40,266 GSF

- Key
- Retail
  - Residential
  - Wellness Center
  - Back of House
  - MEP & Service
  - Core
  - Parking

Scale: NTS



A41



Floor Plans - Level 1



Site A Level L1 Summary		Units
Residential	12,570 SF	11-15
Wellness Ctr.	17,929 SF	
Core	2,258 SF	
Comm.	15,254 SF	
Total		48,011 GSF

Site B Level L1 Summary		
Retail	13,587 SF	
Core	2,386 SF	
Comm.	1,536 SF	
Total		17,509 GSF

- Key
- Retail
  - Residential
  - Wellness Center
  - Back of House
  - MEP & Service
  - Core
  - Parking

A42

Floor Plans - Level 2



Site A Level L2 Summary			Units
Residential	20,504 SF		18-25
Wellness Ctr.	21,328 SF		
Core	2,000 SF		
Comm.	4,788 SF		
Total			48,620 GSF

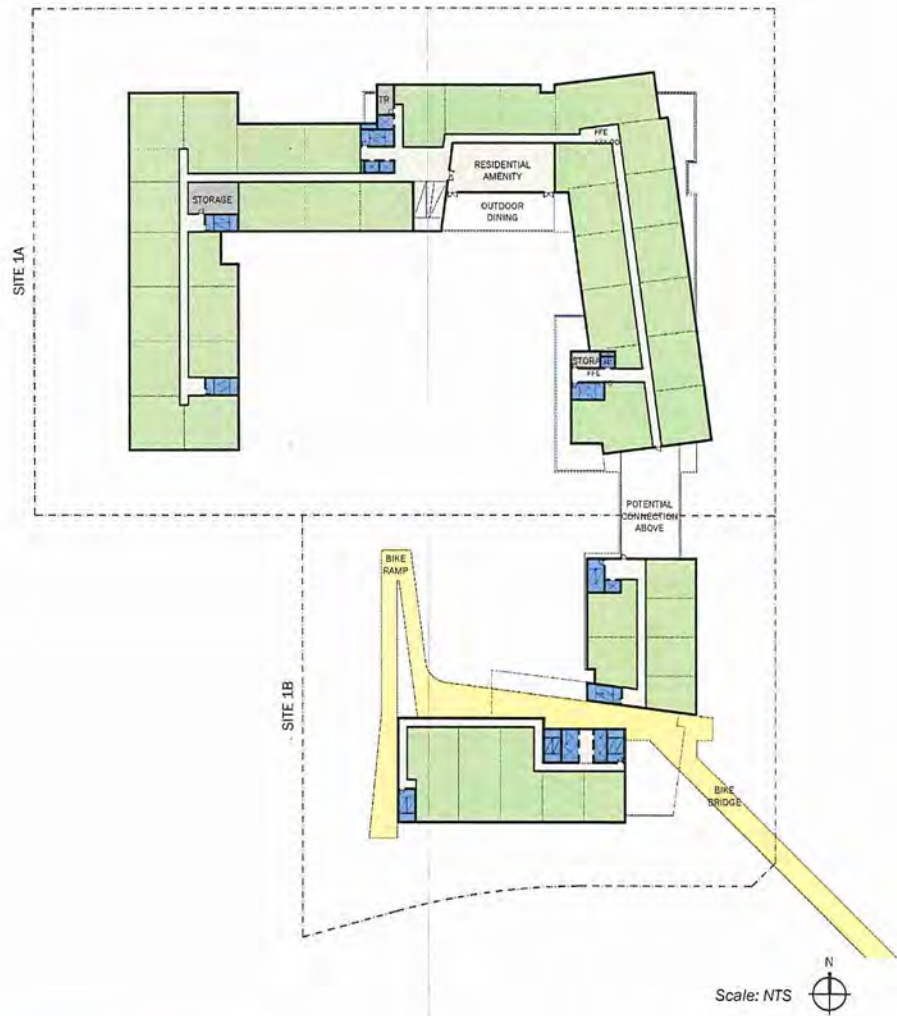
Site B Level L2 Summary			Units
Residential	11,995 SF		14-18
Core	2,144 SF		
Comm.	2,153 SF		
Total			16,292 GSF

- Key
- Retail
  - Residential
  - Wellness Center
  - Back of House
  - MEP & Service
  - Core
  - Parking

A43



Floor Plans - Level 3



Site A Level L3 Summary		Units
Residential	38,402 SF	32-40
Core	1,736 SF	
Comm.	8,335 SF	
Total		48,473 GSF

Site B Level L3 Summary		Units
Residential	11,878 SF	14-18
Core	2,082 SF	
Comm.	2,075 SF	
Total		16,035 GSF

- Key
- Retail
  - Residential
  - Wellness Center
  - Back of House
  - MEP & Service
  - Core
  - Parking

Floor Plans - Level 4



Site A Level L4 Summary		Units
Residential	31,635 SF	24-34
Core	1,255 SF	
Comm.	4,174 SF	
Total		37,064 GSF

Site B Level L4 Summary		Units
Residential	12,600 SF	15-18
Core	1,540 SF	
Comm.	1,697 SF	
Total		15,837 GSF

- Key
- Retail
  - Residential
  - Wellness Center
  - Back of House
  - MEP & Service
  - Core
  - Parking

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Floor Plans - Level 5-6

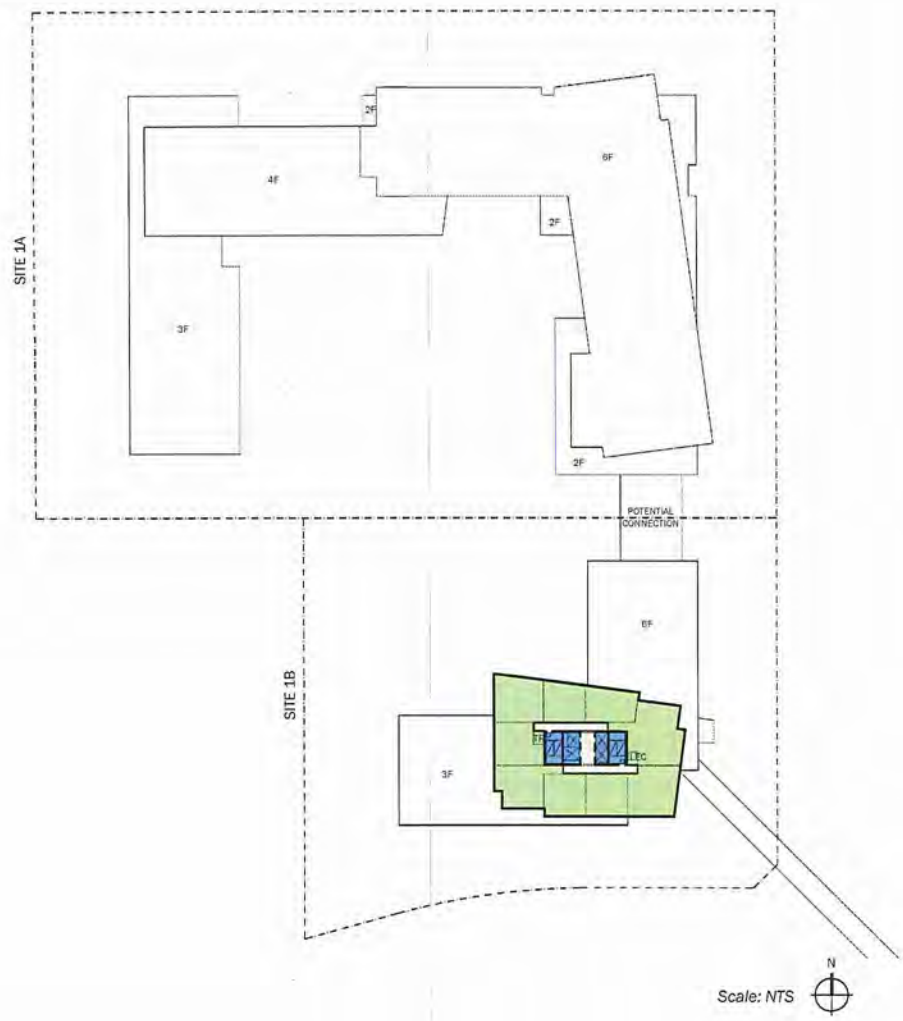


Site A Level L5-6 Summary		Units
Residential	21,593 SF	18-25
Core	1,208 SF	
Comm.	3,207 SF	
Total		26,008 GSF

Site B Level L5-6 Summary		Units
Residential	12,748 SF	15-18
Core	1,540 SF	
Comm.	1,574 SF	
Total		15,862 GSF

- Key
- Retail
  - Residential
  - Wellness Center
  - Back of House
  - MEP & Service
  - Core
  - Parking

Floor Plans - Level 7-14



Site B Level L7-14 Summary		Units
Residential	8,019 SF	9-10
Core	1,166 SF	
Comm.	528 SF	
Total		9,713 GSF

- Key
- Retail
  - Residential
  - Wellness Center
  - Back of House
  - MEP & Service
  - Core
  - Parking

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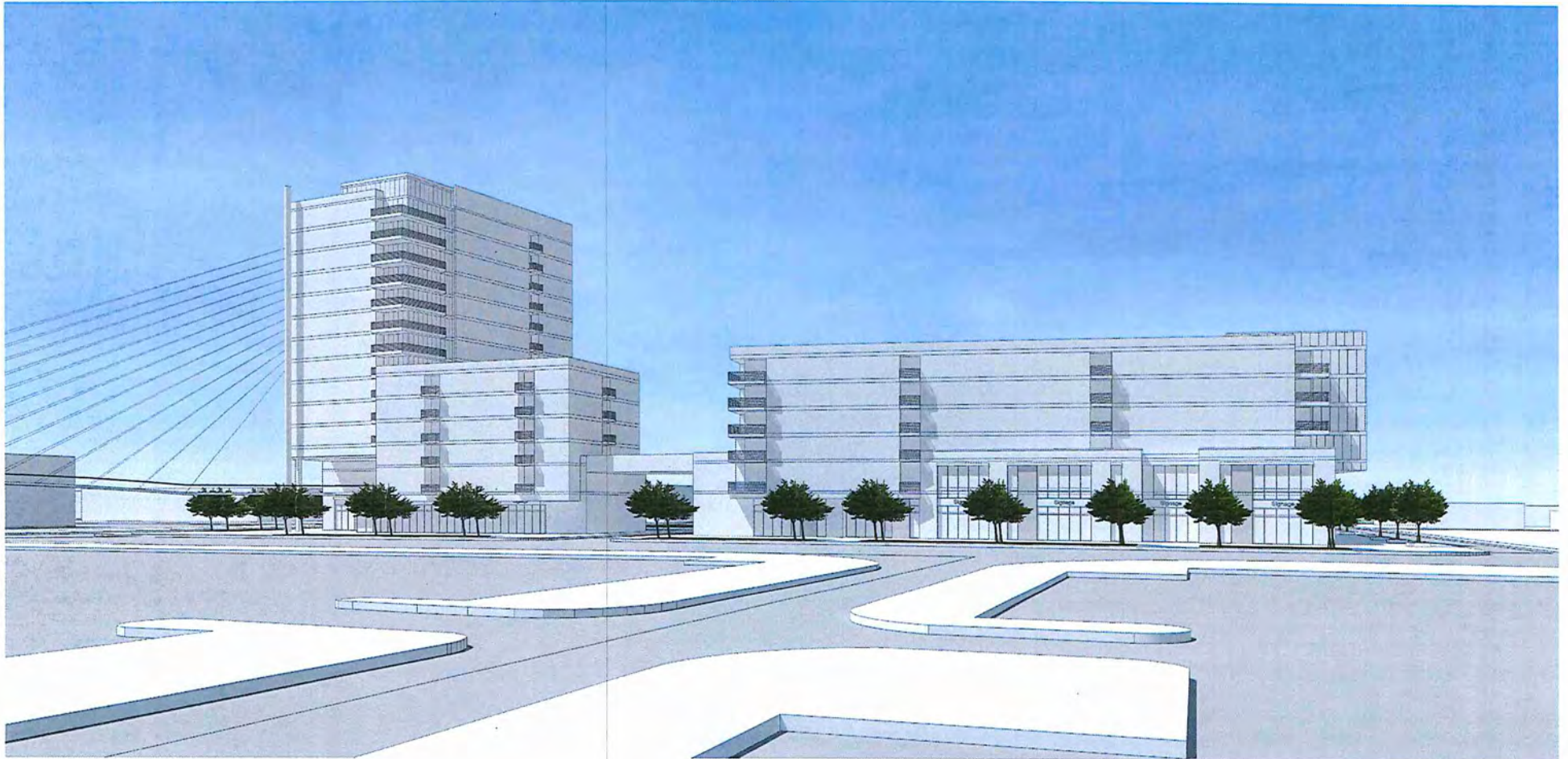
Massing Views



Aerial View from France Ave



Massing Views



Aerial View from France Ave

A49



Massing Views



Aerial View from France Ave



Massing Views



Aerial View from Gallagher Dr



## Massing Views



Aerial View from Site 1A

Massing Views



Aerial View from W 72nd St

AS3



Massing Views



Aerial View from France Ave



Massing Views

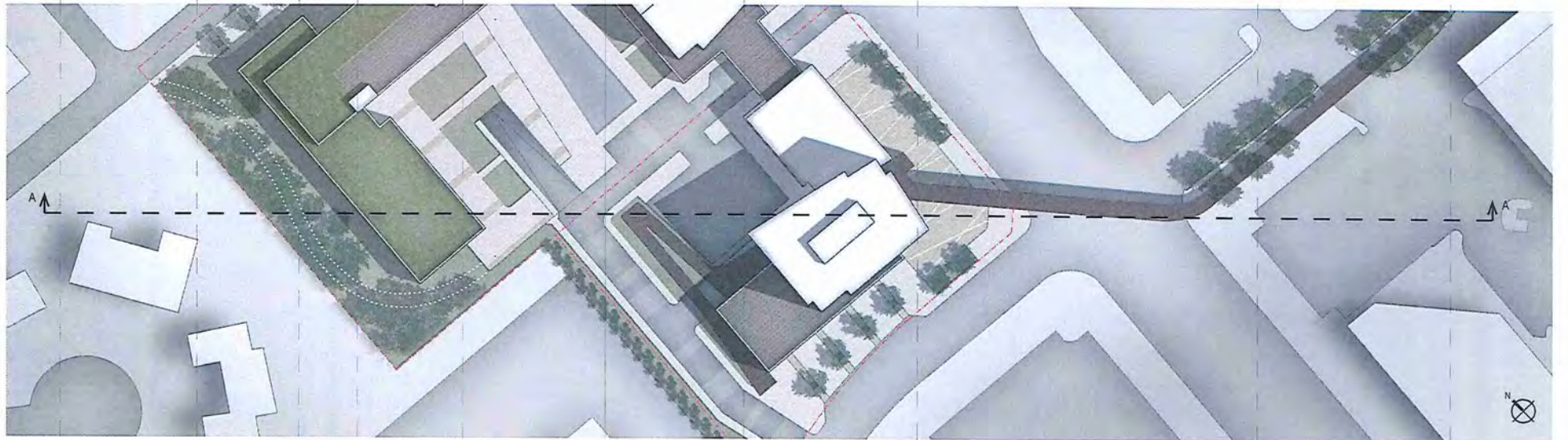
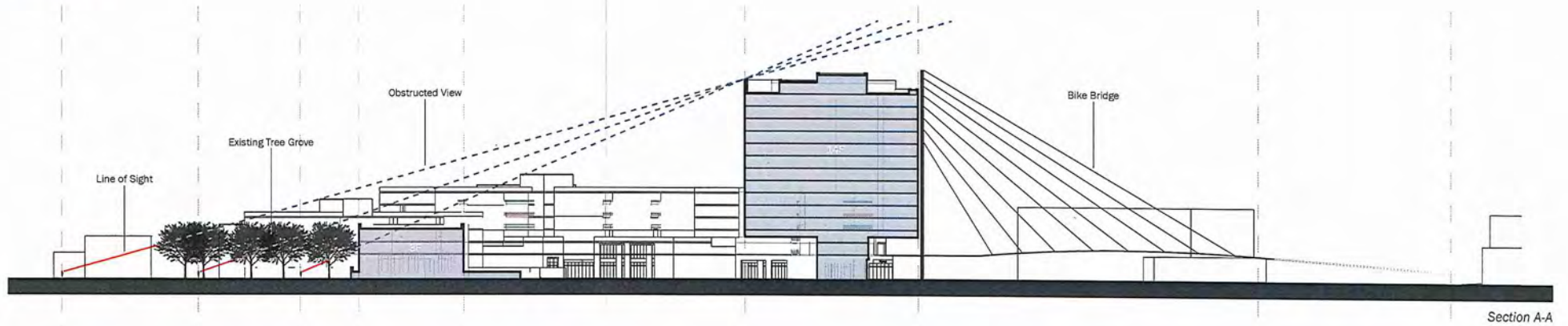


Aerial View from Site 2

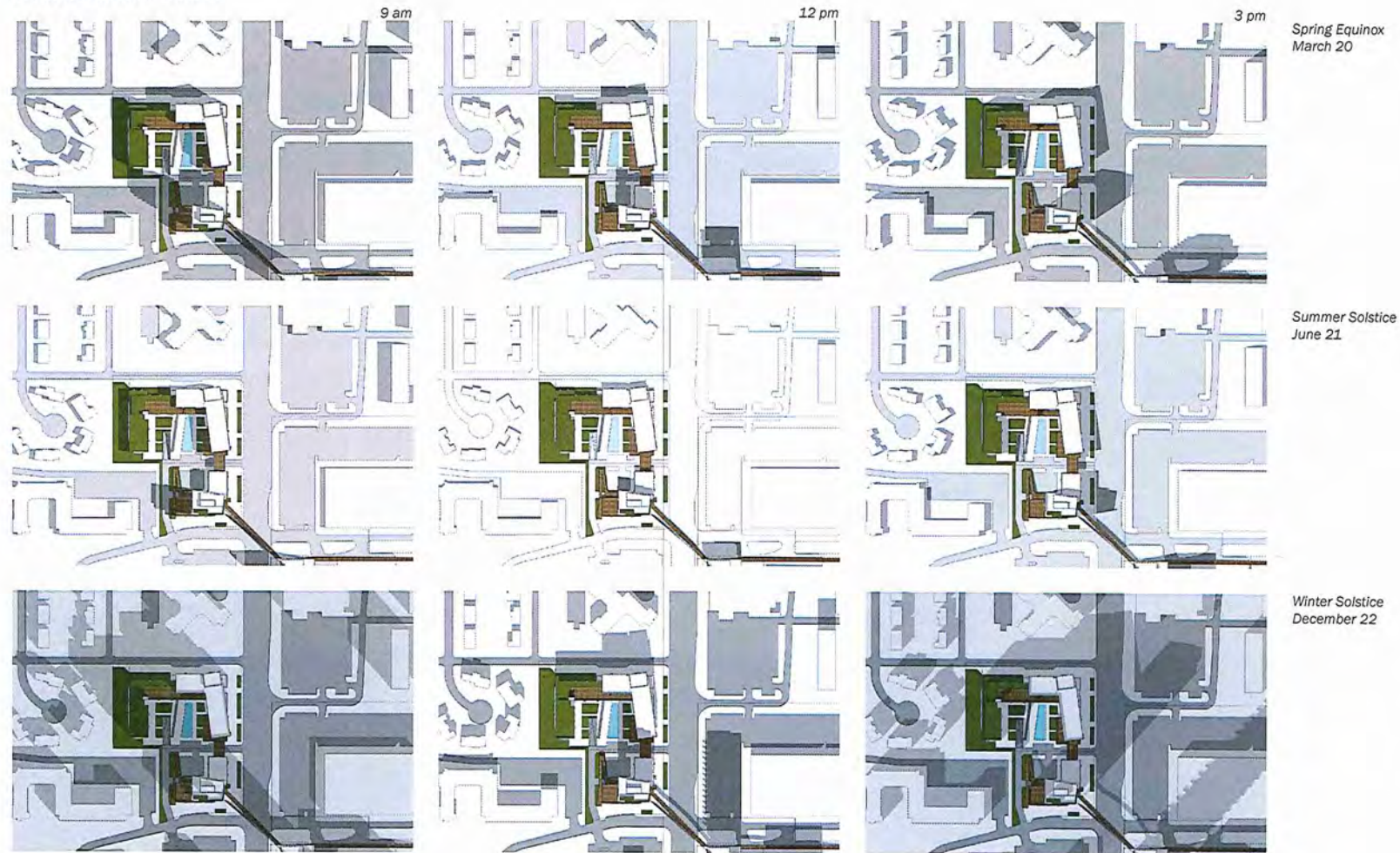
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# View Study



# Shadow Studies - Site 1





Landscape Concept Diagram



Landscape Concept

The landscape concept on the site is to distinctly divide the property into different levels of landscape intensity. The active areas are orientated toward France Avenue and the natural areas are orientated toward the West in order to transition to the residential neighborhood properly. A portion of the interior courtyard would act as a central zone which would be utilized by the Wellness Center and residents.

- Natural Zone
- Central Zone w/ Landscape Feature
- Active Zone w/ Landscaped Areas

Landscape Concept

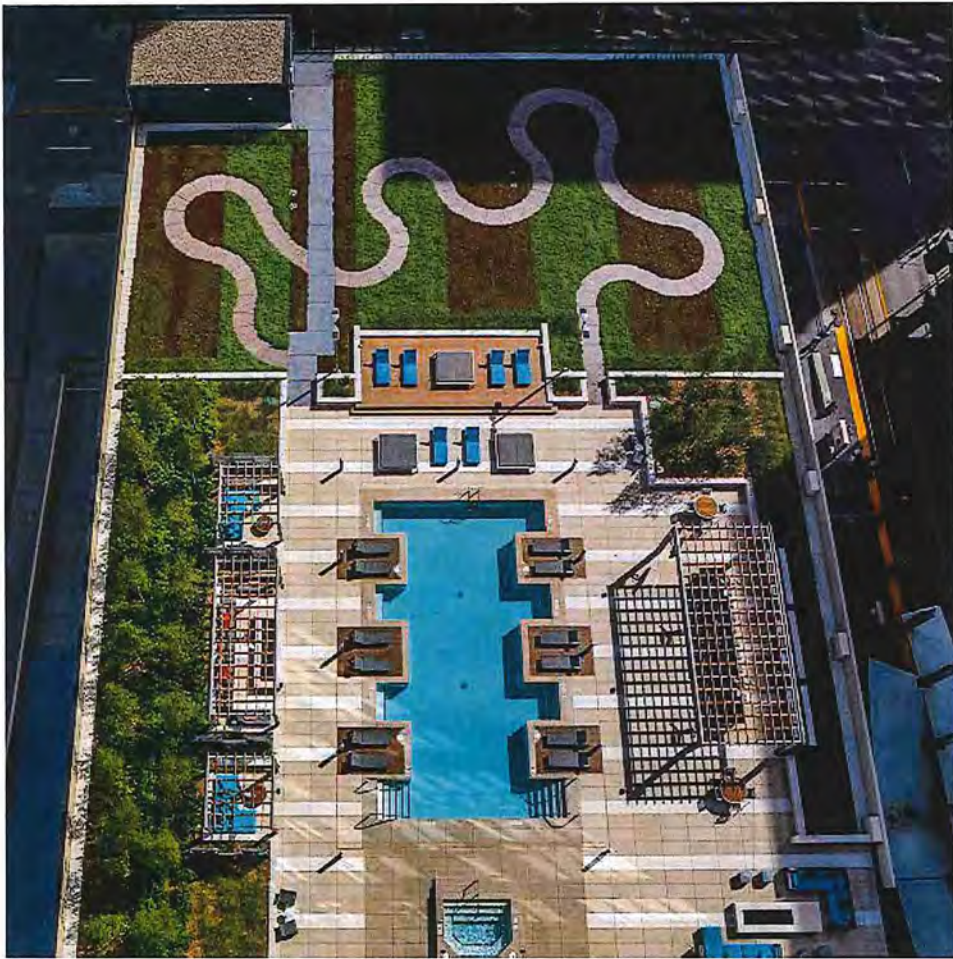


Landscape Concept - Reference Images

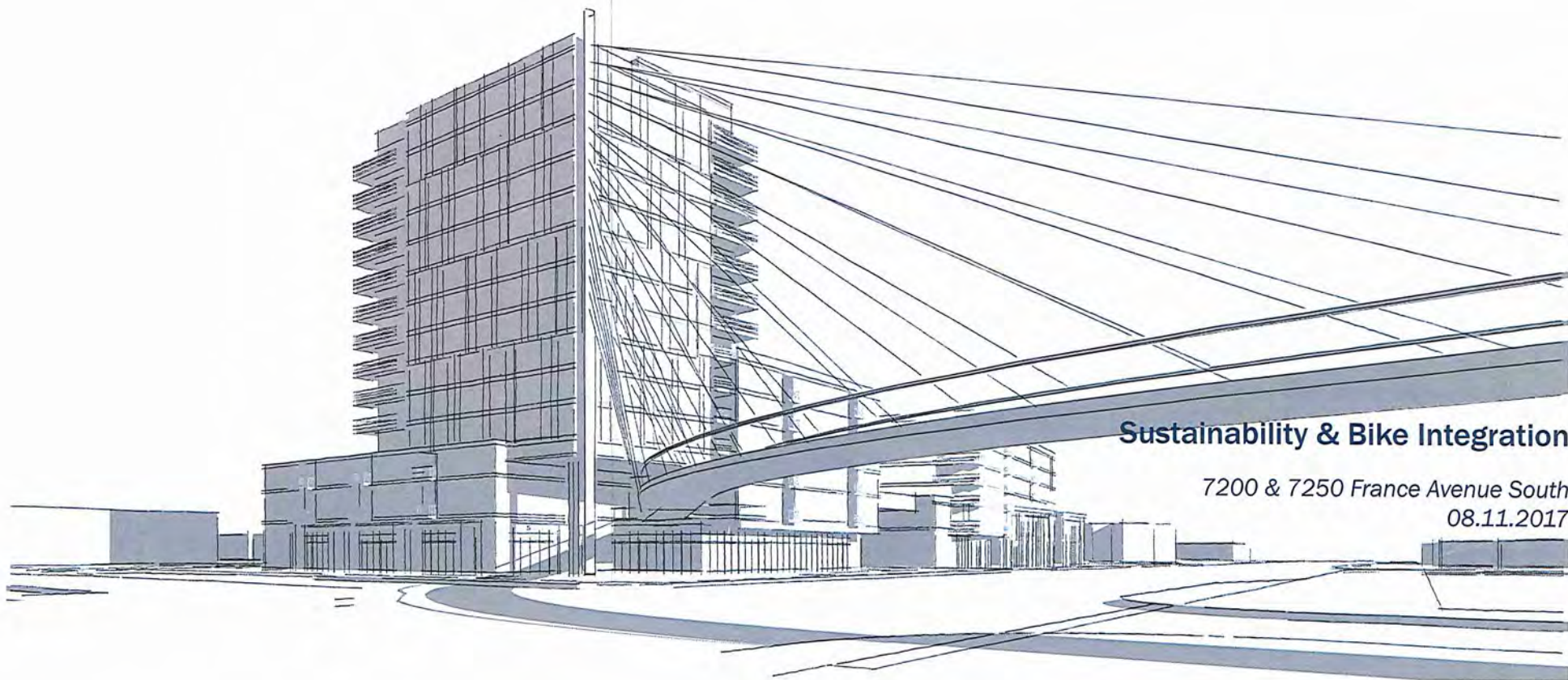




Landscape Concept - Reference Images







## Sustainability & Bike Integration

7200 & 7250 France Avenue South  
08.11.2017



## Sustainability



\*Standards/partnerships under review

### Sustainability Approach

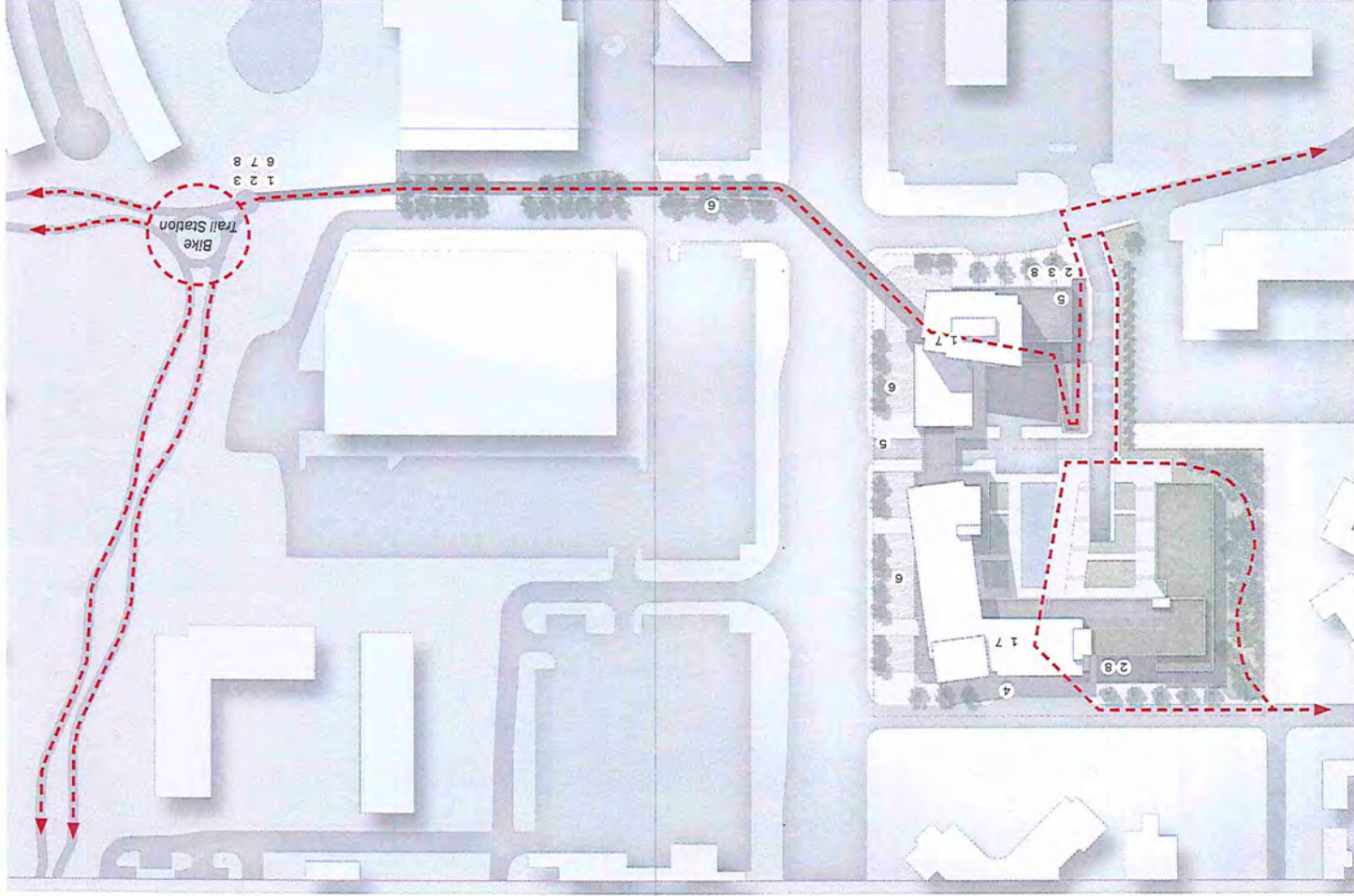
**Crossroads will take a holistic approach to sustainability, environmental stewardship and wellness with a focus on these key elements:**

**Connectivity & Mobility:** Putting people first by prioritizing the pedestrian, biking, ride-sharing and mass transit connections to encourage and enhance options beyond single-occupant vehicles. This promotes Individual health and greater community interactions while leveraging existing Edina investments in retail amenities, parks and bikeways and also looks to the future of the region.

**Whole Water approach:** Crossroads capture, use, and release of water will be designed to work in harmony with the natural flows of the site and its surroundings to the maximum extent possible, recognizing the precious nature of this resource. A combination of approaches including permeable surfaces, bioswales and large cisterns for capture, filtration and reuse from the site and adjacent areas is anticipated. At the same time, the building and site systems will be designed to high efficiency to minimize potable water use.

**High Performing Building:** An energy-efficient building that minimizes the use of fossil fuels and keeps tenant utility bills low is one part of the equation. But we intend to focus on the human health impact of the buildings as well: utilizing cutting edge research in this area to improve the wellness potential for both residents and the community at large.

## Bike Integration & Amenities



Bike Integration Sketch Plan

Bike Friendliness is an important aspect of this project. Besides having a bike bridge that supports Edina's vision of biking community, in order to fully integrate the biking community and culture into this project, amenities like repair station and bike storage are needed. This is a sketch plan of bike amenities.

1. Bike Shop
2. Repair Station
3. Bike Rental
4. Building Access
5. Transit/Long-term Parking (below grade)
6. Short-term Parking
7. Bike Wash
8. Charging Station

Bike Amenity Sketch Plan



Bike Amenity - Reference Images



BIKE SHOP



BIKE REPAIR STATION



BIKE RACK



CHARGING STATION



VENDING MACHINE FOR PARTS



BIKE RENTAL/SHARING



VERTICAL BIKE RACK



BIKE REPAIR STATION



BIKE WASHING STATION



VERTICAL BIKE RACK



BIKE ACCESS



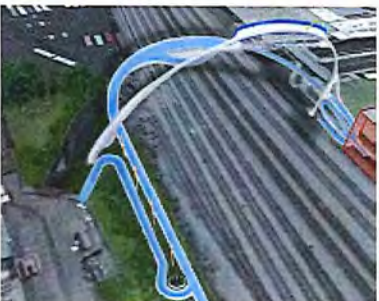
# Timeline



165



Bike Bridge - Reference Images





Bike Bridge - Reference Images



Bruce Vento Bridge, St. Paul, MN



Hiawatha Martin Olav Sabo Bridge, Minneapolis, MN





## Civil - Preliminary Grading Plan



COMPASS PROJECT - 7200 & 7250 FRANCE AVE., 3821 GALLAGHER DR.

**CivilSite**  
GROUP

4931 W. 35TH ST., #200  
ST. LOUIS PARK, MN 55410  
952.250.2003 / 763.213.394  
[www.CivilSiteGroup.com](http://www.CivilSiteGroup.com)

$$1^{\circ} = 120' - 0''$$

PRELIMINARY GRADING PLAN

Project Number:	17131	Revision Number:	
Issue Date:	8/11/2017	Revision Date:	

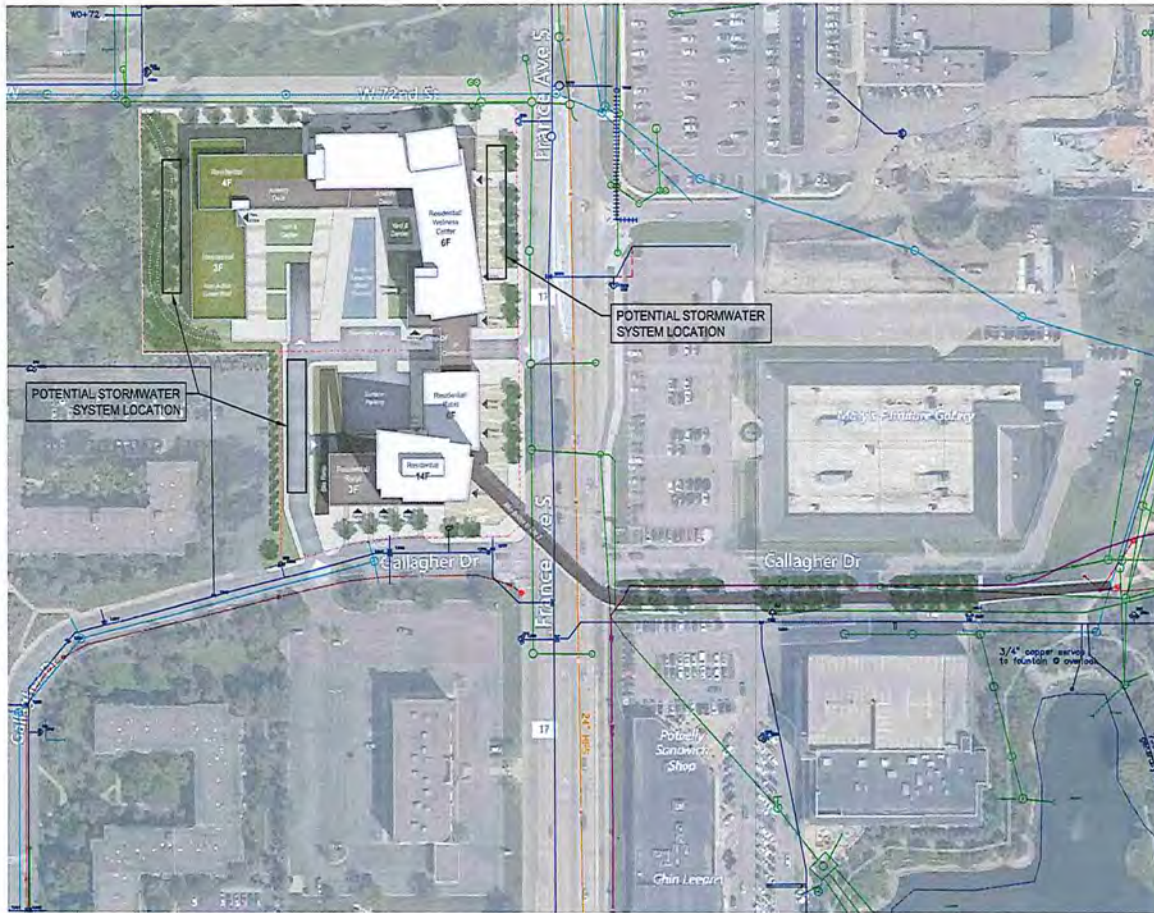
1	Revision Number:
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7. **Sampling Date:**

Revision Date:



# Civil - Preliminary Utility Plan



## UTILITY CONNECTIONS:

### SITE 1A (7200 FRANCE AVE.)

WATER SERVICE - CONNECT TO FRANCE AVE.  
 SANITARY SERVICE - CONNECT TO 72ND ST.  
 STORM SYSTEM - DRAINS TO LOW AREA WEST OF SITE 1A.  
 PROPOSED UNDERGROUND SYSTEM DESIGNED TO HANDLE 100-YR STORM EVENT. PUMPED TO STORM IN 72ND ST.

### SITE 1B (7250 FRANCE AVE.)

WATER SERVICE - CONNECT TO GALLAGHER DR.  
 SANITARY SERVICE - CONNECT TO GALLAGHER DR.  
 STORM SYSTEM - DRAINS TO LOW AREA WEST OF SITE 1A.  
 PROPOSED UNDERGROUND SYSTEM DESIGNED TO HANDLE 100-YR STORM EVENT. PUMPED TO STORM IN 72ND ST.

## UTILITY LEGEND:

<span style="color: blue;">—</span>	EXISTING WATER MAIN
<span style="color: green;">—</span>	EXISTING SANITARY SEWER
<span style="color: red;">—</span>	EXISTING STORM SEWER
<span style="color: yellow;">—</span>	EXISTING ELECTRIC
<span style="color: orange;">—</span>	EXISTING GAS
<span style="color: purple;">—</span>	EXISTING FIBER OPTIC



1" = 120'-0"  
 60'-0" 0 120'-0"

COMPASS PROJECT - 7200 & 7250 FRANCE AVE., 3821 GALLAGHER DR.

**CivilSite**  
 GROUP  
 4801 W. 35TH ST., #200  
 ST. LOUIS PARK, MN 55416  
 952.260.2000 / 952.213.1944  
 www.CivilSiteGroup.com

PRELIMINARY UTILITY PLAN			
Project Number:	17131	Revision Number:	-
Issue Date:	8/11/2017	Revision Date:	-

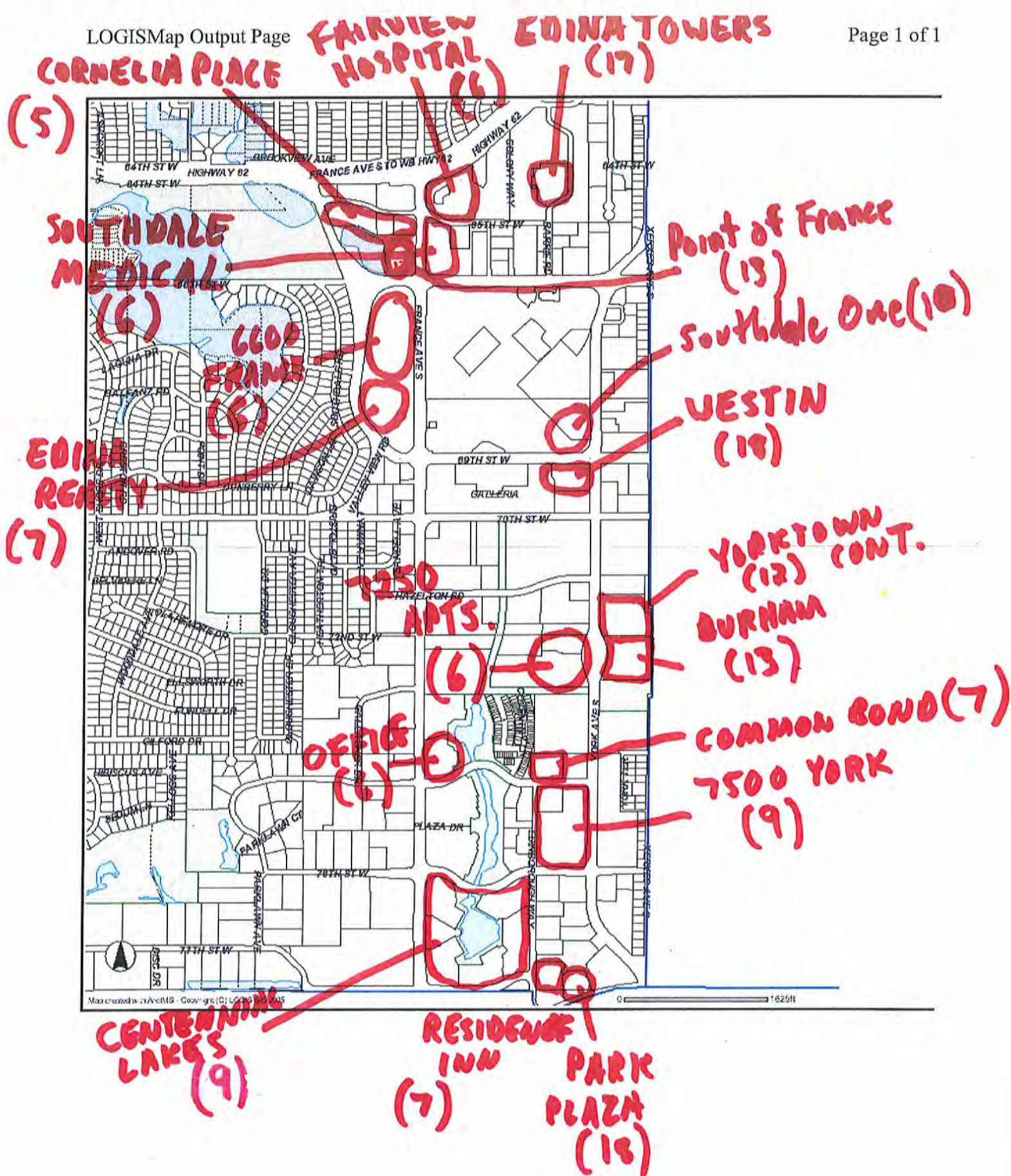
Crossroads, Edina  
 59

**CivilSite**  
 GROUP  
**DJR**  
 ARCHITECTURE INC.

469



Thank you











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SOUTHDALE  
MEDICAL CENTER

MedSEARCH

656

Pharmacy

EYE TIME OPTICAL

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Google Earth

feet  
meters



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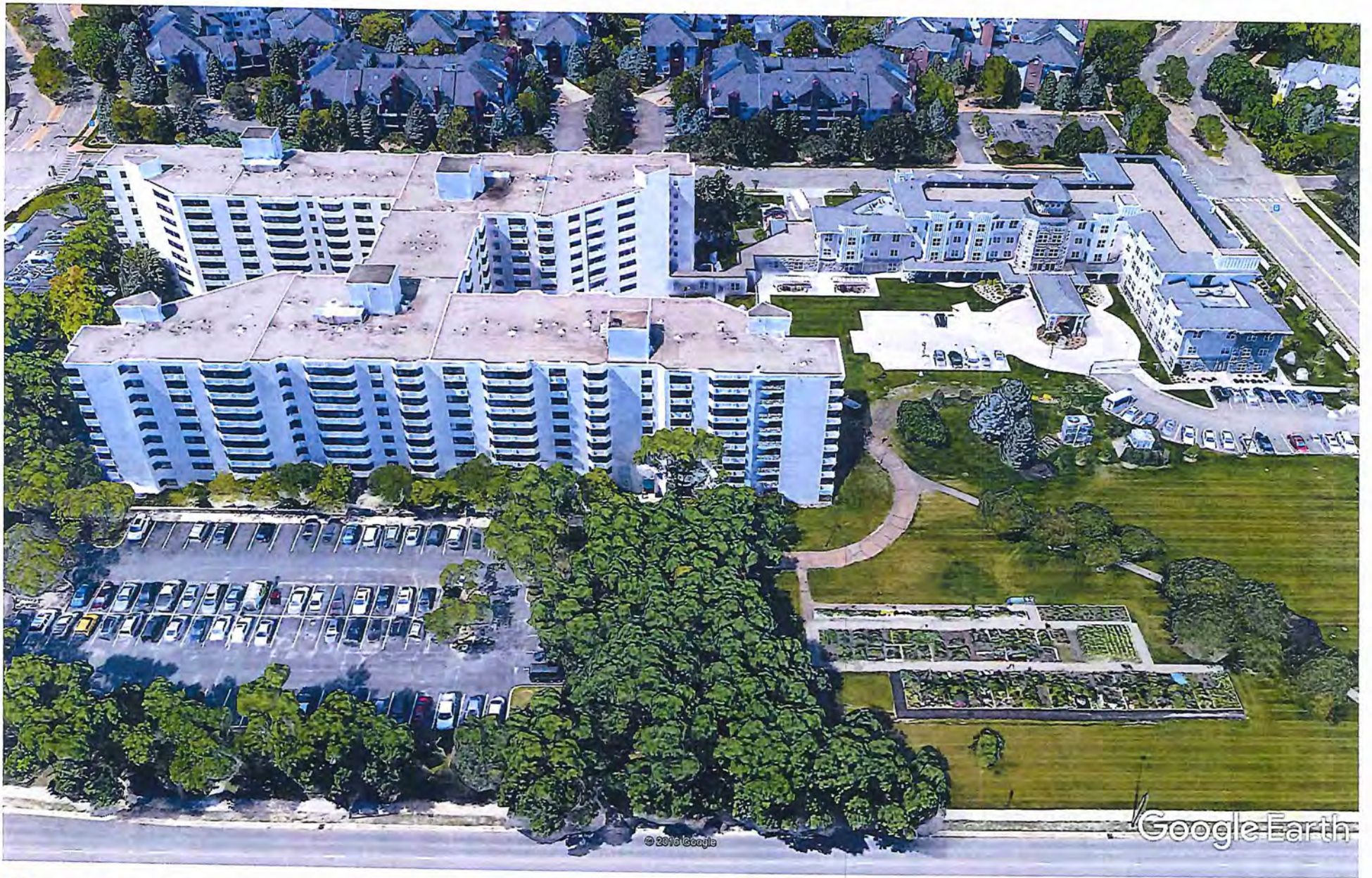
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Google Earth

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August 25, 2017

Scott Neal, City Manager  
City of Edina  
4801 W 50<sup>th</sup> Street  
Edina, Minnesota 55424

RE: Crossroads Sketch Plan review by Three Rivers Park District

Dear Scott,

Three Rivers has reviewed the Crossroads Project Sketch Plan.

Please note that the first time Three Rivers was aware of this plan was when staff were contacted by a reporter from the Star Tribune who was writing an article about the first iteration of the proposed development. The Crossroads team did not engage Three Rivers in any of the design process other than a brief meeting held after their design went public in the newspaper. The Crossroads Sketch Plan does not reflect any input from Three Rivers, nor should it assume any support from Three Rivers.

Three Rivers has the following concerns with the Crossroads Sketch Plan:

1. The Regional Trail is on the south side of Gallagher Drive as it approaches France Avenue. As part of the project, upgrades were made to the pedestrian ramps and signal systems to make the at-grade crossing of France Avenue safe and fully compliant with current design standards. As proposed in the Sketch Plan, that at-grade crossing would be severely impacted by the proposed bridge landing on the east side of France Ave.
2. The Sketch Plan proposes to reroute the regional trail from the south side of Gallagher to the north side of Gallagher to provide the proposed ramp access for the trail to get up to bridge level. As proposed, the crossing of Gallagher is mid-block and not at a recognized intersection. Mid-block crossings are considered to have the greatest safety risk of all at-grade crossings, and are avoided in trail design whenever possible. In addition, the proposed mid-block crossing would be very close to the France/Gallagher intersection, adjacent to the development parking ramp entrance on the west, and adjacent to proposed parking spurs on the east.
3. The proposed trail route then proceeds up a switch back ramp that seems to narrow and also has a U-turn half way up the ramp. This type of width and type of sharp turn do not meet Three Rivers' regional trail standards, nor does it meet MnDOT and federal funding standards.
4. The bridge maximum height would need to extend further to the east so as to not cut off the traffic entry into the adjacent shopping center in the SE quadrant of the intersection. That in turn would push the ramp further to the east. It is unclear if there would be sufficient space for the ramp to meet the ADA-required maximum grade of 5 percent. It is

Administrative Center, 3000 Xenium Lane North, Plymouth, MN 55441-1299

Information 763.559.9000 • TTY 763.559.6719 • Fax 763.559.3287 • [www.ThreeRiversParks.org](http://www.ThreeRiversParks.org)

AS9

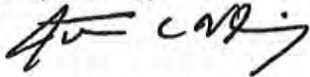


also unclear if there would be sufficient space to accommodate the bridge ramp and an at-grade sidewalk in this area.

5. City staff has indicated that the proposed bridge across France Ave. is not considered part of the development. A signature bridge such as this would lend great value to the development, but it is questionable if there would be other public benefit beyond its aesthetic value. As currently configured in the Sketch Plan, it would not be functionally safe for use as a regional trail component.
6. Three Rivers and the City of Edina worked in partnership on the Nine Mile Creek Regional Trail, including the design and development of the Gallagher section of the trail, and on the at-grade crossing of France Avenue. The current crossing is safe and is respectful of wise use of public funding. Three Rivers staff would be hard pressed to justify to The Three Rivers Board of Commissioners the need for a grade-separated crossing at this location.

Please contact me if you have further questions, or if you would like me to attend the upcoming Planning Commission or City Council meetings on this topic.

Respectfully,



Jonathan Vlaming  
Associate Superintendent  
Planning, Design, & Technology Division

JCV/jjs