Agenda
Planning Commission
City Of Edina, Minnesota
City Hall, Council Chambers

Wednesday, October 13, 2021
7:00 PM

Watch the meeting on cable TV or at EdinaMN.gov/LiveMeetings or Facebook.com/EdinaMN.

To participate in Public Hearings:
Call 800-374-0221.
Enter Conference ID 9329488.
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Press *1 on your telephone keypad when you would like to get in the queue to speak.
A City staff member will introduce you when it is your turn.

Or attend the meeting to provide testimony, City Hall Council Chambers, 4801 W. 50th St.

I. Call To Order

II. Roll Call

III. Approval Of Meeting Agenda

IV. Approval Of Meeting Minutes

  A. Minutes: Planning Commission September 22, 2021

V. Special Recognitions And Presentations

  A. Election of Officers

  B. RESOLUTION NO: B-21-31 Proposed proposed Eden Willson TIF District

VI. Community Comment

During "Community Comment," the Board/Commission will invite residents to share relevant issues or concerns. Individuals must limit their comments to three minutes. The Chair may limit the number of speakers on the same issue in the interest of time and topic. Generally speaking, items that are elsewhere on tonight's agenda may not be addressed during Community Comment. Individuals should not expect the Chair or Board/Commission Members to respond to their

comments tonight. Instead, the Board/Commission might refer the matter to staff for consideration at a future meeting.

VII. Public Hearings

A. B-21-30 Variance from side setback at 5608 Dale Ave.

B. Zoning Ordinance Amendment, Revised Overall Development Plan, Site Plan Review–7001 and 7025 France Avenue

VIII. Reports/Recommendations

IX. Chair And Member Comments

X. Staff Comments

XI. Adjournment

The City of Edina wants all residents to be comfortable being part of the public process. If you need assistance in the way of hearing amplification, an interpreter, large-print documents or something else, please call 952-927-8861 72 hours in advance of the meeting.

CITY OF EDINA

4801 West 50th Street
Edina, MN 55424
www.edinamn.gov

Date: October 13, 2021

Agenda Item #: IV.A.

To: Planning Commission

Item Type:
Minutes

From: Liz Olson, Administrative Support Specialist

Item Activity:
Action

Subject: Minutes: Planning Commission September 22, 2021

ACTION REQUESTED:
Approve the minutes from the September 22, 2021 Planning Commission.

INTRODUCTION:

ATTACHMENTS:

Draft Minutes: Planning Commission September 22, 2021

Minutes
City Of Edina, Minnesota
Planning Commission
Edina City Hall Council Chambers
September 22, 2021

I. Call To Order

Acting Chair Agnew called the meeting to order at 7:00 PM.

II. Roll Call

Answering the roll call were: Commissioners Miranda, Berube, Strauss, Bennett, Barberot, Hayward, Olsen, Agnew, and Bartling. Staff Present: Cary Teague, Community Development Director, Kris Aaker, Assistant Planner, Emily Bodeker, Assistant Planner, and Liz Olson, Administrative Support Specialist.

Absent from the roll call: Commissioner Alkire.

Student Commissioners Kenley Barberot and William Hayward introduced themselves.

III. Approval Of Meeting Agenda

Commissioner Berube moved to approve the September 22, 2021, agenda. Commissioner Olsen seconded the motion. Motion carried.

IV. Approval Of Meeting Minutes

A. Minutes: Planning Commission, August 25, 2021

Commissioner Berube moved to approve the August 25, 2021, meeting minutes. Commissioner Olsen seconded the motion. Motion carried.

V. Community Comment

None.

VI. Public Hearings

A. B-21-28: Front Yard Setback Variance at 313 Griffit Street

Assistant City Planner Bodeker presented the request for a front yard setback variance. Staff recommends approval of the front yard setback variance, as requested subject to the findings and conditions listed in the staff report.

Staff answered Commission questions.

Appearing for the Applicant

Mr. Trevor Fladwood, Homeowner, introduced himself and addressed the Commission.

Public Hearing

None.

Commissioner Berube moved to close the public hearing. Commissioner Olsen seconded the motion. Motion carried unanimously.

Motion

Commissioner Olsen moved that the Planning Commission recommend approval of the Front Yard Setback Variance as outlined in the staff memo subject to the conditions and findings therein. Commissioner Bartling seconded the motion. Motion carried unanimously.

Video of the meeting is available on the City website for review of detailed comments.

B. B-21-26: Variance Request for 5101 Windsor Ave

Assistant Planner Aaker presented the request of 5101 Windsor Ave for a variance. Staff recommends approval of the variance, as requested subject to the findings and conditions listed in the staff report.

Staff answered Commission questions.

Commissioner Bennett arrived at 7:22 p.m.

Public Hearing

None.

Commissioner Bennett moved to close the public hearing. Commissioner Strauss seconded the motion. Motion carried unanimously.

The Commission discussed the variance.

Motion

Commissioner Bennett moved that the Planning Commission recommend approval of the variance as outlined in the staff memo subject to the conditions and findings therein. Commissioner Bartling seconded the motion. Motion carried unanimously.

Video of the meeting is available on the City website for review of detailed comments.

C. B-21-29: Variance Request at 5615 Woodcrest

Assistant Planner Aaker presented the request of 5615 Woodcrest for a variance. Staff recommends approval of the variance, as requested subject to the findings and conditions listed in the staff report.

Staff answered Commission questions.

Public Hearing

Mr. Tom Von Ruden, contractor, and applicant addressed the Commission.

Commissioner Bennett moved to close the public hearing. Commissioner Bartling seconded the motion. Motion carried unanimously.

Motion

Commissioner Bartling moved that the Planning Commission recommend approval to the City Council of the variance as outlined in the staff memo subject to the conditions and findings therein. Commissioner Berube seconded the motion. Motion carried unanimously.

Video of the meeting is available on the City website for review of detailed comments.

D. Preliminary Rezoning & Preliminary Development Plan with Variances for City Homes at 4630 France Avenue

Director Teague presented the request for Preliminary Rezoning & Preliminary Development Plan with Variance for City Homes. Staff recommends approval of the preliminary rezoning and preliminary development plan with the lot size and lot width variances, staff further recommended denial of building coverage and rear yard setback variance subject to the findings and conditions listed in the staff report.

Staff answered Commission questions.

Appearing for the Applicant

Mr. Dave Remick, City Homes, and Mr. Jeff Ziebarth, Perkins & Will, introduced themselves and addressed the Commission.

The Commission asked the applicants questions.

Public Hearing

Mr. Scott Fischmann, 4613 Meadow Road, addressed the Commission.

Ms. Laura Westlund, 4626 France Ave., addressed the Commission with her concerns and indicated she was opposed to the side yard variance.

Ms. Katharine Winston, 4634 France Ave., addressed the Commission with her concerns and indicated she was against this development.

Ms. Anne Tofteland, 4615 Meadow Road, addressed the Commission with her concerns of extreme impacts on their privacy and sightlines.

Ms. Elizabeth Goodman, 4707 Meadow Road, addressed the Commission. She indicated she was opposed to this plan.

Ms. Karin Wille, 4701 Meadow Road, echoed the concerns of her neighbors.

Commissioner Berube moved to close the public hearing. Commissioner Olsen seconded the motion. Motion carried unanimously.

The Commission discussed the Rezoning and Preliminary Development Plan with Variances.

Motion

Commissioner Olsen moved that the Planning Commission recommend approval of the Preliminary Rezoning from R-1 to PRD-2, Preliminary Plat, Side yard setback variances from 20 feet to 7 and 15 feet, and a lot size variance from 7,300 square feet to 5,016 square feet and recommend denial of the proposed rear yard setback variance and building coverage variance, subject to the conditions and findings therein with the addition of the tree protection plan. Commissioner Miranda seconded the motion. Motion carried unanimously.

Video of the meeting is available on the City website for review of detailed comments.

E. Site Plan Review with Variances – 6500 Barrie Road

Director Teague presented the request for Site Plan Review with Variance. Staff recommends approval of the site plan with variances, as requested subject to the findings and conditions listed in the staff report.

Staff answered Commission questions.

Appearing for the Applicant

Mr. Don Rolf, Pope Architects introduced himself and Mr. Cori Rodriguez, Pope Architects; Alex Young, MSP Commercial; and Patrick Sarver, Civil Site Group

The group addressed the Commission.

The applicant answered Commission questions

Public Hearing

Ms. Linda Schmitz, 6483 Barrie Road, addressed the Commission.

Commissioner Bennett moved to close the public hearing. Commissioner Strauss seconded the motion. Motion carried unanimously.

The Commission discussed the Site Plan with Variances and provided the following comments:

- Viable alternatives to have both entrances on the side. Things should be concentrated.
- Active the Northeast corner with a gathering space with drop off entrance closer to that side.
- No need for an entrance on 65th.
- Prefer less parking with shared parking.
- Likes the inclusion of sidewalks.
- The building does not feel intuitive for the area.
- Excellent project with all of the variances that are required.
- Recommend increasing the parking stall variance to have a better facade and entrance on the front
- Full sidewalk along the property.

Motion

Commissioner Olsen moved that the Planning Commission recommend denial to the City Council of the site plan review with variances based on the variance criteria is not met, the configuration of the building on the site is not appropriate.

After some discussion Commissioner Olsen withdrew her motion.

The applicant addressed the Commission about possible changes to the site plan in order to get approval to move forward to the City Council.

The Commission debated on a possible motion.

Commissioner Bennett moved that the Planning Commission recommend approval to the City Council of the site plan review with variances as outlined in the staff memo subject to the conditions and findings therein and with the following additional conditions: relocating or add an entrance on the corner of 65th and Barry; reconfiguring the orientation of the building to have both drive entrances on the south side and the pedestrian access on the north side; improving the pedestrian experience around the building with extending the sidewalk on the northern portion to both property boundaries; increasing the parking variance amount to accommodate design changes. Commissioner Miranda seconded the motion. Motion carried 6 ayes, 1 nay (Agnew).

Video of the meeting is available on the City website for review of detailed comments.

VII. Reports/Recommendations

A. Zoning Ordinance Amendments – Impervious Surface, Basements, 1-Foot Rule and Setback Definitions

Director Teague presented the zoning ordinance amendments for impervious surface, basements, 1-foot rule and setback definitions.

Staff and the Commission discussed the Zoning Ordinance Amendments.

The Commission decision was to keep the ceiling height at nine feet until more data is received.

Video of the meeting is available on the City website for review of detailed comments.

B. 2022 Planning Commission Work Plan

Director Teague presented the 2022 Planning Commission Work Plan.

The Commission reviewed the 2022 Work Plan with staff.

Motion

Commissioner Olsen moved approval of the 2022 Planning Commission Work Plan with added Commissioner assignments. Commissioner Miranda seconded the motion. Motion carried unanimously.

Video of the meeting is available on the City website for review of detailed comments.

VIII. Chair and Member Comments

Received.

IX. Staff Comments

Received.

X. Adjournment

Commissioner Olsen moved to adjourn the September 22, 2021, Meeting of the Edina Planning Commission at 10:09 PM. Commissioner Miranda seconded the motion. Motion carried unanimously.

CITY OF EDINA

4801 West 50th Street
Edina, MN 55424
www.edinamn.gov

Date: October 13, 2021

Agenda Item #: V.A.

To: Planning Commission

Item Type:
Other

From: Cary Teague, Community Development Director

Item Activity:
Action

Subject: Election of Officers

ACTION REQUESTED:
Elect a new Chair to replace former Chair Ian Nemerov, who has resigned from the Commission. Should current Vice-Chair Kate Agnew be elected Chair, the Commission would need to elect a new Vice-Chair.

INTRODUCTION:

CITY OF EDINA

4801 West 50th Street

Edina, MN 55424

www.edinamn.gov

Date: October 13, 2021

Agenda Item #: V.B.

To: Planning Commission

Item Type:
Report and Recommendation

From: Bill Neuendorf, Economic Development Manager

Item Activity:
Action

Subject: RESOLUTION NO: B-21-31 Proposed proposed Eden Willson TIF District

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ACTION REQUESTED:
Motion to find that the tax increment financing plan for the Eden/Willson Tax Increment Financing District conforms to the general plans for the development and redevelopment of the city.

INTRODUCTION:
Bill Neuendorf will give a brief presentation and be available for questions.

ATTACHMENTS:

Staff Report

Resolution B-21-31

District Map

Draft TIF Plan

STAFF REPORT

Date: October 13, 2021

To: Chair and Members of the Edina Planning Commission

From: Bill Neuendorf, Economic Development Manager

Subject: Resolution B-21-31: Finding that the Eden / Willson Tax Increment Financing Plan is Consistent with the Comprehensive Plan

Information / Background:

Reuter Walton Development intends to redevelop an aging commercial parcel at 4917 Eden Avenue. The redevelopment project would transform the 1970's era site into a modern 6-7 story building with approx. 196 apartments and a 3,700 square foot café on the main level. Most of the new apartments will be market-rate with 20 apartments (10%) to be leased to households earning 50% or less of the Area Median Income (AMI). The site has been designed to allow a future public roadway improvement as well as enhanced public sidewalks and streetscapes.

The Planning Commission recommended that the rezoning for this redevelopment concept be approved by a 7-1 vote on April 28, 2021. The City Council approved the preliminary rezoning on June 1, 2021 with conditions that additional traffic improvements be planned on the east side of Highway 100 in the area surrounding the site. These approvals are documented in Ordinance 2021-03 and Resolution 2021-41. The developer intends to seek all final entitlements in October/November 2021.

The cost to develop and construct a project of this caliber is very high. The developer has requested that the City use Tax Increment Financing to allow the project to meet market-returns while also improving the public transportation network in the area.

The City has reviewed the developers financial pro forma and confirmed that without the use of TIF, this project will not move forward. As such, the City is considering the creation of a new TIF District to assist redevelopment and public improvements in this area.

Summary of Proposed TIF Plan and Review Process

The City's financial advisors at Ehlers Associates have prepared the proposed Eden/Willson TIF Plan (attached). This proposed Plan has been distributed to the Edina Public School District and Hennepin County for input. At this time, no comments have been received by the school district or county.

This proposed TIF Plan will also be presented to the Edina Housing and Redevelopment Authority for review and consideration. Finally, the City Council will conduct a public hearing to discuss the proposal before the proposed TIF Plan is given full consideration.

Requested Action

This proposed TIF Plan is presented to the Planning Commission as part of the state-mandated review process. A written opinion is requested in advance of the City Council's Public Hearing.

Specifically, the Planning Commission is asked to confirm that the proposed Eden / Willson TIF Plan is in compliance with Edina's Comprehensive Plan including the Grandview District Framework and Grandview Transportation Plan referenced therein.

Note that specific details regarding the future use, terms and conditions of tax increment expenditures are evaluated by the Edina City Council and Edina Housing and Redevelopment Authority (not the Planning Commission).

Staff Findings

Staff has reviewed the proposed Eden / Willson TIF Plan and Edina's Comprehensive Plan and provides these findings:

- This proposed District is located within the boundaries of the Southeast Edina Redevelopment Project Area as amended February 21, 2012. Objectives of this Plan include:
    - Increasing the value of property subject to taxation (3-4 (3))
    - Supporting multi-modal transportation improvements (3-4(4))
    - Supporting redevelopment of mixed-use sites that include retail, housing and employment in walkable neighborhoods (3-4(6))
    - Increasing the capacity of streets, roadways and bridges to support growth that has and will occur (3-4(7))
    - Providing affordable housing options for families and seniors (3-4(8))
    - Encouraging expansion of local businesses and economic activity (3-4(9))
- The proposed District is responsive to the 2012 Grandview Development Framework including the Seven Guiding Principles:
    - Create vibrant and connected District (page 7, #1)
    - Use key parcels as stepping stones to more vibrant, walkable, functional, attractive and life-filled place (page 7 #4)
    - Improve movement within and access to the District for people of all ages (page 7, #6)
    - Recognize the need for range of housing types and choices and address the needs of underserved populations (page 14)

  - Allow for future surface road / highway off-ramp (Page 33, #1 and page 36)
  - Support more efficient, compact and safe interchange access to Highway 100 from Vernon and Eden including taking a leadership role related to the Highway 100 interchange (Page 34)
  - Create a more bike and pedestrian friendly environment (Page 34)

- The proposed District is also responsive to the 2016 Grandview Transportation Plan
  - Simply highway access for northbound vehicles (Pages 22-24 and 48-49)
  - Support the goals to improve access for pedestrians and bicyclists (Pages 23-24)
- The proposed District reflects the goal of the 2018 Comprehensive Plan to encourage affordable housing in Edina and the preference for neighborhood nodes.
  - Page 4-23: "Goal 2: Encourage the development and maintenance of a range of housing options affordable to residents at all income levels and life stages."
  - Page 4-24: "Goal 4: Support the development of a wide range of housing options to meet the diverse needs and preferences of the existing and future Edina community."
  - Page 10-16: "Goal: Encourage vibrant neighborhood commercial nodes that meet resident needs for goods and services and build a sense of community"

Recommended Action

Planning Commission Resolution B-21-31 has been prepared to confirm that the Eden / Willson TIF Plan conforms to the general plans for the development and redevelopment of the City as a whole.

Staff recommends this resolution be approved.

PLANNING COMMISSION

CITY OF EDINA
HENNEPIN COUNTY
STATE OF MINNESOTA

RESOLUTION NO. B-21-31

FINDING THAT THE TAX INCREMENT FINANCING PLAN FOR THE EDEN/WILLSON TAX INCREMENT FINANCING DISTRICT CONFORMS TO THE GENERAL PLANS FOR THE DEVELOPMENT AND REDEVELOPMENT OF THE CITY.

WHEREAS, the 4917 Eden Avenue (the "Property") project is proposed to be redeveloped by Reuter Walton Development or an affiliated entity, and generally consists of 196 housing units and approximately 3,700 square feet of commercial space along with several improvements to the public realm adjacent to the project site; and

WHEREAS, the City of Edina has prepared preliminary plans for future improvements to the transportation network that surrounds the site; and

WHEREAS, the Edina Planning Commission reviewed a preliminary development plan and request for an amendment to the Edina Zoning Ordinance on April 28, 2021 and recommended that the City Council approve the Comprehensive Plan Amendment, Preliminary Rezoning and Preliminary Development Plan for the Property requiring a future site plan review; and

WHEREAS, the City Council via the passage of Resolutions 2021-41 and Ordinance 2021-03 and approved the Comprehensive Plan Amendment, Preliminary Zoning and Preliminary Development Plan for the Property on June 1, 2021; and

WHEREAS, the Edina Housing and Redevelopment Authority has recommended terms by which tax increment financing could be used to bridge a financial gap that otherwise renders the project unfeasible while also providing funding for nearby public improvements to the transportation network; and

WHEREAS, the City Council will be considering the establishment of a new Tax Increment Financing District to enable the redevelopment of the Property; and

WHEREAS, Minnesota Statutes require notification and input from several entities, including a public hearing, as part of the process of establishing a new Tax Increment Financing District; and

WHEREAS, the Edina Housing and Redevelopment Authority and the City of Edina (the "City") have proposed to adopt a Modification to the Southeast Edina Redevelopment Plan and a Tax Increment Financing Plan for the Eden/Willson Tax Increment Financing District (the "TIF District") therefor (the Redevelopment Plan Modification and the TIF Plan are referred to collectively herein as the "Plans") and have submitted the Plans to the Edina Planning Commission all pursuant to and in accordance with Minnesota Statutes, Section 469.175, Subd. 3; and

WHEREAS, the project that is described in Appendix E as the primary subject of the TIF Plan is the same as that approved by City Council on June 1, 2021; and

WHEREAS, the Planning Commission has reviewed the aforementioned Plans to determine their conformity with the general plans and guided land use as described in the comprehensive plan for the City.

NOW, THEREFORE, BE IT RESOLVED by the Commission that the Eden Willson Tax Increment Financing Plan conforms to the general plans for the development and redevelopment of the City as a whole.

Dated: October 13, 2021

_____
Planning Commission Chair

ATTEST:

_____
Planning Commission Secretary



CITY OF EDINA, MINNESOTA
INCORPORATED 1888

Eden / Willson TIF District

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September 2021

Feet

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Public Hearing Date: October 19, 2021

Edina Housing and Redevelopment Authority
City of Edina, Hennepin County, Minnesota

Modification to the Redevelopment Plan
Southeast Edina Redevelopment Project Area

&

Tax Increment Financing (TIF) Plan
Establishment of Eden / Willson Redevelopment
Tax Increment Financing District
(a redevelopment district)

EHLERS
PUBLIC FINANCE ADVISORS

Prepared by:

Ehlers
3060 Centre Pointe Drive
Roseville, Minnesota 55113

BUILDING COMMUNITIES. IT'S WHAT WE DO.

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Modification to the Redevelopment Plan for the Southeast Edina Redevelopment Project Area

FOREWORD

The following text represents a Modification to the Redevelopment Plan for the Southeast Edina Redevelopment Project Area. This modification represents a continuation of the goals and objectives set forth in the Redevelopment Plan for Southeast Edina Redevelopment Project Area originally adopted September 29, 1977, and modified from time to time. Generally, the substantive changes include the establishment of the Eden / Willson Redevelopment Tax Increment Financing District.

MUNICIPAL ACTION TAKEN

Based upon the statutory authority described in the Redevelopment Plan, the public purpose findings by the City Council and for the purpose of fulfilling the City's development objects as set forth in the Redevelopment Plan, the City Council has created, established and designated the Southeast Edina Redevelopment Plan pursuant to and in accordance with the requirements of Minnesota Statutes, Section 469.001 to 469.047.

The original and amended Southeast Edina Redevelopment Plan documents designated the Southeast Edina Redevelopment Plan as a redevelopment project and also a tax increment financing plan for tax increment districts created prior to 1988. The Centennial Lakes Tax Increment Financing District was created in 1988 pursuant to Tax Increment Financing Plan 88-1, which was subsequently renamed the Centennial Lakes Tax Increment District and referred to by Hennepin County as District #1203 and #1249.

For purposes of clarification, this modification will refer to the Southeast Edina Redevelopment Plan as the Southeast Edina Redevelopment Project Area Plan pursuant to Minnesota Statutes 469.002. The following municipal action has been taken with regard to the Southeast Edina Redevelopment Project Area Plan:

September 29, 1977: The Housing and Redevelopment Authority of Edina (the "HRA") approved the Southeast Edina Redevelopment Project Area Plan.

October 5, 1981: The Southeast Edina Redevelopment Project Area Plan was amended to identify project costs and bonded indebtedness incurred to finance those costs.

May 6, 1985: The HRA and the City approved an amendment to the Southeast Edina Redevelopment Project Area Plan which establishes an interest reduction program and enlarges the project area to include the "1985 Project Area."

August 19, 1985: The HRA and the City approved the First Amendment to the 1985 Amendment to the Southeast Edina Redevelopment Project Area Plan to enlarge the 1985 Project Area and authorize the issuance of additional bonds to acquire land within the enlarged 1985 Project Area.

1987: The HRA and City approved the 1987 Amendments to the Southeast Edina Redevelopment Plan to enlarge the project area to include the 1987 Project Area.

1988: The HRA and City approved the 1988 Amendments to the Southeast Edina Redevelopment Plan to provide an Interest Reduction Program in the amount of $2,500,000 to assist in the financing and construction of housing units and authorize the HRA and City to incur additional bonded indebtedness.

February 21, 2012: The HRA and City expand the Southeast Edina Project Area.

April 17, 2012: The HRA and City establish the Southdale 2 Tax Increment Financing District.

February 18, 2014: The HRA and City establish the Pentagon Park Tax Increment Financing District.

March 2, 2016: The HRA and City establish the Grandview 2 Tax Increment Financing District.

April 5, 2016: The HRA and City modify the Tax Increment Financing Plan for the Southdale 2 Tax Increment Financing District and establish the 66 West Tax Increment Financing District.

June 20, 2017: The HRA and City establish the 50th and France 2 Tax Increment Financing District.

October 16, 2018: The HRA and City establish the 44th and France 2 Tax Increment Financing District.

November 20, 2018: The HRA and City modify the Tax Increment Financing Plan for the Southdale 2 Tax Increment Financing District to increase the TIF Budget and enable special legislative pooling authority for affordable housing.

November 20, 2018: The HRA and City also establish the West 76th Street Tax Increment Financing District.

March 19, 2019: The HRA and City establish the 72nd and France Tax Increment Financing District.

December 17, 2019: The HRA and City modify the Tax Increment Financing Plan for the Southdale 2 Tax Increment Financing District to designate property to be acquired and establish the Amundson Avenue Tax Increment Financing District.

August 4, 2021: The HRA and City establish the 4040 West 70th Street Tax Increment Financing District.

September 9, 2021: The HRA and City modify the Tax Increment Financing Plan for the Southdale 2 Tax Increment Financing District to increase the estimated project costs expected to be paid or financed with tax increment from the Southdale 2 TIF District, to include affordable housing project costs.

(As Modified October 19, 2021)
October 19, 2021: *The HRA and City establish the Eden / Willson Redevelopment Tax Increment Financing District.*

For further information, a review of the Redevelopment Plan for Southeast Edina Redevelopment Project Area, is recommended. It is available from the HRA Executive Director at the City of Edina. Other relevant information is contained in the Tax Increment Financing Plans for the Tax Increment Financing Districts located within the Southeast Edina Redevelopment Project Area.

Tax Increment Financing Plan for the Eden / Willson Redevelopment Tax Increment Financing District

FOREWORD

The Edina Housing and Redevelopment Authority (the "HRA"), the City of Edina (the "City"), staff and consultants have prepared the following information to expedite the establishment of the Eden / Willson Redevelopment Tax Increment Financing District (the "District"), a redevelopment tax increment financing district, located in the Southeast Edina Redevelopment Project Area.

STATUTORY AUTHORITY

Within the City, there exist areas where public involvement is necessary to cause development or redevelopment to occur. To this end, the HRA and City have certain statutory powers pursuant to *Minnesota Statutes ("M.S."), Sections 469.001 - 469.047*, inclusive, as amended (the "HRA Act"), and *M.S., Sections 469.174 to 469.1794*, inclusive, as amended (the "Tax Increment Financing Act" or "TIF Act"), to assist in financing public costs related to this project.

This section contains the Tax Increment Financing Plan (the "TIF Plan") for the District. Other relevant information is contained in the Modification to the Redevelopment Plan for the Southeast Edina Redevelopment Project Area, originally adopted September 29, 1977, and modified from time to time.

STATEMENT OF OBJECTIVES

The District currently consists of two (2) parcels of land inclusive of internal and external rights-of-way, abutting roadways and intersections, pedestrian pathways and crossings depicted within the map contained in Appendix A. The District is being created to facilitate redevelopment of the 4917 Eden Avenue site including construction of a new mixed use apartment and retail redevelopment and associated public improvements in the City. Please see Appendix E for further District information. The HRA anticipates entering into an agreement with Eden Avenue Group, LLC as the developer. Development is anticipated to begin in 2022. This TIF Plan is expected to achieve many of the objectives outlined in the Redevelopment Plan for the Southeast Edina Redevelopment Project Area.

The activities contemplated in the Modification to the Redevelopment Plan and the TIF Plan do not preclude the undertaking of other qualified development or redevelopment activities. These activities are anticipated to occur over the life of Southeast Edina Redevelopment Project Area and the District.

REDEVELOPMENT PLAN OVERVIEW

Pursuant to the Redevelopment Plan and authorizing state statutes, the HRA or City is authorized to undertake the following activities in the District:

1. Property to be Acquired – The HRA or City currently owns one parcel of property within the District. The remaining property located within the District may be acquired by the HRA or City and is further described in this TIF Plan.

2. Relocation - Relocation services, to the extent required by law, are available pursuant to *M.S., Chapter 117* and other relevant state and federal laws.

3. Upon approval of a developer's plan relating to the project and completion of the necessary legal requirements, the HRA or City may sell to a developer selected properties that it may acquire within the District or may lease land or facilities to a developer.

4. The HRA or City may perform or provide for some or all necessary acquisition, construction, relocation, demolition, and required utilities and public street work within the District.

DESCRIPTION OF PROPERTY IN THE DISTRICT AND PROPERTY TO BE ACQUIRED

The District encompasses property identified by the parcels listed below, inclusive of adjacent rights-of-way, pedestrian pathways and crossing, and abutting roadways and intersections.

Parcel number	Address	Owner
1802824320023	4917 Eden Avenue	Eden Ventures
1802824320029	4918 and 4920 Eden Avenue*	City of Edina

** As depicted in Appendix A, the District will include only the portion of parcel #18-028-24-32-0029 west of Grange Road.*

Please also see the map in Appendix A for further information on the location of the District.

The HRA or City may acquire any parcel within the District including interior and adjacent street rights-of-way. Any properties identified for acquisition will be acquired by the HRA or City only in order to accomplish one or more of the following: storm sewer improvements; provide land for needed public streets and sidewalks, utilities and facilities; carry out land acquisition, site improvements, clearance and/or development to accomplish the uses and objectives set forth in this plan. The HRA or City may acquire property by gift, dedication, condemnation or direct purchase from willing sellers in order to achieve the objectives of this TIF Plan. Such acquisitions will be undertaken only when there is assurance of funding to finance the acquisition and related costs.

The HRA or City currently owns one parcel of the property to be included in the District.

DISTRICT CLASSIFICATION

The HRA and City, in determining the need to create a tax increment financing district in accordance with the TIF Act find that the District, to be established, is a redevelopment district pursuant to *M.S., Section 469.174, Subd. 10(a)(1).*

- The District consists of two (2) parcels.
- An inventory shows that parcels consisting of more than 70 percent of the area in the District are occupied by buildings, streets, utilities, paved or gravel parking lots or other similar structures.
- An inspection of the buildings located within the District finds that more than 50 percent of the buildings are structurally substandard as defined in the TIF Act. (See Appendix D).

Pursuant to *M.S., Section 469.176, Subd. 7*, the District does not contain any parcel or part of a parcel that qualified under the provisions of *M.S., Sections 273.111*, *273.112, or 273.114* or *Chapter 473H* for taxes payable in any of the five calendar years before the filing of the request for certification of the District.

DURATION & FIRST YEAR OF DISTRICT'S TAX INCREMENT

Pursuant to *M.S., Section 469.175, Subd. 1, and Section 469.176, Subd. 1*, the duration and first year of tax increment of the District must be indicated within the TIF Plan. Pursuant to *M.S., Section 469.176, Subd. 1b.*, the duration of the District will be 25 years after receipt of the first increment by the HRA or City (a total of 26 years of tax increment). The HRA or City elects to receive the first tax increment in 2025, which is no later than four years following the year of approval of the District.

Thus, it is estimated that the District, including any modifications of the TIF Plan for subsequent phases or other changes, would terminate after 2050, or when the TIF Plan is satisfied. The HRA or City reserves the right to decertify the District prior to the legally required date.

ORIGINAL TAX CAPACITY, TAX RATE & ESTIMATED CAPTURED NET TAX CAPACITY VALUE/INCREMENT & NOTIFICATION OF PRIOR PLANNED IMPROVEMENTS

Pursuant to *M.S., Section 469.174, Subd. 7 and M.S., Section 469.177, Subd. 1*, the Original Net Tax Capacity (ONTC) as certified for the District will be based on the market values placed on the property by the assessor in 2021 for taxes payable 2022.

Pursuant to *M.S., Section 469.177, Subds. 1 and 2*, the County Auditor shall certify in each year (beginning in the payment year 2025) the amount by which the original value has increased or decreased as a result of:

1. Change in tax exempt status of property;
2. Reduction or enlargement of the geographic boundaries of the district;
3. Change due to adjustments, negotiated or court-ordered abatements;
4. Change in the use of the property and classification;
5. Change in state law governing class rates; or
6. Change in previously issued building permits.

In any year in which the current Net Tax Capacity (NTC) value of the District declines below the ONTC, no value will be captured and no tax increment will be payable to the HRA or City.

The Original Local Tax Rate for the District will be the local tax rate for taxes payable 2022, assuming the request for certification is made before June 30, 2022). The estimated ONTC and the Original Local Tax Rate for the District appear in the table below.

Pursuant to *M.S., Section 469.174 Subd. 4 and M.S., Section 469.177, Subd. 1, 2, and 4*, the estimated Captured Net Tax Capacity (CTC) of the District, within Southeast Edina Redevelopment Project Area, upon completion of the District, will annually approximate tax increment revenues as shown in the table below. The HRA and City request 100 percent of the available increase in tax capacity for repayment of its obligations and current expenditures, beginning in the tax year payable 2025. The Project Tax Capacity (PTC) listed is an estimate of values when the projects within the District are completed.

Project Tax Capacity		
Estimated Project Tax Capacity (PTC)	887,151	
Less: Estimated Original Net Tax Capacity (ONTC	38,495	
Less: Fiscal Disparities	8,351	
Estimated Captured Tax Capacity (CTC)	**840,304**	
Estimated Original Local Tax Rate	107.8580%	Pay 2021
Estimated Annual Tax Increment (CTC x Rate)	**$906,335**	
Percent Retained by the HRA	100%	

Note: Estimated PTC includes a 1% inflation factor for the duration of the District and is the estimated tax capacity of the District in year 25. The tax capacity of the District in year one is estimated to be 691,772.

Pursuant to *M.S., Section 469.177, Subd. 4*, the HRA shall, after a due and diligent search, accompany its request for certification to the County Auditor or its notice of the District enlargement pursuant to *M.S., Section 469.175, Subd. 4*, with a listing of all properties within the District or area of enlargement for which building permits have been issued during the eighteen (18) months immediately preceding approval of the TIF Plan by the municipality pursuant to *M.S., Section 469.175, Subd. 3.* The County Auditor shall increase the original net tax capacity of the District by the net tax capacity of improvements for which a building permit was issued.

The City is reviewing the area to be included in the District to determine if any building permits have been issued during the 18 months immediately preceding approval of the TIF Plan.

SOURCES OF REVENUE/BONDS TO BE ISSUED

The total estimated tax increment revenues for the District are shown in the table below:

SOURCES	
Tax Increment	$ 20,668,426
Interest	2,066,843
TOTAL	**$ 22,735,269**

The costs outlined in the Uses of Funds will be financed primarily through the annual collection of tax increments. The HRA or City reserves the right to incur bonds or other indebtedness as a result of the TIF Plan. As presently proposed, the projects within the District will be financed by a pay-as-you-go note, interfund loans, and/or a possible bond issue. Any refunding amounts will be deemed a budgeted cost without a formal TIF Plan Modification.

This provision does not obligate the HRA or City to incur debt. The HRA or City will issue bonds or incur other debt only upon the determination that such action is in the best interest of the City.

The HRA or City may issue bonds (as defined in the TIF Act) secured in whole or in part with tax increments from the District in a maximum principal amount of $14,934,231. Such bonds may be in the form of pay-as-you-go notes, revenue bonds or notes, general obligation bonds, or interfund loans. This estimate of total bonded indebtedness is a cumulative statement of authority under this TIF Plan as of the date of approval.

USES OF FUNDS

Currently under consideration for the District is a proposal to facilitate redevelopment of the property into a mixed-use apartment and commercial retail building and necessitated public infrastructure improvements. The HRA and City have determined that it will be necessary to provide assistance to the project(s) for certain District costs, as described.

The HRA has studied the feasibility of the development or redevelopment of property in and around the District. To facilitate the establishment and development or redevelopment of the District, this TIF Plan authorizes the use of tax increment financing to pay for the cost of certain eligible expenses. The estimate of public costs and uses of funds associated with the District is outlined in the following table. These estimates establish the maximum amount permitted to be expended, but the HRA and City is not obligated to expend the full amount.

USES	
Land/Building Acquisition	$ 3,000,000
Site Improvements/Preparation	750,000
Affordable Housing	2,066,843
Utilities	1,500,000
Other Qualifying Improvements	5,550,545
Administrative Costs (up to 10%)	2,066,843
PROJECT COSTS TOTAL	**$ 14,934,231**
Interest	7,801,038
PROJECT AND INTEREST COSTS TOTAL	**$ 22,735,269**

The total project cost, including financing costs (interest) listed in the table above does not exceed the total projected tax increments for the District as shown in the Sources of Revenue section.

Estimated costs associated with the District are subject to change among categories without a modification to this TIF Plan. The cost of all activities to be considered for tax increment financing will not exceed, without formal modification, the budget above pursuant to the applicable statutory requirements. Pursuant to *M.S., Section 469.1763, Subd. 2*, no more than 25 percent of the tax increment paid by property within the District will be spent on activities related to development or redevelopment outside of the District but within the boundaries of Southeast Edina Redevelopment Project Area, (including administrative costs, which are considered to be spent outside of the District) subject to the limitations as described in this TIF Plan.

Pursuant to *M.S., Section 469.1763, Subd. 2(d)*, the HRA and City may elect to increase by up to ten percentage points the permitted amount of expenditures for activities located outside the geographic area of the District. The HRA and City intend to pool tax increment paid by property within the District to be used to assist housing that meets the requirements contained in *M.S., Section 469.1763, Subd. 2(d)*.

FISCAL DISPARITIES ELECTION

Pursuant to *M.S., Section 469.177, Subd. 3*, the HRA or City may elect one of two methods to calculate fiscal disparities contribution of commercial-industrial net tax capacity from the District.

The HRA will choose to calculate fiscal disparities by clause b (inside the District).

ESTIMATED IMPACT ON OTHER TAXING JURISDICTIONS

The estimated impact on other taxing jurisdictions assumes that the redevelopment contemplated by the TIF Plan would occur without the creation of the District. However, the HRA and City have determined that such development or redevelopment would not reasonably be expected to occur "but for" tax increment financing and that, therefore, the fiscal impact on other taxing jurisdictions is $0. The estimated fiscal impact of the District would be as follows if the "but for" test was not met:

Impact on Tax Base If "But/For" Not Met			
Entity	2020/Pay 2021 Total Net Tax Capacity	Estimated Captured Tax Capacity (CTC) upon completion	Percent of CTC to Entity Total
Hennepin County	2,080,642,179	840,304	**0.0404%**
City of Edina	141,273,381	840,304	**0.5948%**
ISD 273 (Edina)	115,791,268	840,304	**0.7257%**

Impact on Tax Rates If "But/For" Not Met				
Entity	Pay 2021 Extension Rate	Percent of Total Rate	CTC	Potential Annual Taxes
Hennepin County	38.2100%	35.43%	840,304	**$ 321,080**
City of Edina	28.9390%	26.83%	840,304	**243,176**
ISD 273 (Edina)	31.4740%	29.18%	840,304	**264,477**
Other	9.2350%	8.56%	840,304	**77,602**
	107.8580%	**100.00%**		**$ 906,335**

The estimates listed above display the estimated CTC when all construction is completed at the end of the District. The tax rate used for calculations is the Pay 2021 rate as obtained from Hennepin County. The total net capacity for the entities listed above are based on Pay 2021 figures provided by Hennepin County. The District will be certified under the Pay 2022 rates, which were unavailable at the time this TIF Plan was prepared.

Pursuant to *M.S. Section 469.175 Subd. 2(b)*:

(1) Estimate of total tax increment. It is estimated that the total amount of tax increment from property within the District that will be generated over the life of the District is $20,668,426;

(2) Probable impact of the District on city provided services and ability to issue debt. An impact of the District on police protection is expected, as it is with any new development. With any addition of new residents or businesses, police calls for service will be increased. New developments add an increase in traffic and additional overall demands to the call load. However, the roadway improvements proposed as part of this redevelopment are expected to help emergency response. The City does not expect that the proposed redevelopment, in and of itself, will necessitate new capital investment in vehicles or facilities, nor an increase to staffing levels.

The probable impact of the District on Fire/EMS services is not expected to be significant. A new, fully-sprinklered, non-age restricted apartment building is expected to generate few calls, if any, and be of superior construction and compliant with the latest building codes. Some of the existing buildings, which will be eliminated or relocated by the new development, are of older construction and carry issues that are expected to be improved by the new structures and/or relocation. The City does not expect that the proposed development, in and of itself, will necessitate additional staffing or new capital investment in vehicles or facilities.

The impact of the District on public infrastructure is expected to be moderate. The redevelopment is not expected to significantly impact any traffic movements external to the area, but new infrastructure funded by the TIF District is proposed to enhance traffic movement throughout the District. The City may need to relocate fiber optic lines near the redevelopment and road improvements as part of the infrastructure costs. The current system infrastructure for sanitary sewer, storm sewer and water will be able to handle the additional volume generated from the proposed development. Based on the development plans, there are minimal additional costs associated with street maintenance, sweeping, plowing, lighting and sidewalks. The development in the District is expected to contribute an estimated $487,060 in met council sanitary sewer (SAC) and $878,080 in City sanitary sewer and water fees.

The probable impact of any District general obligation debt issuance on the City's ability to issue debt for general fund purposes is expected to be minimal. The City may issue general obligation tax increment revenue bonds to fund public infrastructure at some point during the District, but any such issuance is not expected to require the City's general revenue support and would not apply to the City's statutory debt limit.

(3) Estimated amount of tax increment attributable to school district levies. It is estimated that the amount of tax increments over the life of the District that would be attributable to school district levies, assuming the school district's share of the total local tax rate for all taxing jurisdictions remained the same, is $6,031,245. The amount is calculated by multiplying the total estimated increment of $20,668,426 by the school district's percent of the proportionate share of the total tax rate of 29.18%;

(4) Estimated amount of tax increment attributable to county levies. It is estimated that the amount of tax increments over the life of the District that would be attributable to county levies, assuming the county's share of the total local tax rate for all taxing jurisdictions remained the same, is $7,322,040. The amount is calculated by multiplying the total estimated increment of $20,668,426 by the County's percent of the proportionate share of the total tax rate of 35.43%;

(5) Additional information requested by the county or school district. The City is not aware of any standard questions in a county or school district written policy regarding tax increment districts and impact on county or school district services. The county or school district must request additional information pursuant to *M.S. Section 469.175 Subd. 2(b)* within 15 days after receipt of the tax increment financing plan.

At this time, no requests for additional information from the county or school district regarding the proposed development for the District have been received.

SUPPORTING DOCUMENTATION

Pursuant to *M.S. Section 469.175, Subd. 1 (a), clause 7* the TIF Plan must contain identification and description of studies and analyses used to make the determination set forth in *M.S. Section 469.175, Subd. 3, clause (b)(2)* and the findings are required in the resolution approving the District.

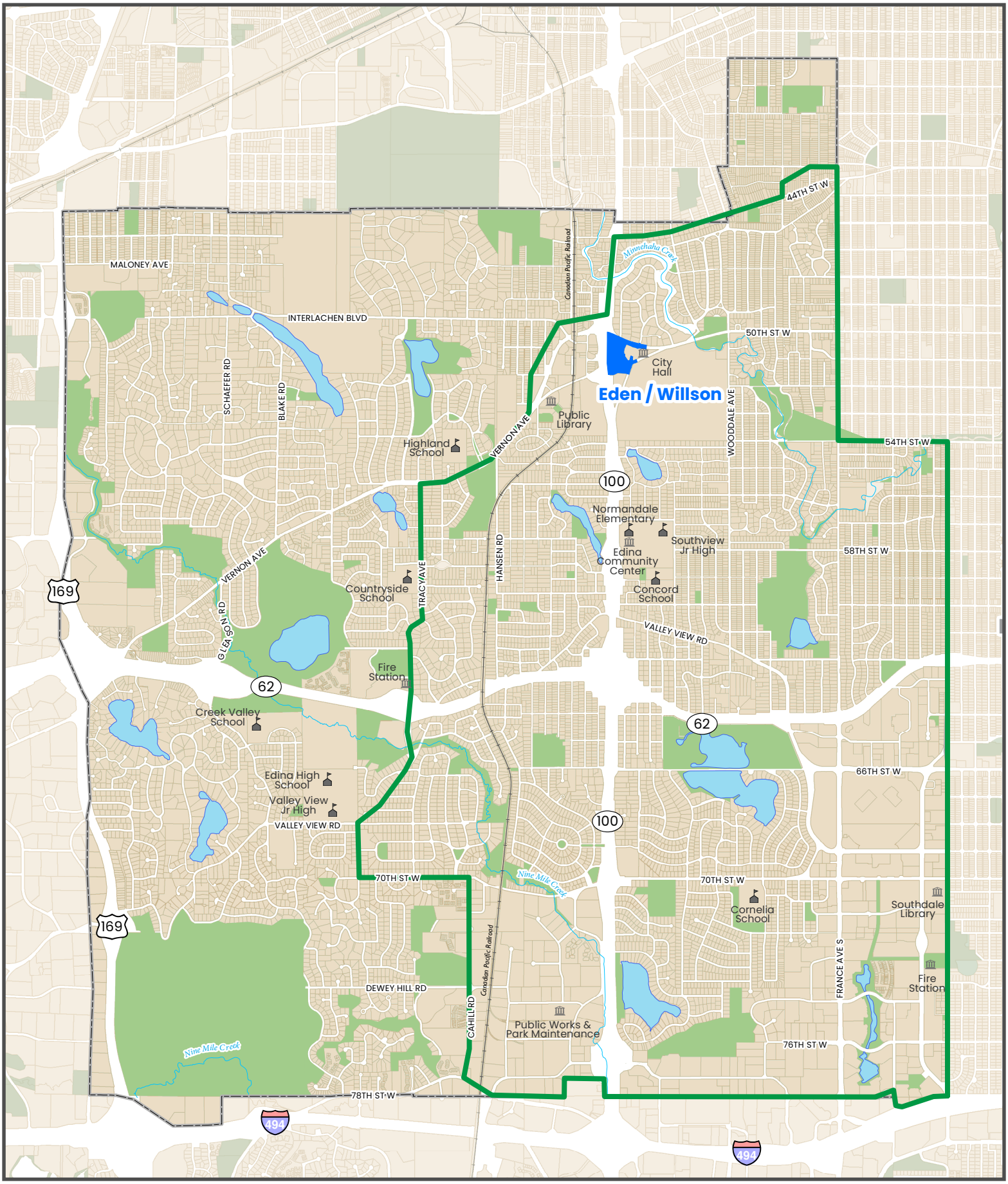
(i) In making said determination, reliance has been placed upon (1) written representation made by the developer to such effects, (2) review of the developer's anticipated proforma; and (3) City staff awareness of the feasibility of developing the project site within the District, which is further outlined in the City Council resolution approving the establishment of the TIF District and Appendix C.

(ii) A comparative analysis of estimated market value both with and without establishment of the TIF District and the use of tax increments has been performed. Such analysis is included with the cashflow in Appendix B and indicates that the increase in estimated market value of the proposed development (less the indicated subtractions) exceeds the estimated market value of the site absent the establishment of the TIF District and the use of tax increments.

DISTRICT ADMINISTRATION

Administration of the District will be handled by the HRA Executive Director and Economic Development Manager.

Appendix A: Map of Southeast Edina Redevelopment Project Area and the TIF District


Eden / Willson
City Hall
Public Library
Highland School
Countryside School
Fire Station
Creek Valley School
Edina High School
Valley View Jr High
Normandale Elementary
Edina Community Center
Southview Jr High
Concord School
Cornelia School
Southdale Library
Fire Station
Public Works & Park Maintenance
MALONEY AVE
INTERLACHEN BLVD
SCHAEFER RD
BLAKE RD
VERNON AVE
GLEASON RD
TRACY AVE
HANSEN RD
WOODDALE AVE
FRANCE AVE S
CAHILL RD
DEWEY HILL RD
VALLEY VIEW RD
44TH ST W
50TH ST W
54TH ST W
58TH ST W
66TH ST W
70TH ST W
76TH ST W
78TH ST W
Minnehaha Creek
Nine Mile Creek
Canadian Pacific Railroad
169
62
100
494
Eden / Willson TIF District
Southeast Edina Redevelopment Project Area
N
September 2021
Feet
0
2,100



CITY OF EDINA, MINNESOTA

Eden / Willson TIF District

N

September 2021

Feet

0 175

Appendix B: Estimated Cash Flow for the District

Eden / Willson Redevelopment TIF District

City of Edina, MN

Mixed-use Redevelopment

ASSUMPTIONS AND RATES

DistrictType:	**Redevelopment**	
District Name/Number:	**Eden / Willson**	
County District #:	**TBD**	
First Year Construction or Inflation on Value	**2023**	
Inflation Rate - Every Year:	**1.00%**	
Interest Rate:	**4.00%**	
Present Value Date:	**1-Feb-24**	
First Period Ending	1-Aug-24	
Tax Year District was Certified:	**Pay 2022**	
Cashflow Assumes First Tax Increment For Development:	2025	
Years of Tax Increment	26	
Assumes Last Year of Tax Increment	2050	
Fiscal Disparities Election [Outside (A), Inside (B), or NA]	**Inside(B)**	
Incremental or Total Fiscal Disparities	**Incremental**	
Fiscal Disparities Contribution Ratio	33.7904%	Pay 2021
Fiscal Disparities Metro-Wide Tax Rate	139.5040%	Pay 2021
Maximum/Frozen Local Tax Rate:	107.858%	Pay 2021
Current Local Tax Rate: (Use lesser of Current or Max.)	107.858%	Pay 2021
State-wide Tax Rate (Comm./Ind. only used for total taxes)	35.9780%	Pay 2021
Market Value Tax Rate (Used for total taxes)	0.21097%	Pay 2021

Tax Rates

Exempt Class Rate (Exempt)		0.00%
Commercial Industrial Preferred Class Rate (C/I Pref.)		
First	$150,000	1.50%
Over	$150,000	2.00%
Commercial Industrial Class Rate (C/I)		2.00%
Rental Housing Class Rate (Rental)		1.25%
Affordable Rental Housing Class Rate (Aff. Rental)		
First	$174,000	0.75%
Over	$174,000	0.25%
Non-Homestead Residential (Non-H Res. 1 Unit)		
First	$500,000	1.00%
Over	$500,000	1.25%
Homestead Residential Class Rate (Hmstd. Res.)		
First	$500,000	1.00%
Over	$500,000	1.25%
Agricultural Non-Homestead		1.00%

BASE VALUE INFORMATION (Original Tax Capacity)

Map ID	PID	Owner	Address	Land Market Value	Building Market Value	Total Market Value	Percentage Of Value Used for District	Original Market Value	Tax Year Original Market Value	Property Tax Class	Current Original Tax Capacity	Class After Conversion	After Conversion Orig. Tax Cap.	Area/ Phase
1	1802824320023	Eden Ventures		3,078,600	1,000	3,079,600	100%	3,079,600	Pay 2022	C/I Pref.	60,842	Rental	38,495	1
2	1802824320029	City of Edina		0	0	0	100%	0	Pay 2022	Exempt	-	Rental	-	2
				3,078,600	**1,000**	**3,079,600**		**3,079,600**			**60,842**		**38,495**	

Note:

1. Base values are for pay 2022 based upon review of County website on September 13, 2021.
2. Located in SD # 273 and WS # 3.

Eden / Willson Redevelopment TIF District

City of Edina, MN

Mixed-use Redevelopment

EHLERS PUBLIC FINANCE ADVISORS

PROJECT INFORMATION (Project Tax Capacity)													
Area/Phase	New Use	Estimated Market Value Per Sq. Ft./Unit	Taxable Market Value Per Sq. Ft./Unit	Total Sq. Ft./Units	Total Taxable Market Value	Property Tax Class	Project Tax Capacity	Project Tax Capacity/Unit	Percentage Completed 2023	Percentage Completed 2024	Percentage Completed 2025	Percentage Completed 2026	First Year Full Taxes Payable
1	Apartments	274,490	274,490	196	53,800,000	Rental	672,500	3,431	100%	100%	100%	100%	2025
	Retail	300	300	3,337	1,001,100	C/I Pref.	19,272	6	100%	100%	100%	100%	2025
TOTAL					54,801,100		691,772						
Subtotal Residential				196	53,800,000		672,500						
Subtotal Commercial/Ind.				3,337	1,001,100		19,272						

Note:

1. Market values are based upon preliminary estimates from the Assessor's Office.

TAX CALCULATIONS									
New Use	Total Tax Capacity	Fiscal Disparities Tax Capacity	Local Tax Capacity	Local Property Taxes	Fiscal Disparities Taxes	State-wide Property Taxes	Market Value Taxes	Total Taxes	Taxes Per Sq. Ft./Unit
Apartments	672,500	0	672,500	725,345	0	0	113,502	838,847	4,279.83
Retail	19,272	6,512	12,760	13,763	9,085	6,394	2,112	31,353	9.40
TOTAL	691,772	6,512	685,260	739,108	9,085	6,394	115,614	870,200	

Note:

1. Taxes and tax increment will vary significantly from year to year depending upon values, rates, state law, fiscal disparities and other factors which cannot be predicted.

WHAT IS EXCLUDED FROM TIF?	
Total Property Taxes	870,200
less State-wide Taxes	(6,394)
less Fiscal Disp. Adj.	(9,085)
less Market Value Taxes	(115,614)
less Base Value Taxes	(41,520)
Annual Gross TIF	697,588

MARKET VALUE BUT / FOR ANALYSIS	
Current Market Value - Est.	3,079,600
New Market Value - Est.	54,801,100
Difference	51,721,500
Present Value of Tax Increment	12,043,964
Difference	39,677,536
Value likely to occur without Tax Increment is less than:	39,677,536

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Eden / Willson Redevelopment TIF District

City of Edina, MN

Mixed-use Redevelopment

TAX INCREMENT CASH FLOW

% of OTC	Project Tax Capacity	Original Tax Capacity	Fiscal Disparities Incremental	Captured Tax Capacity	Local Tax Rate	Annual Gross Tax Increment	Semi-Annual Gross Tax Increment	State Auditor 0.36%	Admin. at 10%	Semi-Annual Net Tax Increment	Semi-Annual Present Value	PERIOD ENDING Yrs.	Tax Year	Payment Date
							-	-	-	-				08/01/24
							-	-	-	-				02/01/25
100%	691,772	(38,495)	(6,512)	646,765	107.858%	697,588	348,794	(1,256)	(34,754)	312,784	294,744	0.5	2025	08/01/25
							348,794	(1,256)	(34,754)	312,784	583,708	1	2025	02/01/26
100%	698,690	(38,495)	(6,577)	653,618	107.858%	704,979	352,489	(1,269)	(35,122)	316,098	870,008	1.5	2026	08/01/26
							352,489	(1,269)	(35,122)	316,098	1,150,694	2	2026	02/01/27
100%	705,677	(38,495)	(6,643)	660,539	107.858%	712,444	356,222	(1,282)	(35,494)	319,446	1,428,791	2.5	2027	08/01/27
							356,222	(1,282)	(35,494)	319,446	1,701,435	3	2027	02/01/28
100%	712,733	(38,495)	(6,709)	667,529	107.858%	719,983	359,992	(1,296)	(35,870)	322,826	1,971,561	3.5	2028	08/01/28
							359,992	(1,296)	(35,870)	322,826	2,236,391	4	2028	02/01/29
100%	719,861	(38,495)	(6,777)	674,589	107.858%	727,598	363,799	(1,310)	(36,249)	326,241	2,498,774	4.5	2029	08/01/29
							363,799	(1,310)	(36,249)	326,241	2,756,013	5	2029	02/01/30
100%	727,059	(38,495)	(6,844)	681,720	107.858%	735,290	367,645	(1,324)	(36,632)	329,689	3,010,873	5.5	2030	08/01/30
							367,645	(1,324)	(36,632)	329,689	3,260,736	6	2030	02/01/31
100%	734,330	(38,495)	(6,913)	688,922	107.858%	743,058	371,529	(1,338)	(37,019)	333,172	3,508,288	6.5	2031	08/01/31
							371,529	(1,338)	(37,019)	333,172	3,750,986	7	2031	02/01/32
100%	741,673	(38,495)	(6,982)	696,196	107.858%	750,903	375,452	(1,352)	(37,410)	336,690	3,991,438	7.5	2032	08/01/32
							375,452	(1,352)	(37,410)	336,690	4,227,174	8	2032	02/01/33
100%	749,090	(38,495)	(7,052)	703,543	107.858%	758,828	379,414	(1,366)	(37,805)	340,243	4,460,728	8.5	2033	08/01/33
							379,414	(1,366)	(37,805)	340,243	4,689,702	9	2033	02/01/34
100%	756,581	(38,495)	(7,122)	710,964	107.858%	766,831	383,416	(1,380)	(38,204)	343,832	4,916,554	9.5	2034	08/01/34
							383,416	(1,380)	(38,204)	343,832	5,138,957	10	2034	02/01/35
100%	764,147	(38,495)	(7,193)	718,458	107.858%	774,915	387,457	(1,395)	(38,606)	347,456	5,359,299	10.5	2035	08/01/35
							387,457	(1,395)	(38,606)	347,456	5,575,320	11	2035	02/01/36
100%	771,788	(38,495)	(7,265)	726,028	107.858%	783,079	391,540	(1,410)	(39,013)	351,117	5,789,337	11.5	2036	08/01/36
							391,540	(1,410)	(39,013)	351,117	5,999,157	12	2036	02/01/37
100%	779,506	(38,495)	(7,338)	733,673	107.858%	791,325	395,663	(1,424)	(39,424)	354,814	6,207,029	12.5	2037	08/01/37
							395,663	(1,424)	(39,424)	354,814	6,410,825	13	2037	02/01/38
100%	787,301	(38,495)	(7,411)	741,395	107.858%	799,653	399,827	(1,439)	(39,839)	358,549	6,612,728	13.5	2038	08/01/38
							399,827	(1,439)	(39,839)	358,549	6,810,673	14	2038	02/01/39
100%	795,174	(38,495)	(7,485)	749,194	107.858%	808,065	404,033	(1,455)	(40,258)	362,320	7,006,777	14.5	2039	08/01/39
							404,033	(1,455)	(40,258)	362,320	7,199,036	15	2039	02/01/40
100%	803,126	(38,495)	(7,560)	757,070	107.858%	816,561	408,281	(1,470)	(40,681)	366,130	7,389,508	15.5	2040	08/01/40
							408,281	(1,470)	(40,681)	366,130	7,576,244	16	2040	02/01/41
100%	811,157	(38,495)	(7,636)	765,026	107.858%	825,142	412,571	(1,485)	(41,109)	369,977	7,761,243	16.5	2041	08/01/41
							412,571	(1,485)	(41,109)	369,977	7,942,614	17	2041	02/01/42
100%	819,269	(38,495)	(7,712)	773,061	107.858%	833,809	416,904	(1,501)	(41,540)	373,863	8,122,297	17.5	2042	08/01/42
							416,904	(1,501)	(41,540)	373,863	8,298,456	18	2042	02/01/43
100%	827,461	(38,495)	(7,789)	781,177	107.858%	842,562	421,281	(1,517)	(41,976)	377,788	8,472,975	18.5	2043	08/01/43
							421,281	(1,517)	(41,976)	377,788	8,644,071	19	2043	02/01/44
100%	835,736	(38,495)	(7,867)	789,374	107.858%	851,403	425,701	(1,533)	(42,417)	381,752	8,813,573	19.5	2044	08/01/44
							425,701	(1,533)	(42,417)	381,752	8,979,751	20	2044	02/01/45
100%	844,093	(38,495)	(7,946)	797,652	107.858%	860,332	430,166	(1,549)	(42,862)	385,756	9,144,380	20.5	2045	08/01/45
							430,166	(1,549)	(42,862)	385,756	9,305,780	21	2045	02/01/46
100%	852,534	(38,495)	(8,025)	806,014	107.858%	869,350	434,675	(1,565)	(43,311)	389,799	9,465,674	21.5	2046	08/01/46
							434,675	(1,565)	(43,311)	389,799	9,622,434	22	2046	02/01/47
100%	861,060	(38,495)	(8,106)	814,459	107.858%	878,459	439,230	(1,581)	(43,765)	393,883	9,777,729	22.5	2047	08/01/47
							439,230	(1,581)	(43,765)	393,883	9,929,980	23	2047	02/01/48
100%	869,670	(38,495)	(8,187)	822,988	107.858%	887,659	443,829	(1,598)	(44,223)	398,008	10,080,809	23.5	2048	08/01/48
							443,829	(1,598)	(44,223)	398,008	10,228,680	24	2048	02/01/49
100%	878,367	(38,495)	(8,269)	831,603	107.858%	896,951	448,475	(1,615)	(44,686)	402,175	10,375,169	24.5	2049	08/01/49
							448,475	(1,615)	(44,686)	402,175	10,518,786	25	2049	02/01/50
100%	887,151	(38,495)	(8,351)	840,304	107.858%	906,335	453,168	(1,631)	(45,154)	406,383	10,661,061	25.5	2050	08/01/50
							453,168	(1,631)	(45,154)	406,383	10,800,545	26	2050	02/01/51
	Total						**20,743,101**	**(74,675)**	**(2,066,843)**	**18,601,584**				
	Present Value From 02/01/2024			**Present Value Rate**	**4.00%**		**12,043,964**	**(43,358)**	**(1,200,061)**	**10,800,545**				

Appendix C: Findings Including But/For Qualifications

The reasons and facts supporting the findings for the adoption of the Tax Increment Financing Plan (TIF Plan) for Eden / Willson Redevelopment Tax Increment Financing District (the "District"), as required pursuant to Minnesota Statutes, Section 469.175, Subdivision 3 are as follows:

1. *Finding that Eden / Willson Redevelopment Tax Increment Financing District is a redevelopment district as defined in M.S., Section 469.174, Subd. 10.*

   The District consists of two (2) parcels within the Southeast Edina Redevelopment Project Area and their internal and external rights-of-way, abutting roadways and intersections, pedestrian pathways and crossings, all with plans to redevelop the area for redevelopment and construction of a mixed use apartment and retail building. Parcels consisting of 70 percent of the area of the District are occupied by buildings, streets, utilities, paved or gravel parking lots or other similar structures and more than 50 percent of the buildings in the District, not including outbuildings, are structurally substandard to a degree requiring substantial renovation or clearance. (See Appendix D of the TIF Plan.)

2. *Finding that the proposed development, in the opinion of the City Council, would not reasonably be expected to occur solely through private investment within the reasonably foreseeable future and that the increased market value of the site that could reasonably be expected to occur without the use of tax increment financing would be less than the increase in the market value estimated to result from the proposed development after subtracting the present value of the projected tax increments for the maximum duration of Eden / Willson Redevelopment Tax Increment Financing District permitted by the TIF Plan.*

   The proposed development, in the opinion of the City, would not reasonably be expected to occur solely through private investment within the reasonably foreseeable future: This finding is supported by the fact that the activities proposed in the TIF Plan meets the City's objectives for redevelopment. The existing property contains substandard buildings whose renovation requires high costs related to demolition, remediation and reconstruction of infrastructure. The redevelopment also requires substantial investment toward public improvements such as local transportation and utility infrastructure and shared public parking. The combination of limited amounts of property available for expansion adjacent to the existing redevelopment site, height/density limitations, and the public and private cost of financing the proposed improvements which

are essential to the comprehensive redevelopment of the area, this project is feasible only through assistance, in part, from tax increment financing.

The developer provided a proforma outlining project sources and uses as well as projected rent, vacancy and financing assumptions. City staff and the City's financial advisor reviewed the information and have determined that the project is not feasible without assistance due to anticipated rent levels and market returns not supporting the redevelopment costs for this site. The term of assistance for the redevelopment project is expected to be less than the maximum 26-year term of a redevelopment district.

The increased market value of the site that could reasonably be expected to occur without the use of tax increment financing would be less than the increase in market value estimated to result from the proposed development after subtracting the present value of the projected tax increments for the maximum duration of the District permitted by the TIF Plan: This finding is justified on the grounds that the development intensity and tax base created on currently underutilized and declining property requires site and public improvement costs that are improbable without public assistance. Specifically, the cost of site preparation, demolition, remediation, and public improvements to include transportation and utility infrastructure will add significantly to the total redevelopment cost of any development in this area. Site and public improvements costs necessary to sustain the approved density have made redevelopment infeasible without tax increment assistance. The City reasonably determines that no other redevelopment of similar scope is anticipated on this site without substantially similar assistance being provided to the development.

Therefore, the City concludes as follows:

a. The City's estimate of the amount by which the market value of the entire District will increase without the use of tax increment financing is $0.

b. If the proposed development occurs, the total estimated increase in taxable market value will be $51,721,500.

c. The present value of tax increments from the District for the maximum duration of the district permitted by the TIF Plan is estimated to be $12,043,964.

d. Even if some development other than the proposed development were to occur, the Council finds that no alternative would occur that would produce a taxable market value increase greater than $39,677,536 (the amount in clause b less the amount in clause c) without tax increment assistance.

3. *Finding that the TIF Plan for the District conforms to the general plan for the development or redevelopment of the municipality as a whole.*

   The City of Edina Planning Commission reviewed the TIF Plan on 10/13/2021 and approved Resolution PC-B-21-31 to provide written opinion affirming that the TIF Plan conforms to the general development plan of the City.

4. *Finding that the TIF Plan for Eden / Willson Redevelopment Tax Increment Financing District will afford maximum opportunity, consistent with the sound needs of the City as a whole, for the development or redevelopment of Southeast Edina Redevelopment Project Area by private enterprise.*

   Through the implementation of the TIF Plan, the City will provide an impetus for the construction of a new mixed-use private development which will result in increased employment in the City and the State of Minnesota, the renovation of substandard properties, increased tax base of the State and add a high-quality development to the City.

Appendix D: Redevelopment Qualifications for the District

Report of
Inspection Procedures and Results
For
Determining Qualifications of a
Tax Increment Financing (TIF) District
as a Redevelopment or Renewal/Renovation District

The CITY of EDINA

Edina HRA
Potential TIF District
Eden/Willson Avenue
Edina, Minnesota

Stantec

Stantec Project No. 193805291

October 4, 2021

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PART 1 – EXECUTIVE SUMMARY

PURPOSE OF EVALUATION

Stantec was retained by City of Edina HRA to evaluate the properties within a Tax Increment Financing Redevelopment District ("TIF District") to be established by the City of Edina.

The potential TIF District is located in the City of Edina and includes two parcels (PID: 1802824320023 and PID: 1802824320029). The parcels are bounded by Vernon Avenue South on the north, Willson Road on the east, Eden Avenue on the south, and Highway 100 on the west. (See Figure 1).

The purpose of Stantec's work was to determine whether the potential district meets the statutory requirements for coverage, and whether buildings on these parcels, located within the potential TIF District, meets the qualifications required for a Redevelopment or Renewal/Renovation District.

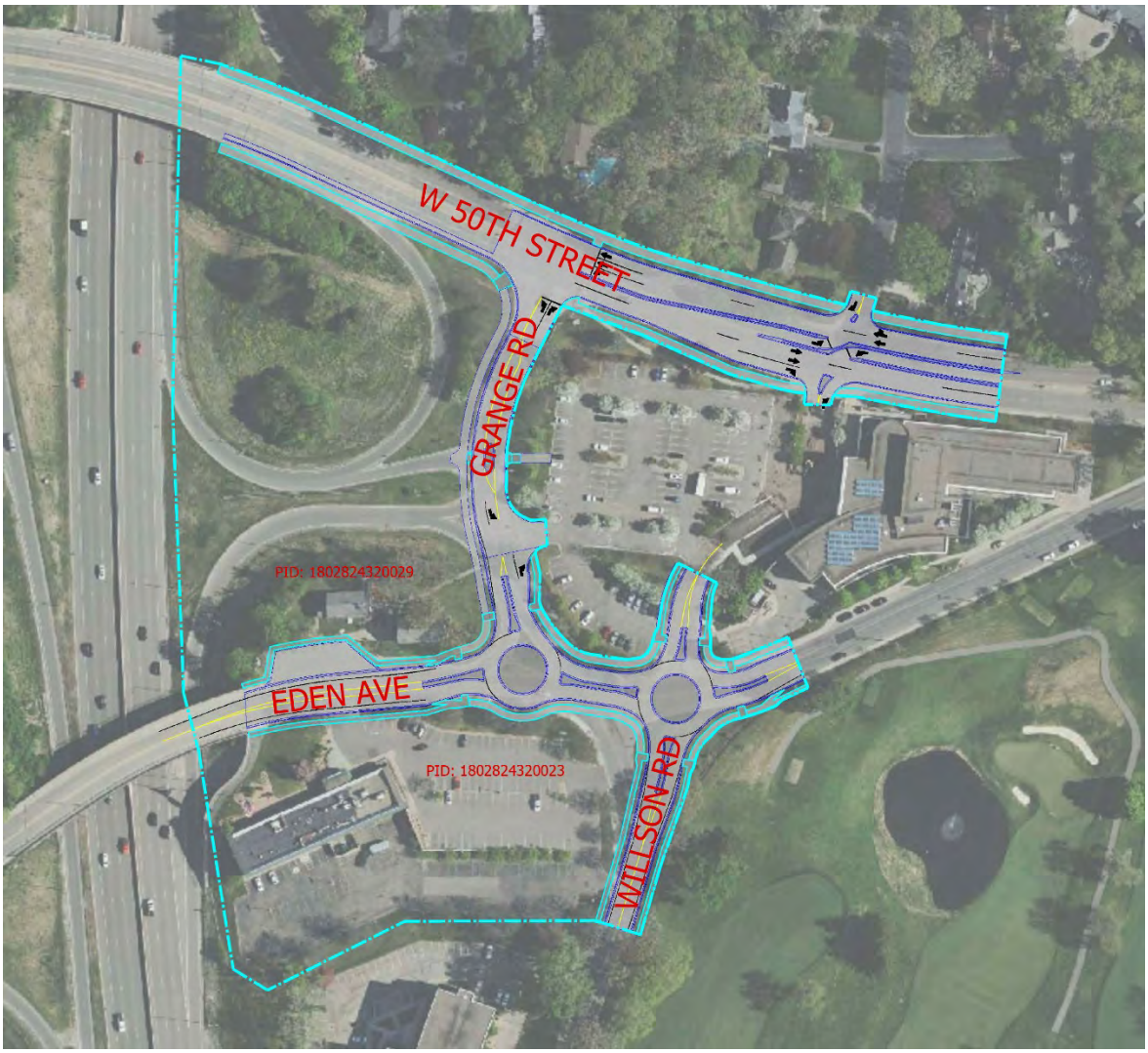


Figure 1 – Potential TIF District

SCOPE OF WORK

The potential TIF District Area is comprised of one parcel containing one (1) commercial building currently owned by Eden Ventures LLC and one parcel containing two (2) historic buildings currently listed on the National Register of Historic Places and owned by the City of Edina.

The three buildings in the potential district received an onsite interior and exterior inspection.

Building Code and Condition Deficiency Reports for the buildings inspected by Stantec are in Appendix B.

CONCLUSION

After inspecting and evaluating the property within the potential TIF District and applying current statutory criteria for a Redevelopment or Renewal/Renovation District under *Minnesota Statutes, Section 469.174, Subdivision 10*, it is our professional opinion that the potential TIF District does qualify as a Redevelopment or Renewal/Renovation District.

The remainder of this report describes the process and findings in detail.

PART 2 – MINNESOTA STATUTE 469.174, SUBDIVISION 10 REQUIREMENTS

The properties were inspected in accordance with the following requirements under *Minnesota Statutes, Section 469.174, Subdivision 10*, which states:

Interior Inspection

> "The municipality may not make such determination [that the building is structurally substandard] without an interior inspection of the property..."

Exterior Inspection and Other Means

> "An interior inspection of the property is not required, if the municipality finds that (1) the municipality or authority is unable to gain access to the property after using its best efforts to obtain permission from the party that owns or controls the property; and (2) the evidence otherwise supports a reasonable conclusion that the building is structurally substandard."

Documentation

> "Written documentation of the findings and reasons why an interior inspection was not conducted must be made and retained under section 469.175, subdivision 3(1)."

Qualification Requirements

> *Minnesota Statutes, Section 469.174, Subdivision 10(a)*requires two tests for occupied parcels:

1. Coverage Test

"…parcels consisting of 70 percent of the area of the district are occupied by buildings, streets, utilities, paved or gravel parking lots, or other similar structures."

The coverage required by the parcel to be considered occupied is defined under *Minnesota Statutes, Section 469.174, Subdivision 10(e)*, which states: "For purposes of this subdivision, a parcel is not occupied by buildings, streets, utilities, paved or gravel parking lots, or other similar structures unless 15 percent of the area of the parcel contains buildings, streets, utilities, paved or gravel parking lots, or other similar structures."

2. Condition of Building Test

…"and more than 50 percent of the buildings, not including outbuildings, are structurally substandard to a degree requiring substantial renovation or clearance;"

1. Structurally substandard is defined under *Minnesota Statutes, Section 469.174, Subdivision 10(b)*, which states: "For purposes of this subdivision, "structurally substandard" shall mean containing defects in structural elements or a combination of deficiencies in essential utilities and facilities, light and ventilation, fire protection including adequate egress, layout and condition of interior partitions, or similar factors, which defects or deficiencies are of sufficient total significance to justify substantial renovation or clearance."

2. Buildings are not eligible to be considered structurally substandard unless they meet certain additional criteria, as set forth in *Subdivision 10(c)* which states:

"A building is not structurally substandard if it is in compliance with the building code applicable to new buildings or could be modified to satisfy the building code at a cost of less than 15 percent of the cost of constructing a new structure of the same square footage and type on the site. The municipality may find that a building is not disqualified as structurally substandard under the preceding sentence on the basis of reasonably available evidence, such as the size, type, and age of the building, the average cost of plumbing, electrical, or structural repairs, or other similar reliable evidence."

"Items of evidence that support such a conclusion include recent fire or police inspections, on-site property tax appraisals or housing inspections, exterior evidence of deterioration, or other similar reliable evidence."

PART 3 – PROCEDURES FOLLOWED

Stantec performed interior and exterior inspections of the commercial building located at 4917 Eden Avenue within the Potential TIF District on April 6, 2021 and the two buildings located at 4918 Eden Avenue within the Potential TIF District on August 25, 2021. Visual observations were made of all levels of the commercial buildings, with physical measurements taken where necessary. Construction data is based upon information from various sources, as noted.

PART 4 – FINDINGS

A. Coverage Test

1. The total square foot area of the parcels was obtained from Hennepin County Property Map GIS mapping and site verification.

2. The total square foot area of building and site improvements on the parcels in the potential TIF District Area were obtained from Hennepin County Property Map GIS mapping, Owner-provided documentation, and site verification.

3. The percentage of coverage for the parcels in the Potential TIF District Area was computed to determine if the parcel meets the 15 percent minimum requirement.

   Findings:

   The Potential TIF District Area parcels meet the coverage test under *Minnesota Statutes, Section 469.174, Subdivision 10(e).*

   The following areas are per the Hennepin County GIS Interactive Maps:

Area of Parcel

PID 1802824320023: 2.08 acres or 90,546 square feet

Area of Building Footprint:
9,757 square feet per floor (197'-9 3/8" x 49'-4")

PID 1802824320029: 0.58 acres or 25,208 square feet

Area of Building Footprints:
Historic Cahill School: 1,074 square feet
Minnehaha Grange Hall: 1,414 square feet

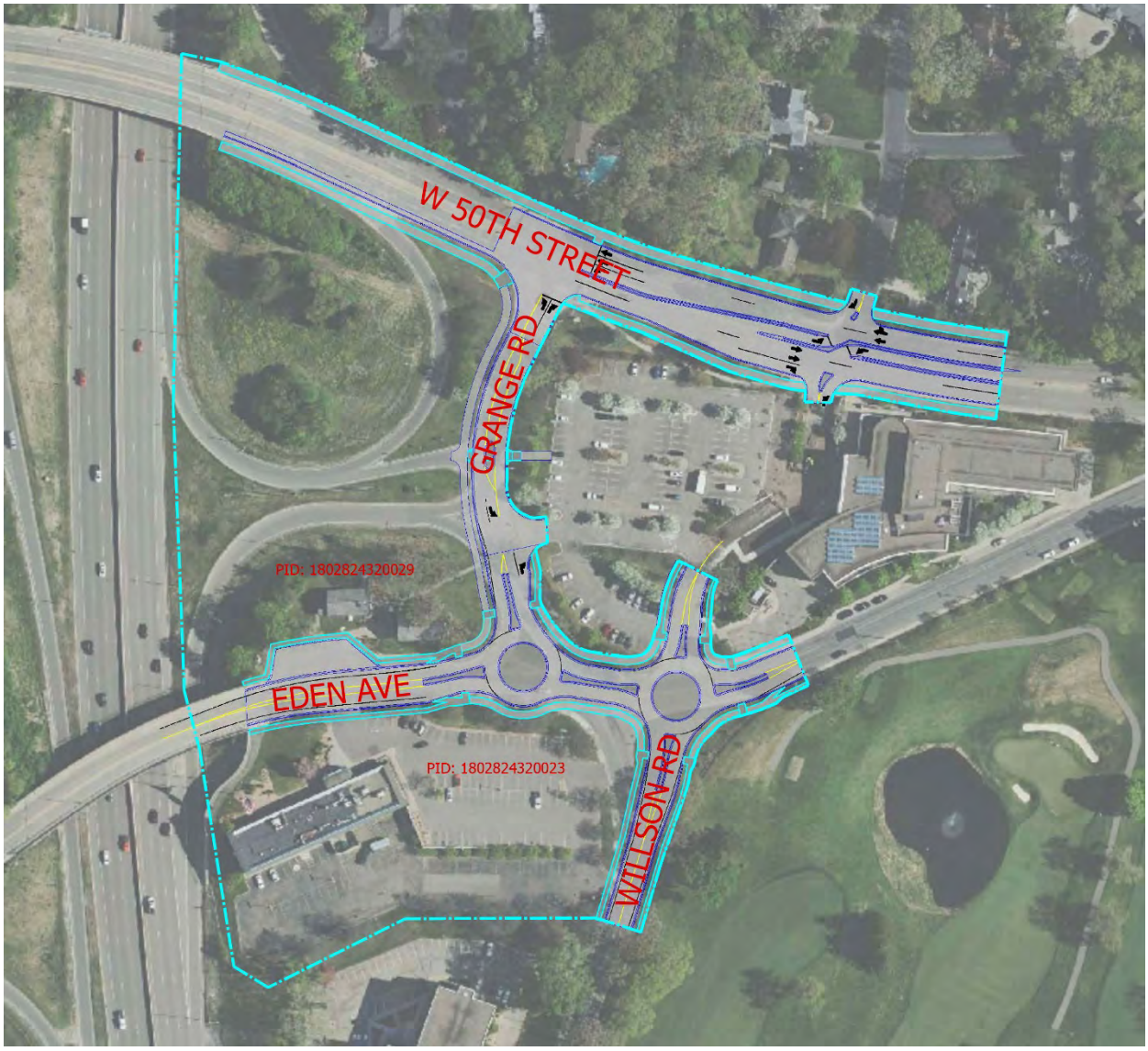


Figure 2 – Coverage Test Aerial View

POTENTIAL TIF DISTRICT

Parcel ID	Parcel Area	Coverage Area	Coverage Percentage
1802824320023	90,546 SF	72,357 SF	79.9%
1802824320029	25,208 SF	7,059 SF	28.1%

B. Condition of Building Test

1. Replacement Cost

The first step in evaluating a building to determine if it is substandard to a degree requiring substantial renovation or clearance is to determine its replacement cost.

This is the cost of constructing a new structure of the same square footage and type on site. Replacement costs were researched using *R.S. Means Cost Works square foot models for 2021*.

A replacement cost was calculated by first establishing building use (office, retail, restaurant, etc.), building construction type (wood, concrete, masonry, etc.), and building size to obtain the appropriate median replacement cost, which factors in the costs of construction in Edina, Minnesota.

Replacement cost includes labor, materials, and the contractor's overhead and profit. Replacement costs do not include architectural design fees, legal fees or other "soft" costs not directly related to construction activities. Replacement cost for each building is tabulated in Appendix C.

2. Code Deficiencies

The next step in evaluating a building is to determine what code deficiencies exist with respect to such building. Code deficiencies are those conditions for a building which are not in compliance with current building codes applicable to new buildings in the State of Minnesota.

Minnesota Statutes, Section 469.174, Subdivision 10(c), specifically provides that a building cannot be considered structurally substandard if its code deficiencies are not at least 15 percent of the replacement cost of the building. Thus, it was necessary to determine the extent of code deficiencies for the building in the potential TIF District.

The evaluation was made by reviewing all available information with respect to such buildings contained in City Building Inspection records and making interior and exterior inspections of the building. Stantec utilized the 2020 Minnesota State Building Code as the official code for their evaluations. The Minnesota State Building Code is a series of provisional codes written specifically for Minnesota only requirements, adoption of several international codes, and amendments to the adopted international codes.

After identifying the code deficiencies in each building, we used *R.S. Means Cost Works 2021; Unit and Assembly Costs* to determine the cost of correcting the identified deficiencies. We were then able to compare the correction costs with the replacement cost of the building to determine if the costs for correcting code deficiencies meet the required 15 percent threshold.

Finding:

The buildings in the Potential TIF District Area contains code deficiencies exceeding the 15 percent threshold required by *Minnesota Statutes, Section 469.174, Subdivision 10(c)*. A complete Building Code and Condition Deficiency report for each building in the Potential TIF District can be found in Appendix B of this report.

3. System Condition Deficiencies

System condition deficiencies are a measurement of defects or substantial deterioration in site elements, structure, exterior envelope, mechanical and electrical components, fire protection and emergency systems, interior partitions, ceilings, floors, and doors.

The evaluation was made by reviewing all available information contained in City records, as well performing interior and exterior inspections of the buildings.

Stantec only identified system condition deficiencies that were visible during our inspection of the building. We did not consider the amount of "service life" used up for a particular component unless it was an obvious part of that component's deficiencies.

Minnesota Statutes, Section 469.174, Subdivision 10(c), provides for the minimum threshold of code deficiencies that must be met in order to consider a building substandard. If a building meets the minimum code deficiency threshold under *Minnesota Statutes, Section 469.174, Subdivision 10(c)*, then in order for such building to be "structurally substandard" under *Minnesota Statutes, Section 469.174, Subdivision 10(b)*, the building's defects or deficiencies should be of sufficient total significance to justify substantial renovation or clearance." Based on this definition, Stantec re-evaluated each of the buildings that met the code deficiency threshold under *Minnesota Statutes, Section 469.174, Subdivision 10(c)*, to determine if the total deficiencies warranted "substantial renovation or clearance" based on the criteria outlined above.

Finding:

In our professional opinion, the buildings in the Potential TIF District Area are structurally substandard to a degree requiring substantial renovation or clearance, because of defects in structural elements or a combination of deficiencies in essential utilities and facilities, light and ventilation, fire protection including adequate egress, layout and condition of interior partitions, or similar factors which defects or deficiencies are of sufficient total significance to justify substantial renovation or clearance as described in Appendix B.

The two buildings on PID 1802824320029 are the Historic Cahill School and Minnehaha Grange Hall. Both buildings are on the National Register of Historic Places. It is our understanding these two buildings will be relocated to a more suitable site due to their historic nature and importance to the City of Edina.

C. Distribution of Substandard Structures

Much of this report has focused on the condition of the building as it relates to requirements identified by Minnesota Statutes, Section 469.174, Subdivision 10. It is also important to look at the distribution of the substandard buildings within the geographic area of the Potential TIF District Area.

Finding:

The substandard buildings are reasonably distributed throughout the geographic area of the Potential TIF District Area (Figure 3).



Figure 3 – Distribution of Substandard Structures

D. CONCLUSION

After inspecting and evaluating the properties within the Potential TIF District and applying current statutory criteria for a Redevelopment or Renewal/Renovation District under *Minnesota Statutes, Section 469.174, Subdivision 10a*, it is our professional opinion that the Potential TIF District does qualify as a Redevelopment or Renewal/Renovation District.

The remainder of this report describes our process and findings in detail.

PART 5 – TEAM CREDENTIALS

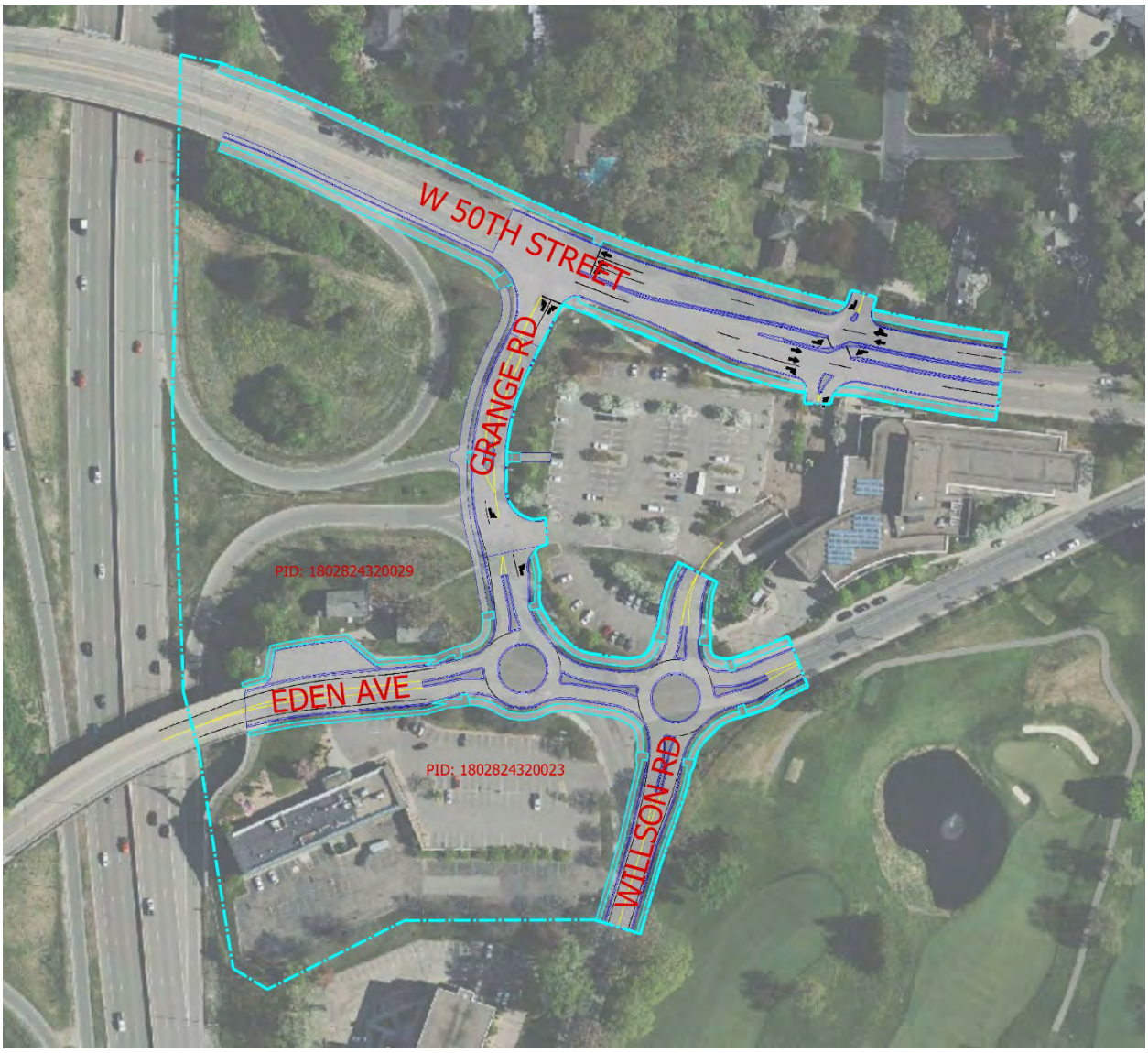
Stantec Architecture Inc.

Bruce P. Paulson – Senior Project Manager/Architect

MN Registration #20910

Bruce has more than 45 years of architectural experience as project architect, project manager, and project designer for municipal, governmental, educational, commercial, hospitality, and healthcare clients. He is involved with all phases of the architectural process, from pre-design through construction administration, including specialty consulting in investigations for buildings, building condition surveys, TIF inspections, code reviews, estimating, and specification writing.

APPENDIX A



Potential Eden/Willson Avenue TIF District Boundary

Hennepin County Property Map

Date: 5/7/2021



PARCEL ID: 1802824320023

OWNER NAME: Eden Ventures Llc

PARCEL ADDRESS: 4917 Eden Ave, Edina MN 55436

PARCEL AREA: 2.08 acres, 90,546 sq ft

A-T-B: Torrens

SALE PRICE: $4,200,000

SALE DATA: 11/2007

SALE CODE: Excluded From Ratio Studies

ASSESSED 2020, PAYABLE 2021
PROPERTY TYPE: Commercial-Preferred
HOMESTEAD: Non-Homestead
MARKET VALUE: $3,079,600
TAX TOTAL: $99,960.32

ASSESSED 2021, PAYABLE 2022
PROPERTY TYPE: Commercial
HOMESTEAD: Non-homestead
MARKET VALUE: $3,079,600

Comments:

This data (i) is furnished 'AS IS' with no representation as to completeness or accuracy; (ii) is furnished with no warranty of any kind; and (iii) is notsuitable for legal, engineering or surveying purposes. Hennepin County shall not be liable for any damage, injury or loss resulting from this data.

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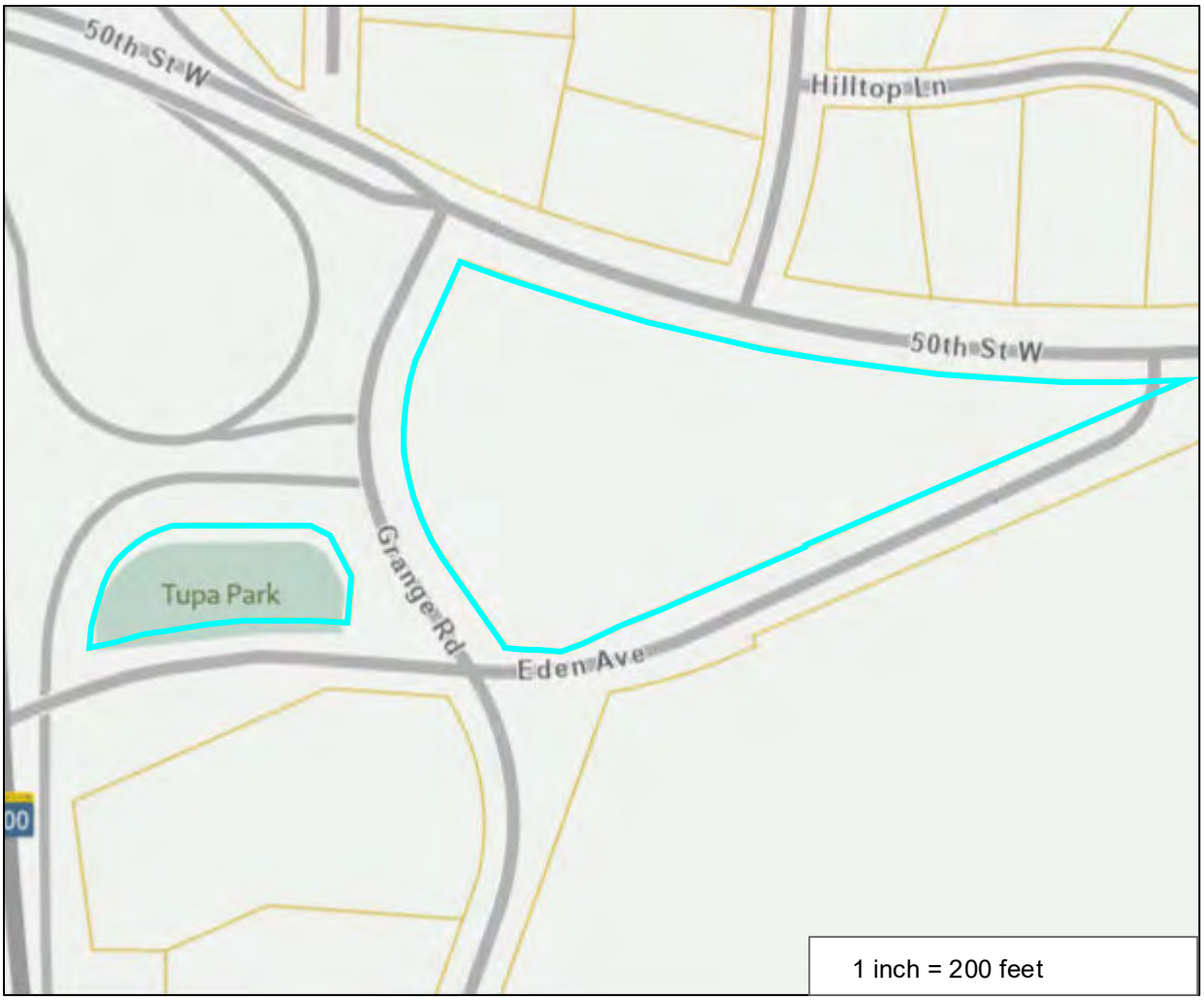
Hennepin County Property Map

Date: 8/25/2021



PARCEL ID: 1802824320029

OWNER NAME: City Of Edina

PARCEL ADDRESS: 4801 50th St W, Edina MN 55424

PARCEL AREA: 4.51 acres, 196,668 sq ft

A-T-B: Both

SALE PRICE:

SALE DATA:

SALE CODE:

ASSESSED 2020, PAYABLE 2021
PROPERTY TYPE: Residential
HOMESTEAD: Non-Homestead
MARKET VALUE: $0
TAX TOTAL: $0.00

ASSESSED 2021, PAYABLE 2022
PROPERTY TYPE: Residential
HOMESTEAD: Non-homestead
MARKET VALUE: $0

Comments:

This data (i) is furnished 'AS IS' with no representation as to completeness or accuracy; (ii) is furnished with no warranty of any kind; and (iii) is notsuitable for legal, engineering or surveying purposes. Hennepin County shall not be liable for any damage, injury or loss resulting from this data.

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APPENDIX B

EDINA HRA
POTENTIAL EDEN/WILLSON AVENUE TIF DISTRICT
FULL BUILDING REPLACEMENT ESTIMATED COSTS

May 30, 2021

The first step in evaluating a building to determine if it is substandard to a degree requiring substantial renovation or clearance is to determine its replacement cost.

This is the cost of constructing a new structure of the same square footage and type on site. Replacement costs were researched using *R.S. Means Cost Works square foot models for 2021*.

A replacement cost was calculated by first establishing building use (office, restaurant, etc.), building construction type (wood, concrete, masonry, etc.), and building size to obtain the appropriate median replacement cost, which factors in the costs of construction in Edina, Minnesota.

Replacement cost includes labor, materials, and the contractor's overhead and profit. Replacement costs do not include architectural design fees, legal fees, or other "soft" costs not directly related to construction activities.

Property ID No. & Property Address:	1802824320023	4917 Eden Avenue
General Description of Property:	2-story Commercial Restaurant/Office Building	
Type of Construction:	Concrete block bearing walls at lower level with brick and stone veneer; concrete block and wood stud exterior walls at upper level with brick wainscot, stone accents, and wood siding; built-up roofing system over roof sheathing on wood roof joists	
Date of Construction:	1973	
Story Height:	15'-0" lower level; 12'-0" upper level	
Building Perimeter:	494'-3"	
Structure Size:	19,514 GSF Total	
Estimated Replacement Cost:	**Restaurant, 4,972 SF**	**$1,176,427.23**
	Office, 14,542 SF	**$2,232,722.99**
Total Estimated Replacement Cost:		**$3,409,150.22**

Property ID No. & Property Address:	1802824320029	4918 Eden Avenue
Inspection Date(s) and Time(s):	8-25-2021, 7:45 a.m.	
Inspection Type:	Interior and exterior.	
General Description of Property:	**Historic Cahill School**; Single story schoolhouse with full basement	
Type of Construction:	Concrete block foundation walls with stone veneer above grade; wood stud exterior walls at main level with painted wood lap siding; cedar shingles on wood roof joists	
Date of Construction:	1864	
Story Height:	9'-0" lower level; 11'-6" upper level	
Building Perimeter:	134'-0"	
Structure Size(s):	2,147 GSF Total	
Estimated Replacement Cost:		**$420,623.67**

Property ID No. & Property Address:	1802824320029	4918 Eden Avenue
Inspection Date(s) and Time(s):	8-25-2021, 8:30 a.m.	
Inspection Type:	Interior and exterior.	
General Description of Property:	**Grange Hall**; Single story grange hall with balcony and full basement	
Type of Construction:	Concrete block foundation walls; wood stud exterior walls at main level with painted wood lap siding; cedar shingles on wood roof joists	
Date of Construction:	1879	
Story Height:	8'-0" lower level; 13'-10" main level; 10'-0" balcony	
Building Perimeter:	161'-4"	
Structure Size(s):	3,158 GSF Total	
Estimated Replacement Cost:		**$574,060.81**

APPENDIX C

EDINA HRA
POTENTIAL EDEN/WILLSON AVENUE TIF DISTRICT
BUILDING CONDITION AND CODE DEFICIENCIES REPORT

August 30, 2021

Property ID No. & Property Address:	1802824320023 4917 Eden Avenue
Inspection Date(s) and Time(s):	4-6-2021, 1:00 p.m.
Inspection Type:	Interior and exterior.
General Description of Property:	2-story Commercial Restaurant/Office Building
Type of Construction:	Concrete block bearing walls at lower level with brick and stone veneer; concrete block and wood stud exterior walls at upper level with brick wainscot, stone accents, and wood siding; built-up roofing system over roof sheathing on wood roof joists
Date of Construction:	1973
Story Height:	15'-0" lower level; 12'-0" upper level
Building Perimeter:	494'-3"
Structure Size(s):	19,514 GSF Total

Summary of Deficiencies: It is our professional opinion that this building is **Substandard** because:

- Estimated cost to correct building code deficiencies is more than 15% of the estimated replacement cost.

Estimated Replacement Cost:	**$3,409,150.22**
Estimated Cost to Correct Building Code Deficiencies:	**$1,147,368.25**
Percentage of Replacement Cost for Building Code Deficiencies:	**33.6%**

Description of Condition Deficiencies

- Lower level: restrooms do not comply with current ADA requirements.
- Lower level: Entry vestibule depth does not comply with current ADA requirements.
- Both stairs do not comply with current requirements for tread depth and riser height. Handrails and guardrails do not comply with current code requirements.
- Upper level office entry vestibule: depth does not comply with current ADA requirements.
- Upper level: restrooms do not comply with current ADA requirements.
- Restaurant: No smoke detectors.
- Restaurant: Emergency exit is via exterior catwalk at south wall. Stair at east end of catwalk does not comply with current code requirements for minimum tread depth and maximum riser height.
- Interior: Lighting systems do not comply with current energy code.
- Interior: Current HVAC systems do not meet current indoor air quality requirements.
- Interior: Current fire alarm system does not have strobes.
- Exterior: Wall systems do not comply with current code requirements for R-value.
- Roof access is via vertical ladder which does not comply with current codes for roof top equipment requiring regular replacement of filters. Current code requires a ships ladder with maximum 60 degree slope.
- Built-up roofing systems do not comply with current code requirements for R-value.

EDINA HRA
POTENTIAL EDEN/WILLSON AVENUE TIF DISTRICT
BUILDING CONDITION AND CODE DEFICIENCIES REPORT

August 30, 2021

Property ID No. & Property Address:	1802824320029 4918 Eden Avenue
Inspection Date(s) and Time(s):	8-25-2021, 7:45 a.m.
Inspection Type:	Interior and exterior.
General Description of Property:	**Historic Cahill School**; Single story schoolhouse with full basement
Type of Construction:	Concrete block foundation walls with stone veneer above grade; wood stud exterior walls at main level with painted wood lap siding; cedar shingles on wood roof joists
Date of Construction:	1864
Story Height:	9'-0" lower level; 11'-6" upper level
Building Perimeter:	134'-0"
Structure Size(s):	2,147 GSF Total

Summary of Deficiencies: It is our professional opinion that this building is **Substandard** because:

- Estimated cost to correct building code deficiencies is more than 15% of the estimated replacement cost.

Estimated Replacement Cost:	**$420,623.67**
Estimated Cost to Correct Building Code Deficiencies:	**$185,183.00**
Percentage of Replacement Cost for Building Code Deficiencies:	**44%**

Description of Condition Deficiencies

- Lower level: restrooms do not comply with current ADA requirements.
- Lower level: No accessible route.
- Lower level: Windows are single pane.
- Stair to lower level does not comply with current requirements for tread depth and riser height. Handrails and guardrails do not comply with current code requirements.
- Main level: Accessible from east side by ramp, but the doors do not comply with current ADA requirements for clear width. Both doors are 34" wide. Door thresholds are not ADA compliant.
- Main level: No restrooms.
- Main level: Windows are single pane.
- Interior: Lighting systems do not comply with current energy code.
- Interior: Current HVAC systems do not meet current indoor air quality requirements.
- Exterior: Wall systems do not comply with current code requirements for R-value.
- Attic: No insulation. Does not comply with current code requirements for R-value.

EDINA HRA
POTENTIAL EDEN/WILLSON AVENUE TIF DISTRICT
BUILDING CONDITION AND CODE DEFICIENCIES REPORT

August 30, 2021

Property ID No. & Property Address:	1802824320029 4918 Eden Avenue
Inspection Date(s) and Time(s):	8-25-2021, 8:30 a.m.
Inspection Type:	Interior and exterior.
General Description of Property:	**Grange Hall**; Single story grange hall with balcony and full basement
Type of Construction:	Concrete block foundation walls; wood stud exterior walls at main level with painted wood lap siding; cedar shingles on wood roof joists
Date of Construction:	1879
Story Height:	8'-0" lower level; 13'-10" main level; 10'-0" balcony
Building Perimeter:	161'-4"
Structure Size(s):	3,158 GSF Total

Summary of Deficiencies: It is our professional opinion that this building is **Substandard** because:

- Estimated cost to correct building code deficiencies is more than 15% of the estimated replacement cost.

Estimated Replacement Cost:	**$574,060.81**
Estimated Cost to Correct Building Code Deficiencies:	**$257,701.00**
Percentage of Replacement Cost for Building Code Deficiencies:	**44.9%**

Description of Condition Deficiencies

- Lower level: restrooms do not comply with current ADA requirements.
- Lower level: No accessible route.
- Lower level: Windows are single pane.
- Stairs to lower level and balcony do not comply with current requirements for tread depth and riser height. Handrails and guardrails do not comply with current code requirements.
- Main level: No restrooms.
- Main level: Windows are single pane.
- Balcony: Windows are single pane.
- Interior: Lighting systems do not comply with current energy code.
- Interior: Current HVAC systems do not meet current indoor air quality requirements.
- Interior: No fire alarm system. No fire sprinkler system.
- Exterior: Wall systems do not comply with current code requirements for R-value.
- Attic: No insulation. Does not comply with current code requirements for R-value.

APPENDIX D

EDINA HRA
POTENTIAL EDEN/WILLSON AVENUE TIF DISTRICT
CODE DEFICIENCY ESTIMATED REPLACEMENT COSTS

Property ID No. & Property Address: 1802824320023 4917 Eden Avenue	
Restroom upgrade – demolition and new construction	
Lower level – 172 SF x $575/SF	$98,900.00
Mens Restroom: 1 water closet, 1 urinal, 1 lavatory	
Womens Restroom: 1 water closets, 1 lavatory	
Upper level – 218 SF x $575/SF	$125,350.00
Mens Restrooms (2): 2 water closets, 2 lavatories	
Womens Restrooms (2): 2 water closets, 2 lavatories	
Office Restroom: 1 water closet, 1 lavatory, 1 shower	
Lower level entry upgrade - demolition and new construction	
Increase depth of entry vestibule to comply with ADA requirements	
5'-0" x 8'-0" = 40 SF x $150/SF	$6,000.00
Upgrade stairs from lower level to upper level (includes removal)	
Metal pan stairs for concrete in-fill, picket rail, 26 risers, w/ landing	
2 flights of stair - $36,400/flight x 2	$72,800.00
Upper level Office entry upgrade - demolition and new construction	
Increase depth of entry vestibule to comply with ADA requirements	
5'-0" x 8'-0" = 40 SF x $150/SF	$6,000.00
Add smoke detectors in restaurant	
Install smoke detectors – 3,750 SF x $2.00/SF	$7,500.00
Upgrade lighting systems to meet current codes	
Replace light fixtures; provide daylighting and occupancy sensors for lighting control – 19,514 SF x $12.50/SF	$243,925.00
Upgrade HVAC system to meet current codes	
Replace rooftop air handling units with new units - 19,514 SF x $11.75/SF	$229,289.50
Upgrade fire alarm system to add strobes to meet current codes	
Add strobes to existing fire alarm system - 19,514 SF x $1.50/SF	$29,271.00
Upgrade exterior walls to meet current R-value code requirements	
Install R-15 insulation, 3-5/8" metal studs @ 24" on center, 5/8" gypsum board taped, sanded and painted - 11,860 SF x $6.50/SF	$77,090.00
Replace existing built-up roofing system	
Remove existing roofing – 9,757 SF x $7.25/SF	$70,738.25
Install new 4-ply built-up roofing system w/ 5" polyisocyanurate roof insulation, thermal barrier and vapor barrier 9,757 x $18.50/SF	$180,504.50
Estimated Cost to Correct Building Code Deficiencies:	**$1,147,368.25**

EDINA HRA
POTENTIAL EDEN/WILLSON AVENUE TIF DISTRICT
CODE DEFICIENCY ESTIMATED REPLACEMENT COSTS

Property ID No. & Property Address: 1802824320029 4918 Eden Avenue

HISTORIC CAHILL SCHOOL

Restroom upgrade – demolition and new construction	
Lower level – 120 SF x $575/SF	$68,000.00
Mens Restroom: 1 water closet, 1 lavatory	
Womens Restroom: 1 water closet, 1 lavatory	
Upgrade lower level windows to insulating panes (3 windows @ 5 SF each)	$1,500.00
Upgrade stairs from lower level to main level (includes removal)	
Metal pan stairs for concrete in-fill, picket rail, 18 risers, w/ landings	$25,200.00
Replace two (2) 34" wide wood doors in east wall with 36" wide wood doors	$3,600.00
Upgrade main level windows to insulating panes (6 windows @ 15 SF each)	$4,500.00
Upgrade lighting systems to meet current codes	
Replace light fixtures; provide daylighting and occupancy sensors for lighting control – 2,147 SF x $12.50/SF	$26,838.00
Upgrade HVAC system to meet current codes	
Replace gas fired forced air furnace with new - 2,147 SF x $11.75/SF	$25,228.00
New fire alarm system to meet current codes	
New fire alarm system - 2,147 SF x $4.50/SF	$9,662.00
Upgrade exterior walls to meet current R-value code requirements	
Install R-15 insulation in existing stud wall - 1,608 SF x $6.50/SF	$10,452.00
Uprgade attic space to meet current R-value code requirements	
Install R-49 insulation in attic space - 1,074 SF x $9.75/SF	$10,203.00
Estimated Cost to Correct Building Code Deficiencies:	**$185,183.00**

EDINA HRA
POTENTIAL EDEN/WILLSON AVENUE TIF DISTRICT
CODE DEFICIENCY ESTIMATED REPLACEMENT COSTS

Property ID No. & Property Address: 1802824320029 4918 Eden Avenue

HISTORIC GRANGE HALL

Restroom upgrade – demolition and new construction	
Lower level – 120 SF x $575/SF	$68,000.00
Mens Restroom: 1 water closet, 1 lavatory	
Womens Restroom: 1 water closet, 1 lavatory	
Upgrade stairs from lower level to main level (includes removal)	
Metal pan stairs for concrete in-fill, picket rail, 16 risers, w/ landings	$22,400.00
Upgrade stairs from main level to balcony (includes removal)	
Metal pan stairs for concrete in-fill, picket rail, 13 risers, w/ landing	$18,200.00
Upgrade main level windows to insulating panes (7 windows @ 24 SF each)	$21,000.00
Upgrade balcony level windows to insulating panes (4 windows @ 17 SF each)	$9,000.00
Upgrade lighting systems to meet current codes	
Replace light fixtures; provide daylighting and occupancy sensors for lighting control – 3,158 SF x $12.50/SF	$39,475.00
Upgrade HVAC system to meet current codes	
Replace gas fired forced air furnace with new - 3,158 SF x $11.75/SF	$37,107.00
New fire alarm system to meet current codes	
New fire alarm system - 3,158 SF x $4.50/SF	$14,211.00
Upgrade exterior walls to meet current R-value code requirements	
Install R-15 insulation in existing stud wall - 2,420 SF x $6.50/SF	$15,730.00
Uprgade attic space to meet current R-value code requirements	
Install R-49 insulation in attic space - 1,324 SF x $9.75/SF	$12,578.00
Estimated Cost to Correct Building Code Deficiencies:	**$257,701.00**

APPENDIX E



Photo 1: North exterior wall showing brick, stone, and stucco



Photo 2: East and north exterior walls showing brick, stone, stucco, and shingled mansards



Photo 3: North exterior wall showing brick, wood board and battens, and shingled mansard roof



Photo 4: North exterior wall showing brick, stone, wood board and battens, and shingled mansard roof



Photo 5: West and south exterior walls brick, stone, and board and batten



Photo 6: South exterior wall showing stone, brick, wood siding, and shingled mansard roof



Photo 7: South exterior wall showing stone, brick, wood siding, and shingled mansard roof



Photo 8: South exterior wall showing stone, brick, wood siding, shingled mansard roof, and emergency exit catwalk



Photo 9: Restroom does not comply with ADA requirements



Photo 10: Restroom does not comply with ADA requirements



Photo 11: Lower urinal does not comply with ADA clear width requirements



Photo 12: Privacy screen missing between urinal and lavatory



Photo 13: Restroom does not comply with current ADA requirements



Photo 14: Restroom does not comply with current ADA requirements



Photo 15: Bottom of mirror is too high and does not comply with current ADA requirements

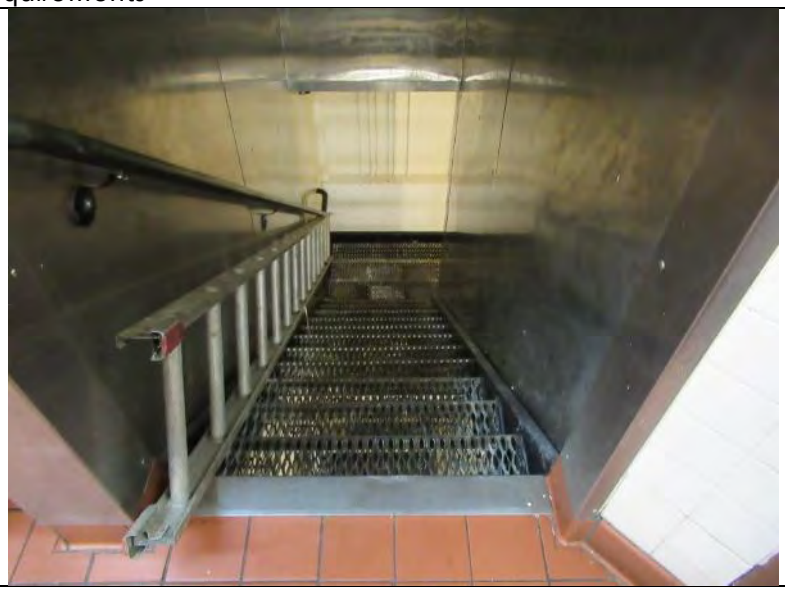


Photo 16: Stair tread depth, riser height, and handrails do not comply with current code requirements

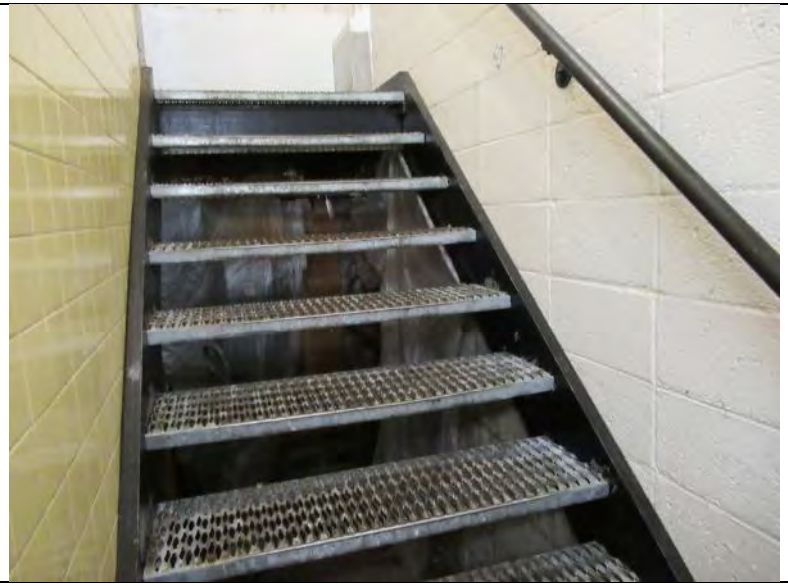


Photo 17: Stair tread depth, riser height, and handrails do not comply with current code requirements

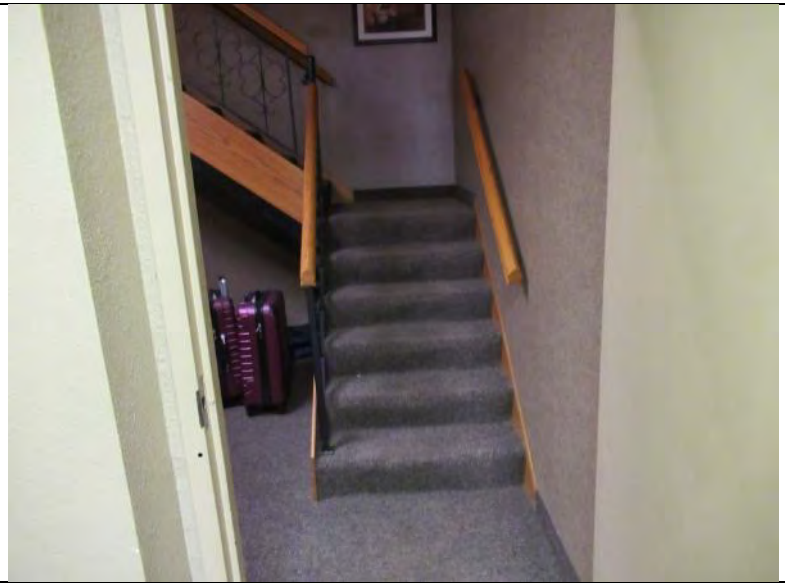


Photo 18: Stair tread depth, riser height, and handrails do not comply with current code requirements

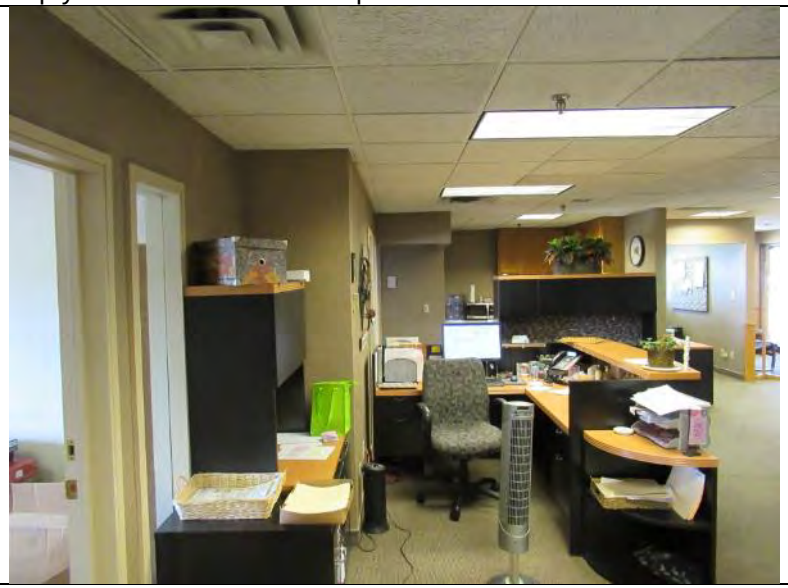


Photo 19: Lighting does not comply with current energy code requirements



Photo 20: Roof drains only. No overflow roof drains.



Photo 21: Existing built-up roofing system does not comply with current energy code requirements



Photo 22: Existing built-up roofing system does not comply with current energy code requirements



Photo 23: Rooftop equipment requires regular replacement of filters. Vertical ladder roof access does not meet current codes



Photo 24: Rooftop equipment requires regular replacement of filters. Vertical ladder roof access does not meet current codes



Photo 25: Rooftop equipment requires regular replacement of filters. Vertical ladder roof access does not meet current codes



Photo 26: Emergency exit stair tread depth, riser height, and handrails do not comply with current code requirements



Photo 27: Historic Cahill School south wall showing lap siding, single-glazed double-hung windows and cedar shingles



Photo 28: Historic Cahill School west wall showing lap siding and cedar shingles



Photo 29: Historic Cahill School north wall showing lap siding, single-glazed double-hung windows and cedar shingles



Photo 30: Historic Cahill School east wall showing lap siding, single-glazed double-hung windows and cedar shingles

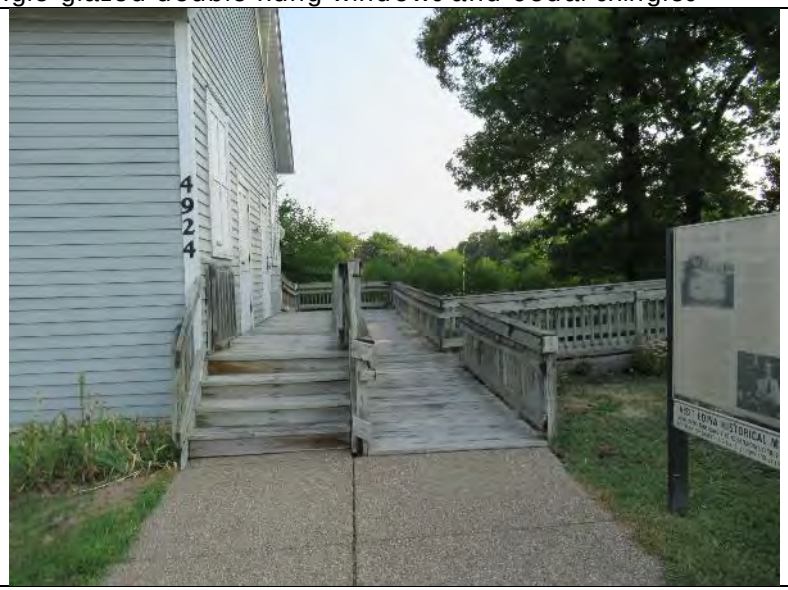


Photo 31: Historic Cahill School accessible wood ramp



Photo 32: Historic Cahill School accessible wood ramp and steps



Photo 33: Historic Cahill School classroom



Photo 34: Historic Cahill School coat room and non-ADA compliant accessible entrance through 34” wide door

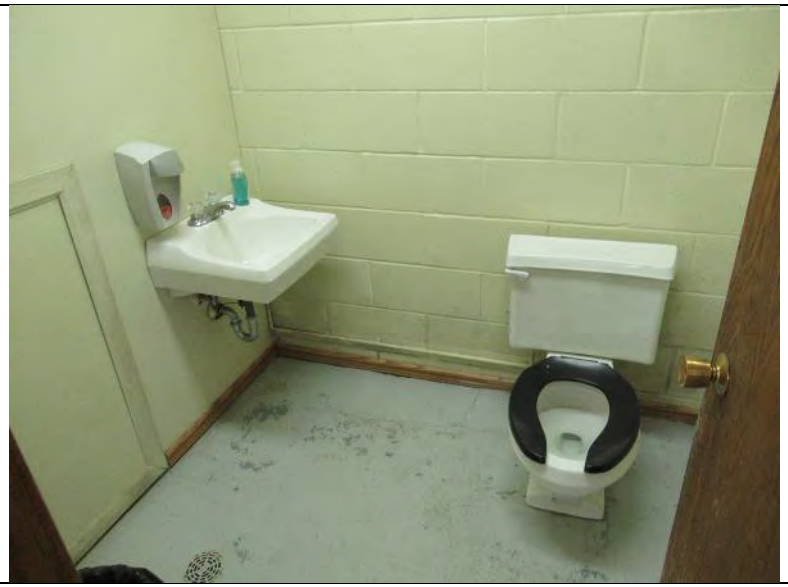


Photo 35: Historic Cahill School non-ADA compliant restroom



Photo 36: Historic Cahill School non-ADA compliant restroom



Photo 37: Historic Cahill School stair tread depth, riser height, and handrails do not comply with current code requirements



Photo 38: Minnehaha Grange Hall west elevation with accessible wood ramp and stair



Photo 39: Minnehaha Grange Hall south wall showing lap siding, single-glazed double-hung windows and cedar shingles



Photo 40: Minnehaha Grange Hall east wall showing lap siding and cedar shingles



Photo 41: Minnehaha Grange Hall north wall showing lap siding, single-glazed double-hung windows and cedar shingles



Photo 42: Minnehaha Grange Hall west wall showing lap siding, single-glazed double-hung windows and cedar shingles

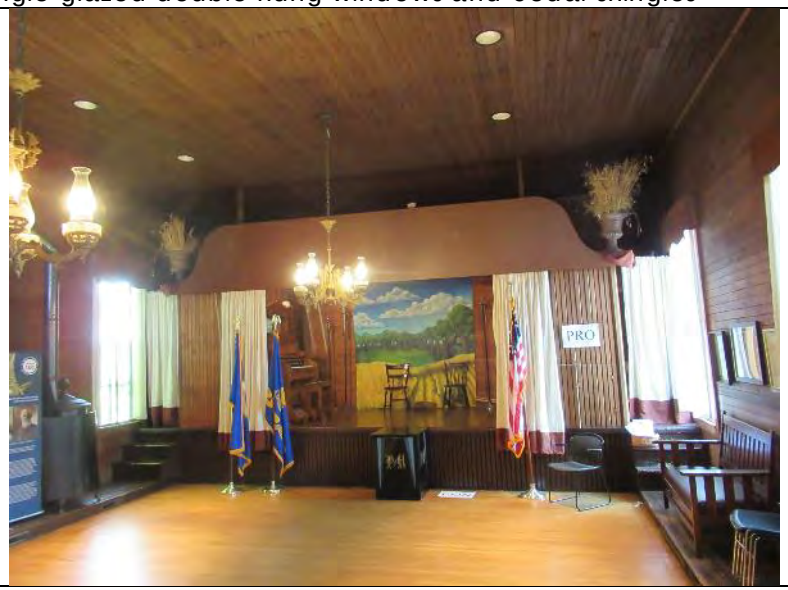


Photo 43: Minnehaha Grange Hall meeting room and stage



Photo 44: Minnehaha Grange Hall meeting room



Photo 45: Minnehaha Grange Hall meeting room and balcony



Photo 46: Minnehaha Grange Hall meeting room



Photo 47: Minnehaha Grange Hall entrance ante room

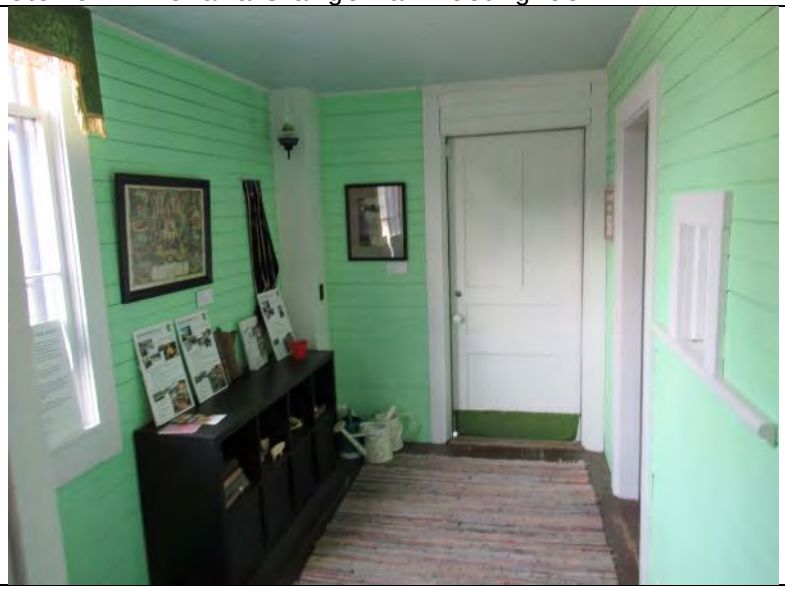


Photo 48: Minnehaha Grange Hall entrance ante room



Photo 49: Minnehaha Grange Hall stair tread depth, riser height, and handrails do not comply with current code requirements



Photo 50: Minnehaha Grange Hall stair tread depth, riser height, and handrails do not comply with current code requirements



Photo 51: Minnehaha Grange Hall non-ADA compliant restroom

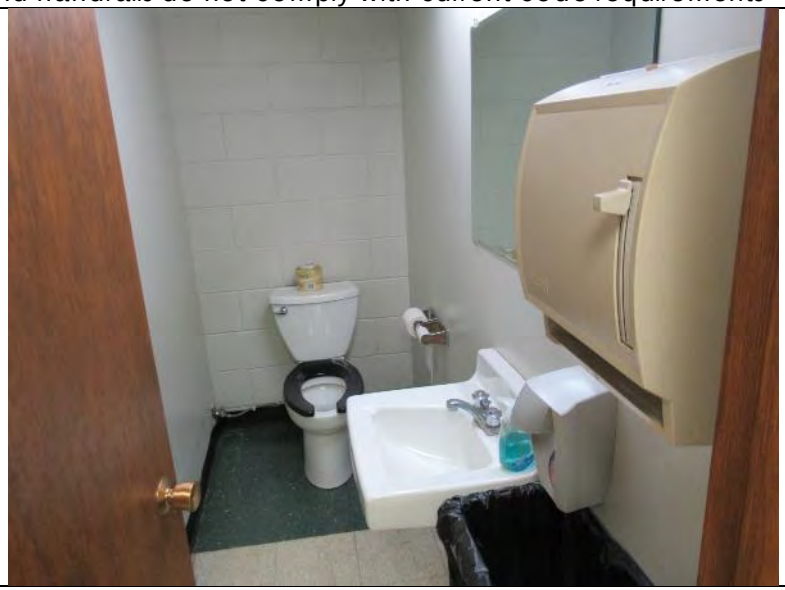


Photo 52: Minnehaha Grange Hall non-ADA compliant restroom



Photo 53: Minnehaha Grange Hall lower level kitchen/serving counter



Photo 54: Minnehaha Grange Hall lower level gathering room

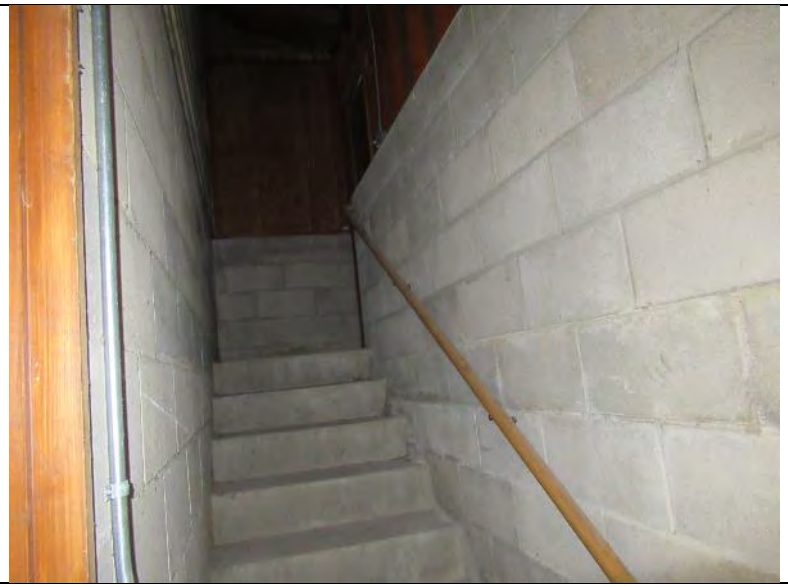


Photo 55: Minnehaha Grange Hall stair tread depth, riser height, and handrails do not comply with current code requirements



Photo 56: Minnehaha Grange Hall balcony

Appendix E: Project Description

The existing commercial building located at 4917 Eden Avenue is proposed to be redeveloped. The new construction will consist of a new Class "A" mixed-use building with approximately 196 mixed-income apartment units and 3,700 square feet of integrated retail space. The development will be located at the intersection of Eden Avenue and Willson Road and is intended to fulfill a portion of the City's goal for redevelopment as well as provide affordable housing options.

The developer will demolish the existing building, perform environmental remediation, and clear the site for redevelopment. The redevelopment will include site water and sanitary sewer utility improvements, area storm water retention, below grade parking stalls to service the apartment units, surface public parking, and sidewalk and streetscape improvements along Eden Avenue and Willson Road. The developer will encumber portions of the site with permanent public easements to make extensive public realm and streetscape improvements. It will also convey a portion of the parcel to be used for future roadway project or public use.

The new apartment building will be 7-stories in height with street level commercial space. The rental housing unit mix includes studio, one-bedroom, two-bedroom, and three-bedroom units. Twenty units of affordable housing (10% of total units) are anticipated, all which will be rent- and occupancy-restricted to households earning at or below 50% of the Area Median Income (AMI). The affordable units will be distributed among the studio, one-bedroom and two-bedroom units and remain for a period of at least 20 years.

Site clearance is expected to occur in 2022 and new construction is expected to begin that year with completion of the multifamily building as soon as the close of 2023.

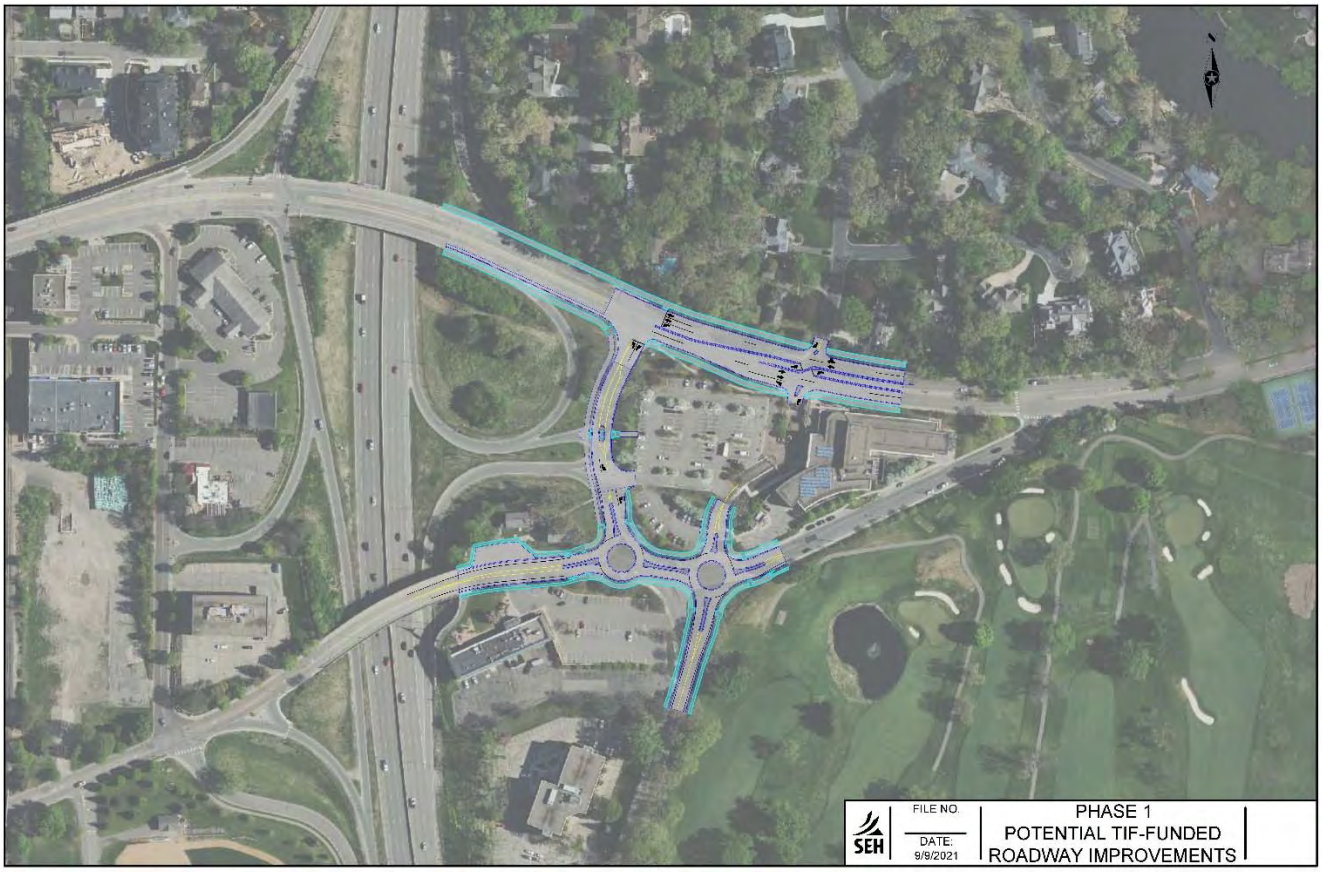
Related to the redevelopment of this site, the City also envisions public traffic safety enhancements through public improvements to adjacent portions of Eden Avenue, Willson Road, Grange Road and 50th Street. This work is intended to improve pedestrian and bicyclist routes to and through the TIF District. These new routes are intended to address vehicular safety concerns at each intersection and will improve connectivity between the TIF District and adjacent neighborhoods. A conceptual layout of these potential transportation improvements is included below. These public improvements are anticipated to begin as soon as 2023 and will be completed in phases.

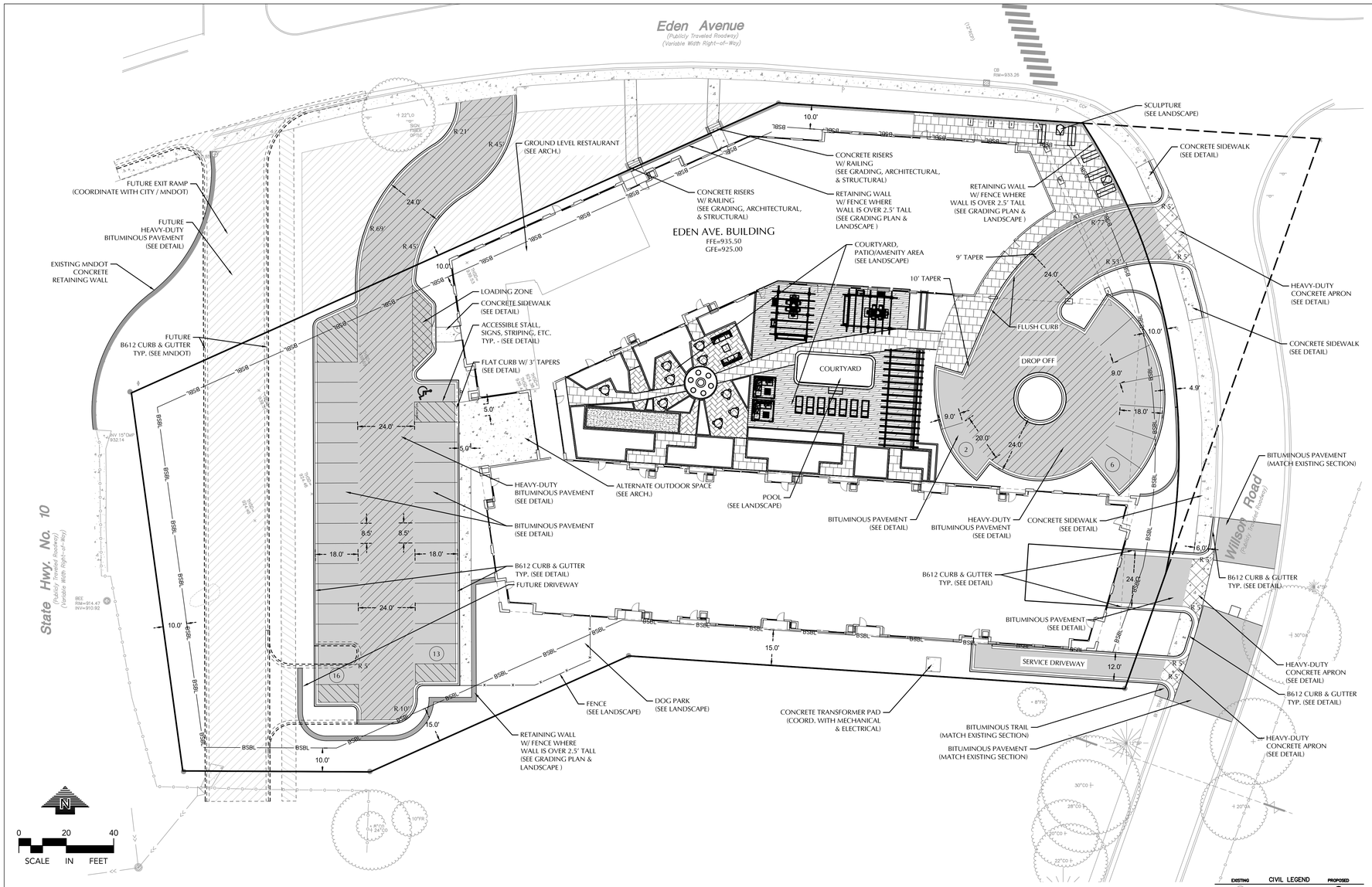
Additionally, the Edina HRA proposes that consideration be given to relocate two historic buildings located adjacent to the redevelopment at 4918 Eden Avenue. The Grange Hall was originally located near the intersection of 50th and Wooddale while the Cahill School was originally located near 70th and Cahill. The Grange Hall was relocated to the site in the late 1960s prior to the construction of Highway 100 and its related access ramps. Relocation would allow for further redevelopment of the site and public improvements, as well as an opportunity to identify a more suitable location that allows these historic resources to be more accessible to the community.

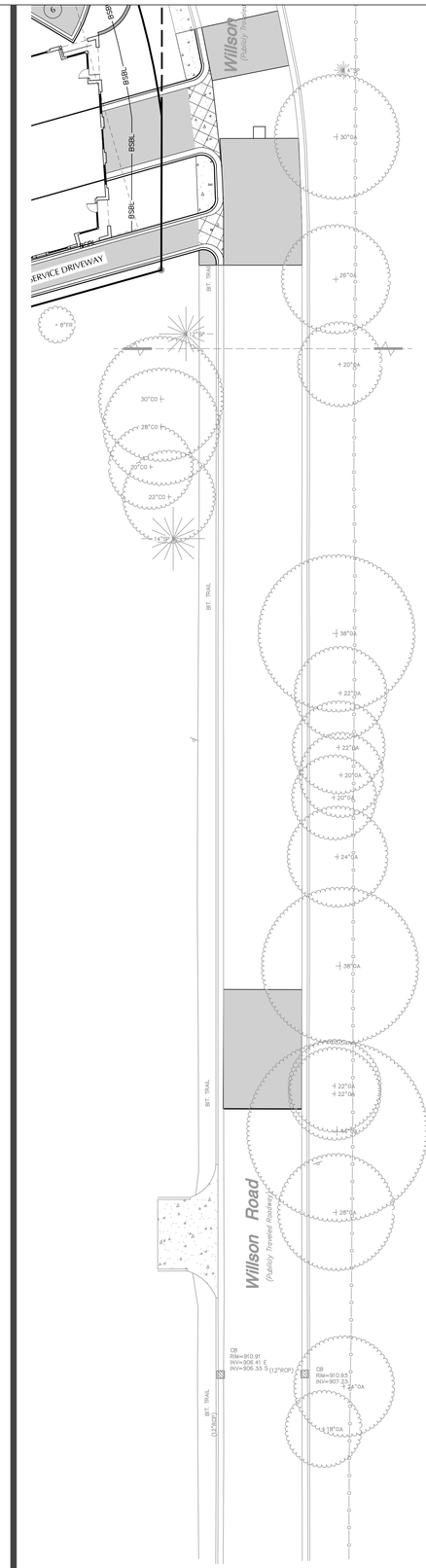
At this time, a preferred location for the historic buildings has not been identified and there is no imminent timeline for relocation. If relocation is preferred, tax increment could provide a portion of the relocation expenses.

The Edina HRA proposes to utilize incremental property taxes generated from the new apartment building to offset a portion of the apartment building's financing gap. The HRA proposes to reimburse the developer for qualifying costs incurred in its development through the issuance of a Pay-as-you-go TIF Note upon completion. The HRA and City would bear no obligation to use any other funds to pay the TIF Note. The incremental taxes are also proposed to provide funding for necessitated transportation improvements throughout the TIF District and potential building relocation expenses of the two historic buildings.

ROADWAY IMPROVEMENTS







SITE PLAN LEGEND

- CONCRETE SIDEWALK
- BITUMINOUS PAVEMENT
- HEAVY DUTY BITUMINOUS PAVEMENT
- CONCRETE PAVEMENT
- HEAVY-DUTY CONCRETE PAVEMENT
- SPECIALTY LANDSCAPE PAVING

SITE DATA

CURRENT ZONING:	xxx
PROPOSED ZONING:	xxx
BUILDING SETBACK:	xxx
TOTAL PROPERTY AREA:	2.08 AC.
AREA OF DISTURBANCE:	2.58 AC.
EXISTING IMPERVIOUS AREA:	1.82 AC
PROPOSED IMPERVIOUS AREA:	1.48 AC.

SITE NOTES

1. ALL PAVING, CONCRETE CURB, GUTTER AND SIDEWALK SHALL BE FURNISHED AND INSTALLED IN ACCORDANCE WITH THE DETAILS SHOWN PER THE DETAIL SHEET(S) AND STATE/LOCAL JURISDICTION REQUIREMENTS.
2. ACCESSIBLE PARKING AND ACCESSIBLE ROUTES SHALL BE PROVIDED PER CURRENT ADA STANDARDS AND LOCAL/STATE REQUIREMENTS.
3. ALL CURB DIMENSIONS SHOWN ARE TO THE FACE OF CURB UNLESS OTHERWISE NOTED.
4. ALL BUILDING DIMENSIONS ARE TO THE OUTSIDE FACE OF WALL UNLESS OTHERWISE NOTED.
5. TYPICAL FULL SIZED PARKING STALL IS 9' X 18' WITH A 24' WIDE TWO WAY DRIVE UNLESS OTHERWISE NOTED.
6. ALL CURB RADII SHALL BE 3.0' UNLESS OTHERWISE NOTED.
7. BITUMINOUS IMPREGNATED FIBER BOARD TO BE PLACED AT FULL DEPTH OF CONCRETE ADJACENT TO EXISTING STRUCTURES AND BEHIND CURB ADJACENT TO DRIVEWAYS AND SIDEWALKS.
8. SEE SITE ELECTRICAL PLAN FOR SITE LIGHTING.

ACCESSIBLE PARKING

SURFACE ACCESSIBLE PARKING:	xxx STALLS
REQUIRED SURFACE ACCESSIBLE PARKING:	xxx STALLS*

**REQUIRED MINIMUM NUMBER OF ACCESSIBLE SPACES FOR 101-150 STALLS*

OFF-STREET PARKING CALCULATIONS

PROPOSED SURFACE PARKING PROVIDED: 37 STALLS

EXISTING	CIVIL LEGEND	PROPOSED
	SANITARY MANHOLE	
	STORM MANHOLE	
	CATCH BASIN	
	CULVERT	
	HYDRANT	
	GATEVALVE	
PIV	POST INDICATOR VALVE	PIV
	LIGHT POLE	
	POWER POLE	
	SIGN	
	BENCHMARK	
	SOIL BORINGS	
	WATER MANHOLE	
	TELEPHONE MANHOLE	
	UTILITY MANHOLE	
	ELECTRIC MANHOLE	
W	WATER SERVICE	
S	SANITARY SERVICE	
	HANDICAP PARKING	
	DIRECTION OF FLOW	
	SPOT ELEVATION	
	CONTOURS	
	SANITARY SEWER	
	STORM SEWER	
	WATERMAIN	
FM	FORCEMAIN	
DT	DRAINTILE	DT
	SILT FENCE	
	CURB & GUTTER	
	RETAINING WALL	
	TREELINE	
	EASEMENT LINE	
	SETBACK LINE	
	FENCE LINE	
TEL	UNDERGROUND TELE	
GAS	UNDERGROUND GAS	
OH	OVERHEAD UTILITY	

WARNING:

THE CONTRACTOR SHALL BE RESPONSIBLE FOR CALLING FOR LOCATIONS OF ALL EXISTING UTILITIES. THEY SHALL COOPERATE WITH ALL UTILITY COMPANIES IN MAINTAINING THEIR SERVICE AND / OR RELOCATION OF LINES.

THE CONTRACTOR SHALL CONTACT GOPHER STATE ONE CALL AT 651-454-0002 AT LEAST 48 HOURS IN ADVANCE FOR THE LOCATIONS OF ALL UNDERGROUND WIRES, CABLES, CONDUITS, PIPES, MANHOLES, VALVES OR OTHER BURIED STRUCTURES BEFORE DIGGING. THE CONTRACTOR SHALL REPAIR OR REPLACE THE ABOVE WHEN DAMAGED DURING CONSTRUCTION AT NO COST TO THE OWNER.

CALL BEFORE YOU DIG!
Gopher State One Call
TWIN CITY AREA: 651-454-0002
TOLL FREE: 1-800-252-1166

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LOUCKS PROJECT NO. 21081.00

PROJECT TITLE

4917 EDEN AVE.

OWNER/DEVELOPER

ISSUE #	DATE	DESCRIPTION
	03/12/2021	PRELIMINARY DESIGN

NOT FOR CONSTRUCTION

CERTIFICATION

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

Michael J. St. Martin, PE

24440 XX/XX/XXXX
License Number Date

DATE	XX/XX/XXXX
DRAWN BY	JBT
CHECKED BY	MJS
COMMISSION NUMBER	21081.00

SHEET TITLE

SITE PLAN

SHEET NUMBER

C2-1

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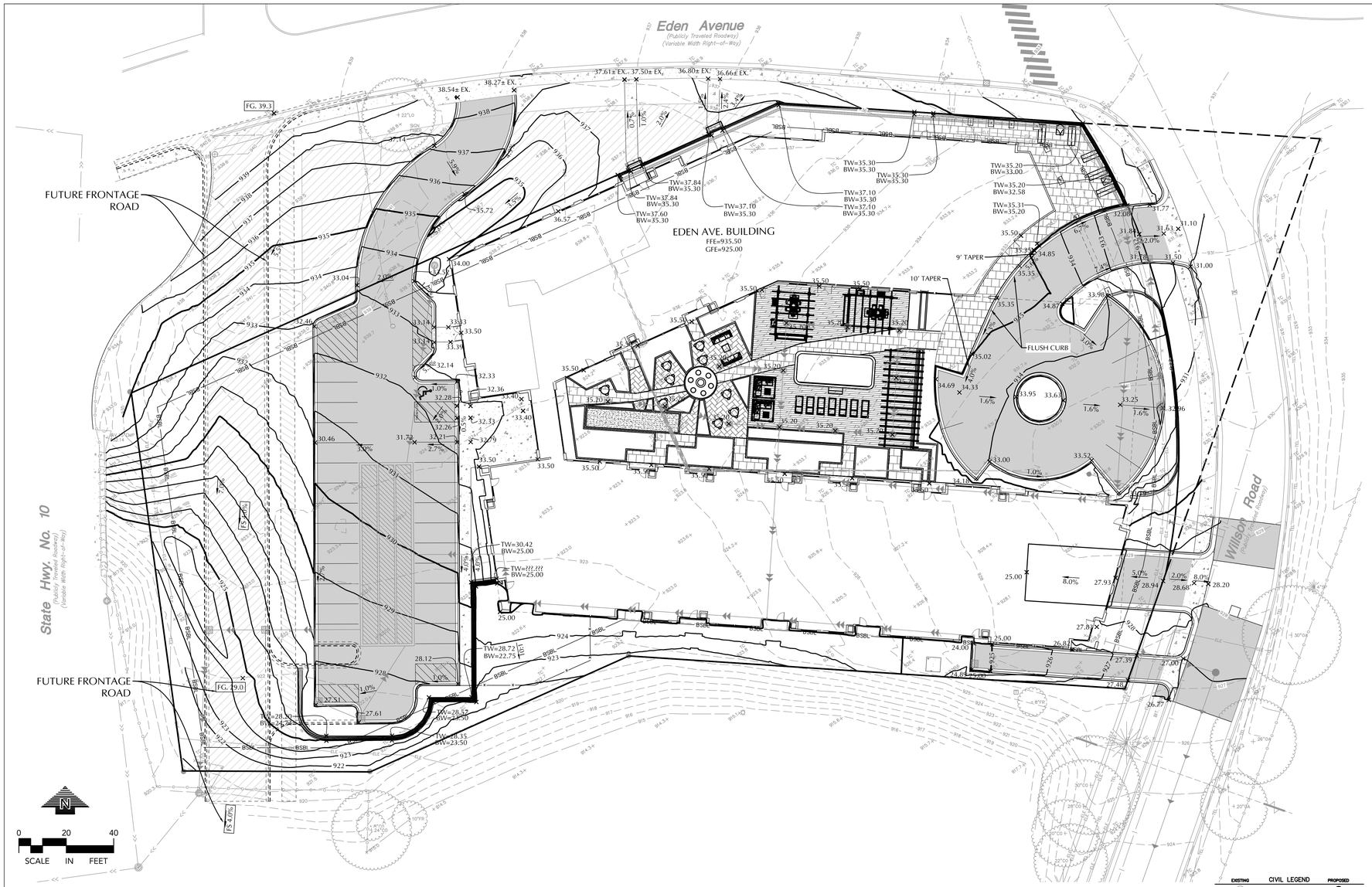
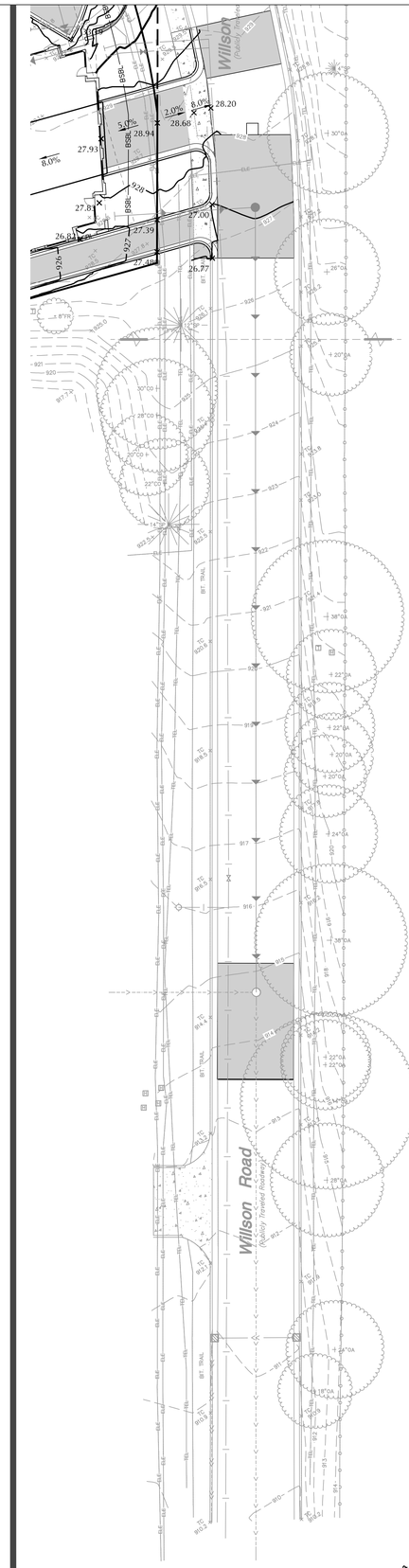
BKVTB-30x42





GRADING, DRAINAGE & EROSION CONTROL NOTES

1. SPOT ELEVATIONS REPRESENT FINISHED SURFACE GRADES, GUTTER/FLOW LINE, FACE OF BUILDING, OR EDGE OF PAVEMENT UNLESS OTHERWISE NOTED.
2. CATCH BASINS AND MANHOLES IN PAVED AREAS SHALL BE SUMPED 0.04 FEET. ALL CATCH BASINS IN GUTTERS SHALL BE SUMPED 0.16 FEET. RIM ELEVATIONS SHOWN ON PLANS DO NOT REFLECT SUMPED ELEVATIONS.
3. ALL DISTURBED UNPAVED AREAS ARE TO RECEIVE MINIMUM OF 4 INCHES OF TOP SOIL AND SEED/MULCH OR SOD. THESE AREAS SHALL BE WATERED/MAINTAINED BY THE CONTRACTOR UNTIL VEGETATION IS ESTABLISHED.
4. FOR SITE RETAINING WALLS "TW" EQUALS SURFACE GRADE AT TOP FACE OF WALL (NOT TOP OF WALL), "GW" EQUALS SURFACE GRADE AT WALL GRADE TRANSITION, AND "BW" EQUALS SURFACE GRADE AT BOTTOM FACE OF WALL (NOT BOTTOM OF BURIED WALL COURSES).
5. STREETS MUST BE CLEANED AND SWEPT WHENEVER TRACKING OF SEDIMENTS OCCURS AND BEFORE SITES ARE LEFT IDLE FOR WEEKENDS AND HOLIDAYS. A REGULAR SWEEPING SCHEDULE MUST BE ESTABLISHED.
6. DUST MUST BE ADEQUATELY CONTROLLED.
7. SEE SWPPP FOR ADDITIONAL EROSION CONTROL NOTES AND REQUIREMENTS.
8. SEE UTILITY PLANS FOR WATER, STORM AND SANITARY SEWER INFORMATION.
9. SEE SITE PLAN FOR CURB AND BITUMINOUS TAPER LOCATIONS.
10. SEE LANDSCAPE PLAN FOR FINAL SITE STABILIZATION.
11. NOTIFY CITY OF EDINA ENGINEERING DEPT. AT 952-826-0371, AT LEAST 24 HOURS PRIOR TO THE CONSTRUCTION OF STORMWATER BMP'S.

EXISTING	CIVIL LEGEND	PROPOSED
	SANITARY MANHOLE	
	STORM MANHOLE	
	CATCH BASIN	
	CULVERT	
	HYDRANT	
	GATEVALVE	
PIV	POST INDICATOR VALVE	PIV
	LIGHT POLE	
	POWER POLE	
	SIGN	
	BENCHMARK	
	SOIL BORINGS	
	WATER MANHOLE	
	TELEPHONE MANHOLE	
	UTILITY MANHOLE	
	ELECTRIC MANHOLE	
W	WATER SERVICE	
S	SANITARY SERVICE	
HP	HANDICAP PARKING	
1.0%	DIRECTION OF FLOW	1.0%
934	SPOT ELEVATION	934
932	CONTOURS	932
	SANITARY SEWER	
	STORM SEWER	
W	WATERMAIN	
FM	FORCEMAIN	FM
DT	DRAINTILE	DT
	SILT FENCE	
	CURB & GUTTER	
	RETAINING WALL	
	TREELINE	
	EASEMENT LINE	
	SETBACK LINE	
X	FENCE LINE	X
TEL	UNDERGROUND TELE	
GAS	UNDERGROUND GAS	
OH	OVERHEAD UTILITY	

WARNING:

THE CONTRACTOR SHALL BE RESPONSIBLE FOR CALLING FOR LOCATIONS OF ALL EXISTING UTILITIES. THEY SHALL COOPERATE WITH ALL UTILITY COMPANIES IN MAINTAINING THEIR SERVICE AND / OR RELOCATION OF LINES.

THE CONTRACTOR SHALL CONTACT GOPHER STATE ONE CALL AT 651-454-0002 AT LEAST 48 HOURS IN ADVANCE FOR THE LOCATIONS OF ALL UNDERGROUND WIRES, CABLES, CONDUITS, PIPES, MANHOLES, VALVES OR OTHER BURIED STRUCTURES BEFORE DIGGING. THE CONTRACTOR SHALL REPAIR OR REPLACE THE ABOVE WHEN DAMAGED DURING CONSTRUCTION AT NO COST TO THE OWNER.

CALL BEFORE YOU DIG!
Gopher State One Call
TWIN CITY AREA: 651-454-0002
TOLL FREE: 1-800-252-1166

BKV GROUP
Architecture
Interior Design
Landscape Architecture
Engineering

Boarman
Kroos
Vogel
Group
Inc.

222 North Second Street
Minneapolis MN 55401
Telephone: 612-339-3752
Facsimile: 612-339-6212
www.bkvgroup.com
EOE

CONSULTANTS

LOUCKS
PLANNING
CIVIL ENGINEERING
LAND SURVEYING
LANDSCAPE ARCHITECTURE
ENVIRONMENTAL
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763.424.5505
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LOUCKS PROJECT NO. 21081.00

PROJECT TITLE

4917 EDEN AVE.

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

Michael J. St. Martin, PE

24440 License Number — XX/XX/XXXX Date

DATE	XX/XX/XXXX
DRAWN BY	JBT
CHECKED BY	MJS
COMMISSION NUMBER	21081.00

SHEET TITLE

GRADING PLAN

SHEET NUMBER

C3-1

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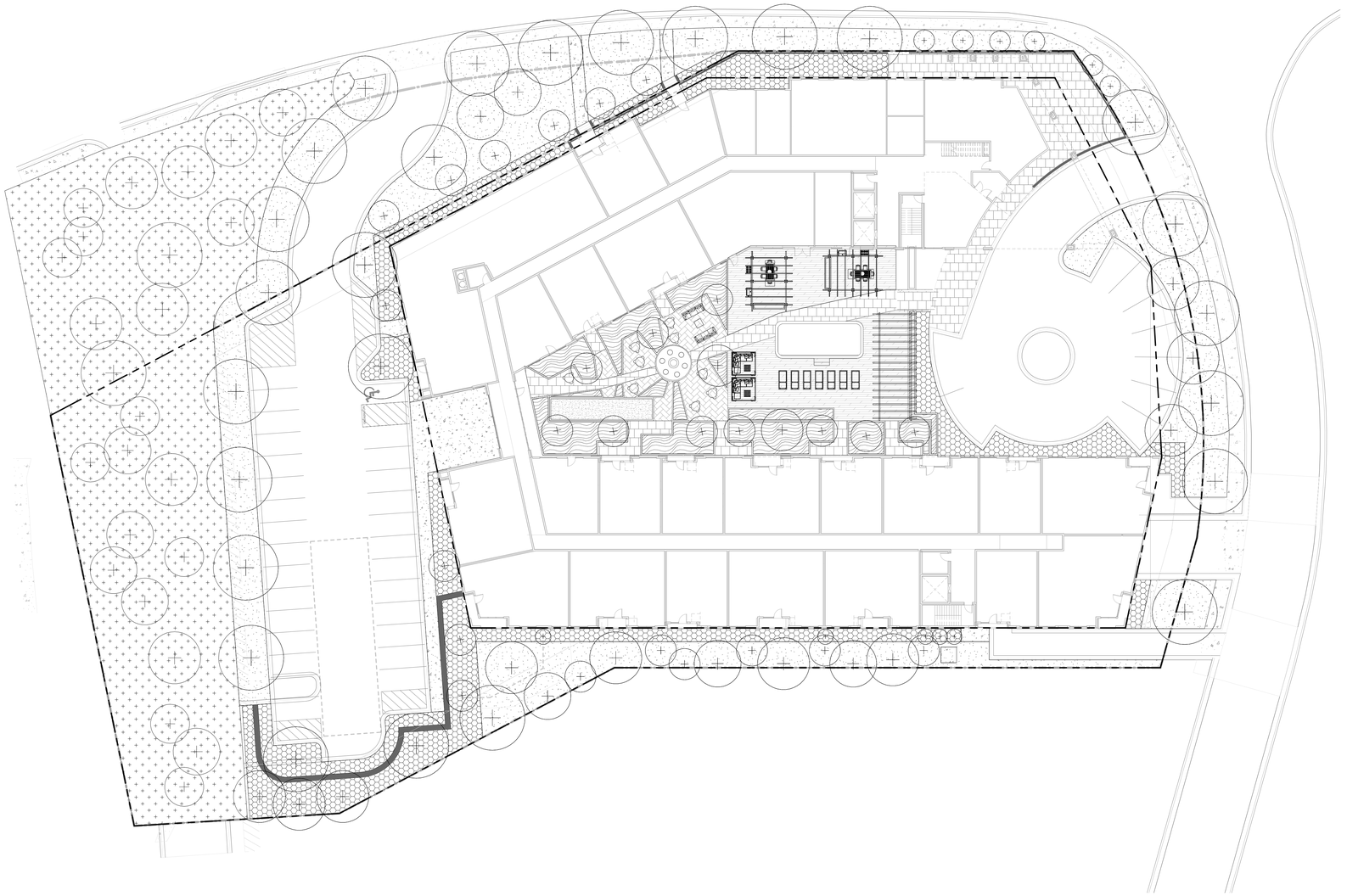
BKVTB-30x42



1 L101 SITE - PLANTING PLAN
1" = 20'-0"

PROPOSED PLANT SCHEDULE:

QTY	SYM	COMMON NAME	SCIENTIFIC NAME	PLANTING SIZE
PERENNIALS/VINES/ANNUALS				
1	ac	MAGGIE DALEY ASTILBE	Astilbe chinensis 'Maggie Daley'	#1 CONT.
1	ca	FEATHER REED GRASS	Calamagrostis arundinacea var. brachytricha	#1 CONT.
1	hb	BLUE ANGEL HOSTA	Hosta 'Blue Angel'	#1 CONT.
1	hh	HAPPY RETURNS DAYLILY	Hemerocallis 'Happy Returns'	#1 CONT.
1	pa	HAMELN FOUNTAIN GRASS	Pennisetum alopecuroides 'Hameln'	#1 CONT.
1	pt	PACHYSANDRA 'Green Carpet'	Pachysandra terminalis 'Green Carpet'	#1 CONT.
1	pv	NORTHWIND SWITCHGRASS	Panicum virgatum 'Northwind'	#1 CONT.
1	rh	WALKER'S LOW CATMINT	Nepeta x faassenii 'Walker's Low'	#1 CONT.
1	sh	PRAIRIE DROPSEED	Sporobolus heterolepis	#1 CONT.
1	ss	LITTLE BLUESTEM 'Blue Heaven'	Schizachyrium scoparium 'Minnblue A' (PP17, 310)	#1 CONT.
ORNAMENTAL TREES				
7	AG	AUTUMN BRILLIANCE SERVICEBERRY	Amelanchir x grandiflora 'Autumn Brilliance'	2" CAL.
2	BP	WHITESPIRE BIRCH (CLUMP)	Betula populifolia 'Whitespire'	2.5" CAL.
8	CC	NORTHERN CLUMP REDBUD	Cercis canadensis	#20 CONT.
5	SR	SUMMER STORM LILAC	Syringa reticulata 'Summer Storm' (PPAF)	2" CAL.
DECIDUOUS TREES				
8	AS	GREEN MOUNTAIN SUGAR MAPLE	Acer saccharum 'Green Mountain'	2.5" CAL.
7	BN	RIVER BIRCH	Betula nigra	2.5" CAL.
6	BP	DAKOTA PINNACLE BIRCH	Betula platyphylla 'Fargo'	2.5" CAL.
3	GB	AUTUMN GOLD GINKGO	Ginkgo Biloba 'Autumn Gold'	2.5" CAL.
8	GT	SKYLINE HONEYLOCUST	Gleditsia triacanthos var. inermis 'Skycole'	2.5" CAL.
6	PT	PRAIRIE GOLD ASPEN	Populus tremuloides 'NEArb'	2.5" CAL.
8	QA	QUAKING ASPEN	Populous tremuloides	#20 CONT.
7	QB	SWAMP WHITE OAK	Quercus bicolor	2.5" CAL.
5	QW	KINDRED SPIRIT OAK	Quercus x warei 'Nadler'	2.5" CAL.
5	TA	AMERICAN SENTRY LINDEN	Tilia americana 'MrkSentry'	2.5" CAL.
DECIDUOUS SHRUBS				
1	Bw	NORTHERN CHARM BOXWOOD	Buxus 'Wilson'	#3 CONT.
1	Cc	SUGARTINA CLETHRA	Clethra alnifolia 'Crystalina' (PP21, 561)	#2 CONT.
1	Ct	ARCTIC FIRE DOGWOOD	Cornus stolonifera 'Farrow' (PP18,523)	#5 CONT.
1	Cs	CARDINAL DOGWOOD	Cornus sericea 'Cardinal'	#5 CONT.
1	Ds	BUTTERFLY BUSH HONEYSUCKLE	Diervilla sessilifolia 'Butterfly'	#5 CONT.
1	Dw	DWARF WINGED EUONYMOU	Euonymous alatus 'Compactus'	#10 CONT.
1	Ra	GRO LOW SUMAC	Rhus aromatica 'Gro Low'	#5 CONT.
1	Sm	DWARF KOREAN LILAC	Syringe meyeri 'Palibin'	#5 CONT.
1	Sr	RED ELDERBERRY	Sambucus racemosa	#5 CONT.
1	Ss	SEM FALSE SPIREA	Sorbaria sorbifolia 'Sem'(PP16,336)	#2 CONT.
CONIFEROUS TREES				
1	JC	SPARTAN JUNIPER	Juniper chinensis 'Spartan'	6' B&B
12	PA	NORWAY SPRUCE	Picea abies	8' B&B
7	PS	WHITE PINE	Pinus Strobus	6' B&B
CONIFEROUS SHRUBS				
1	Cp	KING'S GOLD CHAMAECYPARIS	Chamaecyparis pisifera 'King's gold'	#5 CONT.
1	Ct	HEATHERBUN CHAMAECYPARIS	Chamaecyparis thyoides 'Heather Bun'	#5 CONT.
1	Jh	BLUE CHIP JUNIPER	Juniperus horizontalis 'Blue Chip'	#5 CONT.
1	Jp	SEA GREEN JUNIPER	Juniperus x pfitseriana 'Sea Green'	#5 CONT.
1	Js	BLUE FOREST JUNIPER	Juniperus sabina 'Blue Forest'	#5 CONT.
1	Pb	SCHOODIC PINE	Pinus banksiana 'Schoodic'	#3 CONT.
1	Tc	TECHNITO ARBORVITAE	Thuja occidentalis 'Bailjohn' (PP15, 850)	6' B&B

*PLANT SCHEDULE FOR SPECIES REFERENCE ONLY, FINAL QUANTITIES TO BE DETERMINED

IRRIGATION NOTE: ALL PLANTING BEDS TO RECEIVE DRIPLINE IRRIGATION, ALL TURF AREAS TO RECEIVE SPRAY NOZZLES

GRAPHIC LEGEND:

CIP STANDARD GRAY CONCRETE, BROOM FINISHED, TYP.

CIP COLORED CONCRETE, BROOM FINISHED, TYP.

PLANTING BED #1: ROCK MULCH, 4" MIN., MIXED SHRUBS AND PERENNIALS PER PLANT SCHEDULE

TURFGRASS: SOD, IRRIGATED (SEE SPEC)

PLANTING BED #2: HARDWOOD MULCH, 4" MIN., MIXED SHRUBS AND PERENNIALS PER PLANT SCHEDULE

SHORTGRASS PRAIRIE, SEED MIX TBD

TRUE NORTH PLAN NORTH

BKV GROUP

Architecture
Interior Design
Landscape Architecture
Engineering

222 North Second Street
Long & Kees Bldg
Suite 101
Minneapolis, MN
55401
612.339.3752

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CONSULTANTS

PROJECT TITLE

4917 EDEN AVE

ISSUE #	DATE	DESCRIPTION
	03/12/2021	PRELIMINARY DESIGN

CERTIFICATION

NOT FOR CONSTRUCTION

DRAWN BY	SB
CHECKED BY	BH
COMMISSION NUMBER	2286-05

SHEET TITLE

SITE - PLANTING PLAN

SHEET NUMBER

L101

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3/12/2021 4:47:23 PM

CITY OF EDINA

4801 West 50th Street
Edina, MN 55424
www.edinamn.gov

Date: October 13, 2021

Agenda Item #: VII.A.

To: Planning Commission

Item Type:
Report and Recommendation

From: Kris Aaker, Assistant Planner

Item Activity:
Action

Subject: B-21-30 Variance from side setback at 5608 Dale Ave.

ACTION REQUESTED:
Approve variance as requested.

INTRODUCTION:
A 4.9-foot variance from the 10-foot side yard setback requirement for a second-floor addition above the existing garage at 5608 Dale Ave. The existing main floor garage has an existing non-conforming side yard setback of 5.1-feet.

ATTACHMENTS:

Staff Report
Engineering Memo
Site Location
Narrative
Survey
Plans
Better Together Public Hearing Comment Report

STAFF REPORT

Date: October 13, 2020

To: PLANNING COMMISSION

From: Kris Aaker, Assistant City Planner

Subject: B-21-30, A 4.9-foot variance from the 10-foot side yard setback requirement for a second-floor addition above the existing garage at 5608 Dale Ave. The garage has an existing non-conforming south side yard setback of 5.1-feet.

Information / Background:

The subject property is approximately 11.898 square feet in area, consisting of a two-story home with an attached two-car garage, located on the west side of Dale Ave. The existing home was built in 1955 and is quite original in construction. The applicant is proposing a 4.9-foot south side yard setback variance from the property line to allow for a second-floor addition above the existing nonconforming two car garage located 5.1 feet from the side lot line. The ordinance requires a 10-foot side yard setback. The applicant is undergoing the addition to accommodate an extra bedroom, bath, closet area and deck. The home complies with all required setbacks with the exception of south side yard setback. The home was constructed prior to current setback standards and did not require a variance for the garage setback. An addition above the existing nonconforming garage to the south side of the home will be no closer to the side lot line than the existing garage below. The proposed addition will encroach the 10-foot side yard setback by 4.9 feet and no closer than existing. The request is to allow the addition to simply match the setback of the garage below.

Surrounding Land Uses

Northerly:	Single Unit residential homes; zoned and guided low-density residential.
Easterly:	Single Unit residential homes; zoned and guided low-density residential.
Southerly:	Single Unit residential homes; zoned and guided low-density residential.
Westerly:	Single Unit residential homes; zoned and guided low-density residential.

Existing Site Features

The property consists of a two-story home with a two-car garage built in 1955. The proposed addition will include an added bedroom. The addition will be located 5.1 feet from the north lot line at the same setback as the existing garage below.

Planning

Guide Plan designation: Low-Density Residential

Zoning: R-1, Single-Dwelling District

Grading & Drainage

Proposed grading and drainage paths will remain as existing drainage paths. The Environmental Engineer has reviewed the application and submitted comments as attached in a memorandum dated September 30, 2021.

Compliance Table

	City Standard	Proposed
North Side –	10 feet	20.8 feet
East Rear-	25 feet	55 feet
South Side–	10 feet	***5.1 feet**
West Front–	35 feet	36 feet
Building Coverage	25%	24.22%
Building Height	35.4 feet	25 feet

***Requires a variance**

PRIMARY ISSUES & STAFF RECOMENDATION

Primary Issues

- **Is the proposed variance justified?**

Minnesota Statues and Section 36-98 of the Edina Zoning Ordinance require that the following conditions must be satisfied affirmatively. The proposed variance will:

1) ***Relieve practical difficulties that prevent a reasonable use from complying with ordinance requirements.***

   The practical difficulty is that the existing south side wall of the home is closer to the side lot line than the minimum 10 feet required. The home was built under different ordinance standards and did not require a variance at that time for a setback less than the 10 feet currently required.

2) ***There are circumstances that are unique to the property, not common to every similarly zoned property, and that are not self-created?***

   The existing house is nonconforming with the addition above the garage matching the nonconforming side yard setback. The existing garage is closer to the side lot line than currently allowed. The home was built closer to the south lot line under different setback requirements. The alternate setback standard does on apply to the second-floor addition.

3) ***Will the variance alter the essential character of the neighborhood?***

   Granting the variance will not alter the character of the neighborhood. The applicants are hoping to provide additional interior space above an existing two-car garage, like other homes in the neighborhood. The addition will be seamless and will look as if it were part of the original plan for the home. There are homes of similar scale in the area. The home is two-story and will match existing ridge height.

Recommended Action:

Approve a 4.9 foot south side yard setback variance for the property line at 5608 Dale Ave. Staff recommends approval of the variance, as requested subject to the findings listed in the staff report above, and subject to the following conditions:

- Survey dated: September 10, 2021
- Elevations and building plans dated September 10, 2021.
- Compliance with the conditions and comments listed in the Environmental Engineer's memo dated September 30, 2021.

DATE: 9/30/2021
TO: Cary Teague – Planning Director
FROM: Zuleyka Marquez, PE – Graduate Engineer
RE: **5608 Dale Ave - Variance Review**

The Engineering Department has reviewed the subject property for street and utility concerns, grading, stormwater, erosion and sediment control and for general adherence to the relevant ordinance sections.

This review was performed at the request of the Planning Department; a more detailed review will be performed at the time of building permit application. Plans reviewed included a survey and floor plans stamped 9/10/21.

Summary of Work
The applicant proposes a second-floor addition. The request is for a variance to the side yard setback.

Easements
No comment.

Grading and Drainage
Site drains to 56th St W and Dale Ave. No grading work is proposed.

Stormwater Mitigation
Stormwater precautions are not triggered and thus no required per City of Edina Building Policy SP-003 standards.

Floodplain Development
A local 1% annual chance flood shape with an elevation of 931.3' is located to the west on 56th St W. Any new or modified low openings must be at no less than 933.3'.

Erosion and Sediment Control
Erosion and sediment control precautions are not triggered and thus not required.

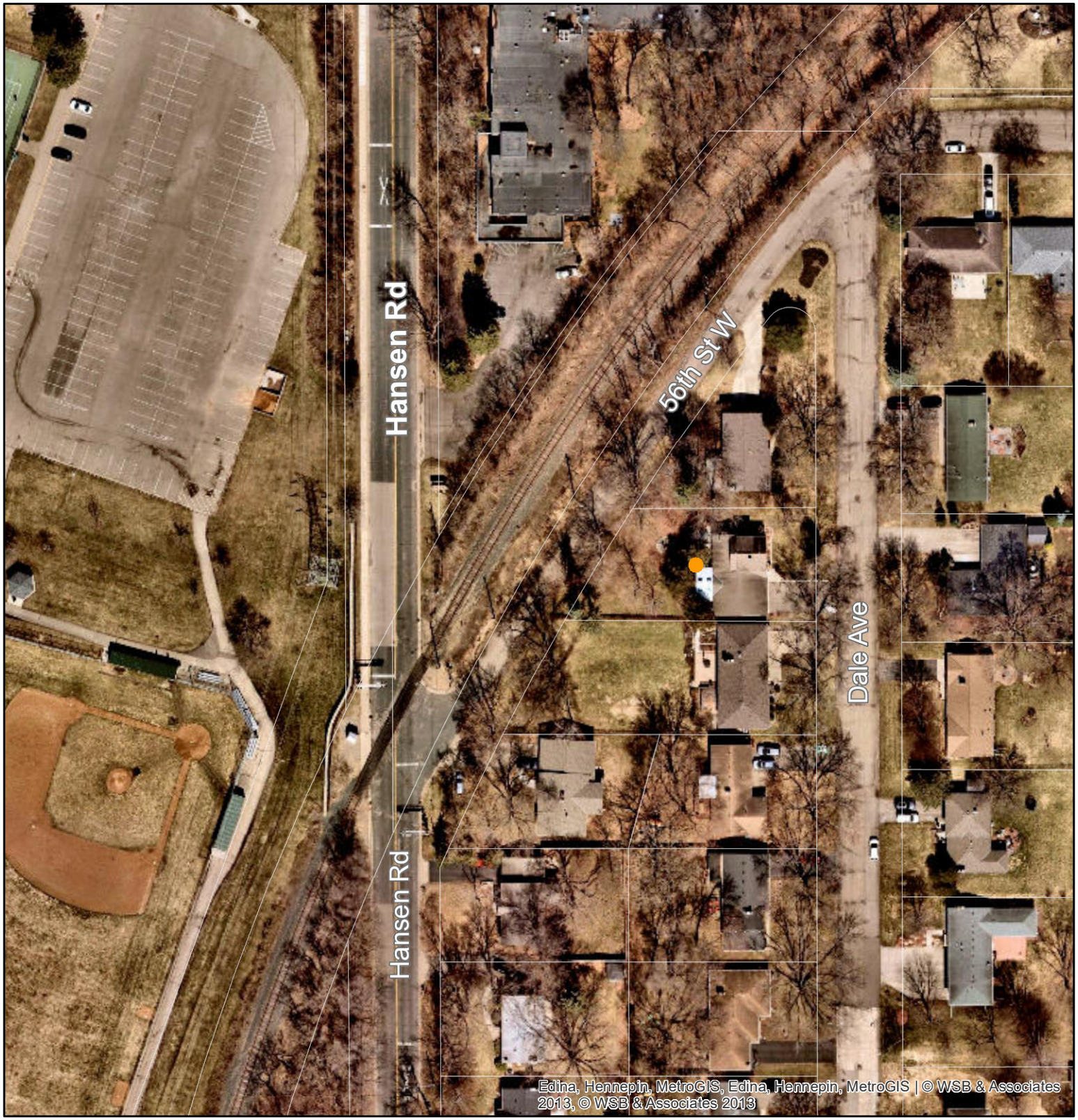
Street and Driveway Entrance
2021 street reconstruction project underway. Street repairs shall conform to standard plates 540 and 541.

Public Utilities
No comment.

Miscellaneous
A Minnehaha and/or Nine Mile Creek Watershed District permit(s) may be required, applicant will need to verify with the districts.

Watermain was installed 1956. Per the application, a farmhouse was onsite in the 1920s. A well may be located onsite. Thus, coordination with Minnesota Department of Health will be required.

5608 Dale



1 in = 94 ft

The CITY of EDINA

N
W E
S

September 27, 20

Minnesota Statues and Edina Ordinances require that the following conditions must be satisfied affirmatively. Please fully explain your answers using additional sheets of paper as necessary.

The Proposed Variance will: Allow Applicant to Add additional living space for bedrooms (i.e. children) on same level as Applicant (parents). Currently only one bedroom 2nd level.

	YES	NO
Relieve practical difficulties in complying with the zoning ordinance and that the use is reasonable Compliance creates bedroom sizes that are impractical and very small.	☒	☐
Correct extraordinary circumstances applicable to this property but not applicable to other property in the vicinity or zoning district. This property was orisinally built as a farmhouse in the 1920's. Subsequently added on (to the South). Home was not centered on lot, leaving a 20'-8" setback to North. We believe the south Addition, which added attached garage and family Room, was added in 1955, in compliance with set backs at that time.	☒	☐
Be in harmony with the general purposes and intent of the zoning ordinance The combined north and south Setbacks = 25'-9" and exceed current setback requirements. Applicant is only adding 2nd level space above garage and entry. Applicant is not increasing lot coverage.	☒	☐
Not alter the essential Character of a neighborhood Design intent is to fit in with the mid-century character of the neighborhood, primarily 1950's era homes. As one of the very earliest homes in west Edina, Applicant prefers to maintain its current "farmhouse Character", rather than a teardown and building a much larger home, out of character with surrounding properties.	☒	☐

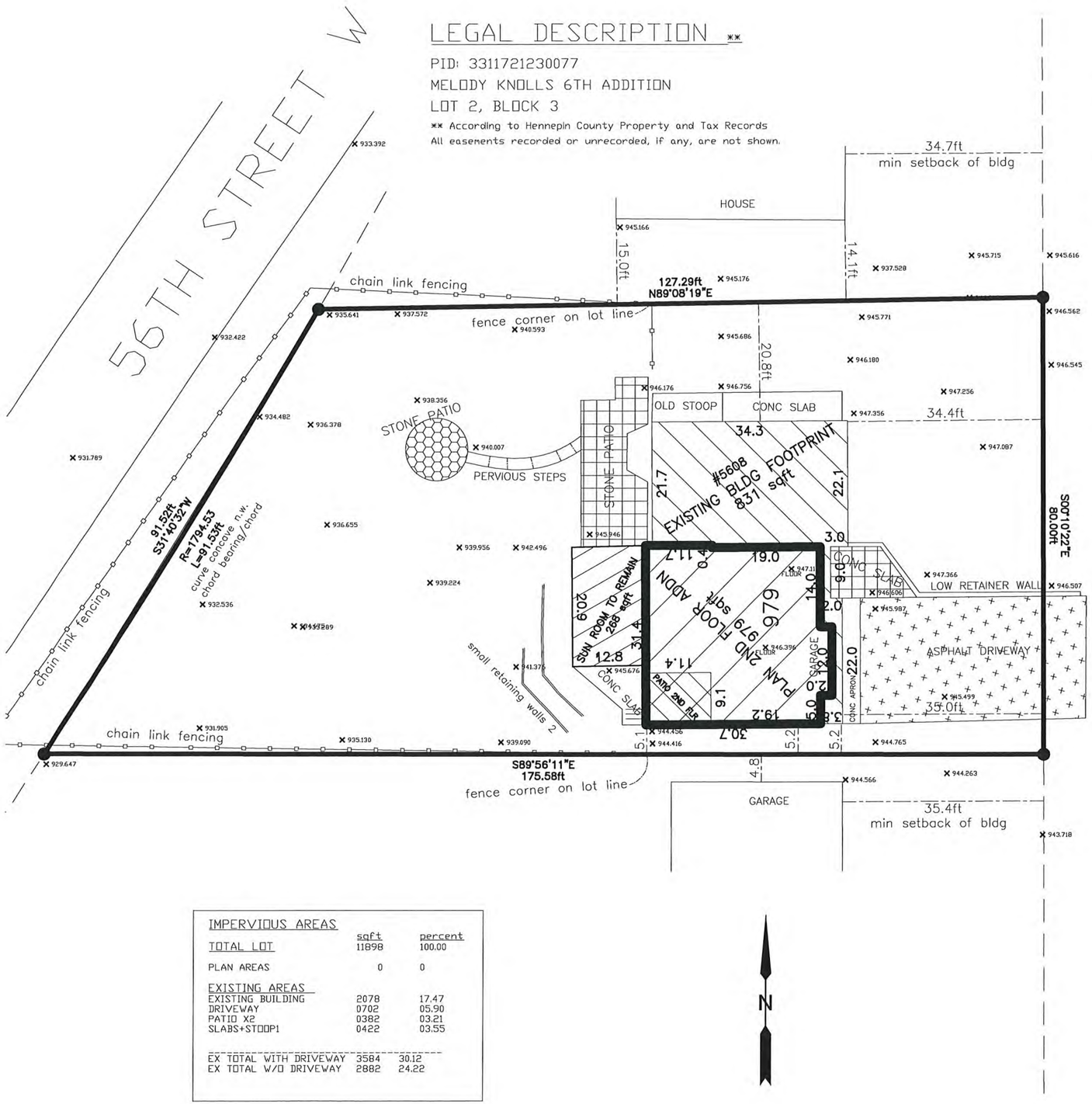
CITY OF EDINA

SEP 10 2021

PLANNING DEPARTMENT

LEGAL DESCRIPTION **

PID: 3311721230077
MELODY KNOLLS 6TH ADDITION
LOT 2, BLOCK 3
** According to Hennepin County Property and Tax Records
All easements recorded or unrecorded, if any, are not shown.



IMPERVIOUS AREAS	sqft	percent
TOTAL LOT	11898	100.00
PLAN AREAS	0	0
EXISTING AREAS		
EXISTING BUILDING	2078	17.47
DRIVEWAY	0702	05.90
PATIO X2	0382	03.21
SLABS+STOOP1	0422	03.55
EX TOTAL WITH DRIVEWAY	3584	30.12
EX TOTAL W/O DRIVEWAY	2882	24.22

NOTES

1. OBSERVED UTILITIES ARE SHOWN
   ALL OTHER UTILITIES ARE NOT SHOWN
2. MARKINGS FOR 811 UNDERGROUND UTILITY LOCATE ARE NOT SHOWN
3. THIS SITE WAS LAST OBSERVED ON SEPTEMBER 8, 2021.
4. LINE BEARINGS ARE ASSUMED RELATIVE
5. CONTOUR LINES AND ELEVATIONS ARE ON NGVD1929 DATUM
6. PIN MONUMENT CONTROL POINTS SET AND STAMPED RLS 23266 ○
7. IRON PIN MONUMENT FOUND ●
9. ALL EXISTING DRAINAGE TO REMAIN AS SAME
11. EXISTING SPOT ELEVATIONS ARE SHOWN
12. ALL EXISTING SITE ELEVATIONS TO REMAIN AS SAME
13. ALL BUILDING FOOTPRINT TO REMAIN AS SAME

I HEREBY CERTIFY THAT THIS SURVEY, PLAN, OR REPORT WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED LAND SURVEYOR UNDER THE LAWS OF THE STATE OF MINNESOTA.
NAME: JAMES MICHAEL BRIDELL, R.L.S.

SIGNATURE James Bridell DATE SEPT 10, 2021
Professional Land Surveyor, Minnesota License No. 23266
Firm Name: State Engineering & Surveying Company.
This certification is limited to SITE PLAN 2nd FLOOR BLDG ADDN

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CITY OF EDINA
SEP 10 2021
PLANNING DEPARTMENT

0ft 20ft 40ft 60ft
Scale in Feet

State Engineering and Surveying Company
5709 McGUIRE ROAD
EDINA MN 55439
952-854-9002
www.state-engineering.com

SITE PLAN
2nd FLOOR BUILDING ADDITION

PREPARED FOR
MICHAEL LUND
5608 DALE AVE
EDINA MN 55436

SITE LOCATION
5608 DALE AVE
EDINA MN 55436

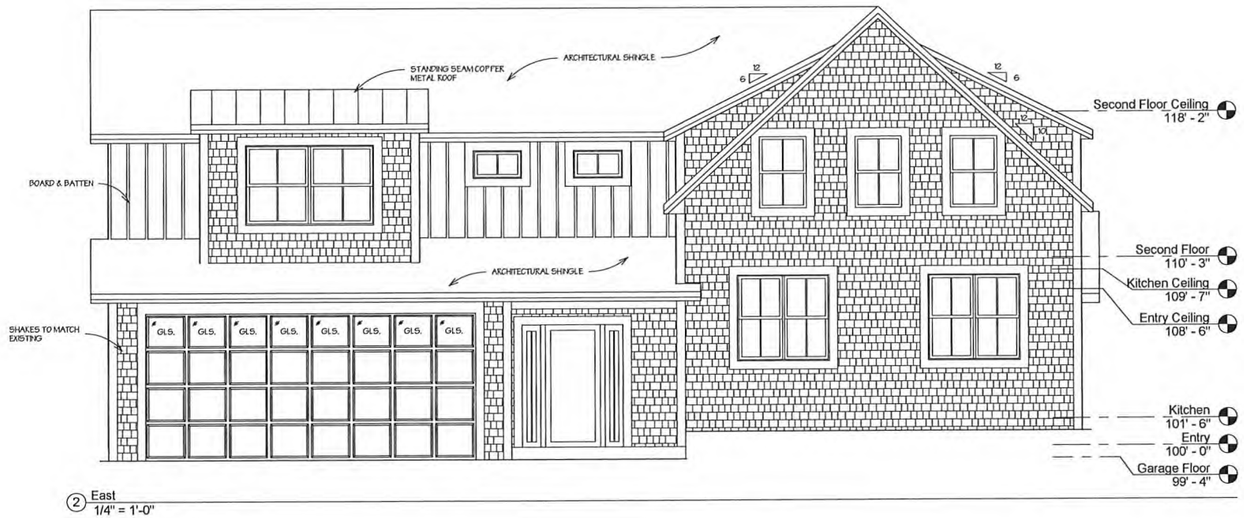
Job Number
2021341

GENERAL NOTES:

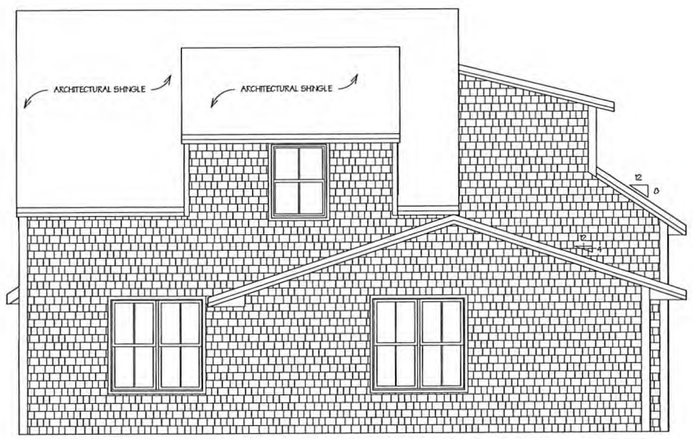
1. ALL DOOR AND WINDOW HEADERS TO BE S.P.F. #2 OR BETTER, SEE PLANS FOR SIZES
2. BUILDING WILL BE BUILT PER CURRENT I.R.C CODES
3. VERIFY GRADES AND ADJUST FOUNDATION/ FOOTING STEPS AS NEEDED.
4. CMU FDN. WALLS PER PLAN.
5. FLOOR PLAN DIMENSIONS ARE TO FACE OF SHEATHING AND FOUNDATION
6. ALL TRADES & SUPPLIERS TO REVIEW & VERIFY INFORMATION PERTINENT TO THEIR WORK AND NOTIFY CONTRACTOR OF ANY DISCREPANCIES PRIOR TO CONSTRUCTION.
7. TRADES TO VERIFY BASE AND TRIM SIZE PRIOR TO CONSTRUCTION.
8. ALL WALLS MORE THAN 10' H. TO BE S.P.F. #2 OR BETTER.
9. EXTERIOR ELEVATIONS ARE CONCEPTUAL ONLY: HOME SITE, FILL AND TOPOGRAPHY WILL DICTATE ACTUAL GRADES AND MAY VARY FROM THOSE SHOWN ON THE PLAN.
10. NOTE: SUBFLOOR JOINTS SHALL BE STAGGERED FROM FLOOR TRUSS OR JOISTS JOINTS.
11. NOTE: WINDOW FALL PROTECTION PER R312.1

GENERAL EXTERIOR NOTES:

1. ALL EXTERIOR TRIM TO BE FLASHED PER CODE.
2. SUPPLY DRIPCAPS ON WINDOWS AND DOORS.
3. SUPPLY SEPARATION BETWEEN WOOD, COMPOSITE WOOD AND ANY OTHER WOOD MATERIAL PER SPEC.
4. GRADE CONDITIONS MAY VARY ON SITE
5. PROVIDE ROOF AND SOFFIT VENTS PER IRC CODE REGULATIONS
6. ALL FURNACE FLUES, PLUMBING VENTS, FIREPLACE VENTS AND OTHER PENETRATIONS THROUGH ROOF OR WALLS TO EXTEND THROUGH REAR OF HOME WHENEVER POSSIBLE.
7. ALL PENETRATIONS THROUGH EXTERIOR WALLS OR ROOFING MUST BE SEALED AND FLASHED PER MANF. SPECIFICATIONS AND IRC CODE REGULATIONS



② East
1/4" = 1'-0"



① North
1/4" = 1'-0"

CITY OF EDINA

SEP 10 2021

PLANNING DEPARTMENT

K.D.S.

612-483-4593

5608 DALE AVE S.
EDINA, MN 55436

No.	Description	Date

LUND ADDITION

Elevations

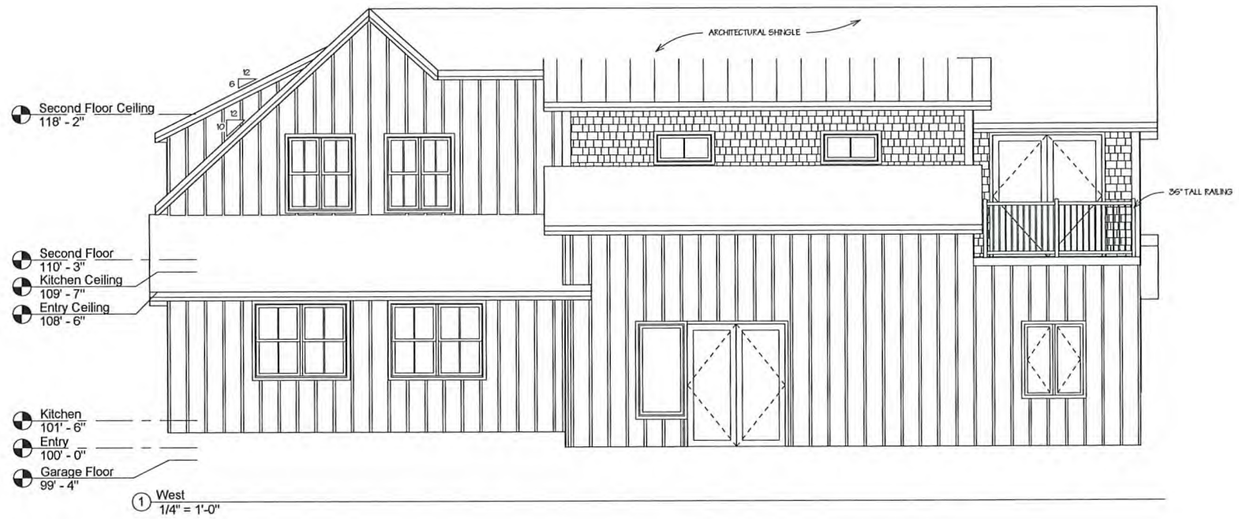
Project number	Project Number
Date	06/03/2021
Drawn by	SWK
Checked by	Checker

A1

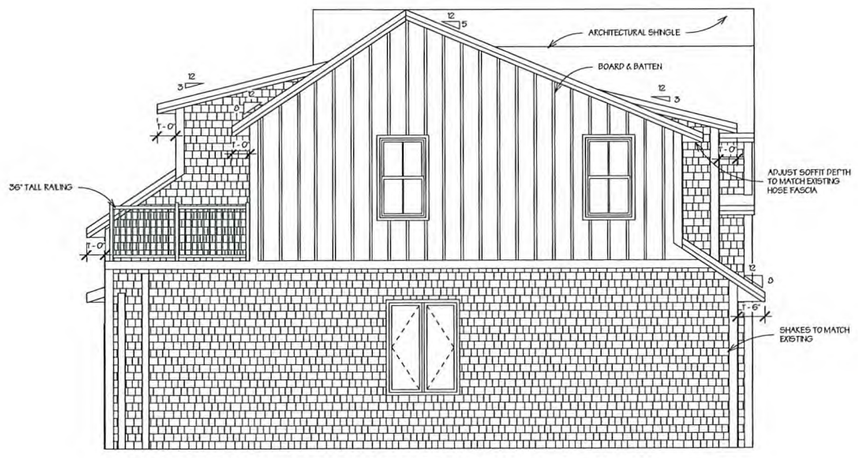
Scale 1/4" = 1'-0"

8/3/2021 9:42:17 AM

Window Schedule				
Number	Size		Count	Comments
	Width	Height		
1	5' - 0"	4' - 8"	2	(2) Double Hung
2	5' - 0"	5' - 0"	2	(2) Double Hung
3	5' - 0"	4' - 0"	2	(2) Double Hung
4	3' - 4"	4' - 0"	1	(2) Casement
5	3' - 10"	5' - 0"	1	(2) Casement
6	7' - 0"	4' - 4"	1	(2) Double Hung
7	2' - 8"	1' - 6"	2	Fixed
8	2' - 8"	4' - 0"	3	Double Hung
9	3' - 0"	4' - 0"	1	Double Hung
10	3' - 6"	4' - 0"	2	(2) Double Hung
11	3' - 0"	1' - 6"	2	Fixed
12	2' - 6"	4' - 4"	2	Double Hung



1 West
1/4" = 1'-0"



2 South
1/4" = 1'-0"

CITY OF EDINA

SEP 10 2021

PLANNING DEPARTMENT

K.D.S.

612-483-4593

5608 DALE AVE S.
EDINA, MN 55436

No.	Description	Date

LUND ADDITION

Elevations/Window Schedule

Project number	Project Number
Date	06/03/2021
Drawn by	SWK
Checked by	Checker

A2

Scale 1/4" = 1'-0"

6/3/2021 9:41:58 AM

BRACED WALL NOTES:

1. ALL WALLS DESIGNED PER METHOD CS-WSP OF THE 2020 MN CODE.
2. ALL EXTERIOR WALLS ARE TO BE CONTINUOUSLY SHEATHED WITH A MIN. 3/8" THICK WOOD PANEL.
3. CONNECTION OF WOOD PANEL TO STUDS SHALL BE MIN. 8D COMMON NAILS, 6" O.C. AT EDGES & 12" O.C. AT FIELD OF WOOD PANEL.
4. STRUCTURAL PANELS (BRACED WALLS) SHALL BE LOCATED AT EACH END & AT LEAST EVERY 20' BETWEEN PANELS.
5. EXTERIOR BRACED WALL LINES SHALL HAVE A BRACED WALL PANEL AT EACH END OF THE BRACED WALL LINE, EXCEPT FOR,

   -BRACED WALL PANELS ARE PERMITTED TO BEGIN NO MORE THAN 10' FROM EACH END OF THE BRACED WALL LINE PROVIDED THAT A 24" PANEL MATCHING TABLE R602.10.7 IS APPLIED
   -THE END OF EACH BRACED WALL PANEL CLOSEST TO THE CORNER SHALL HAVE A TIE DOWN DEVICE FASTENED TO THE STUD AT THE EDGE OF THE BRACED WALL PANEL CLOSEST TO THE CORNER AND TO THE FOUNDATION OR FRAMING BELOW. THE TIE DOWN DEVICE SHALL BE CAPABLE OF PROVIDING AN UPLIFT ALLOWABLE DESIGN VALUE OF AT LEAST 1800 LBS. THE TIE-DOWN DEVICE BE INSTALLED ACCORDANCE WITH THE MANF. RECOMMENDATIONS.
6. INTERIOR BRACED WALL LINES SHALL BE DESIGNED/BUILT PER INTERMITTENT METHOD "GB"
   -MIN. 1/2" GYPSUM BOARD APPLIED TO EACH SIDE OF 2X4 OR 2X6 STUD WALL @16" O.C. SPACING OF STUDS W/DOUBLE TOP PLATE AND SINGLE BTM.
   -ATTACH GYPSUM TO STUDS W/1-1/4" SCREWS (TYPE W OR S), 7" O.C. AT EDGE & 7" O.C. AT FIELD.
7. (PERPENDICULAR WALL/FLOOR) ALL FLOOR SYSTEMS BETWEEN BRACED WALL PANELS TO HAVE A MIN. 2X4 TOP & BOTTOM BLOCKING BOARD PARALLEL TO BRACED WALL PANELS W?MIN. (3) 16D NAILS. ATTACHING BOTTOM/TOP OF BRACED PANEL PLATE TO FLOOR SYSTEM AT BRACED PANEL WIDTH ONLY. 2X4 BLOCKING TO BE SET BETWEEN FLOOR SYSTEM MEMBERS. SOLID RIM MAY BE USED.
8. (PERPENDICULAR WALL/ROOF) APPLY 2X SOLID BLOCKING BETWEEN ROOF SYSTEM MEMBERS OVER BRACED WALL PANELS W/8D NAILS AT 6" O.C. ALONG LENGTH OF BRACED WALL PANELS WHEN HEEL IS 15.25" OR LESS (FIGURE 3, REFER TO FIG. #4 WHEN OVER 15.25")
9. NOTE: NOTES 7 & 8 ABOVE APPLY TO PERPENDICULAR FRAMING, WHEN PARALLEL FLOORS/ROOF SYSTEMS ARE PRESENT, THE FLOOR/ROOF SYSTEM IS TO HAVE BLOCKING MATERIAL ALLOWING FOR NAILING OF BRACED WALL PANEL INTO SYSTEM ABOVE/BELOW SAID WALL. (FIGURE 6)

BRACED WALL PANEL UPLIFT LOAD PATH:

1. BRACED WALL PANELS LOCATED AT EXTERIOR WALLS THAT SUPPORT ROOF RAFTERS OR TRUSSES (INCLUDING STORIES BELOW TOP STORY) SHALL HAVE THE FRAMING MEMBERS CONNECTED IN ACCORDANCE WITH:
   -WHERE THE NET UPLIFT VALUE AT THE TOP OF A WALL EXCEEDS 100 PLF, INSTALLING APPROVED UPLIFT FRAMING CONNECTORS TO PROVIDE A CONTINUOUS LOAD PATH FROM THE TOP OF THE WALL TO THE FOUNDATION OR TO A POINT WHERE THE UPLIFT FORCE IS 100 PLF OR LESS. THE NET UPLIFT VALUE SHALL BE AS DETERMINED BY ONE OF THE FOLLOWING:
   1.1 THE BASIC WIND SPEED DOES NOT EXCEED 90 MPH, THE WIND EXPOSURE CATEGORY IS B, THE ROOF PITCH IS 5/12 OR GREATER AND THE ROOF SPAN IS 32' OR LESS

   (OR)

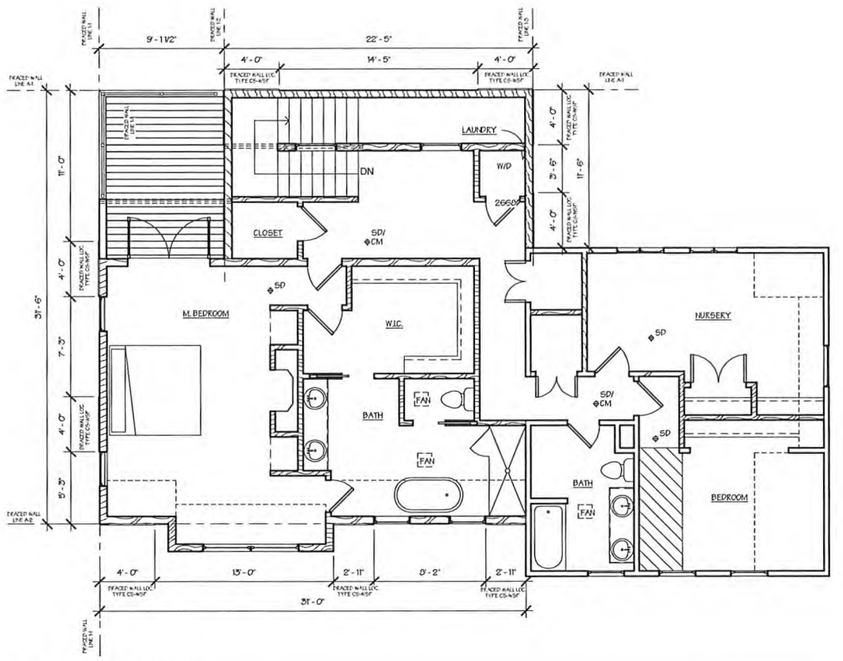
   1.2 THE NET UPLIFT VALUE AT THE TOP OF A WALL DOES NOT EXCEED 100 PLF. THE NET UPLIFT SHALL BE DETERMINED IN ACCORDANCE WITH SECTION R802.11 AND SHALL BE PERMITTED TO BE REDUCED BY 60 PLF. FOR EACH FULL ABOVE.
2. WHERE THE UPLIFT FORCE DOES NOT EXCEED 200 POUNDS, RAFTERS AND TRUSSES SPACED NOT MORE THAN 24 INCHES ON CENTER SHALL BE PERMITTED TO BE ATTACHED TO THEIR SUPPORTING WALL ASSEMBLIES IN ACCORDANCE WITH T TABLE R602.3(1)

WALL PANEL TO STUDS:

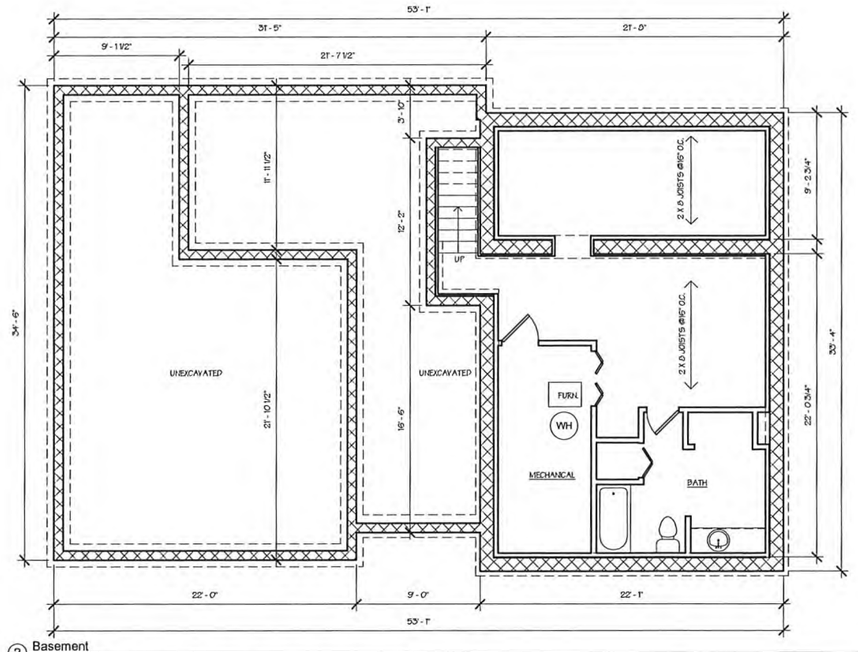
CONNECTION OF WOOD PANEL TO STUDS SHALL BE MIN. 6D COMMON NAILS, 6" O.C. AT EDGES & 12" O.C. AT FIELD OF WOOD PANEL.

RAFTER OR ROOF TRUSSES TO PLATE, TOE NAIL:

MINIMUM (3) 16D BOX NAILS OR (3) 10D COMMON NAILS. (2) TOE NAILS ON ONE SIDE AND (1) TOE NAIL ON OPPOSITE SIDE OF EACH RAFTER OR TRUSS. (MANF. METAL CONNECTORS MAY BE SUBSTITUTED, VERIFY W/MANF. DETAILS).



1 Second Floor Braced Wall
3/16" = 1'-0"



2 Basement
3/16" = 1'-0"

CITY OF EDINA

SEP 10 2021

PLANNING DEPARTMENT

K.D.S.

612-483-4593

5608 DALE AVE S.
EDINA, MN 55436

No.	Description	Date

LUND ADDITION

Braced Wall/Basement Plan

Project number	Project Number
Date	06/03/2021
Drawn by	Author
Checked by	Checker

A3

Scale 3/16" = 1'-0"

6/3/2021 9:41:25 AM

FRAMING NOTES:

1. ALL EXTERIOR WALLS TO BE 16" O.C. WITH A DOUBLE TOP PLATE UNLESS OTHERWISE NOTED
2. WALL FRAMING SHALL BE S.P.F. STUD GRADE OR BETTER UNLESS NOTED OTHERWISE (U.N.O).
3. ALL HEADERS SHALL BE PER PLAN.
4. ALL EXTERIOR HEADERS SHALL HAVE (1) 2X6 BEARING STUD & (1) 2X6 FULL HEIGHT KING STUD ON EACH SIDE U.N.O. (REVIEW PLANS)
5. ALL INTERNAL HEADERS & BEAMS SHALL HAVE (1) 2X6 OR (1) 2X4 BEARING STUD ON EACH SIDE.
6. EXTERIOR SHEATHING SHALL BE 7/16" OSB WALL SHEATHING
7. HEADER SIZES ARE TO BE USED PER PLAN AND DEVIATION FROM ANY SIZE MUST BE APPROVED BY DESIGNERS .
8. PRESSURE TREATED WOOD IS TO BE USED WHERE WOOD IS IN CONTACT WITH CONCRETE AND AT 2X6 MUD SILL. TREATED MEMBERS TO BE S.Y.P. #2 OR BETTER.
9. FOR OPENINGS IN EXTERIOR WALLS (OR WALLS W/ LATERAL LOADING:
   - A. 0'-0" - 4'-0" = 1 JACK STUD
   - B. 4-0" - 8'-0" = 2 JACK STUDS
   - C. 8'-0" - 12'-0" = 3 JACK STUDS
   - D. GREATER THAN 12 ' = CONSULT ENG.

INSULATION:

1. ALL EXTERIOR WALL TO HAVE A MIN. RATING OF R-21
2. ALL ATTIC SPACES ARE TO HAVE A MIN. RATING OF R-49
3. ALL FLOOR SPACES OVER UNCONDITIONED SPACE OR CANTILEVERED ARE TO BE INSULATED TO MIN R-30.

SHEETROCK/GYPSUM BOARD

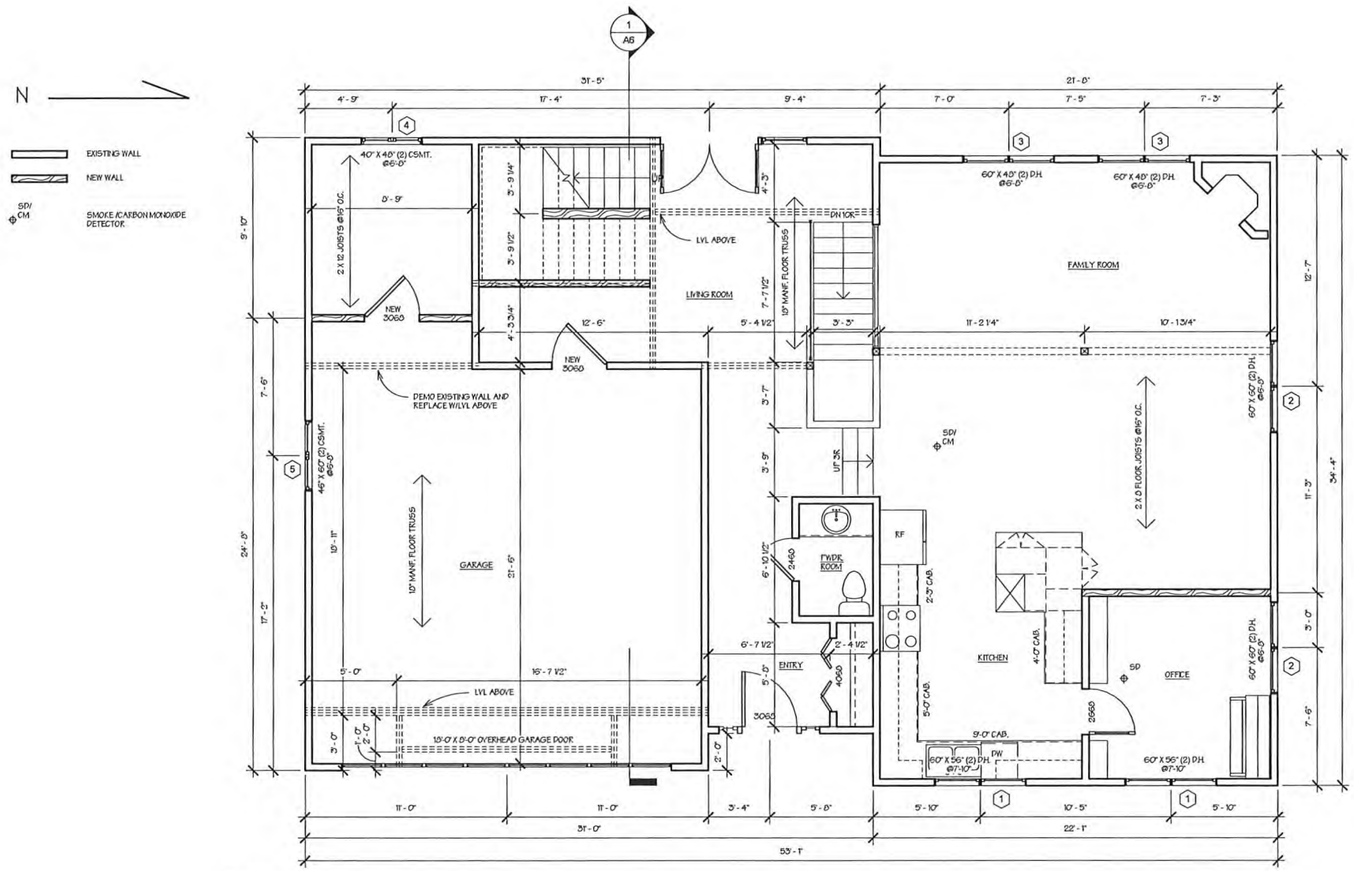
1. ALL CEILINGS ARE TO HAVE 1/2" NON-SAG GYPSUM BOARD UNLESS OTHERWISE NOTED.
2. ALL WALLS ARE TO HAVE 1/2" GYPSUM BOARD UNLESS OTHERWISE NOTED.

DOORS & WINDOWS:

1. ALL WINDOWS AND DOORS TO BE DOUBLE PANE GLASS PANELS WITH LOW E-RATINGS.
2. ANY WINDOW WITHIN 24" OF A DOOR SWING MUST BE TEMPERED PER CODE.
3. ANY WINDOW ABOVE A TUB/WET AREA MUST BE TEMPERED PER CODE.
4. ANY WINDOW WITHIN A STAIRWAY MUST BE TEMPERED PER CODE.
5. WINDOW GLAZING MUST BE AT LEAST 18" A.F.F. WHEN WINDOW IS ABOVE 6' FROM GRADE. IF WITHIN 18" WINDOW MUST BE TEMPERED.
6. ALL BEDROOMS TO HAVE AT LEAST ONE WINDOW THAT HAS A CLEAR EGRESS OPENING OF 5.7 SQ. FT. WITH MIN. DIMENSIONS OF 24" IN HEIGHT AND 20" IN WIDTH, SILL HEIGHT NOT TO BE GREATER THAN 14" A.F.F.
7. WINDOWS WITH SILLS WITHIN 3' OF THE FLOOR THEY SERVE AND ARE 72" ABOVE GRADE MUST EITHER HAVE A FALL PREVENTION OR OPENING LIMITER DEVICE PER CODE.

MECHANICAL & ELECTRICAL:

1. ALL ELECTRICAL AND MECHANICAL EQUIPMENT TO BE VERIFIED AND INSTALLED PER CODE BY APPROVED TRADES AND INSTALLERS.
2. HVAC CONTRACTOR TO VERIFY LAYOUT FOR DUCT-RUNS BEFORE INSTALLATION. IF MODIFICATION IS REQUIRED, REPORT INFORMATION/CHANGES TO CONTRACTOR.



1 Entry
1/4" = 1'-0"

CITY OF EDINA

SEP 10 2021

PLANNING DEPARTMENT

K.D.S.

612-483-4593

5608 DALE AVE S.
EDINA, MN 55436

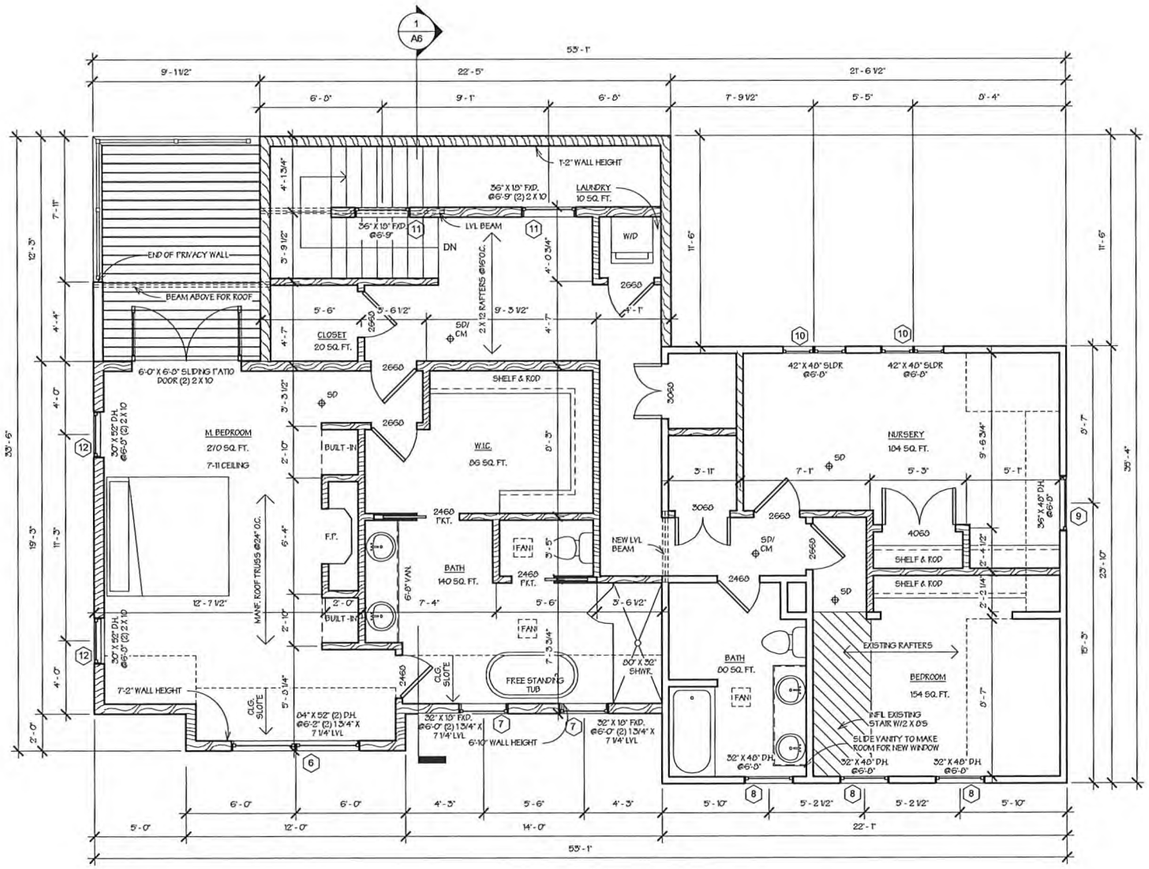
No.	Description	Date

LUND ADDITION

First Floor Plan

Project number	Project Number
Date	06/03/2021
Drawn by	SWK
Checked by	Checker
	A4
Scale	1/4" = 1'-0"

6/3/2021 9:40:45 AM



1 Second Floor
1/4" = 1'-0"

CITY OF EDINA

SEP 10 2021

PLANNING DEPARTMENT

K.D.S.

612-483-4593

5608 DALE AVE S.
EDINA, MN 55436

No.	Description	Date

LUND ADDITION

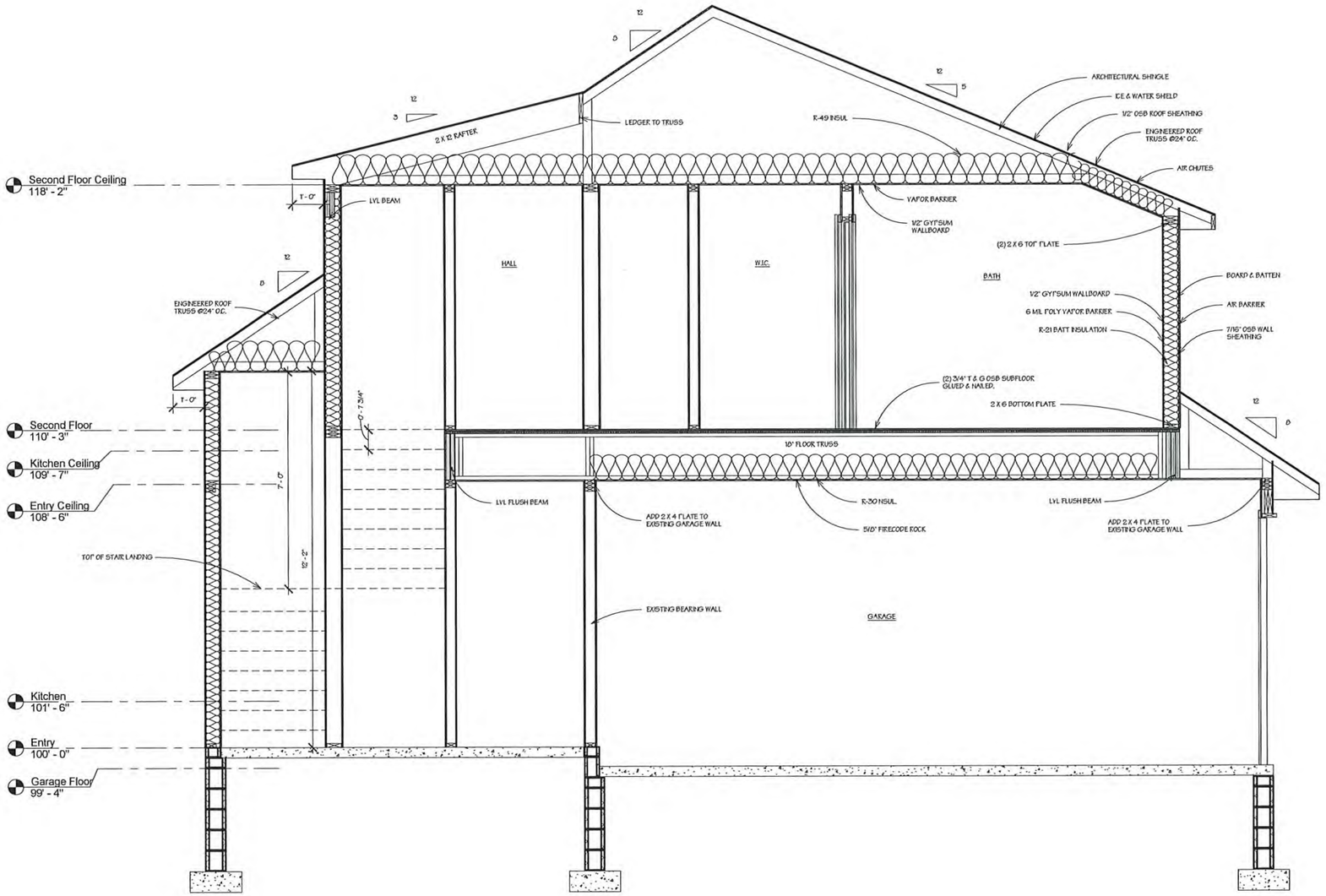
Second Floor Plan

Project number	Project Number
Date	06/03/2021
Drawn by	SWK
Checked by	Checker

A5

Scale 1/4" = 1'-0"

6/3/2021 9:39:22 AM



1 Section 1
1/2" = 1'-0"

K.D.S.
612-483-4593

5608 DALE AVE S.
EDINA, MN 55436

No.	Description	Date

CITY OF EDINA
SEP 10 2021
PLANNING DEPARTMENT

LUND ADDITION
Building Section

Project number	Project Number
Date	06/03/2021
Drawn by	SWK
Checked by	Checker

A6

Scale 1/2" = 1'-0"

6/3/2021 9:38:24 AM



K.D.S.

612-483-4593

5608 DALE AVE S.
EDINA, MN 55436

No.	Description	Date

LUND
ADDITION
Rendering

Project number	Project Number
Date	09/08/2021
Drawn by	SWK
Checked by	Checker
	R1
Scale	

CITY OF EDINA

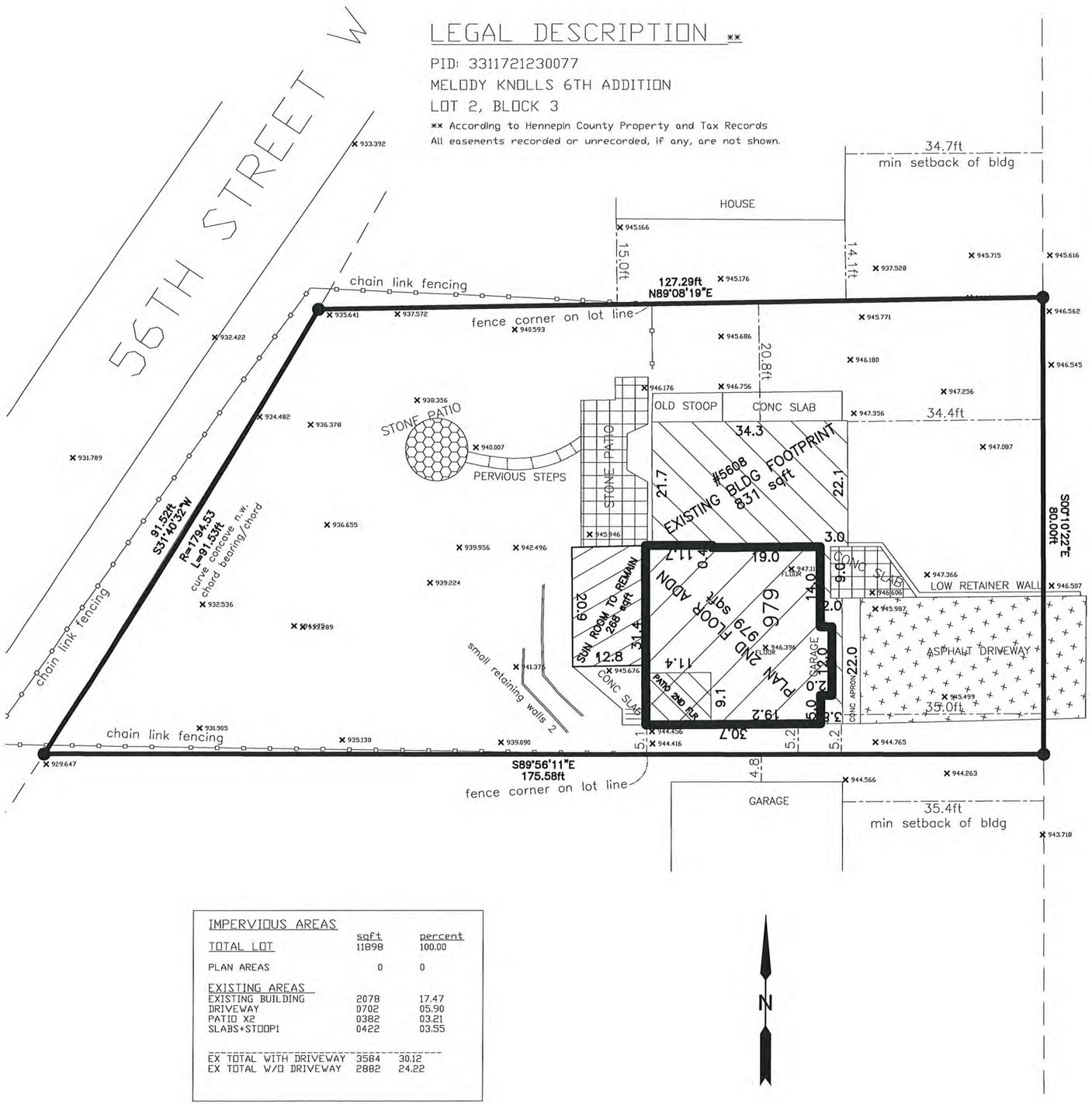
SEP 10 2021

PLANNING DEPARTMENT

9/8/2021 3:42:48 PM

LEGAL DESCRIPTION **

PID: 3311721230077
MELODY KNOLLS 6TH ADDITION
LOT 2, BLOCK 3
** According to Hennepin County Property and Tax Records
All easements recorded or unrecorded, if any, are not shown.



IMPERVIOUS AREAS	sqft	percent
TOTAL LOT	11898	100.00
PLAN AREAS	0	0
EXISTING AREAS		
EXISTING BUILDING	2078	17.47
DRIVEWAY	0702	05.90
PATIO X2	0382	03.21
SLABS+STOOP1	0422	03.55
EX TOTAL WITH DRIVEWAY	3584	30.12
EX TOTAL W/O DRIVEWAY	2882	24.22

NOTES

1. OBSERVED UTILITIES ARE SHOWN
   ALL OTHER UTILITIES ARE NOT SHOWN
2. MARKINGS FOR 811 UNDERGROUND UTILITY LOCATE ARE NOT SHOWN
3. THIS SITE WAS LAST OBSERVED ON SEPTEMBER 8, 2021.
4. LINE BEARINGS ARE ASSUMED RELATIVE
5. CONTOUR LINES AND ELEVATIONS ARE ON NGVD1929 DATUM
6. PIN MONUMENT CONTROL POINTS SET AND STAMPED RLS 23266 ○
7. IRON PIN MONUMENT FOUND ●
9. ALL EXISTING DRAINAGE TO REMAIN AS SAME
11. EXISTING SPOT ELEVATIONS ARE SHOWN
12. ALL EXISTING SITE ELEVATIONS TO REMAIN AS SAME
13. ALL BUILDING FOOTPRINT TO REMAIN AS SAME

I HEREBY CERTIFY THAT THIS SURVEY, PLAN, OR REPORT WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED LAND SURVEYOR UNDER THE LAWS OF THE STATE OF MINNESOTA.
NAME: JAMES MICHAEL BRIDELL, R.L.S.

SIGNATURE James Bridell DATE SEPT 10, 2021
Professional Land Surveyor, Minnesota License No. 23266
Firm Name: State Engineering & Surveying Company.
This certification is limited to SITE PLAN 2nd FLOOR BLDG ADDN

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CITY OF EDINA
SEP 10 2021
PLANNING DEPARTMENT

0ft 20ft 40ft 60ft
Scale in Feet

State Engineering and Surveying Company
5709 McGUIRE ROAD
EDINA MN 55439
952-854-9002
www.state-engineering.com

SITE PLAN
2nd FLOOR BUILDING ADDITION

PREPARED FOR
MICHAEL LUND
5608 DALE AVE
EDINA MN 55436

SITE LOCATION
5608 DALE AVE
EDINA MN 55436

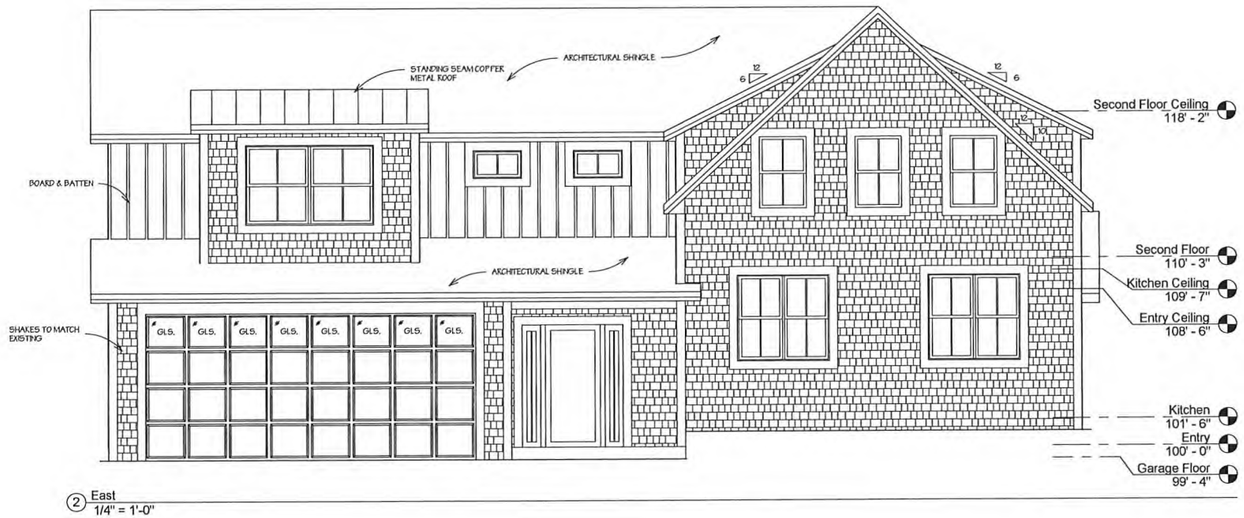
Job Number
2021341

GENERAL NOTES:

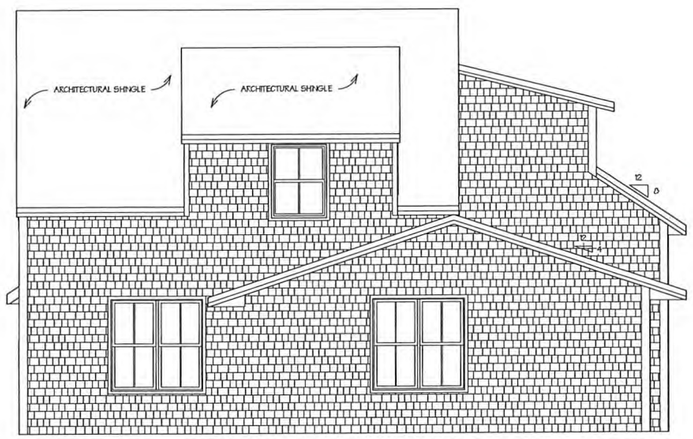
1. ALL DOOR AND WINDOW HEADERS TO BE S.P.F. #2 OR BETTER, SEE PLANS FOR SIZES
2. BUILDING WILL BE BUILT PER CURRENT I.R.C CODES
3. VERIFY GRADES AND ADJUST FOUNDATION/ FOOTING STEPS AS NEEDED.
4. CMU FDN. WALLS PER PLAN.
5. FLOOR PLAN DIMENSIONS ARE TO FACE OF SHEATHING AND FOUNDATION
6. ALL TRADES & SUPPLIERS TO REVIEW & VERIFY INFORMATION PERTINENT TO THEIR WORK AND NOTIFY CONTRACTOR OF ANY DISCREPANCIES PRIOR TO CONSTRUCTION.
7. TRADES TO VERIFY BASE AND TRIM SIZE PRIOR TO CONSTRUCTION.
8. ALL WALLS MORE THAN 10' H. TO BE S.P.F. #2 OR BETTER.
9. EXTERIOR ELEVATIONS ARE CONCEPTUAL ONLY: HOME SITE, FILL AND TOPOGRAPHY WILL DICTATE ACTUAL GRADES AND MAY VARY FROM THOSE SHOWN ON THE PLAN.
10. NOTE: SUBFLOOR JOINTS SHALL BE STAGGERED FROM FLOOR TRUSS OR JOISTS JOINTS.
11. NOTE: WINDOW FALL PROTECTION PER R312.1

GENERAL EXTERIOR NOTES:

1. ALL EXTERIOR TRIM TO BE FLASHED PER CODE.
2. SUPPLY DRIPCAPS ON WINDOWS AND DOORS.
3. SUPPLY SEPARATION BETWEEN WOOD, COMPOSITE WOOD AND ANY OTHER WOOD MATERIAL PER SPEC.
4. GRADE CONDITIONS MAY VARY ON SITE
5. PROVIDE ROOF AND SOFFIT VENTS PER IRC CODE REGULATIONS
6. ALL FURNACE FLUES, PLUMBING VENTS, FIREPLACE VENTS AND OTHER PENETRATIONS THROUGH ROOF OR WALLS TO EXTEND THROUGH REAR OF HOME WHENEVER POSSIBLE.
7. ALL PENETRATIONS THROUGH EXTERIOR WALLS OR ROOFING MUST BE SEALED AND FLASHED PER MANF. SPECIFICATIONS AND IRC CODE REGULATIONS



② East
1/4" = 1'-0"



① North
1/4" = 1'-0"

CITY OF EDINA

SEP 10 2021

PLANNING DEPARTMENT

K.D.S.

612-483-4593

5608 DALE AVE S.
EDINA, MN 55436

No.	Description	Date

LUND ADDITION

Elevations

Project number	Project Number
Date	06/03/2021
Drawn by	SWK
Checked by	Checker

A1

Scale 1/4" = 1'-0"

8/3/2021 9:42:17 AM

Window Schedule				
Number	Size		Count	Comments
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1	5' - 0"	4' - 8"	2	(2) Double Hung
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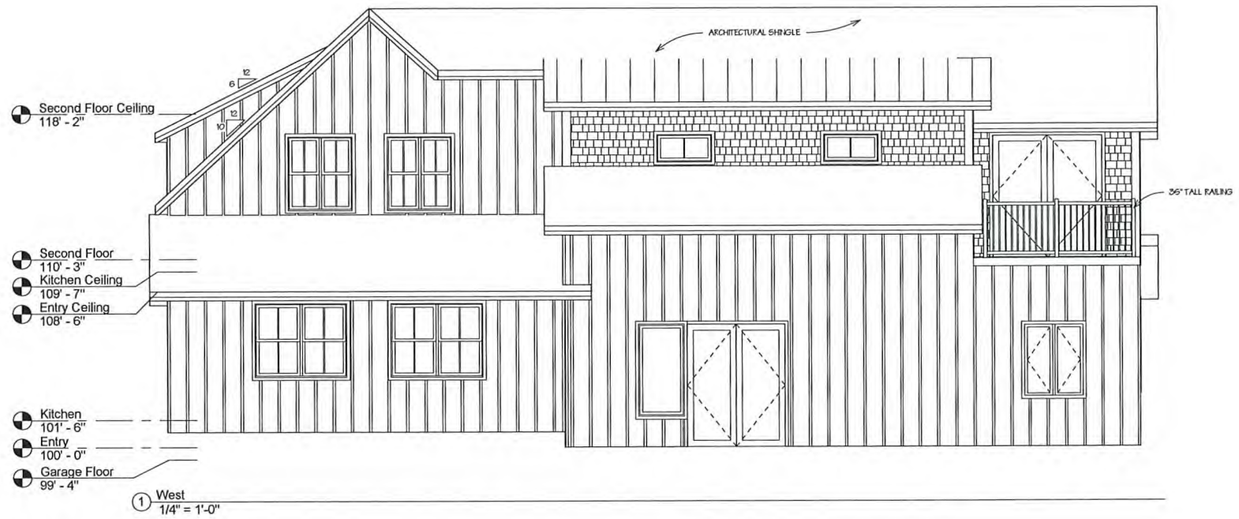
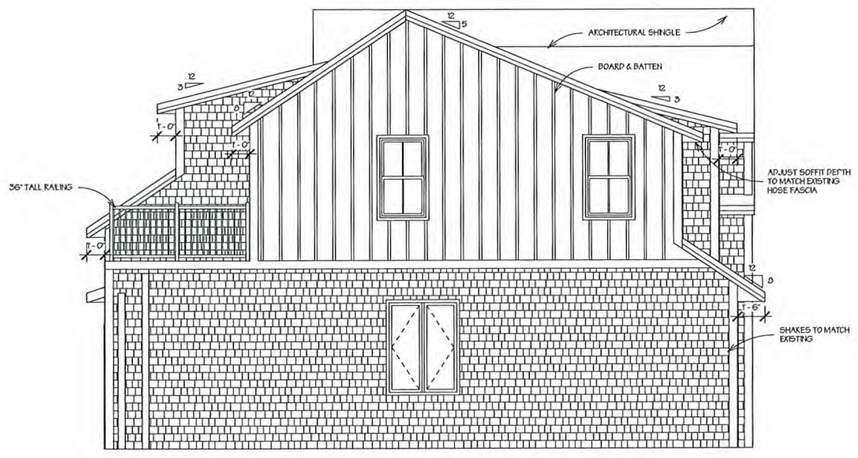


1 West
1/4" = 1'-0"



2 South
1/4" = 1'-0"

CITY OF EDINA

SEP 10 2021

PLANNING DEPARTMENT

K.D.S.

612-483-4593

5608 DALE AVE S.
EDINA, MN 55436

No.	Description	Date

LUND ADDITION

Elevations/Window Schedule

Project number	Project Number
Date	06/03/2021
Drawn by	SWK
Checked by	Checker

A2

Scale 1/4" = 1'-0"

6/3/2021 9:41:58 AM

BRACED WALL NOTES:

1. ALL WALLS DESIGNED PER METHOD CS-WSP OF THE 2020 MN CODE.
2. ALL EXTERIOR WALLS ARE TO BE CONTINUOUSLY SHEATHED WITH A MIN. 3/8" THICK WOOD PANEL.
3. CONNECTION OF WOOD PANEL TO STUDS SHALL BE MIN. 8D COMMON NAILS, 6" O.C. AT EDGES & 12" O.C. AT FIELD OF WOOD PANEL.
4. STRUCTURAL PANELS (BRACED WALLS) SHALL BE LOCATED AT EACH END & AT LEAST EVERY 20' BETWEEN PANELS.
5. EXTERIOR BRACED WALL LINES SHALL HAVE A BRACED WALL PANEL AT EACH END OF THE BRACED WALL LINE, EXCEPT FOR,

   -BRACED WALL PANELS ARE PERMITTED TO BEGIN NO MORE THAN 10' FROM EACH END OF THE BRACED WALL LINE PROVIDED THAT A 24" PANEL MATCHING TABLE R602.10.7 IS APPLIED
   -THE END OF EACH BRACED WALL PANEL CLOSEST TO THE CORNER SHALL HAVE A TIE DOWN DEVICE FASTENED TO THE STUD AT THE EDGE OF THE BRACED WALL PANEL CLOSEST TO THE CORNER AND TO THE FOUNDATION OR FRAMING BELOW. THE TIE DOWN DEVICE SHALL BE CAPABLE OF PROVIDING AN UPLIFT ALLOWABLE DESIGN VALUE OF AT LEAST 1800 LBS. THE TIE-DOWN DEVICE BE INSTALLED ACCORDANCE WITH THE MANF. RECOMMENDATIONS.
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   -MIN. 1/2" GYPSUM BOARD APPLIED TO EACH SIDE OF 2X4 OR 2X6 STUD WALL @16" O.C. SPACING OF STUDS W/DOUBLE TOP PLATE AND SINGLE BTM.
   -ATTACH GYPSUM TO STUDS W/1-1/4" SCREWS (TYPE W OR S), 7" O.C. AT EDGE & 7" O.C. AT FIELD.
7. (PERPENDICULAR WALL/FLOOR) ALL FLOOR SYSTEMS BETWEEN BRACED WALL PANELS TO HAVE A MIN. 2X4 TOP & BOTTOM BLOCKING BOARD PARALLEL TO BRACED WALL PANELS W?MIN. (3) 16D NAILS. ATTACHING BOTTOM/TOP OF BRACED PANEL PLATE TO FLOOR SYSTEM AT BRACED PANEL WIDTH ONLY. 2X4 BLOCKING TO BE SET BETWEEN FLOOR SYSTEM MEMBERS. SOLID RIM MAY BE USED.
8. (PERPENDICULAR WALL/ROOF) APPLY 2X SOLID BLOCKING BETWEEN ROOF SYSTEM MEMBERS OVER BRACED WALL PANELS W/8D NAILS AT 6" O.C. ALONG LENGTH OF BRACED WALL PANELS WHEN HEEL IS 15.25" OR LESS (FIGURE 3, REFER TO FIG. #4 WHEN OVER 15.25")
9. NOTE: NOTES 7 & 8 ABOVE APPLY TO PERPENDICULAR FRAMING, WHEN PARALLEL FLOORS/ROOF SYSTEMS ARE PRESENT, THE FLOOR/ROOF SYSTEM IS TO HAVE BLOCKING MATERIAL ALLOWING FOR NAILING OF BRACED WALL PANEL INTO SYSTEM ABOVE/BELOW SAID WALL. (FIGURE 6)

BRACED WALL PANEL UPLIFT LOAD PATH:

1. BRACED WALL PANELS LOCATED AT EXTERIOR WALLS THAT SUPPORT ROOF RAFTERS OR TRUSSES (INCLUDING STORIES BELOW TOP STORY) SHALL HAVE THE FRAMING MEMBERS CONNECTED IN ACCORDANCE WITH:
   -WHERE THE NET UPLIFT VALUE AT THE TOP OF A WALL EXCEEDS 100 PLF, INSTALLING APPROVED UPLIFT FRAMING CONNECTORS TO PROVIDE A CONTINUOUS LOAD PATH FROM THE TOP OF THE WALL TO THE FOUNDATION OR TO A POINT WHERE THE UPLIFT FORCE IS 100 PLF OR LESS. THE NET UPLIFT VALUE SHALL BE AS DETERMINED BY ONE OF THE FOLLOWING:
   1.1 THE BASIC WIND SPEED DOES NOT EXCEED 90 MPH, THE WIND EXPOSURE CATEGORY IS B, THE ROOF PITCH IS 5/12 OR GREATER AND THE ROOF SPAN IS 32' OR LESS

   (OR)

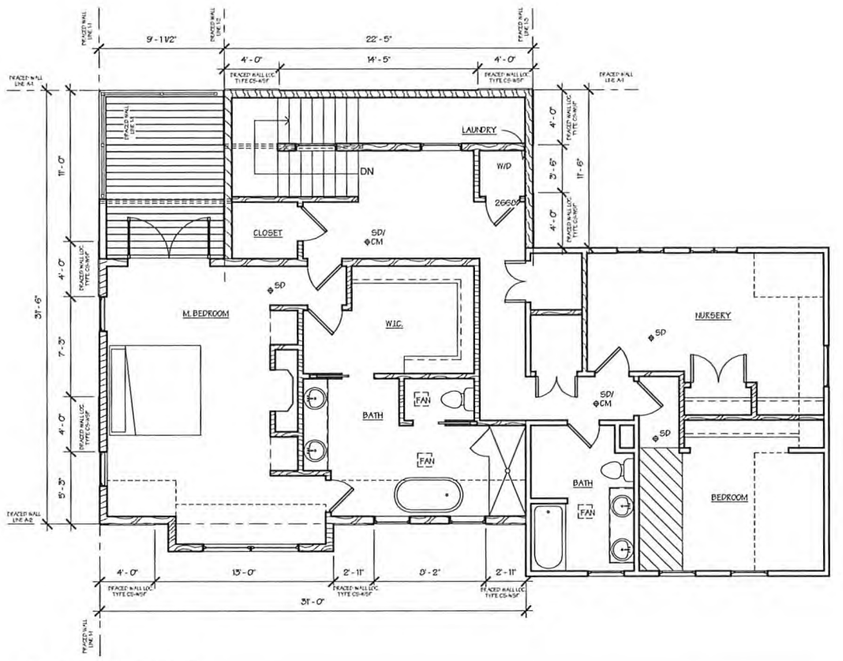
   1.2 THE NET UPLIFT VALUE AT THE TOP OF A WALL DOES NOT EXCEED 100 PLF. THE NET UPLIFT SHALL BE DETERMINED IN ACCORDANCE WITH SECTION R802.11 AND SHALL BE PERMITTED TO BE REDUCED BY 60 PLF. FOR EACH FULL ABOVE.
2. WHERE THE UPLIFT FORCE DOES NOT EXCEED 200 POUNDS, RAFTERS AND TRUSSES SPACED NOT MORE THAN 24 INCHES ON CENTER SHALL BE PERMITTED TO BE ATTACHED TO THEIR SUPPORTING WALL ASSEMBLIES IN ACCORDANCE WITH T TABLE R602.3(1)

WALL PANEL TO STUDS:

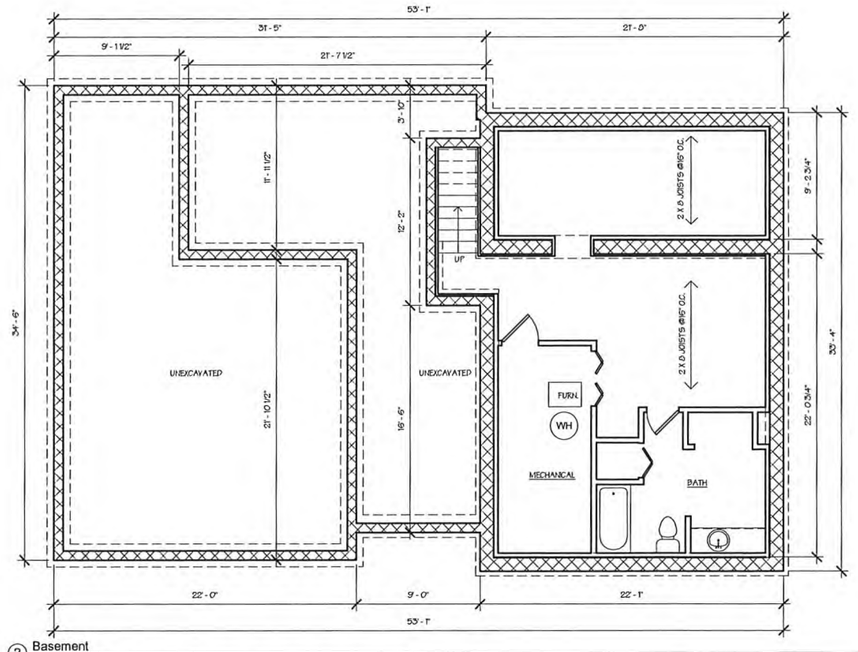
CONNECTION OF WOOD PANEL TO STUDS SHALL BE MIN. 6D COMMON NAILS, 6" O.C. AT EDGES & 12" O.C. AT FIELD OF WOOD PANEL.

RAFTER OR ROOF TRUSSES TO PLATE, TOE NAIL:

MINIMUM (3) 16D BOX NAILS OR (3) 10D COMMON NAILS. (2) TOE NAILS ON ONE SIDE AND (1) TOE NAIL ON OPPOSITE SIDE OF EACH RAFTER OR TRUSS. (MANF. METAL CONNECTORS MAY BE SUBSTITUTED, VERIFY W/MANF. DETAILS).



1 Second Floor Braced Wall
3/16" = 1'-0"



2 Basement
3/16" = 1'-0"

CITY OF EDINA

SEP 10 2021

PLANNING DEPARTMENT

K.D.S.

612-483-4593

5608 DALE AVE S.
EDINA, MN 55436

No.	Description	Date

LUND ADDITION

Braced Wall/Basement Plan

Project number	Project Number
Date	06/03/2021
Drawn by	Author
Checked by	Checker

A3

Scale 3/16" = 1'-0"

6/3/2021 9:41:25 AM

FRAMING NOTES:

1. ALL EXTERIOR WALLS TO BE 16" O.C. WITH A DOUBLE TOP PLATE UNLESS OTHERWISE NOTED
2. WALL FRAMING SHALL BE S.P.F. STUD GRADE OR BETTER UNLESS NOTED OTHERWISE (U.N.O).
3. ALL HEADERS SHALL BE PER PLAN.
4. ALL EXTERIOR HEADERS SHALL HAVE (1) 2X6 BEARING STUD & (1) 2X6 FULL HEIGHT KING STUD ON EACH SIDE U.N.O. (REVIEW PLANS)
5. ALL INTERNAL HEADERS & BEAMS SHALL HAVE (1) 2X6 OR (1) 2X4 BEARING STUD ON EACH SIDE.
6. EXTERIOR SHEATHING SHALL BE 7/16" OSB WALL SHEATHING
7. HEADER SIZES ARE TO BE USED PER PLAN AND DEVIATION FROM ANY SIZE MUST BE APPROVED BY DESIGNERS .
8. PRESSURE TREATED WOOD IS TO BE USED WHERE WOOD IS IN CONTACT WITH CONCRETE AND AT 2X6 MUD SILL. TREATED MEMBERS TO BE S.Y.P. #2 OR BETTER.
9. FOR OPENINGS IN EXTERIOR WALLS (OR WALLS W/ LATERAL LOADING:
   - A. 0'-0" - 4'-0" = 1 JACK STUD
   - B. 4-0" - 8'-0" = 2 JACK STUDS
   - C. 8'-0" - 12'-0" = 3 JACK STUDS
   - D. GREATER THAN 12 ' = CONSULT ENG.

INSULATION:

1. ALL EXTERIOR WALL TO HAVE A MIN. RATING OF R-21
2. ALL ATTIC SPACES ARE TO HAVE A MIN. RATING OF R-49
3. ALL FLOOR SPACES OVER UNCONDITIONED SPACE OR CANTILEVERED ARE TO BE INSULATED TO MIN R-30.

SHEETROCK/GYPSUM BOARD

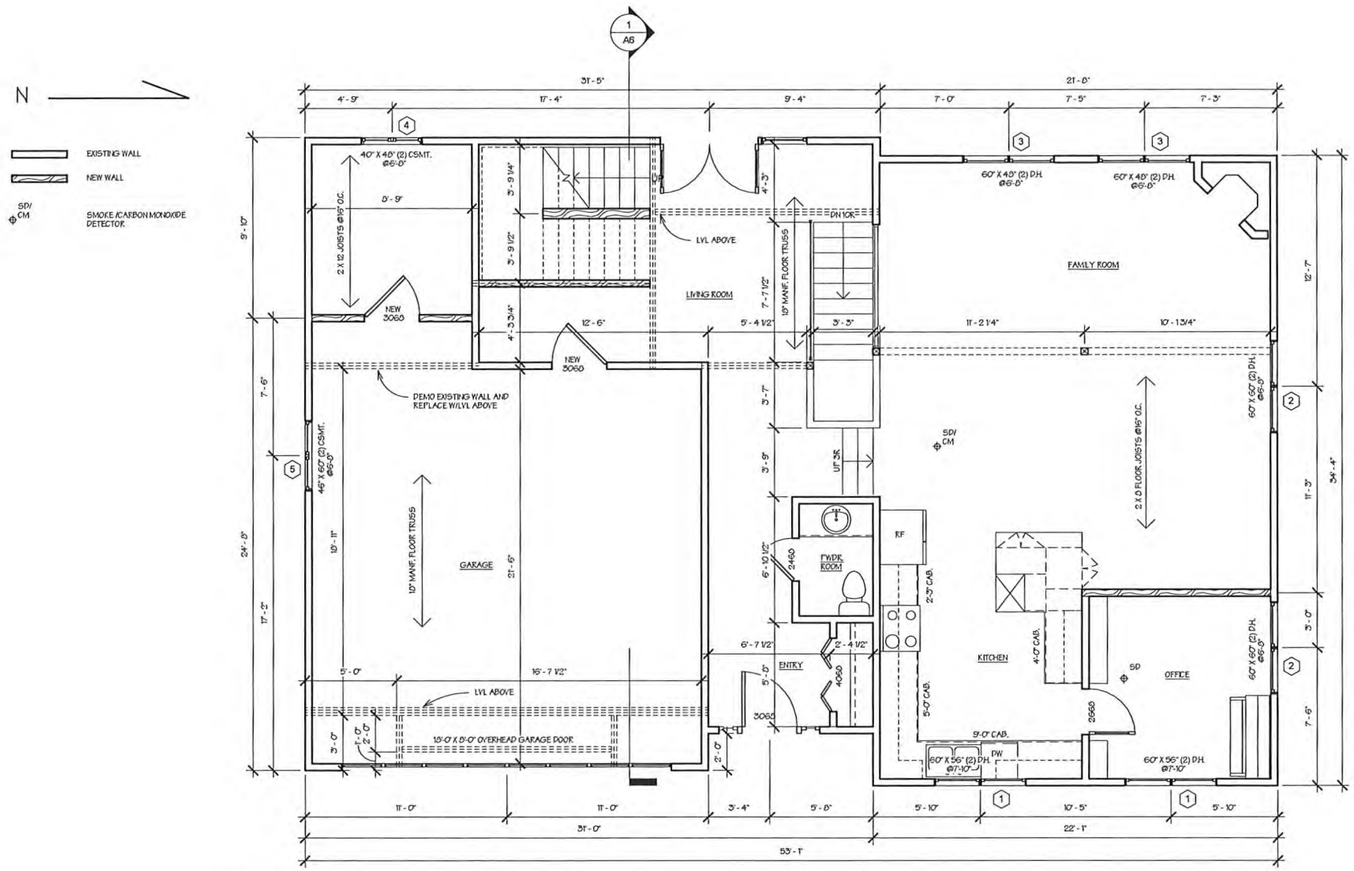
1. ALL CEILINGS ARE TO HAVE 1/2" NON-SAG GYPSUM BOARD UNLESS OTHERWISE NOTED.
2. ALL WALLS ARE TO HAVE 1/2" GYPSUM BOARD UNLESS OTHERWISE NOTED.

DOORS & WINDOWS:

1. ALL WINDOWS AND DOORS TO BE DOUBLE PANE GLASS PANELS WITH LOW E-RATINGS.
2. ANY WINDOW WITHIN 24" OF A DOOR SWING MUST BE TEMPERED PER CODE.
3. ANY WINDOW ABOVE A TUB/WET AREA MUST BE TEMPERED PER CODE.
4. ANY WINDOW WITHIN A STAIRWAY MUST BE TEMPERED PER CODE.
5. WINDOW GLAZING MUST BE AT LEAST 18" A.F.F. WHEN WINDOW IS ABOVE 6' FROM GRADE. IF WITHIN 18" WINDOW MUST BE TEMPERED.
6. ALL BEDROOMS TO HAVE AT LEAST ONE WINDOW THAT HAS A CLEAR EGRESS OPENING OF 5.7 SQ. FT. WITH MIN. DIMENSIONS OF 24" IN HEIGHT AND 20" IN WIDTH, SILL HEIGHT NOT TO BE GREATER THAN 14" A.F.F.
7. WINDOWS WITH SILLS WITHIN 3' OF THE FLOOR THEY SERVE AND ARE 72" ABOVE GRADE MUST EITHER HAVE A FALL PREVENTION OR OPENING LIMITER DEVICE PER CODE.

MECHANICAL & ELECTRICAL:

1. ALL ELECTRICAL AND MECHANICAL EQUIPMENT TO BE VERIFIED AND INSTALLED PER CODE BY APPROVED TRADES AND INSTALLERS.
2. HVAC CONTRACTOR TO VERIFY LAYOUT FOR DUCT-RUNS BEFORE INSTALLATION. IF MODIFICATION IS REQUIRED, REPORT INFORMATION/CHANGES TO CONTRACTOR.



1 Entry
1/4" = 1'-0"

CITY OF EDINA

SEP 10 2021

PLANNING DEPARTMENT

K.D.S.

612-483-4593

5608 DALE AVE S.
EDINA, MN 55436

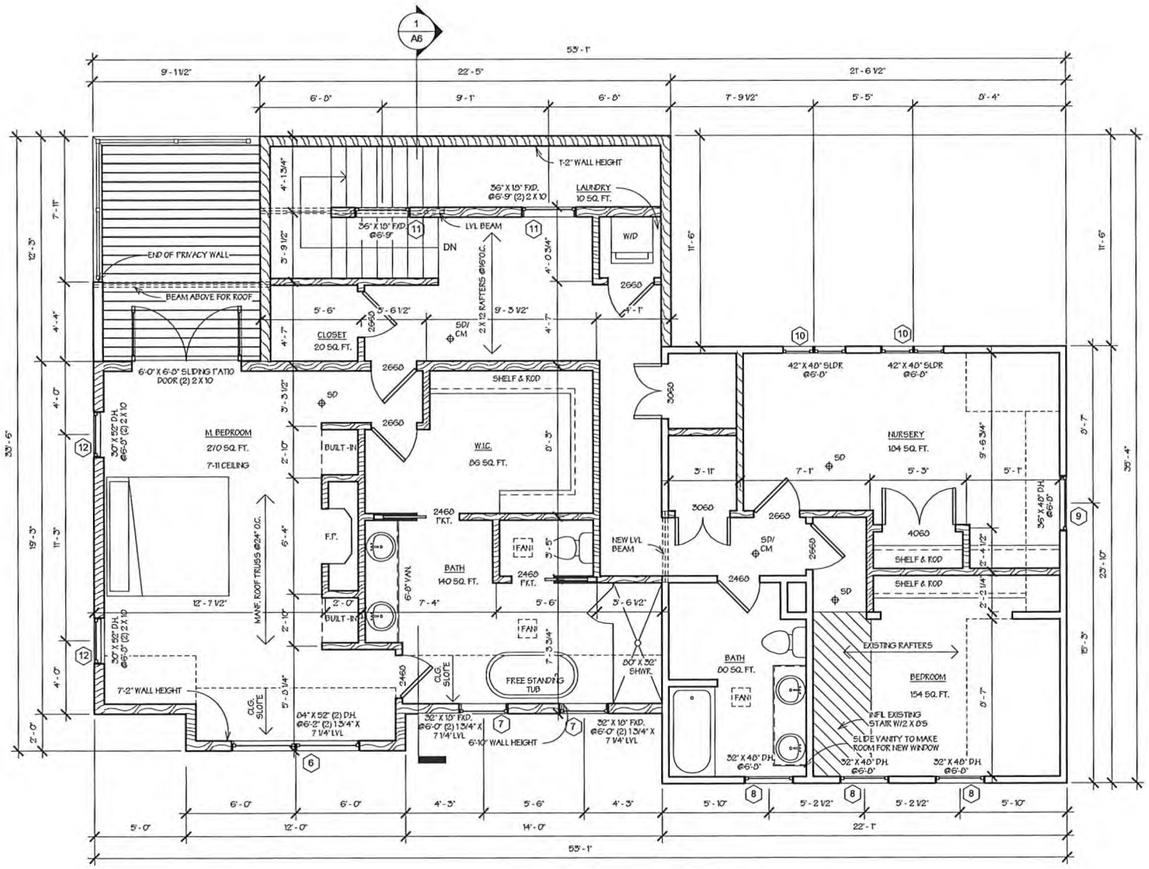
No.	Description	Date

LUND ADDITION

First Floor Plan

Project number	Project Number
Date	06/03/2021
Drawn by	SWK
Checked by	Checker
	A4
Scale	1/4" = 1'-0"

6/3/2021 9:40:45 AM



1 Second Floor
1/4" = 1'-0"

CITY OF EDINA

SEP 10 2021

PLANNING DEPARTMENT

K.D.S.

612-483-4593

5608 DALE AVE S.
EDINA, MN 55436

No.	Description	Date

LUND ADDITION

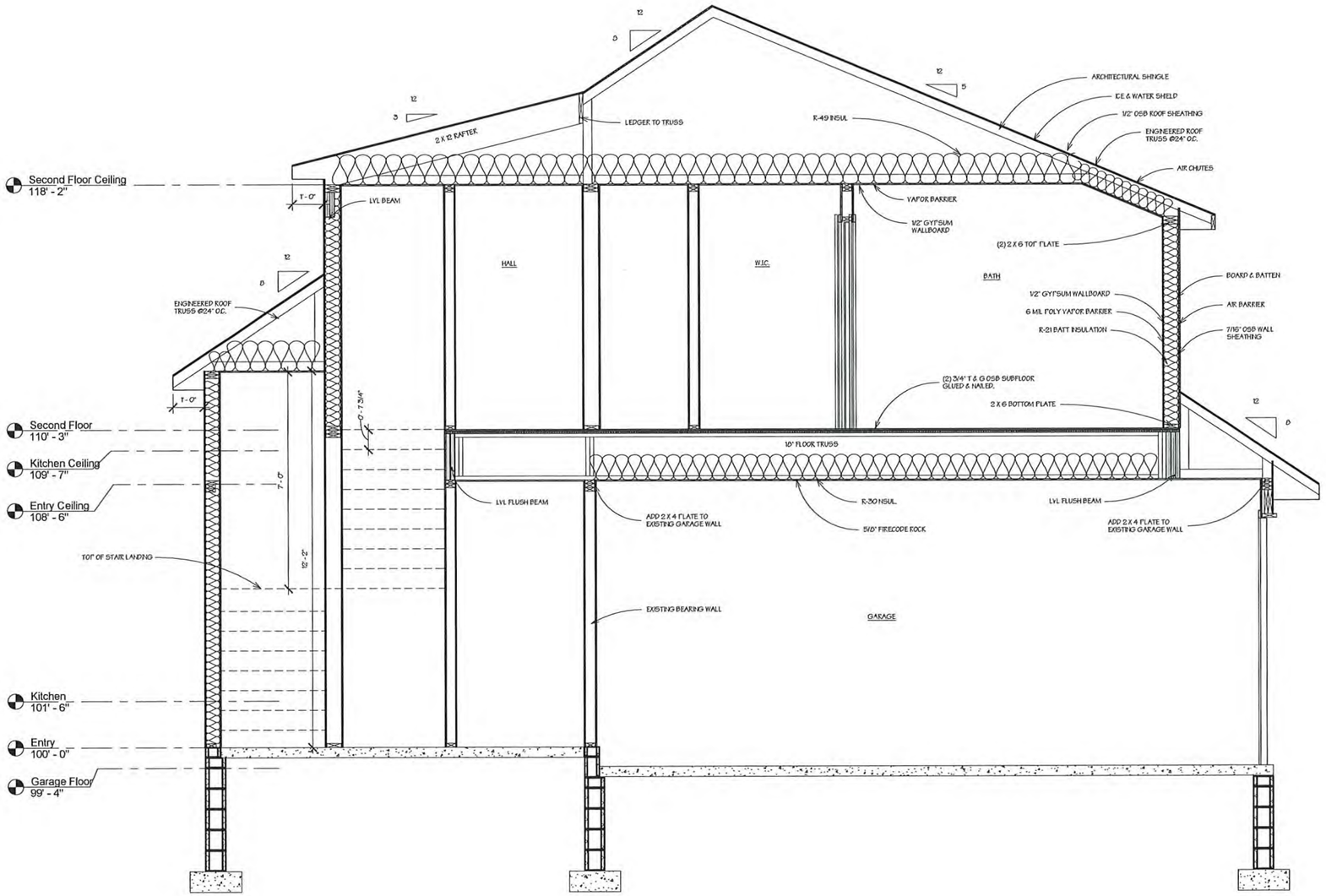
Second Floor Plan

Project number	Project Number
Date	06/03/2021
Drawn by	SWK
Checked by	Checker

A5

Scale 1/4" = 1'-0"

6/3/2021 9:39:22 AM



1 Section 1
1/2" = 1'-0"

K.D.S.
612-483-4593

5608 DALE AVE S.
EDINA, MN 55436

No.	Description	Date

CITY OF EDINA
SEP 10 2021
PLANNING DEPARTMENT

LUND ADDITION
Building Section

Project number	Project Number
Date	06/03/2021
Drawn by	SWK
Checked by	Checker

A6

Scale 1/2" = 1'-0"

6/3/2021 9:38:24 AM



K.D.S.

612-483-4593

5608 DALE AVE S.
EDINA, MN 55436

No.	Description	Date

LUND
ADDITION
Rendering

Project number	Project Number
Date	09/08/2021
Drawn by	SWK
Checked by	Checker
	R1
Scale	

CITY OF EDINA

SEP 10 2021

PLANNING DEPARTMENT

9/8/2021 3:42:48 PM

Survey Responses

30 January 2019 - 07 October 2021

Public Hearing Comments-5608 Dale Avenue

Better Together Edina

Project: Public Hearing: a 4.9-foot side yard setback variance for a second floor addition at 5608 Dale Avenue

BANG THE TABLE engagementHQ

VISITORS					
1					
CONTRIBUTORS			RESPONSES		
0			0		
0 Registered	0 Unverified	0 Anonymous	0 Registered	0 Unverified	0 Anonymous

No Responses

CITY OF EDINA

4801 West 50th Street
Edina, MN 55424
www.edinamn.gov

Date: October 13, 2021

Agenda Item #: VII.B.

To: Planning Commission

Item Type:
Report and Recommendation

From: Cary Teague, Community Development Director

Item Activity:
Action

Subject: Zoning Ordinance Amendment, Revised Overall Development Plan, Site Plan Review–7001 and 7025 France Avenue

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ACTION REQUESTED:
Recommend the City Council approve the plans subject to the findings and conditions outlined in the staff report.

INTRODUCTION:
The Planning Commission is asked to consider a proposal for a Zoning Ordinance Amendment to revise the previously approved plans for this site (PUD-17) which was approved in June of 2021. The approved plans were to tear down the existing 66,200 square foot office and bank, and build the following:

- A one-story, 24-foot tall 6,500 s.f. US Bank with drive-through (Phase 1);
- A 24-Story, 282-foot tall 270-unit apartment with 5,000 s.f. of retail;
- A 10-story, 146-foot tall, 190,000 s.f. office/retail building; and
- A 9-story, 90-foot, 110-unit apartment building.

The revised plans have slightly reduced the size of the project by eliminating the 9-story apartment building to build the following:

- A one-story, 24-foot tall 6,500 s.f. US Bank with drive-through (Phase 1);
- A 24-Story, 270-foot tall 267-unit apartment with 1,500 s.f. of retail;
- A 6-7-story, 105-foot tall, 189,430 s.f. office/retail building; and
- An 8 level, freestanding 540-stall parking ramp with a 1,300 s.f bike facility

The request requires:
- A Zoning Ordinance Amendment to revise the PUD-17 Zoning District;
- An amendment to the Overall Development Plan.

ATTACHMENTS:

Planning Commission Staff Report

Building Memo

Location, Zoning and Comprehensive Land Use Plan

AFO Review (Mic Johnson)

Sustainability Questionnaire

Updated Traffic and Parking Study

Previous Traffic and Parking Study

Applicant Narrative & Renderings 1 of 4

Applicant Narrative & Renderings 2 of 4

Applicant Narrative & Renderings 3 of 4

Applicant Narrative & Renderings 4 of 4

Proposed Plans (Prelim) 1 of 3

Proposed Plans (Prelim) 2 of 3

Proposed Plans (Prelim) 3 of 3

Previously Approved Plans

Previously Approved Elevations

Draft Ordinance Amendment

Better Together Public Hearing Comment Report

Engineering Review Memo

Transportation Review Memo

Applicant Presentation

Applicant Video Presentation

STAFF REPORT

Date: October 13, 2021

To: Planning Commission

From: Cary Teague, Community Development Director

Subject: Zoning Ordinance Amendment, Revised Overall Development Plan, Site Plan Review for a redevelopment project at 7001 and 7025 France Avenue

Information / Background:

The Planning Commission is asked to consider a proposal for a Zoning Ordinance Amendment to revise the previously approved plans for this site (PUD-17) which was approved in June of 2021. (See the attached approved plans.) The approved plans were to tear down the existing 66,200 square foot office and bank, and build the following:

- A one-story, 24-foot tall 6,500 s.f. US Bank with drive-through (Phase 1);
- A 24-Story, 282-foot tall 270-unit apartment with 5,000 s.f. of retail;
- A 10-story, 146-foot tall, 190,000 s.f. office/retail building; and
- A 9-story, 90-foot, 110-unit apartment building.

The revised plans have slightly reduced the size of the project by eliminating the 9-story apartment building to build the following (See the attached approved plans.):

- A one-story, 24-foot tall 6,500 s.f. US Bank with drive-through (Phase 1-no changes proposed to the bank);
- A 24-Story, 270-foot tall 267-unit apartment with 1,500 s.f. of retail;
- A 6-7-story, 105-foot tall, 189,430 s.f. office/retail building; and
- An 8 level, freestanding 540-stall parking ramp with a 1,300 s.f bike facility

The request requires:

- A Zoning Ordinance Amendment to revise the PUD-17 Zoning District; and
- An amendment to the Overall Development Plan.

SUPPORTING INFORMATION

Surrounding Land Uses

Northerly: The Galleria shopping center; zoned PCD-3, Planned Commercial District, and guided CAC, Community Activity Center (90-150 units per acre).

Easterly: Brandon Square Southdale shopping center; zoned PCD-3, Planned Commercial District and guided CAC, Community Activity Center (90-150 units per acre).

Southerly: Shopping center; zoned PCD-3, Planned Commercial District and guided CAC, Community Activity Center (90-150 units per acre).

Westerly: Commercial uses (Room and Board); zoned PCD-3, Planned Commercial District and PUD, Planned Unit Development and guided OR, Office Residential (20-75 units per acre).

Existing Site Features

The subject property is 5.8 acres in size, is relatively flat and contains an office building, bank, and large surface parking lot.

Planning

Guide Plan designation:	CAC, Community Activity Center (90-150 units per acre).
Zoning:	PCD-3, Planned Commercial District

Greater Southdale District Design Experience Guidelines - City Goals

The development pattern is consistent with the previous plans and does attempt to address the Greater Southdale District Design Experience Guidelines. The following remain the highlights the proposal: The division of the property into smaller blocks and the provision of pedestrian and vehicle access and connections through the site to provide connections to adjacent properties to the east and south (comprises 26% of the entire site); No visible surface parking stalls from 70th or France Avenue; and creating public realm along France and 70th Street and along the internal streets.

Mic Johnson, AFO, the City's consultant on the Greater Southdale Area Vision Plan has reviewed the revised plans and has provided feedback. (See attached AFO review.) Note that Mic does not believe the project has adequately addressed the Guidelines to the extent that the previously approved plans did. The project no longer includes affordable housing in the development, the streetscape is less active due to more street level parking, including a parking ramp that does not contain any liner building, building materials don't meet city code at street level and there is less building articulation, and the street typology on 70th Street has not been followed.

Parking

Based on the proposal for 33,887 square feet of retail, and 155,543 square feet of office space, 780 spaces are required. The 267 total residential units require 267 spaces for parking. Total parking required is 1,085 stalls. The site plan demonstrates 1,112 enclosed stalls (1,135 if the bank is included): 540 stalls in the ramp on Site C; 128 stalls on Site B; and 444 stalls on Site A. Of the 444 stalls on Site A, 317 are designated for the residential uses. Wenck Associates updated the parking study and concluded the Institute of Traffic Engineers (ITE) and locally collected data project a peak parking demand of 695 spaces, and therefore, the proposed parking stalls would accommodate the expected parking demand. (See the previous and updated parking study.)

Site Circulation/Traffic

Primary vehicular access to the site would remain off France Avenue and 70th Street. Future pedestrian and vehicular access easements would be provided through the site to provide access to the properties to the east and south. This is consistent with the Design Experience Guidelines in the Greater Southdale Area. Pedestrian sidewalks would be provided through and around the perimeter of the site. Interior site circulation will be dramatically improved. Truck loading and unloading would be provided off Drew Avenue and 71st Street. There would be no loading or parking garage access on the newly proposed Ewing Avenue (north-south access road); this would be an improvement over the approved plans which had access to both parking ramps on both sides of the street.

Wenck Associates did an update/review of the study done by Spack Consulting as part of the approved project (Spack Consulting no longer performs traffic studies) conducted a traffic study. (See the previous and updated traffic study.) The update concludes that the proposed project would generate 25-40% less traffic. The study further concludes that the northbound right turn lane on France Avenue at 70th Street is not needed in the short term. It may be needed in the future. Future traffic studies with each phase would help determine when that would be needed. The property owner would remain responsible to pay for the above improvements required per the traffic studies.

Landscaping

Based on the perimeter of the site, 51 overstory trees would be required. The applicant is proposing 79 overstory trees in the boulevards along the public-streets and the interior private-street. (See attached landscape plan.) A full complement of understory shrubs and bushes are proposed.

Grading/Drainage/Utilities

The city engineer has reviewed the proposed plans and found them to be acceptable subject to the comments and conditions outlined in their review memo. (See attached memo dated October 7, 2021.)

A Site Improvement Plan Agreement would be required for each final site plan approval. Any approvals of this project would be subject to review and approval of the Nine Mile Creek Watershed District, as they are the City's review authority over the grading of the site.

Buildings/Building Material

The building materials would be a combination primarily glass, with metal panel and composite wood accents. (See attached renderings.) Final building plans would be required to meet the new City Code Section 36-618 as follows:

a. All new front building façades in the district that face the public realm must have seventy five percent (75%) transparency (ability to see inside the building) at the ground level.
b. All facades on the first vertical 60 feet of a building (above grade) shall use natural materials (brick, stone) facing the public realm (streets, parks, sidewalks).
c. No building façade shall be longer than 200 feet without changing direction by a minimum of 90 degrees.
d. First floors must have a minimum ceiling height of 20 feet.
e. Exceptions may be made to a-d above for an affordable housing project that has over 50% of the units considered to affordable housing as defined in Section 36-612 (1).

The proposed plans do not meet standards b and c above, and there is no affordable housing proposed within this development (e). Therefore, staff would recommend that these be made conditions of any approval. When the applicant comes back for final approvals on each phase, they would be required to meet the above standards. Both items B and C are highlighted in Mic Johnson, AFO review memo, dated October 1, 2021. (See attached.)

Mechanical Equipment

No mechanical equipment has been shown on the plans. Any rooftop and/or ground level equipment would have to be screened if visible from adjacent property lines. Final Plans must include location of mechanical equipment and the means of screening. No ground level mechanical equipment shall be located within the front yard of the development.

Signage

As with the previous approval, the signage allowed on the site would correspond to the use. The office uses would be subject to sign regulations of an office district; the retail uses would be subject to sign regulations of commercial districts; and the residential uses subject to the planned residential district. This is written into the PUD. Additionally, the proposed signage located above the main entrance on the corner of 70th and France has been written in as acceptable.

Living Streets/Multi-Modal Consideration

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

(a) In order to promote and provide safe and effective sidewalks and trails in the city and encourage the use of bicycles for recreation and transportation, the following improvements are required, as a condition of approval, on developments requiring the approval of a final development plan or the issuance of a conditional use permit pursuant to article V of this chapter:

(1) It is the policy of the city to require the construction of sidewalks and trails wherever feasible so as to encourage pedestrian and bicycle connectivity throughout the city. Therefore, developments shall provide sidewalks and trails which adjoin the applicant's property:

a. In locations shown on the city's sidewalk and trail plan; and

b. In other locations where the council finds that the provision of such sidewalks and trails enhance public access to mass transit facilities or connections to other existing or planned sidewalks, trails or public facilities.

(2) Developments shall provide sidewalks between building entrances and sidewalks or trails which exist or which will be constructed pursuant to this section.

(3) Developments shall provide direct sidewalk and trail connections with adjoining properties where appropriate.

(4) Developments must provide direct sidewalk and trail connections to transit stations or transit stops adjoining the property.

(5) Design standards for sidewalks and trails shall be prescribed by the engineer.

(6) Nonresidential developments having an off-street automobile parking requirement of 20 or more spaces must provide off-street bicycle parking spaces where bicycles may be parked and secured from theft by their owners. The minimum number of bicycle parking spaces required shall be five percent of the automobile parking space requirement. The design and placement of bicycle parking spaces and bicycle racks used to secure bicycles shall be subject to the approval of the city engineer. Whenever possible, bicycle parking spaces shall be located within 50 feet of a public entrance to a principal building.

(b) The expense of the improvements set forth in subsection (a) of this section shall be borne by the applicant.

The applicant would be installing boulevard sidewalks along 70th and France. Additionally, the interior drive would have wide sidewalks on both sides with access ground level access to each use. Most importantly, these interior sidewalks provide for future connections to the properties to the east and the south. As mentioned earlier, the pedestrian environment would be improved compared to the approved plan with no street access to the parking ramps on Ewing, therefore there would be no car/pedestrian conflict on the sidewalks.

The City's transportation planner has reviewed the proposed project and provided a memo to address issues. (See attached memo dated October 8, 2021.) Approval of this project would be conditioned upon meeting the recommendations within the memo.

Planned Unit Development (PUD)

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

1. ***Purpose and Intent. The purpose of the PUD District is to provide comprehensive procedures and standards intended to allow more creativity and flexibility in site plan design than would be possible under a conventional zoning district. The decision to zone property to PUD is a public policy decision for the City Council to make in its legislative capacity. The purpose and intent of a PUD is to include most or all of the following:***

    a. ***provide for the establishment of PUD (planned unit development) zoning districts in appropriate settings and situations to create or maintain a development pattern that is consistent with the City's Comprehensive Plan;***
    b. ***promote a more creative and efficient approach to land use within the City, while at the same time protecting and promoting the health, safety, comfort, aesthetics, economic viability, and general welfare of the City;***
    c. ***provide for variations to the strict application of the land use regulations in order to improve site design and operation, while at the same time incorporate design elements that exceed the City's standards to offset the effect of any variations. Desired design elements may include: sustainable design, greater utilization of new technologies in building design, special construction materials, landscaping, lighting, stormwater management, pedestrian oriented design, and podium height at a street or transition to residential neighborhoods, parks or other sensitive uses;***
    d. ***ensure high quality of design and design compatible with surrounding land uses, including both existing and planned;***
    e. ***maintain or improve the efficiency of public streets and utilities;***
    f. ***preserve and enhance site characteristics including natural features, wetland protection, trees, open space, scenic views, and screening;***
    g. ***allow for mixing of land uses within a development;***
    h. ***encourage a variety of housing types including affordable housing; and***
    i. ***ensure the establishment of appropriate transitions between differing land uses.***

2. ***Applicability/Criteria***

    a. ***Uses. All permitted uses, permitted accessory uses, conditional uses, and uses allowed by administrative permit contained in the various zoning districts defined in this Chapter shall be treated as potentially allowable uses within a PUD district, provided they would be allowable on the site under the Comprehensive Plan.***
    b. ***Eligibility Standards. To be eligible for a PUD district, all development should be in compliance with the following:***

        i. ***where the site of a proposed PUD is designated for more than one (1) land use in the Comprehensive Plan, the City may require that the PUD include all the land uses so designated or such combination of the designated uses as the City Council shall deem appropriate to achieve the purposes of this ordinance and the Comprehensive Plan;***

ii. any PUD which involves a single land use type or housing type may be permitted provided that it is otherwise consistent with the objectives of this ordinance and the Comprehensive Plan;

iii. permitted densities may be specifically stated in the appropriate planned development designation and shall be in general conformance with the Comprehensive Plan; and

iv. the setback regulation, building coverage and floor area ratio of the most closely related conventional zoning district shall be considered presumptively appropriate, but may be departed from to accomplish the purpose and intent described in #1 above.

The previously approved plans were found to meet the above standards, and therefore, the site was rezoned to PUD. While the plans have been downgraded to make for a more economically feasible project, staff believes the proposal would still meet the purpose and intent of the PUD, as most of the above criteria would be met. The site is guided in the Comprehensive Plan for "Community Activity Center – CAC," which allows for retail and multi-family housing in a density range of 90-150 units per acre. The proposal still is a mixed-use development including office, retail, and multi-family residential within the required density range.

The proposal would create a more efficient and creative use of the property than existing. The buildings would be pulled up close to the street, with sidewalks in front, and separated from the street by green space to promote a more walkable environment. Store fronts open toward France Avenue and the interior drive. The proposal also provides future pedestrian and vehicle access to properties to the east and south.

The proposed new buildings have a more predominant entrance along the street and at the corner of 70th and France. Parking would be enclosed and underground within the buildings, eliminating the surface parking that exists today.

The applicant has worked with the City's sustainability coordinator and has submitted the sustainability questionnaire. (See attached.) The sustainability coordinator has reviewed the proposal and submitted comments within the engineering memo. (See attached.)

Comprehensive Plan

The proposed uses are all consistent with the City's 2040 Comprehensive Plan. As mentioned, the site is designated as CAC, Community Activity Center. The description of Land Uses within the Comprehensive Plan is as follows:

Contains larger scale uses, height and coverage.

Primary uses: Retail, office, lodging, entertainment and residential uses, combined or in separate buildings.

Secondary uses: Institutional and recreational.
Mixed-use should be encouraged and may be required on larger sites.

The proposed development fits this description. The proposed plan also meets the development character guidelines as outlined in the 2040 Plan as follows:

Pedestrian and streetscape amenities. Encourage or require structured parking. Buildings may "step down" in height from intersections.

Buildings should be placed in appropriate proximity to streets to create pedestrian scale. Buildings may "step down" at boundaries with lower-density districts and upper stories "step back" from street.

More stringent design standards for larger buildings. Emphasize pedestrian circulation; re-introduce finer- grained circulation patterns where feasible.

Compliance Table

	City Standard (PUD)	Proposed
Building Setbacks		
Front – France Avenue	50 feet – Lot 1 (measured to curb)	50 feet (measured to curb)
Front – 70th Street	18-28 feet (measured to curb)	18-28 feet (measured to curb)
Side – East	35 feet	35 feet
Side – South	10 feet	10 feet
Building Height	1, 9, 10 & 24 stories	1, 7, 8 and 24 stories
Density	90-150 units per acre (5.7 acres)	47 units per acre
Floor Area Ratio (FAR)	2.1%	2.1%
Parking	Retail/Office = 780 spaces Residential = 267 enclosed spaces (1,048 stalls required) (23 for the bank – phase 1) 1,170 spaces total required (Based on previously approved project)	1,112 spaces total* (23 for the bank – phase 1)

**** As part of the Ordinance Amendment for the project, the parking regulations will be updated***

PRIMARY ISSUES/STAFF RECOMMENDATION

Primary Issues

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

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

  1. While the plans are more flawed that the previously approved plans, they still do generally address the Greater Southdale District Design Experience Guidelines. Highlights continue to include: The division of the property into smaller blocks and the provision of pedestrian and vehicle access and connections through the site to adjacent properties to the east and south; increasing the public realm on the site with small park space and sidewalks on the perimeter and through the site; having no surface parking stalls visible from 70th or France Avenue. Conditions can be placed on the request to better align with the Guidelines, such as building and building material enhancements and closer adherence to the Street Typology on 70th Street.

  2. The revised plans reduce height on the corner of 70th and France and reduced the residential density from 370 to 267 units.

  3. The provision of public space still makes up 26% of the site. This includes 1.2 acres consisting of the internal sidewalks and drive aisles, a 7,00 square foot public/park space south of the residential tower available to the public.

  4. The pedestrian experience along Ewing would be improved compared to the approved plan with the elimination of the parking garage entrances on both sides of the street. There would be no car/pedestrian conflict along these sidewalks.

  5. The proposal still meets the City's criteria for PUD zoning. The site is guided in the Comprehensive Plan for "Community Activity Center – CAC," which allows for retail and multi-family housing in a density range of 90-150 units per acre. The applicant is proposing to use the site as a mixed-use development including office, retail, and multi-family residential within the required density range. Project would meet the City's affordable housing policy, by either including the units in the residential buildings (27 units), or the buy in amount at $125,000 per affordable unit required.

     The project creates a more efficient and creative use of the property than existing. The buildings would be pulled up close to the street, with sidewalks in front, and separated from the street by green space to promote a more walkable environment. Store fronts open toward France Avenue and portions of the interior drives. Most important, the proposal continues to provide future pedestrian and vehicle access to properties to the east and south. The proposed new buildings have a more predominant entrance along the street and at the corner of 70th and France. Parking would be enclosed and within the buildings, eliminating the surface parking that exists today.

6. As highlighted in the previous request, the location of this site in the CAC, Community Activity Center in between France and York. This is the area of Edina that has been recognized in the Greater Southdale Area Plan and the 2040 Comprehensive Plan as appropriate for higher densities and height.

7. The project would generate 40% fewer daily trips, therefore would have less impact on traffic operation than originally anticipated in the 2020 traffic study done by Spack Consulting.

Recommendation

A case can be made for approval and denial of this project. Below provides options for the planning commission and city council to consider:

Denial

Recommend the City Council deny the request for Zoning Ordinance Amendment and new Overall Development Plan for PUD-17.

Denial is based on the following findings:

1. Does not adequately address the Greater Southdale District Design Experience Guidelines like the originally approved plan did. The streetscape is less active due to more street level parking within the structures, including a parking ramp that does not contain any liner building, building materials don't meet city code at street level and there is far less building articulation. The street typology on 70th Street has not been followed.

2. The project no longer includes affordable or workforce housing within the development.

3. The proposed project would not meet the criteria for Rezoning to PUD.

Approval

Recommend the City Council approve the request for Zoning Ordinance Amendment and new Overall Development Plan for PUD-17.

Approval is based on the following findings:

1. The proposed land uses, and density are consistent with the Comprehensive Plan.

2. The proposal still meets the City's criteria for PUD zoning. The PUD zoning would:

    a. 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. Project is of high quality of design and design compatible with surrounding land uses, including both existing and planned.
e. Maintains the efficiency of public streets and utilities.
f. Provides a mixture of land uses within the development.
g. Project would meet the City's affordable housing policy.

3. The PUD would ensure that the development proposed would be the only building that would be allowed on the site unless an amendment to the PUD is approved by City Council.

4. The pedestrian experience along Ewing would be improved compared to the approved plan with the elimination of the parking garage entrances on both sides of the street. There would be no car/pedestrian conflict along these sidewalks.

5. Addresses the Greater Southdale Area Design Experience Guidelines. The following principles are included:

- The division of the property into smaller blocks and the provision of pedestrian and vehicle access and connections through the site to adjacent properties to the east and south.
- Close conformity to the street typologies
- No visible surface parking stalls from 70th or France Avenue.
- The provision of public space that makes up 26% of the site. This includes 1.2 acres consisting of the internal sidewalks and drive aisles, a 7,500 square foot public/park space east of the retail/office stie.

6. The proposed project would meet the following goals and policies of the Comprehensive Plan:

a. A Pedestrian-Friendly Environment. Improving the auto-oriented design pattern present in much of the city will call for guidelines that change the relationship between parking, pedestrian movement and building placement.
   i. Provide visual screening and privacy to buffer cars from people, provide visual relief and allow stormwater infiltration in parking lots.
   ii. Evaluate current parking standards in order to encourage shared parking and minimize the visual impact of surface parking.
   iii. Landscaping is essential to screen parking areas, buffer adjacent residential uses and create a pedestrian-friendly environment along streets.
   iv. Encourage the development of parking lots or structures so they can be shared by more than one building on the site or by buildings on neighboring sites, and which can transition over time to other uses if parking needs change.

b. Encourage successful mixed-use development.

c. Ensure that public realm design respects community character, supports of commercial and mixed-use development, promotes community identity, and creates high quality experiences for pedestrians, cyclists, transit users, and motorists.

7. The existing roadways and parking would support the project. Wenck Consulting conducted a traffic and parking impact study and concluded that the proposed development could be supported by the existing roads and proposed parking. The project would generate 40% fewer daily trips, therefore would have less impact on traffic operation than originally anticipated in the 2020 traffic study done by Spack Consulting.

8. The proposed uses would be an upgrade to development on the site.

Approval is subject to the following Conditions:

1. The Final Development Plans must be generally consistent with the Preliminary Development Plans dated September 22, 2021.

2. All buildings must comply with City Code Section 36-618 (11) regarding building materials and transparency.

3. The Final Landscape Plan must meet all minimum landscaping requirements per Chapter 36 of the Zoning Ordinance. A performance bond, letter-of-credit, or cash deposit must be submitted for one and one-half times the cost amount for completing the required landscaping, screening, or erosion control measures at the time of any building permit.

4. Provision of code compliant bike racks for each use near the building entrances.

5. The Final Lighting Plan must meet all minimum requirements per Section 36-1260 of the City Code.

6. Roof-top mechanical equipment shall be screened per Section 36-1459 of the City Code.

7. Submit a copy of the Nine Mile Creek Watershed District permit. The City may require revisions to the approved plans to meet the district's requirements.

8. A Developer's Agreement/Site Improvement Plan Agreement is required at the time of Final Approval.

9. County approval if necessary, on access to France Avenue.

10. The project must conform to the City's affordable housing policy. Final determination to be made at final approval.

11. Compliance with the conditions outlined in the director of engineering's memo dated October 7, 2021.

12. Compliance with the Spack Consulting Traffic & Parking Study recommendations and the updated Wenck Traffic and Parking Study.

13. Subject to the Zoning Ordinance Amendment revising the PUD, Planned Unit Development for this site.

14. Dedication of public access easements of the east-west and north-south sidewalks and drive-aisles through the site and sidewalks around the perimeter of the site including an easement over the future extension of the north-south internal street and sidewalk on the Bank site.

15. Provision of green roofs as shown on the building renderings.

16. Compliance with the conditions outlined in the fire marshal and building official's memo dated October 7, 2021.

17. Submittal of a construction management plan subject to review and approval of city staff prior to issuance of a building permit. The plan must demonstrate minimal impact to pedestrian and vehicle movement.

18. Hours of construction must be consistent with City Code.

19. Park dedication shall be paid at the time of approval of a building permit for the residential uses. Dedication shall be $5,000 per unit. The value of the 7,500 square foot park/public space shall be considered for a reduction in the total amount.

20. The property owner shall be responsible for the maintenance of internal sidewalks and drive aisles. The City would snow plow a 5-foot path of the sidewalk on 70th and France. The property owners would be responsible for the remaining areas.

Staff Recommendation

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

Deadline for a City decision: January 15, 2021

STAFF REPORT

Date: October 7, 2021

To: Cary Teague, Community Development Director

From: David Fisher, Chief Building Official

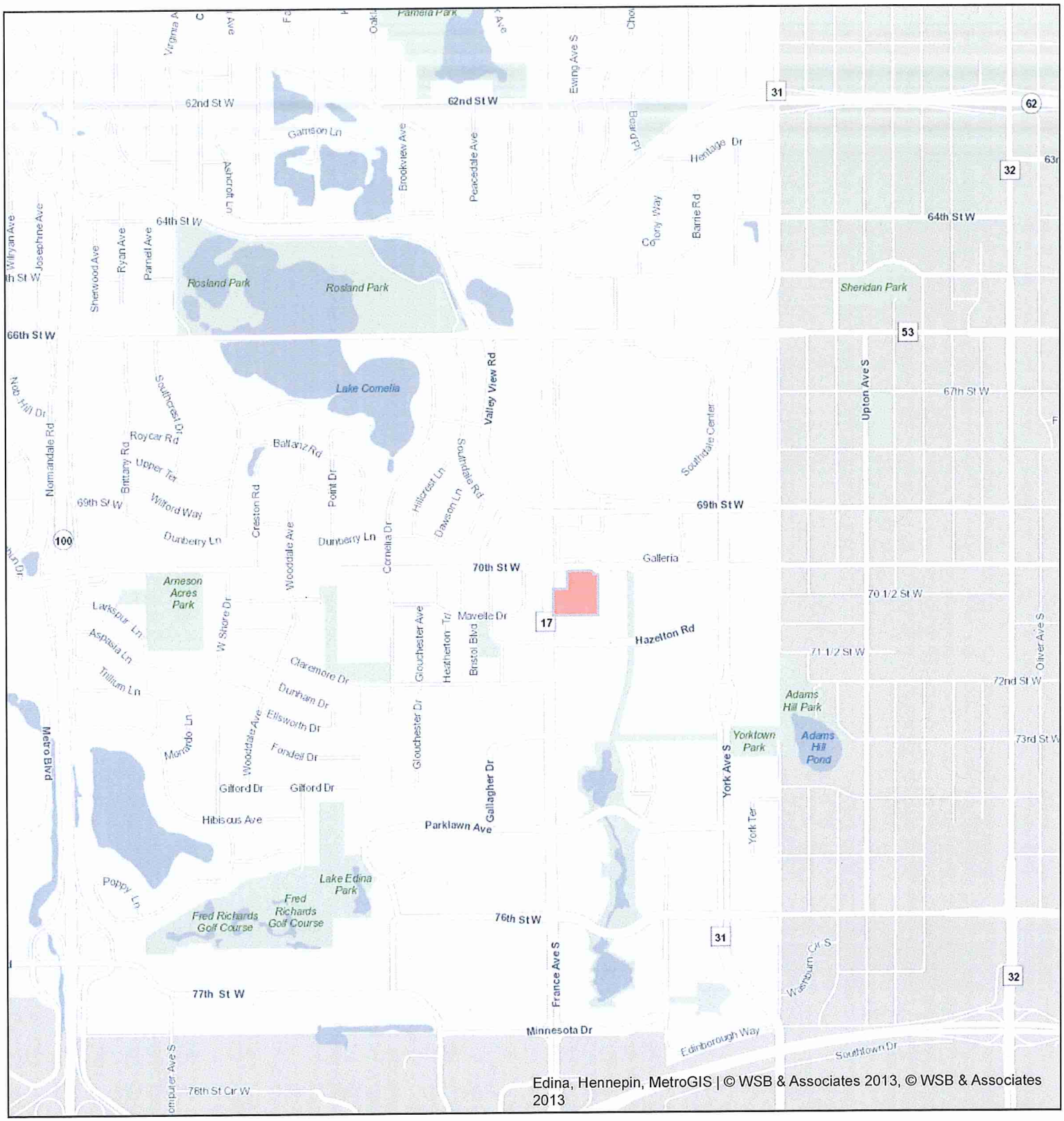
Subject: 70th & France Ave

Information / Background:

A High Rise Apartment Building with a Parking Ramp and Other Buildings.

- This would be using the 2020 Minnesota State Building Code with the 2018 International Building Code.
- This would be using the 2020 Minnesota State Fire Code with the 2018 International Fire Code.
- NFPA 13-Fire Sprinkler System is required.
- Verify Fire Department access.
- Verify the addresses.
- Recommend meeting with staff for 30, 60 and 90 percent meeting before submitted for building permit.
- Recommend escrow is provided with the demo and new building permits to assure City standards are met for code compliance.
- Notify Contractor about hour of construction 7 a.m. to 7 p.m. Monday through Friday, 9 a.m. to 5 p.m. Saturday and no work on Sunday and holidays. A construction management plan will be required at time of building permit providing a tentative schedule for construction.
- Provide documentation where all construction workers will be parking through the construction process at time of building permit.

Location Map



1 in = 1,505 ft

The CITY of EDINA

N
W E
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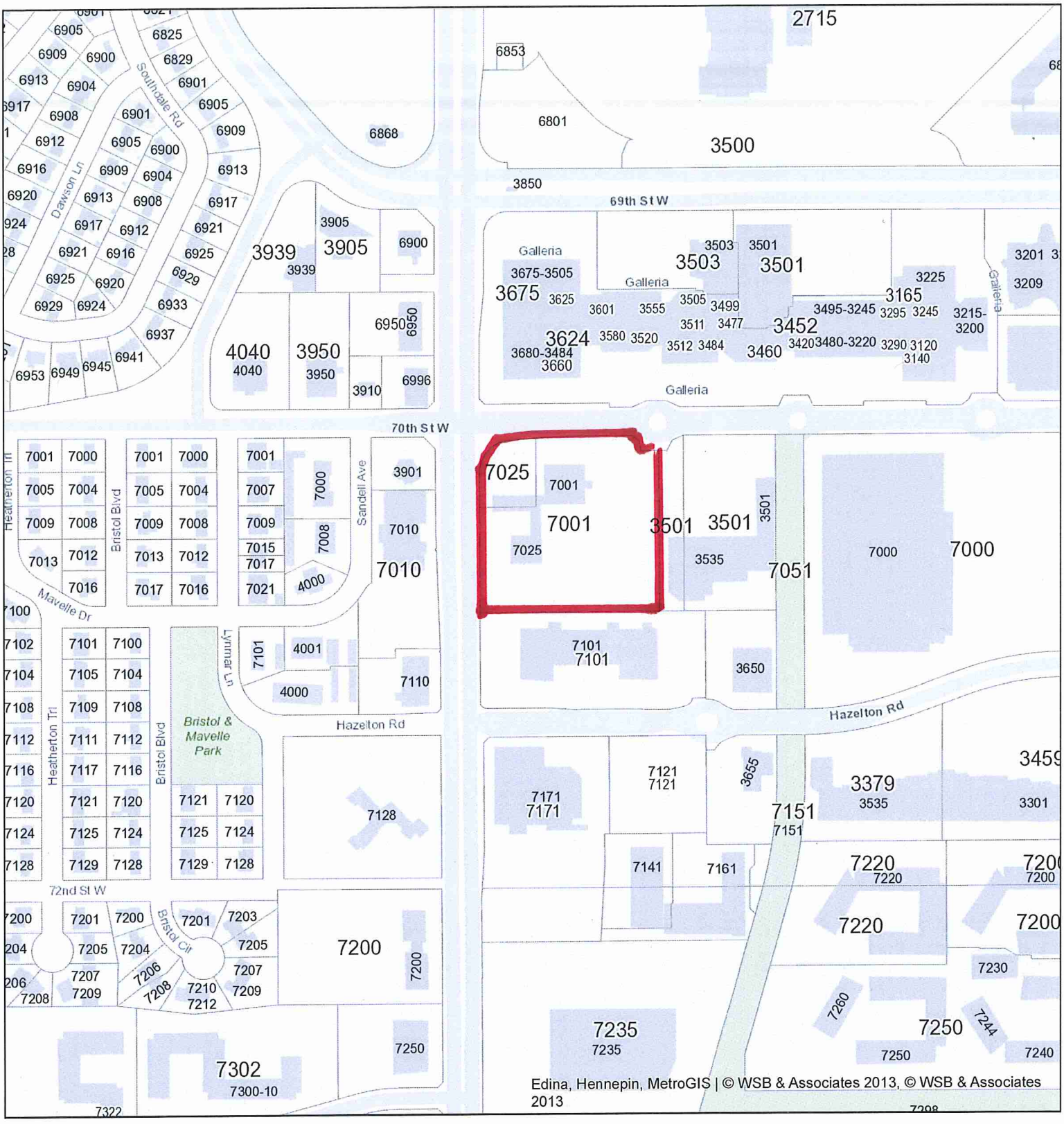
June 17, 2019
Map Powered by DataLink

Location Map



1 in = 376 ft

Addresses

The CITY of EDINA

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June 17, 2019
Map Powered by DataLink

Location Map


69th St W
70th St W
72nd St W
Gallagher Dr
France Ave S
Valley View Rd
Southdale Rd
Dawson Ln
Bristol Blvd
Sandell Ave
Lynmar Ln
Mavelle Dr
Hazelton Rd
Heatherton Trl
Bristol & Mavelle Park
Galleria
7025
7001
7000
7051
7010
7101
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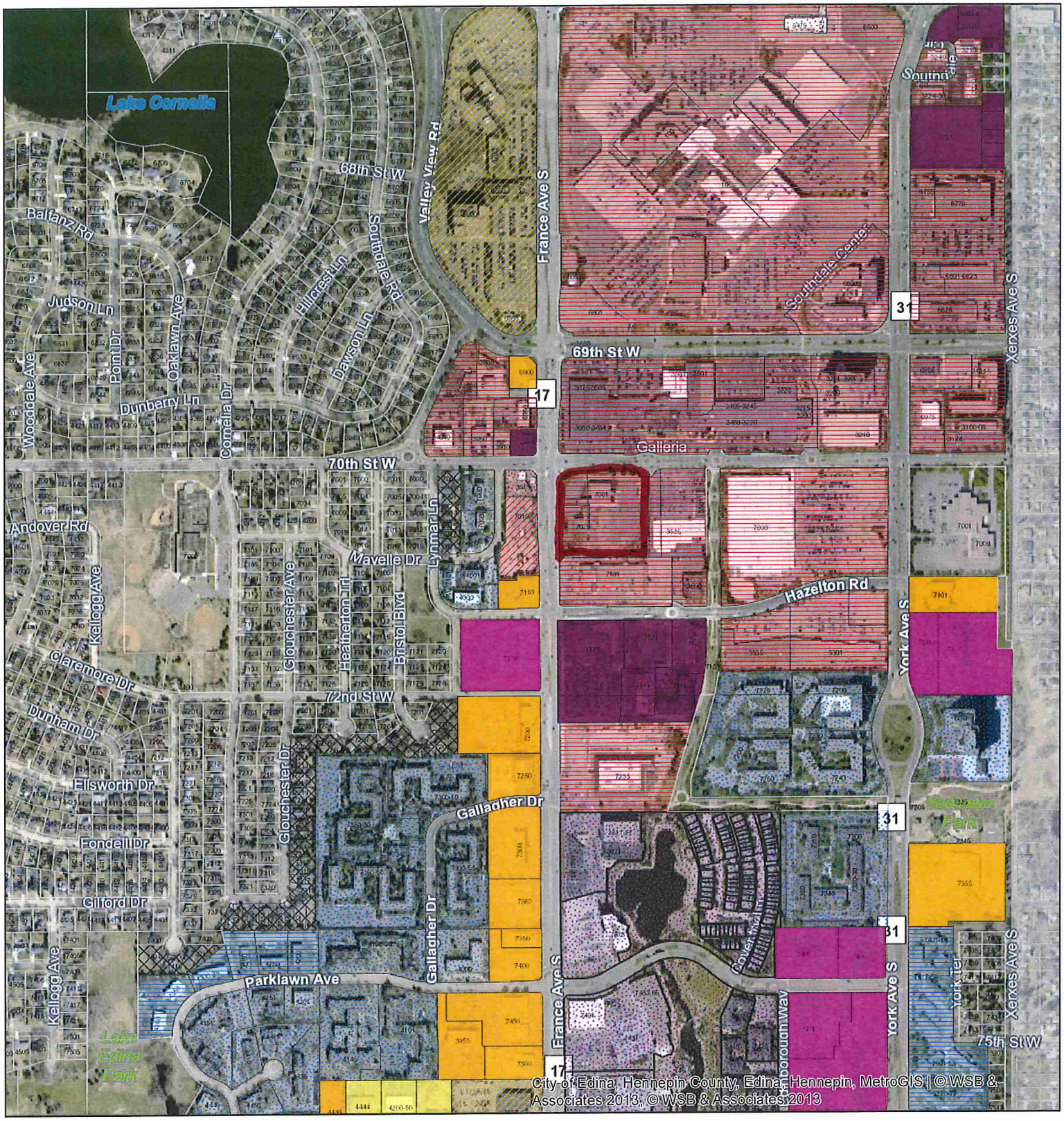
Zoning Map



1 in = 752 ft

The CITY of EDINA

Addresses

Zoning

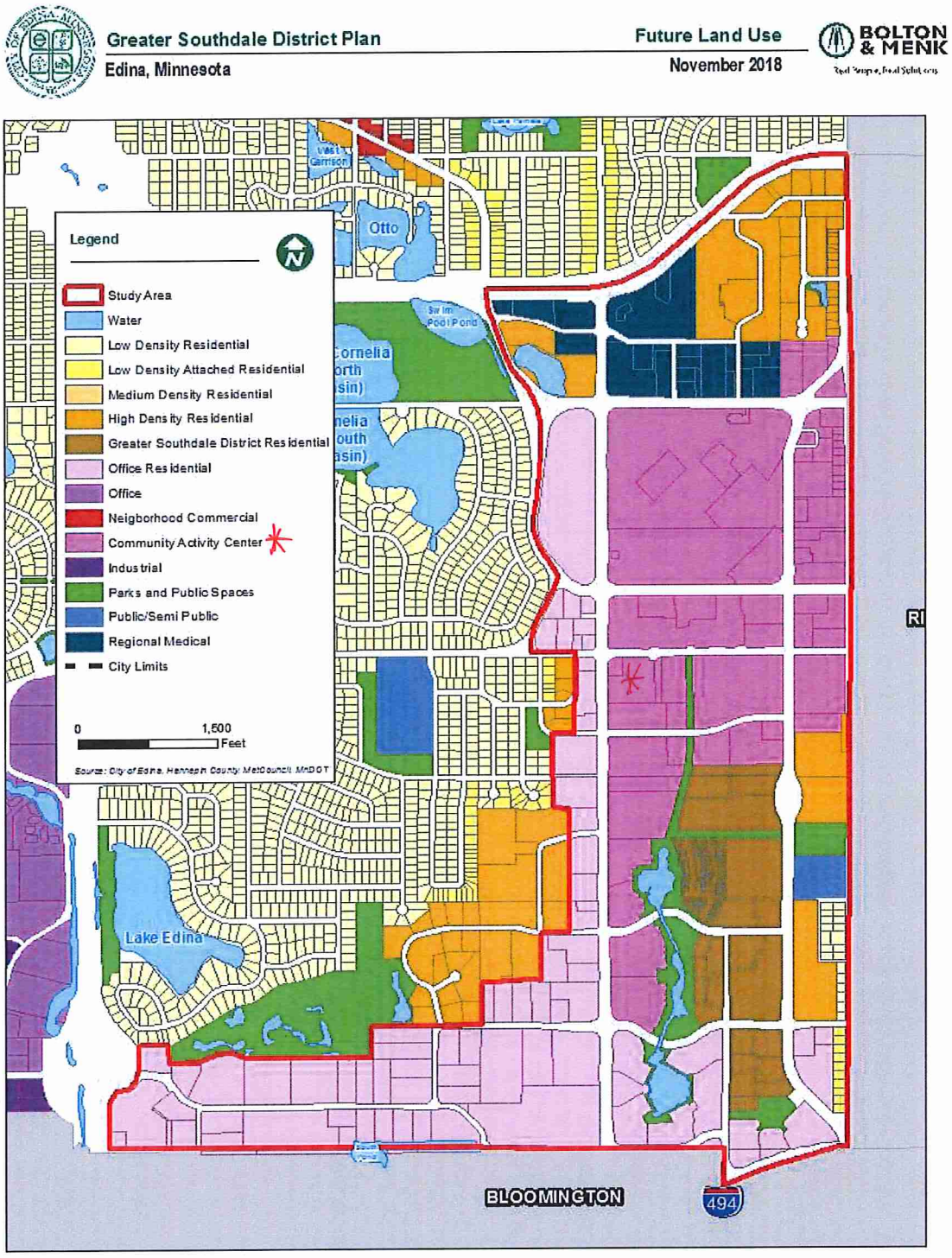
- R-1
- R-2
- PRD-1
- PRD-2
- PRD-3
- PRD-4
- PRD-5
- PCD-1
- PCD-2
- PCD-3
- PCD-4
- POD-1
- POD-2
- RMD
- PID
- PUD
- APD
- PSR-4
- MDD-4
- MDD-5
- MDD-6

N W E S

June 17, 2019

Map Powered by DataLink

Figure 4.16: Greater Southdale District Future Land Use



Architecture Field Office
2200 Zane Ave N | Minneapolis, MN 55422
www.archfieldoffice.com

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

From Mic Johnson, FAIA

Date October 1, 2021

Cary:

At your request, we reviewed the revised PUD submission for the proposed development at 70th and France (US Bank site) based on our experience working with the Greater Southdale Work Group to craft a physical vision for the future district, translating their guiding principles to the built environment. The resulting vision for development in the Greater Southdale District is to create an enhanced human experience along existing major and new connector streets, with overall experience shaped via landscape setbacks, building step backs, a hierarchy of street typologies, transparency at street level, a minimized impact of the car, and managing storm water as an amenity. The outcome of our collaborations with the Work Group is described in the urban design chapter of the Greater Southdale District Plan and resulted in the Greater Southdale District Design Experience Guidelines.

As you are aware, we have been supportive of this proposal in the past because it tried to balance financial concerns with the quality of the human experience along its streets and programmatic needs for parking to support primarily the office building component of the site. In its previous iteration, below grade parking was used on three of the building sites, leaving the US Bank site flexible for future possibilities as the market for retail/drive-up banks changes. The architecture tried to integrate material and architectural forms that would provide street continuity, with a program element within each building to support the experience at the street. Of note, the previous scheme shortened the parking plinth for the housing and created an east-west oriented plaza; this was helpful in mitigating the length of the housing building, and offering a cue to how 71st Street might develop as an eventual connection to the Promenade. Although we had concerns about the use of metal screen on the office building, there was a clear focus on the transparency and active retail at the ground floor. Above the parking levels, the office building stepped back, creating a strong façade on France Avenue to reinforce its stature as the District's most notable street. Roof tops were programmed with activities and landscaping that would add to the development character and to the green goals of the district – which have all disappeared. Intense activity was imagined on three of the four building sites, with the southeastern block adding a diversity of housing types that honored the City's greater focus on diversity and equity.

However, as we look at the current work by the developer and architect, much of those human-centric elements have been replaced in favor of parking. By our calculations, 64% of all four building sites (not counting streets) in the current proposal have on-grade parking screened by metal screens, metal panel, and landscaping. This is no different than what the district in trying to overcome, with uninviting parking

lots and blank walls. In this proposal, it appears that an effort has gone into and emphasis on landscaping to attempt to sway the evaluation of the current project as having the potential to provide a rich and varied experience. There are many streets around the world that have little or no landscaping, and provide some of the most delightful experiences with only the activity of the shops, restaurants and front porches that stich people together and create a sense of community in a special place made and designed by them. Try to imagine the current proposal without landscaping. There would not be much to attract the casual stroller, shopper or even the people who might live in the tower to come down and be in the street. The current efforts to construct a viable community within these four very important blocks seems minimal by the development team.

One of the most important aspects of the Design Experience Guidelines is centered around creating buildings that are equal on all four sides – with program space fronting all streets they face, all integrated throughout the district in support of the life of an evolving community. Not the way we have built in the past, with streets full of cars and land full of parking lots and utilities but rather a place made of green streets many of which will have no cars on them, with permeable paving, varied architecture and varied uses – with all building services, parking and site utilities that do not contribute to the life of the street and the activities of the community hidden from view.

We have reviewed the Applicant's submission in detail and while we have flagged a number of issues, following are a few of the primary concerns relative to the proposal's adherence with the Design Experience Guidelines and the City's vision for the future growth and evolution of the Greater Southdale District.

Parking

Design Experience Guideline Excerpt	***All parking, other than short-term retail or guest parking, and building services need to be located below grade or hidden within the building. If on ground level or above, parking and/or building services must be surrounded on all sides by program space such as commercial or housing.***
Applicant's Response	All proposed parking on Sites A, B, and C is enclosed within buildings with the exception of street parallel parking stalls which are encouraged for creating pedestrian safety and ease of access. Residential loading spaces for the site are planned with locations enclosed within the building as well as supplemental locations street side at strategic locations. Short-term guest stalls all are located at enclosed locations within the building for Site A and also accommodated in Site C's ramp.
AFO Comment	Minimizing the visual impact of car storage was one of the primary tenets of the design guidelines put forward by the Work Group, as one the most important issues that would change the character of the district from car-oriented to pedestrian-oriented. The applicant has ignored this repeatedly throughout the proposal with no liner buildings or ground level program space.

Building Size

Design Experience Guideline Excerpt

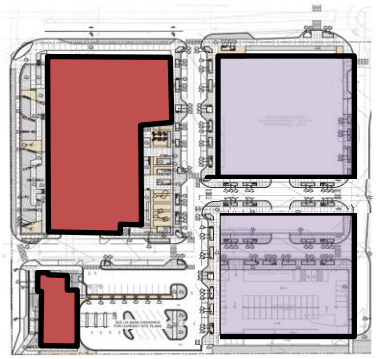
No building façade can be longer than 200' without changing direction by a minimum of 90 degrees.

Applicant's Response

The new block plan size for the development particularly the north to south dimension for Sites A and B is driven by the location of the available access point on France Avenue and the desire to have Site D (US Bank) be smaller. Since this creates are greater dimension for Sites A and B there are instances where podiums for Sites A and B do not fully comply completely with this guidance. The design of the each of these dimensional lengths mitigates this deviation. Please see site plans for this submittal.

AFO Comment

The 200 x 200 foot grid pattern was not necessarily about specific block size or aligning streets into a perfect grid. It was conceived as a strategy to bring buildings back to a more human scale, where the pedestrian would experience diversity in material, pattern and shape of various buildings along a series of blocks. The height of street room was informed by the height of each wall of the building facing the street. The intent of the grid is about the pedestrian experience, not about aligning streets so you can drive your car through streets without turning. In our opinion, this misinterpretation of the 200 foot grid has been an assumption on the part of the development team and the cause of the large parking podium on site A. It points to balancing between the numbers of parking stalls available below and screened above grade parking and the number of the housing units.



The diagram at left shows two blocks of more equal size on the east side of the site, separated by 71st Street. This street would provide access to parking and building services, and align future development with equal blocks on the east side connecting to the Promenade, while allowing Ewing to remain as the major pedestrian street through the development. A shared street aligning with the round-about would be developed in another phase of growth in the district.

Street Typologies and Setbacks

Design Experience Guideline Excerpt

These streets, including 69th Street, 70th Street, Hazelton Road, Parklawn Avenue, and West 76th Street, serve an important role within the district. These are unique streets in that they form the district's superblocks with France and York Avenues, keeping traffic out of adjacent single family neighborhoods while connecting to the neighborhoods through the 30

foot setbacks that are landscaped to provide a pedestrian focused experience.

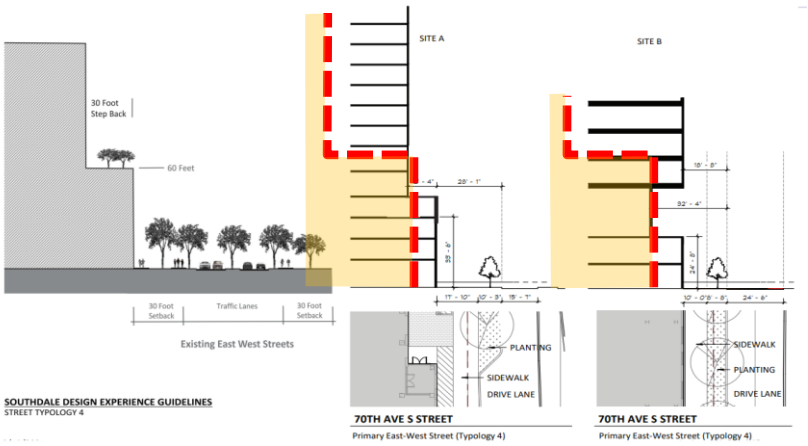
This typology is intended to respect the neighborhood scale and context in a meaningful way, with an ample tree canopy, extensive setbacks and consistently-scaled buildings at the face of the public realm. By employing these characteristics, the landscape experience of the single family residential neighborhoods is extended through the Greater Southdale District.

Applicant's Response

Setbacks and building step-backs on 70th Street were not addressed in the applicant's narrative. It can only be found in the diagrams.

AFO Comment

This guideline was developed to relate to the Cornelia Overlay and Transition Zones for all development close to single family neighborhoods. The desire was in part to create a very different kind of landscape with an affinity to typical front yards of neighborhoods and extend that experience along the east-west streets that form the district's Super Blocks.



The above diagram shows the setback alignments along 70th (in the dashed red line), 30 feet from the curb, and a building step back above 60 feet by another 30 feet. These dimensions are intended to support the transition from the single family neighborhoods and increase the potential for a more 'residential' scaled streetscape as a part of the characteristics of the transition zones. The applicant's plan dimensions on page 57 of the civil narrative indicate 18'-3" building setback at the northwest corner of the site and 20'-7" building setback at the northeast corner of the site. In addition, the diagrams above, extracted from page 22 of the applicant's design package do not meet the setback of 30 feet or stepbacks of 30 feet above the 60 foot podium.

Material Usage

Design Experience Guideline Excerpt	***All facades on the first vertical 60 feet of a building (above grade) shall use natural materials facing the public realm. Above 50-60 feet, glass, precast panels with brick/tile are the preferred material palette. Metal panel can be used as a secondary part of a wall system.***
Applicant's Response	The building uses natural materials facing the public realm in this way. Please see exterior elevations for this submittal.
AFO Comment	Based on our review of the exterior elevations, we understand the following: **Site A:** There are no natural materials below 60 feet. Approximately 25% of the base is precast, faux wood metal panel and glass, and 75% is metal panel screening for the parking garage. **Site B:** the first floor is metal panel and glass, the remaining building façade is glass. **Site D:** Glass and metal panel on the first floor, the remainder of the parking garage is metal panel. The intent of the guidelines is to build district character through the use of natural materials that represent the both quality and continuity of the public realm within the Southdale District. We know it will take time and imagination to create a cohesive material palette for the public realm, with each new project taking cues from existing material usage across the district. However, the applicant is not using natural materials on any of the three sites described in this proposal, but rather using materials that are out of context given the goals set forth in the Design Experience Guidelines.

And lastly, there is no mention of the sustainability or resiliency of building systems and site development. There is no discussion about the role of green roofs in supporting rooftop programming and stormwater management, or on-grade waterways. There is no mention of permeable materials that would support stormwater retention or reflect less heat into the public realm. There is no discussion about how the exterior building systems and façade orientation might reduce the energy required to heat and cool the interior. There is no discussion about potential solar panels on the roofs and or other systems that might inform future actions to meet the climate crisis. All of which support discussion about the how to make a compact community that will meet individual, social, and cultural needs of the district in next 50 years going forward.

Recommendations on Next Steps

We understand there is a budget/proforma that must be paid attention to, and we know there is a program that must be met. But we also know there are many ways to solve design and program problems to meet an owner or developer's budget and proforma. Many cities recognize their various districts and neighborhoods have a culture, a way of growing, a way of maintaining their character – or, in the case of Edina, a new way to see how they would like their community to work, look and feel. The Experience Guidelines were a result of this desire: to transform the past suburban context into a place without parking lots, or visible parking structures, into a place of blocks and streets that were focused on the experience of residents and visitors. The development should invite the community/neighbors to go to the site, to

walk through it, to stay – as a place that represents them. Everyone who will eventually live there will do so because they are excited to be there. The role of the City and the community is to provide guidance to developers and architects about the desire, hopes, and the policies and guidelines that are important to residents of the Southdale district and the broader community – which can then be balanced with the owner's objectives of meeting budget, proforma, and program.

Our 4-year-long process with the Work Group focused on creating a framework, a plan, and a set of guidelines and principles that would support the type of experiences the residents and community wanted to see in the District. We articulated characteristics of street rooms by the scale of building walls, defining the qualities of natural light and connection from one street room to the next to enhance the daily experience of people that live in the adjacent Cornelia Neighborhood and potential new residents of the Greater Southdale District.

Based on the above factors, we are unable to support this proposal in its current form. We also recommend the applicant re-familiarize themselves with our previous memos evaluating each stage this proposal has gone through. Many of those recommendations appear to still not be understood as we look to the current proposal.

Thank you for the opportunity to review. Please let me know if you have any questions.
Mic

Attachment: Sketch Plan review memo to 70th and France Development Team, dated September 4, 2020

City of Edina Sustainable Construction Questionnaire

The City of Edina has set ambitious goals to reduce greenhouse gas emissions in the community. To help achieve these goals, developers seeking City approval must complete this form as part of their zoning application.

Upon receipt of this form, please email Sustainability Coordinator, Grace Hancock, GHancock@edinamn.gov, to set up a time to walk through the form and discuss sustainable building strategies. Please email the completed form to Cary Teague, CTeague@edinamn.gov, and copy Grace Hancock.

Topics	Answers Yes or No	Brief Description
Sustainable Design & Energy Consumption		
Will you utilize Xcel Energy's Energy Design Assistance or Energy Efficient Buildings, and/or Centerpoint Energy's Builder and Developer programs for this development?	**Yes**	The project will enroll in the Xcel Energy EDA program.
Will the buildings meet SB2030 energy goals?	**TBD**	Project is being benchmarked against SB2030 and will strive to achieve the lowest building EUI (energy use intensity) feasible.
Will the building be LEED certified?	**TBD**	The buildings are being explored to follow ParkSmart, LEED Certified, Well Core, and/or Harvard 9 Foundations of a Healthy Building. Further evaluation is being completed on each block.
Will all appliances and equipment be Energy Star or EPA WaterSense certified?	**Yes**	
Will water heaters be electric or natural gas?		Both - Natural Gas and Electric
Will building heat be powered by electricity or natural gas?		Heat will be a combination of DX rooftop natural gas heat DOAS, natural gas RTUs, electric VRF heat pumps, and electric VAVs depending on the building.
Will different strategies to conserve energy (beyond those required by code) be included? If so, please describe	**Yes**	Project will utilize LED Lighting, programmable theromostats, VRF HVAC systems, lighting controls in common spaces, building automation system, and energy star equipment and appliances. Continuing to evaluate strategies beyond code.
Will there be renewable energy such as solar or wind be generated on site?	**TBD**	Exploring having buildings solar ready (electrical infrastructure and roof supports) for future PV installation
Will the project include a geothermal system?	**No**	
Will the completed project subscribe to a community solar program or other renewable energy program?	**Yes**	Working with Xcel energy on existing and potential future opportunities to subscribe to renewable programs.
Will there be purchase of renewable energy credits (RECs)?	**TBD**	Tenant option to purchase at a later date

Comments:		
Managing Storm Water		
What percent of the property is pervious surface before the redevelopment? What is the percent post development?		Existing Site = 260,594 SF 171,882 SF of impervious surface – (24,682 SF of building footprint + 147,200 SF of paving) 66% Impervious 34% Pervious Post Development 182,595 SF of impervious surface (119,945 SF building footprint + 62,650 SF of paving) 70.1% Impervious 29.9% Pervious Net Decrease in Pervious: 4.1% While the impervous surface sf is increasing, there is now storm water management of the full site to accommodate the design.
What new surfaces will be pervious? (i.e. Sidewalks, driveways, overflow parking)		Pedestrian surfaces will include both standard concrete and colored concrete. The colored concrete is located in select areas to denote major building entrances and boulevard areas. Concrete pavers are planned for a portion of the public plaza on the south side of the residential tower. Pervious areas will include open space along France Avenue as well as a multi-function plaza space within the development.
Will a green roof be included on the new structure to assist in storm water retention?	**Yes**	Residential tower and Office will have a section of green roof
Will rain gardens or similar features be included on site to filter and retain the storm water?	**TBD**	Storm water management plan has been approved by the Minnehaha Creek Watershed District
Comments:		
Landscaping Features to Manage Air Quality and Heat Island Effect		
Will existing healthy trees be protected and saved?	**No**	Due to the location of existing trees, the development of the land will require removal of those trees.

What percent of the property is covered by tree canopy before redevelopment? What is the percent post development?		For sites A, B, C the Calculations for the tree coverages are as follows. Site A,B,C = 215,705 SF <u>Existing Tree Coverages:</u> Site A,B,C = 26,552 SF (12.3%) <u>Proposed Tree Coverages (75% of full canopy diameter):</u> Site A,B,C = 37,556 SF (17.4%)
Will you be replanting/replacing trees at least four to five inches in diameter to positively impact the tree canopy (ordinance requirement is only 2.5 inches in diameter)?		Yes, for half the trees in the design. Code requirement for tree planting for Edina has a size ranging from 5.5" to 2.5". We reflect this on the plans. We will coordinate with the City Forester to ensure he approves all species and sizes.
Will shade trees be provided along roadways, drives and surface parking areas beyond those required by code?	**TBD**	We provide shade trees along internal roadways and 70th and within the development in the public plaza space.
Will native plantings be used in the landscaping?	**Yes**	Plants selected for the boulevard areas are species that will tolerate the harsh conditions of their environment. Trees and plants within these areas are salt-tolerant which help to improve their longevity. Several of the tree species selected for the rest of the site are either native to Minnesota or are adapted species of natives that are better suited for their location or condition.
Will landscaping include pollinator-friendly varieties?	**Yes**	Many of the plants in the stormwater filtration areas along France are pollinator friendly native plants. This environment will not only be a functional part of the stormwater management system but also provide a highly aesthetic landscape with areas for seating and art display.
Will future owners and managers be trained in methods to avoid harmful chemicals being used on landscaping?	**Yes**	
Comments:		We have proposed a pocket park/plaza space along the east-west internal street that will be made up of permeable

		paving for stormwater capture, perimeter planting and tree cover to minimize heat gain. Planting beds with shrubs, perennials and trees will align the perimeter all public sidewalks increasing permeable surface area, providing a shade canopy, and reducing solar heat gain. Seasonal planter pots are planned at building entrances and throughout the streetscape in the district to break up larger hardscape areas and add interest to key focal point and gathering areas. The rooftop terraces and amenity levels will also have a substantial green system of raised planters for trees, shrubs and perennials, and green roof trays in place of hardscape and ballast. A comprehensive landscape planting program will be provided with a water efficient irrigation system to minimize evaporation, manage water use, and monitor moisture levels during dry and wet conditions.
Managing Construction Waste		
Will demolition of existing structures meet LEED Green Building Demolition and/or B3 State of Minnesota Sustainable Building Guidelines?	**Yes**	
Will existing building elements be salvaged for reuse? Example, timber, steel, asphalt, cabinets, etc.	**No**	Current building has asbestos and will be remediated.
Are scrap and excess construction materials being separated and recycled?	**Yes**	All construction waste is sent to a recycling facility where the commingled debris is separated by material type to be recycled or sent to a landfill. Mortenson also has a robust 5S program with the expectation of Just- In- Time deliveries with no more than 2-3 days' worth of material on site at one given time.
Are workers provided with separate recycling dumpsters and training in proper use?	**Yes**	During First Day, First Hour orientation, Mortenson has a slide discussing the expectations of 5S on the project, including waste management. Workers are provided food dumpsters to keep all organics separate from contaminating building materials being sent to the recycling facility.

Comments:		
Managing Operational Waste		
Will a recycling service be provided to those in the multifamily complex? To any businesses on site?	**Yes**	
Will an organic recycling service be provided to those in the multifamily complex? To any businesses on site?	**Yes**	
Will future users of the building be provided with education and training regarding proper recycling practices?	Yes	
Comments:		The site will comply with state and county regulations on waste management.
Managing Water Consumption		
Is the project including features to reduce water consumption beyond features required by code?	Yes	Low flow fixtures
Is there a grey water system included to reuse water on site? Will future users of the building be provided with education and training regarding conservation of water?	No/Yes	No grey water system. Residents will be educated on how to reduce water usage.
Will outdoor landscaping watering system include a water sensor to automatically reduce watering in wet conditions?	Yes	The irrigation for the site will contain a water sensor and other water saving components to mitigate water usage.
Comments:		
Sustainable Transportation Features		
Is the site accessible by public transit within ½ mile?	Yes	Bus stop access is adjacent to project off of 70th.
Are site features included to make the use of public transit convenient and simple? Examples include sheltered waiting areas, paved sidewalks and clear site lines.	Yes	Sidewalks and clear site lines to the bus stop
If there is no public transit within ½ mile, is the project providing features to help bridge the distance to allow flexibility to use public transit?	N/A	
Is bike parking available near the main entrance for guests? Space in parking structure (e.g. bike corral, bike lockers) for residents' bikes?	Yes	Multiple locations, see slides.
Is bike parking and a shower facility provided for employees?	Yes	The office employees will have access to bike parking and shower facilities
Do you have EV Charging Stations for owners, guests or customers to use?	Yes	
Will there be parking spaces provided for car-sharing vehicles to reduce the overall number of cars?	Yes	

Updated January 2021

WENCK now part of Stantec

Memo

To:	Cary Teague, City of Edina	From:	Ed Terhaar, P.E.
File:	227704479	Date:	October 7, 2021

Reference: **Traffic and Parking Review for Redevelopment in the Southeast Corner of France Avenue and 70th Street in Edina, MN**

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

_____ DATE: October 7, 2021
Edward F. Terhaar
License No. 24441

PURPOSE AND BACKGROUND

This memorandum documents our traffic and parking review for the proposed redevelopment project located in the southeast corner of France Avenue and 70th Street. The project will consist of removing the existing buildings and constructing new buildings containing residential, retail, and office uses as well as a freestanding parking ramp.

Access for the project will be provided at the existing right in/right out access on France Avenue, a proposed right in/right out access on 70th Street, and at access points on the south leg of the existing roundabout intersection on 70th Street.

For purpose of this review, the current proposed project is assumed to consist of the following uses:

- 267 apartment dwelling units
- 188,058 square feet of office space
- 6,500 square foot bank
- 1,500 square foot coffee shop
- 6,000 square foot sit-down restaurant
- 24,500 square feet of general retail space
- A freestanding parking ramp with 540 parking stalls and a 1,300 square foot bicycle facility

In addition to the 540-stall parking ramp, Site A includes 444 parking stalls, Site B includes 128 parking stalls, and the bank includes 23 parking stalls. A total of 1,135 parking stalls are included in the project.

A full traffic and parking study was completed in October 2020 for a previous proposed development at this location. The current traffic and parking review compares the trip generation and parking demand to the results presented in the previous study.

TRAFFIC REVIEW

Trip Generation

Weekday a.m. and p.m. peak hour trip generation for the proposed development were calculated based on data presented in the tenth edition of Trip Generation, published by the Institute of Transportation Engineers

(ITE). The resultant gross trip generation estimates for the previous project as presented in the October 2020 study are shown in **Table 1**.

Table 1
Weekday Gross Trip Generation for Previous Proposed Project as Presented in the October 2020 Study

Land Use	Size	Weekday AM Peak Hour			Weekday PM Peak Hour			Weekday Daily
		In	**Out**	**Total**	**In**	**Out**	**Total**	**Total**
Apartments	110 DU	10	30	40	30	18	48	598
Apartments	269 DU	20	63	83	59	38	97	1,197
Office	152,500 SF	152	25	177	28	147	175	1,486
Supermarket	50,300 SF	115	77	192	237	228	465	5,371
Shopping Center	3,300 SF	2	1	3	6	7	13	125
Bank	6,500 SF	36	26	62	66	66	132	650
Coffee Shop	1,500 SF	76	73	149	27	27	54	1,214
Totals		**411**	**295**	**706**	**453**	**531**	**984**	**10,641**

SF=square feet, DU=dwelling units

The resultant gross trip generation estimates for the current project are shown in **Table 2**.

Table 2
Weekday Gross Trip Generation for Current Proposed Project

Land Use	Size	Weekday AM Peak Hour			Weekday PM Peak Hour			Weekday Daily
		In	**Out**	**Total**	**In**	**Out**	**Total**	**Total**
Apartments	267 DU	25	71	96	71	46	117	1,452
Office	188,058 SF	187	31	218	34	182	216	1,832
Bank	6,500 SF 4 DIL	21	14	35	53	56	109	499
Coffee Shop	1,500 SF	77	75	152	27	27	54	1,231
Sit-down Restaurant	6,000 SF	2	2	4	31	16	47	503
Retail	24,500 SF	14	9	23	44	49	93	925
Totals		**326**	**202**	**528**	**260**	**376**	**636**	**6,442**

SF=square feet, DU=dwelling units, DIL=drive-in lanes

As shown above, the current proposed project generates fewer trips during all time periods. The trip comparison between the two projects is shown in **Table 3**.

Table 3
Weekday Gross Trip Generation Comparison

Land Use	Weekday AM Peak Hour			Weekday PM Peak Hour			Weekday Daily
	In	**Out**	**Total**	**In**	**Out**	**Total**	**Total**
Previous Project	411	295	706	453	531	984	10,641
Current Project	326	202	528	260	376	636	6,442
Total Difference	**-85**	**-93**	**-178**	**-193**	**-155**	**-348**	**-4,199**
Percentage decrease	**(20.7%)**	**(31.5%)**	**(25.2%)**	**(42.6%)**	**(29.2%)**	**(35.4%)**	**(39.5%)**

Traffic Operations

As shown above, the current project generates 25.2% fewer trips during the a.m. peak hour, 35.4% fewer during the p.m. peak hour, and 39.5% fewer on a daily basis. Due to the reduction in the number of trips generated, the current project will have less impact on traffic operations than reported in the October 2020 study.

As shown in the site plan, the project includes the construction of a dedicated right turn lane at the existing right in/right out access on France Avenue and at the proposed right in/right out access on 70th Street. Both of these right turn lanes will be necessary to accommodate the proposed traffic volumes using the access points.

The need to convert the eastbound 70th Street approach at France Avenue to a left turn lane, through lane, and though/right turn lane was described in the original report. If necessary in the future, the proposed eastbound right turn lane at the proposed right in/right out access would allow for the second eastbound through lane on 70th Street west of France. Since this lane would drop at the proposed right in/right out, through vehicles would need to exit the lane as described in the report.

The original study also recommended the construction of a northbound right turn lane on France Avenue at 70th Street. Based on the expected trip generation reductions, the right turn lane will not be needed in the short-term to accommodate the proposed project. It may be needed in the future should areawide traffic volume increases occur in the France Avenue corridor.

PARKING REVIEW

The project includes a total of 1,135 parking stalls, with 540 in the freestanding parking ramp, 444 in Site A, 128 in Site B, and 23 on the bank site. In addition, the site plan shows the bank building will have 23 surface stalls for customer and employee use. The proposed amount of parking was compared to industry standards to determine adequacy.

Parking data from the Institute of Transportation Engineers (ITE) was used to determine the expected parking demand for the proposed land uses. Data provided in the ITE publication *Parking Generation*, 5th Edition, indicates the various proposed uses peak at different times during the day. The ITE data was adjusted to account for the expected modal split for the site. The results are shown in **Table 4**.

Based on the ITE data, the peak weekday parking demand for the overall site is 695 spaces, which occurs between 11 a.m. and 2 p.m. The total of 1,135 spaces provided is 440 spaces more than the peak demand. The proposed number of parking stalls adequately accommodates the peak parking demand.

The current Edina City code requires 780 parking spaces for the retail and office uses and 267 parking spaces for the apartment units, for a total requirement of 1,047 spaces. The total of 1,135 spaces provided is 88 spaces more than the City code requirement. The proposed number of parking stalls adequately accommodates the City code requirement.

TABLE 4
WEEKDAY PARKING DEMAND

Land Use	Size	Unit	Gross Parking Rate	Adjustment Factor for Walking, Transit Multi-Purpose, and Vacancies	Month of Year Adjust. Factor (MAX)	Time of Day Factor						Net Parking Needs by Time of Day					
						6 am-8 am	8 am-11 am	11 am-2 pm	2 pm-4 pm	4 pm-6 pm	6 pm-9 pm	6 am-8 am	8 am-11 am	11 am-2 pm	2 pm-4 pm	4 pm-6 pm	6 pm-9 pm
Apartment	267	dwell. unit	1.31/unit	10%	100%	100%	60%	50%	50%	60%	75%	315	189	157	157	189	236
Restaurant -	6000	sq. ft.	10.52/1000	10%	100%	5%	10%	100%	50%	70%	100%	3	6	57	28	40	57
Office	188058	sq. ft.	2.39/1000	10%	100%	50%	100%	100%	90%	50%	10%	202	405	405	364	202	40
Bank	6500	sq. ft.	3.72/1000	10%	100%	25%	80%	100%	90%	75%	10%	5	17	22	20	16	2
Coffee shop	1500	sq. ft.	10.49/1000	10%	100%	100%	100%	75%	75%	75%	10%	14	14	11	11	11	1
Retail	24500	sq. ft.	1.95/1000	10%	100%	25%	75%	100%	90%	75%	90%	11	32	43	39	32	39
								TOTAL PARKING DEMAND				550	663	695	619	490	375

Note: Gross parking rates from ITE Parking Generation, 5th edition

Spack SOLUTIONS

TRAFFIC IMPACT STUDY

France Avenue & 70th Street SE Redevelopment
Edina, Minnesota

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

By: 
_____
Mike Spack, P.E., PTOE
License No. 40936

Date: 10/14/2020 _____

Executive Summary

Background:

Mortenson and Orion Investments are proposing the redevelopment of the US Bank building located on the southeast corner of France Avenue/70th Street in Edina, Minnesota. The purpose of this study is to determine the traffic impacts associated with the build out of the proposed development on the study roads and intersections where significant impact is anticipated. Mitigation measures will be analyzed and recommended if traffic operations are expected to be below traffic engineering standards. It should be noted minor impacts are expected on corridors not analyzed in this study and improvements along those corridors may be needed in the future to accommodate incremental traffic growth from this and other area developments.

Results:

The principal findings of this study are:

- The proposed development is expected to generate 8,098 total new trips during an average weekday, 409 new trips during the a.m. peak hour and 725 new trips during the p.m. peak hour.
- All study corridors are projected to operate with volumes within their planning level capacities through the 2040 build scenario.
- All signal controlled and roundabout controlled study intersections, except for France Avenue/70th Street, are projected to operate with acceptable overall intersection delays through the 2040 scenarios.
- All side street stop-controlled intersections are expected to operate with queues within the acceptable bounds through the 2040 scenarios.
- France Avenue/70th Street experiences overall intersection delays at LOS E during the 2025 and 2040 build scenarios and queues that extend past the adjacent western roundabout for the eastbound approach. The addition of a dedicated northbound right turn lane, and conversion of the eastbound approach to a left turn, through, and shared through/right turn lane reduced delays to LOS D and queues to existing condition levels.
- The Eastbound 70th Street approach at France Avenue experiences higher than preferred queuing in the existing p.m. peak period. These queues are projected to extend to the exit lanes of the adjacent western roundabout in the p.m. no build scenarios.
- Higher than preferred queueing is experienced for specific movements at each signalized study intersection, as discussed in the Vehicular Mitigation Analysis Section of this report. These queues are a product of the extended cycle lengths and green time given to France Avenue and York Avenue. Except for at France Avenue/70th Street, updated signal timing at these intersections, to a 120 sec cycle length, remove the queueing conditions and return queues to similar or less than the existing scenario.
- The RIRO access on France Avenue reduces queueing along 70th Street at both signalized and roundabout intersections. It also reduces outbound queues at the proposed 70th Street RIRO access helping reduce the chances of impacting internal parking ramp access/egress.

- If volumes remain lower than 2018 levels due to the current shift to remote working, all study intersections are forecast to operate acceptably without mitigation.
- 1,202 total parking stalls are provided on site for all uses. Based on City Code a minimum of 1,385 parking stalls are required. ITE and locally collected data project a parking demand of 966 parking stalls and 726 parking stalls, respectively.
- 61 bicycle parking stalls will be required on site based on City Code and the 1,202 parking stalls provided.

The following recommendations are made based on the above findings:

- Signal timing updates along France Avenue should be completed to allow for improved operations at the signalized study intersections. This retiming will require review and updates to the entire coordinated system.
- Modification of the eastbound approach at France Avenue/70th Street to a left turn, through, and shared through/right turn lane should be implemented by the 2025 build scenario. A dedicated northbound right turn lane should also be constructed on France Avenue.
- Modification of the eastern leg at France Avenue/70th Street to accommodate two lanes of eastbound through traffic should be constructed. This additional lane should extend to, and become, the eastbound right turn lane into the proposed 70th Street RIRO access development.
- The RIRO access on France Avenue should remain. Addition of a dedicated northbound right turn lane at this access for inbound vehicles should be constructed.
- Heavy vehicle turning movements should be reviewed once design plans are constructed. Due to the placement of the grocery store service docks the RIRO access on France Avenue should be constructed to accommodate these vehicles while still providing the shortest path possible for pedestrian crossings.
- A minimum of 61 bicycle parking stalls should be located throughout the site at well-lit locations near main accesses.
- The recommendations from the Concept Site Plan review should be implemented.

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1. Introduction

a. Proposed Development

Mortenson and Orion Investments are proposing the redevelopment of the US Bank building located on the southeast corner of France Avenue and 70th Street in Edina, Minnesota. The redevelopment will include demolition of the bank and reconstruction of four distinct buildings within the lot. Following are key attributes of the proposed development:

i. Access to the site will largely remain the same with one exception, a proposed new right-in/right-out (RIRO) access on 70th Street between France Avenue and the existing access roundabout. This change result in one full access and one RIRO on 70th Street, as well as one RIRO access France Avenue. The concept development plan can be seen in the Appendix.

ii. The proposed development will include:
    a. 379 apartment units split between two separate buildings
    b. Roughly 152,500 square feet of office uses
    c. A 50,300 square foot grocery store
    d. 3,300 square feet of retail
    e. A newly constructed 6,500 square foot bank
    f. A 1,500 square foot coffee shop without drive through

iii. 1,202 parking stalls are proposed for the entire redevelopment site split between the four buildings.

iv. The site is currently zoned PCD-3 (Planned Commercial District)

b. Purpose of Study

The purpose of this study is to determine the traffic and parking impacts associated with the build out of the proposed development. The traffic impacts are studied on the roads and intersections where significant impact is anticipated, and improvements are recommended where mitigation is needed. For those not familiar with the general concepts and terms associated with traffic engineering, *The Language of Traffic Engineering* guide is included in the Appendix.

c. Study Objectives

The objectives of this study are:

i. Document how the study intersections and roadways currently operate.

ii. Forecast the amount of traffic expected to be generated by the proposed development.

iii. Determine how the study intersections and roadways will operate in the future with and without the proposed development.

iv. Determine the impacts of the France Avenue access and the impacts to operations with closure or additional restrictions.

v. Determine the parking demand of the proposed redevelopment.

vi. Review pedestrian, bicycle, and transit accommodations.

vii. Recommend appropriate mitigation measures if poor operations are identified.

The roadway corridors studied in this document include those surrounding the proposed site, which are:

i. France Avenue
ii. York Avenue
iii. 70th Street
iv. Hazelton Road

For the purposes of this traffic study, the study intersections closest to the proposed development and where the greatest impact is expected were chosen for review, and include:

i. France Avenue/70th Street
ii. 70th Street/Roundabout Access
iii. 70th Street /Promenade Roundabout
iv. 70th Street /Target Roundabout
v. York Avenue/70th Street
vi. York Avenue/Hazelton Road
vii. Hazelton Road/Roundabout
viii. France Avenue/Hazelton Road
ix. France Avenue/RIRO Access
x. 70th Street/Proposed RIRO Access

It should be noted traffic expected from the proposed development will have minor impacts on other corridors and intersections beyond those studied here.

Furthermore, this study does not account for the existing roadway conditions such as pavement quality or appropriate drainage.

2. Existing Conditions

a. Corridor Characteristics

As mentioned, the proposed site is located on the southeast corner of the France Avenue/70th Street intersection. Table 1 shows the characteristics of the key roadway corridors around this site and within the study area.

Table 1 – Study Corridor Characteristics

Name	Designation[1]	Classification[2]	Speed Limit	Lanes	Transit[3]	Peds/ Bicycles
France Avenue	CSAH 17	A Minor Arterial	40 mph	6 divided	2 Routes, 5-10 min	Sidewalks Both Sides
York Avenue	CSAH 31	Major Collector	35 mph	4 divided	3 Routes, 30 min	Sidewalks Both Sides
70th Street	MSAS 145	Minor Collector	30 mph	2 divided	-	Sidewalks Both Sides
Hazelton Road	MSAS 166	Minor Collector	30 mph	2 divided west of RAB 4 undivided east of RAB	-	Sidewalks Both Sides

[1] CSAH = County State Aid Highway, MSAS = Municipal State Aid Street.
[2] City of Edina 2018 Comprehensive Plan
[3] Number of routes around the proposed site followed by the frequency of transit service during the peak periods.

b. Study Intersection Characteristics

The France Avenue/70th Street, York Avenue/70th Street, York Avenue/Hazelton Road, and France Avenue/Hazelton Road intersections are under signalized control. The 70th Street/Roundabout Access, 70th Street /Promenade Roundabout, 70th Street /Target Roundabout, and Hazelton Road/Roundabout are all single lane roundabouts. The remaining two intersections are RIRO intersections under side street stop control. The existing traffic control and travel lanes are shown in Figure 1 in the Appendix for the study intersections.

c. Traffic Volumes

Intersection video was collected at the 70th Street roundabouts as well as the France Avenue RIRO access under normal weekday conditions in September/October 2020. From these videos turning movement counts were obtained at the study intersections. The data from the two days was averaged to provide the base traffic for a "typical weekday". The remaining study intersections utilized existing count information from 2018. These counts were from previous studies completed by Spack Solutions as well as counts collected for the County.

Due to the impacts of COVID-19, these typical weekday counts were reviewed against the previously collected counts from 2018. This review showed that current traffic volumes were significantly lower than what would be expected with some intersections having traffic 30% to 35% lower than in 2016. Based on these results the 2018 collected turning movement counts were factored to the existing (2020) scenario using the background growth rate discussed later in this report. Intersections where data was not available utilized the 2020 COVID counts and were factored up by 30% and then balanced with the factored 2018 counts to create the existing condition volumes.

Using this process, and based on our previously completed study, the average a.m. and p.m. peak hours were found to be from 8:30 to 9:30 a.m. and 4:45 to 5:45 p.m. The "typical day" counts from these two peak hours were reviewed and adjusted as discussed above for us in our analysis. The unadjusted turning movement count data from the counts are contained in fifteen-minute intervals in the Appendix.

The collected counts, and additional documents, were reviewed to determine the most up-to date traffic volumes for the study corridors. For alignment in ADTs the most recent counts available through MnDOT were used in the comparison. Based on this source the daily traffic volumes on each study corridor were:

i. 9,200 vehicles per day on 70th Street West of France Avenue (2018 data)
ii. 10,200 vehicles per day on 70th Street between France Avenue and York Avenue (2018 data)
iii. 4,800 vehicles per day on 70th Street East of York Avenue (2018 data)
iv. 30,000 vehicles per day on France Avenue (2016 data)
v. 18,800 vehicles per day on York Avenue north of Hazelton Road (2019 data)
vi. 15,700 vehicles per day on York Avenue south of Hazelton Road (2018 data)
vii. 7,900 vehicles per day on Hazelton Road between France Avenue and York Avenue (2018 data)

These volumes were forecasted to the 2020 condition using the background growth rate discussed in the following section.

3. Forecasted Traffic

a. Site Traffic Forecasting

A trip generation analysis was performed for the development site based on the methods published in the *Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition*. Trip generation rates are also based on local data collected by Spack Solutions.

The ITE manual compiles studies from across the country to provide national average traffic generations for various land uses. Spack Solutions also collects current average traffic volumes for various land uses in the Twin Cities regional area for use in our studies. Local data is considered more relevant than the ITE national data as it is generally newer and accounts for an area's specific characteristics and driving habits. Per the procedure in the *Trip Generation Manual*, local trip generation data is used when possible and supplemented with national ITE data when local data is not available.

For each analysis, the raw trip generation was divided among three types of trips – new, pass-by, and internal. Pass-by trips are those vehicles already on the roads which will stop at the development site in the future. Internal trips are those vehicles within the site visiting two or more stores. New trips represent traffic increasing the overall number of vehicles at the intersections. Based on this breakdown the residential and office land uses are the only land use that will not experience pass-by trips. All other developments will consist of new trips, pass-by trips, and internal trips. Both pass-by and internal trip calculations were completed using standard ITE methods, percentages, and procedures.

The resultant total trips generated by the proposed development are shown in Table 2 and Table 3. Both ITE and Spack Solutions collected trip generations are shown. A detailed trip generation table showing the exact breakdowns is provided in the Appendix.

Table 2 – New Trip Generation – ITE Data

Land Use Code – Source	Description & Size	Daily		AM Peak Hour		PM Peak Hour	
		In	Out	In	Out	In	Out
221 – ITE	Multi-family Housing (mid rise) (110 Units)	279	279	10	27	23	15
222 - ITE	Multi-family Housing (high rise) (269 Units)	557	557	19	59	47	30
710 - ITE	General Office (152.548 KSF)	691	691	142	23	22	116
850 - ITE	Supermarket (50.3 KSF)	1,598	1,598	69	46	120	115
820 - ITE	Shopping Center (3.3 Units)	38	38	1	1	3	3
912 - ITE	Drive-in Bank (6.5 KSF)	160	160	18	13	28	28
936 - ITE	Coffee/Donut Shop w/o Drive Thru (1.5 KSF)	62*	62*	8	8	3	3
Totals Using ITE Rates		**3,385**	**3,385**	**267**	**177**	**246**	**310**

*Calculated using ITE data for Coffee/Donut Shop w/ Drive Thru as w/o drive thru data is not available

Table 3 – New Trip Generation – Local Data

Land Use Code – Source	Description & Size	Daily		AM Peak Hour		PM Peak Hour	
		In	Out	In	Out	In	Out
Spack	Multi-family Housing (mid rise) (110 Units)	225	225	5	27	24	13
Spack	Multi-family Housing (high rise) (269 Units)	549	549	13	64	61	31
Spack	General Office (152.548 KSF)	364	364	91	14	11	65
Spack	Supermarket (50.3 KSF)	2,534	2,534	84	69	225	234
Spack	Shopping Center (3.3 Units)	41	41	1	1	3	3
Spack	Drive-in Bank (6.5 KSF)	275	275	16	10	23	27
936 - ITE	Coffee/Donut Shop w/o Drive Thru (1.5 KSF)	62*	62*	8	8	3	3
Totals Using Local Rates		**4,050**	**4,050**	**218**	**193**	**350**	**376**

*Calculated using ITE data for Coffee/Donut Shop w/ Drive Thru as w/o drive thru data is not available

As shown in Table 2 and Table 3, the locally collected trip generation is roughly 20% higher than the daily total, 7% lower than the a.m. peak hour total, and 31% higher than the p.m. peak hour volumes when compared to the ITE collected data. However, as discussed earlier, ITE recommends using locally collected data when possible as it reflects the local/regional traffic generation conditions more accurately. Based on this the local trip generation was used for our analyses.

It is also worth noting that the daily trip generation rates for the coffee/donut shop without drive-thru utilized the daily rates from a coffee/donut shop with drive-thru. This is because both ITE and Spack Solution do not have daily coffee/donut shop without drive-thru trip generation rates included. The coffee shop with drive-thru was selected for use in this specific situation as it is a similar land-use. With that in mind it is worth mentioning that our studies and communication with coffee shops developers have revealed higher trip generation rates for coffee shops with drive thru when compared to a coffee shop without a drive thru.

A trip distribution pattern was developed for the generated traffic going to and from the proposed development. This pattern is based on the existing traffic volumes, site access, access to the regional transportation system, and previously completed traffic studies from the area. The general trip distribution pattern for this study is:

i. 8 percent to/from the west on 70th Street
ii. 23 percent to/from the north on France Avenue
iii. 20 percent to/from the north on York Avenue
iv. 5 percent to/from the east on 70th Street
v. 16 percent to/from the south on York Avenue
vi. 27 percent to/from the south on France Avenue
vii. 1 percent to/from the west on Hazelton Road

Traffic generated by the site development was assigned to the area roadways per this distribution pattern.

b. Non-site Traffic Forecasting

The impacts of the proposed development are studied in 2025 and 2040. To forecast future traffic volumes in the study area, outside of the proposed development's traffic, general growth in traffic is considered.

Several sources were considered to determine general background growth in the area, including:

- Historic traffic data on the study roadways.
- 2040 forecast volumes from the Edina Comprehensive Plan.
- Previous traffic studies in the surrounding area.

Based on this information, little background traffic growth has occurred year to year. Surrounding the development, The Edina Comprehensive Plan projects growth rates of roughly 0.15% per year along France Avenue and York Avenue and 0.21% per year along Hazelton Road and 70th Street when utilizing the 2040 projected volumes. These rates are supported by previous studies in the area which discuss the relatively minor, and sometimes fluctuating, growth rates in the area. However, to ensure some background growth is applied to the base volumes a growth rate of approximately 0.5% per year was calculated. This growth rate was applied to all movements in the study network except for those accessing the proposed redevelopment site, since those movements will only be increased with the development's forecast trip generation.

Applying this background growth rate to the existing traffic volumes established the 2025 and 2040 No-Build forecasts.

c. Total Traffic

Traffic forecasts were developed for the 2025 and 2040 scenarios by adding the traffic generated by the proposed development to the non-site forecast volumes. As the 2018 counts included an occupied study area the bank related trips were removed to ensure double counting did not occur.

The resultant 2025 and 2040 peak hour forecasts are shown in Figures 2 through Figure 5 in the Appendix.

4. Capacity Analyses

a. Corridor Vehicular Analysis

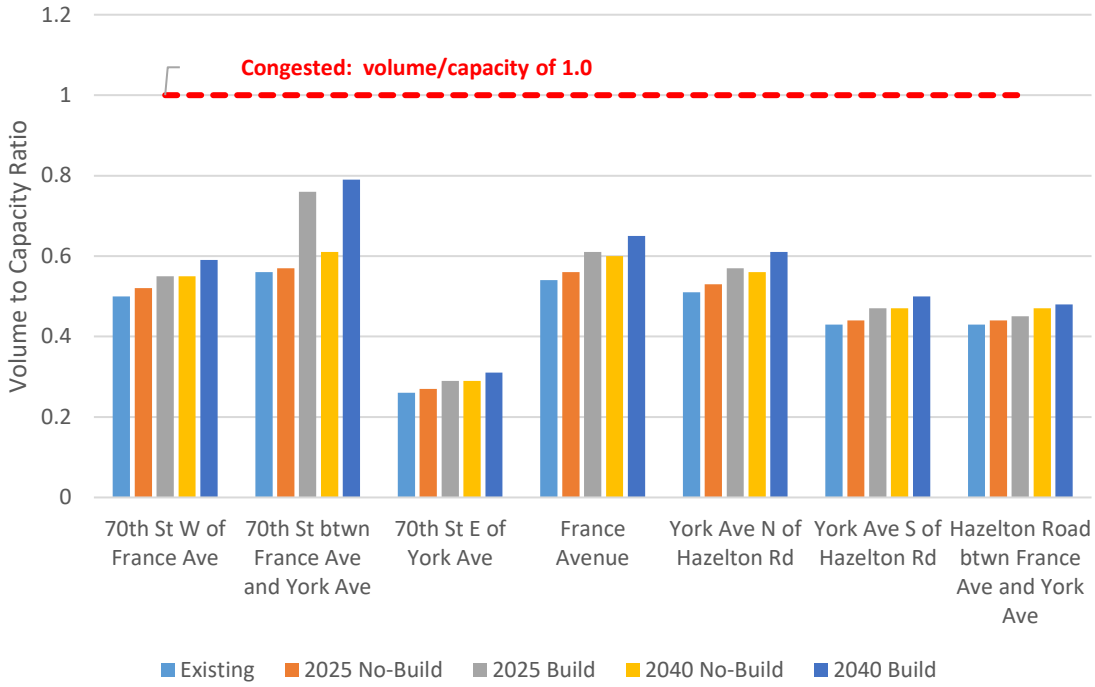
While many factors contribute to a road feeling congested, the two biggest factors are volume, how many vehicles are using the road, and capacity, how many vehicles the road can accommodate a day. Transportation professionals use these pieces of information to create a ratio of volume to capacity. For example, a road with a volume to capacity ratio of 1.0, where the traffic demand is nearly equal to the traffic supply, will feel congested to motorists.

Below is a rough guide of the daily traffic volumes different types of roads can accommodate based on Exhibits 16-16 and 12-39 of the *Highway Capacity Manual, 6th Edition*. If the Average Daily Traffic (ADT) volume on a roadway is below the threshold, then it is considered un-congested. Daily volumes of 80% the volume to capacity ratio are almost congested, and if the daily volume is over the threshold the road is congested.

- 2-Lane (one in each direction with left turn lanes at busy intersections and coordinated signals), undivided street, are considered congested with a volume between 8,900 to 18,300 vehicles per day.
- 4-Lane, divided street (two in each direction with left turn lanes at busy intersections and coordinated signals), – 18,600 to 36,800 vehicles per day.
- 6-Lane, divided street (three in each direction with left turn lanes at busy intersections and coordinated signals), – 29,100 to 55,300 vehicles per day.

To provide an initial planning level screening, Chart 1 provides volume to capacity ratios of the study corridors during each of the study years to determine if any of the roadway corridors are candidates for additional through lanes.

Chart 1 – Study Corridor Volume to Capacity



As shown in Chart 1, all corridors surrounding the study site operate well within their planning level capacities. It is worth noting that 70th Street between France Avenue and York Avenue does begin to approach the almost congested level with 2025 and 2040 build scenario volume to capacity percentages of 76% and 79%.

b. Intersection Vehicular Analysis

Individual intersections can perform poorly during peak periods while the overall roadway corridor is operating with an uncongested daily volume to capacity ratio lower than 1.0. Therefore, capacity analyses are performed for the study intersections to determine if they need improvements such as turn lanes or an upgrade in traffic control.

The existing and forecasted turning movement volumes along with the existing intersection configurations and traffic control were used to develop the average delay per intersection in each study scenario. The delay calculations were done in accordance with the *Highway Capacity Manual, 6th Edition* using the Vistro software package. The full calculations for each study scenario, including Level of Service (LOS) grades and queue lengths, are included in the Appendix. Also, included in the Appendix is a guide explaining the Level of Service grade concept.

Chart 2 (a.m. peak hour) and Chart 3 (p.m. peak hour) show the average peak hour delay per traffic signal-controlled intersection for each study scenario. The LOS D/E

boundary of 55 seconds of delay per vehicle is considered the threshold between acceptable and unacceptable traffic signal operation in Minnesota.

The initial signal timing for the existing conditions was provided by Hennepin County.

Chart 2 – A.M. Peak Hour Delays: Signal Controlled Intersections

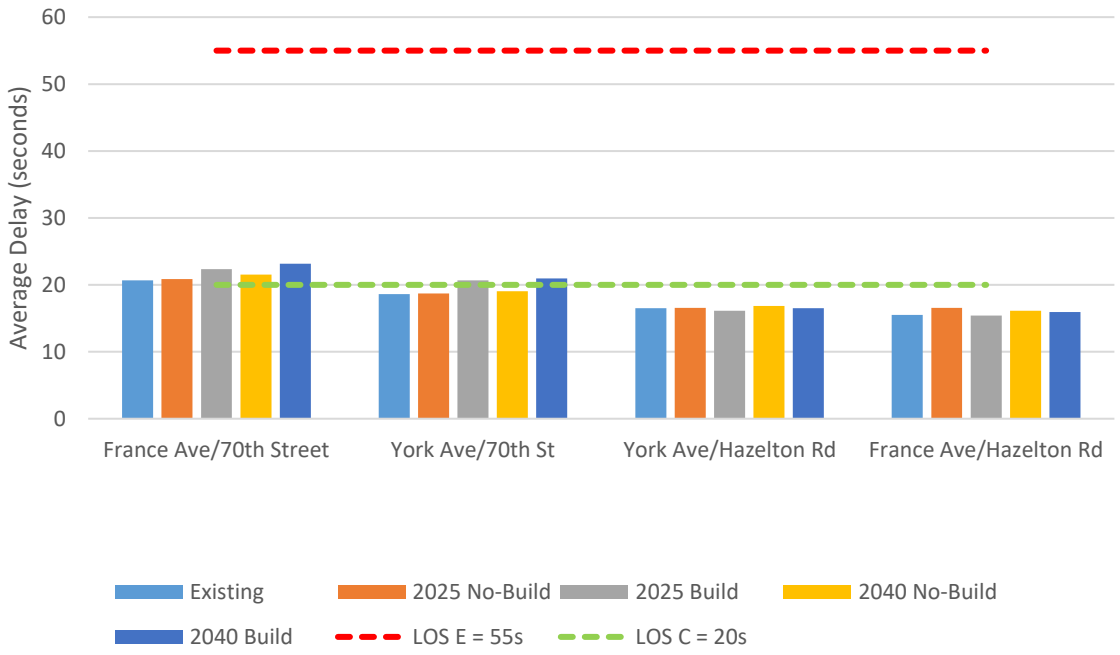


Chart 3 – P.M. Peak Hour Delays: Signal Controlled Intersections

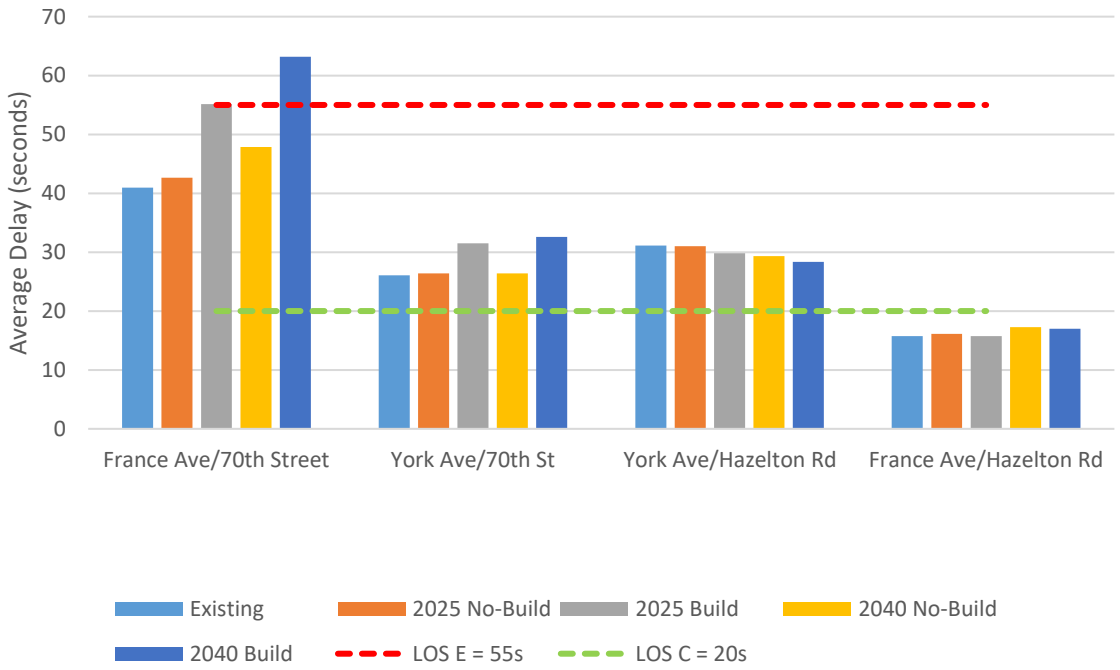


Chart 4 (a.m. peak hour) and Chart 5 (p.m. peak hour) show the average peak hour delay per roundabout controlled intersection for each study scenario. The LOS D/E boundary of 35 seconds of delay per vehicle is considered the threshold between acceptable and unacceptable all-way stop and roundabout operation in Minnesota. The *Highway Capacity Manual* sets the threshold lower at all-way stop signs and roundabouts then at traffic signal controlled intersections based on the theory motorists have more patience at traffic signal controlled intersections and accept longer delays at a red light.

Chart 4 – A.M. Peak Hour Delays: All-Way Stop Sign/Roundabout Controlled Intersections

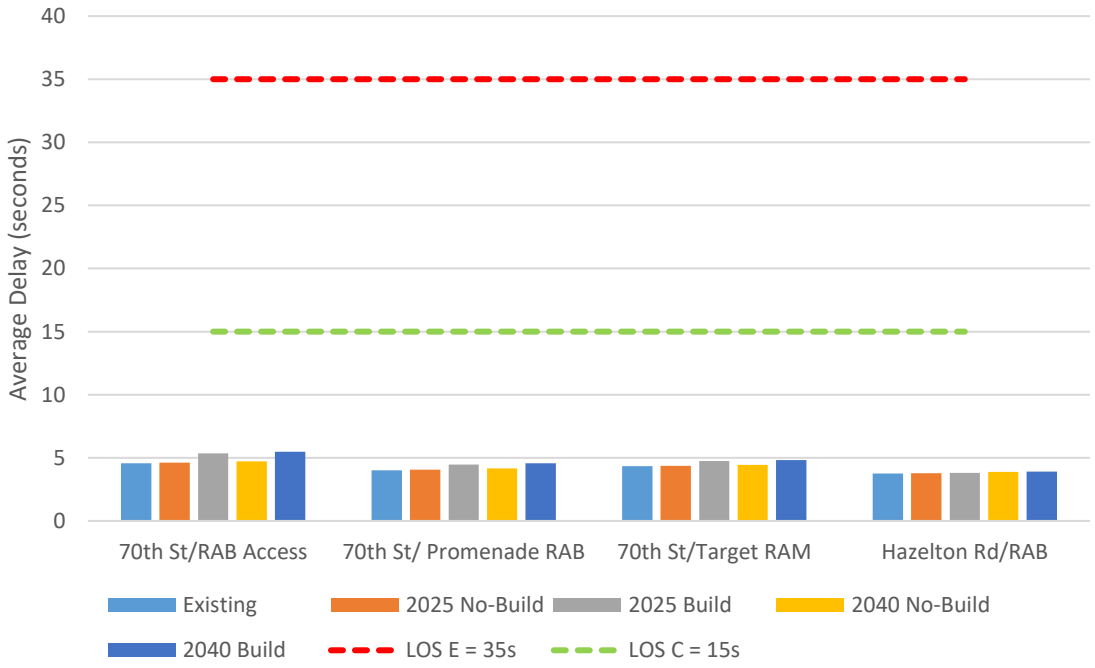


Chart 5 – P.M. Peak Hour Delays: All-Way Stop Sign/Roundabout Controlled Intersections

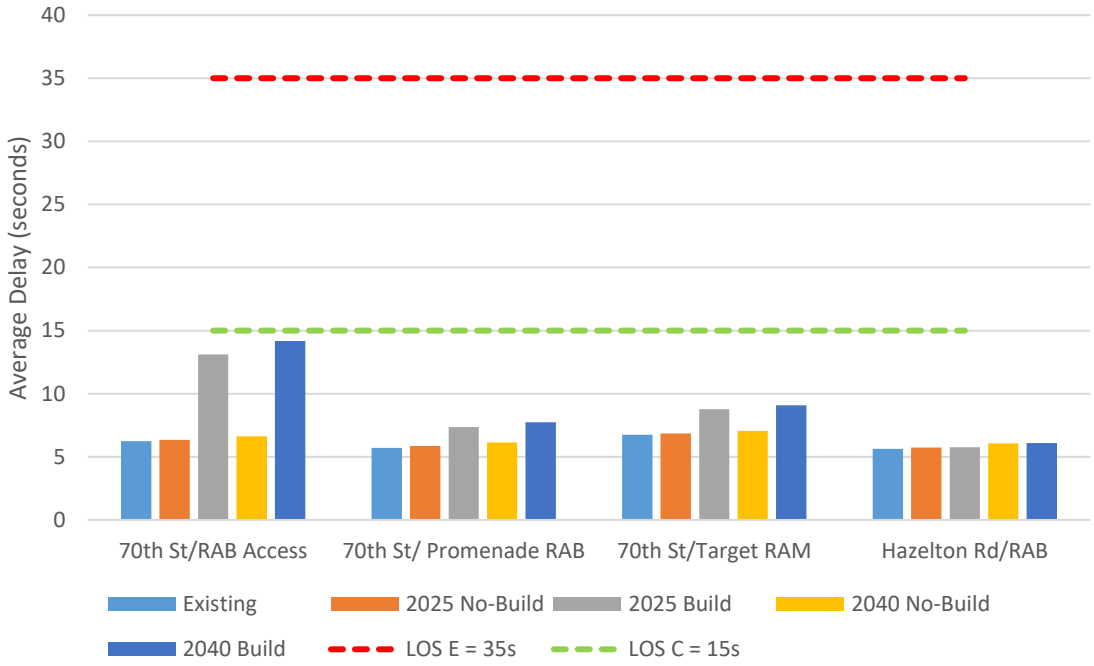


Chart 6 (a.m. peak hour) and Chart 7 (p.m. peak hour) show the 95th percentile queue lengths on the busiest stop sign controlled approach at intersections with side street stop sign control. Average delays are not calculated for intersections with side street stop sign control because most of the vehicles going through the intersection are on the main roadway and have zero delay, which leads to low overall average delays. At side street stop sign controlled approaches to busy roadways, the average delay for all the vehicles on the approach often exceeds 60 seconds. This can be the case for a few vehicles waiting at the stop sign where improvements would not be justified for the low traffic volume. Based on our experience, improvements are not warranted at these types of intersections until the 95th percentile queue at a stop sign is in the five to ten vehicle range.

Chart 6 – A.M. Peak Hour Queues: Side Street Stop Sign Controlled Intersections

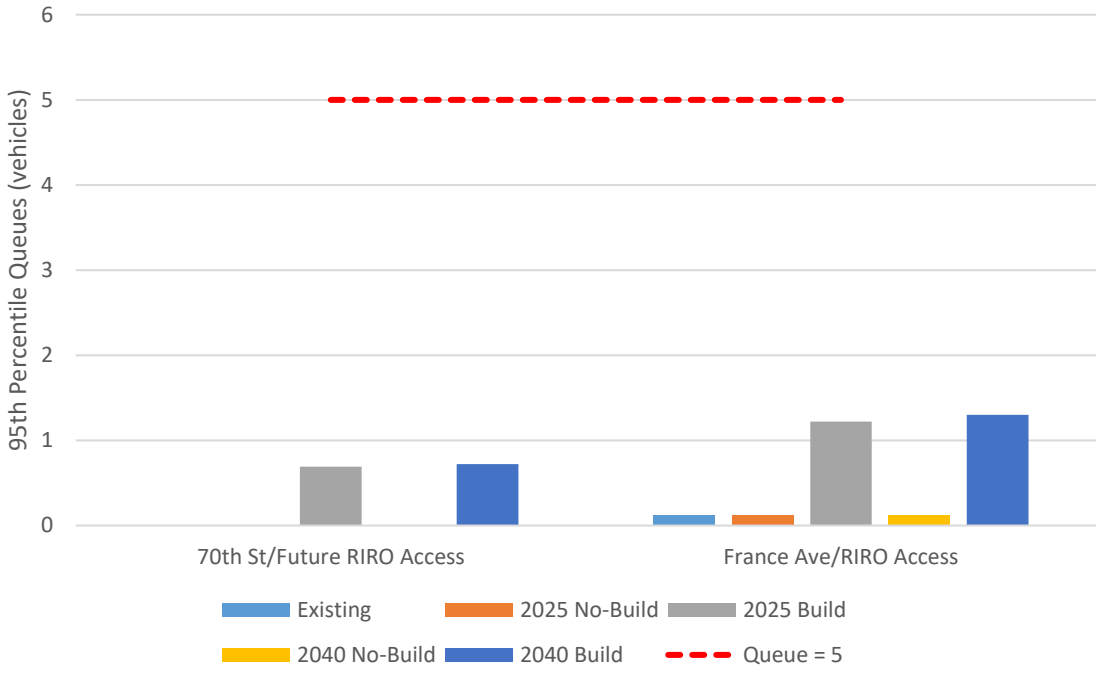
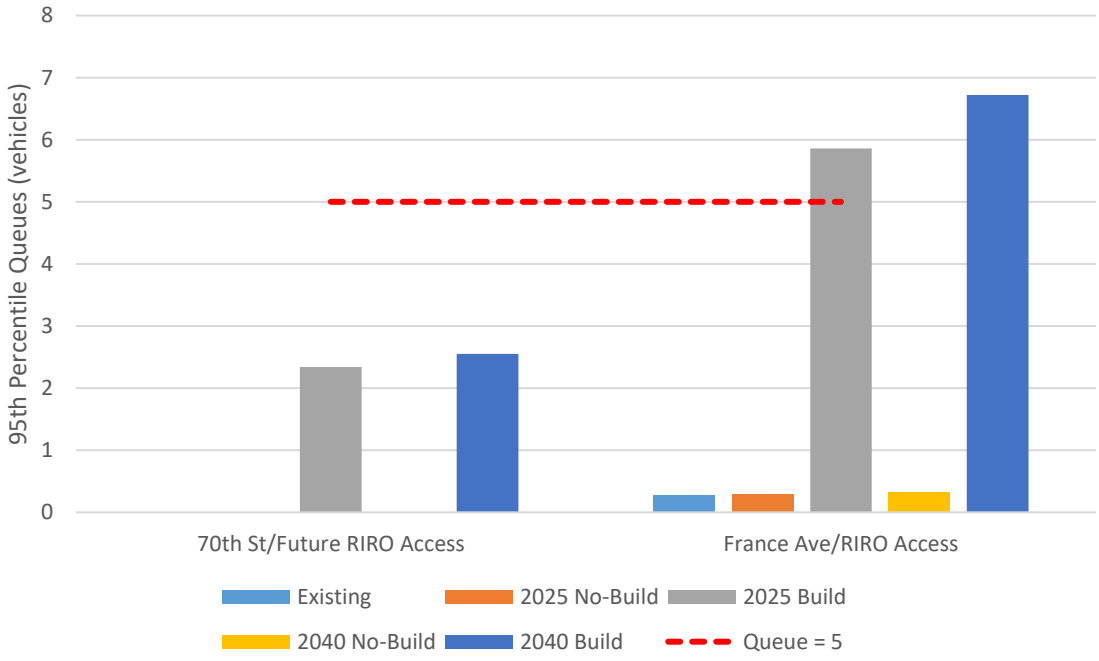


Chart 7 – P.M. Peak Hour Queues: Side Street Stop Sign Controlled Intersections



Per the above analyses, all study corridors are projected to operate with volumes within their planning level capacities through the 2040 build scenario.

During the a.m. peak period all intersections are projected to operate within acceptable bounds through the 2040 build scenario, based on the overall intersection delays. Additionally, in the p.m. peak period, all intersections, except for France Avenue/70th Street, experience overall intersection delays, or 95th percentile queue lengths for side-street stop-controlled intersections, within acceptable bounds through the 2040 build scenario. The westbound to northbound approach at the France Avenue RIRO will have a p.m. peak hour 95th percentile queue between the 5 and 10 vehicle thresholds in the build p.m. peak hour scenarios, but is not anticipated to be a problem because of the platooning that occurs along the signalized France Avenue corridor and the queue not impacting internal intersection operations.

c. Vehicular Mitigation Analysis

Review of the France Avenue/70th Street intersection shows that for both the 2025 and 2040 build scenario operations rise above the desired threshold with overall intersection delays of LOS E. Additionally, the following queueing conditions were noted:

- The eastbound left and through movements at France Avenue/70th Street are projected to experience queues that stretch back through the adjacent roundabout to the west in the 2025 scenario and 2040 scenario.
- The westbound left turning movement queue increases in the 2025 and 2040 build scenario spilling past its storage length and adjacent RIRO intersection in 2025 with a 360 foot 95th percentile queue and 400 foot queue in 2040.
- The northbound approach experiences 95th percentile queues, in the through/right turn movement lane, that stretch back to France Avenue/Hazelton Road.

Further investigation of this intersection show:

- The eastbound approach is currently experiencing excessive queuing with the 95th percentile queue reaching 530 feet in the existing p.m. peak scenario.
- This queue is expected to lengthen to up to 630 feet by the 2040 no build scenario, which reaches the exit lanes of the roundabout.
- By 2040 the eastbound left is projected to experience volumes above 300 vehicles during the p.m. peak hour which suggest dual left turn lanes will be needed.

Based on these results the France Avenue/70th Street intersection will likely require intersection upgrades, to allow for safe progression of eastbound vehicles, with or without the addition of the proposed mixed-use development. The westbound queue and northbound queue increase are contributed to by development traffic.

The queueing conditions at the other signalized intersections were also reviewed under the existing and no-build scenarios to see if any other queueing concerns exist without the influence of the proposed development. This exercise showed:

- The existing eastbound through/left turning movement queue at York Avenue/70th Street intersection fills its storage capacity with a 95th percentile queue of 280 feet.
- The eastbound through/left turning movement queue at York Avenue/Hazelton Road stretches back past the target access with a 95th percentile queue length of 460 feet.
- The westbound left turning movement queue at France Avenue/Hazelton Road spills past its storage capacity and to the adjacent ¾-access in the existing scenario with a 95th percentile queue length of 235 feet.

These conditions all slightly worsen in the no-build and build scenarios with the largest queueing change occurring at York Avenue/70th Street where the eastbound queue increases to 345 feet. All other queues remain similar.

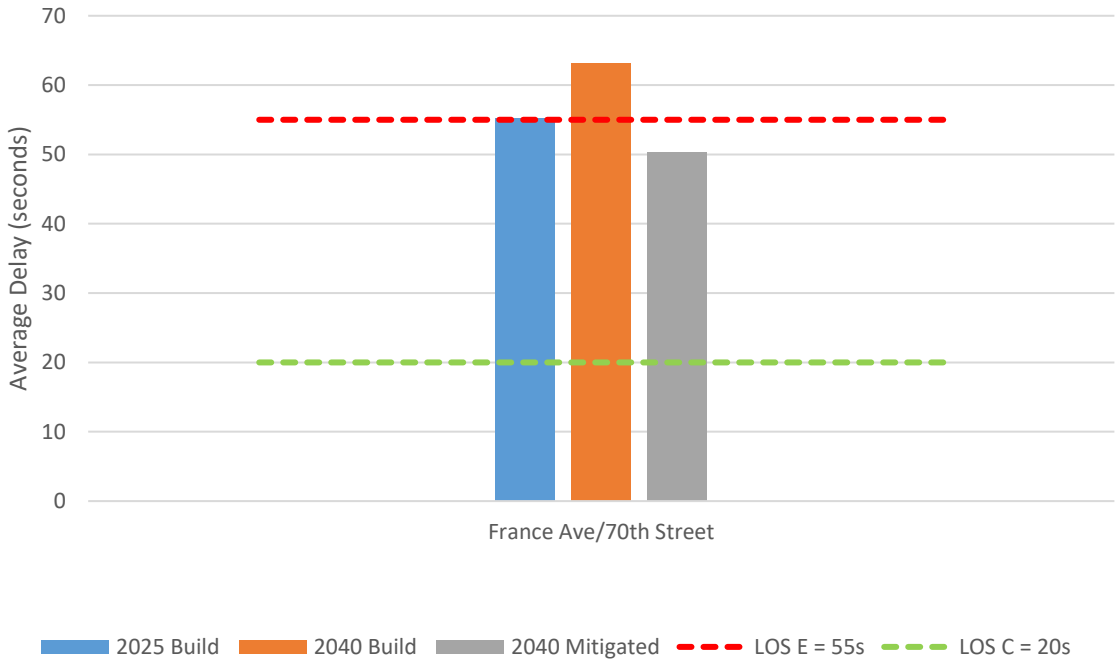
To determine if these queueing conditions could potential be improved with signal timing updates, the France Avenue and York Avenue signalized intersections were retimed. These timing updates were only run for the four study intersections. It is important to mention that both France Avenue and York Avenue are under coordinated operations and in order to update timing at the study intersections a full retiming of the France Avenue and York Avenue corridor will be needed. However, this exercise is used to determine if signal timing can result in acceptable operations or if physical mitigation would be needed.

The retiming of these intersections in the 2040 build scenario, to 120 sec cycle lengths, reduced these queueing concerns and brought the 95th percentile queues to similar or less than the existing condition. This suggests that updated signal timing can provide acceptable operations and physical mitigation is not necessarily needed. The one exception to this is France Avenue/70th Street which continued to experience significant queueing under all retiming conditions.

To further understand the potential need for physical mitigation the same retiming exercise was completed for the 2025 build scenario for France Avenue/70th Street. Again, signal retiming was unable to provide acceptable operations utilizing existing lane configuration and geometry. This result, paired with the LOS E results from the capacity analysis, suggests that physical mitigation will be required at France Avenue/70th Street in order to provide acceptable operations in the 2025 and 2040 build scenarios.

Due to the lack of available expansion space on 70th Street to the west of France Avenue additional lanes will be difficult to add. Based on this the existing signal timing was reviewed with the conversion of the existing exclusive right turn lane to a shared through right lane. Additionally, a northbound right turn lane was provided at the intersection to help shorten France Avenue queues. Chart 8, below, presents the results of this change.

Chart 8 – P.M. Peak Hour Delays: Mitigated France Avenue/70th Street



As shown in Chart 8, the conversion of the eastbound leg to a left, through, and shared through/right turn lane, and addition of a designated northbound right turn lane, result in reduction of the overall intersection delays to LOS D. This layout also reduces the longest 95th percentile eastbound queue to 450 feet or shorter. This magnitude of queueing is less than the existing p.m. peak scenario where the maximum eastbound 95th percentile queue is 530 feet.

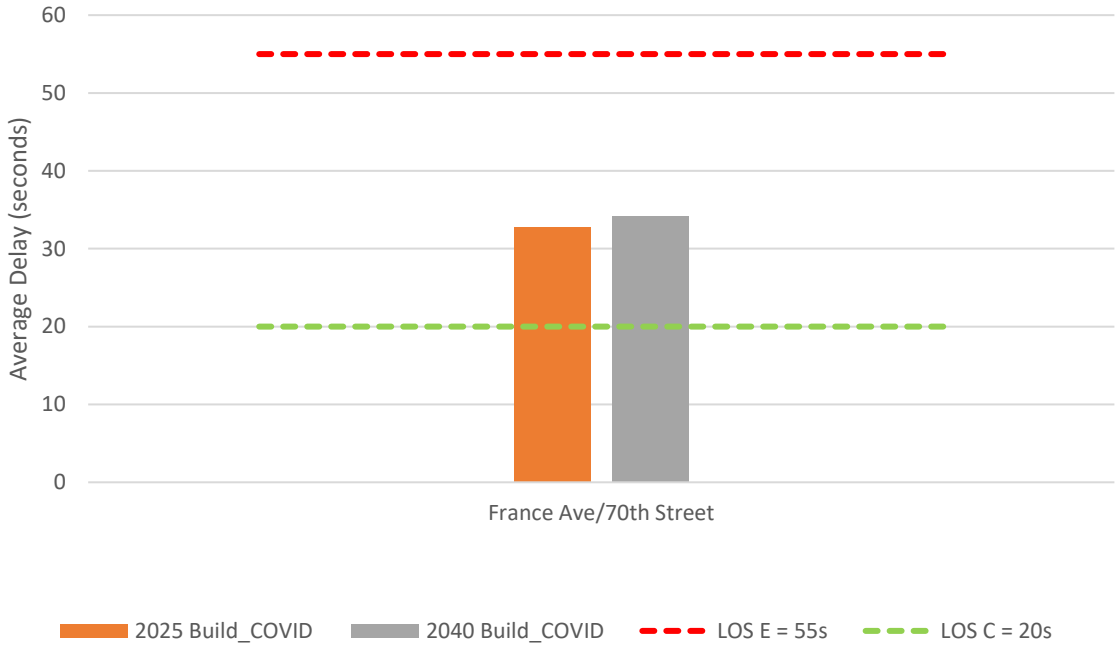
To receive traffic from this additional shared through/right turn lane, the eastern leg of France Avenue/70th Street will require expansion to accommodate two eastbound lanes of traffic. This additional lane should be extended to the proposed RIRO access on France Avenue, roughly 200 feet east, where it will become a right-turn lane into the development. Signage and pavement marking must be provided notifying drivers of the drop-lane providing weaving space for them to enter or exit the lane.

d. COVID-19 Impacted Analysis (Low Volume Scenario)

As previously mentioned COVID-19 has impacted traffic volumes causing an overall reduction in traffic within the area. One of the ways this has happened is that office workers have shifted to working remotely instead of working in an office. Based on this, a second scenario was run at France Avenue/70th Street to determine what mitigation, if any, would be necessary if volume remained lower as companies shift to allowing more employees to work remotely. This scenario was analyzed by utilizing p.m. peak hour counts collected during the pandemic in October. By this time in the pandemic traffic patterns are believed to have stabilized, however, within this area of Edina the counts were still 30% lower than previously collected counts.

These volumes were projected to the 2025 and 2040 scenario to determine if acceptable operations were achieved under the existing timing and geometry. As this intersection was the only intersection showing significant issues in the 2025 and 2040 build scenario, and all other intersections were operating with acceptable delays, it can be assumed that if acceptable operations occur at France Avenue/70th Street, acceptable operations would occur at the adjacent signalized study intersections as well. Chart 9 presents the low volume scenario results.

Chart 9 – P.M. Peak Hour Delays: Low Volume/COVID Impacted France Avenue/70th Street



As Chart 9 shows France Avenue/70th Street is projected to operate at LOS C through the 2040 scenario under COVID-19 impacted volumes. This suggest that if volumes remain low, and workers continue to work from home, the existing intersection infrastructure is able to accommodate the addition of the proposed development without the need for physical mitigation. As all other intersections were already operating within acceptable bounds, no mitigation or traffic improvements would be needed under this scenario. These intersections would also be expected to see improved queueing conditions and may not require signal timing to reduce queues as reviewed in the Vehicular Mitigation Analysis Section.

e. France Avenue Access Review

The existing RIRO access on France Avenue was reviewed to determine the need of the access and potential impacts of removal of the access. To determine this need the p.m. peak hour was reanalyzed with the removal of the RIRO access. Chart 10,

Chart 11, and Chart 12 present the capacity analysis results on the adjacent site accesses and public intersections with and without this RIRO access.

Chart 10 – P.M. Peak Hour Delays: France Avenue RIRO Access Analysis

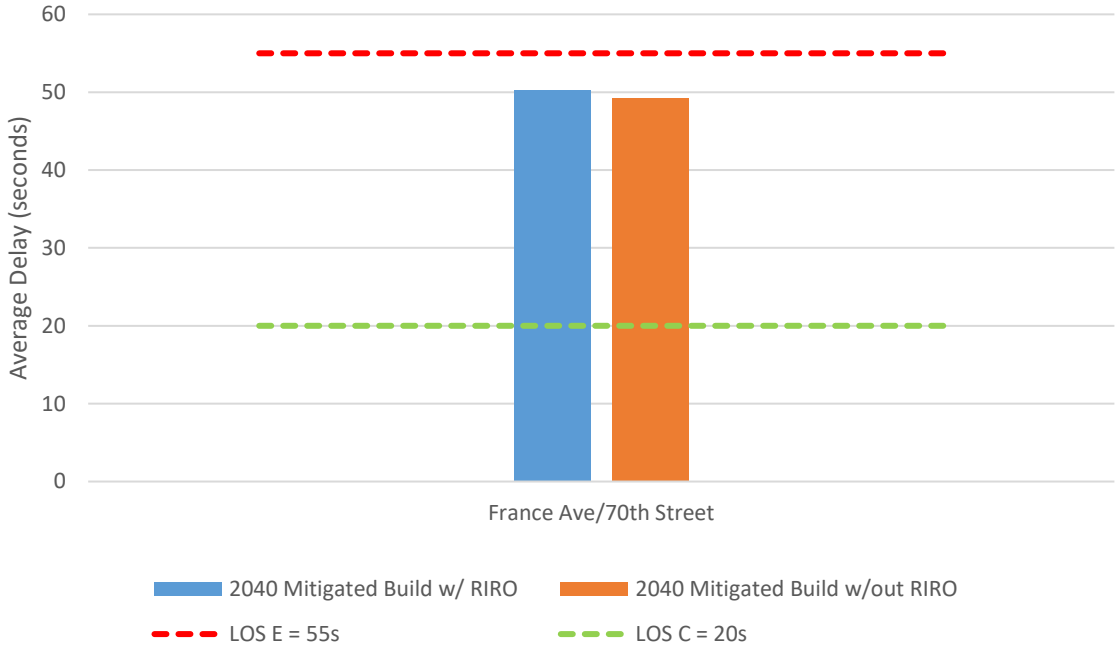


Chart 11 – P.M. Peak Hour Delays: France Avenue RIRO Access Analysis

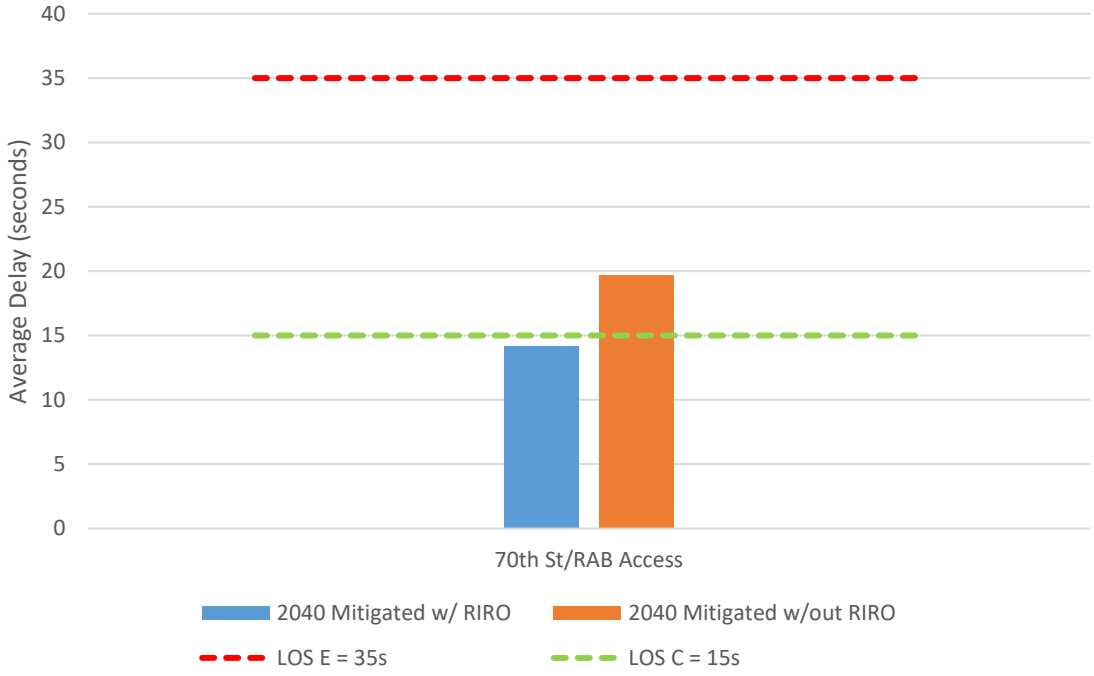
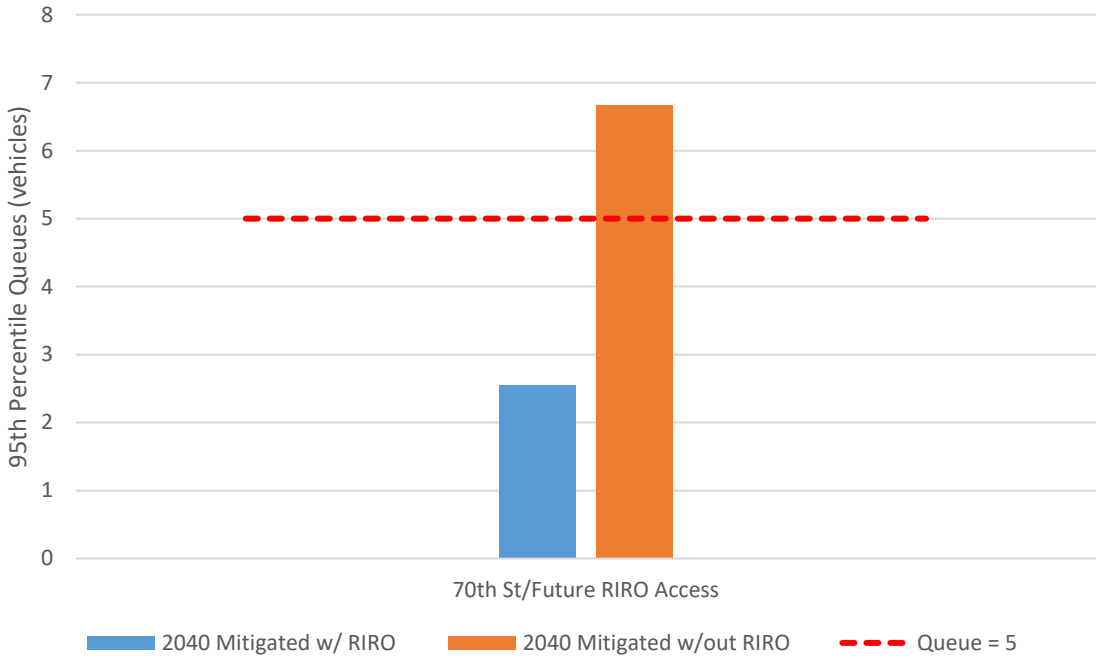


Chart 12 – P.M. Peak Hour Queues: France Avenue RIRO Access Analysis



As shown in Chart 10, Chart 11, and Chart 12 the removal of the RIRO access on France Avenue results in the following impacts:

- The overall intersection delays at France Avenue/70th Street remain the same.
- The northbound queue at the proposed 70th Street RIRO access increases from roughly two vehicles to roughly six vehicles.
- The overall intersection delay at the 70th Street Roundabout Access remains within acceptable bounds while increasing to roughly 20 seconds per vehicle.

Further investigation to the queueing conditions at these intersections was also completed to see if any concerns arise for specific movements or approaches. This revealed:

- The westbound left turning queue at France Avenue/70th Street extends from roughly 345 feet to 375 feet approaching the exit lane of the 70th Street Access Roundabout.
- Th 70th Street RIRO Access sees queues extend to roughly 165 feet. This magnitude of queueing stretches back to the parking lot accesses on this roadway impacting outbound movements within the parking facilities. Additionally, the on-street parking would be impacted by this queue.
- The eastbound approach at the 70th Street Roundabout Access experiences an increase in 95th percentile queues from roughly 200 feet to 280 feet. This increase crosses RIRO access and would impact weaving of vehicles entering/exiting the eastbound right turn at this access.

Based on these conditions it is recommended to allow the France Avenue RIRO access pending the usage of a dedicated right turn lane into the development as shown in the most up to date site plan. This dedicated right turn lane will help improve operations at the intersection without impacting pedestrian crossing lengths. The use of this RIRO access also helps distribute vehicles throughout the entire development preventing consolidation of vehicles at individual intersections reducing the load on any given intersection.

f. Vehicle Parking Analysis

The proposed development would be classified as a mixed development. According to Subdivision II. Sec. 36-1311. (w) mixed development sites with non-residential uses of 20,001 to 220,000 square feet require minimum parking requirements based on the following equation:

$$Number\ of\ Spaces = \frac{GFA}{(0.0005 \times GFA) + 190}$$

With 214,128 feet of non-residential land-uses a minimum of 721 non-residential parking stalls are required based on City code.

City code also requires one enclosed space and 0.75 exposed spaces per residential dwelling unit which results in a minimum of 379 underground and 285 exposed/surface parking stalls required for the apartment buildings. In total, 1,385 parking stalls are required by City code for the site with at least 379 of them being underground and 285 being surface spaces.

Based on the most up to date site plan, the following parking is provided:

- A total of 496 underground parking stalls are provided for residential uses.
- No designated residential surface stalls are provided.
- 646 enclosed parking stalls are marked for non-residential land-uses.
- 27 surface parking stalls are provided for bank use.
- 33 parallel parking stalls are provided on-site on internal roadways.

This results in a total of 1,202 total parking stalls on site with 496 marked for residential use and 706 marked for non-residential use. Using this data, the proposed development will have a total parking stall deficit of 183 parking stalls. The residential land uses fall 168 parking stalls short while the non-residential uses fall 15 parking stalls short. Based on this plan a variance will be needed to allow for the smaller amount of parking.

To further examine the parking needs of the proposed site, parking demand was reexamined based on the proposed land-uses of this development. ITE has a document, *Parking Generation, 5th Edition*, of compiled parking demand data from

different land uses. Using that document, the average peak period parking demand for each land use was examined and is shown in Table 4.

Table 4 – Expected Parking Demand – ITE Data

Land Use (Size)	ITE Land Use Code	Rate	Average Weekday Stalls Occupied	Peak Time Period
Multi-family Housing (mid rise) (110 Units)	ITE – 221	1.31 / Unit	144 stalls	12:00 a.m. - 4:00 a.m.
Multi-family Housing (high rise) (269 Units)	ITE - 222	0.98 / Unit	264 stalls	*12:00 a.m. - 4:00 a.m.
General Office (152.548 KSF)	ITE - 710	2.39 / KSF	365 stalls	10:00 a.m. – 12:00 p.m.
Supermarket (50.3 KSF)	ITE - 850	2.93 / KSF	147 stalls	5:00 p.m. – 6:00 p.m.
Shopping Center (3.3 Units)	ITE - 820	1.95 / KSF	6 stalls	1:00 p.m. – 2:00 p.m.
Drive-in Bank (6.5 KSF)	ITE – 912	3.72 / KSF	24 stalls	3:00 p.m. – 4:00 p.m.
Coffee/Donut Shop w/o Drive Thru (1.5 KSF)	ITE - 936	10.49 / KSF	16 stalls	8:00 a.m. - 9:00 a.m.
Grand Total			**966 stalls**	

*Peak period for Multi-Family Housing (mid rise) was used as data was not available for Multi-Family Housing (high rise)

As shown in Table 4, the expected parking demand for the proposed site is 966 stalls when based on ITE data. This demand includes a residential parking demand of 408 total stalls and non-residential parking demand of 558. With 496 stalls marked for residential use and 706 marked for non-residential use the proposed development is projected to accommodate the parking demand when based on ITE data. It is worth noting that the SE residential building is marked as providing 123 parking stalls for residents. This capacity is 21 stalls short of the potential demand meaning some residents may need to park in the adjacent residential development's parking facilities where an excess of 109 residential parking stalls is provided.

As a check on this expected demand, Spack Solutions data for land uses in the Twin Cities was also reviewed. Table 5 shows the local rates and expected parking demand for the proposed land uses.

Table 5 – Expected Parking Demand – Local Data

Land Use (Size)	ITE Land Use Code	Rate	Average Weekday Stalls Occupied	**Peak Time Period
Multi-family Housing (mid rise) (110 Units)	ITE – 221	0.68 / Unit	75 stalls	12:00 a.m. - 4:00 a.m.
Multi-family Housing (high rise) (269 Units)	ITE - 222	0.68 / Unit	183 stalls	*12:00 a.m. - 4:00 a.m.
General Office (152.548 KSF)	ITE - 710	1.42 / KSF	217 stalls	10:00 a.m. – 12:00 p.m.
Supermarket (50.3 KSF)	ITE - 850	3.62 / KSF	182 stalls	5:00 p.m. – 6:00 p.m.
Shopping Center (3.3 Units)	ITE - 820	6.35 / KSF	21 stalls	1:00 p.m. – 2:00 p.m.
Drive-in Bank (6.5 KSF)	ITE – 912	5.06 / KSF	33 stalls	3:00 p.m. – 4:00 p.m.
*Coffee/Donut Shop w/o Drive Thru (1.5 KSF)	ITE - 936	10.49 / KSF	16 stalls	8:00 a.m. - 9:00 a.m.
Grand Total			**726 stalls**	

*Peak period for Multi-Family Housing (mid rise) was used as data was not available for Multi-Family Housing (high rise)
**ITE Peak Time Periods were utilized

As shown in Table 5, when using local data, a total of approximately 726 stalls are needed. Also, under the local data calculations, each individual land use provides sufficient parking for users and no overflow or utilization of adjacent parking facilities within the site would be needed. The one exception to this is the bank lot which is projected to have a maximum of a six-vehicle overflow. These vehicles will be able to utilize the on-street parking facilities as well as the adjacent non-residential parking facilities. No concern arises with this scenario.

Based on the above analyses, the proposed parking capacity of 1,202 parking stalls exceeds the potential parking demand when based on both national and local parking data. Based on these conditions it is recommended a variance is granted as parking falls below the 1,385-parking stall requirement as set forth by the City of Edina.

g. Bicycle Parking Analysis

Currently, a bicycle lane is provided along 70th Street at the intersection of France Avenue/70th Street. These facilities do not extend past this intersection and result in

bicycles mixing with vehicle traffic. No bicycle facilities exist along France Avenue. The addition of bicycle facilities around the site especially on France Avenue and 70th Street, both of which are designated as bicycle routes, will improve safe access to this site and the greater area for those on bicycles. As previously mentioned, the high volume and small available space for expansion means the best place for these bike paths will likely be off road. Expansion of the sidewalk facilities to a minimum of 10-foot cross section will allow for bicycles and pedestrians to utilize these connections safely.

The City of Edina has a non-residential bicycle parking requirement for developments requiring 20 or more vehicle spaces. This requirement, listed in Section 36-1274 of the City of Edina Code of Ordinances, is equal to five percent of the total provided vehicle parking spaces. With 1,202 parking spaces proposed to be included on site, a total of 61 bicycle parking spaces are required for the entire site. These spaces should be located within 50 feet of a public entrance to a building. Convenient bicycle racks should be located throughout the site.

h. Concept Site Plan & Multi-Modal Review

The concept site plan contained in the Appendix was reviewed for traffic related concerns. Following are key transportation elements of the concept site plan:

i. **Car Circulation:** The proposed site plan provides good circulation within the site and surrounding the development through two RIRO accesses and one roundabout controlled access. These accesses provide choices for vehicles entering and exiting the development while also providing safe locations for U-turn movements without the need for a driver to travel far out of their desired route. Additionally, if one location becomes blocked due to a vehicle breakdown or accident other options are available for vehicles to utilize while the blockage is cleared. Internally, parking lot accesses are spaced out and placed on different internal roadways to help spread vehicles out throughout the facilities reducing excessive demand at a single public or parking facility access. Access is not yet finalized to the southeast building with a “possible” access being provided off of the southern terminus of the southern Roundabout Access leg.

ii. **Truck Facilities:** Designated truck facilities are provided on the south side of the northwest most building and within a curb cutout along the east side of the northeastern most building. These locations provide designated areas for deliveries of groceries, trash pickup, and other services. The largest heavy vehicle zone, located on the southern side of the northwest most building, will service the largest vehicles and be utilized for the grocery store. Two full size semi-trailer loading zones, as well as a trash/recycle area are provided here. Based on the location of these zones heavy vehicle traffic should enter the development through the RIRO access on France Avenue. From there vehicles will be required to back up to access the service docks. Turning movements should also be reviewed within the site once a design plan is provided, to

ensure trucks can safely enter the site via this access and back into the service dock without excessive turning movements. To prevent the mixing of passenger vehicles and the backing up of heavy vehicles, deliveries for the grocery store should be scheduled outside of peak periods. The service zone along the eastern side of the northeast building should be utilized by smaller vehicles and can be more easily accessed via the 70th Street Roundabout Access.

iii. **Residential Loading Zones:** A designated loading zone is marked for the northwest building with access from the service vehicle curb cutout. This location provides a move in/move out location for tenants in an area that will not impact vehicle operations throughout the site. No residential loading/unloading zone is denoted for the southeast building. Like the northeast building a zone should be provided for residential tenants to use for moving in/out of residences. This loading zone should be in an area that will not impact internal vehicle routing when vehicles are parked/being unloaded for prolonged periods of time.

iv. **Designated Drop Off Areas:** A designated residential drop off zone is located along 70th Street just west of the Roundabout Site Access. This zone can accommodate up to three vehicles as denoted on the site plans. Clear marking and signage should be provided noting parking is not permitted at these locations. This area should also be utilized for a dedicated Uber/Lyft drop-off/pick up area to help consolidate stopping vehicles. This is preferred over utilizing the on-site parking to avoid the circulation of Uber/Lyft vehicles within the site looking for places to stop. Due to slow vehicle speeds while navigating the roundabout, and potential queueing of eastbound vehicles past this zone, the entering and exiting of vehicles does not raise safety or operational concerns. However, this drop-off/pick-up zone should be monitored to ensure it does not affect roundabout operations. If impacts occur the zone should be marked restricting usage to outside of peak periods.

v. **Bicycle Stalls Provided/Required:** As previously mentioned, 61 bicycle parking stalls are required for the development based on City code. These spaces should be in well-lit areas near the main entrance to facilities. Additionally, long term in-door bicycle parking should be provided for tenants of the residential buildings on top of these public bicycle parking spaces. Within these facilities bicycle repair tools should be provided (wrenches, bike pump, etc.).

vi. **Bicycle Facilities:** Due to slower vehicle speeds and lower roadway volumes within the site, as well as roadway widths of 25.5 to 26 feet, it is recommended for bicycles to utilize the roadway for travel and internal connections. The lower vehicle volumes and speeds will allow for the safe travel of bicyclists and prevent bicycles from mixing with pedestrians in the sidewalk.

vii. **Walking Paths:** Sidewalks are proposed throughout and surrounding the entire development site providing connections to internal and public amenities including the adjacent Promenade. All proposed crosswalk locations should be located at intersections as shown in the most up to date

site plan. All crossings impacted by construction should be reconstructed to ADA/APS standard.

viii. **France Avenue Site Access:** As previously mentioned the RIRO access on France Avenue helps reduce the cross-street volume at France Avenue/70th Street and removes demand from the 70th Street Roundabout Access, improving operations and reducing queues. This access should be designed to allow for truck traffic, as discussed earlier, while still providing as short of a pedestrian crossing as possible.

ix. **Landscaping:** Landscaping within the development should be installed in a manner that does not impact intersection sight lines allowing for vehicles entering and exiting the development to see potential vehicle and pedestrian conflicts without interference.

5. Conclusions and Recommendations

The traffic impacts of the proposed France Avenue/70th Street redevelopment were thoroughly studied, and the principal findings are:

- The proposed development is expected to generate 8,098 total new trips during an average weekday, 409 new trips during the a.m. peak hour and 725 new trips during the p.m. peak hour.
- All study corridors are projected to operate with volumes within their planning level capacities in through the 2040 build scenario.
- All signal controlled and roundabout controlled study intersections, except for France Avenue/70th Street, are projected to operate with acceptable overall intersection delays through the 2040 scenarios.
- All side street stop-controlled intersections are expected to operate with queuing within the acceptable bounds through the 2040 scenarios.
- France Avenue/70th Street experiences overall intersection delays at LOS E during the 2025 and 2040 build scenarios and queues that extend past the adjacent western roundabout for the eastbound approach. The addition of a dedicated northbound right turn lane pocket, and conversion of the eastbound approach to a left turn, through, and shared through/right turn lane reduced delays to LOS D and queues to existing condition levels. This configuration would require the addition of a second eastbound receiving lane on the eastern France Avenue/70th Street leg to accommodate the additional lane of traffic.
- The Eastbound 70th Street approach at France Avenue experiences higher than preferred queuing in the existing p.m. peak period. These queues are projected to extend to the exit lanes of the adjacent western roundabout in the p.m. no build scenarios.
- Higher than preferred queueing is experienced for specific movements at each signalized study intersections, as discussed in the Vehicular Mitigation Analysis Section of this report. These queues are a product of the extended cycle lengths and green time given to France Avenue and York Avenue. Updated signal timing at these intersections, to a 120 sec cycle length, removed the queueing conditions and returned queues to similar or less than the existing scenario. The one exception to this is France Avenue/70th Street.
- The RIRO access on France Avenue reduces queueing along 70th Street at both signalized and roundabout intersections. It also reduces outbound queues at the proposed 70th Street RIRO access helping reduce the chances of impacting internal parking ramp access/egress.
- If volumes remain lower than 2018 levels due to the current shift to remote working, all study intersections are forecast to operate acceptably without mitigation.
- 1,202 total parking stalls are provided on site for all uses. Based on City Code a minimum of 1,385 parking stalls are required. ITE and locally collected data project a parking demand of 966 parking stalls and 726 parking stalls, respectively.

- 61 bicycle parking stalls will be required on site based on City Code and the 1,202 parking stalls provided.

The following recommendations are made based on the above findings:

- Signal timing updates along France Avenue should be completed to allow for improved operations at the signalized study intersections. This retiming will require review and updates to the entire coordinated system.
- Modification of the eastbound approach at France Avenue/70th Street to a left turn, through, and shared through/right turn lane should be implemented by the 2025 build scenario. A dedicated northbound right turn lane should also be constructed on France Avenue.
- Modification of the eastern leg at France Avenue/70th Street to accommodate two lanes of eastbound through traffic should be constructed. This additional lane should extend to, and become, the eastbound right turn lane into the proposed 70th Street RIRO access development.
- The RIRO access on France Avenue should remain. Addition of a dedicated northbound right turn lane at this access for inbound vehicles should be constructed.
- Heavy vehicle turning movements should be reviewed once design plans are constructed. Due to the placement of the grocery store service docks the RIRO access on France Avenue should be constructed to accommodate these vehicles while still providing the shortest path possible for pedestrian crossings.
- A minimum of 61 bicycle parking stalls should be located throughout the site at well-lit locations near main accesses.
- The recommendations from the Concept Site Plan review should be implemented.

Appendix

A. Site Plan

B. The Language of Traffic Engineering

C. Figures 1-5

D. Traffic Counts

E. Trip Generation Table

F. Level of Service (LOS)

G. Capacity Analysis Backup

- AM Existing
- PM Existing
- 2025 AM No-Build
- 2025 PM No-Build
- 2040 AM No-Build
- 2040 PM No-Build
- 2025 AM Build
- 2025 PM Build
- 2040 AM Build
- 2040 PM Build
- Retimed 2040 PM Build
- Retimed 2025 PM Build
- Mitigated 2040 PM Build
- No Access 2040 PM Build
- COVID Impacted 2040 PM Build



AMENDED PRELIMINARY DEVELOPMENT PLAN / PUD

70TH& FRANCE

EDINA, MN

SEPT. 15TH, 2021

esg Mortenson ORION INVESTMENTS



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A. PROJECT SCHEDULE

B. DEVELOPMENT SUMMARY

C. EXISTING SITE CONDITIONS

D. SOUTHDALE FRAMEWORK AND VISION

E. DESIGN EXPERIENCE GUIDELINES SUMMARY

F. STREET ROOM TYPOLOGIES

G. DEVELOPMENT OVERVIEW

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M. SUPPORTING DIAGRAMS

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Mortenson

ORION INVESTMENTS

esg

CONFLUENCE

Westwood

CLOW BERG

usbank

RSP

PROJECT TEAM

PROJECT DATES

NOV. 18TH PLANNING COMMISSION HEARING & PRESENTATION

NOV. 3RD CITY COUNCIL

NOV. 16TH (IF NEEDED) CITY COUNCIL FINAL ACTION





PROJECT OVERVIEW:

Mortenson in partnership with Orion and the design team is proposing revise and enchance the new development plans on the U.S. Bank block on 70th and France. As with the previous concept it will add value to the entire site and the Southdale District, enhance US Bank's and other future tenant's presence and visibility. And, importantly, help build upon the thriving Southdale District. The team continues to envisions this site as an opportunity to create an iconic development that enhances the 70th and France corner.

To achieve this success, Mortenson and Orion Investments have partnered and worked with ESG Architecture & Design, Confluence, Westwood, and ClowBerg to advance the development, entitlement and design of our redevelopment concept. We are proud to present our ideas and look forward to working with all project stakeholders to help them come to life.

The vision for the site is aligned with The Southdale Area District Plan and the Southdale Design Experience Guidelines. The concept will perpetuate the momentum of the growing and changing Southdale District, while being a catalyst for the sustainable growth of Edina as a whole.

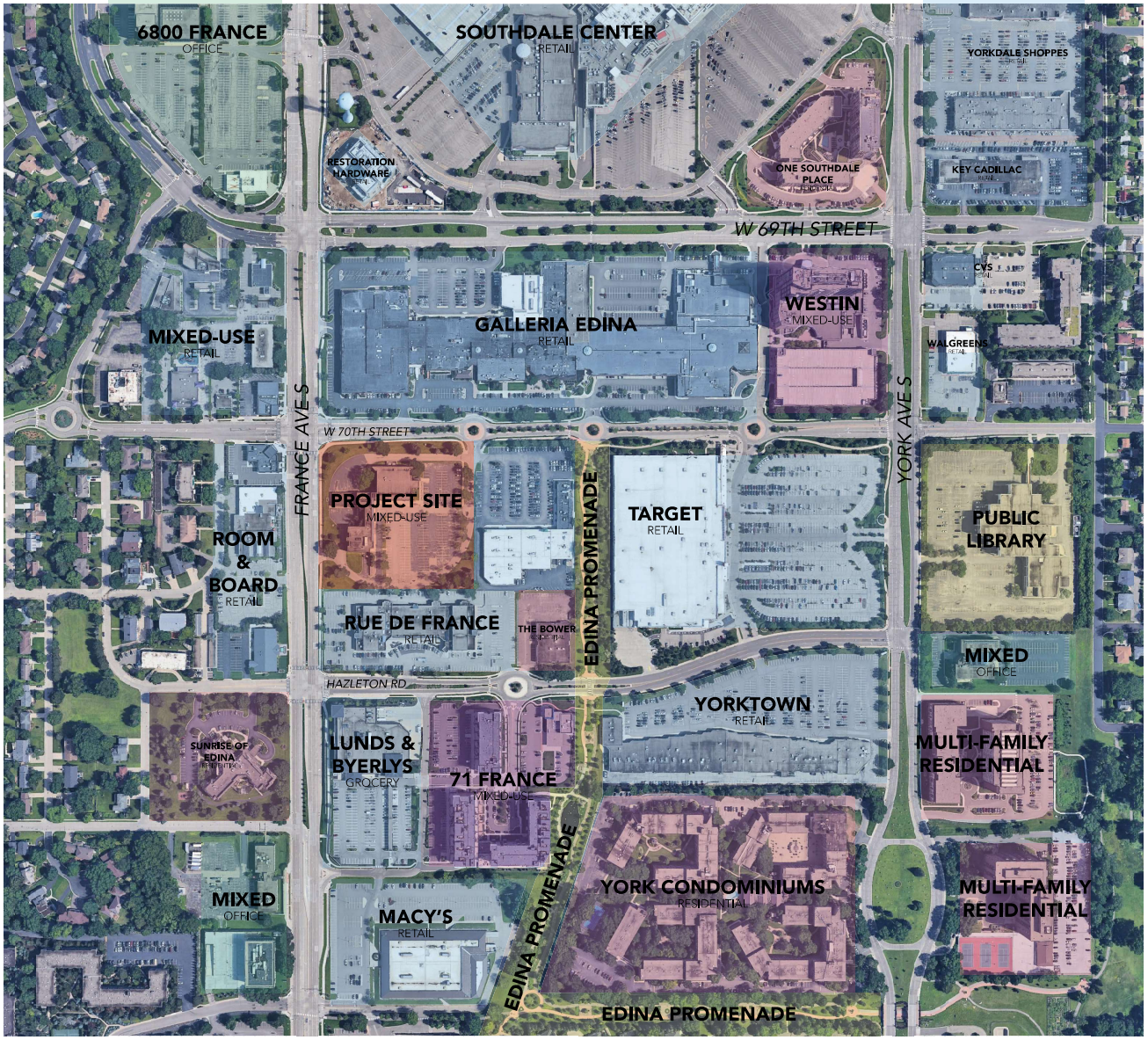
We are excited to present this newly enhanced development concept that will add to the vibrancy and prosperity of Edina.

PROJECT PROGRAM:

Consistent with the City of Edina's vision to create a street grid system within the block, the project will have four development pads that will unfold in four phases, while keeping US Bank operational and with minimal disruption throughout the process. Phase 1 is the construction of the new bank building with associated drive-thru facility and surface parking stalls prior to the demolition of the existing facility. The new freestanding building designed specifically for US Bank will be located along France Avenue at the southwestern portion of the site to ensure a high level of visibility along this busy street.

Once demolition of the existing bank branch is complete additionally project parts include office and retail (Site B), the northeast corner of the site (Site A) includes the construction of a new 24 story residential tower, lastly the southeast portion of the site (Site C) is a parking structure serving the district.

PROJECT SUMMARY









EXISTING SITE CONDITIONS



NORTH-WEST VIEW



NORTH-EAST VIEW



SOUTH-WEST VIEW



SOUTH-EAST VIEW

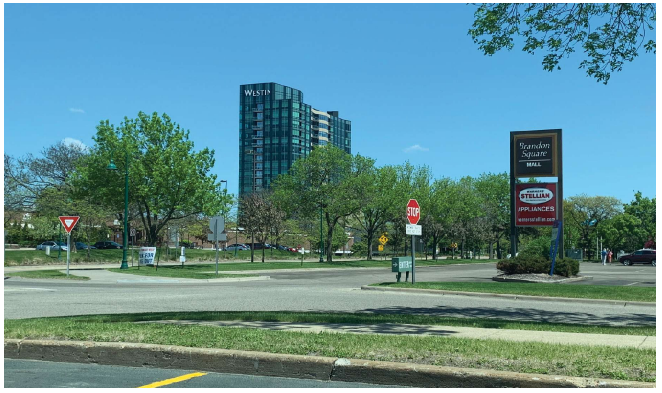
BIRD'S EYE SITE VIEWS















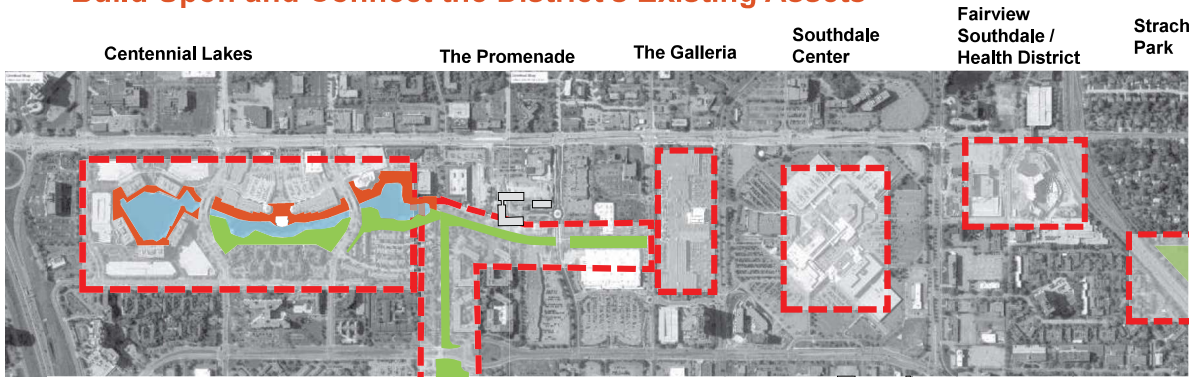




EXISTING SITE PHOTOS

Framework Vision

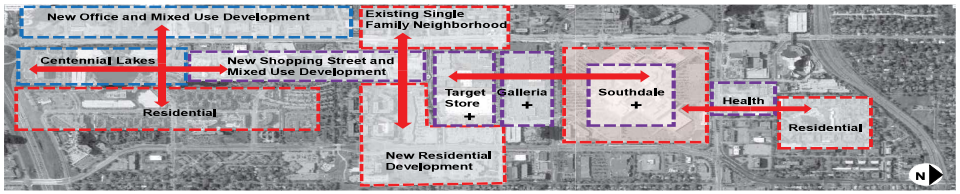
Build Upon and Connect the District's Existing Assets



SOUTHDALE SMALL AREA FRAMEWORK:

Following the Design Experience Guidelines and Southdale Small Area plan this development creates small blocks, arranges urban public and private spaces pleasantly, enhances connections within the district, and provides varied and mixed uses.

Framework Vision: District Connections



Medical District/ Northern Residential District/North end of Southdale strategy: create ground level and second-level pedestrian connections between residential, health and shopping districts

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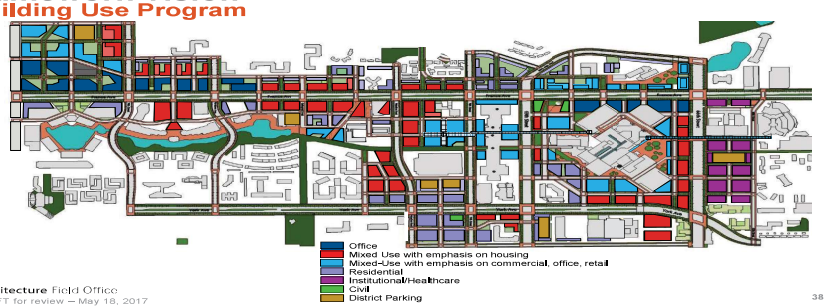
Framework Vision
Building Use Program



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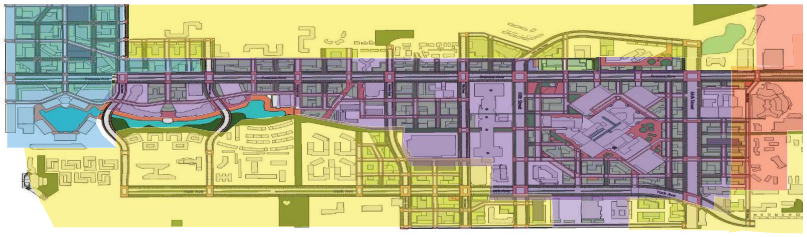
Framework Vision
Zones



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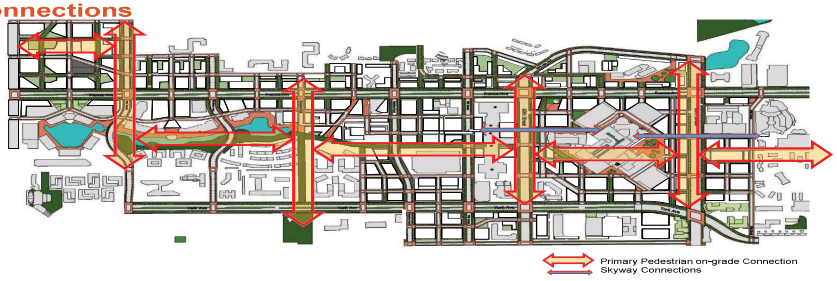
Framework Vision
Connections



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SOUTHDALE FRAMEWORK

NINE THINGS TO REMEMBER:

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

The existing property has been broken down into four smaller blocks by new internal streets. Due to the unique programmatic needs of the four parcels, block sizes are and the arrangement of blocks will provide for a higher density, mixed-use environment with walkable streetscapes.

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

Internal streets are proposed within the redevelopment. This redevelopment creates small blocks, arranges urban public and private spaces pleasantly, enhances connections within the district, and provides varied and mixed uses.

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

Buildings designed for Sites C and D will comply with the 200 ft maximum requirement. Given the importance of providing enclosed parking within the district, the project proposes parking podiums for both the mixed-use office building and the residential tower. These podiums are each 180 feet wide. In order to maximize efficiency of the floor plan and to keep the parking podiums below 60 feet in height, the length of the residential parking podium is 250 feet, and the length of the office parking podium is 290 feet. The footprints of the upper levels at 6 and 7 are roughly 130 feet by 240 feet to allow for a floorplate of just over 30,000 SF. The footprints of the upper levels at 8, 9, and 10 are roughly 130 feet by 220 feet to allow for a floorplate of just under 30,000 SF.

Attention and thought have been paid to the various building step-backs of the office building and the footprint and orientation of the residential tower. The stepping and setbacks allow for sunlight to reach the internal streets and pedestrian pathways. Placing the shorter buildings along the south side of the development also assures that shadowing won’t negatively impact the project.

The building massing has been developed in close coordination with the Southdale street typology guidance to ensure that setbacks of building bulk meet the intent of this pedestrian-focused document. A mixture of material, detailing and transparency through glazing will be leveraged to break down the opaqueness of the buildings, specifically at the pedestrian level, and parking levels, as well as formally dissolving the architecture at entry locations to transition scale down from the larger building massing.

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

France Avenue and 70th Streets are major street arteries that surround the site to the north and west. Access to the project is primarily from a mid-block boulevard along 70th Street that provides both a pedestrian and vehicular connection to parking and main lobby spaces for each program. This boulevard (Ewing) will be a highly landscaped, walkable, sustainably focused site feature that provides pedestrian scale entry elements to each of the mixed-use portions of the project as well as a flexible outdoor space for seasonal programming. Refer to the typology diagrams throughout this document and other illustrations that depict this hierarchy and the experience of each street typology.



NINE THINGS TO REMEMBER:

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

Transition zones are critical to neighborhood building, especially when transforming a suburban environment to an urban environment over time with phased development projects. The creation of the plaza / park within this project will allow for a transition of quality public space as someone proceeds from the Promenade to France Avenue or vice versa. This space would also work to catalyze growth to the east of the site as the fourth wall of the outdoor room could be filled in with future development as well as the continuation of a street or woonerf for a direct public connection to the Promenade. Additionally, this proposal has a one-sided street (Drew) on far east side of the site. With future development to the east Drew would become a two-sided street following Street Typology 3. To the south the extension of Ewing is accommodated if and when redevelopment would allow for it's connection to Hazelton.

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

A pedestrian oriented east-west link from France Avenue to the Promenade will be established. The master plan provides a positive pedestrian experience throughout the site, connecting pedestrian movement to green space, the park / plaza, and providing a clear pedestrian hierarchy to movement in and around the site. The project provides the beginning of a strong neighborhood pedestrian circulation network that connects to existing and future development in all directions.

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

The park / plaza is strategically located to provide a connector between all four lots, and ultimately acts as a large street room gathering place for residents, tenants and visitors. This area will be the gathering focal point for the many pedestrian connections, acting as a collector to bring people together.

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

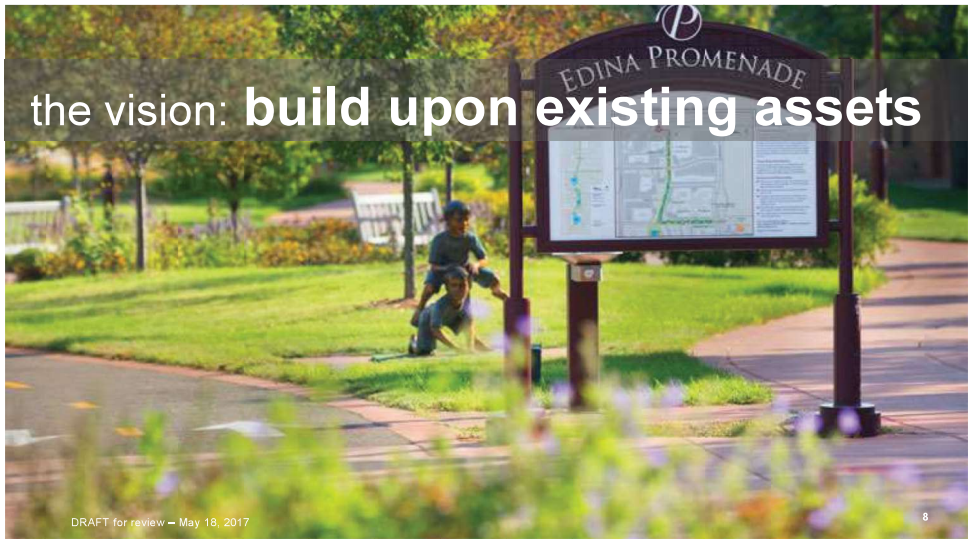
Exterior materials proposed for the building podium of the residential tower (Site A) are masonry and glass. Parking levels of the mixed-use office building (Site B) are screened with a terracotta slat screen wall and a perforated metal screen wall that allows for daylight and air to enter the space and provides an attractive design element(s) that will provide a complimentary material to the articulation of the office skin above. This screen has been designed and detailed in such a way as to break down the scale of the parking area to a more pedestrian scale experience while up close, while also reading from a distance at a scale more appropriate for the speed of traffic and experience along France Avenue.

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

At the pedestrian level along France Avenue, the commercial space is pulled back from the perimeter of the building above slightly to create an overhang and awning that reinforces the street level entry of this program. Clear, 20 high glazing will define this portion of the building, allowing unobstructed views to the active use and providing ample opportunity for entry along the pedestrian walk. The office lobby holds the corner opposite the residential building and will be treated similarly to the commercial program. This lobby also provides access to the shared elevators for the parking and office as well as shared amenities for the office building such as conferencing, coffee/food program and reception.

The ground level program of the residential tower can be accessed both from along 70th Street and from the shared interior boulevard between the tower and the office building. Additional street frontage also occurs near the 70th roundabout and partially down Drew Avenue. Active uses line the street level and allow for pedestrians to move freely across the site to engage with the other program deeper in the site along the shared boulevard. and the 9 story Site C residential building has significant frontage with it's street level entry lobby and common spaces and has walk up unit proposed in the northeast part of the building along 70st as well as at the southwest part of the building facing the would be extension of Ewing.




EDINA PROMENADE
the vision: build upon existing assets
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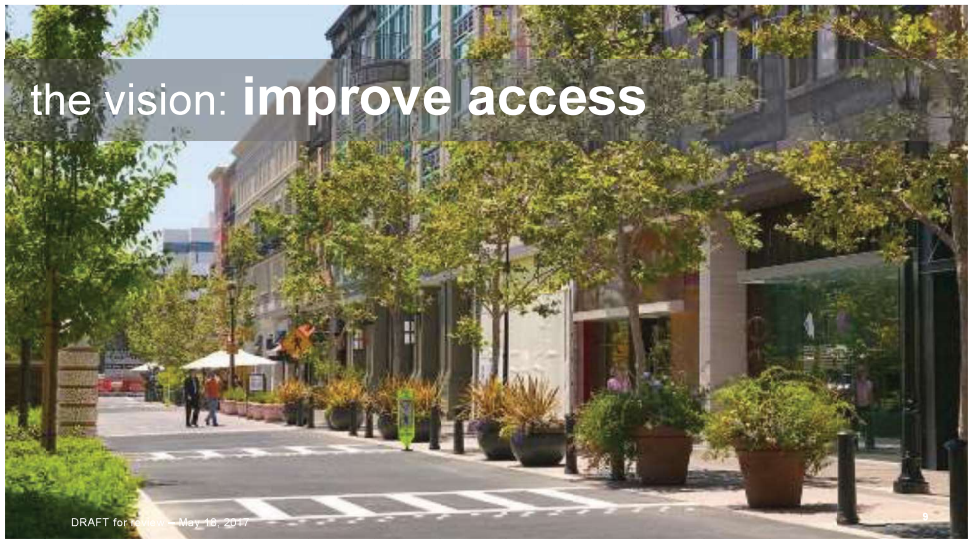
the vision: improve access
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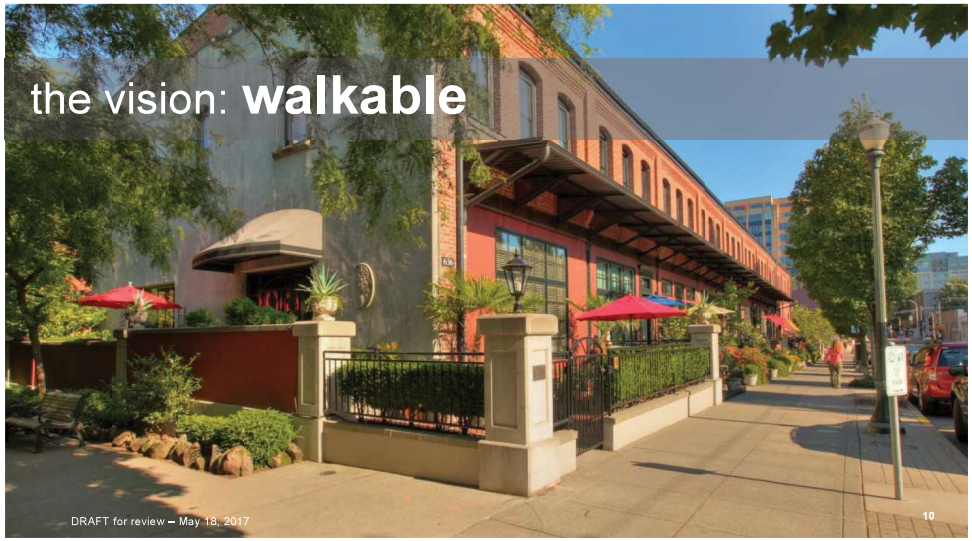
the vision: walkable
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the vision: human-scaled
LE CREUSET
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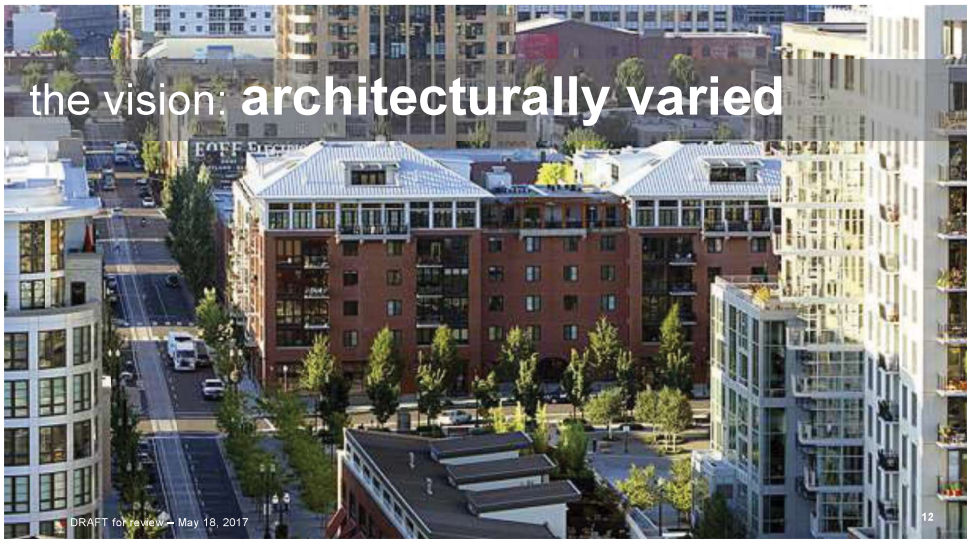
the vision: architecturally varied
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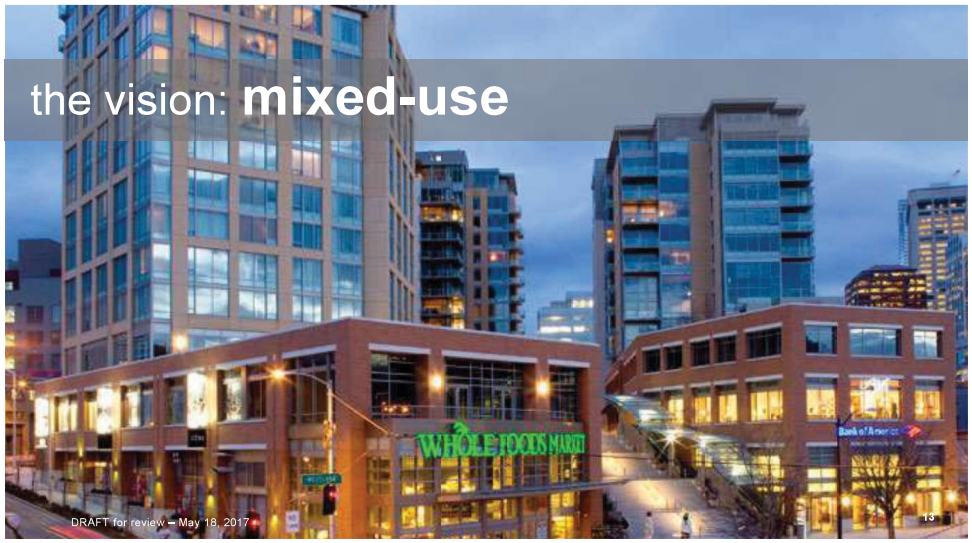
the vision: mixed-use
WHOLE FOODS MARKET
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the vision: family friendly
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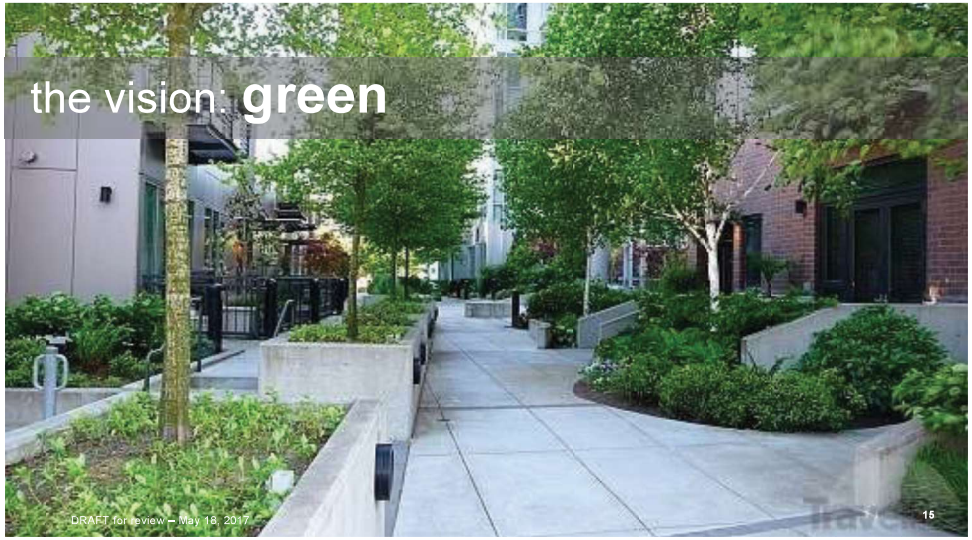
the vision: green
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the vision: summer city
DRAFT for review – May 18, 2017
16


the vision: winter city
Sola
SALON STUDIOS
2nd Floor
DRAFT for review – May 18, 2017
17


the vision: connected
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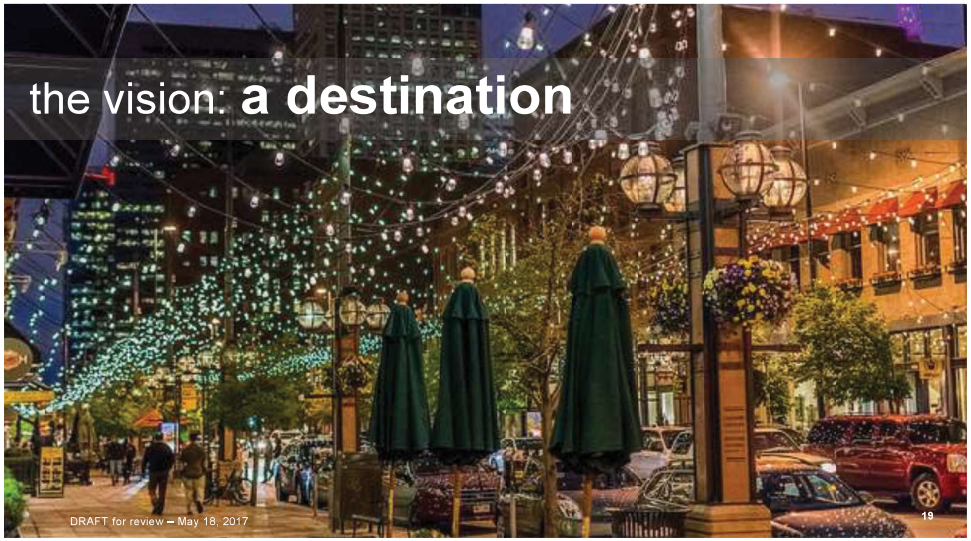
the vision: a destination
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RELEVANT STREET ROOM TYPOLOGIES:

Street Room Typology 2: Cornelia Overlay at France Avenue

- On France Avenue, a 50-foot setback is required from curb to face of building with a building podium height of 60 feet. Above the 60-foot height limit, additional height should step back 10 feet from the face of the building, to a maximum height of 84 feet.

The proposed mixed-use office building (Site B) complies with the 50-foot setback along France Avenue. The building has a roughly 50 ft podium base and then steps back 13 ft for floors 5-7, and another 30 ft (43 ft total) for floors 8-10. See sectional site diagrams in this document. More than half of the proposed 1-story bank building on Site D is set back 50 feet from the curb on France Avenue. There is a portion of the bank building that projects roughly 10 feet into the 50-foot setback. This area is proposed as a community room that will be open to the public. It will be a transparent element, clad primarily in glass. With the height difference between the bank building and the office building to the north, allowing this 10-foot projection into the setback along France will give the bank some visibility within this development.

- All parking, other than short-term retail or guest parking, and building services need to be located below grade or hidden within the building. If on ground level or above, parking and/or building services must be surrounded on all sides by program space such as commercial or housing.

All proposed parking on Sites A, B, and C is enclosed within buildings with the exception street parallel parking stalls. Residential loading spaces for sites A and C are planned to dual with locations enclosed within the building as well as supplemental locations street side at strategic locations. Short-term guest stalls all are located at enclosed locations within the buildings for Sites A, B, and C. Site D (US Bank) has planned for surface parking stalls to serve the commercial users.



Street Room Typology 5: The Boulevards

- On France Avenue, a 50-foot setback is required from curb to face of building with a minimum building height of 60 feet (diagram at left). Above that 60-foot height, the building face should step back two feet to create a cornice line and can then extend to 105 feet. Above 105 feet, building faces must step back an additional 10 feet (as illustrated in diagram at right, above.)

The proposed mixed-use office building (Site B) complies with the 50-foot setback along France Avenue. The building has a roughly 50 ft podium base and then steps back 13 ft for floors 5-7, and another 30 ft (43 ft total) for floors 8-10. See sectional site diagrams in this document. More than half of the proposed 1-story bank building on Site D is set back 50 feet from the curb on France Avenue. There is a portion of the bank building that projects roughly 10 feet into the 50-foot setback. This area is proposed as a community room that will be open to the public. It will be a transparent element, clad primarily in glass. With the height difference between the bank building and the office building to the north, allowing this 10-foot projection into the setback along France will give the bank some visibility within this development. See the enlarged site plan of the US Bank portion of the site later in this document. The portion of the bank building that projects roughly 10 feet into the easement is 40 ft in length making up less than 7% of the overall frontage along France.

- Building podiums along these streets need to maintain as closely as possible the 60-foot height limit while still adhering to the guidance of 75% of building face at the setback line to create the fundamental experience of the street room.

The proposed podium for Site A along 70th Street is 50 ft tall, while the podium for the mixed-use office building is 60 ft tall along France Avenue.

- All parking, other than short-term retail or guest parking, and building services need to be located below grade or hidden within the building. If on ground level or above, parking and/or building services must be surrounded on all sides by program space such as commercial or housing.

All proposed parking on Sites A, B, and C is enclosed within buildings with the exception street parallel parking stalls. Residential loading spaces for sites A and C are planned to dual with locations enclosed within the building as well as supplemental locations street side at strategic locations. Short-term guest stalls all are located at enclosed locations within the buildings for Sites A, B, and C. Site D (US Bank) has planned for surface parking stalls to serve the commercial users.

- Parking and building services should not be accessed via these streets.

No additional curb cuts are proposed along France Avenue. No building access for vehicles or loading is proposed on France Avenue or 70th Street.

- Incorporate 10- to 12-foot wide sidewalks that create opportunities for gathering, outdoor cafes, pavilions, etc.

Sidewalks along France Avenue are ample at greater than 15 ft in overall width (7-8 ft each) as it is a double sidewalk proposal allowing for plaza space and outdoor seating. At other areas sidewalks along the new north-south street (Ewing) are roughly 7 ft wide paired with a roughly 7 ft wide planted boulevard. The sidewalk along the south side of Site A is roughly 14 ft adjacent to the park / plaza space. This allows for and contributes to the public gathering, seasonal uses, and programmed space. For other sidewalk dimensions see diagram in this document.

- Within the 50-foot setback, trees should be planted in a double row to add a strong canopy for pedestrian activity.

Trees are planted in double rows on France and 70th, see site plan for arrangement.

RELEVANT STREET ROOM TYPOLOGIES:

Street Room Typology 3: New Local Streets

- New local streets should be 60 feet in width. Those streets which carry vehicular traffic should comprise two traffic lanes with two lanes of parking or pick-up/drop-off. Sidewalks should be located on each side of these vehicular streets .

Proposed internal streets are approximately 60 feet in width. The layout of streets throughout the development creates a safe and predictable pattern that enhances circulation and avoids conflict between pedestrian, bike and vehicular traffic, with planting buffers, lighting and paving to clearly mark out these zones. This same environment also provides flexibility in its appearance through seasonal planting, banners and lighting. Although on street parking is provided, we do not see it as a conflict. It actually provides a safe separation between vehicular and pedestrian movement, slows traffic speeds and is a solution to short term interaction with the development. It is a pedestrian first environment. See sectional site diagrams in this document for detailed information.

- Minimizing vehicular access to provide drop off, service and parking can be planned to share the vehicular needs of blocks allowing the remaining spaces between the remaining blocks to be used in a variety of ways for the benefit of the community. This "space between" buildings can be transformed into pocket parks, gardens, play areas, plazas, wetlands, and many other activities that support the health and wellbeing of the community.

The new north-south street (Ewing) design has been revised and now includes much more detail in terms of the pedestrian experience. The character of the street will address the human scale through aesthetic quality, safety, and promotion of social interaction. Wide sidewalks and planted boulevards are provided. Decorative streetlighting with banners and hanging baskets brand the neighborhood with areas for seating, decorative paving and at grade seasonal themed planter pots. The transparency of the at grade development provides a strong relationship with activity inside and out, with many eyes on the street. Additionally, we have given thought to maintaining and enhancing the bus stop on 70th, and included a pick-up / drop-off / ride-share area along 70th street to minimize transient traffic from entering the core of the development.

- Building podium heights can vary, from 36 feet up to 60 feet.

The proposed podium for Site A is roughly 50 ft tall, while the podium for the mixed-use office building at Site B is under 60 ft tall.

- Above the 60 foot height limit, the long sides of a rectangular or "L" shaped building need to step back 20 feet from the street room facade (as illustrated in the building at left in the diagram above), and the narrow ends need to step back 2 feet from the street room facade (building at right in diagram above). This minimizes the impact of the taller building form on sunlight at the street and provides a lower-scale building at the street, resulting in a more cohesive and comfortable pedestrian experience. The footprint on taller residential buildings should not exceed 12,000 SF, while taller commercial buildings are permitted larger footprints of up to 24,000 SF for efficient space utilization.

The residential apartment 'L' footprint above the parking podium is roughly 65 ft wide on each leg of the 'L' with a southern leg that is 56 ft long. The total east west dimension of the building is 180 ft which is the full width of the new city block.This residential building footprint is between 14,000 SF and 15,000 SF. The footprint size is critically important for efficiency and constructability for this project type and this site. The arrangement of the the building as an 'L' shape allows for the desired urban condition to be created at 71st as well as the future frontage should Ewing Avenue be connected south in conjunction with future development to the south.

- All parking, other than short-term retail or guest parking, and building services need to be located below grade or hidden within the building. If on ground level or above, parking and/or building services must be surrounded on all sides by program space such as commercial or housing. Vehicular access to the buildings should be as close as possible to primary superblock streets (e.g. Typology 4 or 5).

All proposed parking on Sites A, B, and C is enclosed within buildings with the exception street parallel parking stalls. Residential loading spaces for sites A and C are planned to dual with locations enclosed within the building as well as supplemental locations street side at strategic locations. Short-term guest stalls all are located at enclosed locations within the buildings for Sites A, B, and C. Site D (US Bank) has planned for surface parking stalls to serve the commercial users. Enclosed parking at street level is predominantly screened by active uses such as retail, building lobbies and amenity spaces. Where the parking is not continuously lined with active uses, façades are designed with textured patterns and small building recesses, to provide interest and articulation at these select areas.

Street Room Typology 4: Primary East-West Streets

- Within this typology, a 30-foot setback is required from curb to face of building with a building podium height of 60 feet. Above the 60-foot height limit, additional height should step back 30 feet from the face of the building, to a maximum height of 105 feet. Any height about 105 feet should step back and additional 10 feet from the face of the building.

The residential building podium is under 50 feet tall and is set back more than 60 feet in total from 70th. The office building podium is roughly 60 feet tall and is set back about 20 feet from 70th. See street typology 4 sectional diagram within this document.

- Building podiums along these streets need to maintain as closely as possible the 60-foot height limit while still adhering to the guidance of 75% of building face at the setback line to create the fundamental experience of the street room.

The proposed podium for Site A is 50 ft tall, while the podium for the mixed-use office building is 60 ft tall. The approach to setbacks here create and achieve the fundamental experience of the street room.

- All parking, other than short-term retail or guest parking, and building services need to be located below grade or hidden within the building. If on ground level or above, parking and/or building services must be surrounded on all sides by program space such as commercial or housing.

All proposed parking on Sites A, B, and C is enclosed within buildings with the exception street parallel parking stalls. Residential loading spaces for sites A and C are planned to dual with locations enclosed within the building as well as supplemental locations street side at strategic locations. Short-term guest stalls all are located at enclosed locations within the buildings for Sites A, B, and C. Site D (US Bank) has planned for surface parking stalls to serve the commercial users.Enclosed parking at street level is predominantly screened by active uses such as retail, building lobbies and amenity spaces. Where the parking is not lined with active uses, façades are designed with texture patterns and recessed, to provide interest and articulation.

THE PUBLIC REALM EXPERIENCE:

Connections

- The overall strategy is to connect intersections, incorporate street typologies, and incorporate green systems to add value to the experience of the district.
- The public realm is to be connected continuously north-south from Centennial Lakes, the Promenade, the Galleria, Southdale Center, Fairview Southdale, to Strachauer Park. All new development shall support that goal.
- The public realm should be connected east-west from Edinborough Park to Centennial Lakes, west of France to Pentagon Park and Fred Richards Park to Highway 100 on the west. This will set up future connections to districts to the west—such as 70th and Cahill—supporting an overall vision of a more connected and integrated Edina community.
- The district must be connected continuously east-west from the Cornelia neighborhood to Yorktown Park.
- New north-south promenades should be created on the west side of France and east side of Xerxes as part of the broader strategy to sensitively transition to single family residential neighborhoods.
- Expand Centennial Lakes Park to France Avenue… celebrate this important public amenity by making it more visible as a gateway into the district.
- Create a dynamic landscape that includes water, especially stormwater expressed as part of landscape, to create public amenity spaces.
- Streets within the superblocks, East and West Promenades, and extension of the Promenade north to Strachauer Park should be surfaced with pavers to promote a dominance of pedestrians and bikes over vehicles.
- New parks and plazas shall be either public or publicly-accessible, not private, in nature.
- Increase number of sidewalks, pathways, and smaller parks/gardens to better address mobility. Incorporate places to sit throughout the district.
- New trees should provide continuity of the street room experience with canopies that are consistent with the Street Room Typology to enhance the continuity of pedestrian experience.

The landscape and hardscape elements are woven through the site to create a human-scaled, enticing, yet comfortable pedestrian experience. Native plantings throughout the site create a low maintenance, attractive greenspace. A large rain garden runs parallel with France Ave and acts as both a buffer from the adjacent traffic and a functional means of managing on-site storm water. The rain garden also provides an educational opportunity to highlight the City of Edina's laudable goals for environmental stewardship. Stone boulders placed in landscaped area along France create sculptural areas of interest. Landscaped areas create publicly accessible gathering areas while also serving to activate retailers' street-facing façades.

The development team has paid close attention to connecting this site to the adjacent properties to the south and east. while respecting other property owner rights is important, we recognize that careful planning now will ultimately lead to better future connections. We have planned for and designed to make future connections a reality and show how those future connections will be made.

Intersections

- Street Room Typologies overlay each other, unifying the overall district experience through the recognition of unique conditions that evoke unique design responses based upon location.
- Street Room Typologies connect intersections throughout the district, linking experiences together from one neighborhood to the next.
- Street Room Typologies with lower façade heights take president over those with higher façade heights at these points of intersection.
- The architecture of a façade of one block making up an intersection should be conceived as part of all corners of the intersection.
- Crosswalks at intersections need to be an integral part of the public realm and continue the overall street room experience from one block to another.
- The hierarchy of intersections will change based on an evolving context and investment in the intersection experience.

The intersection of 70th & France is important. Updated plans for Site B show a primary building entrance at the corner of France and 70th. We agree that this corner is special, and the building design should celebrate it. A robust entry plaza with decorative paving, landscape and lighting will identify the building entry and a clear definition of space separate from the circulation along France and 70th. A transparent building corner at street level will encourage movement both inside and out and be a welcoming sign to the traffic moving by sharing the character of the development and activity within.

Street Room Form

- Building setbacks are to be considered as a part of the overall landscape and public amenities, and should be designed to create a continuous pedestrian experience along major corridors to support "pools of human activity."
- Every new development should connect all publicly-accessible spaces such as pocket parks, courtyards and plazas to the street room typology.

The site design provides the beginning of a strong neighborhood pedestrian circulation network that connects to existing and future development in all directions. We provide a safe and enhanced pedestrian and bike movement along France avenue separating and setting back the pedestrian from France moving the sidewalk closer to the building and buffering with a overstory trees and a lush green infrastructure landscape that will be both function and educational. The internal circulation system leads pedestrians to major intersections at France and 70th for safe crossing and provides strong connections east to the Promenade. We have also planned for future development changes to the south, accommodating for both pedestrian and vehicular circulation when needed.

- Along all major corridors, seventy five percent (75%) of face of building walls need to be at the setback line to support the creation of a 'street room.'
- All new building façades in the district must have seventy five percent (75%) transparency at the ground level.

Project will comply with this stipulation. Please see exterior elevations for this submittal.

- All building façades are prime (including parking) and must be designed accordingly. There is no back side of a building.

Buildings need to be properly serviced to be functional, so there are loading and service zones proposed on the south side of the office building and on the east side of the multi-family tower. We have provided enhanced landscaping and sidewalks that will reflect the character of the rest of the development to mitigate any "back side" feeling.

- All facades on the first vertical 60 feet of a building (above grade) shall use natural materials facing the public realm.

The building uses natural materials facing the public realm in this way. Please see exterior elevations for this submittal.

- Above 50-60 feet, glass, precast panels with brick/tile are the preferred material palette. Metal panel can be used as a secondary part of a wall system.

Please see exterior elevations for this submittal.

- No building façade can be longer than 200' without changing direction by a minimum of 90 degrees.

The new block plan size for the development particularly the north to south dimension for Sites A and B is driven by the location of the available access point on France Avenue and the desire to have Site D (US Bank) be smaller. Since this creates are greater dimension for Sites A and B there are instances where podiums for Sites A and B do not comply completely with this guidance. The design of the each of these dimensional runs mitigates this deviation. Please see site plans for this submittal.

THE PUBLIC REALM EXPERIENCE:

Building Form

- Ground floors should have a minimum ceiling height of 20' for flexibility. This floor-to-floor height will allow the space to accommodate commercial, two floors of parking, or two-story townhouses.

First floor building heights are proposed to be 13 ft at Site A with a two-story double height lobby entry space of roughly 25 ft, 20 ft tall at Site B, and 13 ft at Site C.

- Above-grade parking structures should be designed with flat floorplates to allow for future conversion and lined with programmable public realm space to minimize the visual impact of car storage.

Plates are designed as flat to allow for future conversion. Areas of parking are mostly lined with active spaces.

- Within 50-60 feet of the ground, it is preferred that rooftops be programmed to accommodate residential or public user activities (e.g. a restaurant or terrace).

Significant rooftop spaces are designed and provided for within each building. On the street level, the park /plaza area is designed to create flexibility for a variety of uses, including a potential future restaurant use.

- All development services, including rooftop mechanical systems, should be located within buildings and should not be visible from the public realm, or semi-private and private areas of the development. The exception are rooftop-mounted solar panels, which should be located on the highest point of the buildings.

The development has all rooftop mechanical systems planned as screened from the public realm, or semi-private and private areas.

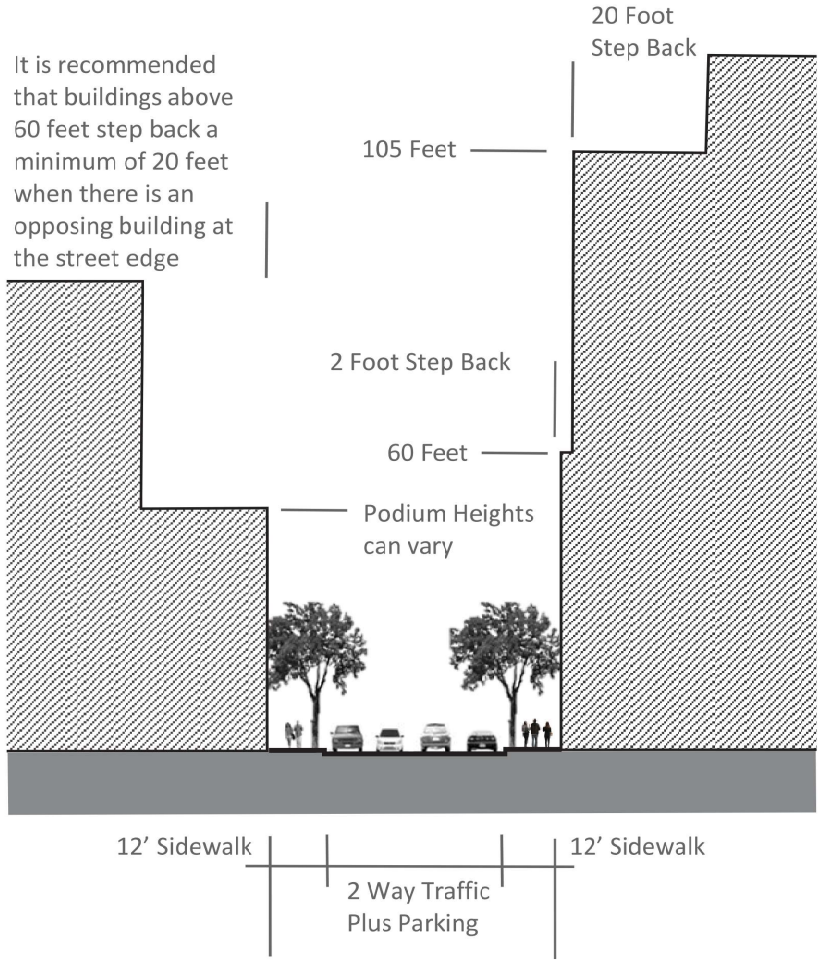
- Building footprints above 60 feet should be no greater than 12,000 SF for residential use and 24,000 SF for commercial space.

It is important to note that modern office space floorplates are typically 28,000 – 35,000 sf. These generally accepted floorplate standard sizes are a result of careful planning around utility consumption, natural light entering space, creating connections within space, and maximizing efficiencies. our office floorplates vary from 30,000 sf – 35,000 sf.

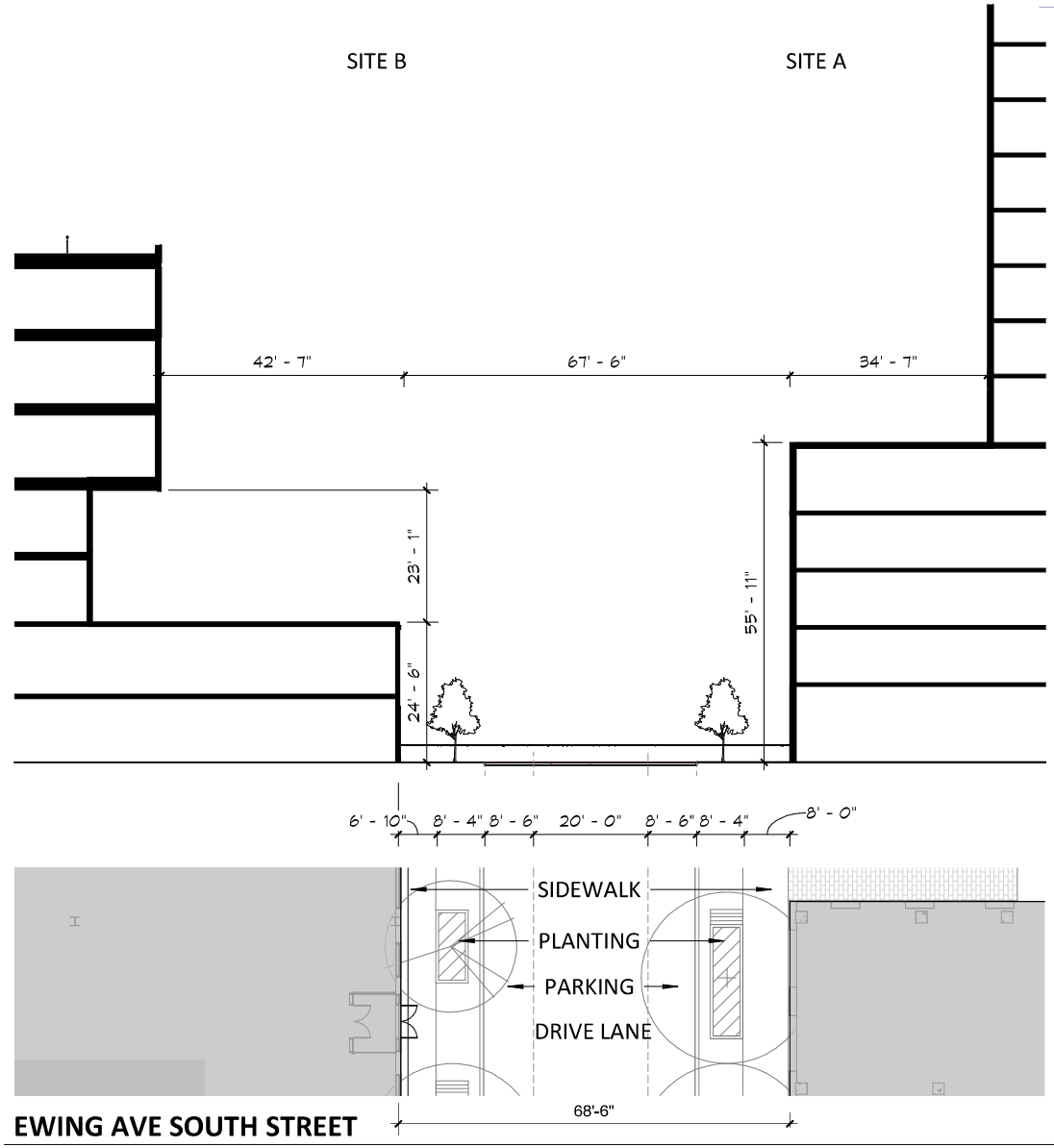
- Design buildings for flexibility and adaptability in the future, including use of structural systems that will allow a building's function to fundamentally change.

The development team has planned to accommodate a variety of users on the first floor, including but not limited to office, commercial, retail and or grocery. Within the office floorplates, our design will accommodate standard office, medical office, and research/lab users. future flexibility has been a cornerstone or our design ideas.





Typical 60' Wide Local Street (within super-blocks)



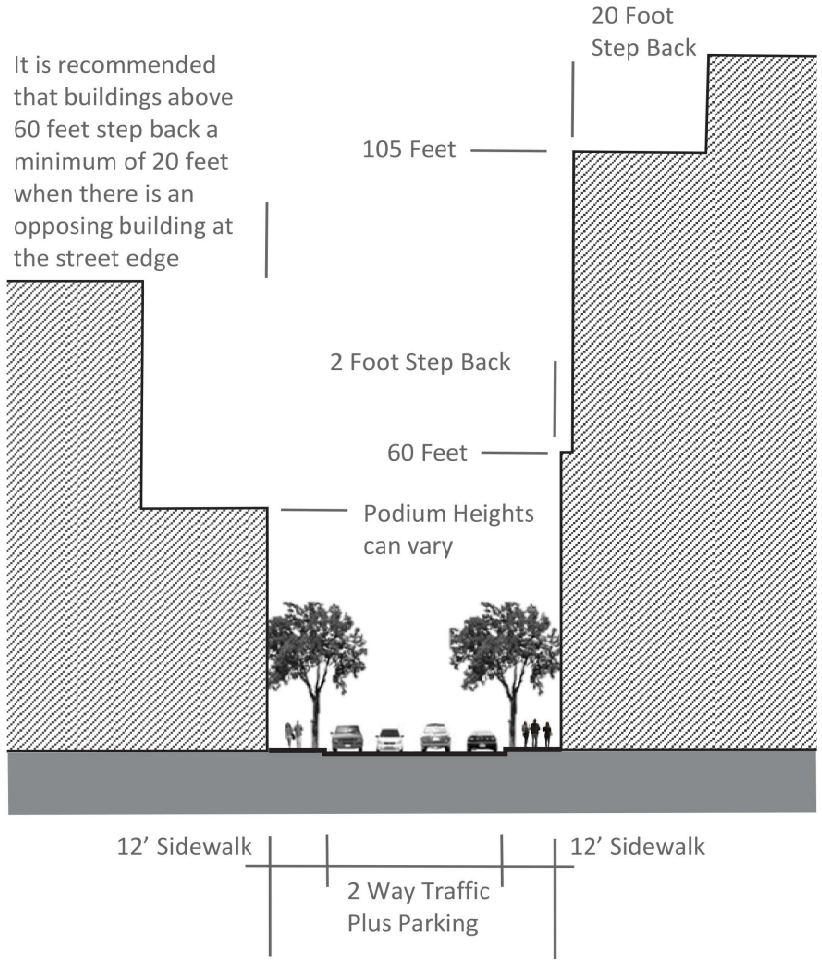
EWING AVE SOUTH STREET

New Local Street (Typology 3)

SOUTHDALE DESIGN EXPERIENCE GUIDELINES

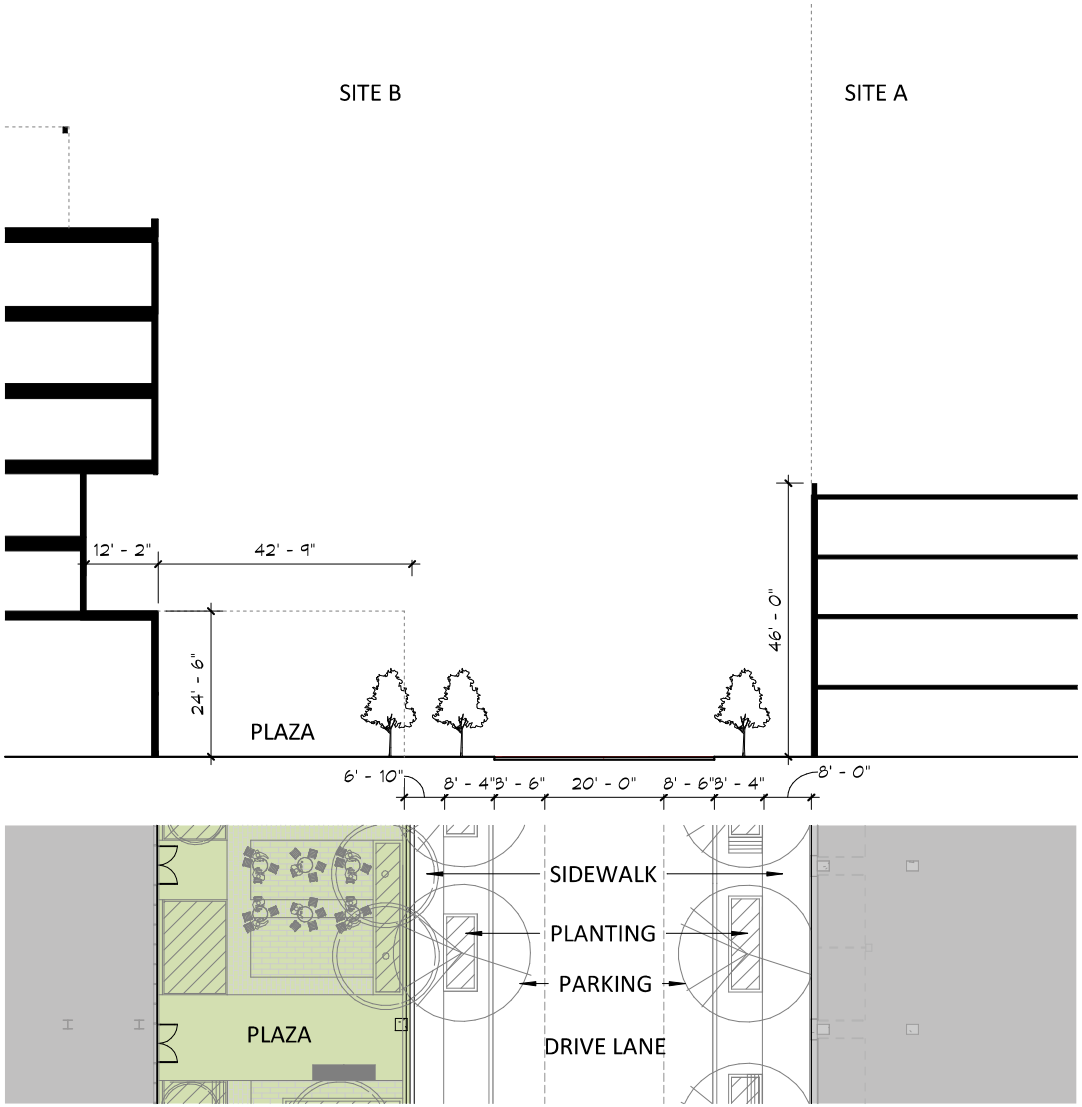
STREET TYPOLOGY 3

STREET ROOM TYPOLOGY -EWING



Typical 60' Wide Local Street (within super-blocks)

SOUTHDALE DESIGN EXPERIENCE GUIDELINES
STREET TYPOLOGY 3

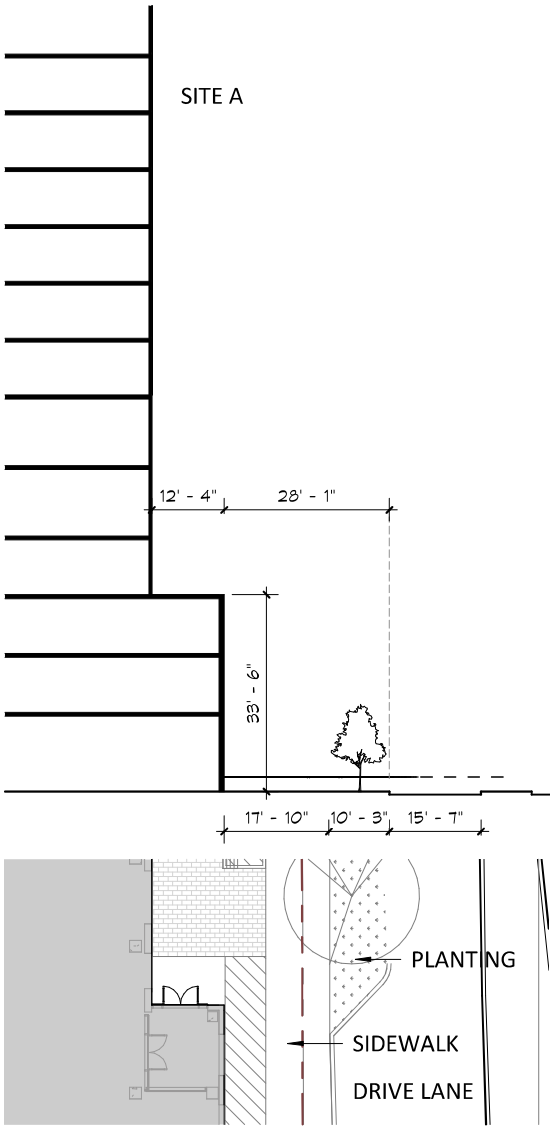


EWING AVE SOUTH STREET
New Local Street (Typology 2)

STREET ROOM TYPOLOGY -EWING

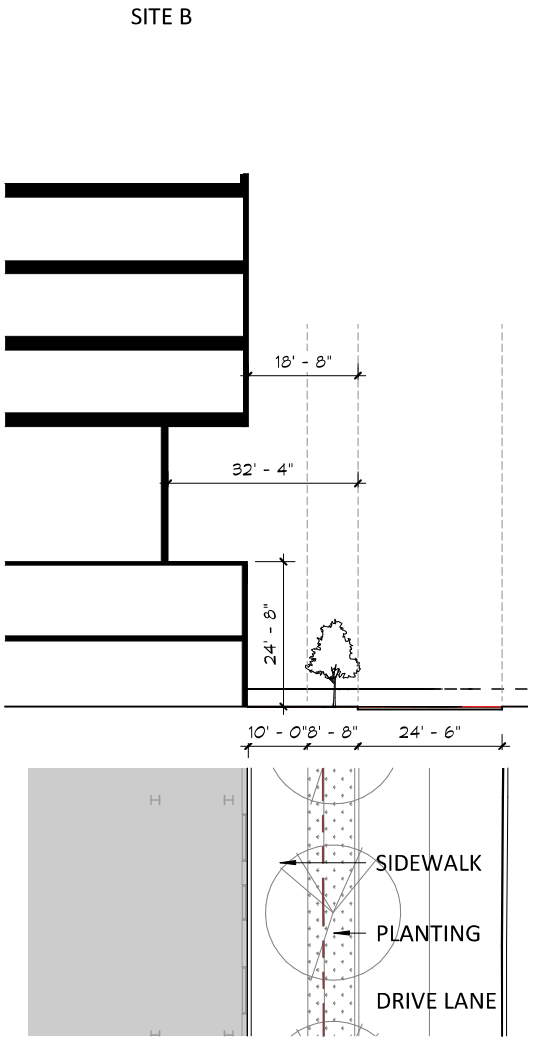


Existing East West Streets



70TH AVE S STREET

Primary East-West Street (Typology 4)



70TH AVE S STREET

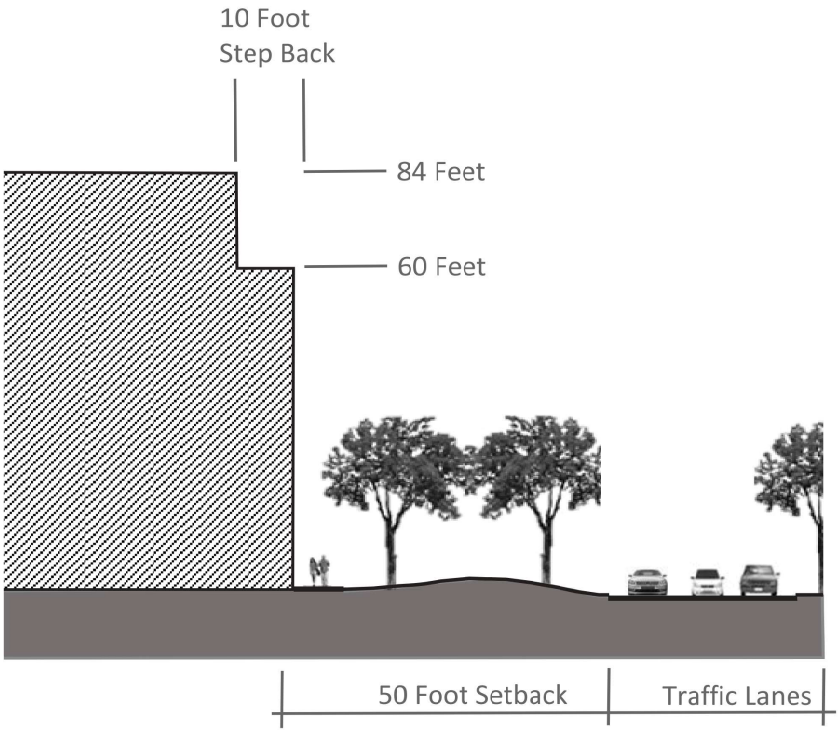
Primary East-West Street (Typology 4)

SOUTHDALE DESIGN EXPERIENCE GUIDELINES

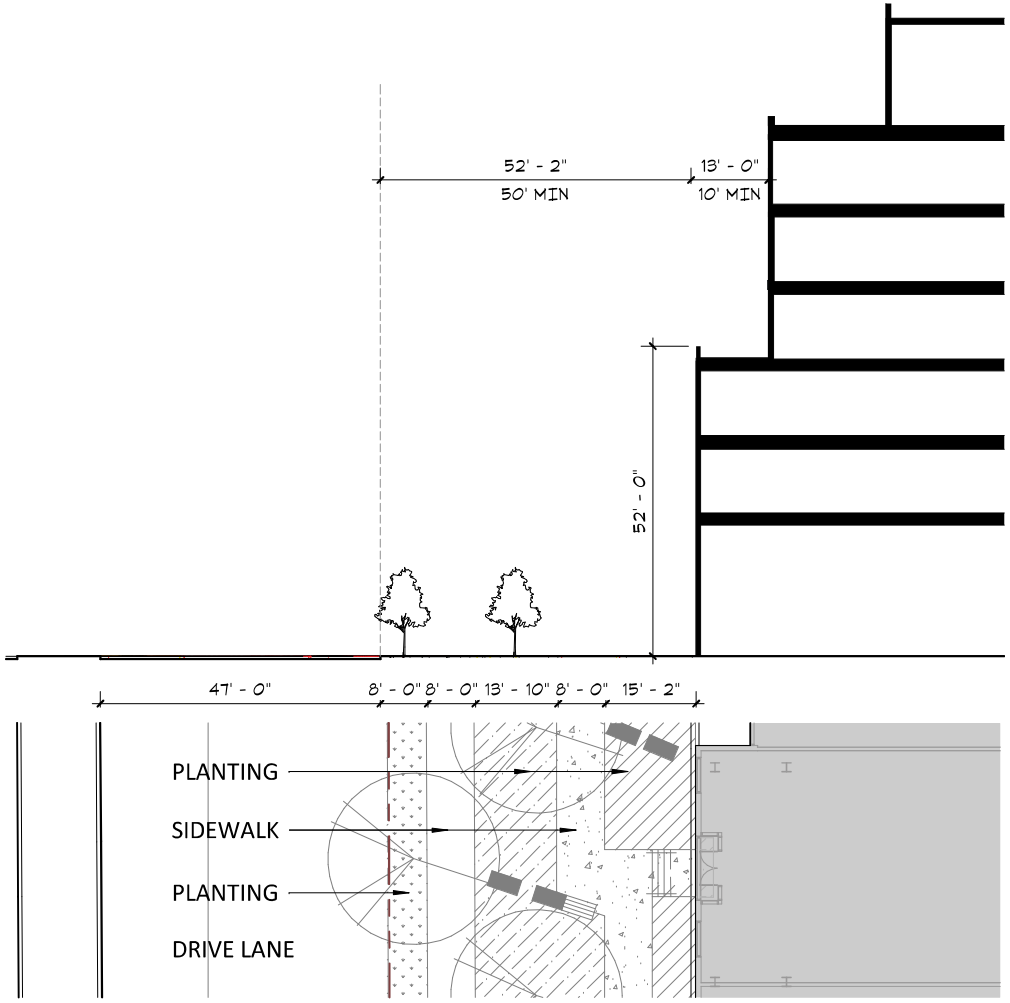
STREET TYPOLOGY 4

STREET ROOM TYPOLOGY -70TH

SITE B



France Avenue

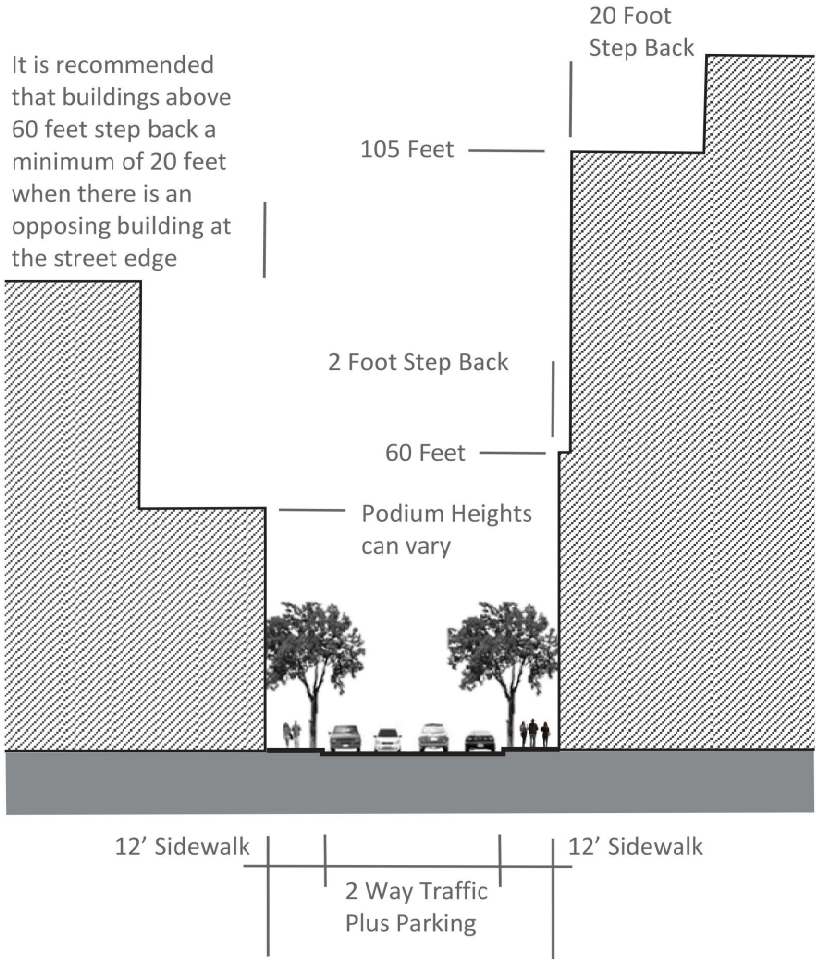


SOUTHDALE DESIGN EXPERIENCE GUIDELINES
STREET TYPOLOGY 2

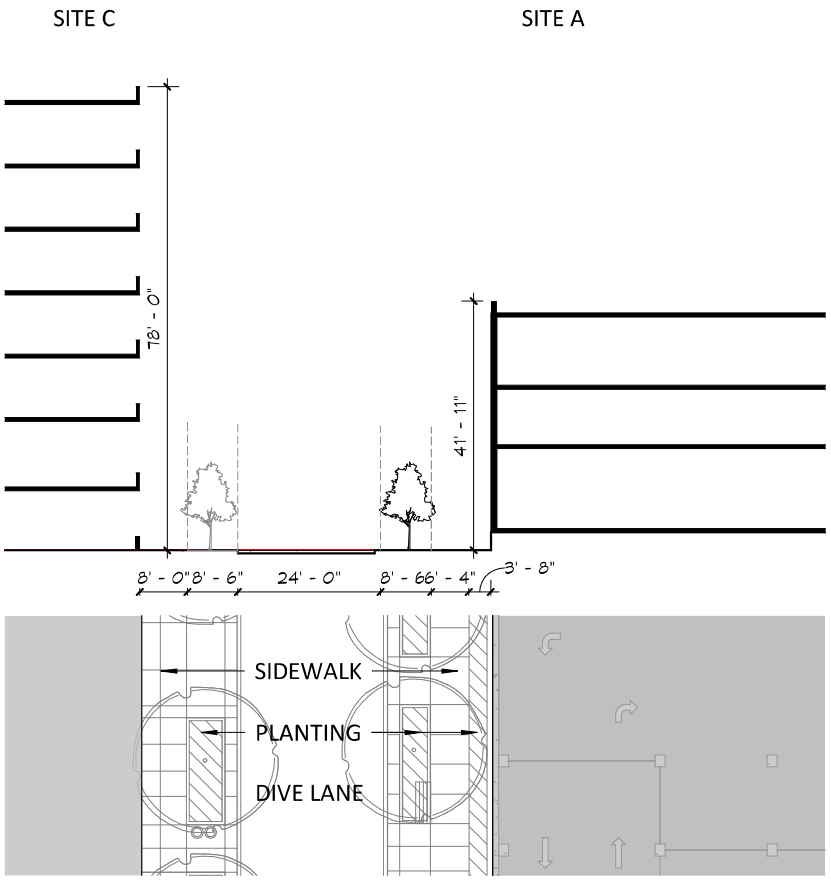
FRANCE AVE

Cornelia Overlay at France Ave (Typology 2)

STREET ROOM TYPOLOGY



Typical 60’ Wide Local Street (within super-blocks)

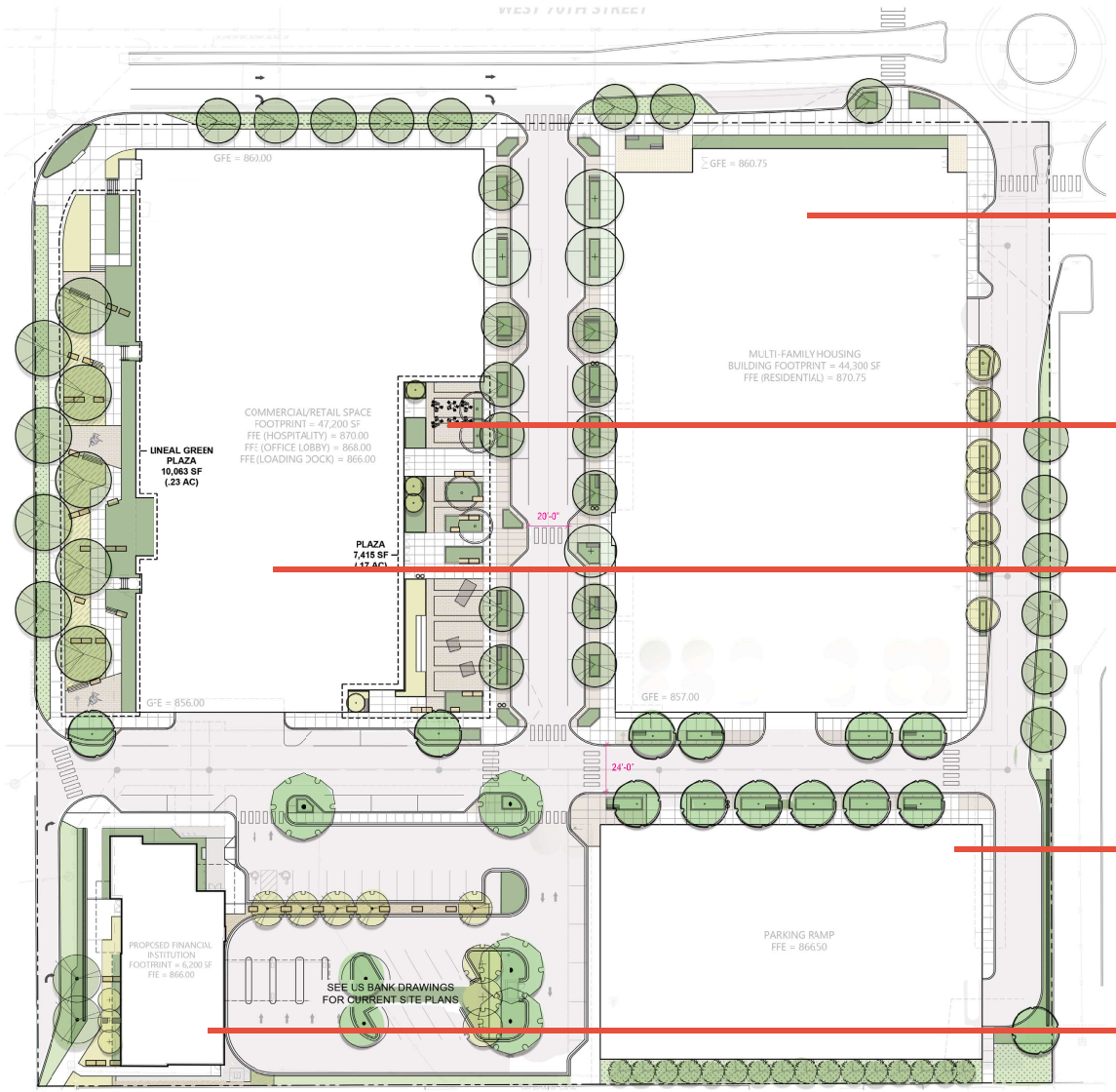


SOUTHDALE DESIGN EXPERIENCE GUIDELINES
STREET TYPOLOGY 3

71ST AVE S STREET

New Local Street (Typology 3)

STREET ROOM TYPOLOGY -71ST



SITE A
~490,000 GROSS SF
~267 DWELLING UNITS
317 RESIDENTIAL PARKING STALLS
127 COMMERCIAL PARKING STALLS

PLAZA & POCKET PARK
~7,500 SF

SITE B
~275,000 GROSS SF
~165,000 SF OFFICE
~35,000 SF COMMERCIAL OFFICE
128 BELOW GRADE PARKING STALLS

SITE C
~170,000 GROSS SF
~1,300 SF BICYCLE FACILITY
540 PARKING STALLS

SITE D - US BANK (PHASE 1)
- SITE PLAN APPROVED

DEVELOPMENT OVERVIEW



SITE A:

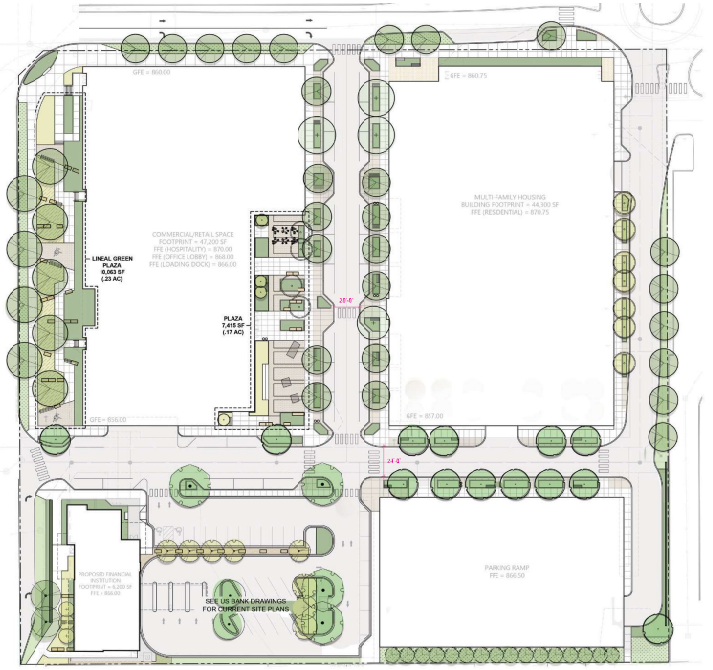
The below grade parking was removed. Several activating spaces were added at the west level 1 street frontage along Ewing. The parking screening was enhanced. The 24 story residential tower's massing was slightly revised.

SITE B:

The above grade parking formely at levels 2 through 5 was removed. One level of below parking remains. As before there are 5 levels of office above a podium of commercial retail and office lobby at street level. The building facade has been simplified and refined.

SITE C:

A parking structure that serves the district but will mainly serve the office parking needs of Site B has replaced the mulit-family building.



SUMMARY OF CHANGES



VIEW FROM NORTHWEST



VIEW FROM FRANCE



VIEW FROM SOUTHWEST



VIEW LOOKING WEST FROM 70TH



LOOKING NORTHWEST FROM 71ST



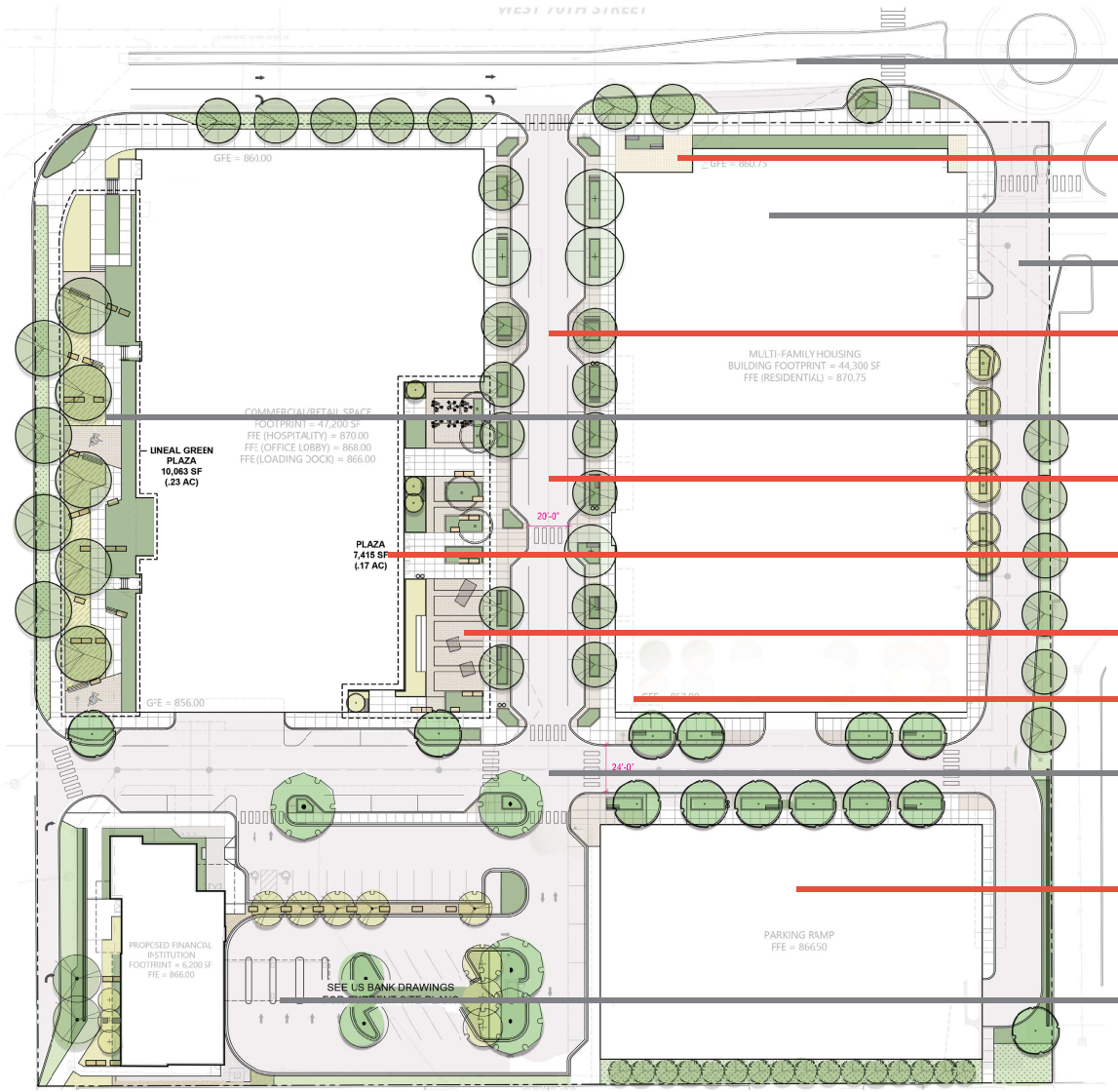
LOOKING NORTH DOWN EWING



VIEW FROM NORTHEAST



VIEW FROM SOUTHWEST



70TH STREET FRONTAGE REMAINS LARGELY UNCHANGED

ENTRY SLIGHTLY RELOCATED

RESIDENTIAL TOWER REMAINS IN SAME LOCATION

DREW AVE. REMAINS LARGELY UNCHANGED

REMOVED CURB CUTS & ENHANCED PED. CONNECTONS ALONG LENGTH OF EWING AVE.

FRANCE AVE. DESIGN REMAINS AS BEFORE

ENHANCED STREET SCAPE OF EWING AVE.

OFFICE LOBBY SHIFTED SLIIGHTLY NORTH

PLAZA & POCKET PARK RELOCATED TO SITE B & EWING AVE. AND REORGANIZED AND ENHANCED

ACTIVE USE FLEX COMMERCIAL SPACE ALONG EWING AT WEST SIDE OF SITE A

71ST STREET REMAINS LARGELY UNCHANGED

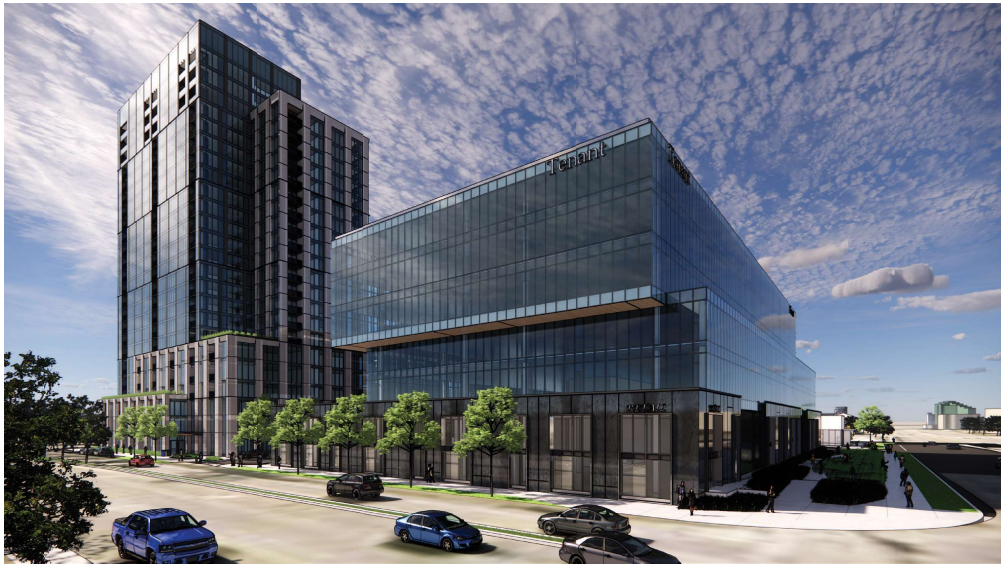
SITE C - PARKING STRUCTURE WITH BICYCLE FACILITY AT STREET LEVEL

SITE D - US BANK SITE PLAN REMAINS AS APPROVED

SUMMARY OF CHANGES



BEFORE - FALL 2020



CURRENT - FALL 2021

VIEW FROM NORTHWEST



BEFORE - FALL 2020



CURRENT - FALL 2021

VIEW FROM FRANCE



BEFORE - FALL 2020



CURRENT - FALL 2021

VIEW FROM SOUTHWEST



BEFORE - FALL 2020



CURRENT - FALL 2021

VIEW LOOKING WEST FROM 70TH



BEFORE - FALL 2020



CURRENT - FALL 2021

LOOKING NORTHWEST FROM 71ST



BEFORE - FALL 2020



CURRENT - FALL 2021

LOOKING NORTH DOWN EWING



BEFORE - FALL 2020



CURRENT - FALL 2021

VIEW FROM NORTHEAST

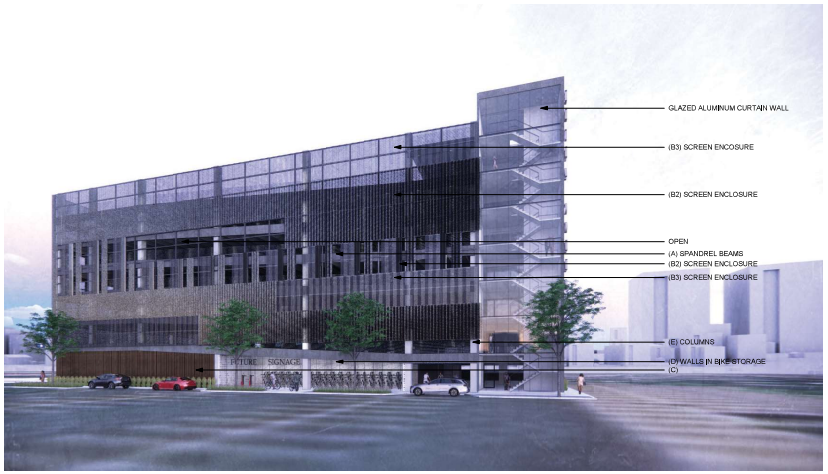


BEFORE - FALL 2020



CURRENT - FALL 2021

VIEW FROM SOUTHWEST



1 - VIEW FROM NORTH (N 71ST ST), DUSK

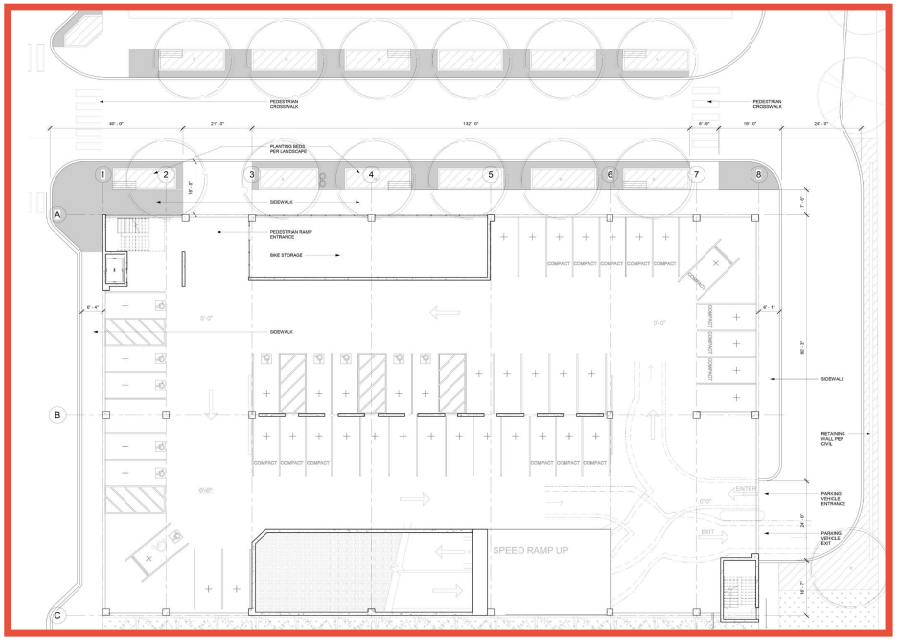


STREETSCAPE - WEST 71ST STREET, DAY

SITE C - PARKING STRUCTURE DESIGN:

The façade of the structure is primarily made from a composition of aluminum panels and exposed concrete panels that act to diminish the scale of the tall structure from further distances while creating detail and interest for the user's experience. Building materials were carefully considered to compliment and relate to the adjacent development while not mimicking in exact materials or details. A low maintenance perforated dark anodized aluminum was chosen because of its aesthetic longevity. Three distinct scales of folded "v" corrugation profiles were selected to catch light at differing incident angles creating a façade effect that is always changing with the movement of light. Two perforation sizes in the aluminum panels allow light to fill the structure during the day while filtering direct views of the cars stored within. A custom charcoal colored concrete and aggregate are used in combination with an acid etching process to create a softer appearance from standard or typical concrete treatments.

A glass storefront on the north elevation activates the street and enhances the overall pedestrian experience. A generously sized bicycle storage and repair space promote active lifestyles and lowers parking demand. A vertical screening structure continues the visual cues of the storefront at the street level by providing visual variety and a consistent level of detail. The main stair and elevator are fully visible with the integration of large glass panels, providing transparency, visibility, and security for its users.



CLOW BERG



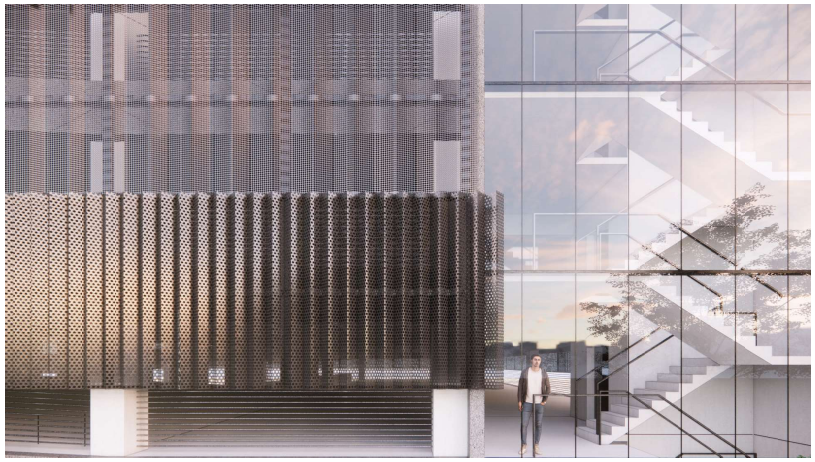
STREETSCAPE - WEST 71ST STREET, DAY



STREETSCAPE - WEST 71ST STREET, DUSK



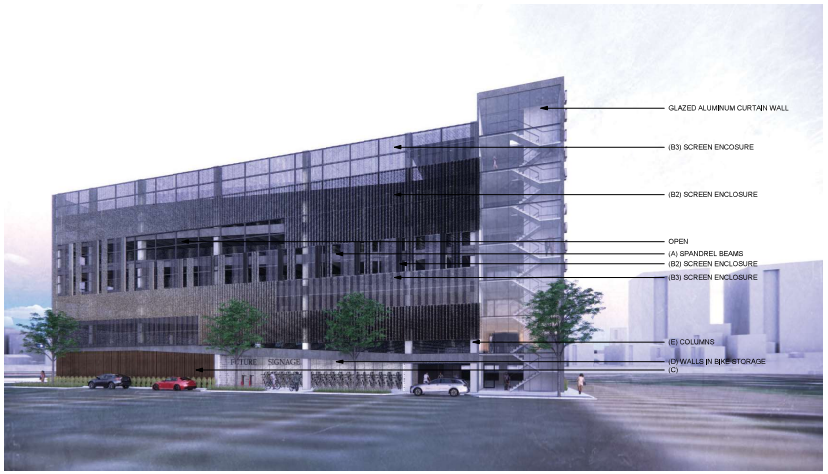
CLADDING DETAIL



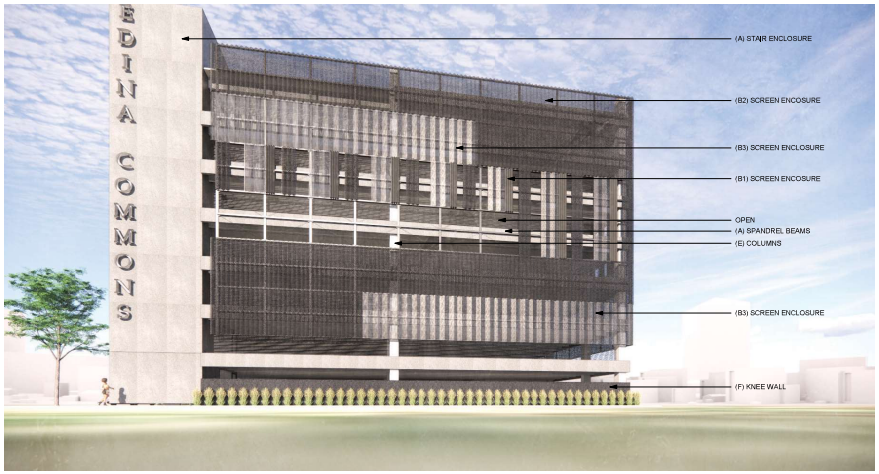
CLADDING DETAIL

CLOW BERG

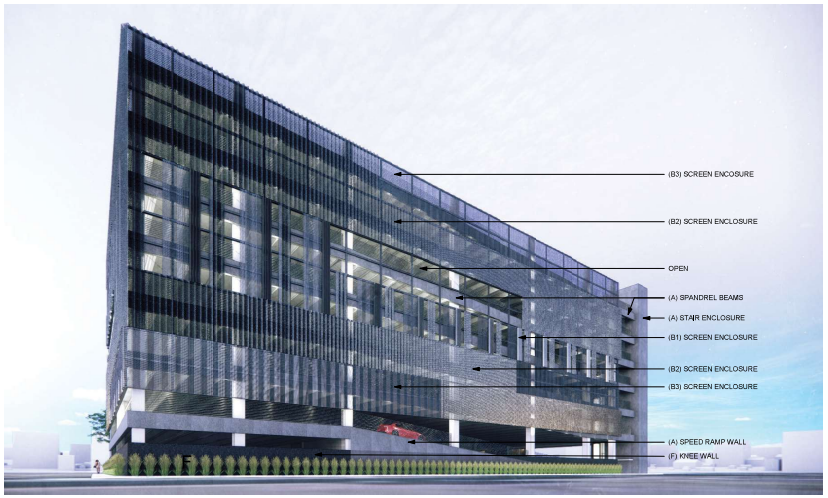
SITE C - EXTERIOR IMAGERY



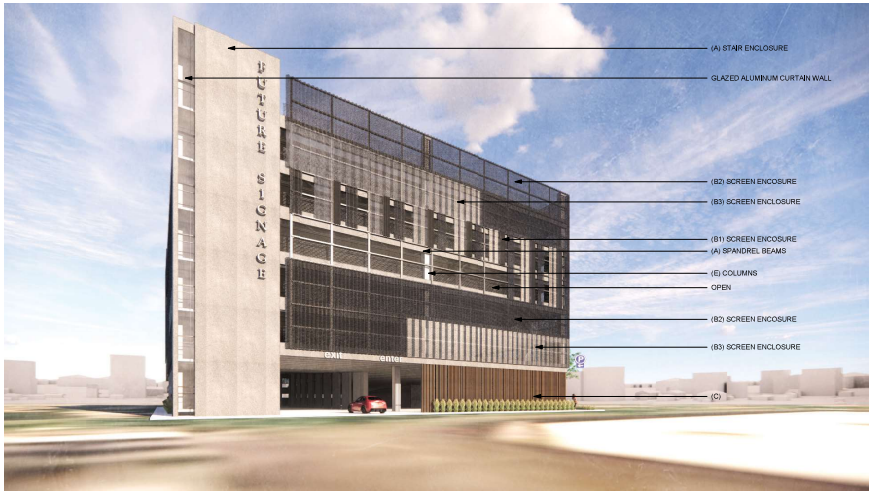
1 - VIEW FROM NORTH (N 71ST ST), DUSK



2 - VIEW FROM WEST (US BANK LOT), DAY



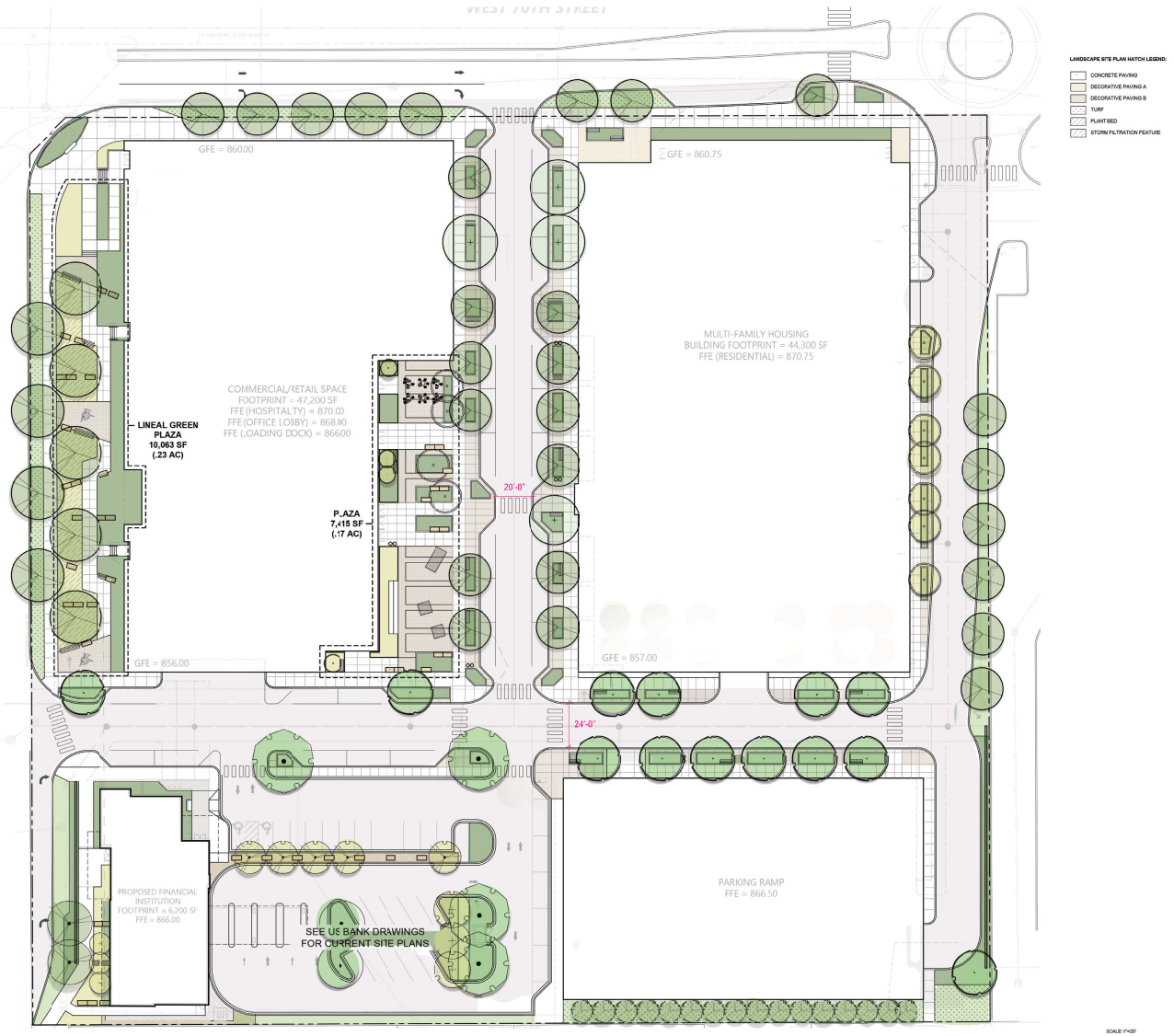
3 - VIEW FROM SOUTH, DUSK



4 -VIEW FROM EAST (DREW AVE), DAY

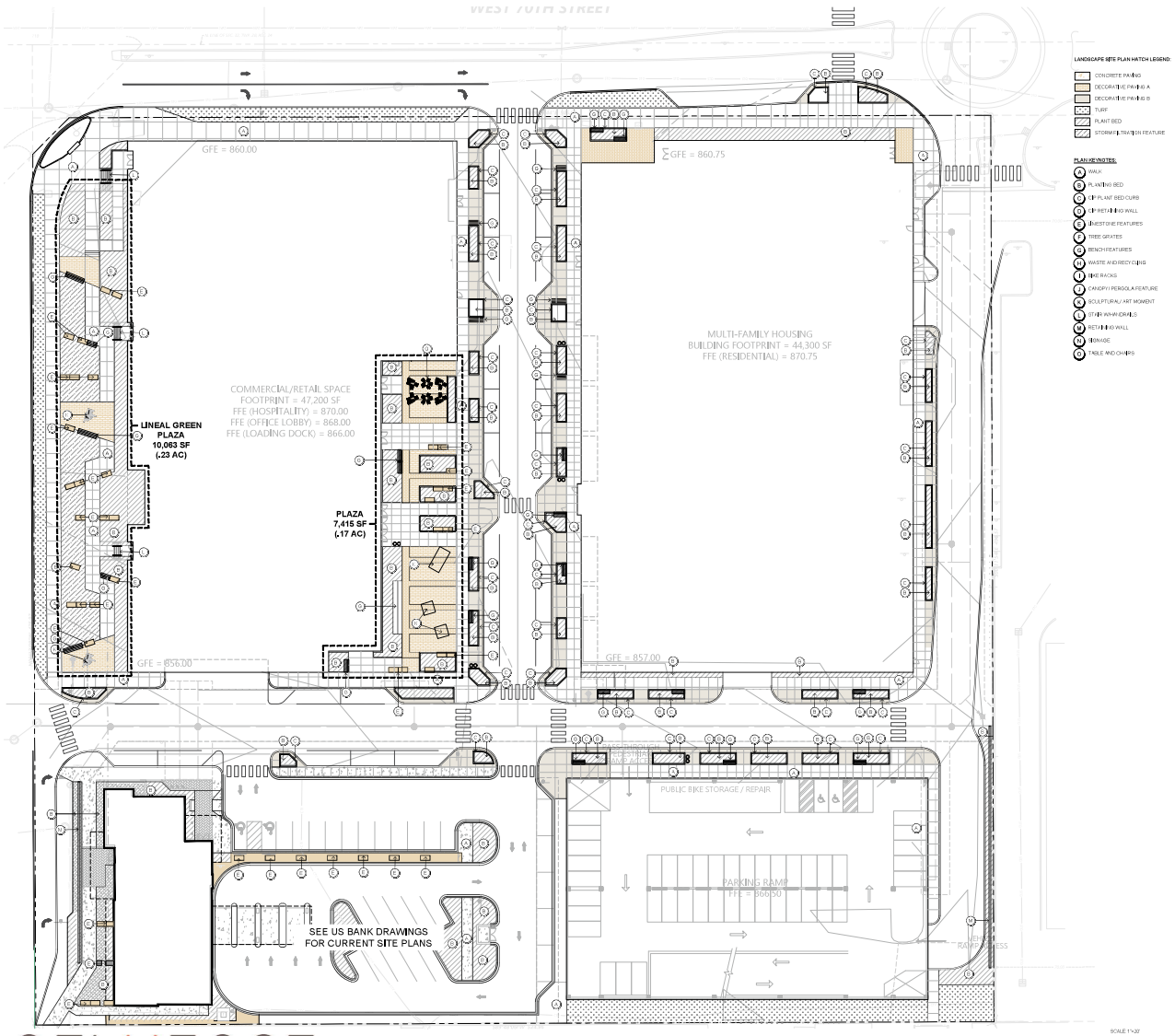
CLOW BERG

SITE C - ELEVATIONS & MATERIALS



CONFLUENCE

SITE PLAN & LANDSCAPE



CONFLUENCE

LANDSCAPE SITE PLAN

LANDSCAPE & PUBLIC REALM:

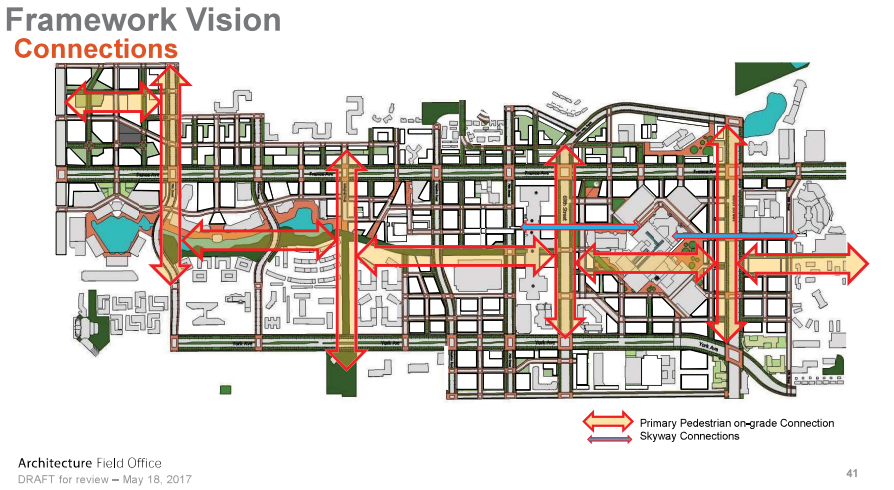
As the Greater Southdale Area Plan states, "a framework emerges for how streets and the public realm will be structured, the relationship of open space to buildings, and how together the designed environment will support the desired experience outcome."

The landscape design put forth as part of this development establishes a public realm that responds to the districts design guidelines. Developing street rooms, creating community space as a focal point, strengthening connections, and addressing the human scale through aesthetic quality, safety, and promotion of social interaction.

The design is organized around human activity, with vibrant pedestrian-focused streets, beautiful public spaces, and highlights storm water as a valued resource by making it part of the experience of the development. A more inviting walking experience along the streets is created through wide sidewalks, planting areas as buffer between pedestrian and roadway and in building footprint transparency at street level.

These spaces between the buildings establish a network of green spaces that support the health and wellbeing of the community. The desired "Street Room Typologies" connect the development, linking experiences together from one street to the next. This Street Room form create a continuous, safe, and inviting pedestrian experience along corridors and support "pools of human activity" balancing access and mobility. The streetscape is comprised of planting beds with shrubs, perennials and trees will establish the buffer along all public sidewalks between street and walk increasing permeable surface area, providing a shade canopy, and reducing solar heat gain. Seasonal planter pots are planned at building entrances and throughout the streetscape in the district to break up larger hardscape areas and add interest to key focal point and gathering areas.

Plants selected for the Street Rooms are species that will tolerate the harsh conditions of their environment. Trees and plants within these areas are salt-tolerant which help to improve their longevity. Several of the tree species selected for the rest of the site are either native to Minnesota or are adapted species of natives that are better suited for their location or condition.





CONFLUENCE

LANDSCAPE NARRATIVE





LANDSCAPE & PUBLIC REALM:

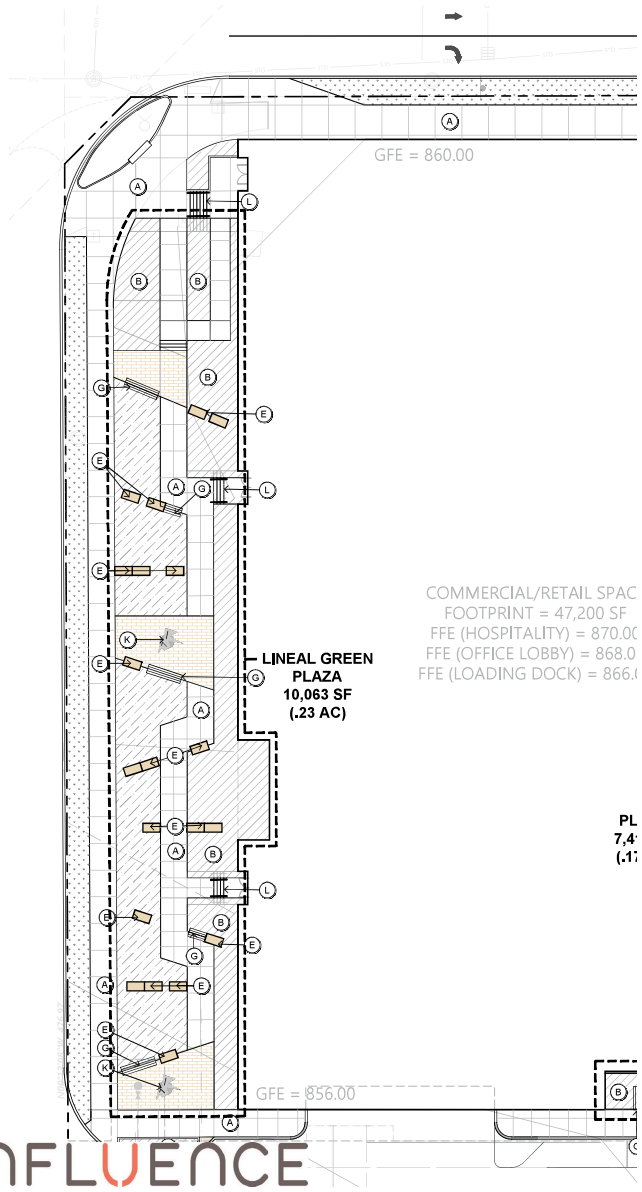
The design enhances the street room by creating a publicly accessible plaza and pocket park space, which becomes a place for gathering, events, recreation, play, landscape, stormwater management. This plaza is loacted near the middle of the site along Ewing becomes the heart of the community and a focal point for human activity in all seasons. An internal event space provides the flexibility to respond to the programming of the interior and the exterior, functional daily, on weekends and for special events. The Open plaza hardscape can accommodate seating, shelter, games, markets, dining, art, an interactive water feature, and function as a method of stormwater capture with permeable paving. A grove of trees provides shade and defines a separate room within the space while reducing the overall heat island effect of an open plaza.

With the relocation and reorganzation of the plaza and pocket park onto Site B along Ewing Ave and with the enhancements to Ewing itself with active retail booths the area Ewing from 70th to 71st would now be capable and ideal for being closed to vechicular traffic for pedestrain only street fairs.

The street character along the interior streets responds to the district guidelines and creates a movement corridor for both pedestrians and bicyclists serving as a vital place for transition between neighborhoods and the District. The parking structure at Site C along 70th opens to the street creating opportunities for outdoor seating and landscaped areas in front of it's street side bicycle facility. A robust entry plaza with decorative paving, landscape and lighting will identify the building entries and a clear definition of space separate from the circulation at the corner of France and 70th. A transparent building corners at street level will encourage movement both inside and out and be a welcoming sign to the traffic moving by sharing the character of the development and activity within.

CONFLUENCE

LANDSCAPE NARRATIVE



LANDSCAPE & PUBLIC REALM:

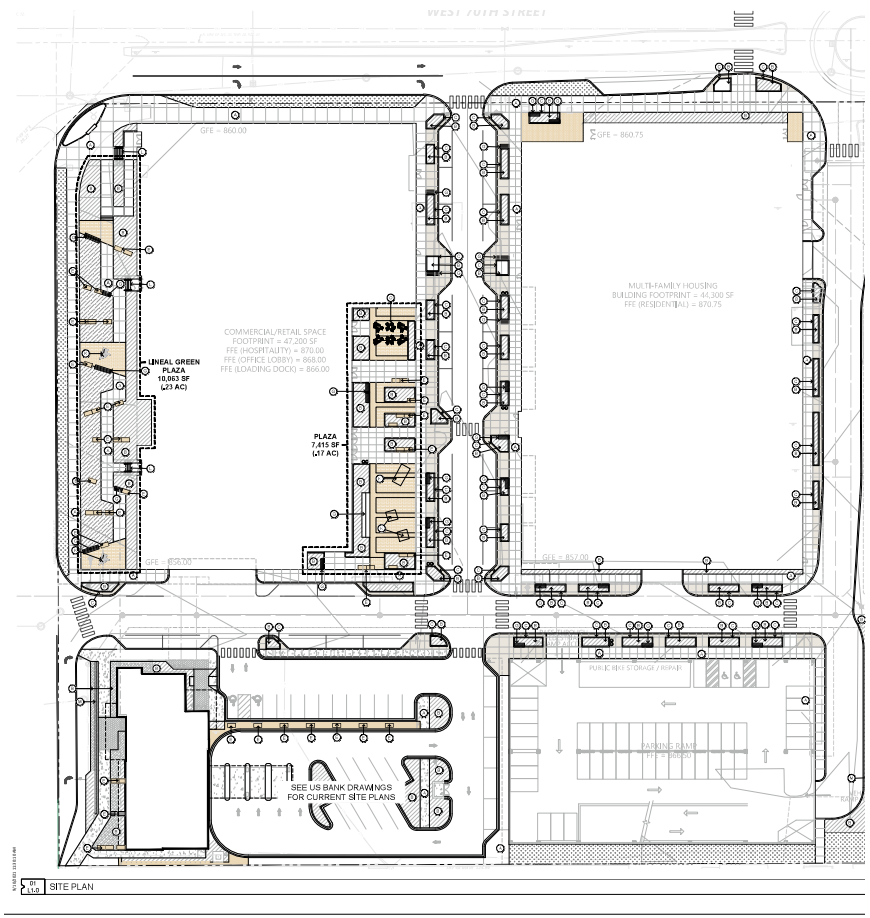
Along France Avenue storm water will be celebrated as a visible amenity, allowing it to become a central part of the experience of the site. The wide street typology buffer allows for a double row of trees (note: trees have been omitted from rendering imagery to provide clarity) and a separated pedestrian circulation experience maintaining the sidewalk adjacent the street for pedestrian and bike movement and an internal path that meanders for socialization and interaction with the stormwater feature. Many of the plants in the stormwater filtration areas along France are pollinator friendly native plants. This environment will not only be a functional part of the stormwater management system but also provide a highly aesthetic landscape with areas for seating and art.

The Ewing Avenue design includes well defined pedestrian experience. The character of the street will address the human scale through aesthetic quality, safety, and promotion of social interaction. Ample sidewalks and planted boulevards are provided. Decorative streetlighting with banners and hanging baskets brand the neighborhood with areas for seating, decorative paving and at grade seasonal themed planter pots. All of which seemlessly transition into the relocated plaza and pocket park.



CONFLUENCE

LANDSCAPE NARRATIVE



LANDSCAPE & PUBLIC REALM:

Our design provides the beginning of a strong neighborhood pedestrian circulation network that connects to existing and future development in all directions. We provide a safe and enhanced pedestrian and bike movement along France avenue and 70th separating and setting back the pedestrian from France moving the sidewalk closer to the building buffering with overstory trees and a lush green infrastructure landscape that will be both function and educational. Our circulation system leads pedestrians to major intersections at France and 70th for safe crossing and provides strong connections east to the Promenade. We have also planned for future development changes south accommodating for both pedestrian and vehicular circulation when needed. Our entries to buildings are enhanced to provide wide plaza spaces for pedestrian movement and will be accented by seasonal planting as part of the neighborhood character development. Our standardized placement of landscape elements throughout the development create a safe and predictable pattern that enhances circulation and avoids conflict between pedestrian, bike, and vehicular traffic, with planting buffers, lighting and paving to clearly mark out these zones. This same environment also provides flexibility in its appearance through seasonal planting, banners, and lighting. A comprehensive landscape planting program will be provided with a water efficient irrigation system to minimize evaporation, manage water use, and monitor moisture levels during dry and wet conditions. We will provide trees that vary in species, installed in rows or groups, and spaced to create visual interest and promote a range of experiences such as shaded groves with benches, or a sun-dappled outdoor seating, along the street. Although on street parking is provided, we do not see it as a conflict. Street parking at the curb helps to support a mix of activities for both residential and commercial activities. It provides a safe separation between vehicular and pedestrian movement, slows traffic speeds and is a solution to short term interaction with the development. It is a pedestrian first environment.

Pedestrian surfaces will include both standard concrete, colored concrete, and permeable pavers. The colored concrete is in select areas to denote major building entrances and boulevard areas. Permeable pavers are planned for the public plaza and along the stormwater feature on France.

The planned rooftop terraces and amenity levels in some locations will also have a substantial green areas of raised planters for trees, shrubs and perennials, and may include green roof trays in place of hardscape and ballast roof, to be determined. If included this extensive green cover above street level and will help to contribute to the overall reduction in impervious surfaces through a variety of amenity and green room spaces.

CONFLUENCE

LANDSCAPE NARRATIVE

SUMMARY:

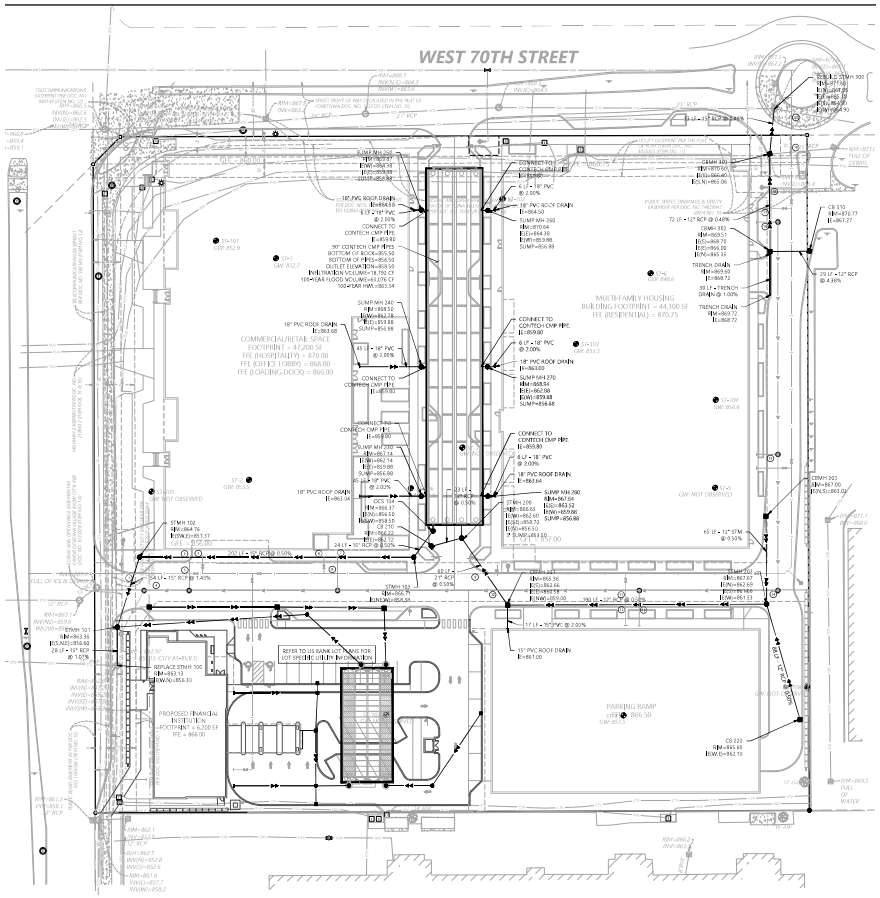
The proposed site layout includes placement of four buildings each separated by a roadway or future roadway connection. On street parking, lined with landscaping will easily allow access and passage for pedestrians and vehicles to traverse around and through the site. Crosswalks and signage will allow for controlled crossing of pedestrians with vehicles and connect to surrounding trails and public pathways. Parking requirements for three of the buildings will be met with ramped and underground parking. The site plan proposes a right in/right out access off France Avenue, a mid-block entrance off 70th (Ewing) and another at the roundabout on 70th (Drew).

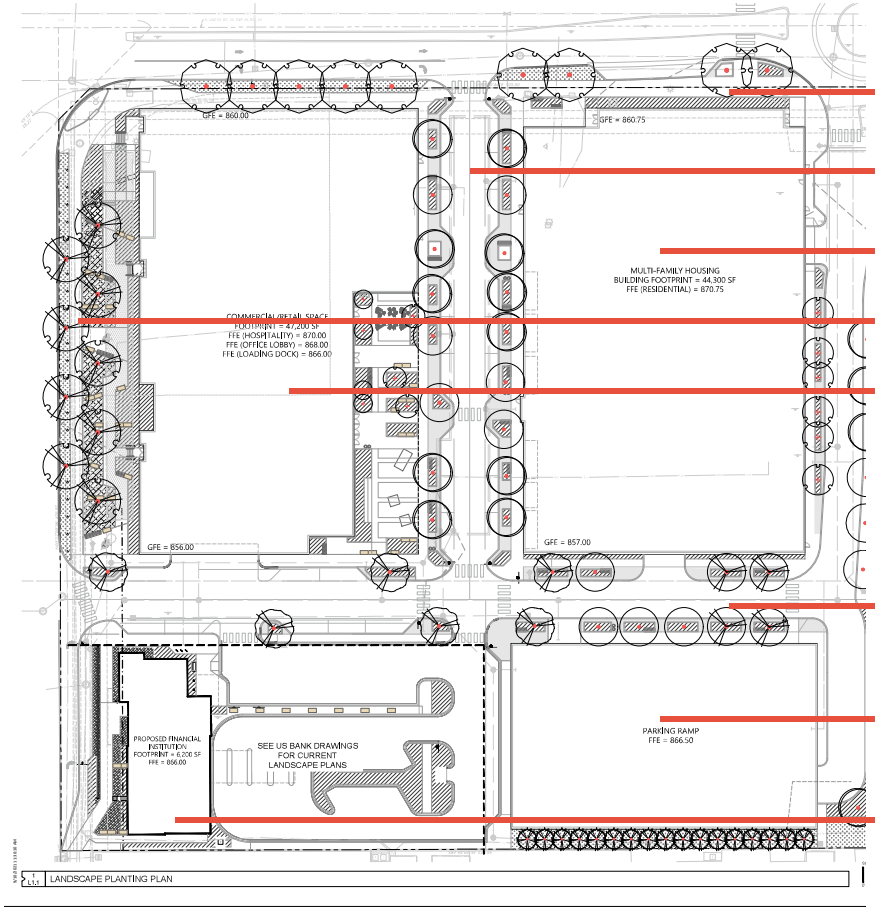
GRADING:

Grading around the site will match in with existing grades along the perimeter. Grades along the buildings will vary as needed to make the site function for both vehicle and pedestrian traffic. All sidewalks and plaza's within the site will be graded to ADA standards. Surface water will all be directed to catch basins and to an underground storm water system.

UTILITIES:

Utilities throughout the site will travel under the proposed roadway systems. Sanitary and water lines will connect through the site along the western border and through the central east-west roadway to service all buildings and hydrants. The central-north south roadway will be home to the storm water infiltration/detention system for the entire site. Runoff from impervious surfaces will be directed to this system where it will both infiltrate into the ground water and provide volume storage capacity for larger rainfall events. A separate underground storm water vault running north-south along France Avenue will replace the existing flood storage system which currently consists of flooding of the bank drive-thru lanes and discharging the excess water via a pump to the City system. This new vault will collect clean roof water from the NW office/retail building and will not need to provide infiltration or pretreatment before being discharged to the City system at a release rate lower than the current rate to aid in downstream infrastructure capacity challenges.





70TH STREET - 10-20 BICYCLE PARKING STALLS

EWING AVENUE - 20-30 BICYCLE PARKING STALLS

SITE A - MORE THAN 100 BICYCLE PARKING STALLS

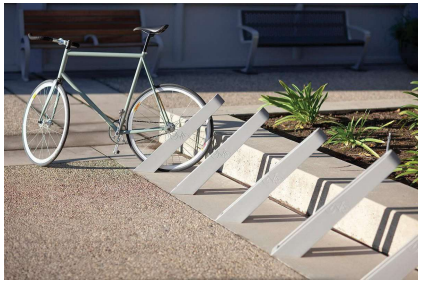
FRANCE AVENUE - 10-20 BICYCLE PARKING STALLS

SITE B - MORE THAN 100 BICYCLE PARKING STALLS

71ST STREET - 10-20 BICYCLE PARKING STALLS

SITE C - STREET SIDE BIKE PARKING ROOM, MORE THAN 75 BICYCLE PARKING STALLS

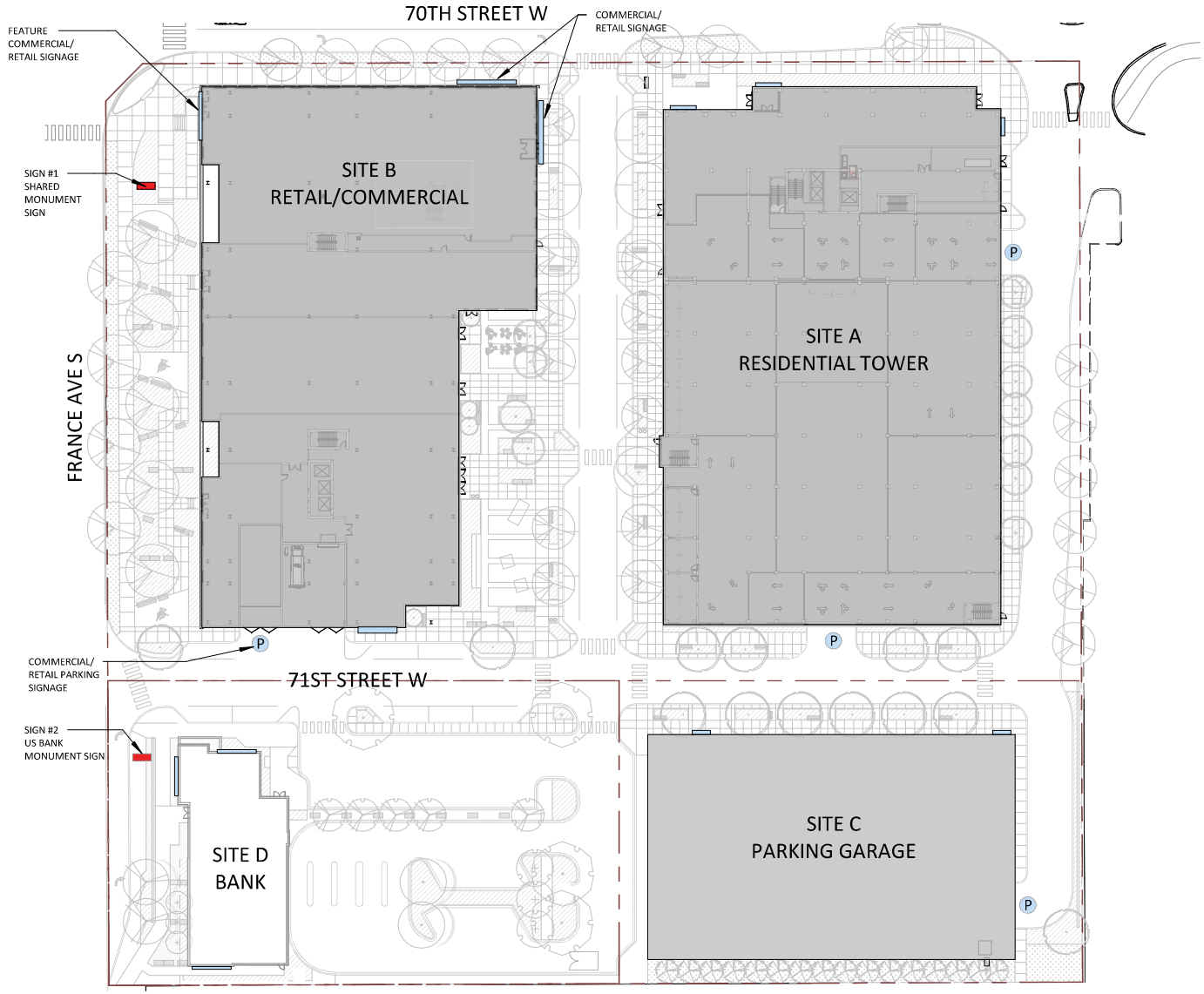
SITE D - 5-10 BICYCLE PARKING STALLS







BICYCLE SUMMARY



SITE SIGNAGE

P PARKING

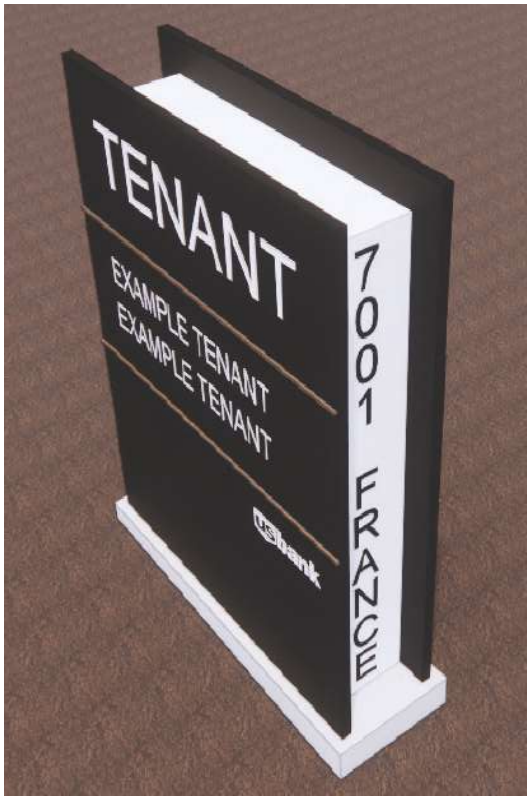
MONUMENT

BUILDING MOUNTED

NOTE: DIAGRAM REPRESENTS PRELIMINARY SIGNAGE LOCATIONS, FINAL TYPES AND LOCATIONS TO BE VERIFIED

PLAN NORTH

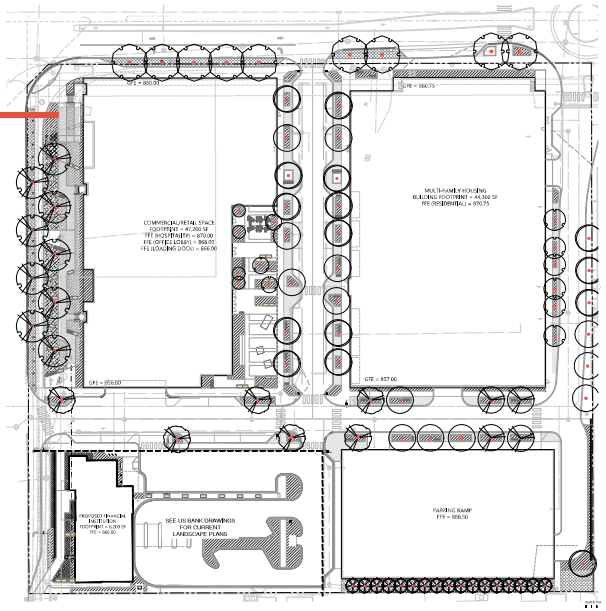
SIGNAGE LOCATIONS







MONUMENT SIGN LOCATION



MONUMENT SIGN



SITE 'A' - CURRENT
265'-0" to 270'-0"

SITE 'A' - FALL 2020
285'-0"

THE BOWER
208'-0"

EDINA WATER TOWER
220'-0"

THE WESTIN EDINA
236'-0"

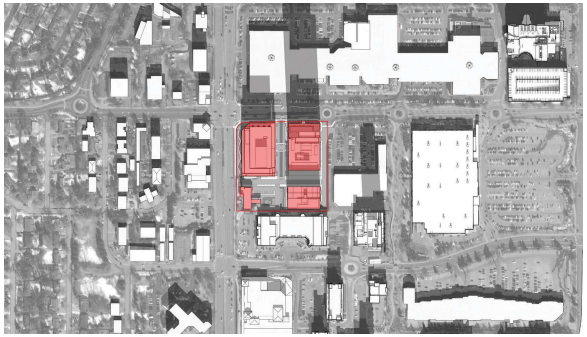
MINNESOTA CENTER
215'-0"

WELLS FARGO PLAZA
327'-0"

HEIGHT DIAGRAM



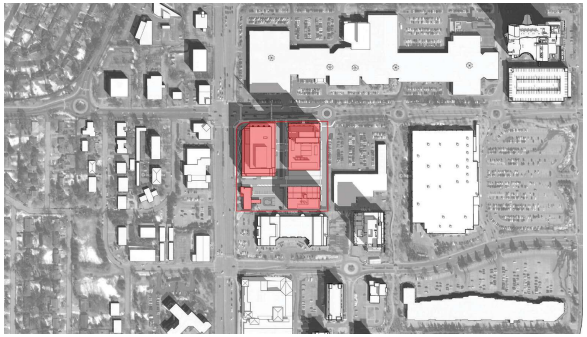
10 AM - DECEMBER 21



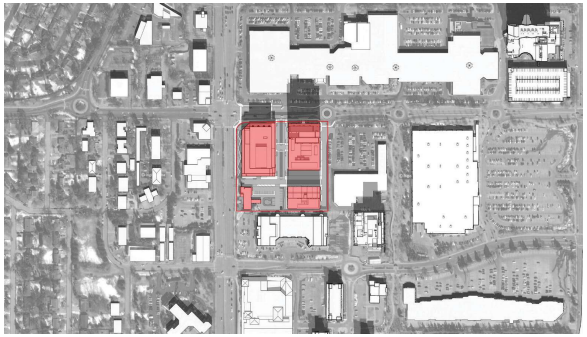
12 PM - DECEMBER 21



3 PM - DECEMBER 21



10 AM - MARCH / SEPTEMBER 21



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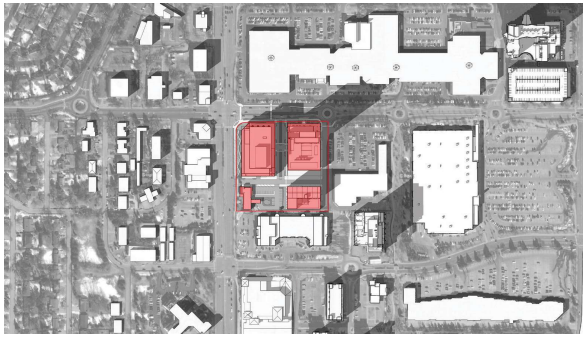

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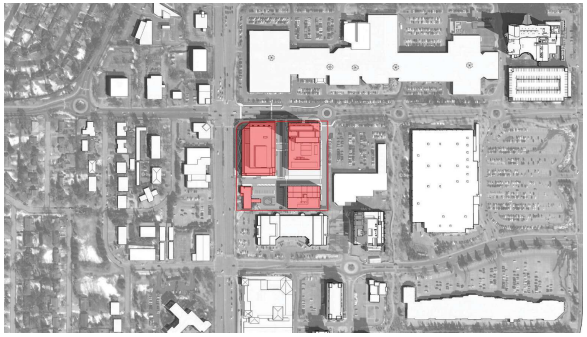
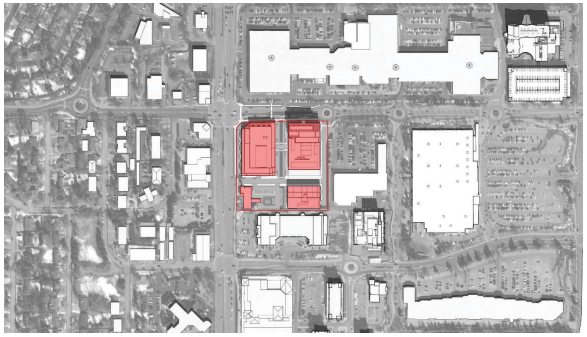
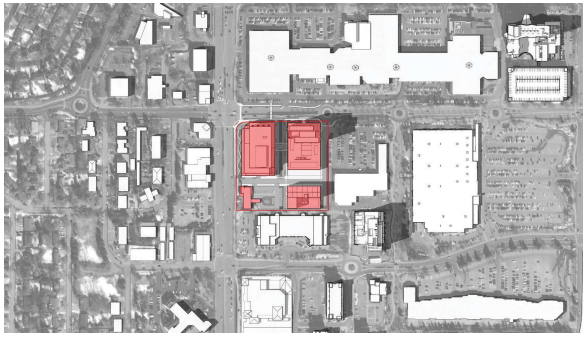


10 AM - JUNE 21



12 PM - JUNE 21

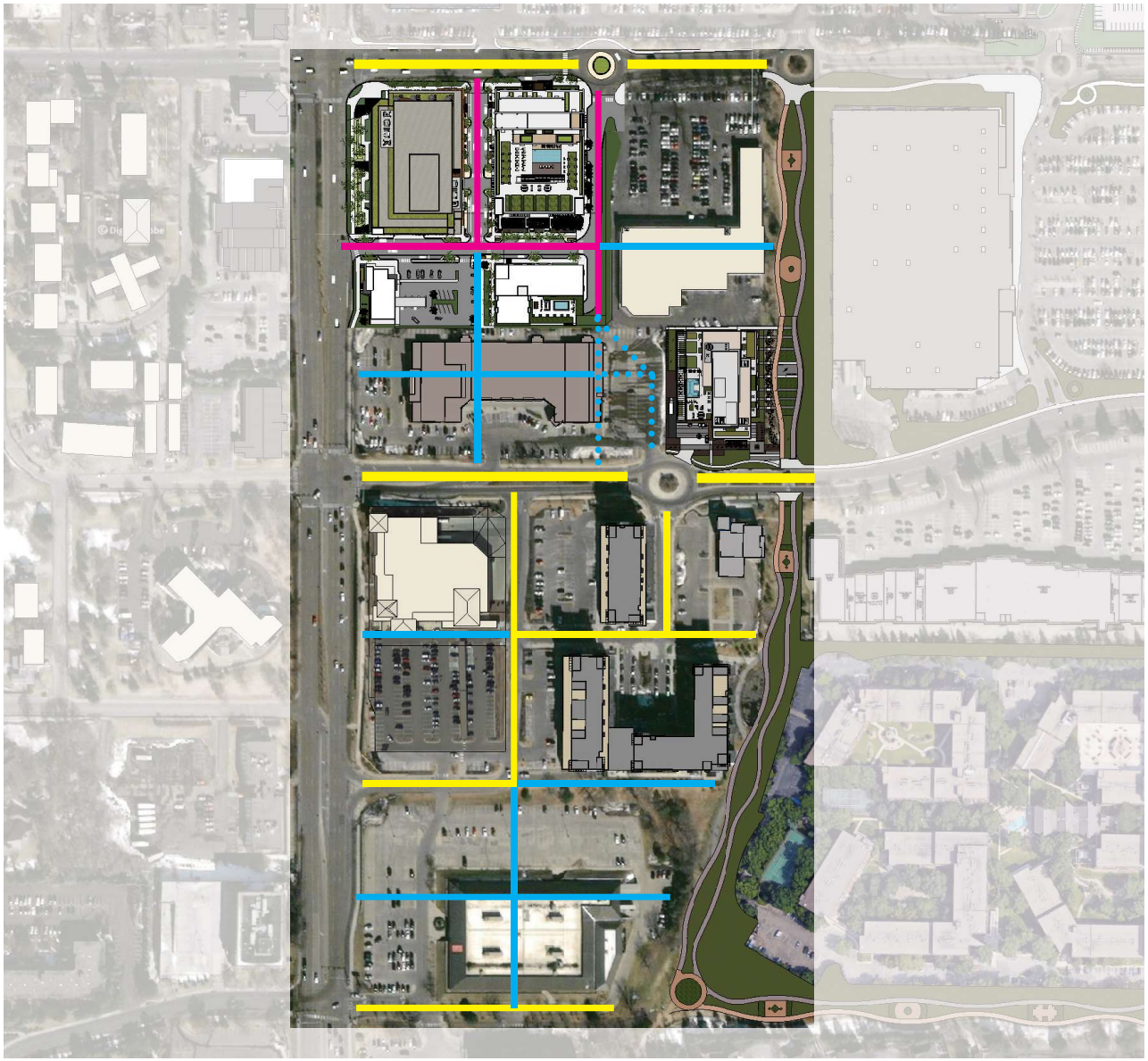


3 PM - JUNE 21

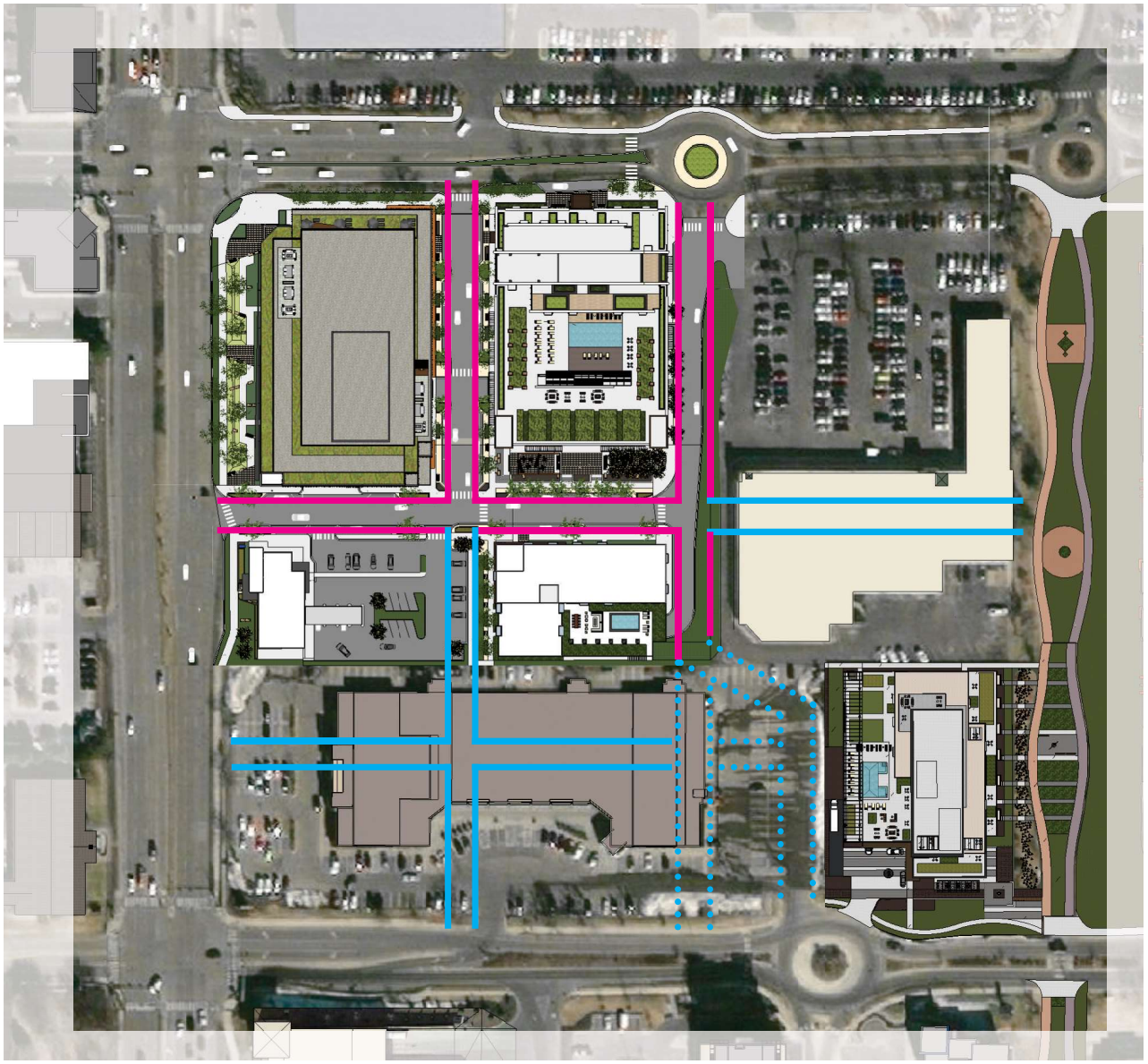
70TH + FRANCE, EDINA, MN

SHADOW STUDIES

SHADOW STUDIES



LARGER SUPER BLOCK



SUPER BLOCK DIAGRAM

GUIDING PRINCIPLES & FRAMEWORK

- Create thoughtful new infill development which utilizes and extends the current Southdale redevelopment efforts.
- Provide a coherent neighborhood scaled street network inspired by traditional urban neighborhoods.
- Follow the Design Experience Guidelines.
- Architecture and materials will be high quality and meet the Edina standards
- Parking will be primarily provided in an enclosed and out of sight arrangement.
- Storm water management and other site environmental design features will conform with best practices and innovations.
- Green and sustainable building practices will be pursued.

FUTURE FLEXIBILITY

Project Refinement at Site A: Architectural Details

Project Evolution at Site B: Retail & Office Users

Project Refinement and Evolution at Site C: Refine Facade

- Post PUD submittal documents will be revised to reflect this

- Changes would not alter the overall scope or general aesthetic direction that is shown here.



FRAMEWORK SUMMARY

DRAWING SET (SUBMITTED AS SEPARATE DOCUMENT)

DRAWING NUMBER	DRAWING NAME
ARCHITECTURAL SITE A	
T1.1	TITLE SHEET
CIVIL	
C100	EXISTING CONDITIONS AND REMOVALS PLAN
C101	PRELIMINARY PLAT
C200	SITE PLAN
C300	GRADING PLAN
C301	EROSION CONTROL PLAN
C400	SANITARY AND WATERMAIN PLAN
C401	STORM SEWER PLAN
C500	CITY DETAILS
C501	DETAILS
LANDSCAPE	
L1.0	LANDSCAPE SITE PLAN
L1.0 (2)	LANDSCAPE SITE PLAN - RENDERED
L1.1	LANDSCAPE PLANTING PLAN
L2.0	LANDSCAPE DETAILS
ARCHITECTURAL	
A0.1	EXISTING SITE IMAGES
A0.2	SITE PLAN
A0.3	EXTERIOR ELEVATIONS - SITE
A0.4	EXTERIOR RENDERINGS
ARCHITECTURAL SITE A	
A0.19-A	PRELIMINARY SITE A METRICS
A0.20-A	SITE A FLOOR PLANS
A0.21-A	SITE A FLOOR PLANS
A0.22-A	SITE A FLOOR PLANS
A0.30-A	SITE A ELEVATIONS
A0.31-A	SITE A ELEVATIONS
A0.40-A	SITE A EXTERIOR MATERIALS
ARCHITECTURAL SITE B	
A0.20-B	SITE B FLOOR PLANS
A0.21-B	SITE B FLOOR PLANS
A0.22-B	SITE B FLOOR PLANS
A0.30-B	SITE B ELEVATIONS
A0.31-B	SITE B ELEVATIONS
A0.32-B	SITE B ELEVATIONS
A0.33-B	SITE B ELEVATIONS
A0.40-B	SITE B EXTERIOR MATERIALS



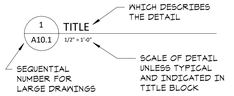
70th & France



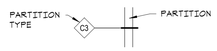
Edina, MN 55435

SYMBOLS LEGEND

DETAIL NUMBERING



PARTITION TYPE SYMBOL



KEY NOTE SYMBOL

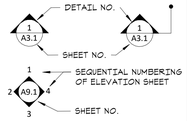
IDENTIFICATION NUMBER REFERS TO KEY NOTE LIST NOTE: KEY NOTES DIFFER FROM SHEET TO SHEET

1 SECTION
2 PLAN
3 EXTERIOR ELEVATION
4 MOUNTING HEIGHTS DIAGRAM (ACCESSORIES)

ELEVATION SYMBOLS



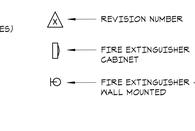
ELEVATION REFERENCE



SECTION REFERENCE



MISCELLANEOUS SYMBOLS



DRAWING INDEX

DRAWING INDEX

DRAWING NUMBER	DRAWING NAME	09/13/2021 PRELIMINARY DEVELOPMENT PLAN / PUD
ARCHITECTURAL SITE A		
T1.1	TITLE SHEET	•
CIVIL		
C100	EXISTING CONDITIONS AND REMOVALS PLAN	•
C101	PRELIMINARY PLAT	•
C200	SITE PLAN	•
C300	GRADING PLAN	•
C301	EROSION CONTROL PLAN	•
C400	SANITARY AND WATERMAIN PLAN	•
C401	STORM SEWER PLAN	•
C500	CITY DETAILS	•
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LANDSCAPE		
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A0.22-A	SITE A FLOOR PLANS	•
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A0.31-A	SITE A ELEVATIONS	•
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ARCHITECTURAL SITE B		
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A0.21-B	SITE B FLOOR PLANS	•
A0.22-B	SITE B FLOOR PLANS	•
A0.30-B	SITE B ELEVATIONS	•
A0.31-B	SITE B ELEVATIONS	•
A0.32-B	SITE B ELEVATIONS	•
A0.33-B	SITE B ELEVATIONS	•
A0.40-B	SITE B EXTERIOR MATERIALS	•

PROJECT TEAM

OWNER/DEVELOPER:
Mortenson Development, Inc.
700 Meadow Lane North
Minneapolis, MN 55422

Orion Investments
4530 West 77th Street, Suite 365
Edina, MN 55435
Ph: 612-812-7788

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

CONTRACTOR:
Mortenson Construction
700 Meadow Lane North
Minneapolis, MN 55422
Ph: 763-522-2100

CIVIL ENGINEER:
Westwood Engineering
12701 Whitewater Dr #300
Minnetonka, MN 55343
Ph: 952-937-5150

LANDSCAPE ARCHITECT:
Confluence
530 N 3rd Street, Suite 120
Minneapolis, MN 55401
Ph: 612-333-3702

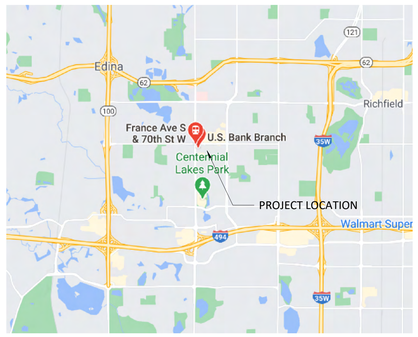
STRUCTURAL ENGINEER: T.B.D.

MECHANICAL ENGINEER: T.B.D.

PLUMBING ENGINEER: T.B.D.

ELECTRICAL ENGINEER: T.B.D.

PROJECT LOCATION



Vicinity



Site Location

9/13/2021 8:09:59 PM

70th & France

Edina, MN

esg
ARCHITECTURE & DESIGN
500 Washington Avenue South, Suite 1080
Minneapolis, MN 55415
p 612.339.5508 | f 612.339.5382
www.esgarch.com

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

Signature

Typed or Printed Name

License # Date

NOT FOR CONSTRUCTION

PRELIMINARY DEVELOPMENT PLAN / PUD 09/13/2021

ORIGINAL ISSUE:

REVISIONS:

No.	Description	Date

220535
PROJECT NUMBER

ESG DRAWN BY | ESG CHECKED BY

KEY PLAN

70th & France

TITLE SHEET

T1.1

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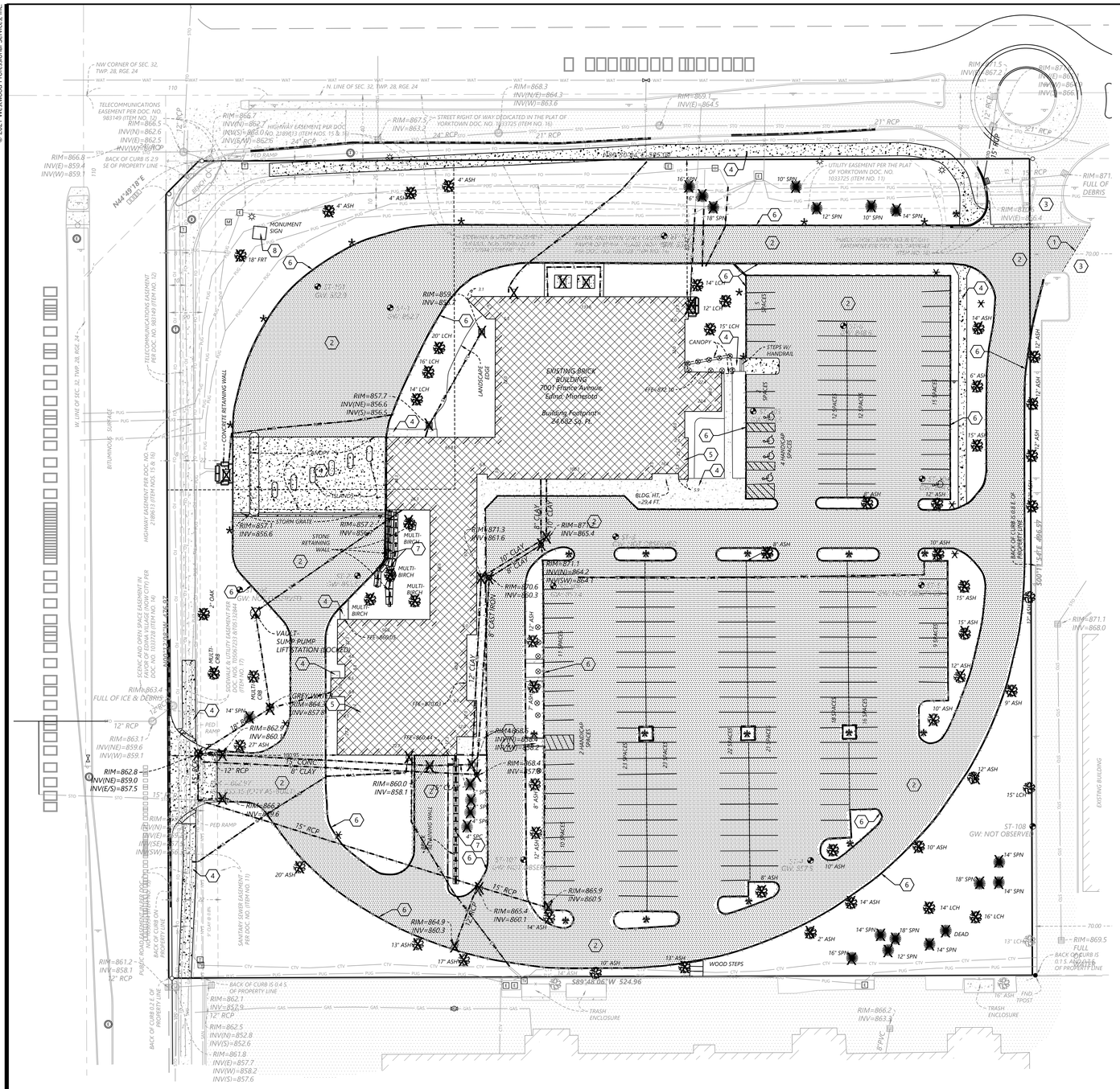
EXISTING BRICK BUILDING
7001 France Avenue
Edina, Minnesota
Building Footprint:
24,602 Sq. Ft.
CANOPY
CONCRETE RETAINING WALL
LANDSCAPE EDGE
STEPS W/ HANDRAIL
BLDG. HT. = 29.4 FT.
MONUMENT SIGN
VAULT - SUMP PUMP LIFT STATION (LOCKED)
GREY WATER
STONE RETAINING WALL
WOOD STEPS
TRASH ENCLOSURE
BACK OF CURB IS 0.4 S. OF PROPERTY LINE
BACK OF CURB IS 0.1 S. OF PROPERTY LINE
BACK OF CURB 0.2 E. OF PROPERTY LINE
S89°49'06"W 524.96
N44°49'18"E
PED. RAMP
PROPERTY LINE
ST-108 GW: NOT OBSERVED
ST-109 GW: NOT OBSERVED
EXISTING BUILDING
NW CORNER OF SEC. 32, TWP. 28, RGE. 24
N. LINE OF SEC. 32, TWP. 28, RGE. 24
W. LINE OF SEC. 32, TWP. 28, RGE. 24
TELECOMMUNICATIONS EASEMENT PER DOC. NO. 983149 (ITEM NO. 12)
HIGHWAY EASEMENT PER DOC. NO. 2189613 (ITEM NOS. 15 & 16)
STREET RIGHT OF WAY DEDICATED IN THE PLAT OF YORKTOWN DOC. NO. 1037325 (ITEM NO. 16)
UTILITY EASEMENT PER THE PLAT OF YORKTOWN DOC. NO. 1037325 (ITEM NO. 11)
SCENIC AND OPEN SPACE EASEMENT TO THE CITY OF EDINA PER DOC. NO. 1037328 (ITEM NO. 14)
LIMITATION OF VEHICLE ACCESS PER DOC. NO. 1037328 (ITEM NO. 17)
BITUMINOUS SURFACE
CONCRETE
BUILDING
TREE LINE
RIM=866.8 INV(E)=859.4 INV(W)=859.1
RIM=866.7 INV(N)=862.7 INV(WS)=860.0 INV(EAST)=862.6
RIM=866.5 INV(N)=862.6 INV(E)=862.5 INV(W)=860.0
RIM=868.3 INV(N/E)=864.3 INV(W)=863.6
RIM=869.1 INV(E)=864.5
RIM=867.5 INV=863.2
RIM=871.5 INV(E)=867.2
RIM=871.1 INV(E)=867.1 INV(W)=866.9
RIM=871.1 FULL OF DEBRIS
RIM=870.6 INV=866.4
RIM=859.2 INV=854.2
RIM=857.2 INV(NE)=856.6 INV(S)=856.2
RIM=857.1 INV=856.6
RIM=857.2 INV=854.6
RIM=871.3 INV=861.6
RIM=857.2 INV=854.4
RIM=870.6 INV=860.3
RIM=863.4 FULL OF ICE & DEBRIS
RIM=862.9 INV=860.1
RIM=862.8 INV(NE)=859.0 INV(E/S)=857.5
RIM=863.1 INV(NE)=859.6 INV(W)=859.1
RIM=860.0 INV=858.1
RIM=860.3 INV=858.8
RIM=865.9 INV=860.5
RIM=865.4 INV=860.1
RIM=864.9 INV=860.3
RIM=861.2 INV=858.1 12" RCP
RIM=862.1 INV=852.9 12" RCP
RIM=862.5 INV(N)=852.8 INV(S)=852.6
RIM=861.8 INV(E)=857.7 INV(W)=858.2 INV(S)=857.6
RIM=868.2 INV(N)=864.2 INV(SW)=864.1
RIM=868.4 INV=857.8
RIM=865.4 INV=857.6
RIM=866.2 INV=863.3
RIM=869.5 FULL
RIM=871.1 INV=868.0
RIM=871.2 INV=868.0
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RIM=871.2 INV=869.8
RIM=871.2 INV=869.9
RIM=871.2

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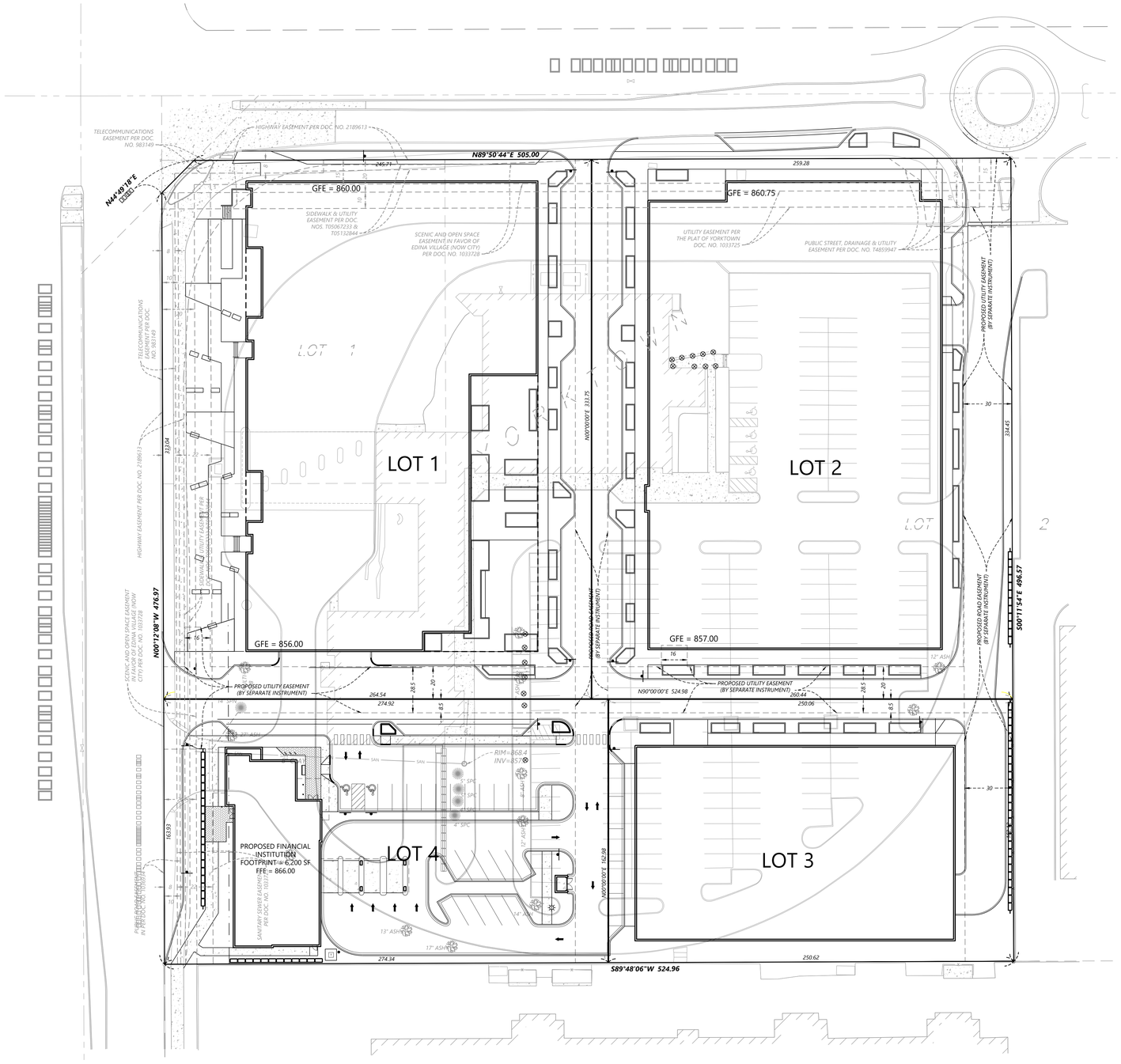

SITE DATA CHART

LEGAL DESCRIPTION	PROPOSED USE	LOT AREA (ACRE)
LOT 1	OFFICE/GROCERY	2.02 AC.
LOT 2	MULTI-FAMILY RESIDENTIAL	1.99 AC.
LOT 3	SENIOR HOUSING	0.93 AC.
LOT 4	BANK	1.03 AC.
TOTAL		5.97 AC.

ZONING

EXISTING: PCD-3 - PLANNED COMMERCIAL

PROPOSED: PUD - PLANNED UNIT DEVELOPMENT

OWNER / SUBDIVIDER

Orion/Mortenson
4530 West 77th St., Ste. 365
Edina, MN 55435

ENGINEER

WESTWOOD PROFESSIONAL SERVICES
12701 WHITEWATER DRIVE, SUITE 300,
MINNETONKA, MINNESOTA 55343
Phone: 952-937-5150

1" = 30'
0' 30' 60' 90'

NOT FOR CONSTRUCTION

DESIGNED: MHC
CHECKED: BPI
DRAWN: BPI
HORIZONTAL SCALE: 30'
VERTICAL SCALE: 6' IF 3"

INITIAL ISSUE: 10/16/20
REVISIONS:
01/25/2021 US BANK FINAL DEVELOPMENT SUBMITTAL
02/26/2021 WATERSHED COMMENTS
06/10/2021 CLIENT REVISION
09/13/2021 PRELIMINARY DEVELOPMENT PLAN / PUD

PREPARED FOR:
ORION/MORTENSON
4530 WEST 77TH STREET SUITE #365
EDINA, MN 55435

I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED LANDSCAPE ARCHITECT UNDER THE LAWS OF THE STATE OF MINNESOTA

Nathan H. Carlson
DATE: 10/16/20 LICENSE NO. 45873

70TH AND FRANCE REDEVELOPMENT
EDINA, MN

Westwood
Phone (952) 937-5150
Fax (952) 937-5822
Web Site (952) 937-5150
12701 Whitewater Drive, Suite #300
Minnetonka, MN 55343
www.westwoodps.com
Westwood Professional Services, Inc.

PRELIMINARY PLAT

SHEET NUMBER:
C101
DATE: 10/16/20

70TH AND FRANCE REDEVELOPMENT

PROJECT NUMBER: 0029211.10

N:\0029211.10\DWG\CIVIL\0029211.10PP01.DWG

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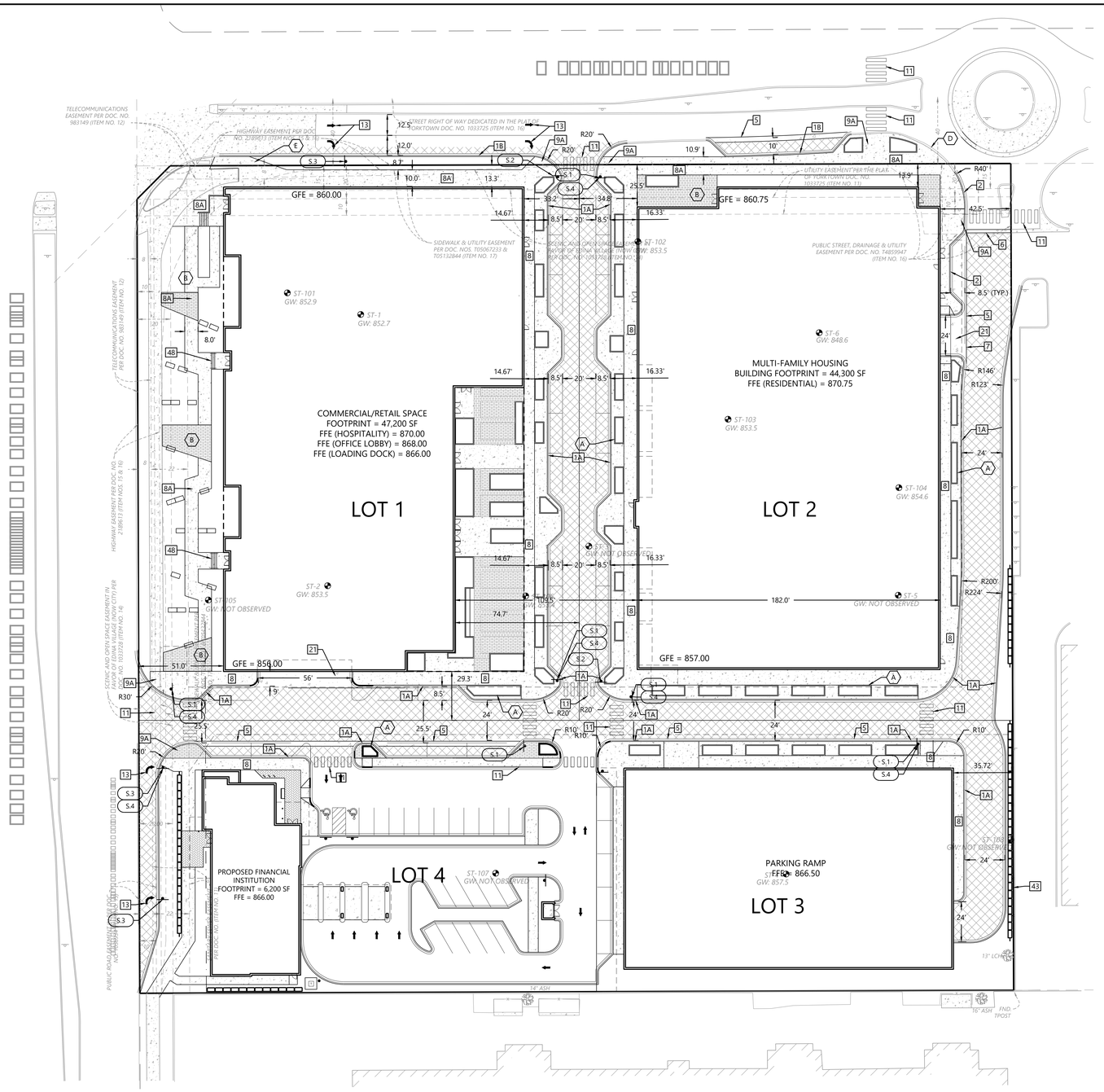

SITE LEGEND

EXISTING	PROPOSED	
		PROPERTY LINE
		LOT LINE
		SETBACK LINE
		EASEMENT LINE
		CURB AND GUTTER
		TIP-OUT CURB AND GUTTER
		POND NORMAL WATER LEVEL
		RETAINING WALL
x	x	FENCE
		CONCRETE PAVEMENT
		CONCRETE SIDEWALK
		HEAVY DUTY BITUMINOUS PAVEMENT
		NORMAL DUTY BITUMINOUS PAVEMENT
		NUMBER OF PARKING STALLS
	T	TRANSFORMER
		SITE LIGHTING
		TRAFFIC SIGN
		POWER POLE
		BOLLARD / POST

GENERAL SITE NOTES

1. BACKGROUND INFORMATION FOR THIS PROJECT PROVIDED BY WESTWOOD PROFESSIONAL SERVICES, MINNETONKA, MN, 2020.
2. LOCATIONS AND ELEVATIONS OF EXISTING TOPOGRAPHY AND UTILITIES AS SHOWN ON THIS PLAN ARE APPROXIMATE. CONTRACTOR SHALL FIELD VERIFY SITE CONDITIONS AND UTILITY LOCATIONS PRIOR TO EXCAVATION/CONSTRUCTION. IF ANY DISCREPANCIES ARE FOUND, THE ENGINEER SHOULD BE NOTIFIED IMMEDIATELY.
3. REFER TO BOUNDARY SURVEY FOR LOT BEARINGS, DIMENSIONS AND AREAS.
4. ALL DIMENSIONS ARE TO FACE OF CURB OR EXTERIOR FACE OF BUILDING UNLESS OTHERWISE NOTED.
5. REFER TO ARCHITECTURAL PLANS FOR EXACT BUILDING DIMENSIONS AND LOCATIONS OF EXITS, RAMPS, AND TRUCK DOCKS.
6. ALL CURB RADII ARE SHALL BE 5.0 FEET (TO FACE OF CURB) UNLESS OTHERWISE NOTED.
7. ALL CURB AND GUTTER SHALL BE B612 UNLESS OTHERWISE NOTED.
8. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING AND MAINTAINING TRAFFIC CONTROL DEVICES SUCH AS BARRICADES, WARNING SIGNS, DIRECTIONAL SIGNS, FLAGGERS AND LIGHTS TO CONTROL THE MOVEMENT OF TRAFFIC WHERE NECESSARY. PLACEMENT OF THESE DEVICES SHALL BE APPROVED BY THE CITY AND ENGINEER PRIOR TO PLACEMENT. TRAFFIC CONTROL DEVICES SHALL CONFORM TO APPROPRIATE MNDOT STANDARDS.
9. BITUMINOUS PAVEMENT AND CONCRETE SECTIONS TO BE IN ACCORDANCE WITH THE RECOMMENDATIONS OF THE GEOTECHNICAL ENGINEER.
10. CONTRACTOR SHALL MAINTAIN FULL ACCESS TO ADJACENT PROPERTIES DURING CONSTRUCTION AND TAKE ALL PRECAUTIONS NECESSARY TO AVOID PROPERTY DAMAGE TO ADJACENT PROPERTIES.
11. SITE LIGHTING SHOWN ON PLAN IS FOR REFERENCE ONLY. REFER TO LIGHTING PLAN PREPARED BY OTHERS FOR SITE LIGHTING DETAILS AND PHOTOMETRICS.

SITE DEVELOPMENT SUMMARY

• EXISTING ZONING:	PDC-3, PLANNED COMMERCIAL
• PROPOSED ZONING:	PUD - PLANNED UNIT DEVELOPMENT
• PARCEL DESCRIPTION:	LOT 1, BLOCK 1, YORKTOWN, HENNEPIN COUNTY, MINNESOTA
• PROPERTY AREA:	260,594 SF (5.98 AC)
• PERVIOUS SURFACE: • IMPERVIOUS SURFACE(RATIO):	71,861 SF (27.6%) 188,733 SF (72.4%)
• FLOOR-AREA-RATIO(FAR):	SEE ARCH PLANS
• BUILDING SETBACK PER CODE:	□□'=FRONT □□'=SIDE / □□'=SIDE TO ROW □□'=REAR

SITE DATA CHART

LEGAL DESCRIPTION	PROPOSED USE	LOT AREA (ACRE)	BLDG FOOTPRINT AREA (SF)
LOT 1	OFFICE/GROCERY	2.02 AC.	51,600
LOT 2	MULTI-FAMILY RESIDENTIAL	1.99 AC.	44,300
LOT 3	SENIOR HOUSING	0.93 AC.	21,050
LOT 4	BANK	1.03 AC.	6,100
TOTAL	-	5.98 AC.	123,050

1 SITE DETAILS (SI-0XX)

1A B612 CURB AND GUTTER
1B B618 CURB AND GUTTER
2 SURMOUNTABLE CURB AND GUTTER
5 VALLEY GUTTER
6 CONCRETE CROSS GUTTER
7 ENTRANCE THRU CURB AND GUTTER
8 PRIVATE CONCRETE SIDEWALK
8A PUBLIC CONCRETE SIDEWALK
9 PRIVATE PEDESTRIAN CURB RAMP
9A PUBLIC PEDESTRIAN CURB RAMP
11 CROSS WALK STRIPING
13 TRAFFIC ARROW
14 SIGN INSTALLATION
19 PAVEMENT SECTIONS
21 HEAVY DUTY CONCRETE SECTION
22 SAW CUT CONTROL JOINT
24 CONCRETE CURB AT SIDEWALK
31 TRANSITION CURB (B612)
43 RETAINING WALL WITH FENCE USING SLEEVE-IT SYSTEM
45 B612 AND SURMOUNTABLE CURB TRANSITION
48 CONCRETE STAIR AND RAILING DETAIL

X SITE KEYNOTES

A. PLANTER CURB (TYP.)
B. CONCRETE PAVERS (TYP.)
C. GENERATOR
D. EXISTING SURMOUNTABLE CURB IN ROUNDABOUT
E. BIKE LANE EXIT RAMP ONTO SHARED SIDEWALK

S.1D SIGN LEGEND

REFERENCE
S.1 STOP SIGN
S.2 NO TRUCKS
S.3 RIGHT LANE MUST TURN RIGHT
S.4 PEDESTRIAN CROSSING

Call 48 Hours before digging:
811 or call811.com
Common Ground Alliance

DESIGNED:
CHECKED:
DRAWN:
HORIZONTAL SCALE: 30'
VERTICAL SCALE: 6' or 3'

INITIAL ISSUE 10/16/2020
REVISIONS:
1 01/25/2021 US BANK FINAL DEVELOPMENT SUBMITTAL
2 02/26/2021 WATERSHED COMMENTS
3 06/10/2021 CLIENT REVISION
4 09/13/2021 PRELIMINARY DEVELOPMENT PLAN / PUD
5
6

PREPARED FOR:
ORION/MORTENSON
4530 WEST 77TH STREET SUITE #365
EDINA, MN 55435

I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.
DAVID T. BADE
DATE 09/13/2021 LICENSE NO. ——

70TH AND FRANCE REDEVELOPMENT
EDINA, MN

Westwood
Phone (952) 937-5150
Fax (952) 937-5822
Toll Free (888) 937-5150
12701 Whitewater Drive, Suite #200
Minnetonka, MN 55343
www.westwoodps.com
Westwood Professional Services, Inc.

SITE PLAN

1" = 30'
0' 30' 60' 90'

NOT FOR CONSTRUCTION

SHEET NUMBER:
C200

DATE: 09/13/2021

PROJECT NUMBER: 0029211.10

70TH AND FRANCE REDEVELOPMENT

N:\0029211.10\DWG\CIVIL\0029211.10SP01.DWG

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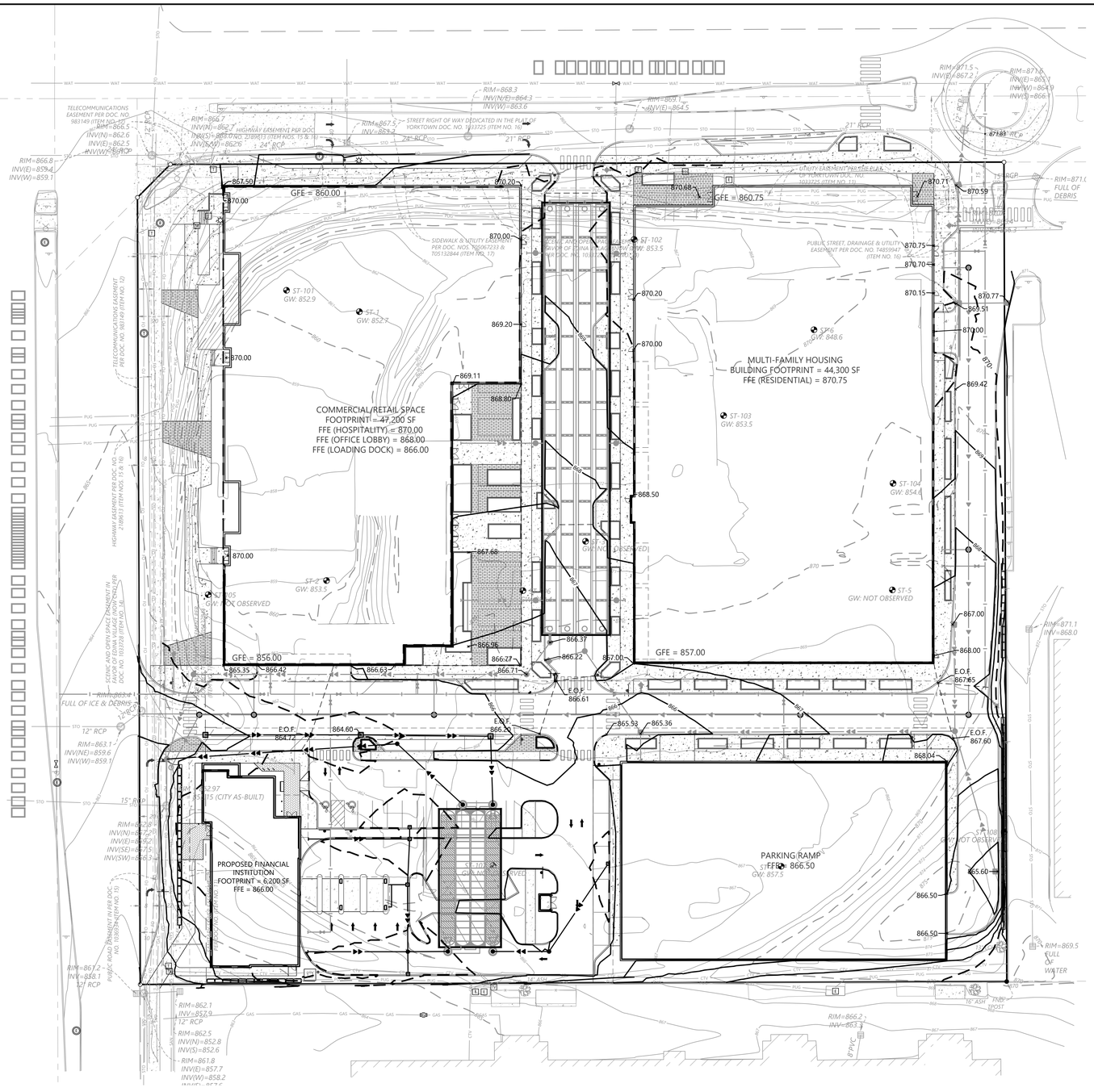

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811 or call811.com
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GRADING LEGEND

EXISTING	PROPOSED	
		PROPERTY LINE
980	980	INDEX CONTOUR
982	982	INTERVAL CONTOUR
		CURB AND GUTTER
		POND NORMAL WATER LEVEL
STO	STO	STORM SEWER
		FLARED END SECTION (WITH RIPRAP)
WAT	WAT	WATER MAIN
SAN	SAN	SANITARY SEWER
		RETAINING WALL
		DRAIN TILE
		RIDGE LINE
	GL	GRADING LIMITS
× 900.00	× 900.00	SPOT ELEVATION
	0.00%	FLOW DIRECTION
	TW=XXX.XX BW=XXX.XX	TOP AND BOTTOM OF RETAINING WALL
	E.O.F.	EMERGENCY OVERFLOW
SB-19	SB-19	SOIL BORING LOCATION

GRADING NOTES

1. LOCATIONS AND ELEVATIONS OF EXISTING TOPOGRAPHY AND UTILITIES AS SHOWN ON THIS PLAN ARE APPROXIMATE. CONTRACTOR SHALL FIELD VERIFY SITE CONDITIONS AND UTILITY LOCATIONS PRIOR TO EXCAVATION/CONSTRUCTION. THE ENGINEER SHALL BE NOTIFIED IMMEDIATELY IF ANY DISCREPANCIES ARE FOUND.
2. CONTRACTORS SHALL REFER TO ARCHITECTURAL PLANS FOR EXACT LOCATIONS AND DIMENSIONS OF VESTIBULE, SLOPED PAVEMENT, EXIT PORCHES, RAMPS, TRUCK DOCKS, PRECISE BUILDING DIMENSIONS, EXACT BUILDING UTILITY ENTRANCE LOCATIONS, AND EXACT LOCATIONS AND NUMBER OF DOWNSPOUTS.
3. ALL EXCAVATION SHALL BE IN ACCORDANCE WITH THE CURRENT EDITION OF "STANDARD SPECIFICATIONS FOR TRENCH EXCAVATION AND BACKFILL/SURFACE RESTORATION" AS PREPARED BY THE CITY ENGINEERS ASSOCIATION OF MINNESOTA.
4. ALL DISTURBED UNPAVED AREAS ARE TO RECEIVE FOUR INCHES OF TOPSOIL AND SOD OR SEED. THESE AREAS SHALL BE WATERED UNTIL A HEALTHY STAND OF GRASS IS OBTAINED. SEE LANDSCAPE PLAN FOR PLANTING AND TURF ESTABLISHMENT.
5. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING AND MAINTAINING TRAFFIC CONTROL DEVICES SUCH AS BARRICADES, WARNING SIGNS, DIRECTIONAL SIGNS, FLAGMEN AND LIGHTS TO CONTROL THE MOVEMENT OF TRAFFIC WHERE NECESSARY. PLACEMENT OF THESE DEVICES SHALL BE APPROVED BY THE ENGINEER PRIOR TO PLACEMENT. TRAFFIC CONTROL DEVICES SHALL CONFORM TO APPROPRIATE MNDOT STANDARDS.
6. ALL SLOPES SHALL BE GRADED TO 3:1 OR FLATTER, UNLESS OTHERWISE INDICATED ON THIS SHEET.
7. CONTRACTOR SHALL UNIFORMLY GRADE AREAS WITHIN LIMITS OF GRADING AND PROVIDE A SMOOTH FINISHED SURFACE WITH UNIFORM SLOPES BETWEEN POINTS WHERE ELEVATIONS ARE SHOWN OR BETWEEN SUCH POINTS AND EXISTING GRADES.
8. **SPOT ELEVATIONS SHOWN INDICATE FINISHED PAVEMENT ELEVATIONS & GUTTER FLOW LINE UNLESS OTHERWISE NOTED. PROPOSED CONTOURS ARE TO FINISHED SURFACE GRADE.**
9. SEE SOILS REPORT FOR PAVEMENT THICKNESSES AND HOLD DOWNS.
10. CONTRACTOR SHALL DISPOSE OF ANY EXCESS SOIL MATERIAL THAT EXISTS AFTER THE SITE GRADING AND UTILITY CONSTRUCTION IS COMPLETED. THE CONTRACTOR SHALL DISPOSE OF ALL EXCESS SOIL MATERIAL IN A MANNER ACCEPTABLE TO THE OWNER AND THE REGULATING AGENCIES.
11. CONTRACTOR SHALL PROVIDE A STRUCTURAL RETAINING WALL DESIGN CERTIFIED BY A LICENSED PROFESSIONAL ENGINEER.
12. ALL CONSTRUCTION SHALL CONFORM TO LOCAL, STATE AND FEDERAL RULES INCLUDING THE NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES) PERMIT REQUIREMENTS.
13. PRIOR TO PLACEMENT OF ANY STRUCTURE OR PAVEMENT, A PROOF ROLL, AT MINIMUM, WILL BE REQUIRED ON THE SUBGRADE. PROOF ROLLING SHALL BE ACCOMPLISHED BY MAKING MINIMUM OF 2 COMPLETE PASSES WITH FULLY-LOADED TANDEM-AXLE DUMP TRUCK, OR APPROVED EQUAL, IN EACH OF 2 PERPENDICULAR DIRECTIONS WHILE UNDER SUPERVISION AND DIRECTION OF THE INDEPENDENT TESTING LABORATORY. AREAS OF FAILURE SHALL BE EXCAVATED AND RE-COMPACTED AS SPECIFIED HEREIN.
14. EMBANKMENT MATERIAL PLACED BENEATH BUILDINGS AND STREET OR PARKING AREAS SHALL BE COMPACTED IN ACCORDANCE WITH THE SPECIFIED DENSITY METHOD AS OUTLINED IN MNDOT 2105.3F1 AND THE REQUIREMENTS OF THE GEOTECHNICAL ENGINEER.
15. EMBANKMENT MATERIAL NOT PLACED IN THE BUILDING PAD, STREETS OR PARKING AREA, SHALL BE COMPACTED IN ACCORDANCE WITH REQUIREMENTS OF THE ORDINARY COMPACTION METHOD AS OUTLINED IN MNDOT 2105.3F2.
16. ALL SOILS AND MATERIALS TESTING SHALL BE COMPLETED BY AN INDEPENDENT GEOTECHNICAL ENGINEER. EXCAVATION FOR THE PURPOSE OF REMOVING UNSTABLE OR UNSUITABLE SOILS SHALL BE COMPLETED AS REQUIRED BY THE GEOTECHNICAL ENGINEER. THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING ALL REQUIRED SOILS TESTS AND INSPECTIONS WITH THE GEOTECHNICAL ENGINEER.

FILTRATION/INFILTRATION BASIN NOTES

1. BASIN EXCAVATION AND PIPE INSTALLATION MAY TAKE PLACE BEFORE CURB INSTALLATION. ALL OTHER BASIN CONSTRUCTION MUST WAIT UNTIL FINAL SITE LANDSCAPING. REMOVE SEDIMENT FROM EXCAVATED BASIN PRIOR TO PLACEMENT OF FILTER MEDIA. PLACE SAND BAGS OR SIMILAR ITEM IN CURB CUTS TO PRE-FILTER STORM WATER UNTIL PLANTS ARE ESTABLISHED IN BASINS. MAINTAIN INLET PROTECTION ON DOWN STREAM INLETS UNTIL BASINS ARE ON-LINE.
2. BASIN EXCAVATION SHALL BE WITH TOOTHED-BUCKETS TO SCARIFY THE BOTTOM.
3. PLACE SILT FENCE AROUND BASINS AS SHOWN IMMEDIATELY AFTER BASIN CONSTRUCTION.
4. BASINS MUST BE TESTED FOR INFILTRATION RATE AFTER TOTAL SITE STABILIZATION. A DUAL RING INFILTROMETER SHALL BE USED FOR TESTING. MINIMUM INFILTRATION RATE IS 1-INCH PER HOUR. IF BASIN DOES NOT MEET INFILTRATION RATE, CONTRACTOR MUST TAKE CORRECTIVE ACTION UNTIL MINIMUM INFILTRATION RATE IS MET. CORRECTIVE ACTION MAY INCLUDE REMOVING PLUG IN DRAIN TILE. ALL TESTING AND CORRECTIVE ACTION SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR, AND SHALL BE INCIDENTAL TO THE CONTRACT, WITH NO DIRECT COMPENSATION MADE.

SOIL REPLACEMENT NOTE

GEOTECHNICAL EVALUATIONS FOUND A LAYER OF CLAYEY SAND APPROXIMATELY 4 FEET BELOW THE BOTTOM OF THE PROPOSED INFILTRATION CHAMBERS. SHOULD THIS MATERIAL BE ENCOUNTERED DURING CONSTRUCTION, THE EXISTING CLAYEY SAND MUST BE REMOVED AND REPLACED WITH MATERIAL HAVING AN INFILTRATION RATE COMPARABLE WITH THE POORLY-GRADED SAND LOCATED AT THE BOTTOM OF THE SYSTEM.

1" = 30'
0' 30' 60' 90'

NOT FOR CONSTRUCTION

DESIGNED: ---
CHECKED: ---
DRAWN: ---
HORIZONTAL SCALE: ###
VERTICAL SCALE: ### or ##

INITIAL ISSUE: 10/16/2020
REVISIONS:
1. 01/25/2021 US BANK FINAL DEVELOPMENT SUBMITTAL
2. 02/26/2021 WATERSHED COMMENTS
3. 06/10/2021 CLIENT REVISION
4. 09/13/2021 PRELIMINARY DEVELOPMENT PLAN / PUD
5. ---

PREPARED FOR:
ORION/MORTENSON
4530 WEST 77TH STREET SUITE #365
EDINA, MN 55435

I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.
DAVID T. BADE
DATE: 09/13/2021 LICENSE NO. ---

70TH AND FRANCE REDEVELOPMENT
EDINA, MN

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12701 Whitewater Drive, Suite #200
Minnetonka, MN 55343
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Westwood Professional Services, Inc.

GRADING PLAN

SHEET NUMBER:
C300

DATE: 09/13/2021

PROJECT NUMBER: 0029211.10

70TH AND FRANCE REDEVELOPMENT

N:\0029211.10\DWG\CIVIL\0029211.10GP01.DWG

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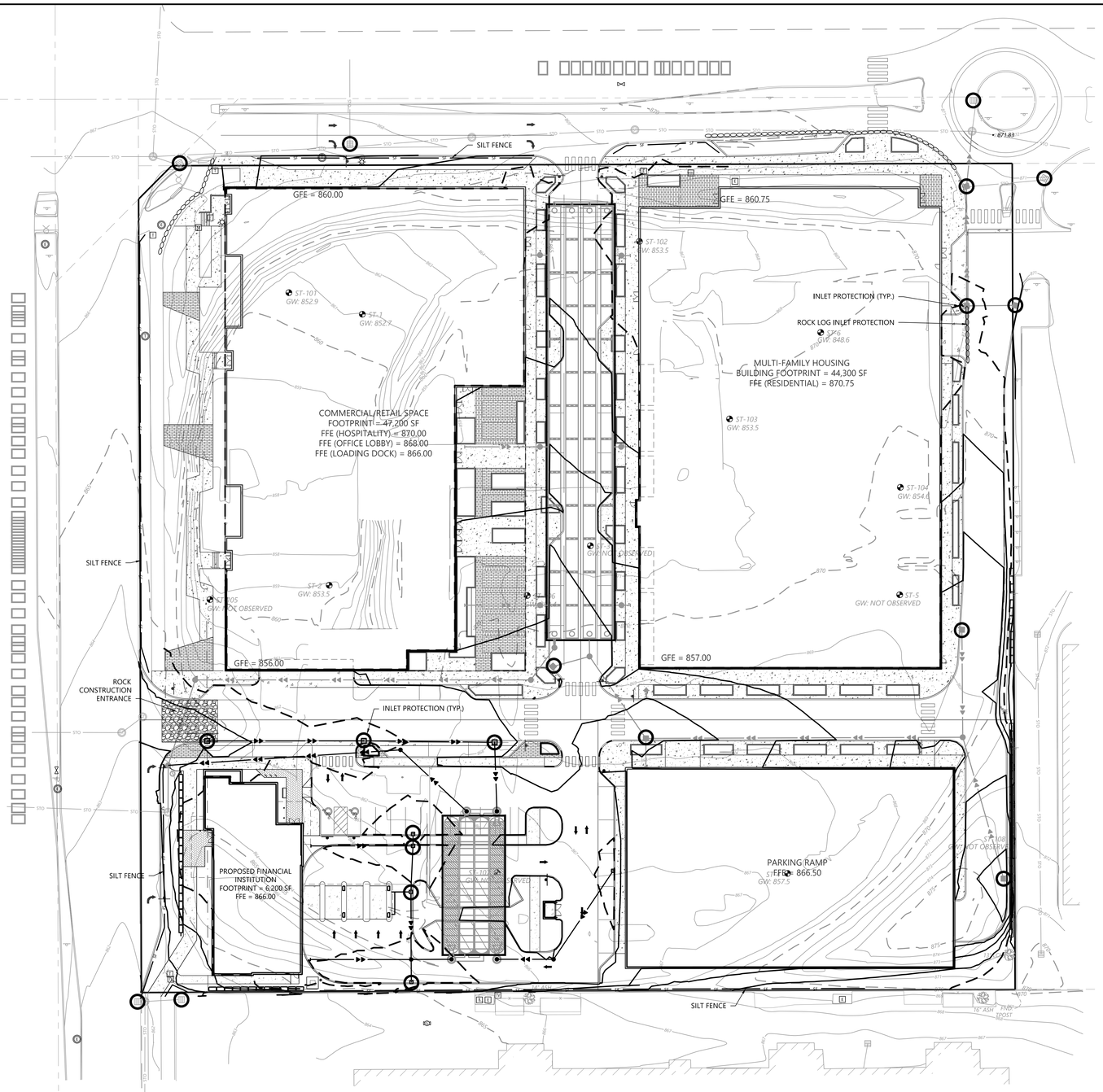

EROSION CONTROL LEGEND

EXISTING	PROPOSED	
		PROPERTY LINE
980	980	INDEX CONTOUR
982	982	INTERVAL CONTOUR
		CURB AND GUTTER
		POND NORMAL WATER LEVEL
	SF	SILT FENCE
	HDSF	HEAVY DUTY SILT FENCE
		ROCK LOG
	BIO	BIOROLL
STO		STORM SEWER
		FLARED END SECTION (WITH RIPRAP)
WAT		WATER MAIN
SAN		SANITARY SEWER
		RETAINING WALL
		DRAIN TILE
	GL	GRADING LIMITS
		ROCK CONSTRUCTION ENTRANCE
		EROSION CONTROL BLANKET
		TURF REINFORCEMENT MAT
	E.O.F.	EMERGENCY OVERFLOW
SB-19	SB-19	SOIL BORING LOCATION
		INLET PROTECTION

GENERAL EROSION CONTROL NOTES

1. THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT THE LOCATION AND/OR ELEVATION OF EXISTING UTILITIES AS SHOWN ON THESE PLANS ARE BASED ON RECORDS OF THE VARIOUS UTILITY COMPANIES AND LIMITED MEASUREMENTS TAKEN IN THE FIELD. THE INFORMATION SHALL NOT BE RELIED ON AS BEING EXACT OR COMPLETE. THE CONTRACTOR SHALL VERIFY EXISTING CONDITIONS PRIOR TO CONSTRUCTION AND NOTIFY THE OWNER OR ENGINEER OF DISCREPANCIES.

2. ALL SILT FENCE AND OTHER EROSION CONTROL FEATURES SHALL BE IN-PLACE PRIOR TO ANY EXCAVATION/CONSTRUCTION AND SHALL BE MAINTAINED UNTIL VIABLE TURF OR GROUND COVER HAS BEEN ESTABLISHED. EXISTING SILT FENCE ON-SITE SHALL BE MAINTAINED AND OR REMOVED AND SHALL BE CONSIDERED INCIDENTAL TO THE GRADING CONTRACT. IT IS OF EXTREME IMPORTANCE TO BE AWARE OF CURRENT FIELD CONDITIONS WITH RESPECT TO EROSION CONTROL. TEMPORARY PONDING, DIKES, HAYBALES, ETC., REQUIRED BY THE CITY SHALL BE INCIDENTAL TO THE GRADING CONTRACT.

3. EROSION AND SILTATION CONTROL (ESC): THE CONTRACTOR SHALL ASSUME COMPLETE RESPONSIBILITY FOR CONTROLLING ALL SILTATION AND EROSION OF THE PROJECT AREA. THE CONTRACTOR SHALL USE WHATEVER MEANS NECESSARY TO CONTROL THE EROSION AND SILTATION INCLUDING BUT NOT LIMITED TO: CATCH BASIN INSERTS, CONSTRUCTION ENTRANCES, EROSION CONTROL BLANKET, AND SILT FENCE. ESC SHALL COMMENCE WITH GRADING AND CONTINUE THROUGHOUT THE PROJECT UNTIL ACCEPTANCE OF THE WORK BY THE OWNER. THE CONTRACTOR'S RESPONSIBILITY INCLUDES ALL IMPLEMENTATION AS REQUIRED TO PREVENT EROSION AND THE DEPOSITING OF SILT. THE OWNER MAY DIRECT THE CONTRACTOR'S METHODS AS DEEMED FIT TO PROTECT PROPERTY AND IMPROVEMENTS. ANY DEPOSITION OF SILT OR MUD ON NEW OR EXISTING PAVEMENT OR IN EXISTING STORM SEWERS OR SWALES SHALL BE REMOVED AFTER EACH RAIN EVENT. AFFECTED AREAS SHALL BE CLEANED TO THE SATISFACTION OF THE OWNER, ALL AT THE EXPENSE OF THE CONTRACTOR. ALL TEMPORARY EROSION CONTROL SHALL BE REMOVED BY THE CONTRACTOR AFTER THE TURF IS ESTABLISHED.

4. ALL STREETS DISTURBED DURING WORKING HOURS MUST BE CLEANED AT THE END OF EACH WORKING DAY. A CONSTRUCTION ENTRANCE TO THE SITE MUST BE PROVIDED ACCORDING TO DETAILS TO REDUCE TRACKING OF DIRT ONTO PUBLIC STREETS.

5. PROPOSED PONDS SHALL BE EXCAVATED FIRST AND USED AS TEMPORARY PONDING DURING CONSTRUCTION.

6. WHEN INSTALLING END-OF-LINE FLARED END SECTIONS, BRING THE SILT FENCE UP & OVER THE FLARED END SECTIONS & COVER DISTURBED AREAS WITH RIP RAP. THE UPSTREAM FLARED END SECTIONS SHALL HAVE WOOD FIBER BLANKET INSTALLED ON THE DISTURBED SOILS.

7. ALL UNPAVED AREAS ALTERED DUE TO CONSTRUCTION ACTIVITIES MUST BE RESTORED WITH SEED AND MULCH, SOD, EROSION CONTROL BLANKET OR BE HARD SURFACE WITHIN 2 WEEKS OF COMPLETION OF CONSTRUCTION.

8. THE SITE MUST BE STABILIZED PER THE REQUIREMENTS OF THE MPCA, NPDES, MNDOT, AND CITY.
   - A. TEMPORARY (GREATER THAN 1-YEAR) SEED SHALL BE MNDOT SEED MIX 22-111 AT 30.5-POUNDS PER ACRE.
   - B. TEMPORARY (LESS THAN 1-YEAR) SEED SHALL BE MNDOT SEED MIX 21-112 (FALL) OR 21-111 (SPRING/SUMMER) AT 100-POUNDS PER ACRE
   - C. INFILTRATION/FILTRATION BASIN SHALL BE MNDOT SEED MIX 34-262 AT 14.5-POUNDS PER ACRE.
   - D. POND SLOPES SHALL BE MNDOT SEED MIX 33-261 AT 35-POUNDS PER ACRE.
   - E. GENERAL SEEDING SHALL BE MNDOT SEED MIX 25-151 AT 70-POUNDS PER ACRE.
   - F. MULCH SHALL BE MNDOT TYPE 1 APPLIED AT 2-TONS PER ACRE.

9. FOR AREAS WITH SLOPE OF 3:1 OR GREATER, RESTORATION WITH SOD OR EROSION CONTROL BLANKET IS REQUIRED.

10. ALL TEMPORARY STOCKPILES MUST HAVE SILT FENCE INSTALLED AROUND THEM TO TRAP SEDIMENT.

11. ALL PERMANENT PONDS USED AS TEMPORARY SEDIMENT BASINS DURING CONSTRUCTION SHALL BE DREDGED AFTER THE SITE HAS BEEN STABILIZED TO RESTORE THE POND TO THE PROPOSED BOTTOM ELEVATION.

12. ALL CONSTRUCTION SHALL CONFORM TO LOCAL AND STATE RULES INCLUDING THE NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES) PERMIT REQUIREMENTS.

13. THE SITE MUST BE KEPT IN A WELL-DRAINED CONDITION AT ALL TIMES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR TEMPORARY DITCHES, PIPING OR OTHER MEANS REQUIRED TO INSURE PROPER DRAINAGE DURING CONSTRUCTION. LOW POINTS IN ROADWAYS OR BUILDING PADS MUST BE PROVIDED WITH A POSITIVE OUTFLOW.

14. PUBLIC STREETS USED FOR HAULING SHALL BE KEPT FREE OF SOIL AND DEBRIS. STREET SWEEPING SHALL BE CONCURRENT WITH SITE WORK.

1" = 30'

0' 30' 60' 90'

NOT FOR CONSTRUCTION

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DESIGNED: DTR
CHECKED: DTR
DRAWN: TDM
HORIZONTAL SCALE: ###
VERTICAL SCALE: ### or ##

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ORION/MORTENSON
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EROSION CONTROL PLAN

SHEET NUMBER:
C301

DATE: 09/13/2021

PROJECT NUMBER: 0029211.10

70TH AND FRANCE REDEVELOPMENT

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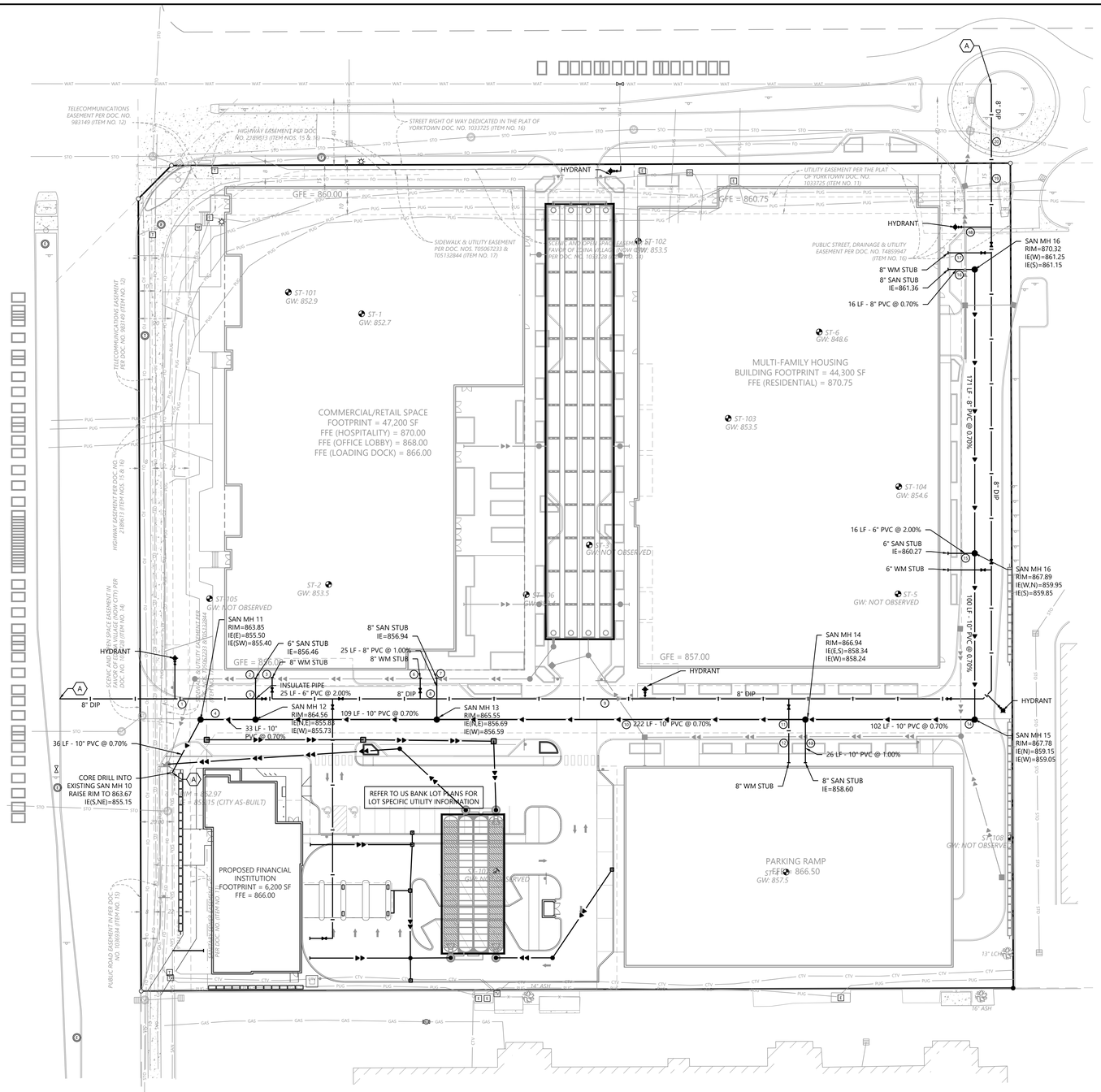

UTILITY LEGEND

EXISTING	PROPOSED	
		PROPERTY LINE
		EASEMENT LINE
		CURB AND GUTTER
SAN	SAN	SANITARY SEWER
FM	FM	SANITARY SEWER FORCE MAIN
STO	STO	STORM SEWER
WAT	WAT	WATER MAIN
WAT	WAT	HYDRANT
GAS	GAS	GAS
PUG	PUG	UNDERGROUND ELECTRIC
POH	POH	OVERHEAD ELECTRIC
TUG	TOH	UNDERGROUND TELEPHONE
TOH	TOH	OVERHEAD TELEPHONE
FO	FO	TELEPHONE FIBER OPTIC
CTV	CTV	CABLE TELEVISION
DT	DT	DRAIN TILE
		GATE VALVE
		FLARED END SECTION (WITH RIPRAP)
		LIGHT POLE

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GENERAL UTILITY NOTES

1. THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT THE LOCATION AND/OR ELEVATION OF EXISTING UTILITIES AS SHOWN ON THESE PLANS ARE BASED ON RECORDS OF THE VARIOUS UTILITY COMPANIES AND LIMITED MEASUREMENTS TAKEN IN THE FIELD. THE INFORMATION SHALL NOT BE RELIED ON AS BEING EXACT OR COMPLETE. THE CONTRACTOR SHALL VERIFY EXISTING CONDITIONS PRIOR TO CONSTRUCTION AND NOTIFY THE OWNER OR ENGINEER OF DISCREPANCIES.
2. ALL SANITARY SEWER, STORM SEWER AND WATER MAIN MATERIAL AND INSTALLATIONS SHALL BE PER CITY REQUIREMENTS, MINNESOTA PLUMBING CODE, AND IN ACCORDANCE WITH THE CURRENT EDITION OF "STANDARD SPECIFICATIONS FOR WATER MAIN AND SERVICE LINE INSTALLATION AND SANITARY SEWER AND STORM SEWER INSTALLATION" AS PREPARED BY THE CITY ENGINEERS ASSOCIATION OF MINNESOTA.
3. PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL OBTAIN THE NECESSARY FEDERAL, STATE AND LOCAL PERMITS FOR THE PROPOSED WORK OR VERIFY WITH THE OWNER OR ENGINEER THAT PERMITS HAVE BEEN OBTAINED. PERMIT FEES SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR UNLESS OTHERWISE ARRANGED WITH THE OWNER.
4. CONTRACTOR SHALL REFER TO ARCHITECTURAL PLANS FOR EXACT LOCATION AND DIMENSIONS OF DOORWAYS, RAMPS, TRUCK DOCKS, PRECISE BUILDING DIMENSIONS AND EXACT BUILDING UTILITY CONNECTION LOCATIONS.
5. ALL PRIVATE UTILITIES SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE SPECIFICATIONS OF THE APPROPRIATE UTILITY COMPANY. THE CONTRACTOR SHALL COORDINATE THE SERVICE LINE CONSTRUCTION WITH THE UTILITY COMPANIES.
6. CONTRACTOR SHALL OBTAIN ALL NECESSARY CITY PERMITS FOR UTILITY CONNECTIONS, AND UTILITIES SHALL BE INSPECTED AND APPROVED BY THE CITY. THE CITY SHALL BE NOTIFIED 48-HOURS PRIOR TO COMMENCING WITH THE UTILITY CONSTRUCTION OR ANY REQUIRED TESTING. CONTRACTOR SHALL NOT OPERATE, INTERFERE WITH, CONNECT ANY PIPE OR HOSE TO, OR TAP ANY WATER MAIN BELONGING TO THE CITY UNLESS DULY AUTHORIZED TO DO SO BY THE CITY. ANY ADVERSE CONSEQUENCES OF SCHEDULED OR UNSCHEDULED DISRUPTIONS OF SERVICE TO THE PUBLIC ARE TO BE THE RESPONSIBILITY OF THE CONTRACTOR.
7. WATER MAIN LENGTHS AS SHOWN ARE APPROXIMATE HORIZONTAL LENGTHS. ALLOW FOR ADDITIONAL PIPE WHEN INSTALLING ON SLOPES OR WHEN DEFLECTIONS ARE REQUIRED. THE JOINT DEFLECTIONS SHALL NOT EXCEED THE MAXIMUM RECOMMENDED BY THE PIPE MANUFACTURER OR BY LOCAL GOVERNING SPECIFICATIONS. FITTINGS REQUIRED TO CONSTRUCT WATER MAIN SHALL BE INCLUDED IN WATER MAIN CONSTRUCTION.
8. PROVIDE WATER MAIN THRUST RESTRAINTS PER CITY STANDARD REQUIREMENTS.
9. A MINIMUM VERTICAL SEPARATION OF 18 INCHES IS REQUIRED AT ALL WATER LINE CROSSINGS WITH SANITARY SEWER OR STORM SEWER. THE WATER LINE SHALL NOT HAVE JOINTS OR CONNECTION WITHIN 10-FEET OF THE CROSSING. INSULATE CROSSINGS WITH STORM SEWER.
10. UTILITY SERVICES TYPICALLY TERMINATE 5' OUTSIDE BUILDING WALL UNLESS OTHERWISE SHOWN OR NOTED.
11. DUCTILE IRON WATER LINES SHALL BE CLASS 52, PER AWWA C115 OR C151. COPPER WATER LINES SHALL BE TYPE K PER ASTM B88. PVC WATER LINES SHALL BE PER AWWA C900 AND INSTALLED PER AWWA C605 IF ALLOWED BY CITY.
12. ALL WATER LINES SHALL HAVE 7.5' MINIMUM COVER. INSULATE WATER MAIN IF LESS THAN 8' OF COVER. INSULATION SHALL BE DOW STYROFOAM HI BRAND 35 OR EQUIVALENT, WITH 4 INCHES OF THICKNESS.
13. SANITARY SEWER PIPE OUTSIDE THE BUILDING ENVELOPE SHALL BE POLYVINYL CHLORIDE (PVC) SDR 35 OR 26. SDR 26 IS REQUIRED FOR DEPTHS GREATER THAN 15 FEET. SANITARY SEWER PIPE WITHIN 5 FEET OF THE BUILDING AND UNDER FOOTINGS SHALL BE SCHEDULE 40 PER ASTM D2665. ALL PLASTIC SANITARY SEWER SHALL BE INSTALLED PER D2321. SOLVENT WELD JOINTS MUST INCLUDE USE OF A PRIMER WHICH IS OF A CONTRASTING COLOR TO THE PIPE AND CEMENT. ALL SANITARY SEWER SHALL BE TESTED ACCORDING TO MINNESOTA PLUMBING CODE, PART 712.0.
14. STORM SEWER PIPE:
    A. RCP AND HDPE PIPE MAY BE INSTALLED WITH APPROVAL OF LOCAL GOVERNING AGENCY.
    B. REINFORCED CONCRETE PIPE SHALL BE CLASS 5 FOR PIPE DIAMETERS 18" AND SMALLER, CLASS 3 FOR PIPE DIAMETERS 21" AND LARGER UNLESS OTHERWISE NOTED, PER ASTM C76 WITH R-4 GASKETS.
    C. HDPE STORM PIPE 4- TO 10-INCHES IN DIAMETER SHALL MEET REQUIREMENTS OF AASHTO M252. HDPE STORM PIPE 12- TO 60-INCHES IN DIAMETER SHALL MEET REQUIREMENTS OF ASTM F2306. FITTINGS SHALL BE PER ASTM D3212 AND INSTALLED PER ASTM D2321.
    D. PVC STORM SEWER PIPE AND FITTINGS SHALL BE SCHEDULE 40 PIPE PER ASTM D2665 AND INSTALLED PER ASTM D2321.
    E. CORRUGATED METAL PIPE (CMP) FOR SIZES 18- TO 120-INCH AND MUST MEET ASTM A760 OR ASTM A796 AND BE INSTALLED PER ASTM A798. CMP MAY NOT BE INSTALLED WITHIN 10-FEET OF A WATERMAIN, WATER SERVICE, OR A BUILDING.
    F. ALL STORM SEWER JOINTS AND STRUCTURE CONNECTIONS SHALL BE GASTIGHT OR WATERTIGHT AS REQUIRED BY MINNESOTA PLUMBING CODE, PART 707.3. STORM SEWER LOCATED WITHIN 10-FEET OF A BUILDING AND/OR WATER LINE SHALL BE TESTED PER MINNESOTA PLUMBING CODE, PART 712.
15. ALL NONCONDUCTIVE PIPE SHALL BE INSTALLED WITH A LOCATE (TRACER) WIRE PER MINNESOTA RULES, PART 7560.0150.
16. POST INDICATOR VALVES SHALL BE CLOW F-5750 (OR EQUIVALENT) MEETING AWWA STANDARD C509 AND CITY STANDARDS. VALVE TO BE MECHANICAL JOINT RESILIENT WEDGE GATE VALVE. POST TO BE ADJUSTABLE FOR 8 FEET WATER MAIN DEPTH. THE ELECTRICAL ALARM SWITCH SHALL BE PART NO. PCVS2 (OR EQUIVALENT).
17. AFTER CONSTRUCTION IS COMPLETED, THE CONTRACTOR SHALL PROVIDE THE OWNER WITH AN AS-BUILT RECORD OF UTILITY CONSTRUCTION. THE AS-BUILT SHALL INCLUDE LOCATION AND LENGTH DEVIATIONS OR CHANGES TO THE PLAN. CONTRACTOR TO VERIFY WITH OWNER OR ENGINEER WHETHER A PLAN WITH POST-CONSTRUCTION ELEVATIONS IS REQUIRED.
18. ALL MANHOLE CASTINGS IN PAVED AREAS SHALL BE SUMPED 0.05 FEET. RIM ELEVATIONS ON PLAN REFLECT THE SUMPED ELEVATIONS.
19. ALL CATCH BASIN CASTINGS IN CURB SHALL BE SUMPED 0.15 FEET AND MANHOLE CASTINGS IN PAVED AREAS SHALL BE SUMPED 0.05 FEET. RIM ELEVATIONS ON PLAN REFLECT THE SUMPED ELEVATIONS.

(A) UTILITY KEYNOTE

A. CONNECT TO EXISTING. COORDINATE CONNECTION WITH THE CITY.

1" = 30'
0' 30' 60' 90'

NOT FOR CONSTRUCTION

DESIGNED: ---
CHECKED: ---
DRAWN: ---
HORIZONTAL SCALE: ###
VERTICAL SCALE: ### or ##

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70TH AND FRANCE REDEVELOPMENT
EDINA, MN

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Westwood Professional Services, Inc.

SANITARY AND WATERMAIN PLAN

SHEET NUMBER:
C400
DATE: 09/13/2021
PROJECT NUMBER: 0029211.10

70TH AND FRANCE REDEVELOPMENT

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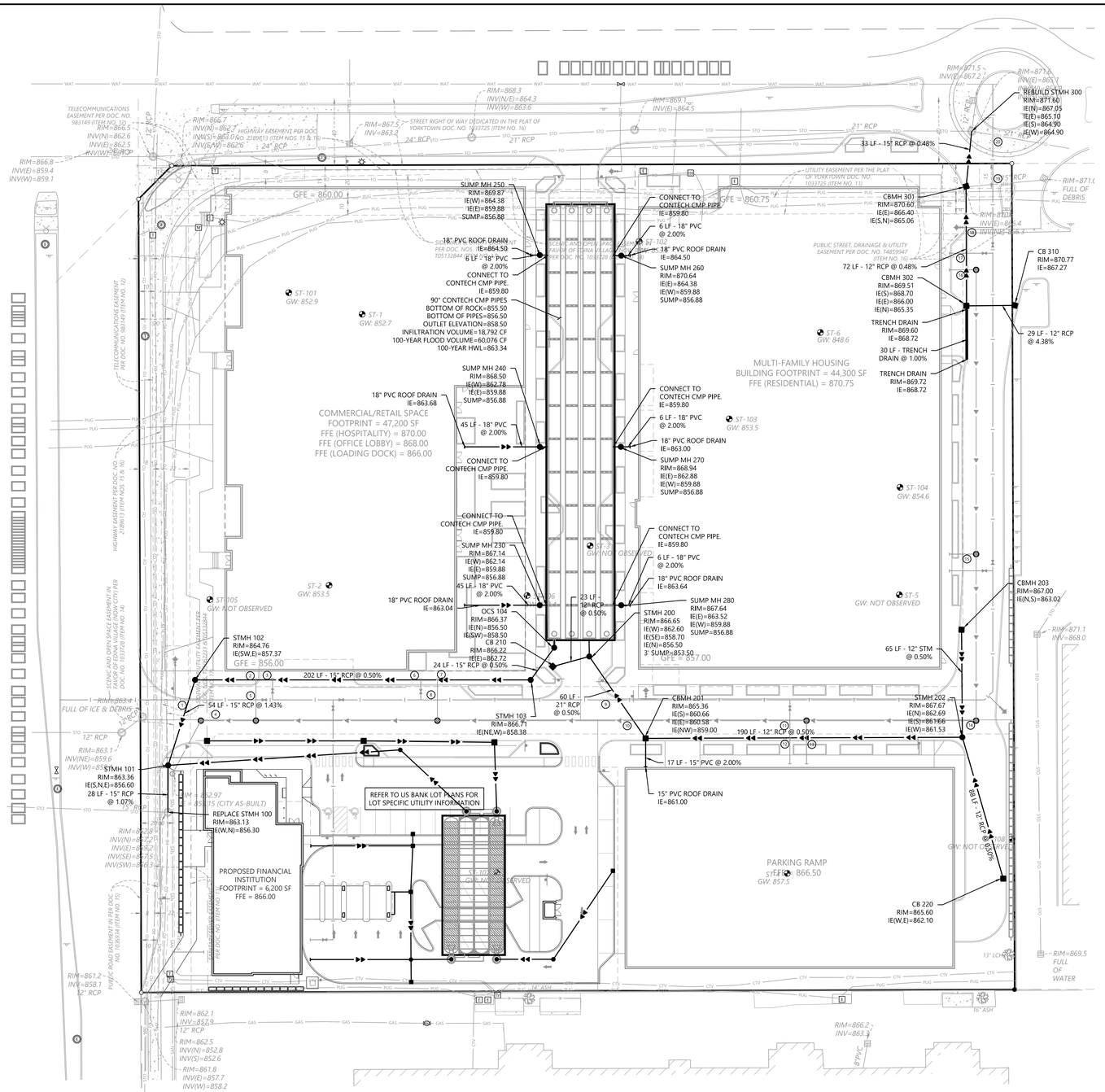
SUMP MH 250
RIM=869.87
IE(W)=864.38
IE(E)=859.88
SUMP=856.88
18" PVC ROOF DRAIN
IE=864.50
6 LF - 18" PVC @ 2.00%
CONNECT TO CONTECH CMP PIPE
IE=859.80
90° CONTECH CMP PIPES
BOTTOM OF RCK=855.50
BOTTOM OF PIPES=856.50
OUTLET ELEVATION=858.50
INFILTRATION VOLUME=18,792 CF
100-YEAR FLOOD VOLUME=60,076 CF
100-YEAR HWL=863.34
SUMP MH 240
RIM=868.50
IE(W)=862.78
IE(E)=859.88
SUMP=856.88
18" PVC ROOF DRAIN
IE=863.68
45 LF - 18" PVC @ 2.00%
CONNECT TO CONTECH CMP PIPE
IE=859.80
COMMERCIAL/RETAIL SPACE
FOOTPRINT = 47,200 SF
FFE (HOSPITALITY) = 870.00
FFE (OFFICE LOBBY) = 868.00
FFE (LOADING DOCK) = 866.00
CONNECT TO CONTECH CMP PIPE
IE=859.80
SUMP MH 230
RIM=867.14
IE(W)=862.14
IE(E)=859.88
SUMP=856.88
45 LF - 18" PVC @ 2.00%
18" PVC ROOF DRAIN
IE=863.04
OCS 104
RIM=866.37
IE(N)=856.50
IE(SW)=858.50
CB 210
RIM=866.22
IE(E)=862.72
24 LF - 15" RCP @ 0.50%
STMH 102
RIM=864.76
IE(SW,E)=857.37
GFE = 856.00
202 LF - 15" RCP @ 0.50%
54 LF - 15" RCP @ 1.43%
STMH 101
RIM=863.36
IE(S,N,E)=856.60
28 LF - 15" RCP @ 1.07%
STMH 103
RIM=866.71
IE(NE,W)=858.38
REPLACE STMH 100
RIM=863.13
IE(W,N)=856.30
REFER TO US BANK LOT PLANS FOR LOT SPECIFIC UTILITY INFORMATION
PROPOSED FINANCIAL INSTITUTION
FOOTPRINT = 6,200 SF
FFE = 866.00
CONNECT TO CONTECH CMP PIPE
IE=859.80
6 LF - 18" PVC @ 2.00%
18" PVC ROOF DRAIN
IE=863.00
SUMP MH 270
RIM=868.94
IE(E)=862.88
IE(W)=859.88
SUMP=856.88
CONNECT TO CONTECH CMP PIPE.
IE=859.80
6 LF - 18" PVC @ 2.00%
18" PVC ROOF DRAIN
IE=863.64
SUMP MH 280
RIM=867.64
IE(E)=863.52
IE(W)=859.88
SUMP=856.88
STMH 200
RIM=866.65
IE(W)=862.60
IE(S)=858.70
IE(N)=856.50
3' SUMP=853.50
GFE = 857.00
23 LF - 18" RCP @ 0.50%
60 LF - 21" RCP @ 0.50%
CBMH 201
RIM=865.36
IE(S)=860.66
IE(E)=860.58
IE(NW)=859.00
190 LF - 12" RCP @ 0.50%
17 LF - 15" PVC @ 2.00%
15" PVC ROOF DRAIN
IE=861.00
STMH 202
RIM=867.67
IE(N)=862.69
IE(S)=861.66
IE(W)=861.53
68 LF - 12" RCP @ 1.50%
CB 220
RIM=865.60
IE(W,E)=862.10
PARKING RAMP
STFF = 866.50
GW: 857.5
33 LF - 15" RCP @ 0.48%
REBUILD STMH 300
RIM=871.60
IE(N)=867.05
IE(E)=865.10
IE(S)=864.90
IE(W)=864.90
CBMH 301
RIM=870.60
IE(E)=866.40
IE(S,N)=865.06
72 LF - 12" RCP @ 0.48%
CBMH 302
RIM=869.51
IE(S)=868.70
IE(E)=866.00
IE(N)=865.35
TRENCH DRAIN
RIM=869.60
IE=868.72
30 LF - TRENCH DRAIN @ 1.00%
TRENCH DRAIN
RIM=869.72
IE=868.72
MULTI-FAMILY HOUSING
BUILDING FOOTPRINT = 44,300 SF
FFE (RESIDENTIAL) = 870.75
GFE = 860.75
CB 310
RIM=870.77
IE=867.27
29 LF - 12" RCP @ 4.38%
CBMH 203
RIM=867.00
IE(N,S)=863.02
65 LF - 12" STM @ 0.50%
ST-101 GW: 852.9
ST-1 GW: 852.7
ST-2 GW: 853.5
ST-3 GW: NO OBSERVED
ST-4 GW: 848.6
ST-5 GW: NOT OBSERVED
ST-6 GW: 848.6
ST-103 GW: 853.5
ST-104 GW: 854.6
ST-105 GW: NOT OBSERVED
GW: NOT OBSERVED
GW: NOT OBSERVED

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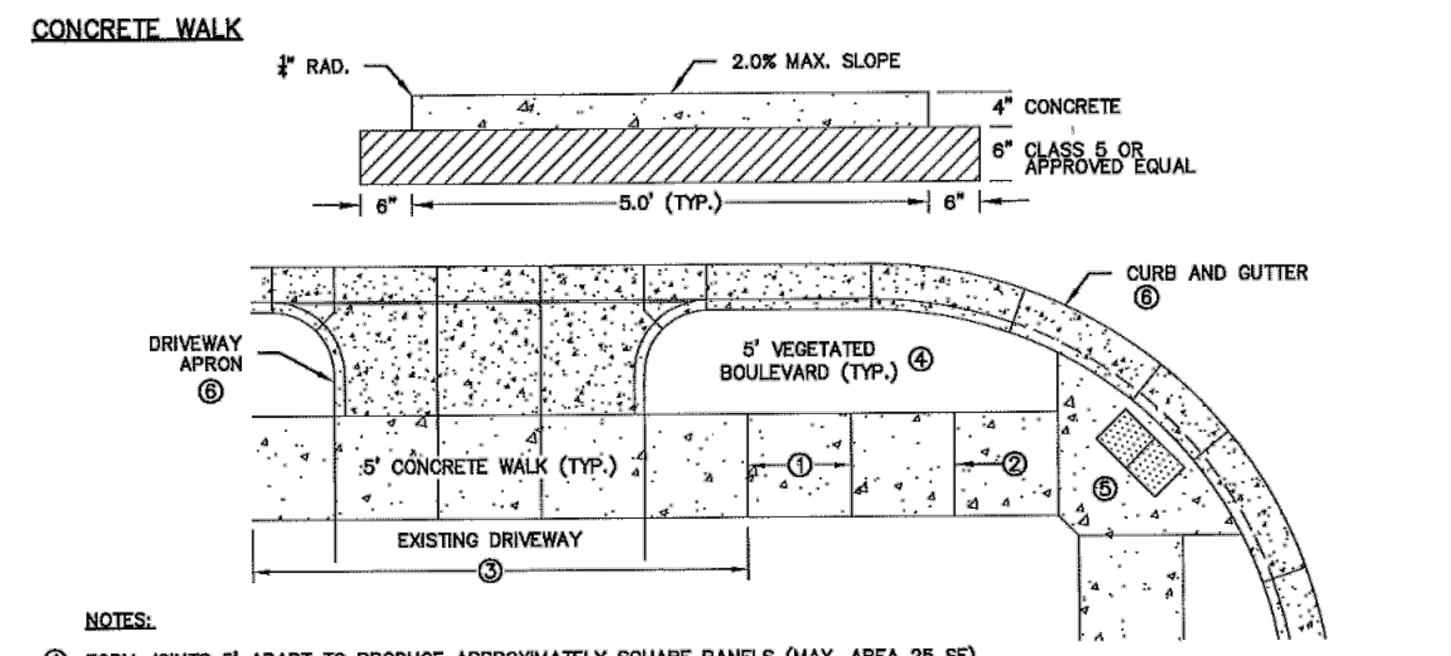
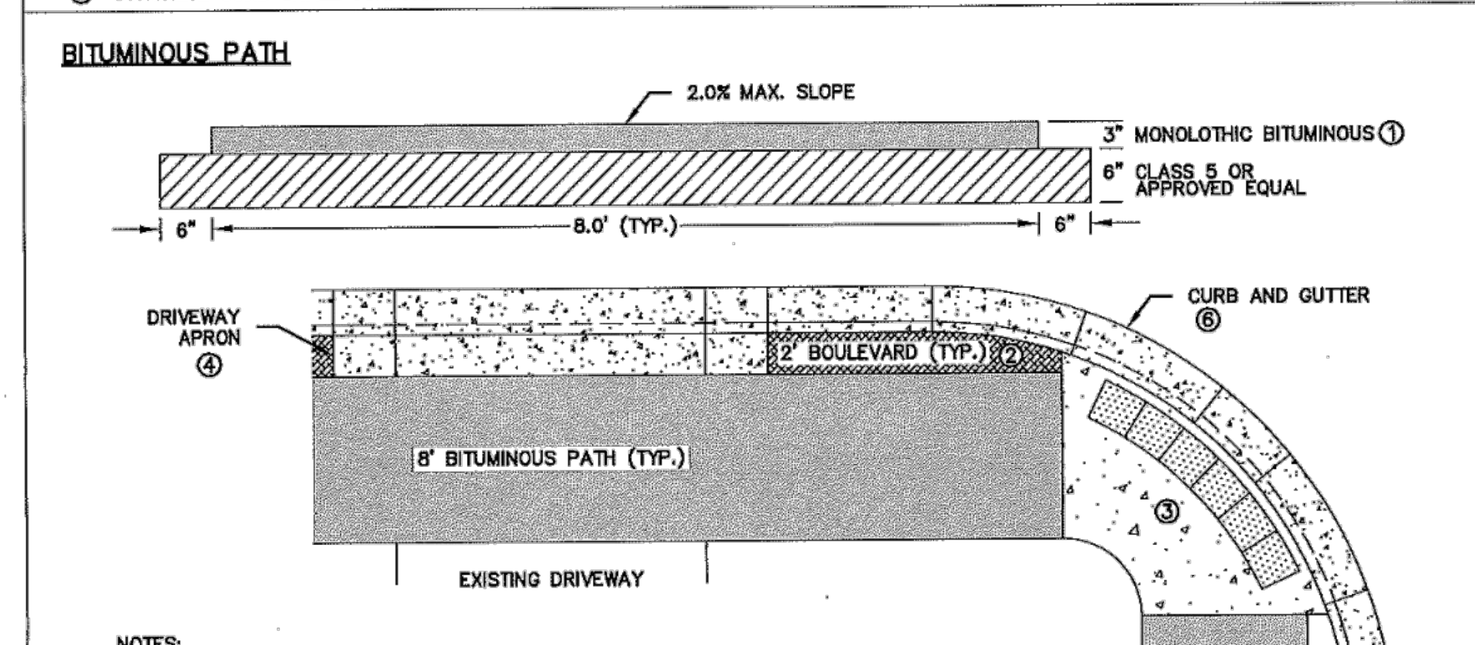
CONCRETE WALK



NOTES:

1. FORM JOINTS 5' APART TO PRODUCE APPROXIMATELY SQUARE PANELS (MAX. AREA 25 SF). JOINTS SHALL BE SAWCUT TO A DEPTH OF 1/3 THE SLAB THICKNESS AND MATCH EXISTING JOINT WHERE FEASIBLE.
2. 1/2" EXPANSION JOINT, PREFORMED JOINT FILLER MATERIAL PER AASHTO M 213 (REQUIRED AT 150' INTERVALS (MAX.) OR WHEN TWO CONCRETE AREAS ARE POURED SEPARATELY).
3. CONCRETE WALK THROUGH DRIVEWAYS AND FIRST PANEL ON EITHER SIDE SHALL BE 6" THICK WITH 6" CLASS 5 AGGREGATE BASE OR APPROVED EQUAL.
4. BOULEVARDS 2' AND NARROWER SHALL BE 4" CONCRETE WITH TROWELED JOINTS ALIGNED WITH ADJACENT SIDEWALK JOINTS. JOINTS SHALL BE SPACED TO PRODUCE APPROXIMATELY SQUARE PANELS.
5. PEDESTRIAN CURB RAMPS SHALL CONFORM TO MnDOT STANDARD PLANS.
6. DRIVEWAY APRONS SHALL CONFORM TO EDINA STANDARD PLATES 405 AND 415.
7. CONCRETE CURB SHALL CONFORM TO EDINA STANDARD PLATE 500.

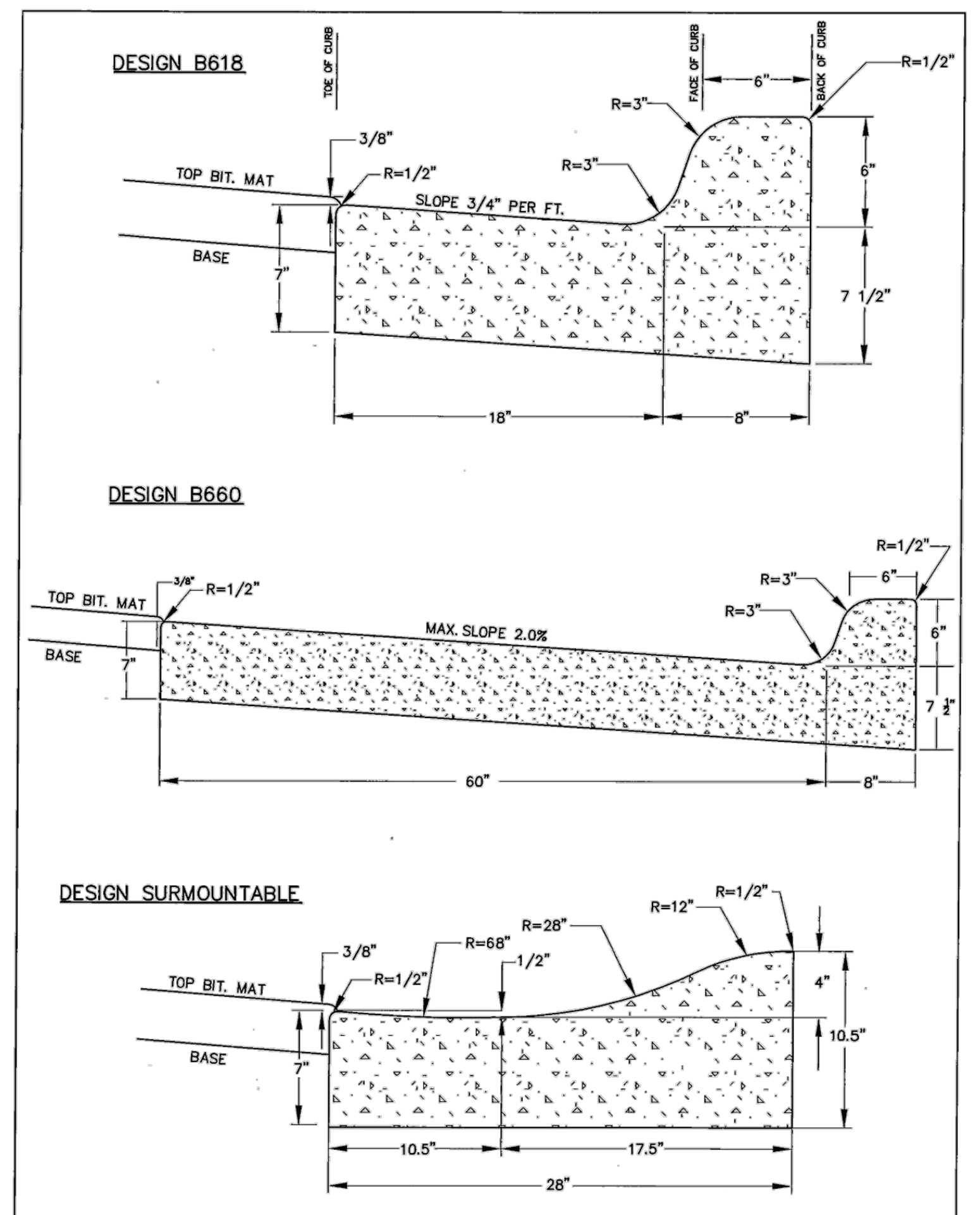
BITUMINOUS PATH



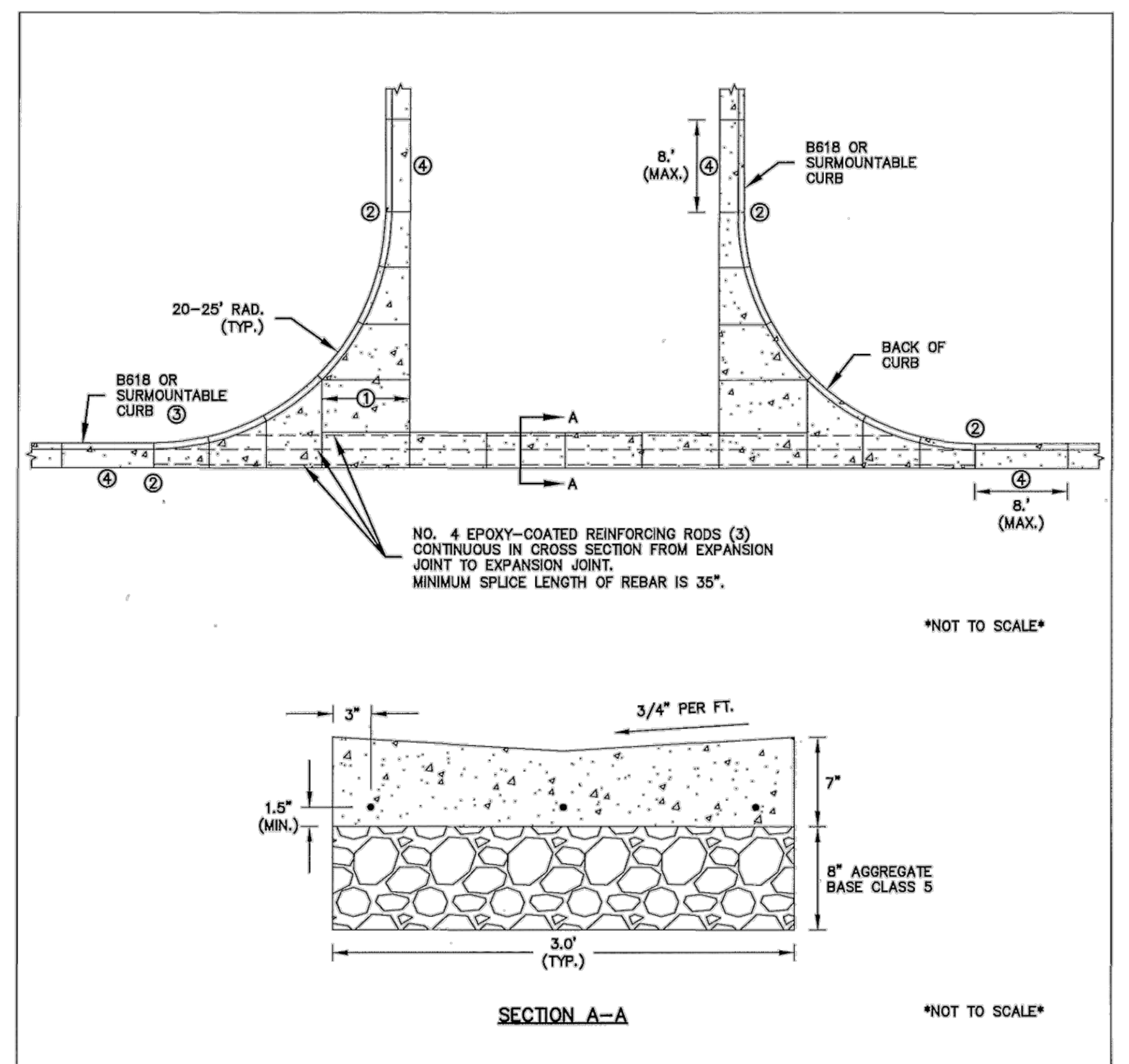
NOTES:

1. BITUMINOUS SHALL BE WEARING COURSE MIXTURE SPWEA230B OR AS SPECIFIED BY THE ENGINEER.
2. BOULEVARDS 2' AND NARROWER SHALL BE 4" SHREDDED HARDWOOD MULCH, 3" BITUMINOUS OR AS SPECIFIED BY THE ENGINEER.
3. PEDESTRIAN CURB RAMPS SHALL CONFORM TO MnDOT STANDARD PLANS.
4. DRIVEWAY APRONS SHALL CONFORM TO EDINA STANDARD PLATES 405 AND 415.
5. CONCRETE CURB SHALL CONFORM TO EDINA STANDARD PLATE 500.

CITY OF EDINA ENGINEERING & PUBLIC WORKS DEPTS. | CONCRETE WALK/BITUMINOUS PATH | REVISED: 1-19 | STANDARD PLATE 420
APPROVED: CITY ENGINEER



CITY OF EDINA ENGINEERING & PUBLIC WORKS DEPTS. | CONCRETE CURB & GUTTER | REVISED: 01-16 | STANDARD PLATE 500
APPROVED: CITY ENGINEER

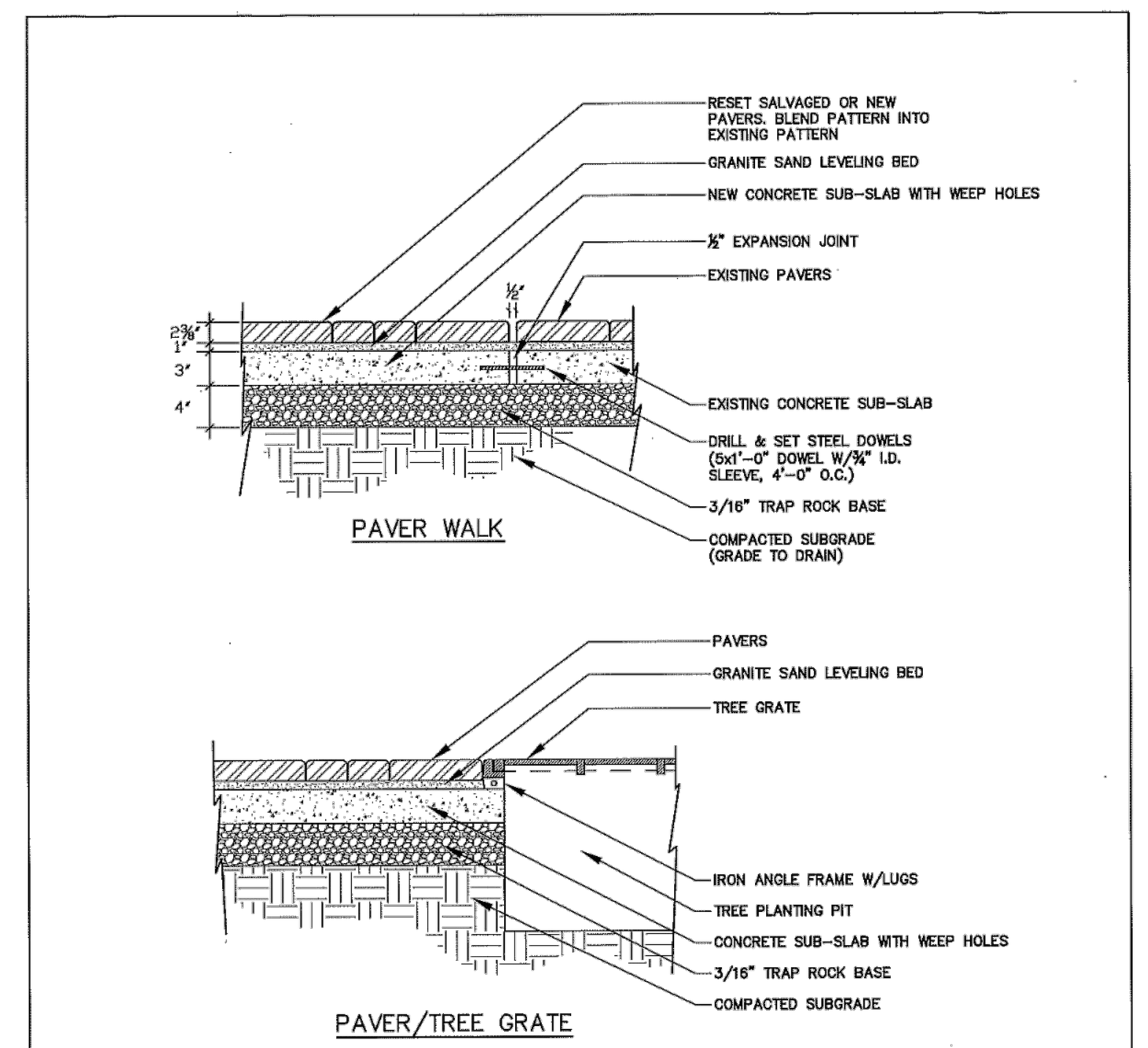


NOTES:

CONCRETE VALLEY GUTTER SHALL BE 7" THICK WITH 8" AGGREGATE BASE CLASS 5.

1. FORM TROWELED CONTRACTION JOINTS AS NEEDED TO PRODUCE APPROXIMATELY RECTILINEAR PANELS (MAX AREA 64 SF).
2. 1/2" EXPANSION JOINT, PREFORMED JOINT FILLER MATERIAL PER AASHTO M 213 (REQUIRED WHEN TWO CONCRETE AREAS ARE POURED SEPARATELY).
3. CONCRETE CURB SHALL CONFORM TO EDINA STANDARD PLATE 500.
4. FIRST PANEL AFTER CURB RETURN SHALL TRANSITION FROM B618 TO SURMOUNTABLE CURB WHERE APPLICABLE (8' MAX.).
5. IF ROADWAY PAVEMENT IS DAMAGED DURING CONSTRUCTION, CONTRACTOR SHALL SAWCUT 18" STRIP OF STREET SECTION ADJACENT TO NEW VALLEY GUTTER AND CURB AND PATCH WITH TYPE SP9.5 WEARING COURSE MIXTURE (SPWEA340B), PLACED IN MULTIPLE LIFTS (2" MAX.), MATCHING EXISTING PAVEMENT THICKNESS.

CITY OF EDINA ENGINEERING & PUBLIC WORKS DEPTS. | VALLEY GUTTER | REVISED: 1-17 | STANDARD PLATE 510
APPROVED: CITY ENGINEER



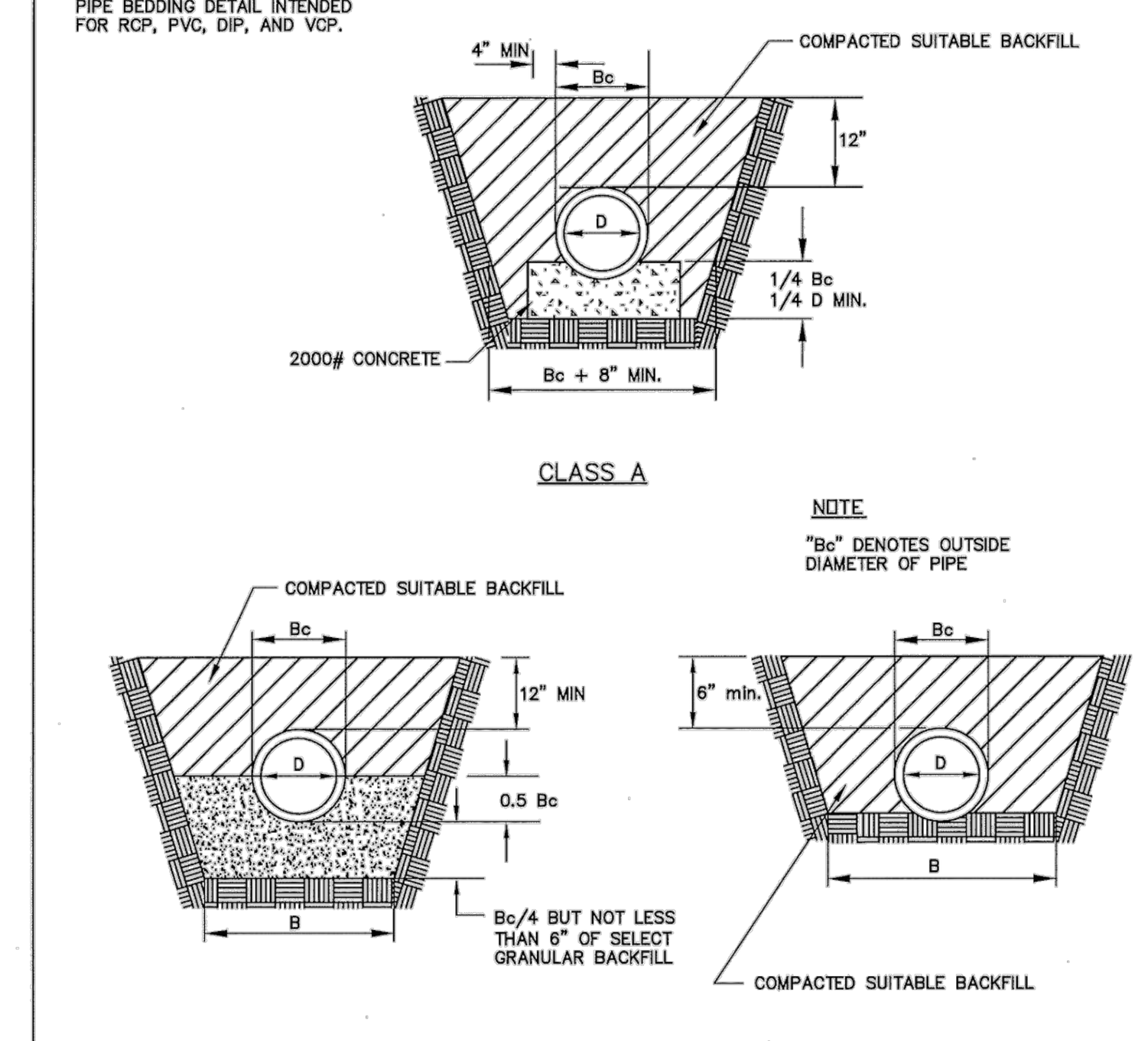
CROSS SLOPE OF THE PAVER WALK SHALL NOT EXCEED 2.0%.
CONSTRUCT 1" WEEP HOLES IN THE CONCRETE SUB-SLAB 2.0' O.C. ON DOWN GRADE SIDE OF WALK.
NEW CONSTRUCTION WILL REQUIRE A 4" DRAIN TILE LINE TO BE INSTALLED ON THE DOWN GRADE SIDE OF WALK BELOW THE CONCRETE SUB SLAB.

SUPPLIER TO BE USED
(TYP. FOR 50TH & FRANCE AREA)
INTERLOCK CONCRETE PRODUCTS INC.
3535 BLUFF DRIVE
JORDAN, MN 55352-8302
T 952-492-3636
F 952-492-3668
TF 1-800-780-7212

HOLLAND SERIES
(TYP. FOR 50TH & FRANCE AREA)
DIMENSIONS:
STANDARD 4.25"x 8.5"
HALF 4.25"x 4.25"
COLOR:
ANTIQUE COPPER

CITY OF EDINA ENGINEERING & PUBLIC WORKS DEPTS. | PAVER WALK/TREE GRATE | REVISED: 1-18 | STANDARD PLATE 530
APPROVED: CITY ENGINEER

NOTE:
PIPE BEDDING DETAIL INTENDED FOR RCP, PVC, DIP, AND VCP.



NOTE
"Bc" DENOTES OUTSIDE DIAMETER OF PIPE

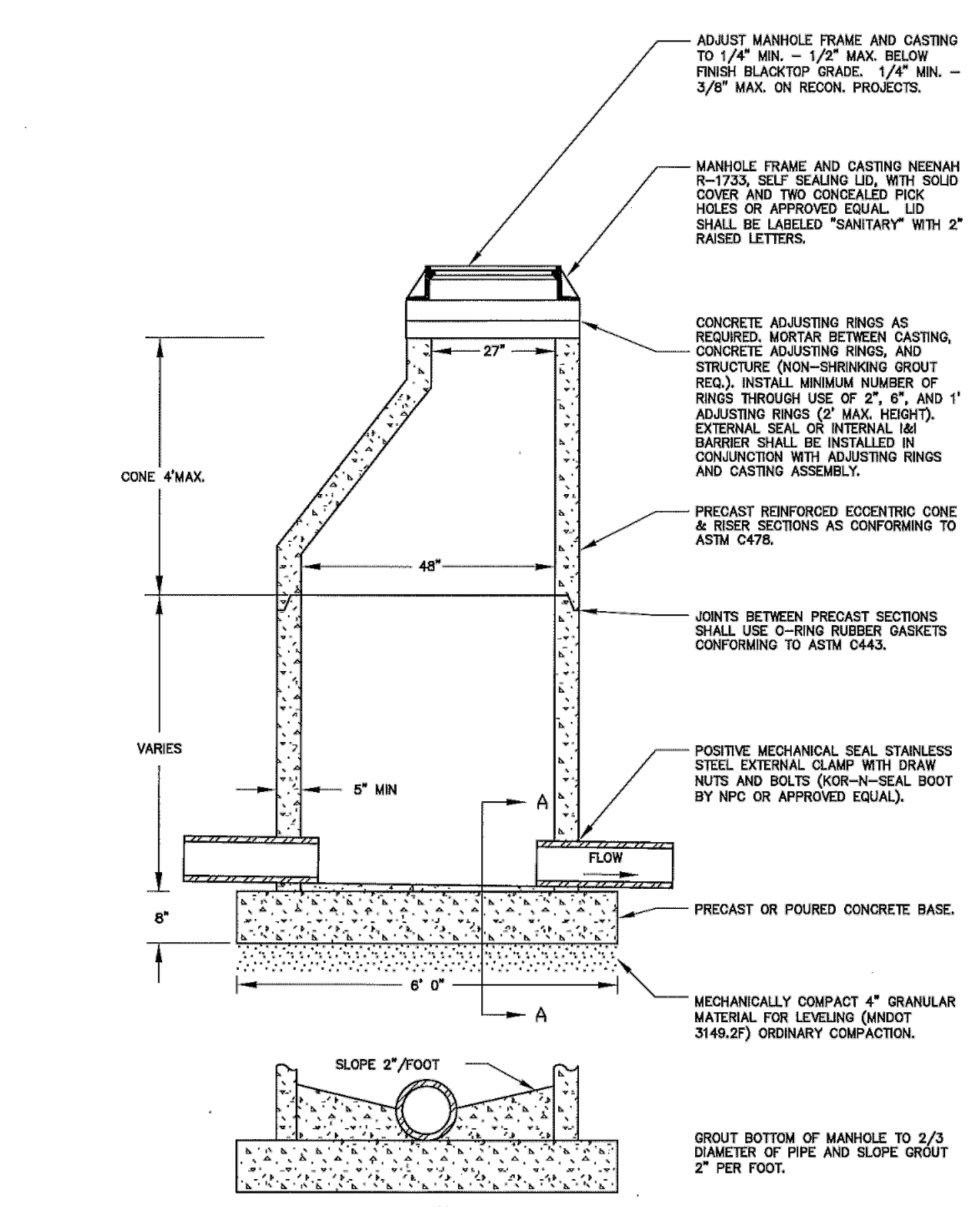
PIPE DIAMETER(D)	B
36" OR LESS	Bc + 24"
42" TO 54"	1.5 X Bc
60" OR OVER	Bc + 36"

CLASS B

PIPE DIAMETER(D)	B
36" OR LESS	Bc + 24"
42" TO 54"	1.5 X Bc
60" OR OVER	Bc + 36"

CLASS C

CITY OF EDINA ENGINEERING & PUBLIC WORKS DEPTS. | PIPE BEDDING DETAIL | REVISED: 04-09 | STANDARD PLATE 380
APPROVED: CITY ENGINEER



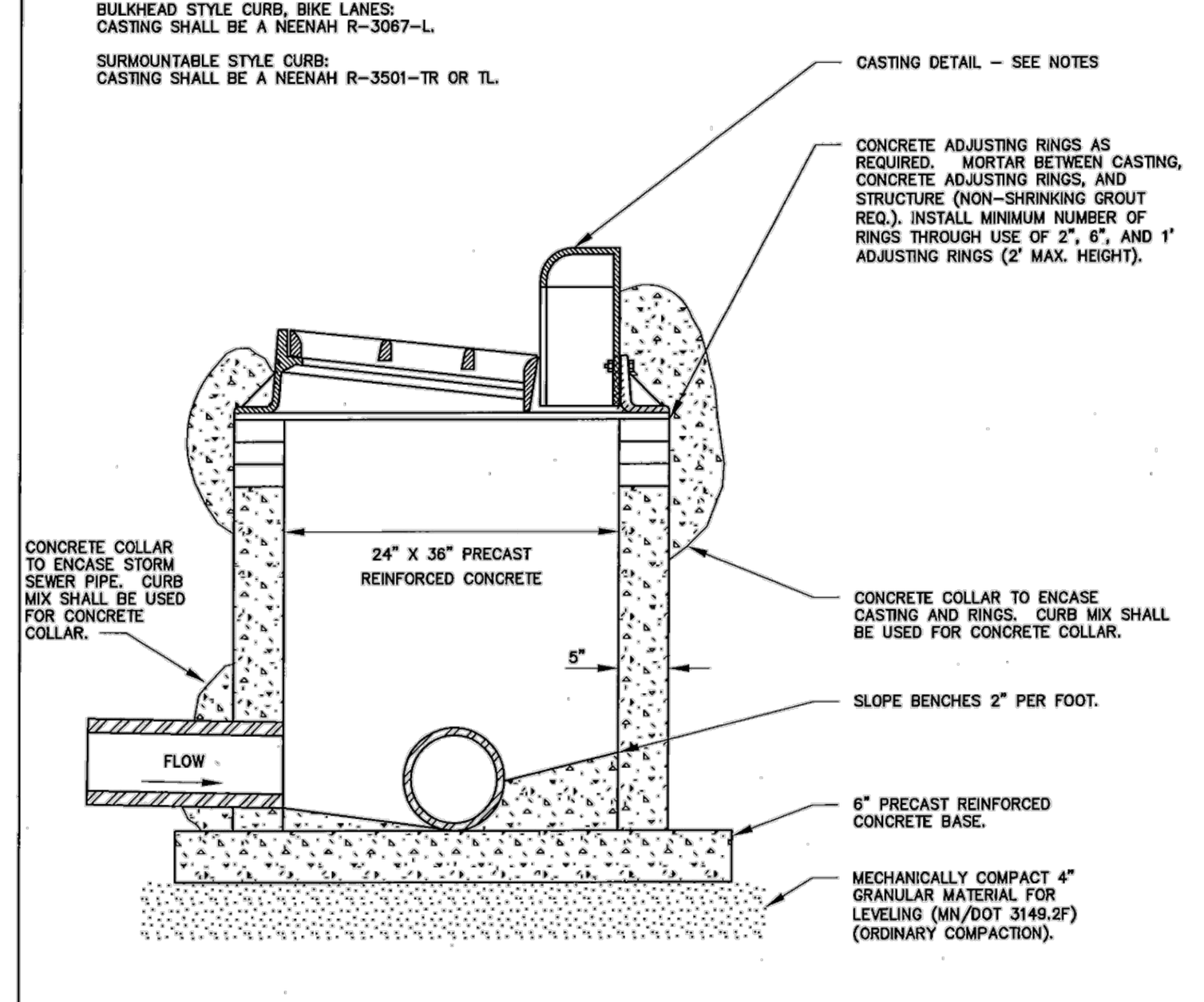
CITY OF EDINA ENGINEERING & PUBLIC WORKS DEPTS. | STANDARD SANITARY SEWER MANHOLE | REVISED: 1-18 | STANDARD PLATE 200
APPROVED: CITY ENGINEER

NOTES:

BULKHEAD STYLE CURB:
CASTING SHALL BE A NEENAH R-3067-V OR NEENAH R-3067-VB.

BULKHEAD STYLE CURB, BIKE LANES:
CASTING SHALL BE A NEENAH R-3067-L.

SURMOUNTABLE STYLE CURB:
CASTING SHALL BE A NEENAH R-3501-TR OR TL.



CITY OF EDINA ENGINEERING & PUBLIC WORKS DEPTS. | TYPE "BB" CATCH BASIN | REVISED: 01-16 | STANDARD PLATE 220
APPROVED: CITY ENGINEER

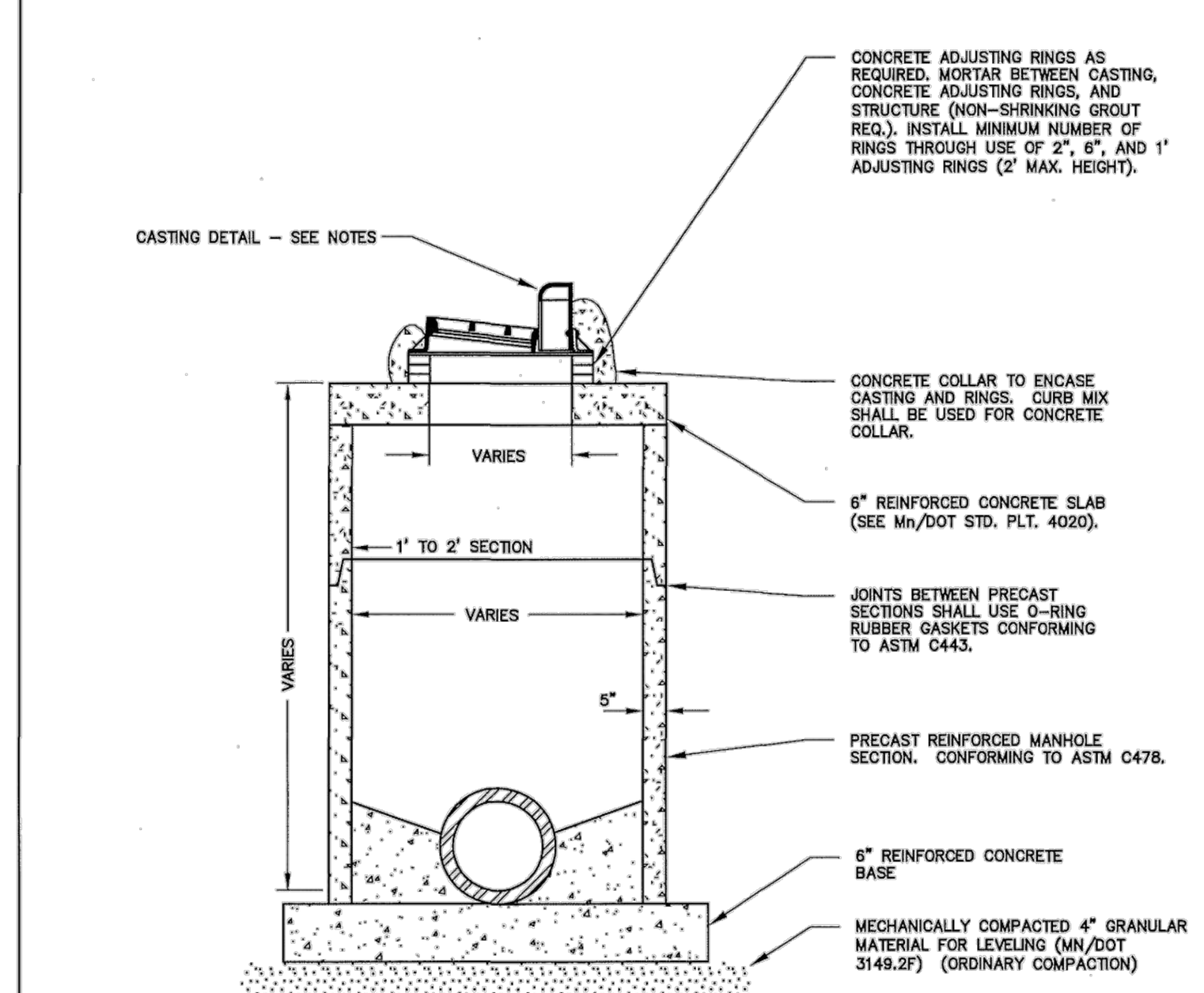
NOTES:

BULKHEAD STYLE CURB:
CASTING SHALL BE A NEENAH R-3067-V OR VB.

BULKHEAD STYLE CURB, BIKE LANES:
CASTING SHALL BE A NEENAH R-3067-L.

SURMOUNTABLE STYLE CURB:
CASTING SHALL BE A NEENAH R-3501-TR OR TL.

CASTING IN PAVEMENT SHALL BE A NEENAH R-1733 WITH TYPE C RADIAL LID.



CITY OF EDINA ENGINEERING & PUBLIC WORKS DEPTS. | TYPE "CC" CATCH BASIN MANHOLE | REVISED: 01-17 | STANDARD PLATE 230
APPROVED: CITY ENGINEER

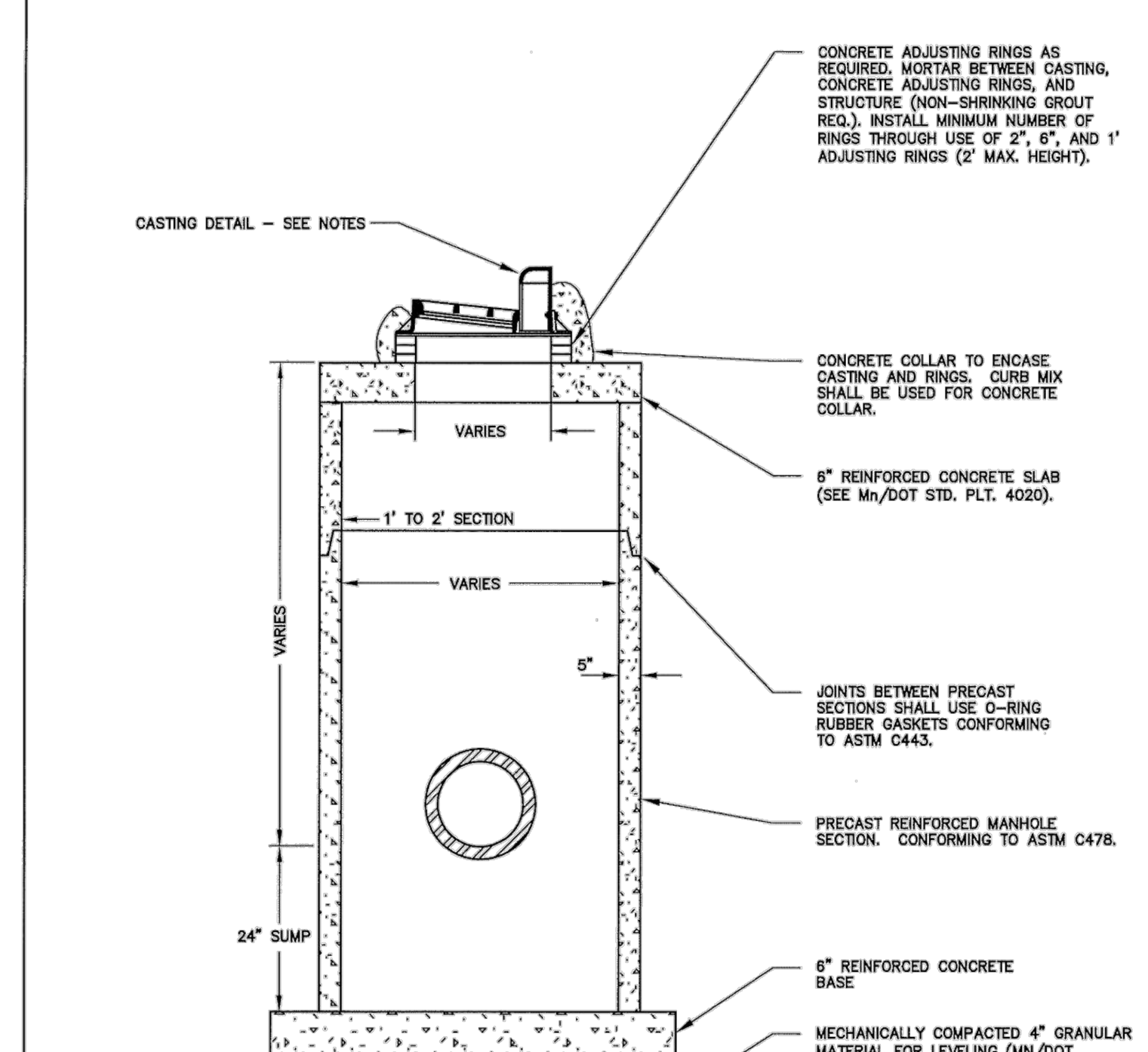
NOTES:

BULKHEAD STYLE CURB:
CASTING SHALL BE A NEENAH R-3067-V OR VB.

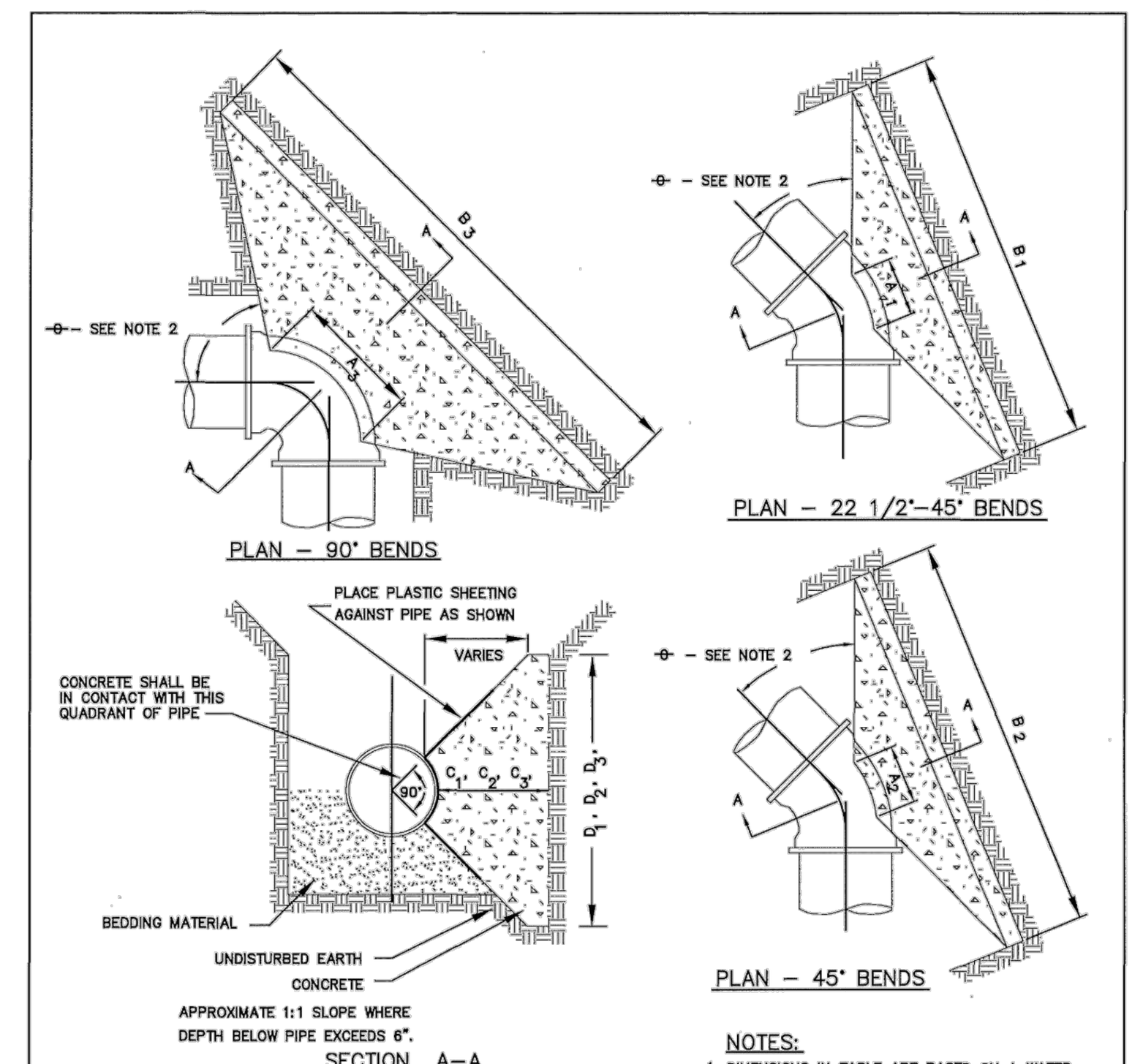
BULKHEAD STYLE CURB, BIKE LANES:
CASTING SHALL BE A NEENAH R-3067-L.

SURMOUNTABLE STYLE CURB:
CASTING SHALL BE A NEENAH R-3501-TR OR TL.

CASTING IN PAVEMENT SHALL BE A NEENAH R-1733 WITH TYPE C RADIAL LID.



CITY OF EDINA ENGINEERING & PUBLIC WORKS DEPTS. | TYPE "DD" CATCH BASIN MANHOLE WITH SUMP | REVISED: 01-17 | STANDARD PLATE 235
APPROVED: CITY ENGINEER



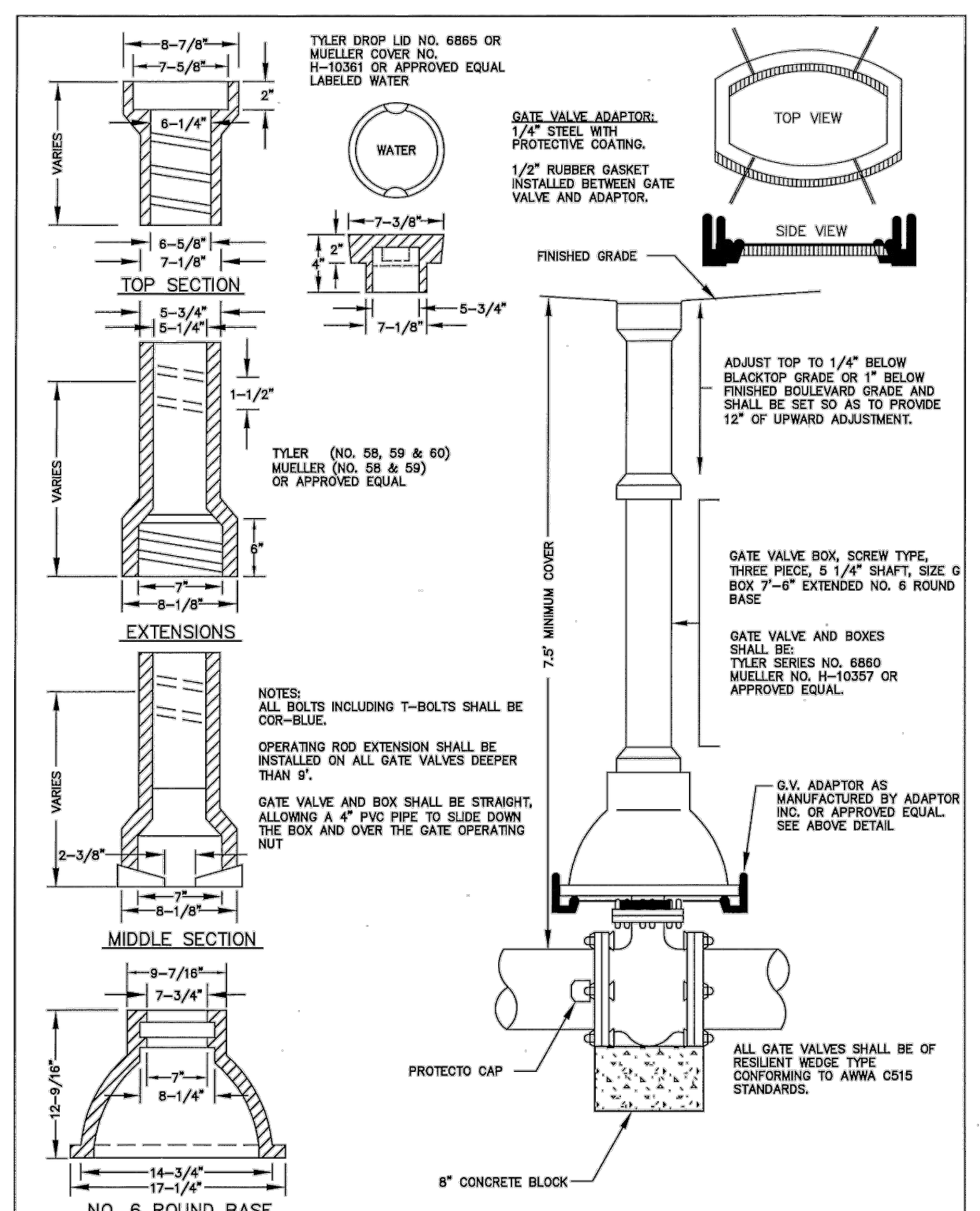
BUTTRESS DIMENSIONS

PIPE SIZE	22 1/2° BEND B_1	22 1/2° BEND D_1	45° BEND B_2	45° BEND D_2	TEES/90° BEND B_3	TEES/90° BEND D_3
6"	1'-5"	1'-5"	1'-5"	1'-5"	2'-1"	1'-6"
8"	1'-5"	1'-5"	2'-1"	1'-6"	2'-8"	2'-0"
12"	1'-10"	1'-10"	3'-4"	2'-0"	4'-9"	2'-6"
16"	3'-0"	2'-0"	3'-10"	3'-0"	6'-2"	3'-6"
20"	3'-6"	2'-8"	5'-6"	3'-4"	8'-4"	4'-0"
24"	4'-4"	3'-0"	6'-10"	3'-10"	9'-8"	5'-0"

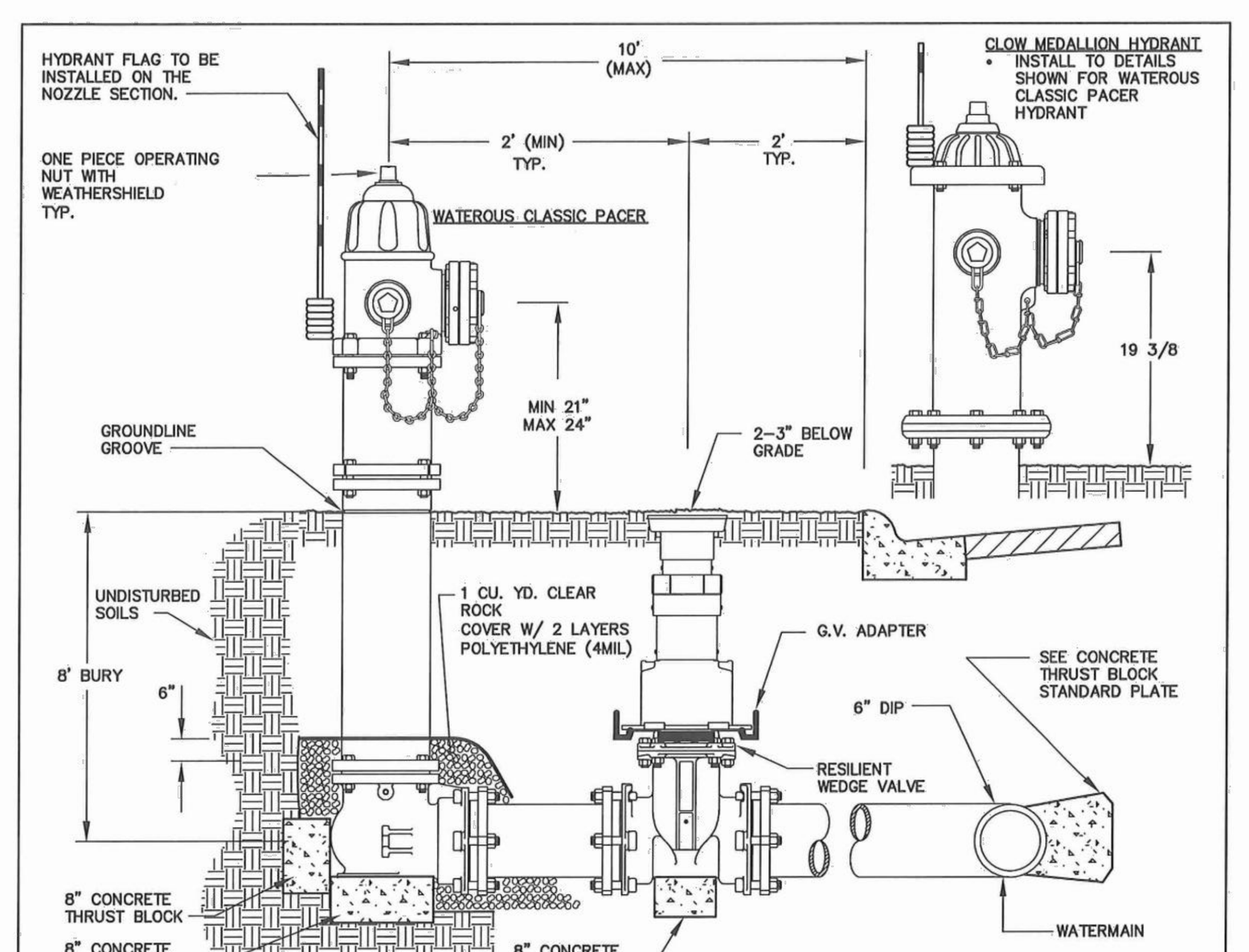
NOTES:

1. DIMENSIONS IN TABLE ARE BASED ON A WATER PRESSURE OF 150 PSI AND AN EARTH RESISTANCE OF 1 TON PER SQ. FT.
2. DIMENSION C1,C2,C3 SHOULD BE AS LARGE ENOUGH TO MAKE ANGLE > 45 DEGREES.
3. DIMENSION A1,A2,A3 SHOULD BE AS LARGE AS POSSIBLE WITHOUT INTERFERING WITH M.J. BOLTS.
4. SHAPE OF BACK OF BUTTRESS MAY VARY AS LONG AS POUR IS AGAINST FIRM UNDISTURBED EARTH.
5. MEGA LUGS MAY BE USED IN CONJUNCTION WITH MIXED CONCRETE THRUST BLOCKING.
6. READY MIX CONCRETE ONLY MAY BE USED (MNDOT SPEC. 2461, GRADE 'B')

CITY OF EDINA ENGINEERING & PUBLIC WORKS DEPTS. | CONCRETE THRUST BLOCK | REVISED: 04-09 | STANDARD PLATE 120
APPROVED: CITY ENGINEER



CITY OF EDINA ENGINEERING & PUBLIC WORKS DEPTS. | GATE VALVE AND BOX | REVISED: 04-09 | STANDARD PLATE 105
APPROVED: CITY ENGINEER



NOTES:

HYDRANTS SHALL BE EITHER CLOW MEDALLION OR WATEROUS CLASSIC PACER MODEL WB67-250 BOTH SHOULD HAVE ONE (1)-FIVE AND ONE-QUARTER INCH (5 ¼") STORZ PUMPER NOZZLE WITH 16" BREAK OFF AND TWO (2)-TWO AND ONE-HALF INCH (2 ½") THREADED NOZZLES.

ALL HYDRANTS AND GATE VALVES SHALL HAVE MECHANICAL JOINT CONNECTIONS. ALL VALVES TO OPEN COUNTER-CLOCKWISE

HYDRANTS TO CONFORM WITH DIMENSIONAL REQUIREMENTS FOR NONTHREADED CONNECTIONS IN ACCORDANCE WITH NFPA 1963 STANDARDS FOR FIRE HOSE CONNECTIONS.

ALL BACKFILL SHALL BE PROPERLY COMPACTED.

2 CANDYCANE STYLE FLAGS PER HYDRANT (ONE INSTALLED, ONE TO EDINA PUBLIC WORKS).

A ONE-PIECE HEAVY DUTY OPERATING VALVE ROD IS REQUIRED ON HYDRANTS THAT ARE EXTENDED 24" OR MORE.

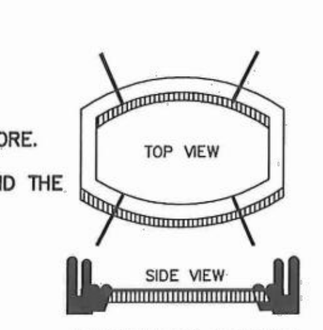
WHEN INSTALLING A HYDRANT ROD EXTENSION, THE NONBREAKABLE COUPLING SLEEVES GO ON THE BOTTOM AND THE BREAKABLE SLEEVES GO ON THE TOP OF THE EXTENSION ROD.

FIRE HYDRANTS SHALL BE PAINTED RED AT THE FACTORY.

POLYWRAP ALL PIPE AND FITTINGS, MEGA LUG ALL FITTINGS, INCLUDE CORROSION PROTECTION AT EACH JOINT.

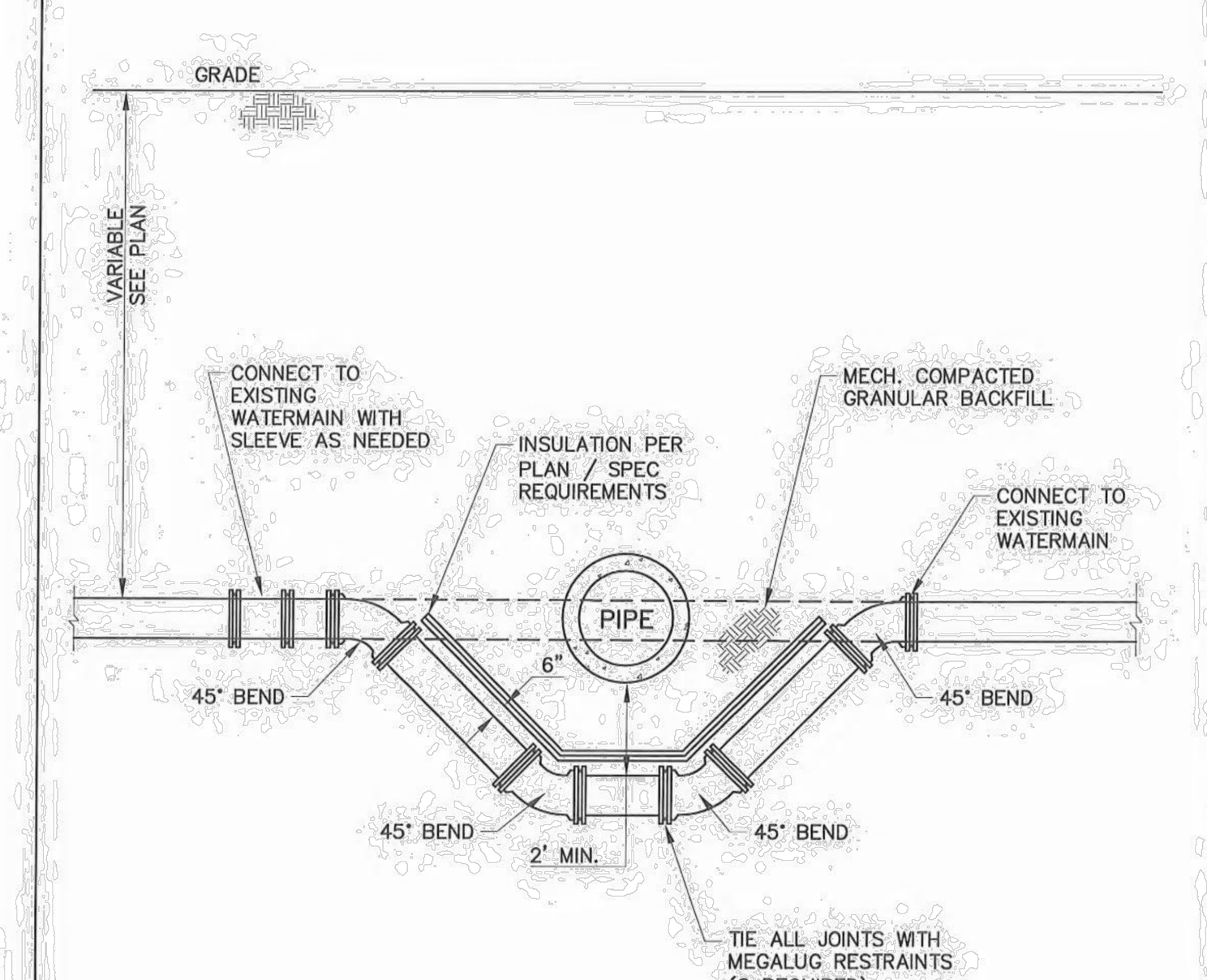
ALL HYDRANTS SHALL BE INSTALLED WITH STORZ NOZZLE PERPENDICULAR TO ROADWAY.

WEEP HOLE TO REMAIN OPEN.



GATE VALVE ADAPTOR:
1/4" STEEL WITH PROTECTIVE COATING.
1/2" RUBBER GASKET INSTALLED BETWEEN GATE VALVE AND ADAPTOR.

CITY OF EDINA ENGINEERING & PUBLIC WORKS DEPTS. | HYDRANT AND GATE VALVE | REVISED: 01-16 | STANDARD PLATE 100
APPROVED: CITY ENGINEER



NOTES:

1. USE MEGALUG THRUST RESTRAINTS ON ALL FITTINGS.
2. SEE STANDARD PLATE 120 TO DETERMINE THE REQUIRED CONCRETE THRUST BLOCKING.
3. INSTALL POLY WRAP AROUND ALL PIPE AS DIRECTED BY THE ENGINEER.
4. ALL NUTS AND BOLTS TO BE COR-BLUE OR APPROVED EQUAL.
5. MAINTAIN A 2.0' (MIN.) CLEAR ZONE SEPARATION BETWEEN CONFLICTING UTILITIES.

CITY OF EDINA ENGINEERING & PUBLIC WORKS DEPTS. | OFFSET WATERMAIN | REVISED: 02-14 | STANDARD PLATE 125
APPROVED: CITY ENGINEER

1" = ###
0' ### ### ###

NOT FOR CONSTRUCTION

DESIGNED: .
CHECKED: .
DRAWN: .
HORIZONTAL SCALE: ###
VERTICAL SCALE: ### or ##

INITIAL ISSUE: 10/16/2020
REVISIONS:
01/25/2021 US BANK FINAL DEVELOPMENT SUBMITTAL
02/26/2021 WATERSHED COMMENTS
06/10/2021 CLIENT REVISION
09/13/2021 PRELIMINARY DEVELOPMENT PLAN / PUD

PREPARED FOR:
ORION/MORTENSON
4530 WEST 77TH STREET SUITE #365
EDINA, MN 55435

I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA

DAVID T. BADE
DATE: 09/13/2021 LICENSE NO. .

70TH AND FRANCE REDEVELOPMENT
EDINA, MN

Westwood
Phone (952) 937-5150
Fax (952) 937-5822
Toll Free (888) 937-5150
12701 Whitewater Drive, Suite #300
Minnetonka, MN 55343
westwoodps.com
Westwood Professional Services, Inc.

CITY DETAILS

SHEET NUMBER:
C500

DATE: 09/13/2021

70TH AND FRANCE REDEVELOPMENT

PROJECT NUMBER: 0029211.10

N:\0029211.10\DWG\CIVIL\0029211.10DT01.DWG

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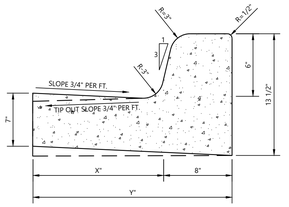
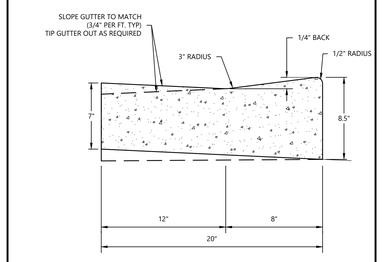
Call 48 Hours before digging:
811 or call811.com
Common Ground Alliance



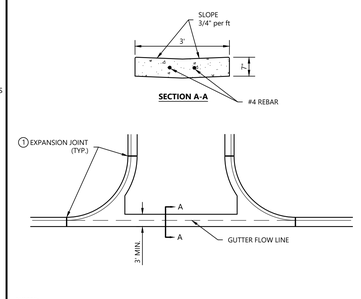
Curb Type	X	Y
B612	12"	20"
B618	18"	26"
B624	24"	32"

NOTES:
1. EXPANSION JOINT SPACING IS 100'
2. MIN. 3" CL. 5 UNDER C.&G.
3. CURB SHALL BE PER MnDOT SPEC 2531

Westwood | B6 STYLE CURB AND GUTTER | LAST REVISED: 01/09/20 | SI01

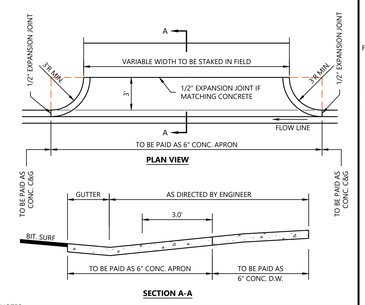


Westwood | FLUSH CURB AND GUTTER | LAST REVISED: 11/29/18 | SI02-D



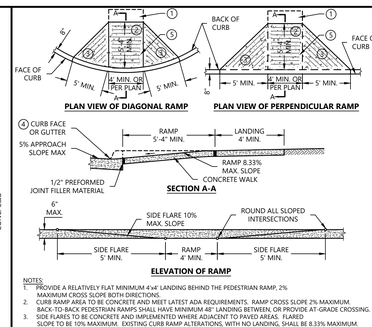
NOTES:
1. 1/2" PREFORMED JOINT FILLER MATERIAL- AASHTO M213
2. CONCRETE GUTTER SHALL BE PER MnDOT SPEC 2531

Westwood | CONCRETE CROSS GUTTER | LAST REVISED: 08/15/17 | SI06



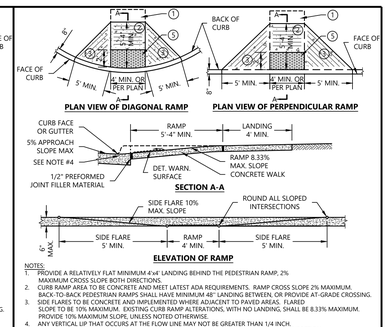
NOTES:
1. 1/2" PREFORMED JOINT FILLER MATERIAL- AASHTO M213
2. CONCRETE GUTTER SHALL BE PER MnDOT SPEC 2531

Westwood | ENTRANCE THRU CURB AND GUTTER | LAST REVISED: 08/15/17 | SI07



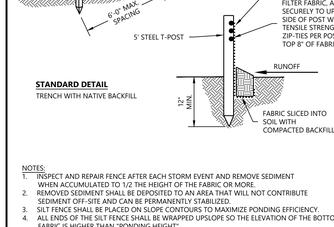
NOTES:
1. PROVIDE A RELATIVELY FLAT MINIMUM 4'x4' LANDING BEHIND THE PEDESTRIAN RAMP, 2% MAXIMUM CROSS SLOPE BOTH DIRECTIONS.
2. CURB RAMP AREA TO BE CONCRETE AND MEET LATEST ADA REQUIREMENTS. RAMP CROSS SLOPE 2% MAXIMUM. BACK-TO-BACK PEDESTRIAN RAMPS SHALL HAVE MINIMUM 48" LANDING BETWEEN, OR PROVIDE AT-GRADE CROSSING.
3. SIDE FLARES TO BE CONCRETE AND IMPLEMENTED WHERE ADJACENT TO PAVED AREAS. FLARED SLOPE TO BE 10% MAXIMUM. EXISTING CURB RAMP ALTERATIONS, WITH NO LANDING, SHALL BE 8.33% MAXIMUM. PROVIDE 10% MAXIMUM SLOPE, UNLESS NOTED OTHERWISE.
4. ANY VERTICAL LIP THAT OCCURS AT THE FLOW LINE MAY NOT BE GREATER THAN 1/4 INCH.
5. RAMP AND FLARED SIDE SURFACE TO BE MEDIUM BROOM FINISH, PERPENDICULAR TO TRAVEL PATH.
6. WALK SHALL BE PER MnDOT SPEC 2521 MIX NO. 3A32 WITH A 28-DAY DESIGN STRENGTH OF 3900-PSI.

Westwood | PRIVATE PEDESTRIAN CURB RAMP | LAST REVISED: 08/15/17 | SI09



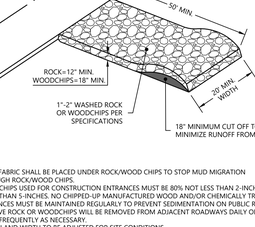
NOTES:
1. PROVIDE A RELATIVELY FLAT MINIMUM 4'x4' LANDING BEHIND THE PEDESTRIAN RAMP, 2% MAXIMUM CROSS SLOPE BOTH DIRECTIONS.
2. CURB RAMP AREA TO BE CONCRETE AND MEET LATEST ADA REQUIREMENTS. RAMP CROSS SLOPE 2% MAXIMUM. BACK-TO-BACK PEDESTRIAN RAMPS SHALL HAVE MINIMUM 48" LANDING BETWEEN, OR PROVIDE AT-GRADE CROSSING.
3. SIDE FLARES TO BE CONCRETE AND IMPLEMENTED WHERE ADJACENT TO PAVED AREAS. FLARED SLOPE TO BE 10% MAXIMUM. EXISTING CURB RAMP ALTERATIONS, WITH NO LANDING, SHALL BE 8.33% MAXIMUM. PROVIDE 10% MAXIMUM SLOPE, UNLESS NOTED OTHERWISE.
4. ANY VERTICAL LIP THAT OCCURS AT THE FLOW LINE MAY NOT BE GREATER THAN 1/4 INCH.
5. ADA REQUIRED DETECTABLE WARNING SURFACE(TRUNCATED DOMES) SHALL BE 2' MIN. IN DIRECTION OF LANDING AT CURB AND SHALL EXTEND THE FULL WIDTH OF THE LANDING. AREA SHALL BE CONTRASTING COLOR TO THE ADJACENT WALKING SURFACE WITH A PREFABRICATED CAST IRON TRUNCATED DOME INSERT MEETING THE ADA DOME SIZE AND SPACING REQUIREMENTS.

Westwood | PUBLIC PEDESTRIAN CURB RAMP | LAST REVISED: 08/15/17 | SI09A



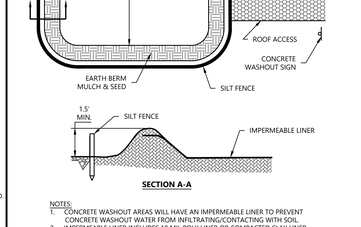
NOTES:
1. TAPED AREAS TO BE CENTERED AND ALIGNED ON CENTER LINE AND LANE LINES. MAKE ADJUSTMENTS IN CENTER MEDIAN AREA.
2. ZEBRA CROSSWALKS SHALL BE WHITE POLYMER-PREFORMED TAPE OR AN ACCEPTABLE EQUIVALENT APPROVED BY THE ENGINEER.
3. A MINIMUM OF 1.5 FT. CLEAR DISTANCE MUST BE LEFT ADJACENT TO CURB. IF LAST STRIPED AREA FALLS INTO THIS DISTANCE, IT MUST BE OMITTED.
4. REMOVE ALL CONFLICTING PAVEMENT MARKINGS AS DIRECTED BY THE ENGINEER.
5. AT SKEWED CROSSWALKS, THE TAPED AREAS ARE TO REMAIN PARALLEL TO THE LANE LINES.
6. WHERE PAVEMENT MARKINGS CAN NOT BE INLAYED INTO THE HOT MAT, PAVEMENT SHALL BE GROOVED FOR THE INSTALLATION OF THE POLYMER-PREFORMED MARKINGS. SEE MnDOT STANDARD SPECIFICATION 2564.

Westwood | CROSS WALK STRIPING | LAST REVISED: 08/15/17 | SI11



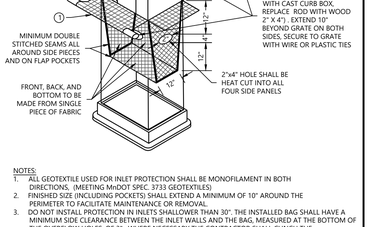
NOTE:
1. ALL TRAFFIC FLOW ARROWS TO BE SOLID WHITE REFLECTIVE TRAFFIC PAINT AS PER DIMENSIONS ABOVE

Westwood | TRAFFIC ARROW | LAST REVISED: 08/15/17 | SI13

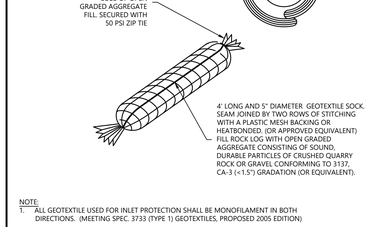


NOTE:
1. SIGN TO BE 2-SIDED WHERE HANDICAP PARKING STALLS FACE ONE ANOTHER.
2. PARKING GRADE IS DEFINED AS EITHER FLOW LINE OF CURB OR PAVEMENT SURFACE AT THE HEAD OF THE STALL.

Westwood | SIGN POST INSTALLATION | LAST REVISED: 06/15/19 | SI14

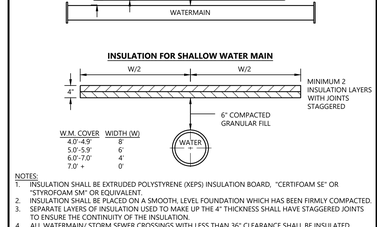


Westwood | HANDICAP ACCESSIBLE SIGNAGE AND STRIPING | LAST REVISED: 08/15/17 | SI15



PAVEMENT SECTIONS SHOWN ARE FOR PLANNING PURPOSES ONLY. REFER TO GEOTECHNICAL REPORT FOR FINAL PAVEMENT SECTIONS.

Westwood | PAVEMENT SECTIONS | LAST REVISED: 08/15/17 | SI19



NOTES:
1. CONCRETE SHALL BE REINFORCED WITH WELDED WIRE FABRIC OR REINFORCED BARS TO ASSIST IN CONTROLLING CRACKING FROM DRYING SHRINKAGE AND THERMAL CHANGES.
2. SAWED OR FORMED CONTROL JOINTS SHOULD BE INCLUDED FOR EACH 225 SQUARE FEET OF AREA OR LESS (15 FEET BY 15 FEET). CONTRACTOR SHALL PREPARE JOINTING PATTERN AND SUBMIT TO ENGINEER PRIOR TO CONSTRUCTION.
3. SAW CUTS SHOULD NOT CUT THROUGH THE WELDED WIRE FABRIC OR REINFORCING STEEL AND DOWELS SHOULD BE UTILIZED AT FORMED AND/OR COLD JOINTS.
4. DOWELS SHALL BE UTILIZED AT FORMED AND/OR COLD JOINTS. DOWELS SHALL BE 30" LONG 1/2" DIAMETER SMOOTH AND GREASED TIE BARS AT 30" SPACING, MINIMUM 18" FROM PAVEMENT EDGE.

Westwood | HEAVY DUTY CONCRETE SECTION LOADING DOCK | LAST REVISED: 08/15/17 | SI21

Westwood | MOUNTABLE CURB & GUTTER CONSTRUCTION AT CATCH BASIN | LAST REVISED: 08/15/17 | SI28

Westwood | TRANSITION CURB | LAST REVISED: 08/15/17 | SI31

NOTE:
CONTRACTOR TO PROVIDE ENGINEERING AND SHOP DRAWINGS IF WALL IS GREATER THAN 4 FEET TALL. CONTRACTOR TO SUBMIT WALL BLOCK TYPE, SIZE, AND COLOR FOR APPROVAL.

Westwood | MODULAR BLOCK RETAINING WALL | LAST REVISED: 08/15/17 | SI40

NOTE:
CONCRETE SLEEVE (AND/OR FOOTING) TO BE SET DURING WALL CONSTRUCTION, NOT DRILLED THROUGH GEOGRID AFTERWARDS, WHEN DIRECTLY BEHIND UNITS.

Westwood | FENCE AT MODULAR BLOCK WALL | LAST REVISED: 08/15/17 | SI41

NOTES:
1. CONTRACTOR TO PROVIDE SHOP DRAWINGS FOR APPROVAL. FIELD VERIFY CONDITIONS.
2. RAILING AND STAIRS BOTH SIDES OF STAIRS AND PER ADA REQUIREMENTS.
3. ALL HARDWARE TO BE GALVANIZED OR STAINLESS STEEL, AND FINISH TO MATCH RAILING.
4. RAILING FINISH TO BE PRIMED AND PAINTED. COLOR TO PER OWNER.

Westwood | CONCRETE STAIR AND RAILING | LAST REVISED: 08/15/17 | SI48

NOTES:
1. VERIFY DRIVEWAY LOCATION WITH DEVELOPER
2. VERIFY MAXIMUM DRIVEWAY WIDTH WITH CITY
3. LOCATION SHOWN TYPICAL FOR GARAGE RIGHT ON TANGENT OF THE ROAD

Westwood | TYPICAL CURB CUT SECTION AT DRIVEWAYS | LAST REVISED: 08/15/17 | SI50

NOTES:
1. INSPECT AND REPAIR FENCE AFTER EACH STORM EVENT AND REMOVE SEDIMENT WHEN ACCUMULATED TO 1/2 THE HEIGHT OF THE FABRIC OR MORE.
2. REMOVED SEDIMENT SHALL BE DEPOSITED TO AN AREA THAT WILL NOT CONTRIBUTE SEDIMENT OFF-SITE AND CAN BE PERMANENTLY STABILIZED.
3. SILT FENCE SHALL BE PLACED ON SLOPE CONTOURS TO MAXIMIZE PONDING EFFICIENCY.
4. ALL ENDS OF THE SILT FENCE SHALL BE WRAPPED UPSLOPE SO THE ELEVATION OF THE BOTTOM OF FABRIC IS HIGHER THAN "PONDING HEIGHT".
5. "HEAVY DUTY" IS SAME AS MACHINE SLICED ONLY HAND INSTALLED.

Westwood | MACHINE SLICED SILT FENCE (HEAVY DUTY) | LAST REVISED: 08/15/17 | GD03

NOTES:
1. FILTER FABRIC SHALL BE PLACED UNDER ROCK/WOOD CHIPS TO STOP MUD MIGRATION THROUGH ROCK/WOOD CHIPS.
2. WOODCHIPS USED FOR CONSTRUCTION ENTRANCES MUST BE 80% NOT LESS THAN 2-INCHES AND NOT MORE THAN 5-INCHES, NO CHIPPED-UP MANUFACTURED WOOD AND/OR CHEMICALLY TREATED IS ALLOWED.
3. ENTRANCES MUST BE MAINTAINED REGULARLY TO PREVENT SEDIMENTATION ON PUBLIC ROADWAYS. FUGITIVE ROCK OR WOODCHIPS WILL BE REMOVED FROM ADJACENT ROADWAYS DAILY OR MORE FREQUENTLY AS NECESSARY.
4. LENGTH AND WIDTH TO BE ADJUSTED FOR SITE CONDITIONS.

Westwood | CONSTRUCTION ENTRANCE | LAST REVISED: 08/15/17 | GD05

NOTES:
1. CONCRETE WASHOUT AREAS WILL HAVE AN IMPERMEABLE LINER TO PREVENT CONCRETE WASHOUT WATER FROM INFILTRATING/CONTACTING WITH SOIL.
2. IMPERMEABLE LINER INCLUDES 10 MIL POLY LINER OR COMPACTED CLAY LINER.
3. WASHOUT SYSTEMS CAN BE USED AS ALTERNATE WASHOUT AREAS.

Westwood | CONCRETE WASHOUT AREA | LAST REVISED: 08/15/17 | GD08

NOTES:
1. ALL GEOTEXTILE USED FOR INLET PROTECTION SHALL BE MONOFILAMENT IN BOTH DIRECTIONS. (MEETING MnDOT SPEC. 3733 GEOTEXTILES)
2. FINISHED SIZE (INCLUDING POCKETS) SHALL EXTEND A MINIMUM OF 10" AROUND THE PERIMETER TO FACILITATE MAINTENANCE OR REMOVAL.
3. DO NOT INSTALL PROTECTION IN INLETS SHALLOWER THAN 30". THE INSTALLED BAG SHALL HAVE A MINIMUM SIDE CLEARANCE BETWEEN THE INLET WALLS AND THE BAG, MEASURED AT THE BOTTOM OF THE OVERFLOW HOLES, OF 3". WHERE NECESSARY THE CONTRACTOR SHALL CLINCH THE BAG (USING PLASTIC ZIP TIES) TO ACHIEVE THE 3" CLEARANCE.

Westwood | STORM DRAIN FILTER BAG INSERT | LAST REVISED: 08/15/17 | GD10

NOTE:
1. ALL GEOTEXTILE USED FOR INLET PROTECTION SHALL BE MONOFILAMENT IN BOTH DIRECTIONS. (MEETING SPEC. 3733 (TYPE 1) GEOTEXTILES, PROPOSED 2005 EDITION)

Westwood | INLET PROTECTION WITH ROCK LOG | LAST REVISED: 08/15/17 | GD11

NOTES:
1. INSULATION SHALL BE EXTRUDED POLYSTYRENE (XEPS) INSULATION BOARD. "CERTIFOAM SE" OR "STYROFOAM SM" OR EQUIVALENT.
2. INSULATION SHALL BE PLACED ON A SMOOTH, LEVEL FOUNDATION WHICH HAS BEEN FIRMLY COMPACTED.
3. SEPARATE LAYERS OF INSULATION USED TO MAKE UP THE 4" THICKNESS SHALL HAVE STAGGERED JOINTS TO ENSURE THE CONTINUITY OF THE INSULATION.
4. ALL WATERMAIN/ STORM SEWER CROSSINGS WITH LESS THAN 36" CLEARANCE SHALL BE INSULATED.
5. SANITARY SEWER INSULATION SIMILAR

Westwood | WATERMAIN INSULATION | LAST REVISED: 08/08/17 | WM06

DESIGNED:
CHECKED:
DRAWN:
HORIZONTAL SCALE: ###
VERTICAL SCALE: ### or ##

INITIAL ISSUE:	10/16/2020	-
REVISIONS:	01/25/2021	US BANK FINAL DEVELOPMENT SUBMITTAL
	02/26/2021	WATERSHED COMMENTS
	06/10/2021	CLIENT REVISION
	09/13/2021	PRELIMINARY DEVELOPMENT PLAN / PUD
		-

PREPARED FOR:
ORION/MORTENSON
4530 WEST 77TH STREET SUITE #365
EDINA, MN 55435

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DAVID T. BADE
DATE: 09/13/2021 LICENSE NO. -

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Phone (952) 937-5150
Fax (952) 937-5822
Web Site www.westwoodps.com
Westwood Professional Services, Inc.
12701 Whitewater Drive, Suite #300
Minnetonka, MN 55343

70TH AND FRANCE REDEVELOPMENT
EDINA, MN

DETAILS

SHEET NUMBER:
C501
DATE: 09/13/2021

70TH AND FRANCE REDEVELOPMENT

PROJECT NUMBER: 0029211.10

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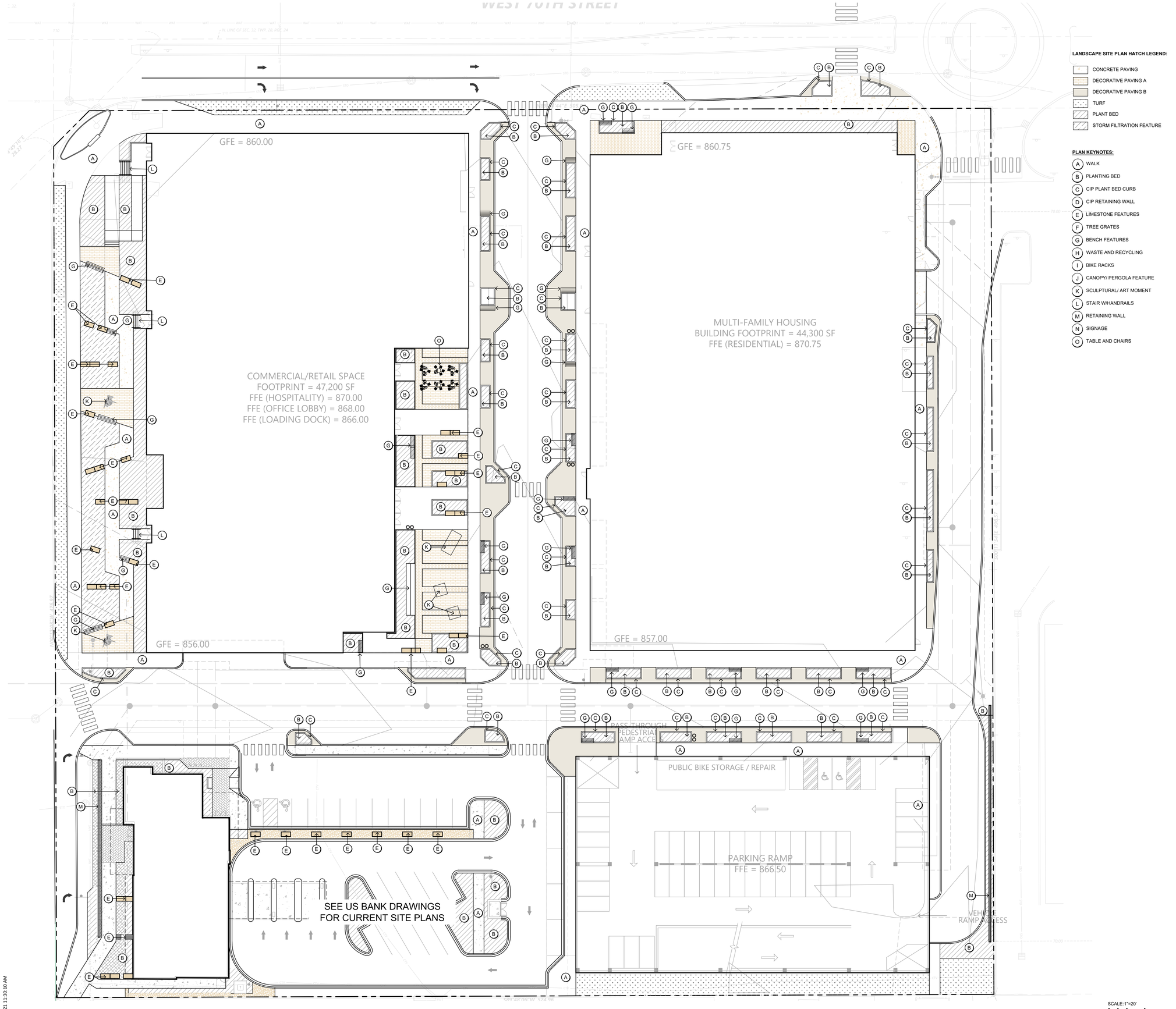

LANDSCAPE SITE PLAN HATCH LEGEND:

- CONCRETE PAVING
- DECORATIVE PAVING A
- DECORATIVE PAVING B
- TURF
- PLANT BED
- STORM FILTRATION FEATURE

PLAN KEYNOTES:

- A WALK
- B PLANTING BED
- C CIP PLANT BED CURB
- D CIP RETAINING WALL
- E LIMESTONE FEATURES
- F TREE GRATES
- G BENCH FEATURES
- H WASTE AND RECYCLING
- I BIKE RACKS
- J CANOPY/ PERGOLA FEATURE
- K SCULPTURAL/ ART MOMENT
- L STAIR W/HANDRAILS
- M RETAINING WALL
- N SIGNAGE
- O TABLE AND CHAIRS

01 L1.0 SITE PLAN

SCALE: 1"=20'

0' 10' 20' 40'

9/10/2021 11:30:10 AM

70th & France

Edina, MN

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PRELIMINARY DEVELOPMENT PLAN / PUD 09/13/2021

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KEY PLAN

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LANDSCAPE SITE PLAN

L1.0



01 L1.0 SITE PLAN - RENDERED

SCALE: 1"=20'
0' 10' 20' 40'

LANDSCAPE SITE PLAN HATCH LEGEND:

- CONCRETE PAVING
- DECORATIVE PAVING A
- DECORATIVE PAVING B
- TURF
- PLANT BED
- STORM FILTRATION FEATURE

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LANDSCAPE SITE PLAN

L1.0

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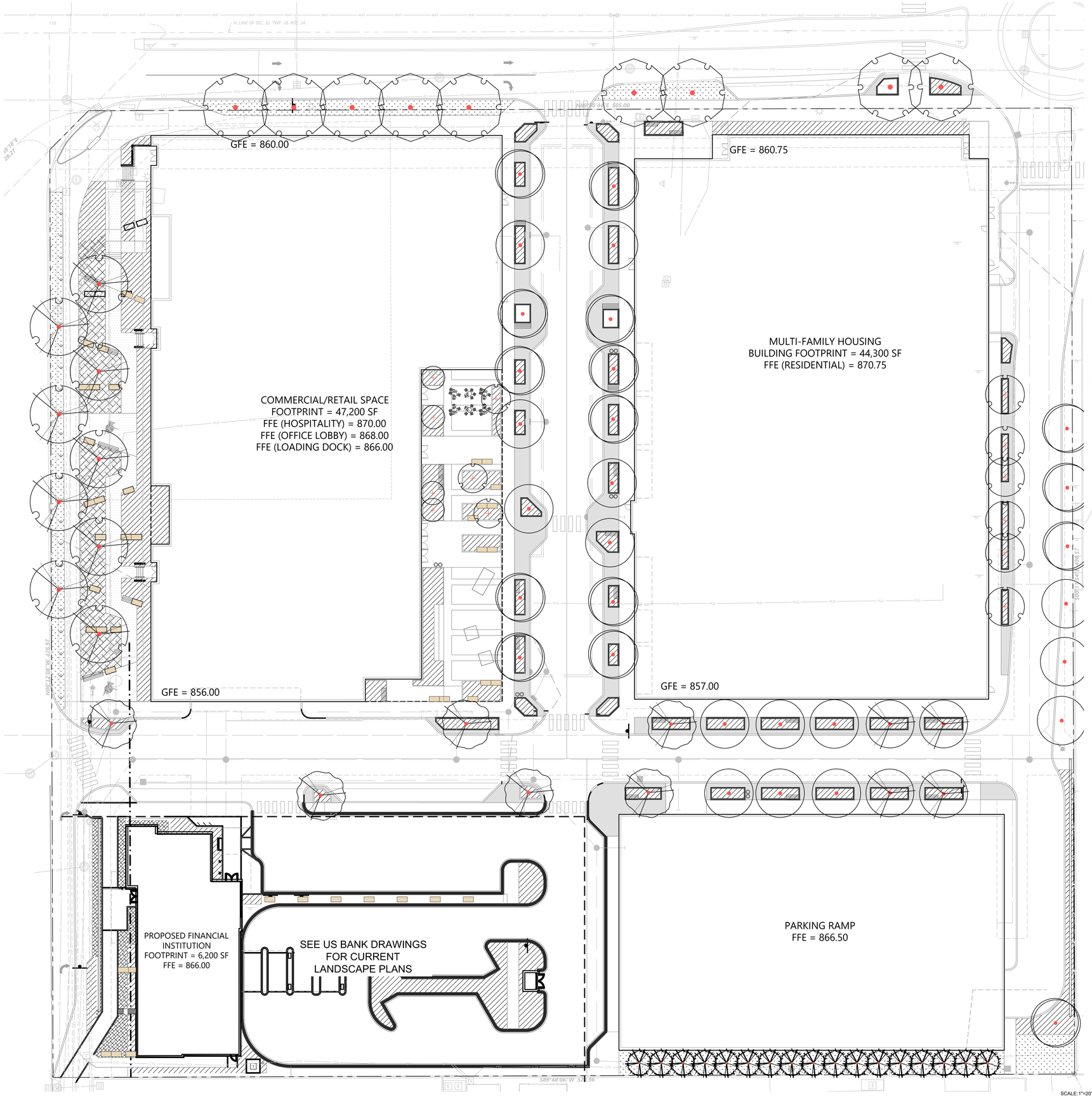

1 L1.1 LANDSCAPE PLANTING PLAN

SCALE: 1"=20'
0' 10' 20' 40'

9/10/2021 11:30:10 AM

LANDSCAPE SITE PLAN HATCH LEGEND:

- CONCRETE PAVING
- DECORATIVE PAVING A
- DECORATIVE PAVING B
- TURF
- PLANT BED
- STORM FILTRATION FEATURE

PLANT SCHEDULE - TREES

TREES	QTY	COMMON / BOTANICAL NAME	CONT	CAL
	15	Sienna Glen Maple / Acer x freemanii `Sienna` TM	B & B	2.5"Cal
	9	River Birch (Single Stem) / Betula nigra	B & B	2.5"Cal
	9	Northern Acclaim Honey Locust / Gleditsia triacanthos inermis `Harve` TM	B & B	8"
	4	Skyline Honey Locust / Gleditsia triacanthos `Skyline`	B & B	4.5"Cal
	15	True North Kentucky Coffeetree / Gymnocladus dioica `UMNSynergy` TM	B & B	5.5"Cal
	4	Prairie Gold Aspen / Populus tremuloides `NE Arb`	B & B	2.5"Cal
	6	Greenspire Linden / Tilia cordata `Greenspire`	B & B	4"Cal
	9	American Elm / Ulmus americana `Princeton`	B & B	3.5"Cal

EVERGREEN TREES	QTY	COMMON / BOTANICAL NAME	CONT	CAL
	17	Pyramidal White Pine / Pinus strobus 'Fastigiata'	B & B	

GROUND COVERS	QTY	COMMON / BOTANICAL NAME	CONT
	1,750 sf	SOD x	sod
	3,413 sf	STORM FILTRATION PLANTINGS Perennial Plugs - Dip Irrigation Panicum Shenandoah (Red Switch Grass)/ P. virgatum `Shenandoah` Blue-Eyed Grass/ Sisyrinchium angustifolium	flat

UNDERSTORY PLANTING PALETTE

SHRUBS - DRIP IRRIGATION

BUD'S YELLOW DOGWOOD / Cornus sericea 'Bailadelino' (PPAF)	#5 CONT.
ARCTIC FIRE DOGWOOD / Cornus stolonifera 'Farrow'	#5 CONT.
DWARF BUSH HONEYSUCKLE / *Diervilla lonicera*	#5 CONT.
GRO-LOW FRAGRANT SUMAC / *Rhus aromatica* 'Gro-Low'	#5 CONT.

PERENNIALS - DRIP IRRIGATION

ORNAMENTAL ONION / *Allium* 'His Excellency'	#1 CONT.
KOREAN FEATHER REED GRASS / *Calamagrostis brachytricha*	#1 CONT.
PURPLE CONEFLOWER / Echinacea purpurea	#1 CONT.
SHENANDOAH SWITCH GRASS / Panicum virigatum 'Shenandoah'	#1 CONT.
PRAIRIE DROPSEED / Sporobolus heterolepis	#1 CONT.
MAY NIGHT SALVIA / Salvia nemerosa 'May Night'	#1 CONT.
SCHIZACHYRIUM BLUE HEAVEN LITTLE BLUE STEM / *S. scorparium* 'Minnblue A'	#1 CONT.

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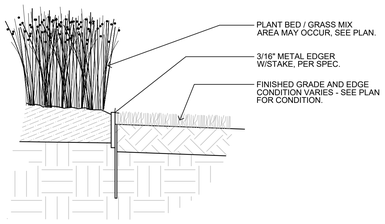
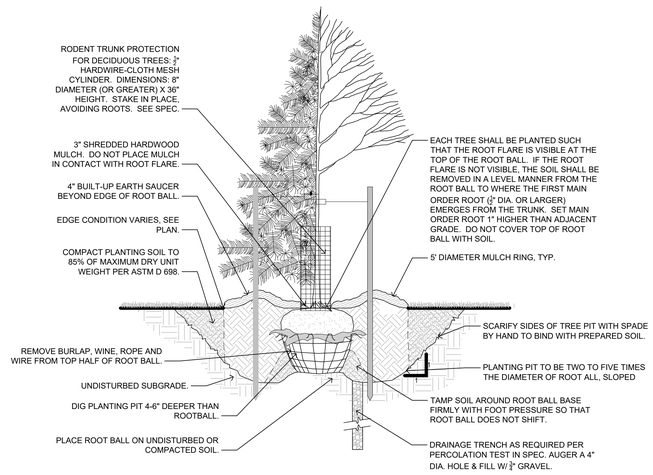
LANDSCAPE PLANTING PLAN

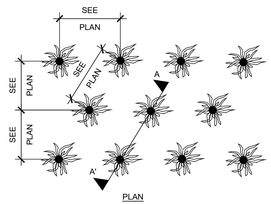
L1.1



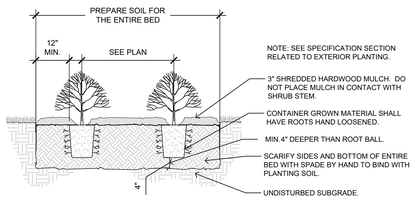
04 L2.0 TURF @ PLANT BED 1-1/2" = 1'-0"



01 L2.0 TREE PLANTING DETAIL, TYP. 1/2" = 1'-0"

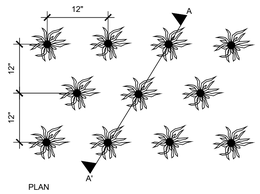


PLAN

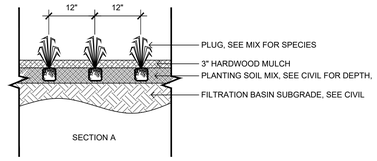


SECTION A'-A

02 L2.0 PLANTING DETAIL, TYP. 1/2" = 1'-0"



PLAN



SECTION A

03 L2.0 STORM FEATURE PLUG LAYOUT 1/2" = 1'-0"

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LANDSCAPE DETAILS

L2.0



VIEW FROM SOUTHWEST CORNER OF SITE



VIEW FROM NORTHEAST CORNER OF SITE LOOKING NORTH



VIEW FROM SOUTH SIDE OF SITE LOOKING SOUTHEAST



VIEW FROM EAST SIDE OF SITE LOOKING WEST



VIEW FROM NORTHEAST CORNER OF SITE LOOKING EAST



VIEW FROM SOUTHWEST SIDE OF SITE LOOKING EAST

9/13/2021 7:31:15 PM

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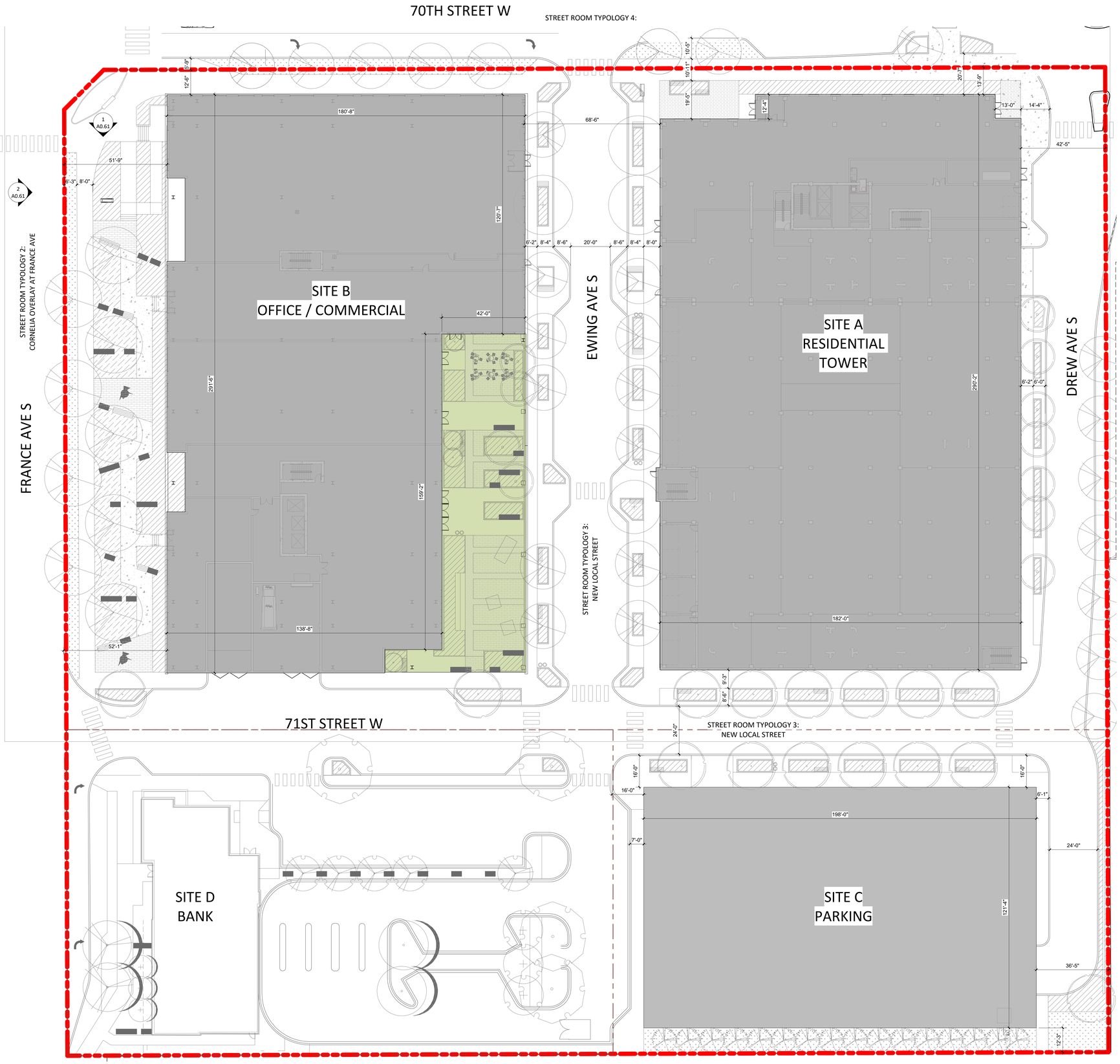
EXISTING SITE IMAGES

A0.1



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SITE PLAN

A0.2



1 A0.3 **NORTH SITE ELEVATION**
1/16" = 1'-0"

9/13/2021 7:59:24 PM

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KEY PLAN

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EXTERIOR ELEVATIONS - SITE

A0.3









9/13/2021 7:31:17 PM

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EXTERIOR RENDERINGS

A0.4

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PRELIMINARY METRICS

Metrics: 70th & France - Site A - Tower (NE Corner)

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Levels		Gross SF	Parking GSF	Commerical	Residential GSF	Res. Amenity	Circulation	Residential NLSF	Efficiency NLSF	Flex Enclosed Stalls	Surface Stalls	Res. Enclosed Stalls	Res. Units
P1	Parking	11,265	11,265	-								38	0
1	Retail / Lobby / Parking	47,504	34,977	1,372	11,155	7,452	3,703	-		9		80	0
2	Parking / Apartments	51,890	41,034		10,856		2,575	8,281	76%			113	8
3	Parking / Apartments	51,890	41,034		10,856		2,575	8,281	76%			113	8
4	Parking / Apartments	46,508	37,015		9,493		2,575	6,918	73%			100	6
5	Apartments / Amenity	15,608			15,608	4,887	2,313	8,408	54%				8
6	Apartments	15,465			15,465		2,275	13,190	85%				15
7	Apartments	14,427			14,427		2,275	12,152	84%				14
8	Apartments	14,427			14,427		2,275	12,152	84%				14
9	Apartments	14,427			14,427		2,275	12,152	84%				14
10	Apartments	14,427			14,427		2,275	12,152	84%				14
11	Apartments	14,427			14,427		2,275	12,152	84%				14
12	Apartments	14,427			14,427		2,275	12,152	84%				14
13	Apartments	14,427			14,427		2,275	12,152	84%				14
14	Apartments	14,427			14,427		2,275	12,152	84%				14
15	Apartments	14,427			14,427		2,275	12,152	84%				14
16	Apartments	14,427			14,427		2,275	12,152	84%				14
17	Apartments	14,427			14,427		2,275	12,152	84%				14
18	Apartments	14,427			14,427		2,275	12,152	84%				14
19	Apartments	14,427			14,427		2,275	12,152	84%				14
20	Apartments	14,427			14,427		2,275	12,152	84%				14
21	Apartments	14,427			14,427		2,275	12,152	84%				14
22	Apartments	8,861			8,861		2,118	6,743	76%				4
23	Apartments	8,861			8,861		2,118	6,743	76%				4
24	Apartments	8,861			8,861		2,118	6,743	76%				4
25	Mech Penthouse	3,165			3,165								
	Total	**486,283**	**165,325**	**1,372**	**319,586**	**12,339**		**247,587**		**9**	**-**	**444**	**267**

Unit Mix	Mix	# of Units	# of Beds	Units SF	NLSF
Studio	12%	32	32	513	16,416
Alcove	14%	37	37	598	22,122
One Bedroom	32%	86	86	855	73,565
One Bedroom + Den	9%	23	25	1,013	23,307
Two Bedroom V1	13%	34	68	1,048	35,645
Two Bedroom V2	9%	23	46	1,225	28,167
Two Bedroom V3	8%	21	42	1,388	29,141
Two Bedroom V4 (Penthouse)	2%	5	10	1,632	8,159
Three Bedroom (Penthouse)	2%	6	18	1,891	11,343
Total	**100%**	**267**	**364**	**928**	**247,865**

Metrics	
Total Dwelling Units	267
Enclosed Residential Stalls	444
Surface Street Stalls	-
Enclosed Commercial Stalls	9
Total Commercial Stalls	9
Commercial Stalls per 1000SF	6.56
Total Residential Stalls	444
Residential Stalls / Dwelling Unit	1.66
Residential Stalls / Bedroom	1.22
Average Unit Size	928

Residential GSF per Unit	
	1197

GSF/Stall	
P1	249
Level 2, 4, &4	363
Total	364.96
Total w/ Site 'C'*	338

*Does not include Site C Areas & Stalls

**Includes all Site'A'&'C' Structured Parking

Amenity GSF per Res. GSF	
	3.9%

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PRELIMINARY SITE A METRICS

A0.19-A

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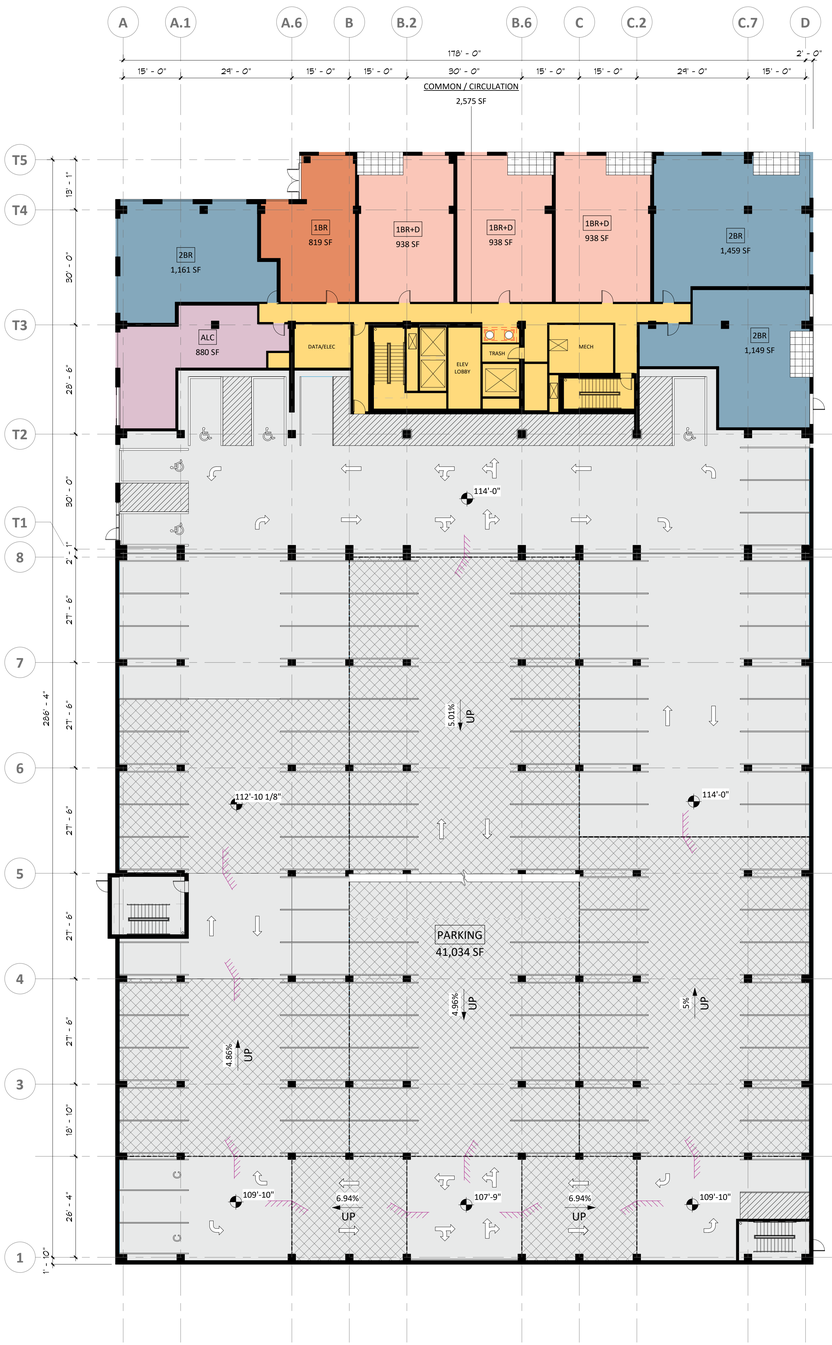

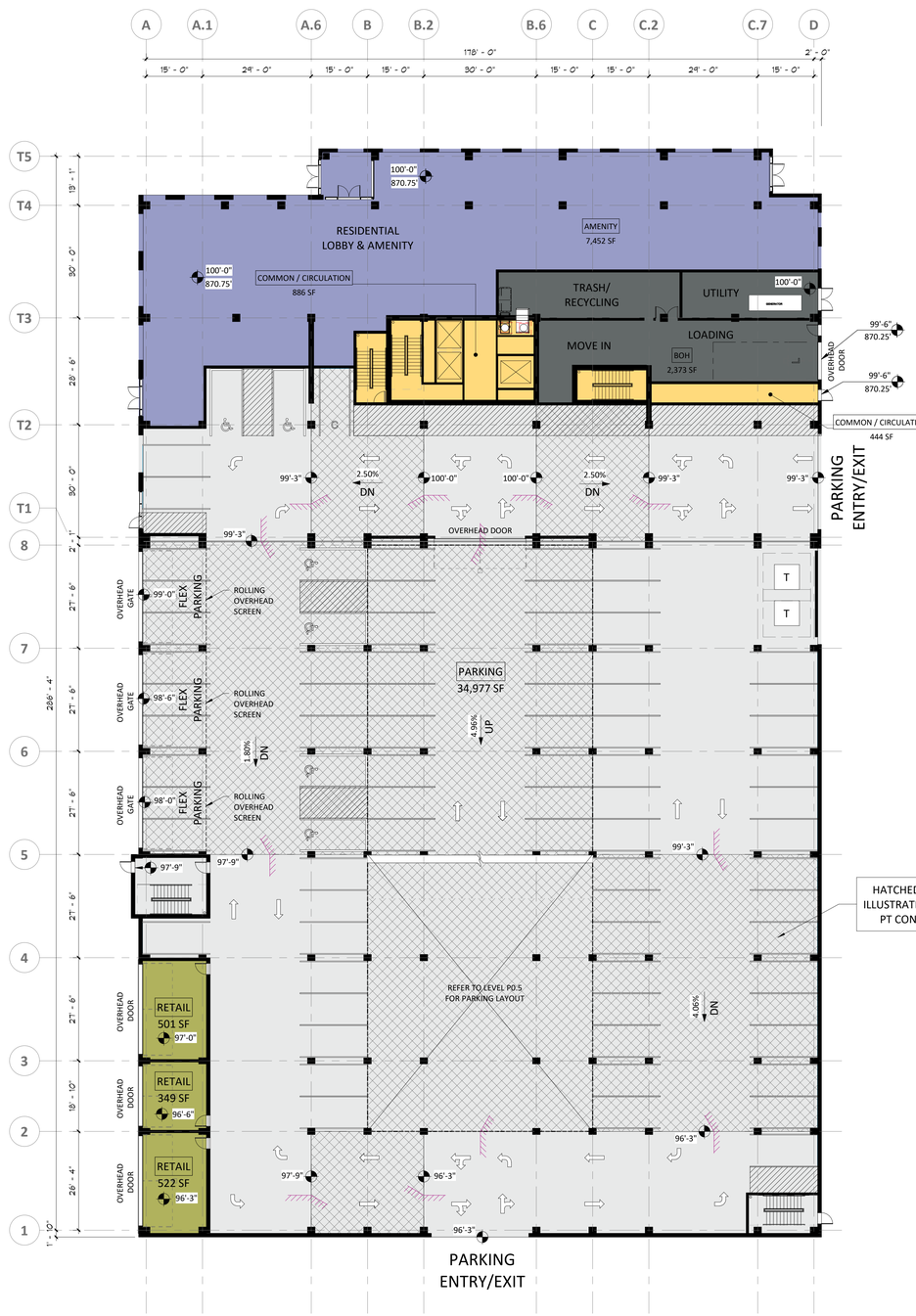

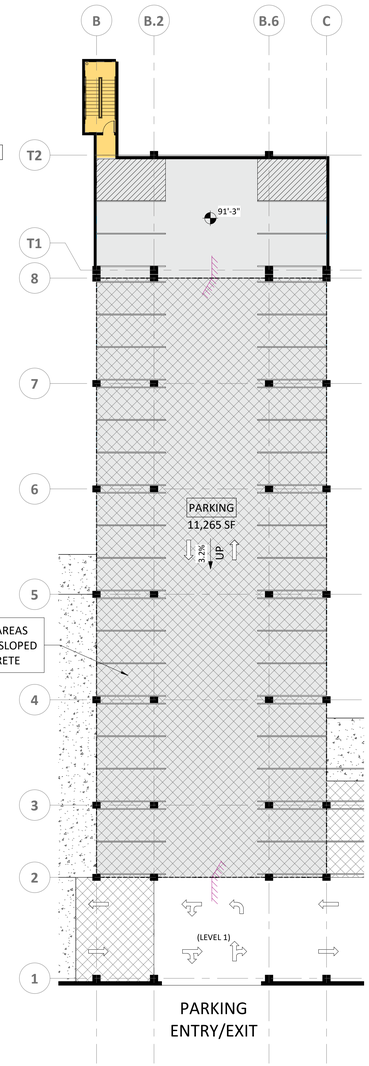

3 A0.20-A **SITE 'A' LEVEL 2 FLOOR PLAN**
1/16" = 1'-0"

2 A0.20-A **SITE 'A' LEVEL 1 FLOOR PLAN**
1/16" = 1'-0"

1 A0.20-A **SITE 'A' LEVEL 0.5 FLOOR PLAN**
1/16" = 1'-0"

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SITE A FLOOR PLANS

A0.20-A



VIEW FROM SOUTHWEST CORNER OF SITE



VIEW FROM NORTHEAST CORNER OF SITE LOOKING NORTH



VIEW FROM SOUTH SIDE OF SITE LOOKING SOUTHEAST



VIEW FROM EAST SIDE OF SITE LOOKING WEST



VIEW FROM NORTHEAST CORNER OF SITE LOOKING EAST



VIEW FROM SOUTHWEST SIDE OF SITE LOOKING EAST

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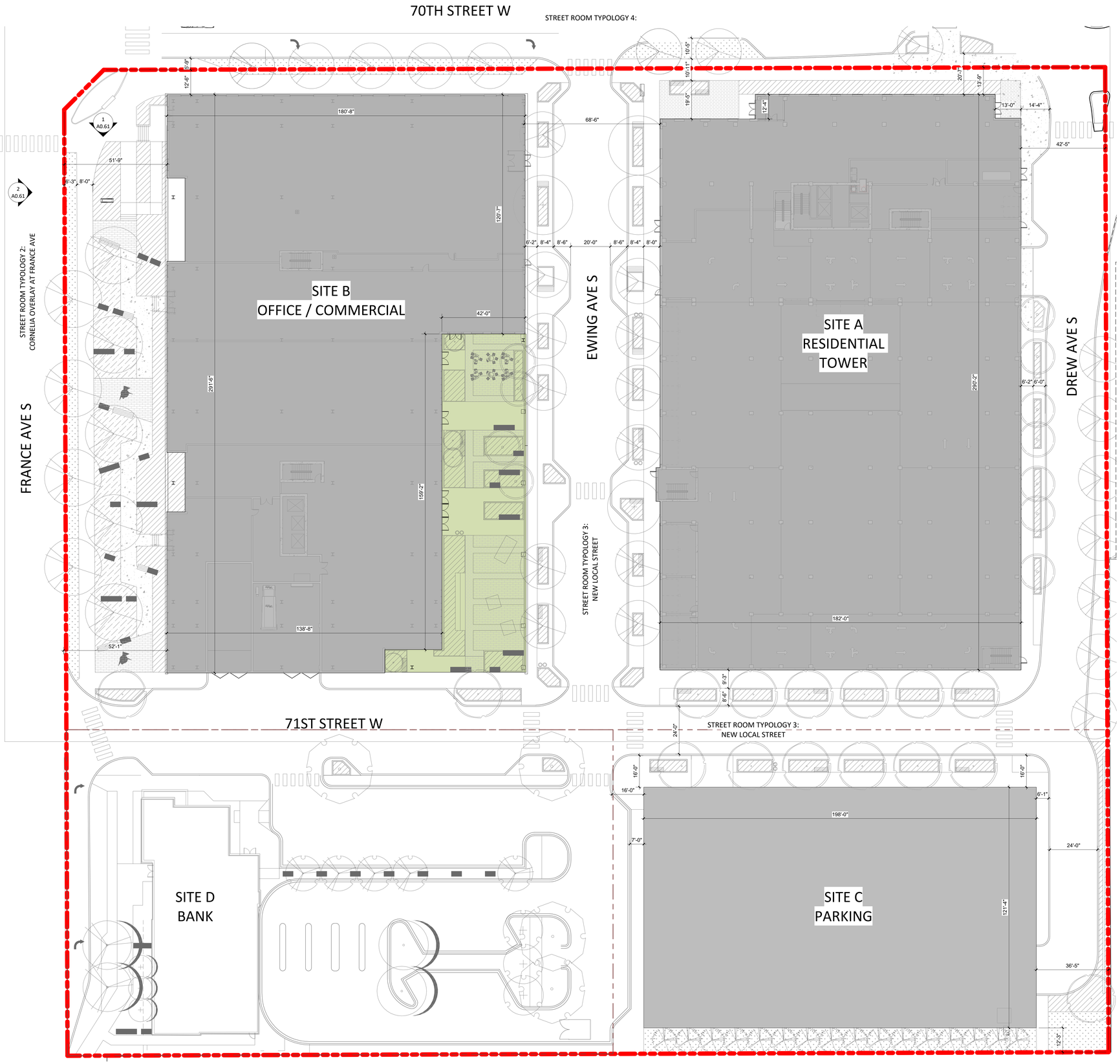
EXISTING SITE IMAGES

A0.1



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SITE PLAN

A0.2



1 A0.3 **NORTH SITE ELEVATION**
1/16" = 1'-0"

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EXTERIOR ELEVATIONS - SITE

A0.3









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EXTERIOR RENDERINGS

A0.4

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PRELIMINARY METRICS

Metrics: 70th & France - Site A - Tower (NE Corner)

ESG Architecture & Design — 9/10/2021

Levels		Gross SF	Parking GSF	Commerical	Residential GSF	Res. Amenity	Circulation	Residential NLSF	Efficiency NLSF	Flex Enclosed Stalls	Surface Stalls	Res. Enclosed Stalls	Res. Units
P1	Parking	11,265	11,265	-								38	0
1	Retail / Lobby / Parking	47,504	34,977	1,372	11,155	7,452	3,703	-		9		80	0
2	Parking / Apartments	51,890	41,034		10,856		2,575	8,281	76%			113	8
3	Parking / Apartments	51,890	41,034		10,856		2,575	8,281	76%			113	8
4	Parking / Apartments	46,508	37,015		9,493		2,575	6,918	73%			100	6
5	Apartments / Amenity	15,608			15,608	4,887	2,313	8,408	54%				8
6	Apartments	15,465			15,465		2,275	13,190	85%				15
7	Apartments	14,427			14,427		2,275	12,152	84%				14
8	Apartments	14,427			14,427		2,275	12,152	84%				14
9	Apartments	14,427			14,427		2,275	12,152	84%				14
10	Apartments	14,427			14,427		2,275	12,152	84%				14
11	Apartments	14,427			14,427		2,275	12,152	84%				14
12	Apartments	14,427			14,427		2,275	12,152	84%				14
13	Apartments	14,427			14,427		2,275	12,152	84%				14
14	Apartments	14,427			14,427		2,275	12,152	84%				14
15	Apartments	14,427			14,427		2,275	12,152	84%				14
16	Apartments	14,427			14,427		2,275	12,152	84%				14
17	Apartments	14,427			14,427		2,275	12,152	84%				14
18	Apartments	14,427			14,427		2,275	12,152	84%				14
19	Apartments	14,427			14,427		2,275	12,152	84%				14
20	Apartments	14,427			14,427		2,275	12,152	84%				14
21	Apartments	14,427			14,427		2,275	12,152	84%				14
22	Apartments	8,861			8,861		2,118	6,743	76%				4
23	Apartments	8,861			8,861		2,118	6,743	76%				4
24	Apartments	8,861			8,861		2,118	6,743	76%				4
25	Mech Penthouse	3,165			3,165								
	Total	**486,283**	**165,325**	**1,372**	**319,586**	**12,339**		**247,587**		**9**	**-**	**444**	**267**

Unit Mix	Mix	# of Units	# of Beds	Units SF	NLSF
Studio	12%	32	32	513	16,416
Alcove	14%	37	37	598	22,122
One Bedroom	32%	86	86	855	73,565
One Bedroom + Den	9%	23	25	1,013	23,307
Two Bedroom V1	13%	34	68	1,048	35,645
Two Bedroom V2	9%	23	46	1,225	28,167
Two Bedroom V3	8%	21	42	1,388	29,141
Two Bedroom V4 (Penthouse)	2%	5	10	1,632	8,159
Three Bedroom (Penthouse)	2%	6	18	1,891	11,343
Total	**100%**	**267**	**364**	**928**	**247,865**

Metrics	
Total Dwelling Units	267
Enclosed Residential Stalls	444
Surface Street Stalls	-
Enclosed Commercial Stalls	9
Total Commercial Stalls	9
Commercial Stalls per 1000SF	6.56
Total Residential Stalls	444
Residential Stalls / Dwelling Unit	1.66
Residential Stalls / Bedroom	1.22
Average Unit Size	928

Residential GSF per Unit	
	1197

GSF/Stall	
P1	249
Level 2, 4, &4	363
Total	364.96
Total w/ Site 'C'*	338

*Does not include Site C Areas & Stalls

**Includes all Site'A'&'C' Structured Parking

Amenity GSF per Res. GSF	
	3.9%

PRELIMINARY DEVELOPMENT PLAN / PUD 09/13/2021

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70th & France

PRELIMINARY SITE A METRICS

A0.19-A

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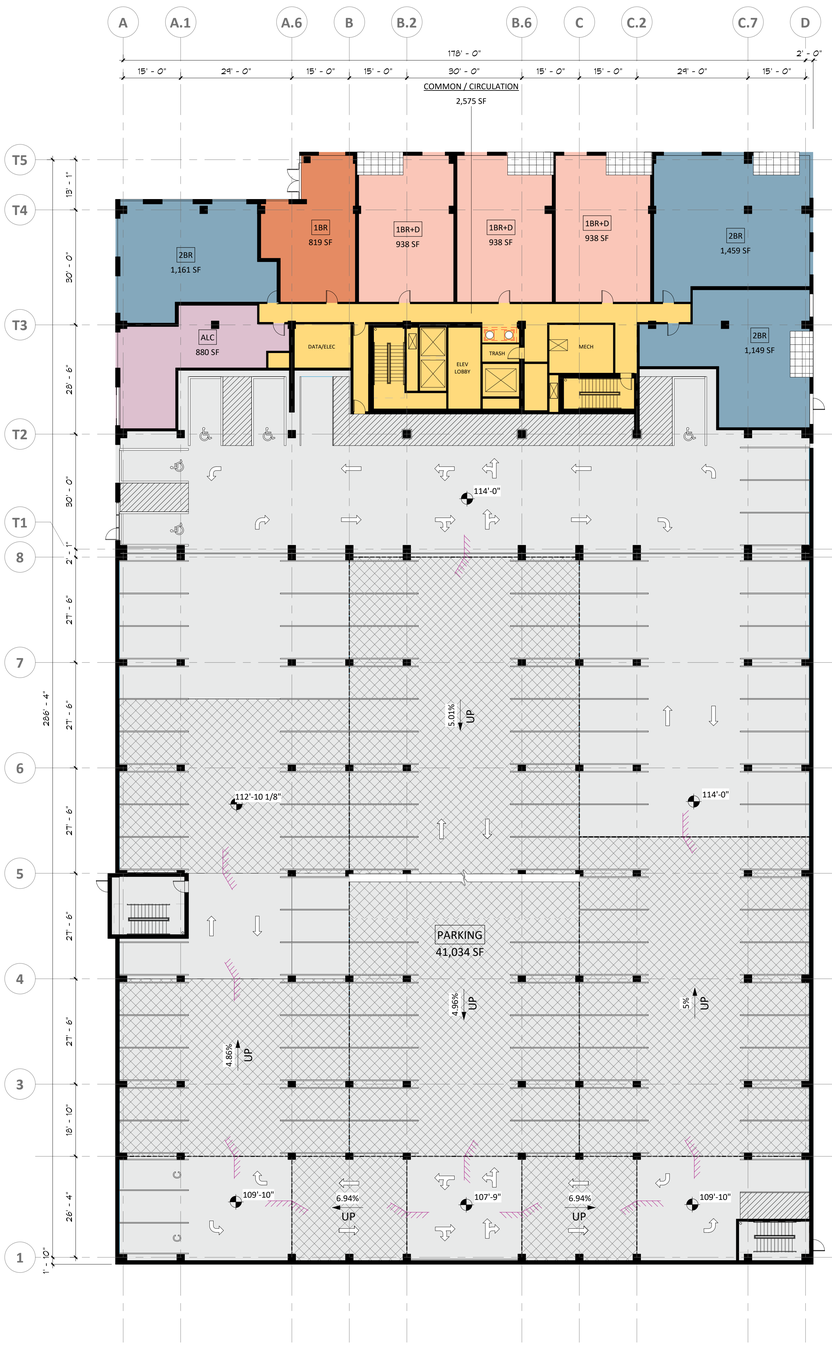

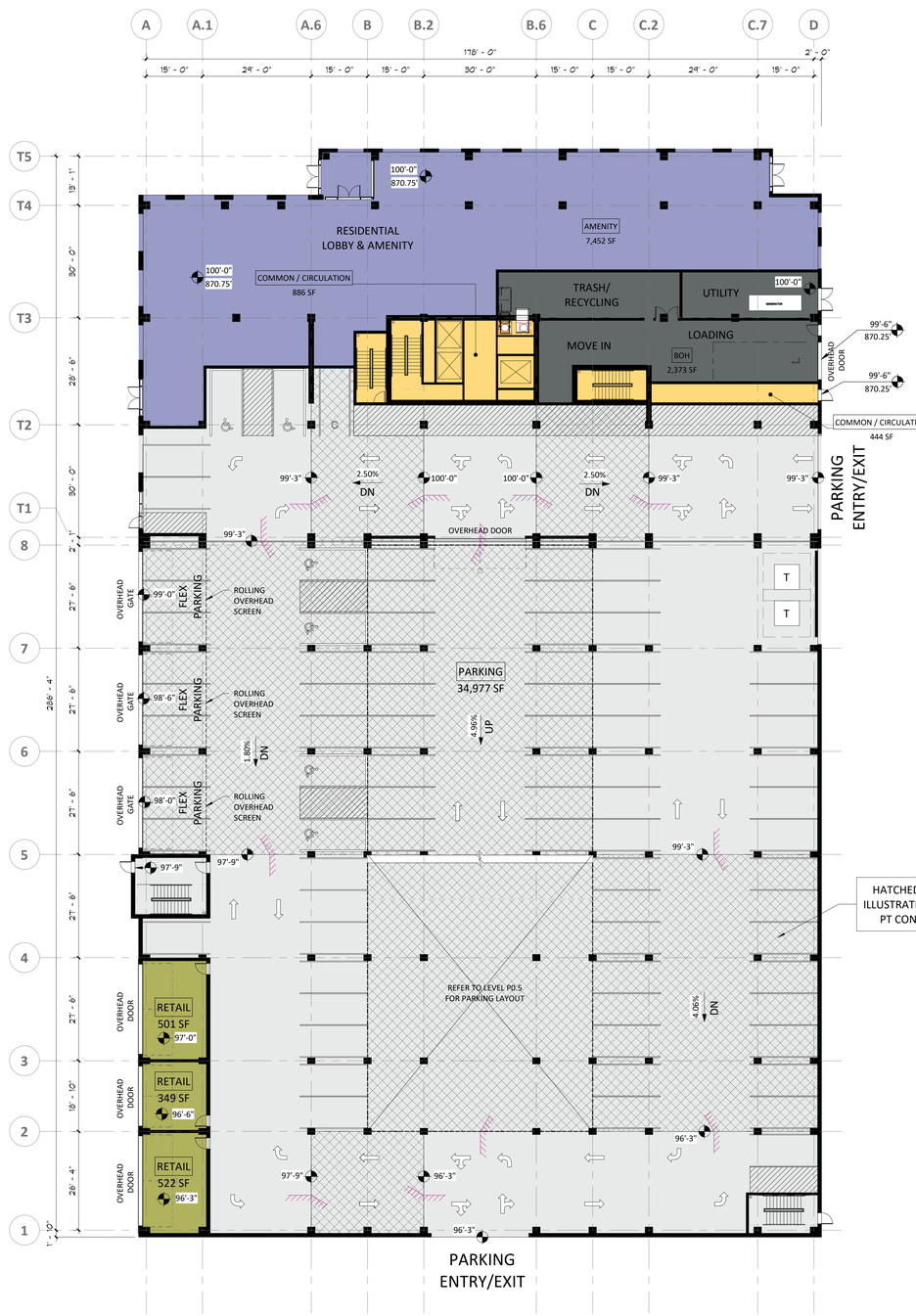

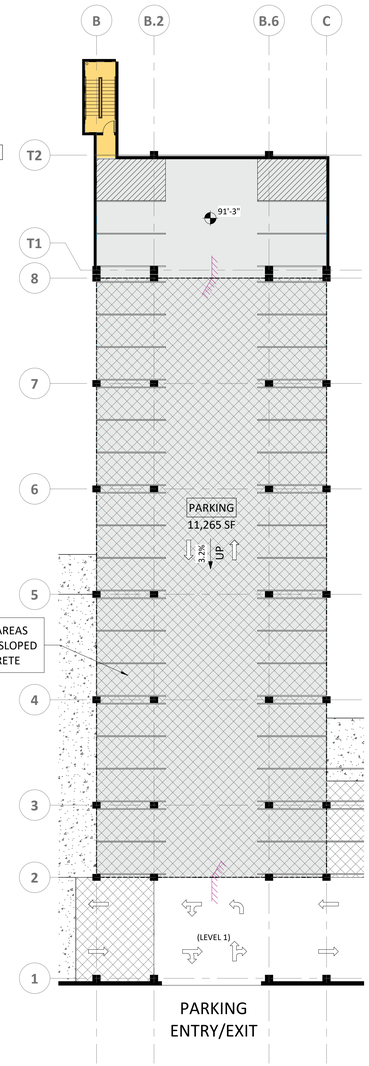

3 A0.20-A **SITE 'A' LEVEL 2 FLOOR PLAN**
1/16" = 1'-0"

2 A0.20-A **SITE 'A' LEVEL 1 FLOOR PLAN**
1/16" = 1'-0"

1 A0.20-A **SITE 'A' LEVEL 0.5 FLOOR PLAN**
1/16" = 1'-0"

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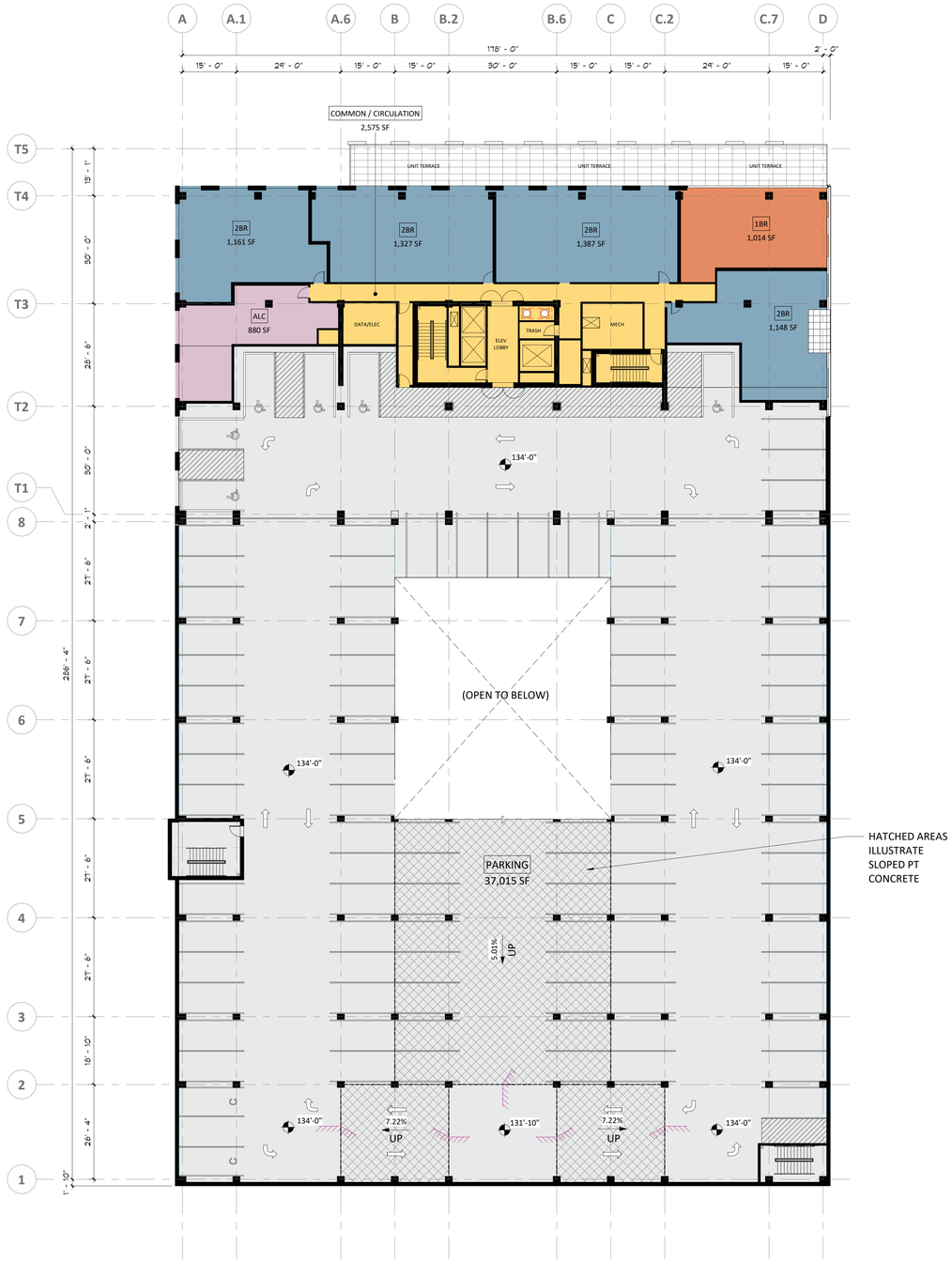
SITE A FLOOR PLANS

A0.20-A



2 **SITE 'A' LEVEL 4 FLOOR PLAN**
A0.21-A 1/16" = 1'-0"



1 **SITE 'A' LEVEL 3 FLOOR PLAN**
A0.21-A 1/16" = 1'-0"

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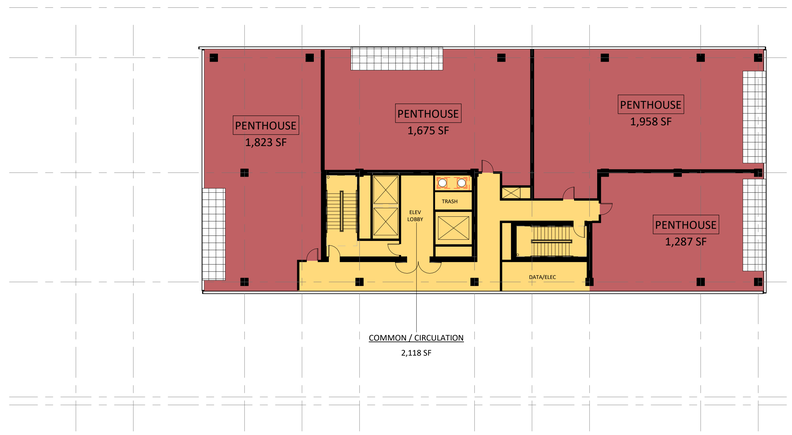
SITE A FLOOR PLANS

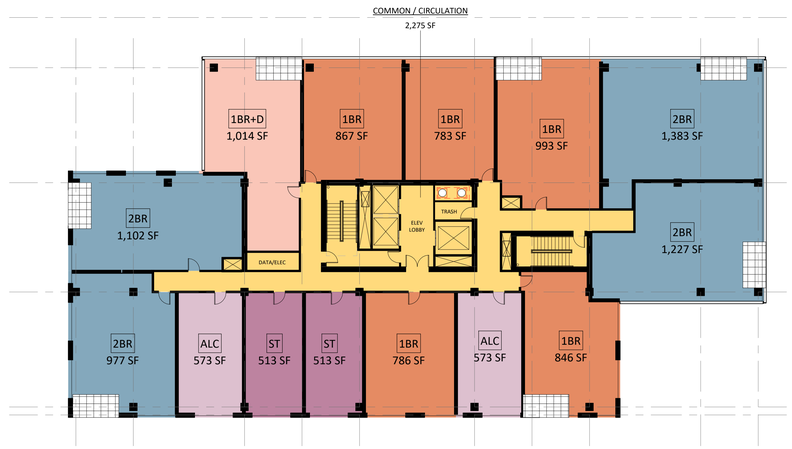
A0.21-A



3 A0.22-A **LEVEL 22-24 FLOOR PLAN**
1/16" = 1'-0"



4 A0.22-A **'A' LEVEL L6**
1/16" = 1'-0"



2 A0.22-A **LEVEL 6-21 FLOOR PLAN**
1/16" = 1'-0"



1 A0.22-A **LEVEL 5 FLOOR PLAN**
1/16" = 1'-0"

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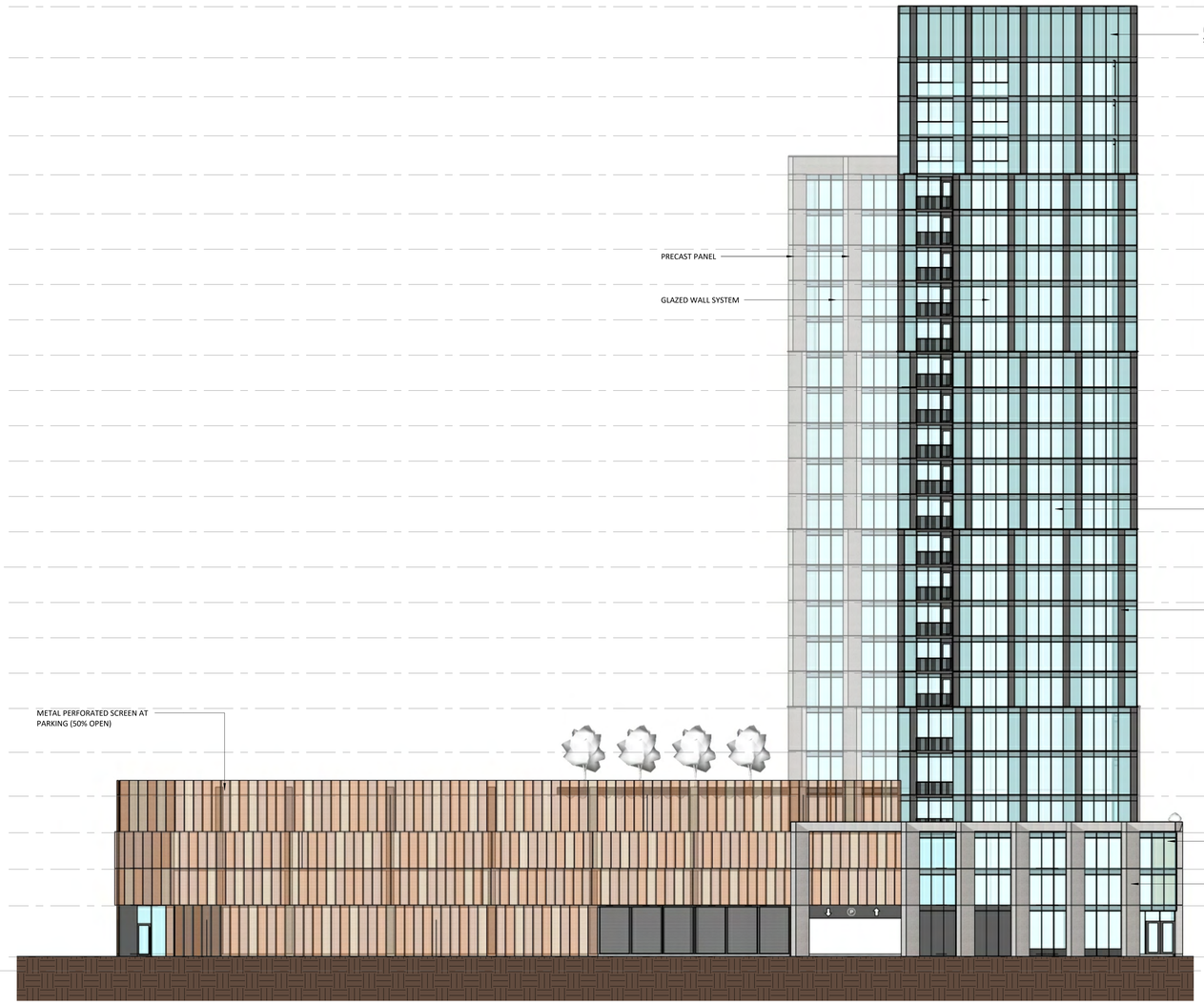
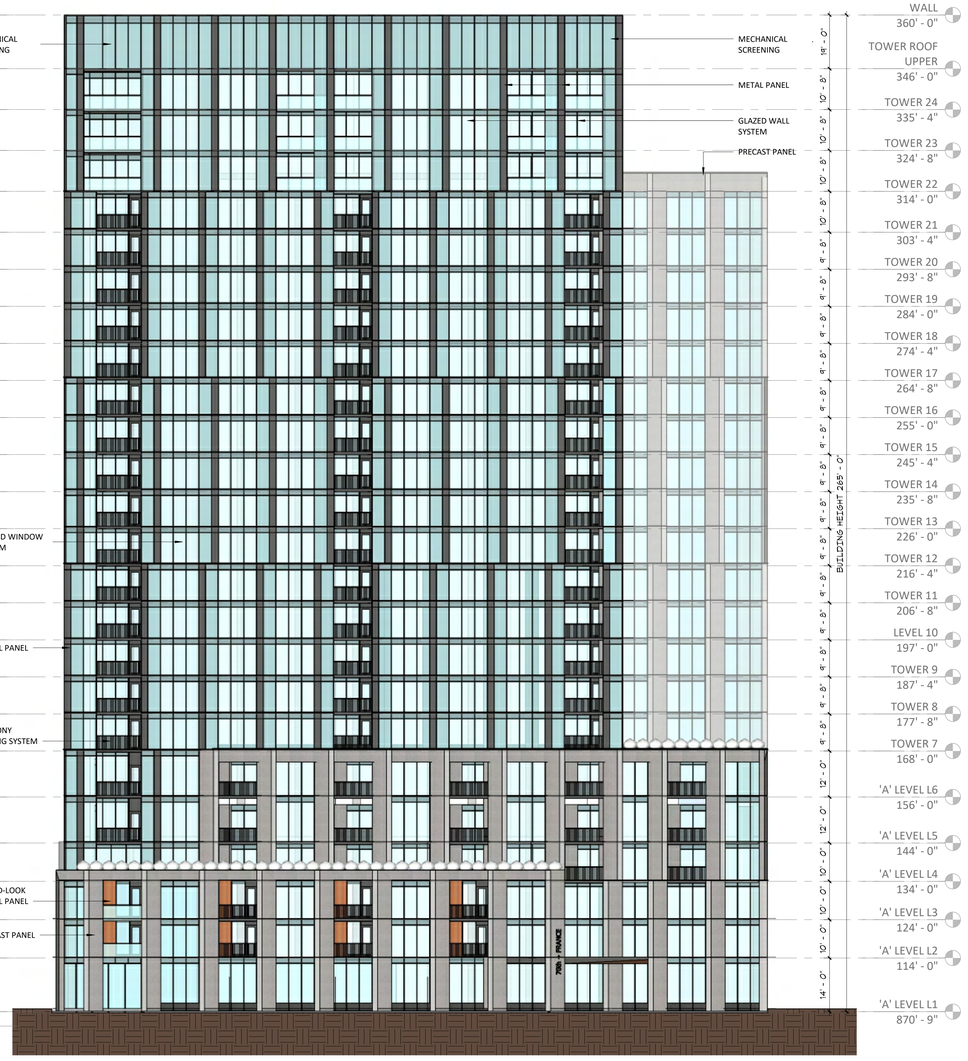
SITE A FLOOR PLANS

A0.22-A

MATERIAL COUNTS - SITE A										
	NORTH		EAST		SOUTH		WEST		TOTAL	
GLAZED WALL SYSTEM	36,567	77%	17,003	51%	27,749	58%	16,506	49%	97,825	60.2%
METAL PANEL	4,482	9%	3,302	10%	2,732	6%	1,668	5%	12,184	7.5%
PRECAST PANEL	6,301	13%	2,763	8%	8,823	18%	6,466	19%	24,353	15.0%
VERTICAL SCREEN AT PARKING	0	0%	10,137	31%	8,864	18%	9,017	27%	28,018	17.3%
TOTAL SF	**47,350**	100%	**33,205**	100%	**48,168**	100%	**33,657**	100%	**162,380**	100.00%



1 A0.30-A **EAST ELEVATION**
1/16" = 1'-0"



2 A0.30-A **NORTH ELEVATION**
1/16" = 1'-0"

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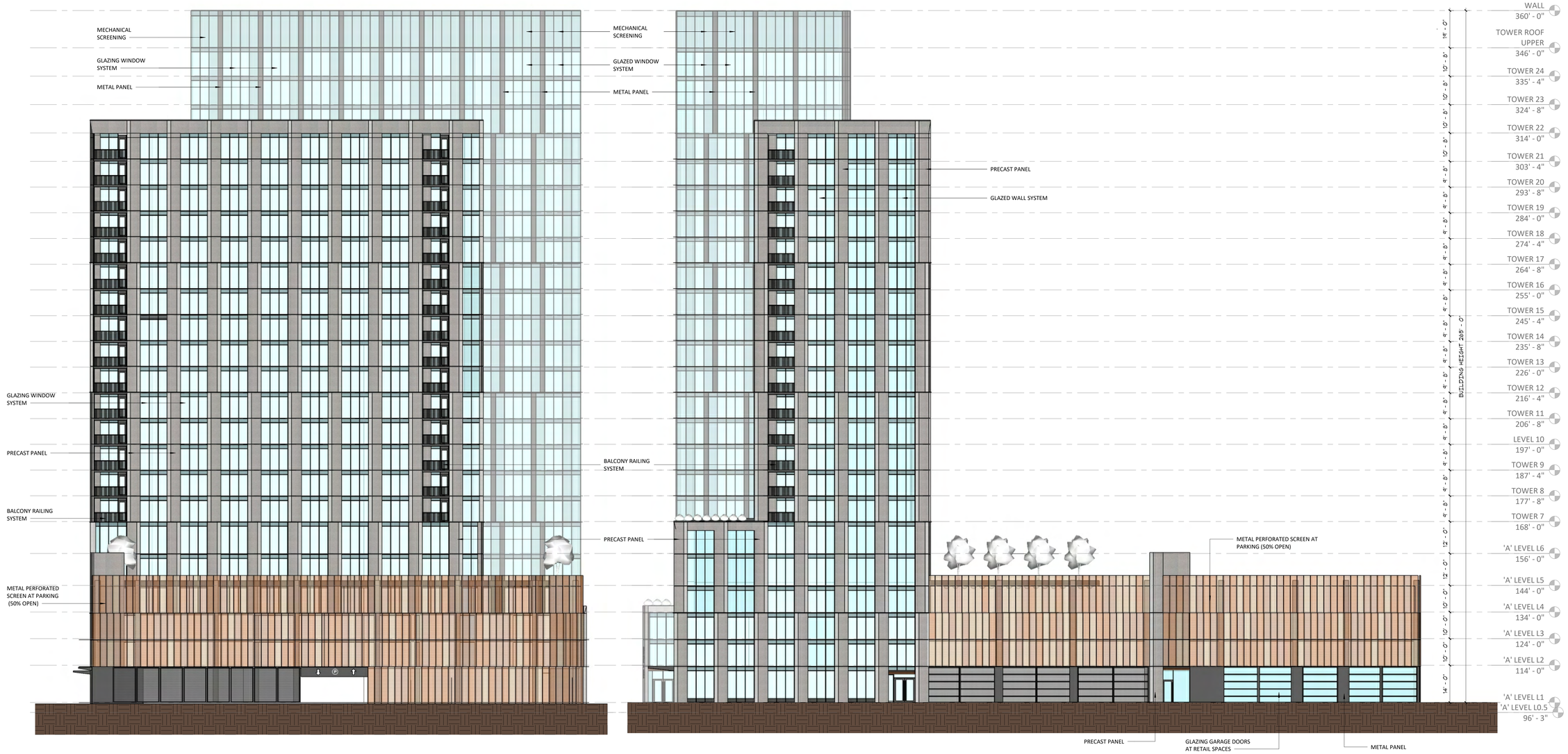
SITE A ELEVATIONS

A0.30-A

MATERIAL COUNTS - SITE A										
	NORTH		EAST		SOUTH		WEST		TOTAL	
GLAZED WALL SYSTEM	36,567	77%	17,003	51%	27,749	58%	16,506	49%	97,825	60.2%
METAL PANEL	4,482	9%	3,302	10%	2,732	6%	1,668	5%	12,184	7.5%
PRECAST PANEL	6,301	13%	2,763	8%	8,823	18%	6,466	19%	24,353	15.0%
VERTICAL SCREEN AT PARKING	0	0%	10,137	31%	8,864	18%	9,017	27%	28,018	17.3%
TOTAL SF	**47,350**	100%	**33,205**	100%	**48,168**	100%	**33,657**	100%	**162,380**	100.00%



1 A0.31-A **SOUTH ELEVATION** 1/16" = 1'-0"

2 A0.31-A **WEST ELEVATION** 1/16" = 1'-0"

9/13/2021 8:05:46 PM

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PROJECT NUMBER

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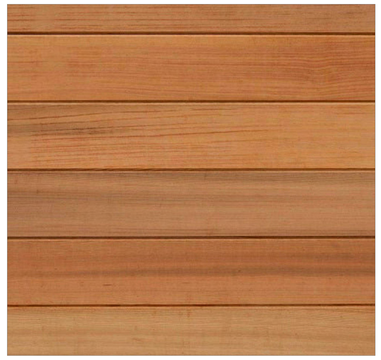
SITE A ELEVATIONS

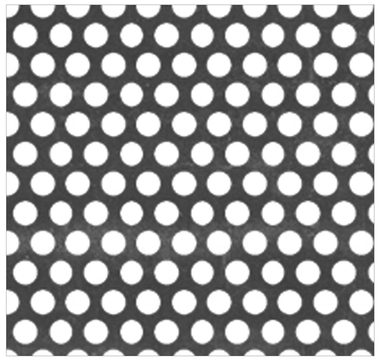
A0.31-A



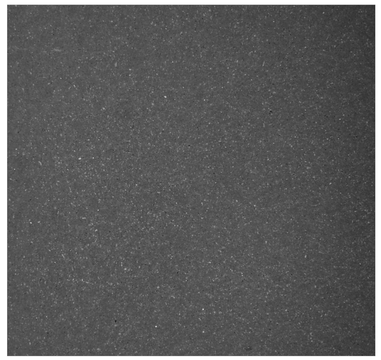
WOOD LOOK COLORED PANEL #1



METAL PANEL #1
MULLION CAPS



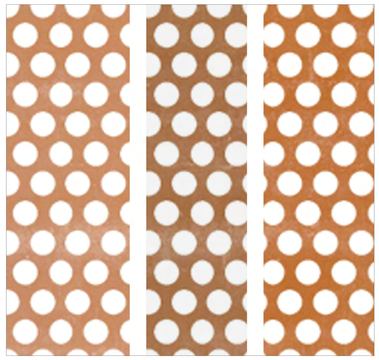
PERFORATED METAL PANEL #2 -PARKING



CAST STONE PANEL - BASE



EXTERIOR GLASS ENCLOSURE
HYBRID WINDOW WALL - SSG SYSTEM



PERFORATED METAL PANELS #1 -PARKING



CONCRETE PANEL COLOR #1

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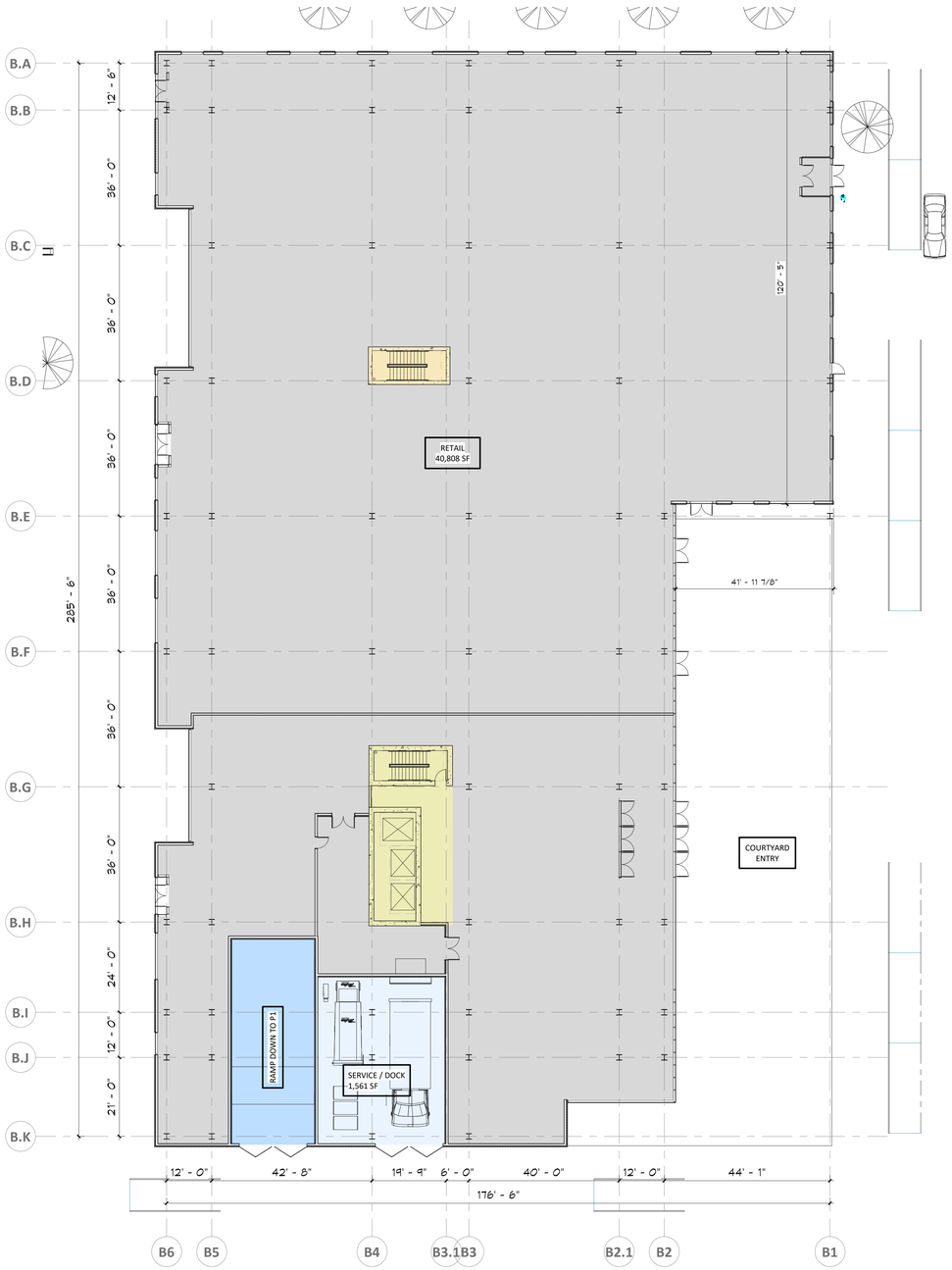
SITE A EXTERIOR MATERIALS

A0.40-A

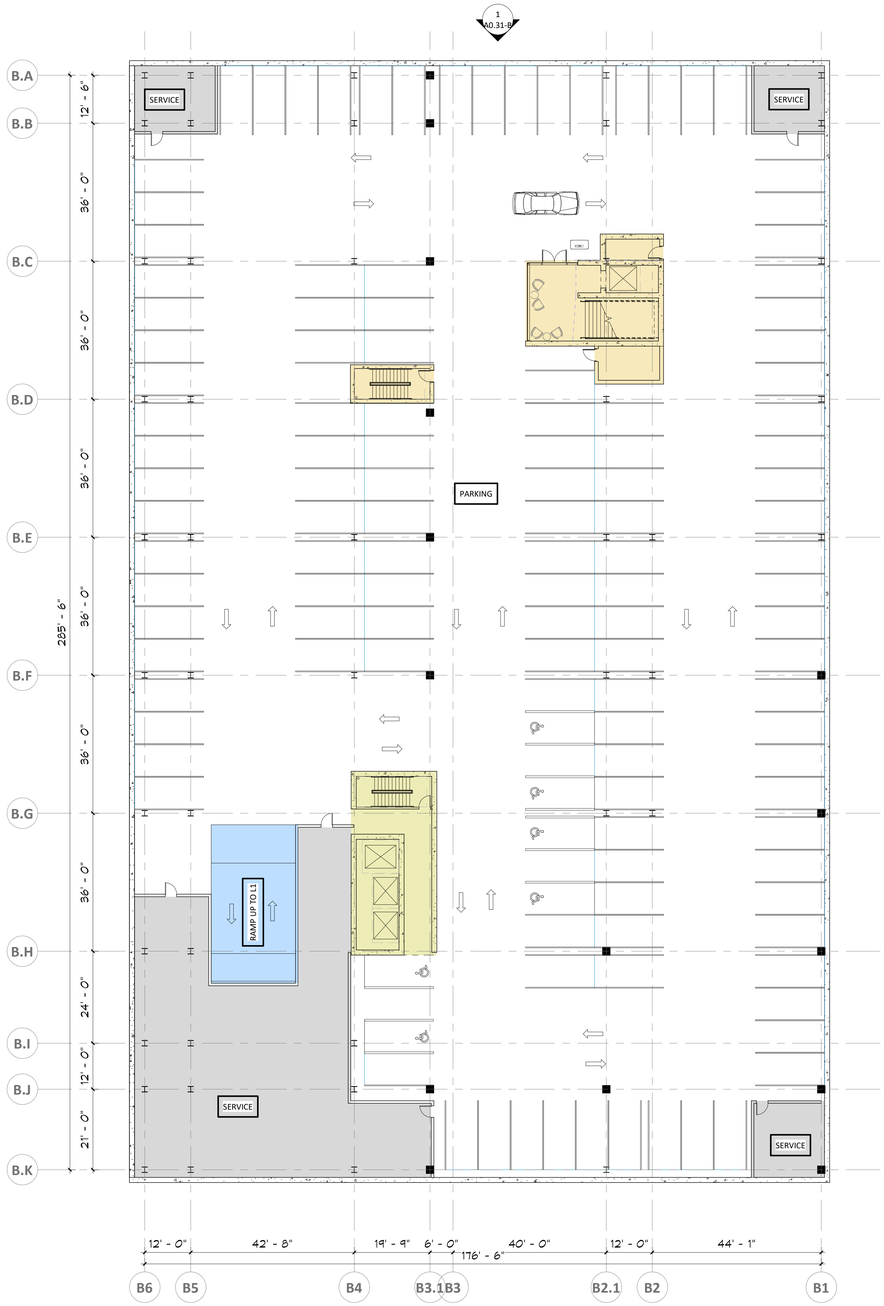
Preliminary Metrics: 70th & France - Site B (NW Corner)

ESG Architecture & Design — 9/13/2021

Levels		Gross SF	Parking GSF	Commerical	Office GSF	Office Amenity	Office Lobby	Building Support	Parking Stalls
P1	Parking	53,460	47,274					6,186	128
1	Office (L1)	44,015		32,515			7,740	3,760	
2	Office (L2)	32,567			31,060			1,507	
3	Office (L3)	32,567			31,060			1,507	
4	Office (L4)	32,648			31,141			1,507	
5	Office (L5)	32,648			31,141			1,507	
6	Office (L6)	32,648			31,141			1,507	
7	Office (L7)	16,017				12,163			
	Total	**276,570**	**47,274**	**32,515**	**155,543**	**12,163**		**17,481**	**128**



2 A0.20-B **LEVEL 1 PLAN**
1/16" = 1'-0"



1 A0.20-B **LEVEL P1 PLAN**
1/16" = 1'-0"

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SITE B FLOOR PLANS

A0.20-B

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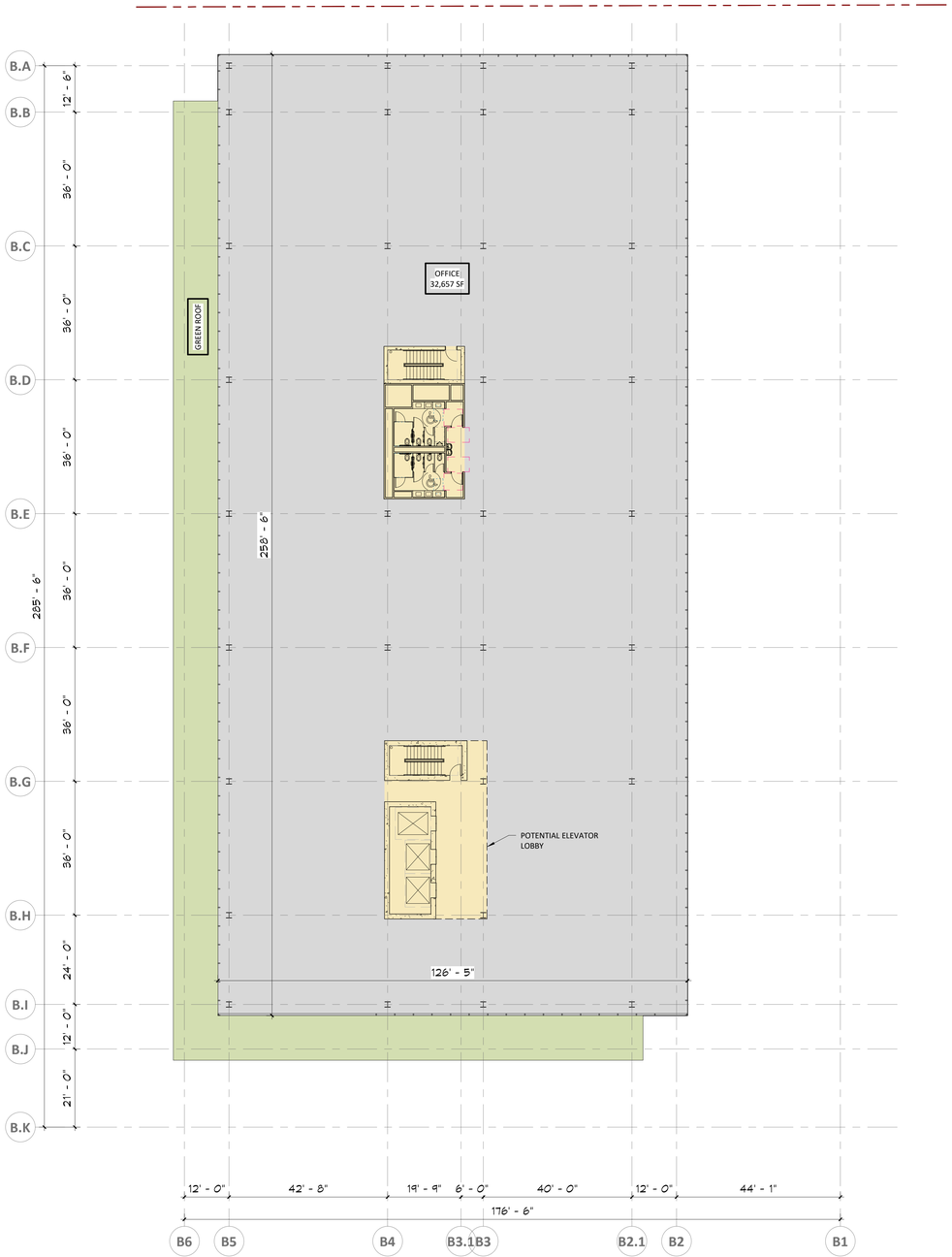
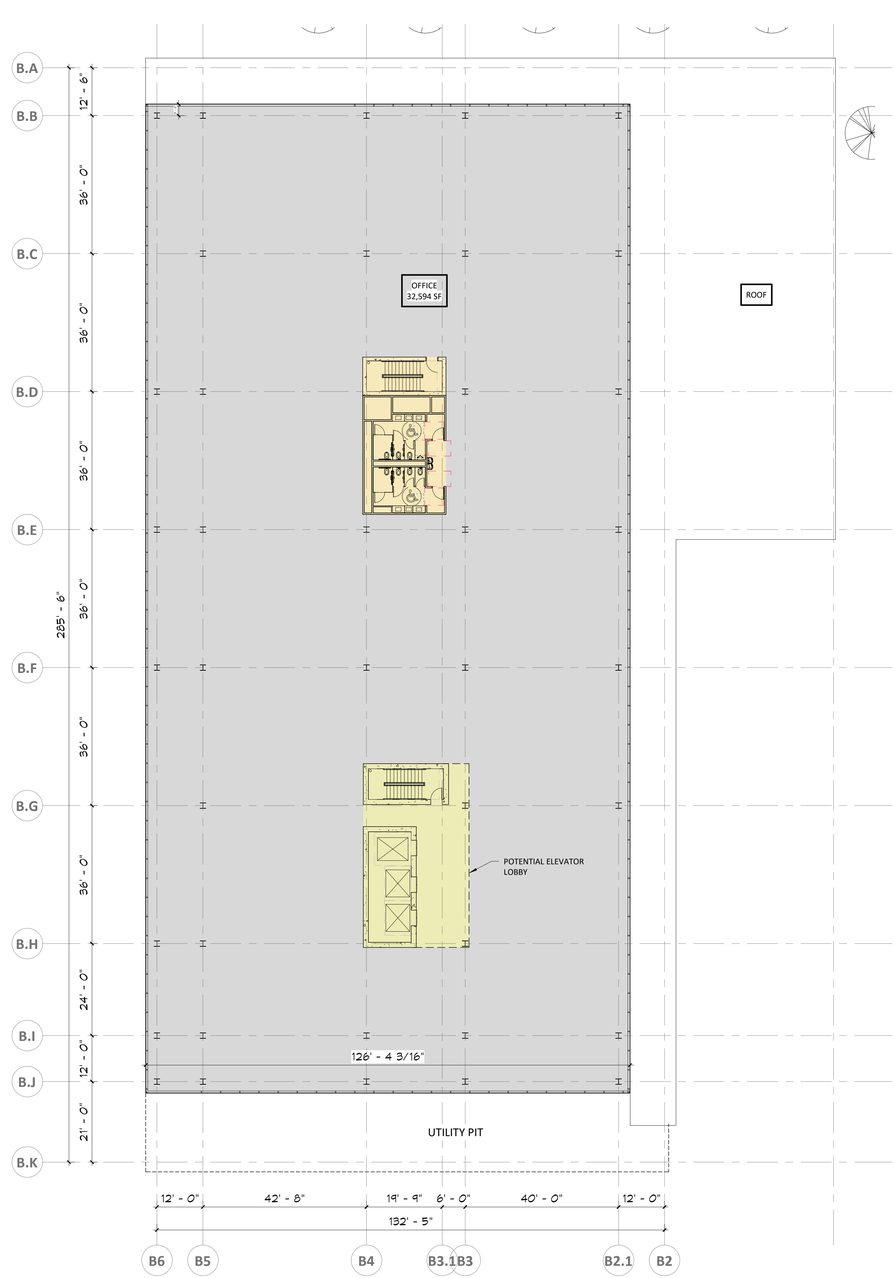


2 A0.21-B **LEVELS 4-6 PLAN**
1/16" = 1'-0"



1 A0.21-B **LEVELS 2-3 PLAN**
1/16" = 1'-0"

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SITE B FLOOR PLANS

A0.21-B



2 A0.22-B **ROOF PLAN**
1/16" = 1'-0"



1 A0.22-B **LEVEL 7 AMENITY**
1/16" = 1'-0"

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SITE B FLOOR PLANS

A0.22-B

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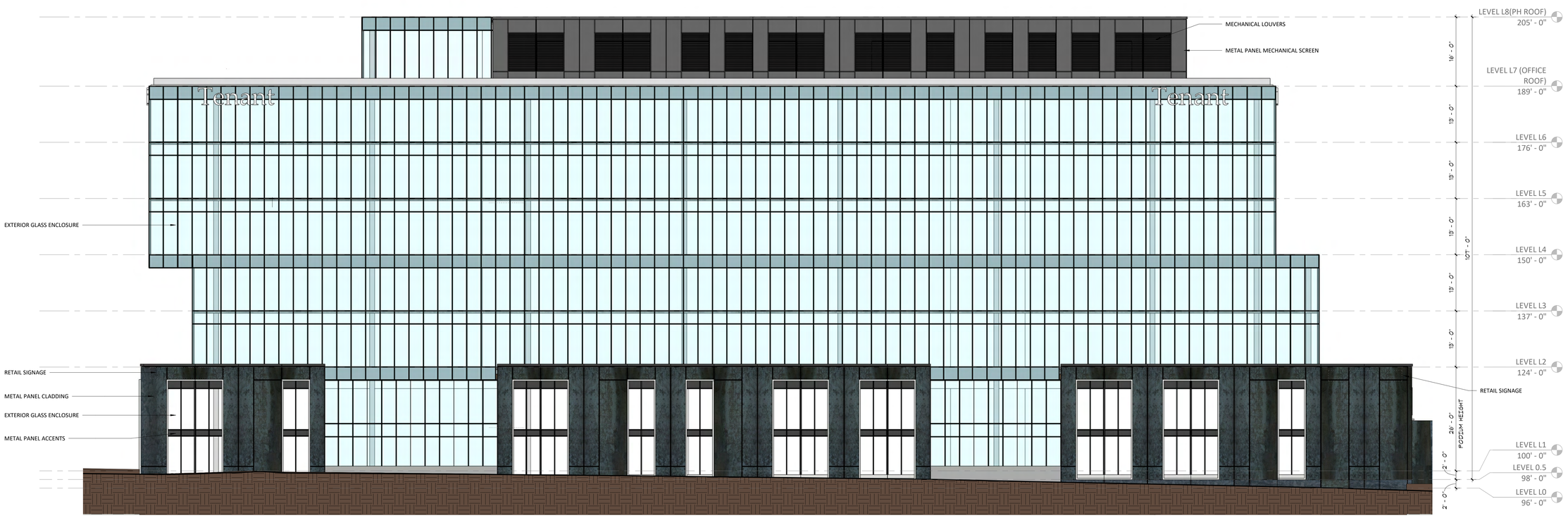
MATERIAL COUNTS - SITE B

	NORTH		EAST		SOUTH		WEST		TOTAL	
GLASS	11,300	78%	24,904	89%	10,146	67%	21,687	77%	68,037	79.2%
METAL PANEL	3,148	22%	3,043	11%	5,063	33%	6,579	23%	17,833	20.8%
TOTAL SF	**14,448**	100%	**27,947**	100%	**15,209**	100%	**28,266**	100%	**85,870**	100.00%



1 A0.30-B **WEST ELEVATION**
1" = 10'-0"

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SITE B ELEVATIONS

A0.30-B

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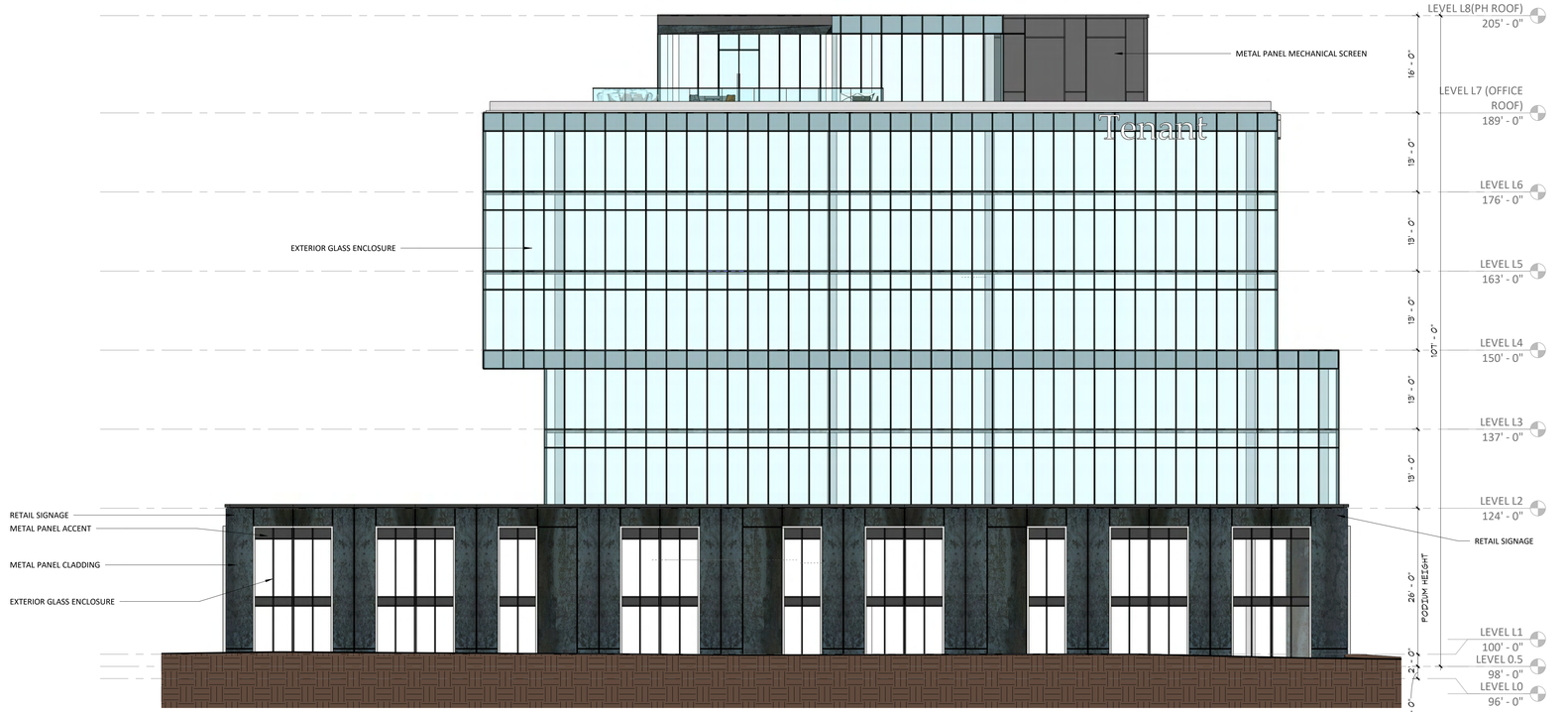
MATERIAL COUNTS - SITE B

	NORTH		EAST		SOUTH		WEST		TOTAL	
GLASS	11,300	78%	24,904	89%	10,146	67%	21,687	77%	68,037	79.2%
METAL PANEL	3,148	22%	3,043	11%	5,063	33%	6,579	23%	17,833	20.8%
TOTAL SF	**14,448**	100%	**27,947**	100%	**15,209**	100%	**28,266**	100%	**85,870**	100.00%



1 A0.31-B **NORTH ELEVATION**
1" = 10'-0"

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KEY PLAN

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SITE B ELEVATIONS

A0.31-B

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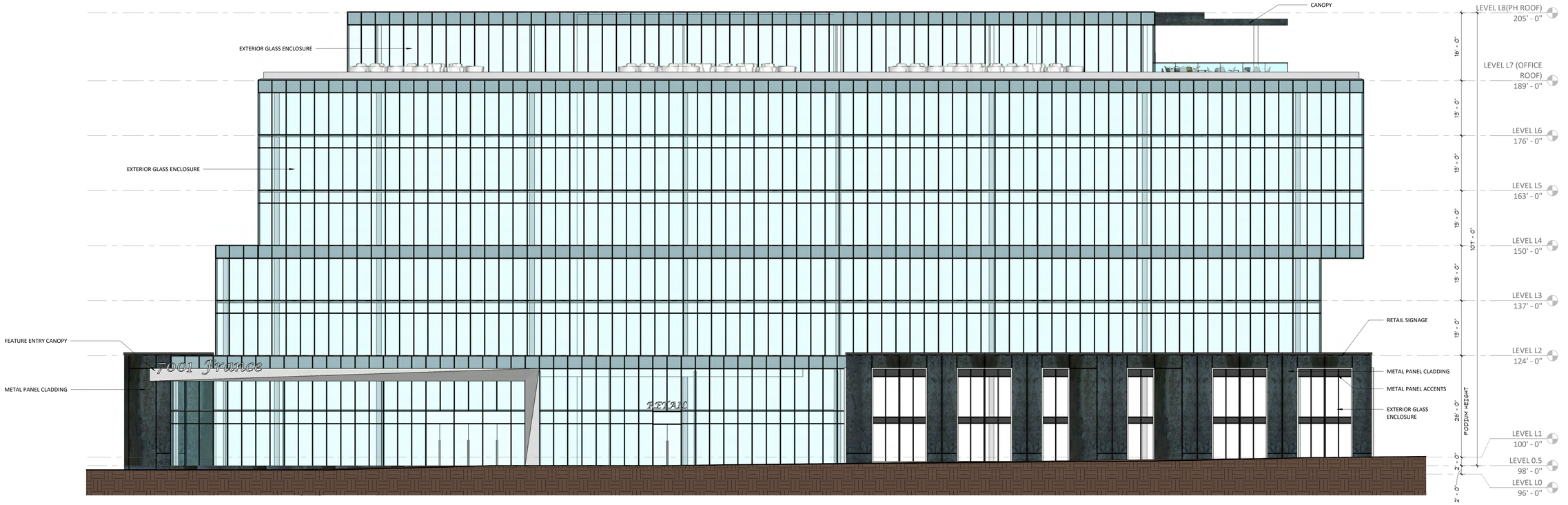
MATERIAL COUNTS - SITE B										
	NORTH		EAST		SOUTH		WEST		TOTAL	
GLASS	11,300	78%	24,904	89%	10,146	67%	21,687	77%	68,037	79.2%
METAL PANEL	3,148	22%	3,043	11%	5,063	33%	6,579	23%	17,833	20.8%
TOTAL SF	**14,448**	100%	**27,947**	100%	**15,209**	100%	**28,266**	100%	**85,870**	100.00%



1 A0.32-B **EAST ELEVATION**
1" = 10'-0"

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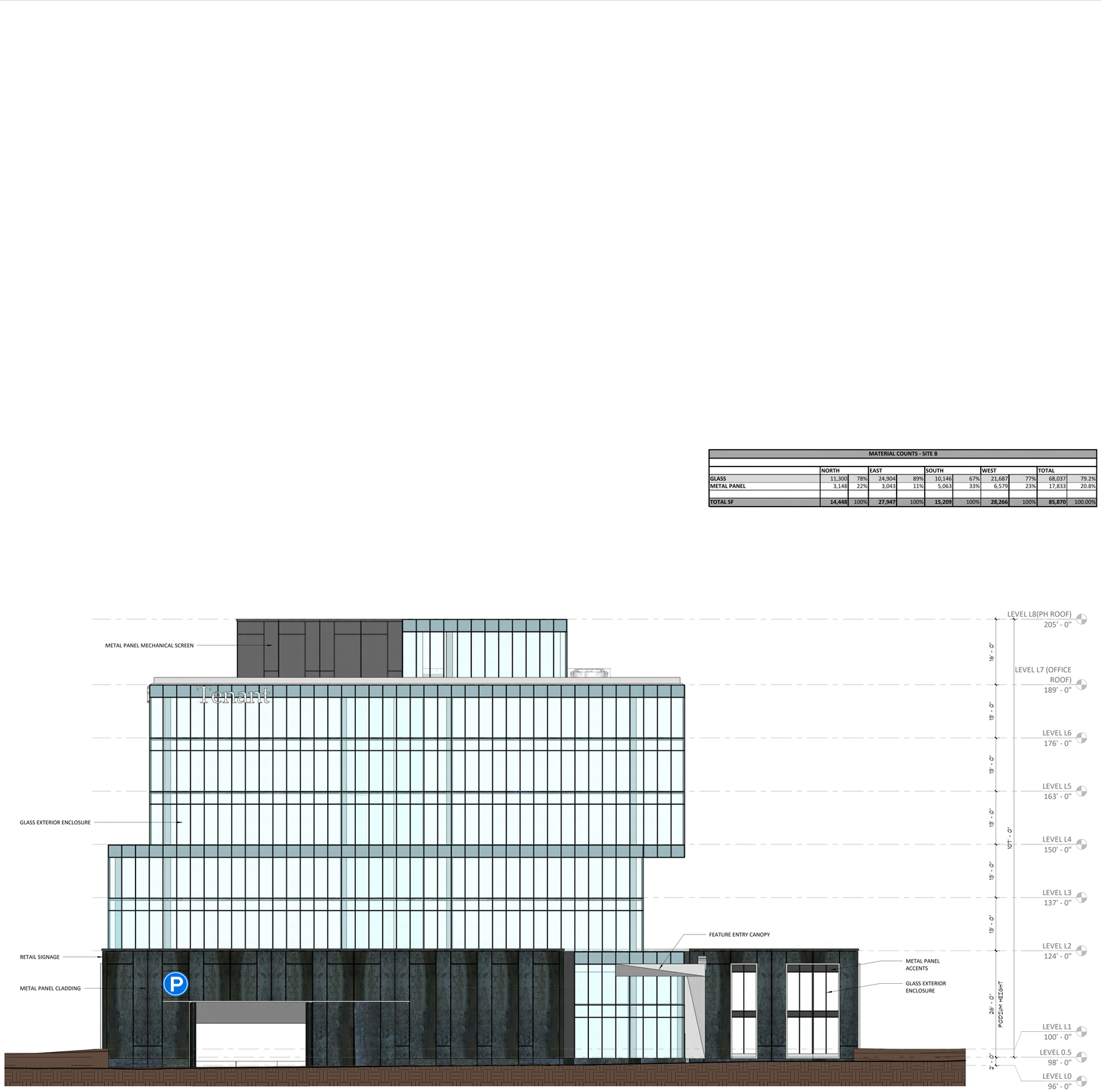
SITE B ELEVATIONS

A0.32-B

MATERIAL COUNTS - SITE B										
	NORTH		EAST		SOUTH		WEST		TOTAL	
GLASS	11,300	78%	24,904	89%	10,146	67%	21,687	77%	68,037	79.2%
METAL PANEL	3,148	22%	3,043	11%	5,063	33%	6,579	23%	17,833	20.8%
TOTAL SF	**14,448**	100%	**27,947**	100%	**15,209**	100%	**28,266**	100%	**85,870**	100.00%



1 A0.33-B **SOUTH ELEVATION**
1" = 10'-0"

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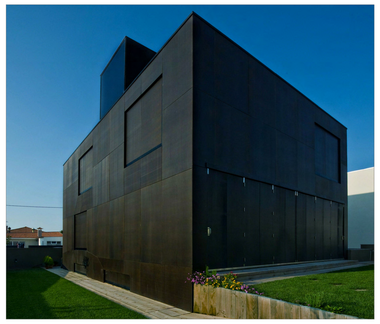
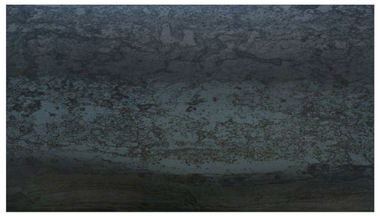
SITE B ELEVATIONS

A0.33-B

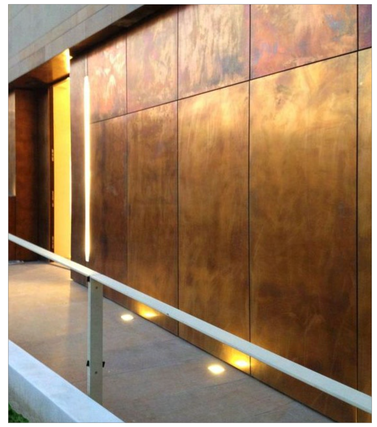








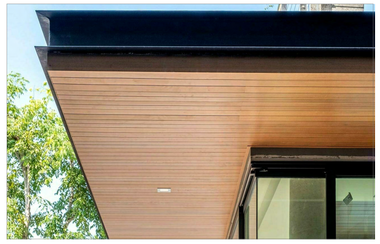
METAL PANEL CLADDING







METAL PANEL @ GRADE



WOOD LOOK - OFFICE SOFFIT



METAL PANEL ACCENT





EXTERIOR GLASS ENCLOSURE
HYBRID WINDOW WALL - SSG SYSTEM

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SITE B EXTERIOR MATERIALS

A0.40-B

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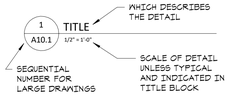
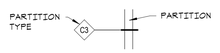
SYMBOLS LEGEND

DETAIL NUMBERING



PARTITION TYPE SYMBOL



KEY NOTE SYMBOL

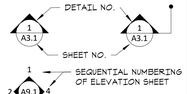
IDENTIFICATION NUMBER REFERS TO KEY NOTE LIST NOTE: KEY NOTES DIFFER FROM SHEET TO SHEET

1 SECTION
2 PLAN
3 EXTERIOR ELEVATION
4 MOUNTING HEIGHTS DIAGRAM (ACCESSORIES)

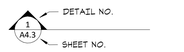
ELEVATION SYMBOLS



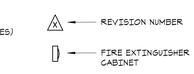
ELEVATION REFERENCE



SECTION REFERENCE



MISCELLANEOUS SYMBOLS



DRAWING INDEX

DRAWING INDEX		
DRAWING NUMBER	DRAWING NAME	10/16/2020
ARCHITECTURAL		
T1.1	TITLE SHEET	•
T2.0	UNIT MIX AND SQUARE FOOTAGES	•
CIVIL		
C100	EXISTING CONDITIONS AND REMOVALS PLAN	•
C101	PRELIMINARY PLAT	•
C200	SITE PLAN (EXISTING)	•
C300	GRADING PLAN	•
C400	SANITARY AND WATERMAIN PLAN	•
C401	STORM SEWER PLAN	•
C500	CITY DETAILS	•
C501	DETAILS	•
LANDSCAPE		
L1.0	LANDSCAPE PLAN	•
L1.1	LANDSCAPE PLANTING PLAN	•
L1.2	STREET INTERSECTION VIGNETTES	•
L2.0	LANDSCAPE DETAILS	•
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A0.2	SITE PLAN	•
A0.40	EXTERIOR ELEVATIONS - SITE	•
A0.41	EXTERIOR ELEVATIONS - SITE	•
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A0.20-A	SITE A FLOOR PLANS	•
A0.21-A	SITE A FLOOR PLANS	•
A0.30-A	SITE A ELEVATIONS	•
A0.31-A	SITE A ELEVATIONS	•
A0.40-A	SITE A EXTERIOR MATERIALS	•
ARCHITECTURAL SITE B		
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A0.21-B	SITE B FLOOR PLANS	•
A0.22-B	SITE B FLOOR PLANS	•
A0.23-B	SITE B FLOOR PLANS	•
A0.30-B	SITE B ELEVATIONS	•
A0.31-B	SITE B ELEVATIONS	•
A0.32-B	SITE B ELEVATIONS	•
A0.33-B	SITE B ELEVATIONS	•
A0.40-B	SITE B EXTERIOR MATERIALS	•
ARCHITECTURAL SITE C		
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A0.40-C	SITE C EXTERIOR MATERIALS	•
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A0.10-D	SITE D SITE PLAN AND FLOOR PLAN	•
A0.20-D	SITE D EXTERIOR ELEVATIONS	•
A0.30-D	SITE D EXTERIOR MATERIALS	•

PROJECT TEAM

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Minneapolis, MN 55401
Ph: 612-333-3702

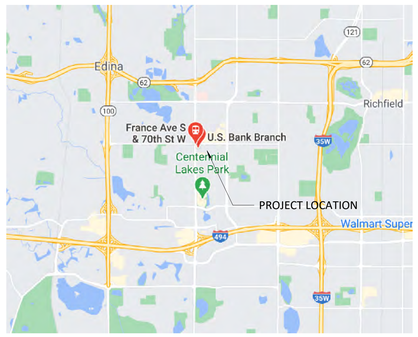
STRUCTURAL ENGINEER: T.B.D.

MECHANICAL ENGINEER: T.B.D.

PLUMBING ENGINEER: T.B.D.

ELECTRICAL ENGINEER: T.B.D.

PROJECT LOCATION



Vicinity



Site Location

10/16/2020 6:55:06 PM

70th & France

Edina, MN

esg
ARCHITECTURE & DESIGN
500 Washington Avenue South, Suite 1080
Minneapolis, MN 55415
p 612.339.5508 | f 612.339.5382
www.esgarch.com

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

Signature

Typed or Printed Name

License # Date

NOT FOR CONSTRUCTION

PRELIM DEVELOPMENT PLAN SUBMITTAL 10/16/2020

ORIGINAL ISSUE:

REVISIONS:

No.	Description	Date

220535
PROJECT NUMBER

ESG DRAWN BY | ESG CHECKED BY

KEY PLAN

70th & France

TITLE SHEET

T1.1

Metrics: 70th & France - Site A - Tower (NE Corner)

ESG Architecture & Design — 10/6/2020

Levels		Gross SF	Parking GSF	Commerical	Residential GSF	Res. Amenity	Residential NLSF	Efficiency NLSF	Flex Enclosed Stalls	Surface Stalls	Res. Enclosed Stalls	Res. Units
855	P1 Parking	43,874	43,874	-							105	
870	1 Retail / Lobby / Parking	44,627	27,450	4,746	4,442	7,989	-		40		20	0
880	2 Parking / Apartments	45,039	32,832		11,910		9,100	76%			83	8
890	3 Parking / Apartments	45,039	32,832		12,207		9,100	75%			83	8
900	4 Parking / Apartments	45,039	32,832		12,207		9,100	75%			83	8
	5 Apartments / Amenity	13,034			7,010	3,686	4,990	71%				7
	6 Apartments	14,250			14,250		12,168	85%				13
	7 Apartments	14,250			14,250		12,168	85%				13
	8 Apartments	14,250			14,250		12,168	85%				13
	9 Apartments	14,250			14,250		12,168	85%				13
	10 Apartments	14,250			14,250		12,168	85%				13
	11 Apartments	14,250			14,250		12,168	85%				13
	12 Apartments	14,250			14,250		12,168	85%				13
	13 Apartments	14,250			14,250		12,168	85%				13
	14 Apartments	14,250			14,250		12,168	85%				13
	15 Apartments	14,250			14,250		12,168	85%				13
	16 Apartments	14,250			14,250		12,168	85%				13
	17 Apartments	14,250			14,250		12,168	85%				13
	18 Apartments	14,250			14,250		12,168	85%				13
	19 Apartments	14,250			14,250		12,168	85%				13
	20 Apartments	14,250			14,250		12,168	85%				13
	21 Apartments	14,250			14,250		12,168	85%				13
	22 Apartments	14,250			14,250		12,168	85%				13
	23 Apartments	14,250			14,250		12,168	85%				13
	24 Apartments	9,384			8,869	515	6,464	73%				4
		-			-		-					-
	Total	**502,536**	**169,820**	**4,746**	**313,145**	**12,190**	**251,314**		**40**	**-**	**374**	**269**
									40			

Unit Mix	Mix	# of Units	# of Beds	Units SF	NLSF
Studio	7%	18	18	497	8,946
Alcove	15%	40	40	572	22,880
One Bedroom	45%	120	120	850	102,000
Two Bedroom	6%	15	30	1,233	18,495
Two Bedroom	7%	18	36	1,326	23,868
Two Bedroom	7%	18	36	1,339	24,102
Two Bedroom	13%	36	72	1,381	49,716
Penthouse	1%	4	8	1,616	6,464
Total	**100%**	**269**	**360**	**745**	**256,471**

Metrics	
Total Dwelling Units	269
Surface Street Stalls	-
Enclosed Commercial Stalls	40
Total Commercial Stalls	40
Commercial Stalls per 1000SF	8.43
Total Residential Stalls	374
Residential Stalls / Dwelling Unit	1.39
Residential Stalls / Bedroom	1.04
Average Unit Size	745
Above Grade SF / Unit	604
Enclosed Residential Stalls	374

Residential GSF per Unit	
	1164

GSF/Stall	
P1	401
Level 2, 4, &4	396
Total	410.19
Total w/ Site 'C'**	391

*Does not include Site C Areas & Stalls

**Includes all Site'A'&'C' Structured Parking

Amenity GSF per Res. GSF
3.9%

Metrics: 70th & France - Site B (NW Corner)

ESG Architecture & Design — 10/6/2020

Levels		Gross SF	Parking GSF	Commerical	Office GSF	Office Amenity	Commercial Stalls	Office Stalls
855	P1 Parking	48,500	47,500	1,000			124	
875	0.5 Commercial/Retail/Grocery	40,514		40,514				
875	M Mezzanine - Commercial/Retail/Grocery	5,800		5,800				
875	1 Office Lobby/ Retail: Food & Bev	4,899		1,441		3,458		
890	2 Parking (P2)	51,600	45,380	4,500		1,720		126
900	3 Parking (P3)	51,600	50,600			1,000		178
910	4 Parking (P4)	51,600	50,600			1,000		178
910	5 Parking (P5)	35,750	34,750			1,000		78
	6 Office (L6)	44,315			32,615	11,700		
	7 Office (L7)	34,790			32,615	2,175		
	8 Office (L8)	30,900			25,500	4,875		
	9 Office (L9)	28,200			25,500	2,175		
	10 Office (L10)	28,200			25,500	2,175		
	Total	**456,668**	**228,830**	**53,255**	**141,730**	**31,278**	**124**	**560**

Metrics	
Office Stalls	560
Office Stalls per 1000SF	3.95
Commercial Stalls	124
Commercial Stalls per 1000SF	2.33

Metrics: 70th & France - Site C (SE Corner) - Fit Plan

ESG Architecture & Design — 10/9/2020

Levels		Gross SF	Parking GSF		Residential GSF	Res. Amenity	Residential NLSF	Efficiency NLSF	Shared Surface Stalls	Res. Surface Stalls	Res. Enclosed Stalls	Res. Units
P1	Parking	21,312	18,905								50	
1	Retail / Lobby / Apartments	21,107	8,150		6,673	4,900	3,711	56%	0	-	22	5
2	Apartments	14,832			13,942	740	11,689	84%				14
3	Apartments	14,832			14,832		12,400	84%				15
4	Apartments	14,832			14,832		12,400	84%				15
5	Apartments	14,832			14,832		12,400	84%				15
6	Apartments	14,832			14,832		12,400	84%				15
7	Apartments	14,832			14,832		12,400	84%				15
8	Apartments	14,832			13,729	1,103	10,800	79%				14
	Total	**146,243**	**27,055**	**-**	**108,504**	**6,743**	**88,198**		**-**	**-**	**72**	**108**

Unit Mix	Mix	# of Units	# of Beds	Units SF	NLSF
Studio	15%	16	16	510	8,166
1 Bedroom SM	31%	34	34	711	24,174
1 Bedroom	13%	14	14	714	9,996
1 Bedroom	1%	1	1	767	767
One Bedroom + Den	1%	1	1	813	813
Two Bedroom SM	13%	14	28	1,022	14,308
Two Bedroom LG	13%	14	28	1,066	14,924
Two Bedroom LG	13%	14	42	1,110	15,540
Total	**100%**	**108**	**164**	**821**	**88,688**

Metrics	
Total Dwelling Units	108
Enclosed Residential Stalls	72
Shared Surface Stalls	-
Total Residential Stalls	72
Total Residential Stalls (worst case)	
Residential Stalls / Dwelling Unit	0.67
Residential Stalls / Bedroom	0.44
Average Unit Size	
Above Grade SF / Unit	1,157

Residential GSF per Unit	
	1005

GSF/Stall	
P1	378

Amenity GSF/ Res GSF
7.6%

10/16/2020 5:47:36 PM

70th & France

Edina, MN

esg ARCHITECTURE & DESIGN

500 Washington Avenue South, Suite 1080
Minneapolis, MN 55415
p 612.339.5508 | f 612.339.5382
www.esgarch.com

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

Signature

Typed or Printed Name

License # Date

NOT FOR CONSTRUCTION

PRELIM DEVELOPMENT PLAN SUBMITTAL 10/16/2020

ORIGINAL ISSUE:
10/12/20

REVISIONS:

No.	Description	Date

220535
PROJECT NUMBER

Author DRAWN BY — Checker CHECKED BY

KEY PLAN

70th & France

UNIT MIX AND SQUARE FOOTAGES

T2.0

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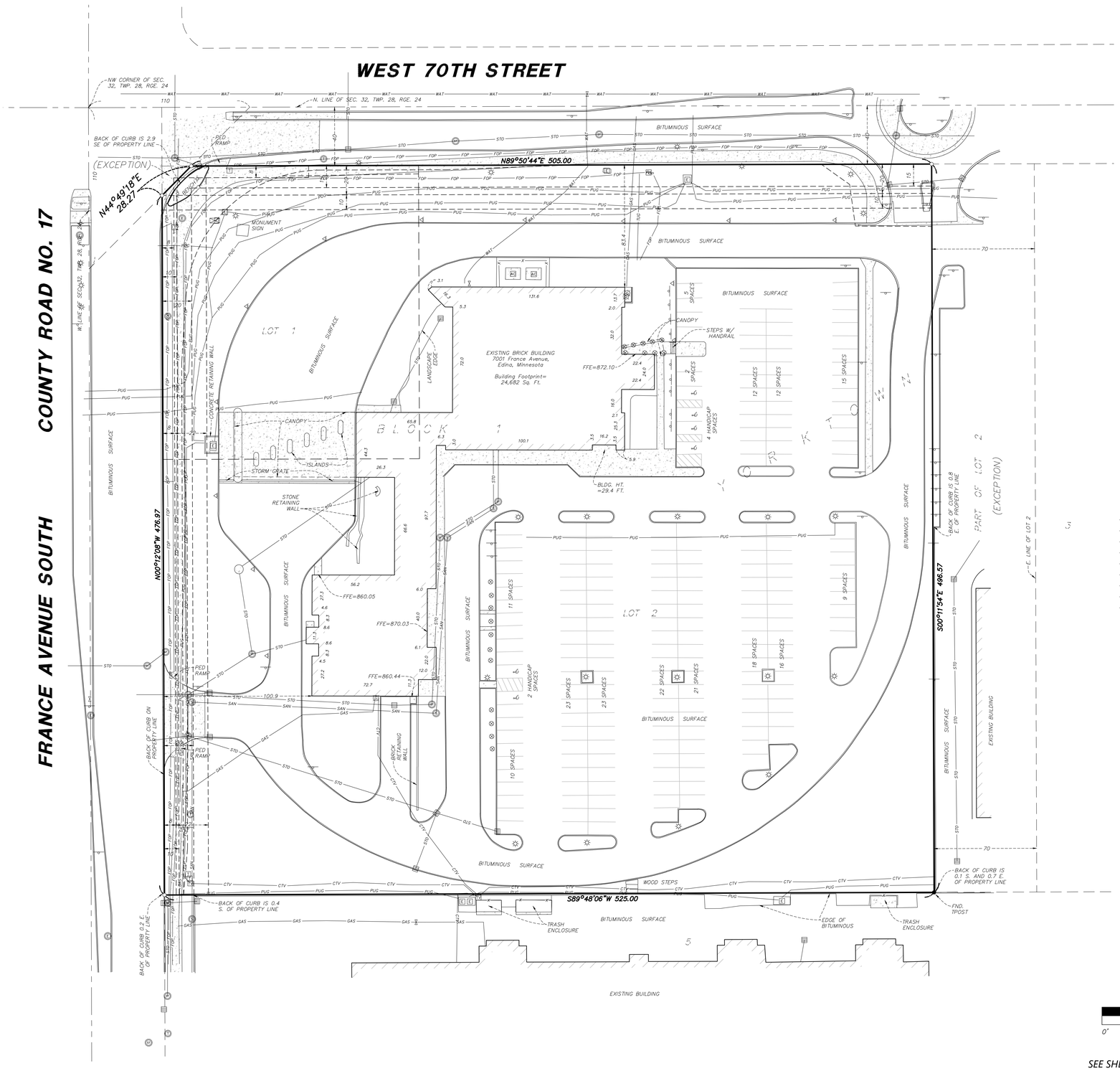

LEGEND

AC	AIR CONDITIONER
FFE	FIRST FLOOR ELEVATION
	POST
	SIGN
GM	GAS METER
	LANDSCAPE LIGHT
	LIGHT POST
	VALVE
E	ELECTRICAL BOX
E	ELECTRICAL MANHOLE
	TRAFFIC SIGNAL
	TRAFFIC BOX
	CATCH BASIN
ST	STORM MANHOLE
S	SANITARY MANHOLE
HH	HAND HOLE
TV	CABLE TV BOX
T	TELEPHONE BOX
	FIRE HYDRANT
	HANDICAP PARKING
WAT	WATERMAIN
SAN	SANITARY SEWER
STO	STORM SEWER
GAS	GAS UNDERGROUND
FOP	FIBER OPTIC UNDERGROUND
TUG	TELEPHONE UNDERGROUND
PUG	POWER UNDERGROUND
CTV	CABLE TV UNDERGROUND
	WOOD FENCE
ASH	ASH TREE
BRC	BIRCH TREE
CRB	CRABAPPLE TREE
FRT	FRUIT TREE
LCH	LOCUST TREE
OAK	OAK TREE
SPC	COLORADO SPRUCE TREE
SPN	NORWAY SPRUCE TREE
MULTI	MULTIPLE TRUNK
	CONCRETE SURFACE
	BITUMINOUS SURFACE

0' 30' 60' 90'

SEE SHEET 2 OF 2 FOR EASEMENT DETAIL

LEGAL DESCRIPTION

Lot 1, Block 1, except that part thereof which lies Northwesterly of a line drawn from a point on the North line of Section 32, Township 28, Range 24 distant 110 feet Easterly of the Northwest corner of said section to a point on the West line thereof distant 110 feet Southerly of said Northwest corner; Lot 2, Block 1, except the Easterly 70 feet thereof; Yorktown, Hennepin County, Minnesota.

(Torrens Property: Certificate of Title No. 1077413)

GENERAL NOTES

1. *This survey was prepared using First American Title Commitment Number NCS-1026991-MPLS having an effective date of August 11, 2020 at 7:30 a.m.*
2. *The address of the surveyed property is 7001 France Avenue S., Edina, Minnesota. (Table A Item 2)*
3. *Subject property appears to be classified as Zone X when scaled from Flood Insurance Rate Map Community - Panel Number 27163C0340E dated 02/03/2010. (Table A Item 3)*
4. *Subject property contains 260,594 Sq.Ft. or 5.982 acres. (Table A Item 4)*
5. *No Zoning information provided by the title company. (Table A Item 6 (a))*
6. *Subject property contains 199 regular parking stalls, 6 handicapped stalls and 0 motorcycle stalls. (Table A Item 9)*
7. *The underground utilities shown have been located from field survey information and existing drawings. The surveyor makes no guarantees that the underground utilities shown comprise all such utilities in the area, either in service or abandoned. The surveyor further does not warrant that that the underground utilities shown are in the exact location indicated although he does certify that they are located as accurately as possible from information available. The surveyor has not physically located the underground utilities. (State One Call Ticket Nos. 202531763 & 202531764). (Table A Item 11)*
8. *As of the date the field work was completed for this survey, there was no observable evidence of current earth moving work, exterior building construction or building additions. (Table A Item 16)*
9. *As of the date of this survey, there are no proposed changes in street right of way lines, based on a conversation with the proper official with the City of Edina. Hennepin County has not responded at the time of this survey. As of the date the field work was completed for this survey, there was no observable evidence of recent street or sidewalk construction or repairs. (Table A Item 17)*
10. *The surveyor did not locate any wetland delineation markers observed in the process of conducting the fieldwork. No markers were observed. (Table A Item 18)*
11. *Based on the information contained within title commitment listed above and a physical inspection of the subject property, the surveyor is not aware of any off site easements or servitudes other than shown hereon. (Table A Item 19)*
12. *Bearings based on the Hennepin County coordinate system, (NAD 83 - 1986 Adjustment).*

SCHEDULE B II TITLE ITEM NOTES

The following notes correspond to the numbering system of Schedule B II of the above mentioned title commitment. Items 1-10, 13 & 19-22 are not survey matters.

11. *Easements for utility and sanitary sewer purposes shown and dedicated in the plat of Yorktown recorded June 8, 1972 as Document No. 1033725, and recited on the certificate of title.* ***Said easement for utility and sanitary sewer purposes affects the subject property and is depicted hereon.***
12. *Easement for telecommunications purposes, together with any incidental rights, in favor of Northwestern Bell Telephone Company, an Iowa corporation, as granted and described in the Easement dated November 10, 1970, recorded November 19, 1970 as Document No. 983149.* ***Said easement for telecommunications purposes affects the subject property and is depicted hereon.***
14. *Easement for scenic and open space purposes, together with any incidental rights, in favor of the Village (now City) of Edina, Minnesota, as granted and described in the Grant of Easement dated May 3, 1972, recorded June 8, 1972 as Document No. 1033728.* ***Said easement for scenic and open space purposes affects the subject property and is depicted hereon.***
15. *Public right of way for France Avenue South (also known as County Road No. 17) as currently established and maintained, including but not limited to the following:*

    (a) Easement for Public Road Purposes dated July 5, 1972, recorded July 6, 1972 as Document No. 1036934; and
    (b) Permanent easement for highway purposes as described in the Final Certificate dated July 19, 1991, recorded July 22, 1991 as Document No. 2189613.
    Said easement for public right of way purposes affects the subject property and is depicted hereon.
16. *Public right of way for 70th Street West as currently established and maintained, including but not limited to the following:*

    (a) Street right of way dedicated in the plat of Yorktown recorded June 8, 1972 as Document No. 1033725.
    (b) Permanent easement for highway purposes as described in the Final Certificate dated July 19, 1991, recorded July 22, 1991 as Document No. 2189613; and
    (c) Grant of Permanent Easement dated April 19, 2011, recorded May 26, 2011 as Document No. T4859947.
    Said easement for public right of way purposes affects the subject property and is depicted hereon.
17. *Easement for public sidewalk and utility purposes, together with any incidental rights, in favor of the City of Edina, Minnesota, as granted and described in the Grant of Permanent and Temporary Easements dated March 30, 2013, recorded April 15, 2013 as Document No. T05067233, and as affected by the Amendment to Grant of Permanent and Temporary Easements dated October 17, 2013, recorded November 13, 2013 as Document No. T05132844.* ***Said easement for public sidewalk and utility purposes affects the subject property and is depicted hereon. Temporary easements have expired.***
18. *The following recital will remain on the certificate of title, and all subsequent certificates of title issued for this land, until an Examiner's Directive is obtained and recorded authorizing the Registrar of Titles to remove the recital:*

    "Subject to the transmission line easement and incidental rights connected therewith of Northern States Power Company, a Minnesota corporation, as contained in the Stipulation filed in Torrens Case No. 11922; now over the North 25 feet of West 70th Street as dedicated in the plat of Yorktown adjoining the above land." ***Said easement for transmission line purposes does not affect the subject property and is not depicted hereon.***

SURVEYOR'S CERTIFICATE

To: Mortenson Development, Inc., Orion Investments, US Bank National Association and First American Title Insurance Company:

This is to certify that this map or plat and the survey on which it is based were made in accordance with the 2016 Minimum Standard Detail Requirements for ALTA/NSPS Land Title Surveys, jointly established and adopted by ALTA and NSPS, and includes Items 1, 2, 3, 4, 6(b), 7(a), 7(b)(1), 8, 9, 11, 13, 14, 16-19 of Table A thereof. The fieldwork was completed on September 16, 2020.

Date of Plat or Map: 09/22/2020

Nathan H. Carlson
Minnesota License No. 45873
nate.carlson@westwoodps.com

Westwood
Phone (952) 937-5150 12701 Whitewater Drive, Suite #300
Fax (952) 937-5822 Minnetonka, MN 55343
Toll Free (888) 937-5150 westwoodps.com
Westwood Professional Services, Inc.

Revisions:
1 .
2 .
3 .
4 .

Crew: .
Checked: NHC
Drawn: BJY
Record Drawing by/date: .

Prepared for: **Mortenson Development, Inc.**
Minneapolis, Minnesota

US Bank
Edina, Minnesota

ALTA/NSPS Land Title Survey

Date: 09/22/20 Sheet: 1 OF 2
0029211-SURV.dwg

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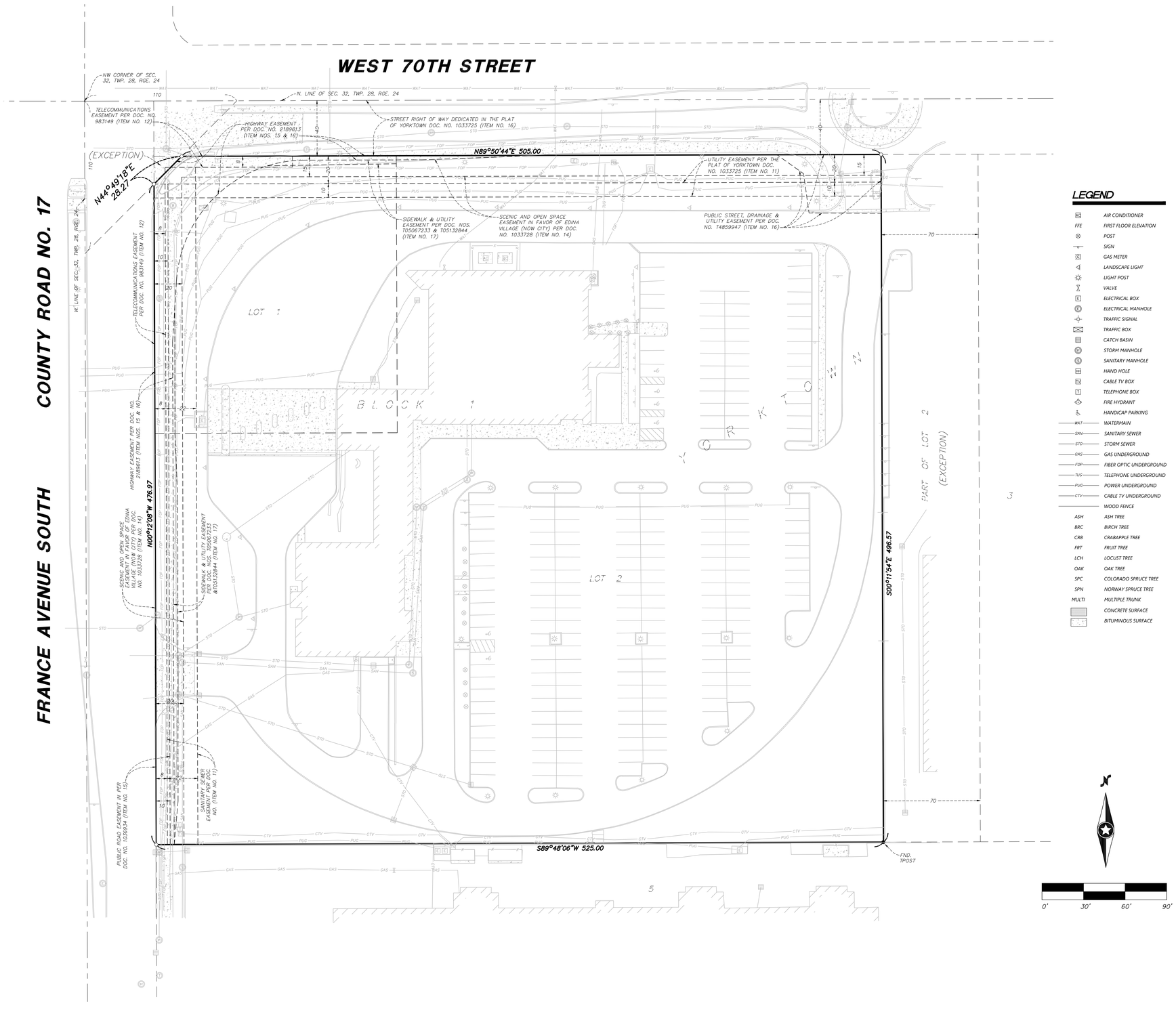
EASEMENT DETAIL



LEGEND

- AC — AIR CONDITIONER
- FFE — FIRST FLOOR ELEVATION
- POST
- SIGN
- GAS METER
- LANDSCAPE LIGHT
- LIGHT POST
- VALVE
- ELECTRICAL BOX
- ELECTRICAL MANHOLE
- TRAFFIC SIGNAL
- TRAFFIC BOX
- CATCH BASIN
- STORM MANHOLE
- SANITARY MANHOLE
- HAND HOLE
- CABLE TV BOX
- TELEPHONE BOX
- FIRE HYDRANT
- HANDICAP PARKING
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- PUG — POWER UNDERGROUND
- CTV — CABLE TV UNDERGROUND
- WOOD FENCE
- ASH — ASH TREE
- BRC — BIRCH TREE
- CRB — CRABAPPLE TREE
- FRT — FRUIT TREE
- LCH — LOCUST TREE
- OAK — OAK TREE
- SPC — COLORADO SPRUCE TREE
- SPN — NORWAY SPRUCE TREE
- MULTI — MULTIPLE TRUNK
- CONCRETE SURFACE
- BITUMINOUS SURFACE

0' 30' 60' 90'

Westwood
Phone (952) 937-5150 12701 Whitewater Drive, Suite #300
Fax (952) 937-5822 Minnetonka, MN 55343
Toll Free (888) 937-5150 westwoodps.com
Westwood Professional Services, Inc.

Revisions:
1 .
2 .
3 .

Crew: .
Checked: NHC
Drawn: BJY
Record Drawing by/date: .

Prepared for: *Mortenson Development, Inc.*
Minneapolis, Minnesota

US Bank
Edina, Minnesota

ALTA/NSPS
Land Title Survey

Date: 09/22/20 Sheet: 2 OF 2
0029211-SURV.dwg

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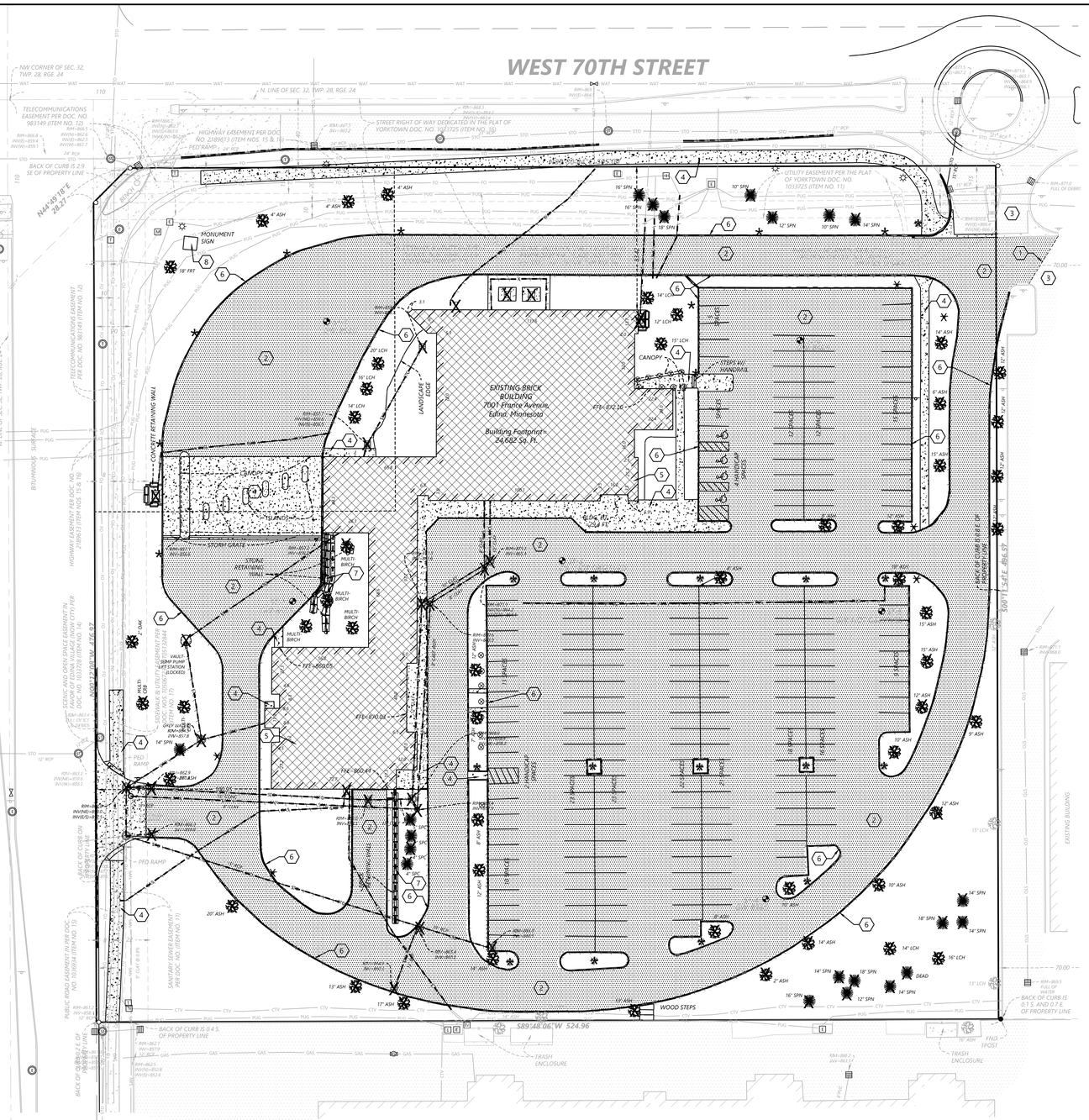

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REMOVAL LEGEND

EXISTING	PROPOSED	
		PROPERTY LINE
		SAW CUT PAVEMENT
EXISTING	REMOVALS	
		CURB & GUTTER
SAN	SAN	SANITARY SEWER
WAT	WAT	WATER MAIN
WAT	WAT	HYDRANT
STO	STO	STORM SEWER
GAS	GAS	GAS
PUG	PUG	UNDERGROUND ELECTRIC
POH	POH	OVERHEAD ELECTRIC
TUG	TUG	UNDERGROUND TELEPHONE
TOH	TOH	OVERHEAD TELEPHONE
FO	FO	TELEPHONE FIBER OPTIC
CTV	CTV	CABLE TELEVISION
RW	RW	RETAINING WALL
x	x	FENCE
		CONCRETE
		BITUMINOUS
		BUILDING
		TREE
		LIGHT POLE
	X	TRAFFIC SIGN
		CONSTRUCTION BARRICADE
SB-19		SOIL BORING LOCATION
		TREE LINE

REMOVAL NOTES

1. LOCATIONS AND ELEVATIONS OF EXISTING TOPOGRAPHY AND UTILITIES AS SHOWN ON THIS PLAN ARE APPROXIMATE. CONTRACTOR SHALL FIELD VERIFY SITE CONDITIONS AND UTILITY LOCATIONS PRIOR TO EXCAVATION/CONSTRUCTION. THE ENGINEER SHALL BE NOTIFIED IMMEDIATELY IF ANY DISCREPANCIES ARE FOUND.
2. CONTRACTOR SHALL COORDINATE LIMITS OF REMOVALS WITH PROPOSED IMPROVEMENTS AND FIELD VERIFY CONDITION OF EXISTING APPURTENANCES TO REMAIN. CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING OR REPLACING MISCELLANEOUS ITEMS (SUCH AS FENCES, SIGNS, IRRIGATION HEADS, ETC.) THAT MAY BE DAMAGED BY CONSTRUCTION.
3. CONTRACTOR SHALL PLACE ALL NECESSARY EROSION CONTROL MEASURES REQUIRED TO MAINTAIN SITE STABILITY PRIOR TO EXECUTING ANY SITE REMOVALS.
4. CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATION WITH UTILITY PROVIDERS FOR REMOVAL AND/OR RELOCATION OF EXISTING UTILITIES AFFECTED BY SITE DEVELOPMENT. ALL PERMITS, APPLICATIONS AND FEES ARE THE RESPONSIBILITY OF THE CONTRACTOR.

TREE REMOVAL QUANTITIES

TREES TO BE REMOVED: 72
TREES TO REMAIN: 4
TOTAL TREES: 76

① REMOVAL KEYNOTES

1. SAW CUT LINE
2. REMOVE BITUMINOUS
3. EXISTING BITUMINOUS TO REMAIN
4. REMOVE CONCRETE
5. REMOVE EXISTING BUILDING
6. REMOVE CURB
7. REMOVE RETAINING WALL
8. REMOVE MONUMENT SIGN

1" = 30'
0' 30' 60' 90'

NOT FOR CONSTRUCTION

DESIGNED:
CHECKED:
DRAWN:
HORIZONTAL SCALE: ###
VERTICAL SCALE: ### or ##

INITIAL ISSUE 10/16/20
REVISIONS:
1 .
2 .
3 .
4 .
5 .

PREPARED FOR:
ORION/MORTENSON
4530 WEST 77TH STREET SUITE #365
EDINA, MN 55435

I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.

DAVID T. BADE
DATE: 10/16/20 LICENSE NO. ——

70TH AND FRANCE
REDEVELOPMENT
EDINA, MN

Westwood
Phone (952) 937-5150
Fax (952) 937-5822
Toll Free (888) 937-5150
12701 Whitewater Drive, Suite #200
Minnetonka, MN 55343
www.westwoodps.com
Westwood Professional Services, Inc.

EXISTING CONDITIONS
AND REMOVALS PLAN

SHEET NUMBER:
C100
DATE: 10/16/20

70TH AND FRANCE REDEVELOPMENT

PROJECT NUMBER: 0029211.10

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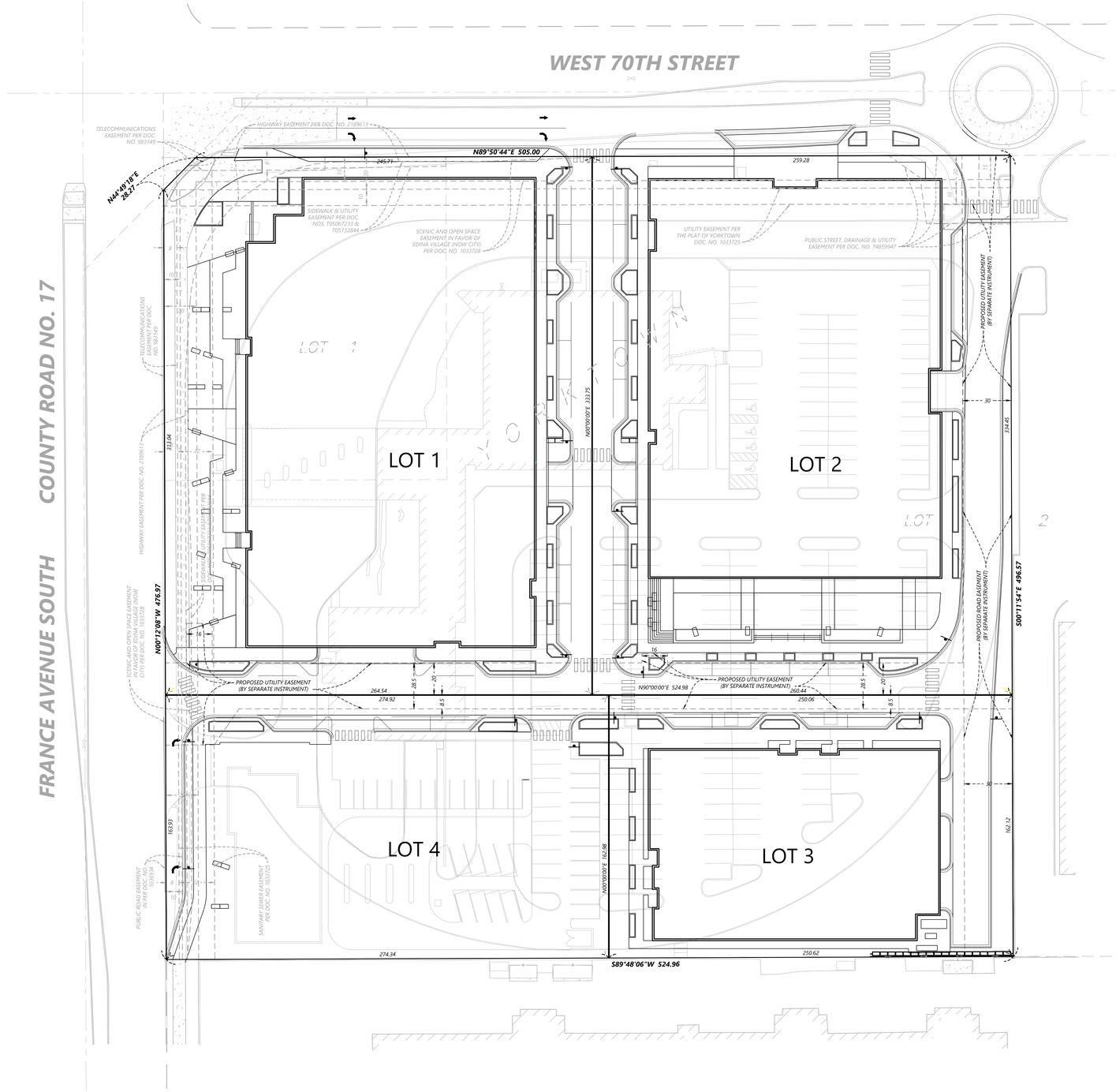

SITE DATA CHART

LEGAL DESCRIPTION	PROPOSED USE	LOT AREA (ACRE)
LOT 1	OFFICE/GROCERY	2.02 AC.
LOT 2	MULTI-FAMILY RESIDENTIAL	1.99 AC.
LOT 3	SENIOR HOUSING	0.93 AC.
LOT 4	BANK	1.03 AC.
TOTAL		5.97 AC.

ZONING

EXISTING: PCD-3 - PLANNED COMMERCIAL

PROPOSED: PUD - PLANNED UNIT DEVELOPMENT

OWNER / SUBDIVIDER

Orion/Mortenson
4530 West 77th St., Ste. 365
Edina, MN 55435

ENGINEER

WESTWOOD PROFESSIONAL SERVICES
12701 WHITEWATER DRIVE, SUITE 300,
MINNETONKA, MINNESOTA 55343
Phone: 952-937-5150

1" = 30'
0' 30' 60' 90'

NOT FOR CONSTRUCTION

DESIGNED: PMC
CHECKED: NHC
DRAWN: BH
HORIZONTAL SCALE: 30'
VERTICAL SCALE: 6' or 3'

INITIAL ISSUE 10/16/20
REVISIONS:

PREPARED FOR:
ORION/MORTENSON
4530 WEST 77TH STREET SUITE #365
EDINA, MN 55435

I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED LAND SURVEYOR UNDER THE LAWS OF THE STATE OF MINNESOTA.
Nathan H. Carlson
DATE: 10/16/20 LICENSE NO. 45873

70TH AND FRANCE
REDEVELOPMENT
EDINA, MN

Westwood
Phone (952) 937-5150 12701 Whitewater Drive, Suite #300
Fax (952) 937-5822 Minnetonka, MN 55343
Toll Free (888) 937-5150 westwoodps.com
Westwood Professional Services, Inc.

PRELIMINARY PLAT

SHEET NUMBER:
C101
DATE: 10/16/20

70TH AND FRANCE REDEVELOPMENT

PROJECT NUMBER: 0029211.10

N:\0029211.10\DWG\CIVIL\0029211.10PP01.DWG

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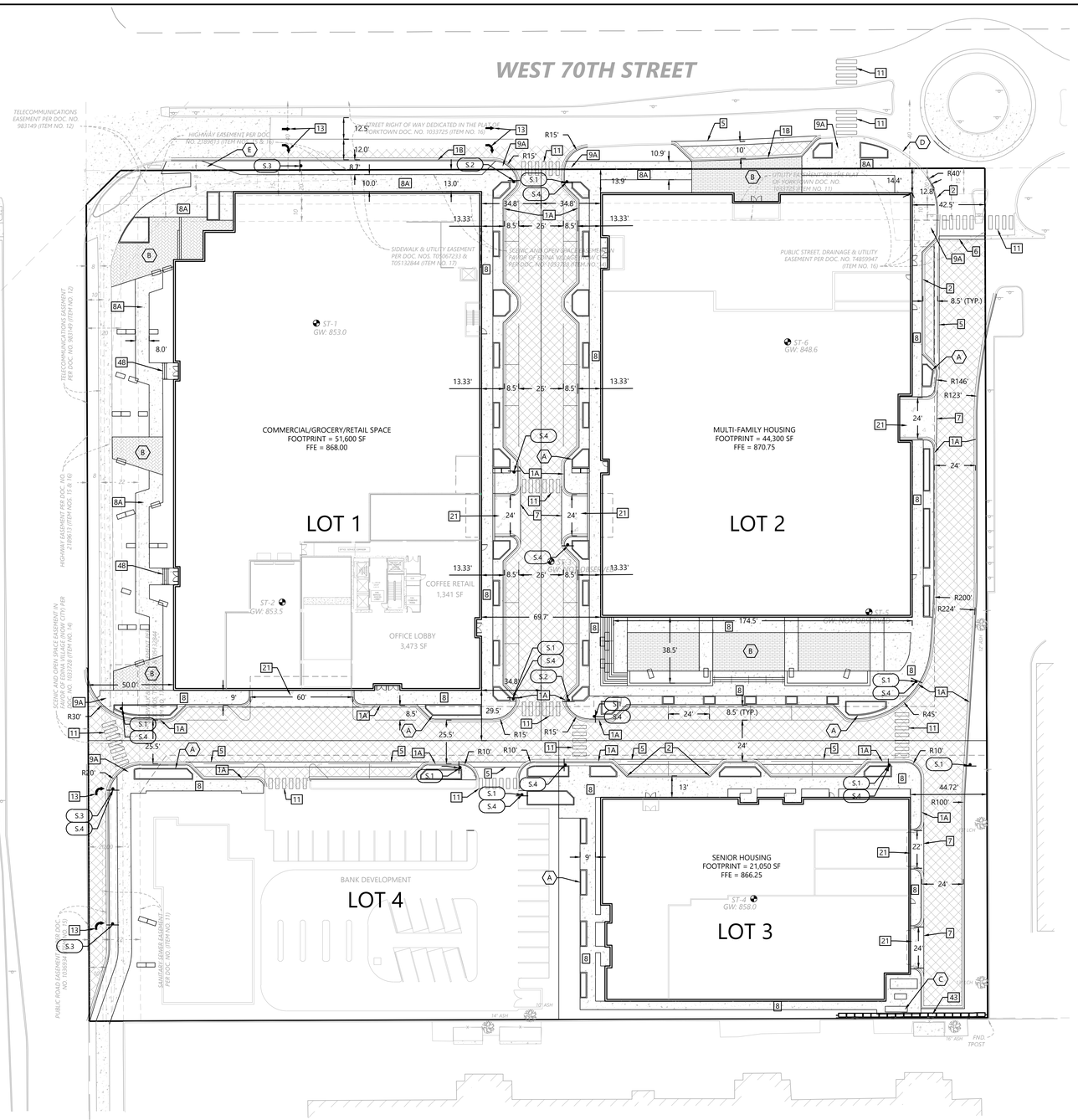

SITE LEGEND

EXISTING	PROPOSED	
		PROPERTY LINE
		LOT LINE
		SETBACK LINE
		EASEMENT LINE
		CURB AND GUTTER
		TIP-OUT CURB AND GUTTER
		POND NORMAL WATER LEVEL
		RETAINING WALL
		FENCE
		CONCRETE PAVEMENT
		CONCRETE SIDEWALK
		HEAVY DUTY BITUMINOUS PAVEMENT
		NORMAL DUTY BITUMINOUS PAVEMENT
		NUMBER OF PARKING STALLS
		TRANSFORMER
		SITE LIGHTING
		TRAFFIC SIGN
		POWER POLE
		BOLLARD / POST

GENERAL SITE NOTES

1. BACKGROUND INFORMATION FOR THIS PROJECT PROVIDED BY WESTWOOD PROFESSIONAL SERVICES, MINNETONKA, MN, 2020.
2. LOCATIONS AND ELEVATIONS OF EXISTING TOPOGRAPHY AND UTILITIES AS SHOWN ON THIS PLAN ARE APPROXIMATE. CONTRACTOR SHALL FIELD VERIFY SITE CONDITIONS AND UTILITY LOCATIONS PRIOR TO EXCAVATION/CONSTRUCTION. IF ANY DISCREPANCIES ARE FOUND, THE ENGINEER SHOULD BE NOTIFIED IMMEDIATELY.
3. REFER TO BOUNDARY SURVEY FOR LOT BEARINGS, DIMENSIONS AND AREAS.
4. ALL DIMENSIONS ARE TO FACE OF CURB OR EXTERIOR FACE OF BUILDING UNLESS OTHERWISE NOTED.
5. REFER TO ARCHITECTURAL PLANS FOR EXACT BUILDING DIMENSIONS AND LOCATIONS OF EXITS, RAMPS, AND TRUCK DOCKS.
6. ALL CURB RADII ARE SHALL BE 5.0 FEET (TO FACE OF CURB) UNLESS OTHERWISE NOTED.
7. ALL CURB AND GUTTER SHALL BE B612 UNLESS OTHERWISE NOTED.
8. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING AND MAINTAINING TRAFFIC CONTROL DEVICES SUCH AS BARRICADES, WARNING SIGNS, DIRECTIONAL SIGNS, FLAGGERS AND LIGHTS TO CONTROL THE MOVEMENT OF TRAFFIC WHERE NECESSARY. PLACEMENT OF THESE DEVICES SHALL BE APPROVED BY THE CITY AND ENGINEER PRIOR TO PLACEMENT. TRAFFIC CONTROL DEVICES SHALL CONFORM TO APPROPRIATE MNDOT STANDARDS.
9. BITUMINOUS PAVEMENT AND CONCRETE SECTIONS TO BE IN ACCORDANCE WITH THE RECOMMENDATIONS OF THE GEOTECHNICAL ENGINEER.
10. CONTRACTOR SHALL MAINTAIN FULL ACCESS TO ADJACENT PROPERTIES DURING CONSTRUCTION AND TAKE ALL PRECAUTIONS NECESSARY TO AVOID PROPERTY DAMAGE TO ADJACENT PROPERTIES.
11. SITE LIGHTING SHOWN ON PLAN IS FOR REFERENCE ONLY. REFER TO LIGHTING PLAN PREPARED BY OTHERS FOR SITE LIGHTING DETAILS AND PHOTOMETRICS.

SITE DEVELOPMENT SUMMARY

- EXISTING ZONING: PDC-3, PLANNED COMMERCIAL
- PROPOSED ZONING: PUD - PLANNED UNIT DEVELOPMENT
- PARCEL DESCRIPTION: LOT 1, BLOCK 1, YORKTOWN, HENNEPIN COUNTY, MINNESOTA
- PROPERTY AREA: 260,594 SF (5.98 AC)
- PERVIOUS SURFACE: 71,861 SF (27.6%)
- IMPERVIOUS SURFACE(RATIO): 188,733 SF (72.4%)
- FLOOR-AREA-RATIO(FAR): SEE ARCH PLANS
- BUILDING SETBACK PER CODE: ***XX***'=FRONT ***XX***'=SIDE / ***XX***'=SIDE TO ROW ***XX***'=REAR

SITE DATA CHART

LEGAL DESCRIPTION	PROPOSED USE	LOT AREA (ACRE)	BLDG FOOTPRINT AREA (SF)
LOT 1	OFFICE/GROCERY	2.02 AC.	51,600
LOT 2	MULTI-FAMILY RESIDENTIAL	1.99 AC.	44,300
LOT 3	SENIOR HOUSING	0.93 AC.	21,050
LOT 4	BANK	1.03 AC.	6,100
TOTAL	-	5.98 AC.	123,050

1 SITE DETAILS (SI-0XX)

1A B612 CURB AND GUTTER
1B B618 CURB AND GUTTER
2 SURMOUNTABLE CURB AND GUTTER
5 VALLEY GUTTER
6 CONCRETE CROSS GUTTER
7 ENTRANCE THRU CURB AND GUTTER
8 PRIVATE CONCRETE SIDEWALK
8A PUBLIC CONCRETE SIDEWALK
9 PRIVATE PEDESTRIAN CURB RAMP
9A PUBLIC PEDESTRIAN CURB RAMP
11 CROSS WALK STRIPING
13 TRAFFIC ARROW
14 SIGN INSTALLATION
19 PAVEMENT SECTIONS
21 HEAVY DUTY CONCRETE SECTION
22 SAW CUT CONTROL JOINT
24 CONCRETE CURB AT SIDEWALK
31 TRANSITION CURB (B612)
43 RETAINING WALL WITH FENCE USING SLEEVE-IT SYSTEM
45 B612 AND SURMOUNTABLE CURB TRANSITION
48 CONCRETE STAIR AND RAILING DETAIL

X SITE KEYNOTES

A. PLANTER CURB (TYP.)
B. CONCRETE PAVERS (TYP.)
C. GENERATOR
D. EXISTING SURMOUNTABLE CURB IN ROUNDABOUT
E. BIKE LANE EXIT RAMP ONTO SHARED SIDEWALK

S.1D SIGN LEGEND

REFERENCE
S.1 STOP SIGN
S.2 NO TRUCKS
S.3 RIGHT LANE MUST TURN RIGHT
S.4 PEDESTRIAN CROSSING

1" = 30'
0' 30' 60' 90'

NOT FOR CONSTRUCTION

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Common Ground Alliance

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INITIAL ISSUE 10/16/20
REVISIONS:
1 -
2 -
3 -
4 -
5 -

PREPARED FOR:
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12701 Whitewater Drive, Suite #200
Minnetonka, MN 55343
www.westwoodps.com
Westwood Professional Services, Inc.

SITE PLAN

SHEET NUMBER:
C200
DATE: 10/16/20

70TH AND FRANCE REDEVELOPMENT

PROJECT NUMBER: 0029211.10

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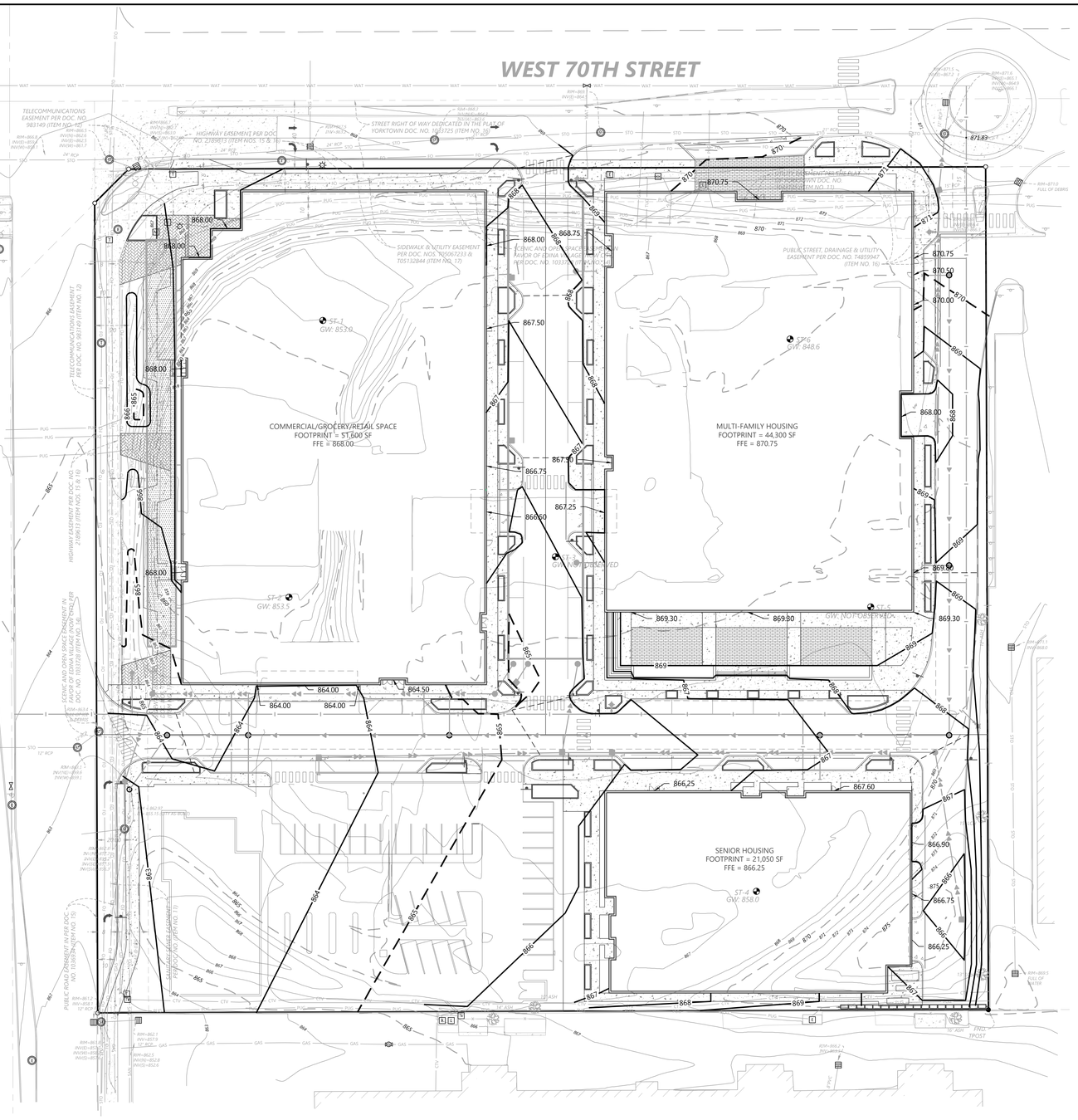


GRADING LEGEND

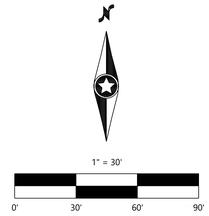
EXISTING	PROPOSED	
980	980	PROPERTY LINE
980	980	INDEX CONTOUR
982	982	INTERVAL CONTOUR
		CURB AND GUTTER
		POND NORMAL WATER LEVEL
STO	STO	STORM SEWER
		FLARED END SECTION (WITH RIPRAP)
WAT	WAT	WATER MAIN
SAN	SAN	SANITARY SEWER
		RETAINING WALL
		DRAIN TILE
		RIDGE LINE
	GL	GRADING LIMITS
× 900.00	× 900.00	SPOT ELEVATION
	0.00%	FLOW DIRECTION
	TW=XXX.XX BW=XXX.XX	TOP AND BOTTOM OF RETAINING WALL
	E.O.F.	EMERGENCY OVERFLOW
SB-19	SB-19	SOIL BORING LOCATION

GRADING NOTES

1. LOCATIONS AND ELEVATIONS OF EXISTING TOPOGRAPHY AND UTILITIES AS SHOWN ON THIS PLAN ARE APPROXIMATE. CONTRACTOR SHALL FIELD VERIFY SITE CONDITIONS AND UTILITY LOCATIONS PRIOR TO EXCAVATION/CONSTRUCTION. THE ENGINEER SHALL BE NOTIFIED IMMEDIATELY IF ANY DISCREPANCIES ARE FOUND.
2. CONTRACTORS SHALL REFER TO ARCHITECTURAL PLANS FOR EXACT LOCATIONS AND DIMENSIONS OF VESTIBULE, SLOPED PAVEMENT, EXIT PORCHES, RAMPS, TRUCK DOCKS, PRECISE BUILDING DIMENSIONS, EXACT BUILDING UTILITY ENTRANCE LOCATIONS, AND EXACT LOCATIONS AND NUMBER OF DOWNSPOUTS.
3. ALL EXCAVATION SHALL BE IN ACCORDANCE WITH THE CURRENT EDITION OF "STANDARD SPECIFICATIONS FOR TRENCH EXCAVATION AND BACKFILL/SURFACE RESTORATION" AS PREPARED BY THE CITY ENGINEERS ASSOCIATION OF MINNESOTA.
4. ALL DISTURBED UNPAVED AREAS ARE TO RECEIVE FOUR INCHES OF TOPSOIL AND SOD OR SEED. THESE AREAS SHALL BE WATERED UNTIL A HEALTHY STAND OF GRASS IS OBTAINED. SEE LANDSCAPE PLAN FOR PLANTING AND TURF ESTABLISHMENT.
5. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING AND MAINTAINING TRAFFIC CONTROL DEVICES SUCH AS BARRICADES, WARNING SIGNS, DIRECTIONAL SIGNS, FLAGMEN AND LIGHTS TO CONTROL THE MOVEMENT OF TRAFFIC WHERE NECESSARY. PLACEMENT OF THESE DEVICES SHALL BE APPROVED BY THE ENGINEER PRIOR TO PLACEMENT. TRAFFIC CONTROL DEVICES SHALL CONFORM TO APPROPRIATE MNDOT STANDARDS.
6. ALL SLOPES SHALL BE GRADED TO 3:1 OR FLATTER, UNLESS OTHERWISE INDICATED ON THIS SHEET.
7. CONTRACTOR SHALL UNIFORMLY GRADE AREAS WITHIN LIMITS OF GRADING AND PROVIDE A SMOOTH FINISHED SURFACE WITH UNIFORM SLOPES BETWEEN POINTS WHERE ELEVATIONS ARE SHOWN OR BETWEEN SUCH POINTS AND EXISTING GRADES.
8. SPOT ELEVATIONS SHOWN INDICATE FINISHED PAVEMENT ELEVATIONS & GUTTER FLOW LINE UNLESS OTHERWISE NOTED. PROPOSED CONTOURS ARE TO FINISHED SURFACE GRADE.
9. SEE SOILS REPORT FOR PAVEMENT THICKNESSES AND HOLD DOWNS.
10. CONTRACTOR SHALL DISPOSE OF ANY EXCESS SOIL MATERIAL THAT EXISTS AFTER THE SITE GRADING AND UTILITY CONSTRUCTION IS COMPLETED. THE CONTRACTOR SHALL DISPOSE OF ALL EXCESS SOIL MATERIAL IN A MANNER ACCEPTABLE TO THE OWNER AND THE REGULATING AGENCIES.
11. CONTRACTOR SHALL PROVIDE A STRUCTURAL RETAINING WALL DESIGN CERTIFIED BY A LICENSED PROFESSIONAL ENGINEER.
12. ALL CONSTRUCTION SHALL CONFORM TO LOCAL, STATE AND FEDERAL RULES INCLUDING THE NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES) PERMIT REQUIREMENTS.
13. PRIOR TO PLACEMENT OF ANY STRUCTURE OR PAVEMENT, A PROOF ROLL, AT MINIMUM, WILL BE REQUIRED ON THE SUBGRADE. PROOF ROLLING SHALL BE ACCOMPLISHED BY MAKING MINIMUM OF 2 COMPLETE PASSES WITH FULLY-LOADED TANDEM-AXLE DUMP TRUCK, OR APPROVED EQUAL, IN EACH OF 2 PERPENDICULAR DIRECTIONS WHILE UNDER SUPERVISION AND DIRECTION OF THE INDEPENDENT TESTING LABORATORY. AREAS OF FAILURE SHALL BE EXCAVATED AND RE-COMPACTED AS SPECIFIED HEREIN.
14. EMBANKMENT MATERIAL PLACED BENEATH BUILDINGS AND STREET OR PARKING AREAS SHALL BE COMPACTED IN ACCORDANCE WITH THE SPECIFIED DENSITY METHOD AS OUTLINED IN MNDOT 2105.3F1 AND THE REQUIREMENTS OF THE GEOTECHNICAL ENGINEER.
15. EMBANKMENT MATERIAL NOT PLACED IN THE BUILDING PAD, STREETS OR PARKING AREA, SHALL BE COMPACTED IN ACCORDANCE WITH REQUIREMENTS OF THE ORDINARY COMPACTION METHOD AS OUTLINED IN MNDOT 2105.3F2.
16. ALL SOILS AND MATERIALS TESTING SHALL BE COMPLETED BY AN INDEPENDENT GEOTECHNICAL ENGINEER. EXCAVATION FOR THE PURPOSE OF REMOVING UNSTABLE OR UNSUITABLE SOILS SHALL BE COMPLETED AS REQUIRED BY THE GEOTECHNICAL ENGINEER. THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING ALL REQUIRED SOILS TESTS AND INSPECTIONS WITH THE GEOTECHNICAL ENGINEER.

FILTRATION/INFILTRATION BASIN NOTES

1. BASIN EXCAVATION AND PIPE INSTALLATION MAY TAKE PLACE BEFORE CURB INSTALLATION. ALL OTHER BASIN CONSTRUCTION MUST WAIT UNTIL FINAL SITE LANDSCAPING. REMOVE SEDIMENT FROM EXCAVATED BASIN PRIOR TO PLACEMENT OF FILTER MEDIA. PLACE SAND BAGS OR SIMILAR ITEM IN CURB CUTS TO PRE-FILTER STORM WATER UNTIL PLANTS ARE ESTABLISHED IN BASINS. MAINTAIN INLET PROTECTION ON DOWN STREAM INLETS UNTIL BASINS ARE ON-LINE.
2. BASIN EXCAVATION SHALL BE WITH TOOTHED-BUCKETS TO SCARIFY THE BOTTOM.
3. PLACE SILT FENCE AROUND BASINS AS SHOWN IMMEDIATELY AFTER BASIN CONSTRUCTION.
4. BASINS MUST BE TESTED FOR INFILTRATION RATE AFTER TOTAL SITE STABILIZATION. A DUAL RING INFILTROMETER SHALL BE USED FOR TESTING. MINIMUM INFILTRATION RATE IS 1-INCH PER HOUR. IF BASIN DOES NOT MEET INFILTRATION RATE, CONTRACTOR MUST TAKE CORRECTIVE ACTION UNTIL MINIMUM INFILTRATION RATE IS MET. CORRECTIVE ACTION MAY INCLUDE REMOVING PLUG IN DRAIN TILE. ALL TESTING AND CORRECTIVE ACTION SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR, AND SHALL BE INCIDENTAL TO THE CONTRACT, WITH NO DIRECT COMPENSATION MADE.



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INITIAL ISSUE 10/16/20
REVISIONS:

PREPARED FOR:
ORION/MORTENSON
4530 WEST 77TH STREET SUITE #365
EDINA, MN 55435

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DAVID T. BADE
DATE: 10/16/20 LICENSE NO. ---

70TH AND FRANCE
REDEVELOPMENT
EDINA, MN

Westwood
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Fax (952) 937-5822 Minnetonka, MN 55343
Web Site (888) 937-5150 www.westwoodps.com
Westwood Professional Services, Inc.

GRADING PLAN

SHEET NUMBER:
C300
DATE: 10/16/20

70TH AND FRANCE REDEVELOPMENT
PROJECT NUMBER: 0029211.10

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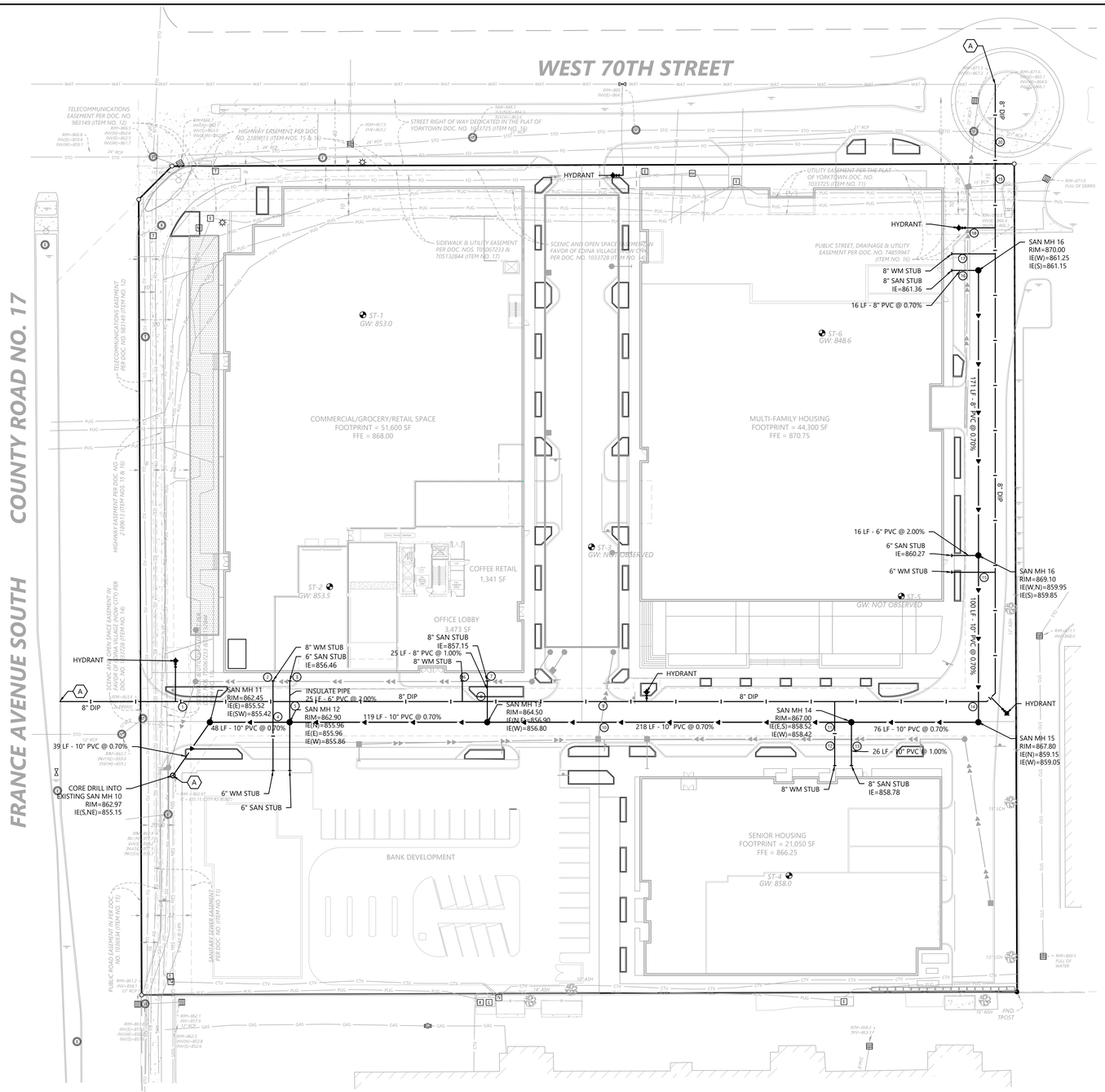

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811 or call811.com
Common Ground Alliance

UTILITY LEGEND

EXISTING	PROPOSED	
		PROPERTY LINE
		EASEMENT LINE
		CURB AND GUTTER
SAN	SAN	SANITARY SEWER
FM	FM	SANITARY SEWER FORCE MAIN
STO	STO	STORM SEWER
WAT	WAT	WATER MAIN
WAT	WAT	HYDRANT
GAS	GAS	GAS
PUG	PUG	UNDERGROUND ELECTRIC
POH	POH	OVERHEAD ELECTRIC
TUG	TOH	UNDERGROUND TELEPHONE
TOH	TOH	OVERHEAD TELEPHONE
FO	FO	TELEPHONE FIBER OPTIC
CTV	CTV	CABLE TELEVISION
DT	DT	DRAIN TILE
		GATE VALVE
		FLARED END SECTION (WITH RIPRAP)
		LIGHT POLE

GENERAL UTILITY NOTES

1. THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT THE LOCATION AND/OR ELEVATION OF EXISTING UTILITIES AS SHOWN ON THESE PLANS ARE BASED ON RECORDS OF THE VARIOUS UTILITY COMPANIES AND LIMITED MEASUREMENTS TAKEN IN THE FIELD. THE INFORMATION SHALL NOT BE RELIED ON AS BEING EXACT OR COMPLETE. THE CONTRACTOR SHALL VERIFY EXISTING CONDITIONS PRIOR TO CONSTRUCTION AND NOTIFY THE OWNER OR ENGINEER OF DISCREPANCIES.
2. ALL SANITARY SEWER, STORM SEWER AND WATER MAIN MATERIAL AND INSTALLATIONS SHALL BE PER CITY REQUIREMENTS, MINNESOTA PLUMBING CODE, AND IN ACCORDANCE WITH THE CURRENT EDITION OF "STANDARD SPECIFICATIONS FOR WATER MAIN AND SERVICE LINE INSTALLATION AND SANITARY SEWER AND STORM SEWER INSTALLATION" AS PREPARED BY THE CITY ENGINEERS ASSOCIATION OF MINNESOTA.
3. PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL OBTAIN THE NECESSARY FEDERAL, STATE AND LOCAL PERMITS FOR THE PROPOSED WORK OR VERIFY WITH THE OWNER OR ENGINEER THAT PERMITS HAVE BEEN OBTAINED. PERMIT FEES SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR UNLESS OTHERWISE ARRANGED WITH THE OWNER.
4. CONTRACTOR SHALL REFER TO ARCHITECTURAL PLANS FOR EXACT LOCATION AND DIMENSIONS OF DOORWAYS, RAMPS, TRUCK DOCKS, PRECISE BUILDING DIMENSIONS AND EXACT BUILDING UTILITY CONNECTION LOCATIONS.
5. ALL PRIVATE UTILITIES SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE SPECIFICATIONS OF THE APPROPRIATE UTILITY COMPANY. THE CONTRACTOR SHALL COORDINATE THE SERVICE LINE CONSTRUCTION WITH THE UTILITY COMPANIES.
6. CONTRACTOR SHALL OBTAIN ALL NECESSARY CITY PERMITS FOR UTILITY CONNECTIONS, AND UTILITIES SHALL BE INSPECTED AND APPROVED BY THE CITY. THE CITY SHALL BE NOTIFIED 48-HOURS PRIOR TO COMMENCING WITH THE UTILITY CONSTRUCTION OR ANY REQUIRED TESTING. CONTRACTOR SHALL NOT OPERATE, INTERFERE WITH, CONNECT ANY PIPE OR HOSE TO, OR TAP ANY WATER MAIN BELONGING TO THE CITY UNLESS DULY AUTHORIZED TO DO SO BY THE CITY. ANY ADVERSE CONSEQUENCES OF SCHEDULED OR UNSCHEDULED DISRUPTIONS OF SERVICE TO THE PUBLIC ARE TO BE THE RESPONSIBILITY OF THE CONTRACTOR.
7. WATER MAIN LENGTHS AS SHOWN ARE APPROXIMATE HORIZONTAL LENGTHS. ALLOW FOR ADDITIONAL PIPE WHEN INSTALLING ON SLOPES OR WHEN DEFLECTIONS ARE REQUIRED. THE JOINT DEFLECTIONS SHALL NOT EXCEED THE MAXIMUM RECOMMENDED BY THE PIPE MANUFACTURER OR BY LOCAL GOVERNING SPECIFICATIONS. FITTINGS REQUIRED TO CONSTRUCT WATER MAIN SHALL BE INCLUDED IN WATER MAIN CONSTRUCTION.
8. PROVIDE WATER MAIN THRUST RESTRAINTS PER CITY STANDARD REQUIREMENTS.
9. A MINIMUM VERTICAL SEPARATION OF 18 INCHES IS REQUIRED AT ALL WATER LINE CROSSINGS WITH SANITARY SEWER OR STORM SEWER. THE WATER LINE SHALL NOT HAVE JOINTS OR CONNECTION WITHIN 10-FEET OF THE CROSSING. INSULATE CROSSINGS WITH STORM SEWER.
10. UTILITY SERVICES TYPICALLY TERMINATE 5' OUTSIDE BUILDING WALL UNLESS OTHERWISE SHOWN OR NOTED.
11. DUCTILE IRON WATER LINES SHALL BE CLASS 52, PER AWWA C115 OR C151. COPPER WATER LINES SHALL BE TYPE K PER ASTM B88. PVC WATER LINES SHALL BE PER AWWA C900 AND INSTALLED PER AWWA C605 IF ALLOWED BY CITY.
12. ALL WATER LINES SHALL HAVE 7.5' MINIMUM COVER. INSULATE WATER MAIN IF LESS THAN 8' OF COVER. INSULATION SHALL BE DOW STYROFOAM HI BRAND 35 OR EQUIVALENT, WITH 4 INCHES OF THICKNESS.
13. SANITARY SEWER PIPE OUTSIDE THE BUILDING ENVELOPE SHALL BE POLYVINYL CHLORIDE (PVC) SDR 35 OR 26. SDR 26 IS REQUIRED FOR DEPTHS GREATER THAN 15 FEET. SANITARY SEWER PIPE WITHIN 5 FEET OF THE BUILDING AND UNDER FOOTINGS SHALL BE SCHEDULE 40 PER ASTM D2665. ALL PLASTIC SANITARY SEWER SHALL BE INSTALLED PER D2321. SOLVENT WELD JOINTS MUST INCLUDE USE OF A PRIMER WHICH IS OF A CONTRASTING COLOR TO THE PIPE AND CEMENT. ALL SANITARY SEWER SHALL BE TESTED ACCORDING TO MINNESOTA PLUMBING CODE, PART 712.0.
14. STORM SEWER PIPE:
    A. RCP AND HDPE PIPE MAY BE INSTALLED WITH APPROVAL OF LOCAL GOVERNING AGENCY.
    B. REINFORCED CONCRETE PIPE SHALL BE CLASS 5 FOR PIPE DIAMETERS 18" AND SMALLER, CLASS 3 FOR PIPE DIAMETERS 21" AND LARGER UNLESS OTHERWISE NOTED, PER ASTM C76 WITH R-4 GASKETS.
    C. HDPE STORM PIPE 4- TO 10-INCHES IN DIAMETER SHALL MEET REQUIREMENTS OF AASHTO M252. HDPE STORM PIPE 12- TO 60-INCHES IN DIAMETER SHALL MEET REQUIREMENTS OF ASTM F2306. FITTINGS SHALL BE PER ASTM D3212 AND INSTALLED PER ASTM D2321.
    D. PVC STORM SEWER PIPE AND FITTINGS SHALL BE SCHEDULE 40 PIPE PER ASTM D2665 AND INSTALLED PER ASTM D2321.
    E. CORRUGATED METAL PIPE (CMP) FOR SIZES 18- TO 120-INCH AND MUST MEET ASTM A760 OR ASTM A796 AND BE INSTALLED PER ASTM A798. CMP MAY NOT BE INSTALLED WITHIN 10-FEET OF A WATERMAIN, WATER SERVICE, OR A BUILDING.
    F. ALL STORM SEWER JOINTS AND STRUCTURE CONNECTIONS SHALL BE GASTIGHT OR WATERTIGHT AS REQUIRED BY MINNESOTA PLUMBING CODE, PART 707.3. STORM SEWER LOCATED WITHIN 10-FEET OF A BUILDING AND/OR WATER LINE SHALL BE TESTED PER MINNESOTA PLUMBING CODE, PART 712.
15. ALL NONCONDUCTIVE PIPE SHALL BE INSTALLED WITH A LOCATE (TRACER) WIRE PER MINNESOTA RULES, PART 7560.0150.
16. POST INDICATOR VALVES SHALL BE CLOW F-5750 (OR EQUIVALENT) MEETING AWWA STANDARD C509 AND CITY STANDARDS. VALVE TO BE MECHANICAL JOINT RESILIENT WEDGE GATE VALVE. POST TO BE ADJUSTABLE FOR 8 FEET WATER MAIN DEPTH. THE ELECTRICAL ALARM SWITCH SHALL BE PART NO. PCVS2 (OR EQUIVALENT).
17. AFTER CONSTRUCTION IS COMPLETED, THE CONTRACTOR SHALL PROVIDE THE OWNER WITH AN AS-BUILT RECORD OF UTILITY CONSTRUCTION. THE AS-BUILT SHALL INCLUDE LOCATION AND LENGTH DEVIATIONS OR CHANGES TO THE PLAN. CONTRACTOR TO VERIFY WITH OWNER OR ENGINEER WHETHER A PLAN WITH POST-CONSTRUCTION ELEVATIONS IS REQUIRED.
18. ALL MANHOLE CASTINGS IN PAVED AREAS SHALL BE SUMPED 0.05 FEET. RIM ELEVATIONS ON PLAN REFLECT THE SUMPED ELEVATIONS.
19. ALL CATCH BASIN CASTINGS IN CURB SHALL BE SUMPED 0.15 FEET AND MANHOLE CASTINGS IN PAVED AREAS SHALL BE SUMPED 0.05 FEET. RIM ELEVATIONS ON PLAN REFLECT THE SUMPED ELEVATIONS.

(A) UTILITY KEYNOTE

A. CONNECT TO EXISTING. COORDINATE CONNECTION WITH THE CITY.

1" = 30'
0' 30' 60' 90'

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DESIGNED:
CHECKED:
DRAWN:
HORIZONTAL SCALE: ###
VERTICAL SCALE: ### or ##

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Minnetonka, MN 55343
www.westwoodps.com
Westwood Professional Services, Inc.

SANITARY AND
WATERMAIN PLAN

SHEET NUMBER:
C400
DATE: 10/16/20

70TH AND FRANCE REDEVELOPMENT

PROJECT NUMBER: 0029211.10

N:\0029211.10\DWG\CIVIL\0029211.10UT01.DWG

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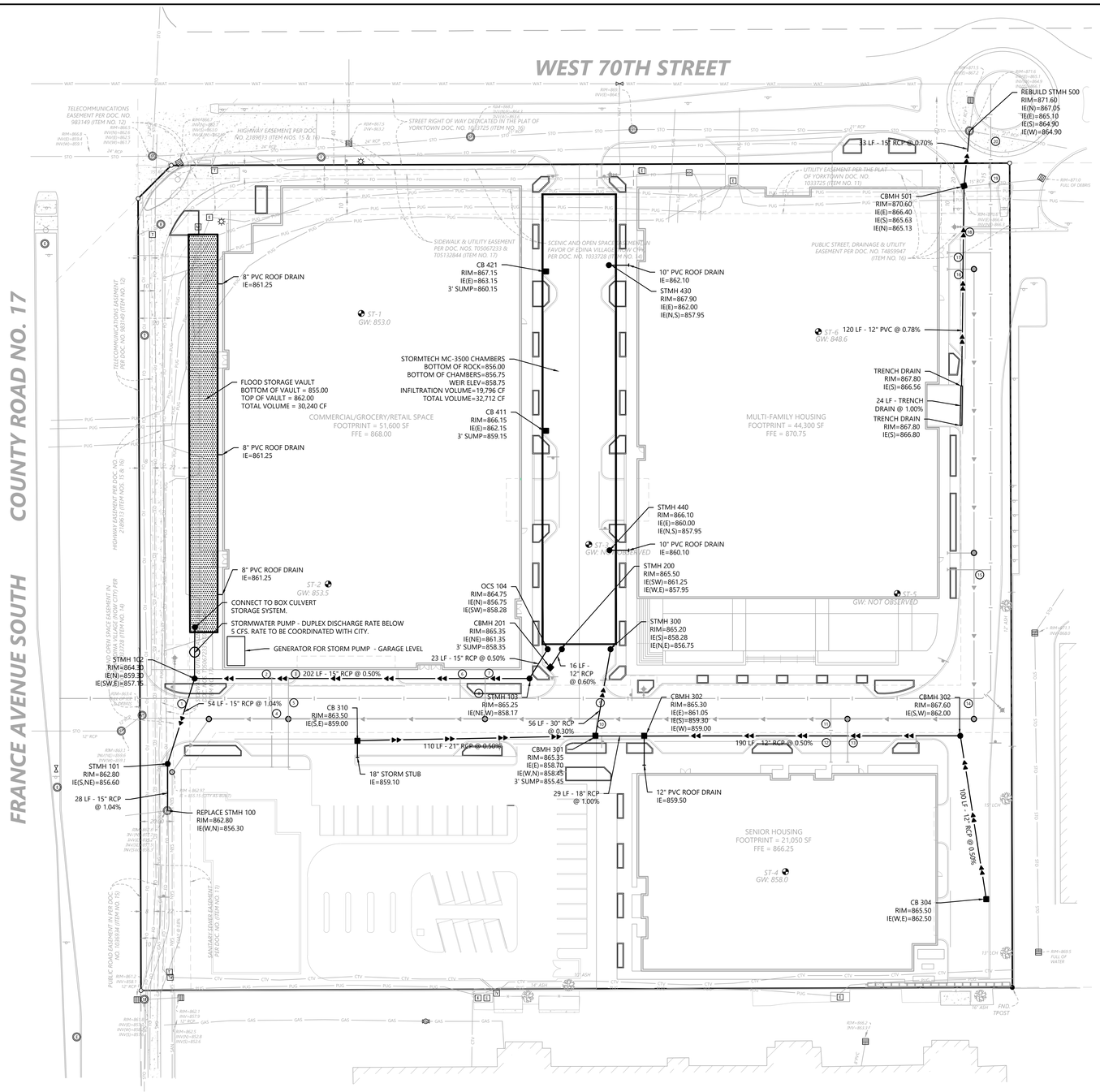

UTILITY CROSSINGS

NUMBER	SAN IE	STM IE	WM TOP
1	-	857.02	856.50 - LOWER WM
2	-	857.39	856.70 - LOWER WM
3	856.46	857.43	-
4	855.89	-	856.50 - LOWER WM
5	856.21	-	856.50 - LOWER WM
6	-	857.99	858.00 - LOWER WM
7	857.15	858.04	-
8	857.02	-	857.20 - LOWER WM
9	-	858.38	858.00 - LOWER WM
10	857.36	858.42	-
11	858.35	-	859.40
12	861.61	-	859.17
13	861.67	858.62	-
14	859.23	-	860.50 - LOWER WM
15	859.78	-	861.2
16	866.01	861.29	-
17	865.94	-	862.50
18	865.81	-	862.80
19	866.50	-	863.28
20	864.97	-	864.33

UTILITY LEGEND

EXISTING	PROPOSED	
		PROPERTY LINE
		EASEMENT LINE
		CURB AND GUTTER
SAN	SAN	SANITARY SEWER
FM	FM	SANITARY SEWER FORCE MAIN
STO	STO	STORM SEWER
WAT	WAT	WATER MAIN
WAT	WAT	HYDRANT
GAS	GAS	GAS
PUG	PUG	UNDERGROUND ELECTRIC
POH	POH	OVERHEAD ELECTRIC
TUG	TUG	UNDERGROUND TELEPHONE
TOH	TOH	OVERHEAD TELEPHONE
FO	FO	TELEPHONE FIBER OPTIC
CTV	CTV	CABLE TELEVISION
DT	DT	DRAIN TILE
		GATE VALVE
		FLARED END SECTION (WITH RIPRAP)
		LIGHT POLE

Call 48 Hours before digging:
811 or call811.com
Common Ground Alliance

GENERAL UTILITY NOTES

1. THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT THE LOCATION AND/OR ELEVATION OF EXISTING UTILITIES AS SHOWN ON THESE PLANS ARE BASED ON RECORDS OF THE VARIOUS UTILITY COMPANIES AND LIMITED MEASUREMENTS TAKEN IN THE FIELD. THE INFORMATION SHALL NOT BE RELIED ON AS BEING EXACT OR COMPLETE. THE CONTRACTOR SHALL VERIFY EXISTING CONDITIONS PRIOR TO CONSTRUCTION AND NOTIFY THE OWNER OR ENGINEER OF DISCREPANCIES.
2. ALL SANITARY SEWER, STORM SEWER AND WATER MAIN MATERIAL AND INSTALLATIONS SHALL BE PER CITY REQUIREMENTS, MINNESOTA PLUMBING CODE, AND IN ACCORDANCE WITH THE CURRENT EDITION OF "STANDARD SPECIFICATIONS FOR WATER MAIN AND SERVICE LINE INSTALLATION AND SANITARY SEWER AND STORM SEWER INSTALLATION" AS PREPARED BY THE CITY ENGINEERS ASSOCIATION OF MINNESOTA.
3. PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL OBTAIN THE NECESSARY FEDERAL, STATE AND LOCAL PERMITS FOR THE PROPOSED WORK OR VERIFY WITH THE OWNER OR ENGINEER THAT PERMITS HAVE BEEN OBTAINED. PERMIT FEES SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR UNLESS OTHERWISE ARRANGED WITH THE OWNER.
4. CONTRACTOR SHALL REFER TO ARCHITECTURAL PLANS FOR EXACT LOCATION AND DIMENSIONS OF DOORWAYS, RAMPS, TRUCK DOCKS, PRECISE BUILDING DIMENSIONS AND EXACT BUILDING UTILITY CONNECTION LOCATIONS.
5. ALL PRIVATE UTILITIES SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE SPECIFICATIONS OF THE APPROPRIATE UTILITY COMPANY. THE CONTRACTOR SHALL COORDINATE THE SERVICE LINE CONSTRUCTION WITH THE UTILITY COMPANIES.
6. CONTRACTOR SHALL OBTAIN ALL NECESSARY CITY PERMITS FOR UTILITY CONNECTIONS, AND UTILITIES SHALL BE INSPECTED AND APPROVED BY THE CITY. THE CITY SHALL BE NOTIFIED 48-HOURS PRIOR TO COMMENCING WITH THE UTILITY CONSTRUCTION OR ANY REQUIRED TESTING. CONTRACTOR SHALL NOT OPERATE, INTERFERE WITH, CONNECT ANY PIPE OR HOSE TO, OR TAP ANY WATER MAIN BELONGING TO THE CITY UNLESS DULY AUTHORIZED TO DO SO BY THE CITY. ANY ADVERSE CONSEQUENCES OF SCHEDULED OR UNSCHEDULED DISRUPTIONS OF SERVICE TO THE PUBLIC ARE TO BE THE RESPONSIBILITY OF THE CONTRACTOR.
7. WATER MAIN LENGTHS AS SHOWN ARE APPROXIMATE HORIZONTAL LENGTHS. ALLOW FOR ADDITIONAL PIPE WHEN INSTALLING ON SLOPES OR WHEN DEFLECTIONS ARE REQUIRED. THE JOINT DEFLECTIONS SHALL NOT EXCEED THE MAXIMUM RECOMMENDED BY THE PIPE MANUFACTURER OR BY LOCAL GOVERNING SPECIFICATIONS. FITTINGS REQUIRED TO CONSTRUCT WATER MAIN SHALL BE INCLUDED IN WATER MAIN CONSTRUCTION.
8. PROVIDE WATER MAIN THRUST RESTRAINTS PER CITY STANDARD REQUIREMENTS.
9. A MINIMUM VERTICAL SEPARATION OF 18 INCHES IS REQUIRED AT ALL WATER LINE CROSSINGS WITH SANITARY SEWER OR STORM SEWER. THE WATER LINE SHALL NOT HAVE JOINTS OR CONNECTION WITHIN 10-FEET OF THE CROSSING. INSULATE CROSSINGS WITH STORM SEWER.
10. UTILITY SERVICES TYPICALLY TERMINATE 5' OUTSIDE BUILDING WALL UNLESS OTHERWISE SHOWN OR NOTED.
11. DUCTILE IRON WATER LINES SHALL BE CLASS 52, PER AWWA C115 OR C151. COPPER WATER LINES SHALL BE TYPE K PER ASTM B88. PVC WATER LINES SHALL BE PER AWWA C900 AND INSTALLED PER AWWA C605 IF ALLOWED BY CITY.
12. ALL WATER LINES SHALL HAVE 8' MINIMUM COVER. INSULATE WATER MAIN IF LESS THAN 8' OF COVER. INSULATION SHALL BE DOW STYROFOAM HI BRAND 35 OR EQUIVALENT, WITH 4 INCHES OF THICKNESS.
13. SANITARY SEWER PIPE OUTSIDE THE BUILDING ENVELOPE SHALL BE POLYVINYL CHLORIDE (PVC) SDR 35 OR 26. SDR 26 IS REQUIRED FOR DEPTHS GREATER THAN 15 FEET. SANITARY SEWER PIPE WITHIN 5 FEET OF THE BUILDING AND UNDER FOOTINGS SHALL BE SCHEDULE 40 PER ASTM D2665. ALL PLASTIC SANITARY SEWER SHALL BE INSTALLED PER D2321. SOLVENT WELD JOINTS MUST INCLUDE USE OF A PRIMER WHICH IS OF A CONTRASTING COLOR TO THE PIPE AND CEMENT. ALL SANITARY SEWER SHALL BE TESTED ACCORDING TO MINNESOTA PLUMBING CODE, PART 712.0.
14. STORM SEWER PIPE:
    - A. RCP AND HDPE PIPE MAY BE INSTALLED WITH APPROVAL OF LOCAL GOVERNING AGENCY.
    - B. REINFORCED CONCRETE PIPE SHALL BE CLASS 5 FOR PIPE DIAMETERS 18" AND SMALLER, CLASS 3 FOR PIPE DIAMETERS 21" AND LARGER UNLESS OTHERWISE NOTED, PER ASTM C76 WITH R-4 GASKETS.
    - C. HDPE STORM PIPE 4- TO 10-INCHES IN DIAMETER SHALL MEET REQUIREMENTS OF AASHTO M252. HDPE STORM PIPE 12- TO 60-INCHES IN DIAMETER SHALL MEET REQUIREMENTS OF ASTM F2306. FITTINGS SHALL BE PER ASTM D3212 AND INSTALLED PER ASTM D2321.
    - D. PVC STORM SEWER PIPE AND FITTINGS SHALL BE SCHEDULE 40 PIPE PER ASTM D2665 AND INSTALLED PER ASTM D2321.
    - E. CORRUGATED METAL PIPE (CMP) FOR SIZES 18- TO 120-INCH AND MUST MEET ASTM A760 OR ASTM A796 AND BE INSTALLED PER ASTM A798. CMP MAY NOT BE INSTALLED WITHIN 10-FEET OF A WATERMAIN, WATER SERVICE, OR A BUILDING.
    - F. ALL STORM SEWER JOINTS AND STRUCTURE CONNECTIONS SHALL BE GASTIGHT OR WATERTIGHT AS REQUIRED BY MINNESOTA PLUMBING CODE, PART 707.3. STORM SEWER LOCATED WITHIN 10-FEET OF A BUILDING AND/OR WATER LINE SHALL BE TESTED PER MINNESOTA PLUMBING CODE, PART 712.
15. ALL NONCONDUCTIVE PIPE SHALL BE INSTALLED WITH A LOCATE (TRACER) WIRE PER MINNESOTA RULES, PART 7560.0150.
16. POST INDICATOR VALVES SHALL BE CLOW F-5750 (OR EQUIVALENT) MEETING AWWA STANDARD C509 AND CITY STANDARDS. VALVE TO BE MECHANICAL JOINT RESILIENT WEDGE GATE VALVE. POST TO BE ADJUSTABLE FOR 8 FEET WATER MAIN DEPTH. THE ELECTRICAL ALARM SWITCH SHALL BE PART NO. PCVS2 (OR EQUIVALENT).
17. AFTER CONSTRUCTION IS COMPLETED, THE CONTRACTOR SHALL PROVIDE THE OWNER WITH AN AS-BUILT RECORD OF UTILITY CONSTRUCTION. THE AS-BUILT SHALL INCLUDE LOCATION AND LENGTH DEVIATIONS OR CHANGES TO THE PLAN. CONTRACTOR TO VERIFY WITH OWNER OR ENGINEER WHETHER A PLAN WITH POST-CONSTRUCTION ELEVATIONS IS REQUIRED.
18. ALL MANHOLE CASTINGS IN PAVED AREAS SHALL BE SUMPED 0.05 FEET. RIM ELEVATIONS ON PLAN REFLECT THE SUMPED ELEVATIONS.
19. ALL CATCH BASIN CASTINGS IN CURB SHALL BE SUMPED 0.15 FEET AND MANHOLE CASTINGS IN PAVED AREAS SHALL BE SUMPED 0.05 FEET. RIM ELEVATIONS ON PLAN REFLECT THE SUMPED ELEVATIONS.

1" = 30'
0' 30' 60' 90'

NOT FOR CONSTRUCTION

DESIGNED:
CHECKED:
DRAWN:
HORIZONTAL SCALE: ###
VERTICAL SCALE: ### or ##

INITIAL ISSUE 10/16/20
REVISIONS:
1 -
2 -
3 -
4 -
5 -

PREPARED FOR
ORION/MORTENSON
4530 WEST 77TH STREET SUITE #365
EDINA, MN 55435

I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.
DAVID T. BADE
DATE: 10/16/20 LICENSE NO. -

70TH AND FRANCE
REDEVELOPMENT
EDINA, MN

Westwood
12701 Whitewater Drive, Suite #200
Minnetonka, MN 55343
www.westwoodps.com
Phone (952) 937-5150
Fax (952) 937-5822
TH Relay (800) 627-3529
Westwood Professional Services, Inc.

STORM SEWER PLAN

SHEET NUMBER:
C401
DATE: 10/16/20

70TH AND FRANCE REDEVELOPMENT

PROJECT NUMBER: 0029211.10

N:\0029211.10\DWG\GWL\0029211.10UT01.DWG

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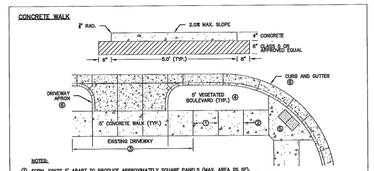
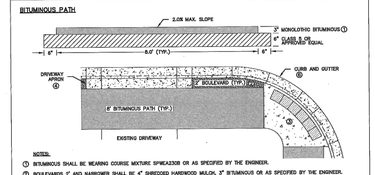
Common Ground Alliance

CONCRETE WALK



NOTES:
① FORM JOINTS 5' APART TO PRODUCE APPROXIMATELY SQUARE PANELS (MAX. AREA 25 SF). JOINTS SHALL BE SAWCUT TO A DEPTH OF 1/3 THE SLAB THICKNESS AND MATCH EXISTING JOINT WHERE FEASIBLE.
② 1/2" EXPANSION JOINT, PREFORMED JOINT FILLER MATERIAL PER AASHTO M 213 (REQUIRED AT 100' INTERVALS (MAX.) OR WHEN TWO CONCRETE AREAS ARE POURED SEPARATELY).
③ CONCRETE WALK THROUGH DRIVEWAYS AND FIRST PANEL ON EITHER SIDE SHALL BE 6" THICK WITH 6" CLASS 5 AGGREGATE BASE OR APPROVED EQUAL.
④ BOULEVARDS 3' AND NARROWER SHALL BE 4" CONCRETE WITH TROWELED JOINTS ALIGNED WITH ADJACENT SIDEWALK JOINTS. JOINTS SHALL BE SPACED TO PRODUCE APPROXIMATELY SQUARE PANELS.
⑤ PEDESTRIAN CURB RAMPS SHALL CONFORM TO MnDOT STANDARD PLANS.
⑥ DRIVEWAY APRONS SHALL CONFORM TO EDINA STANDARD PLATES 405 AND 415.
⑦ CONCRETE CURB SHALL CONFORM TO EDINA STANDARD PLATE 500.

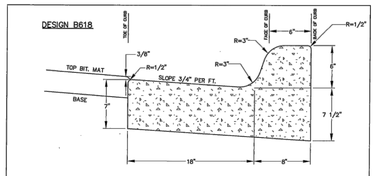
BITUMINOUS PATH



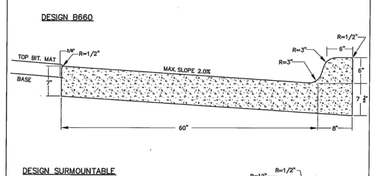
NOTES:
① BITUMINOUS SHALL BE WEARING COURSE MIXTURE SPWEA330B OR AS SPECIFIED BY THE ENGINEER.
② BOULEVARDS 3' AND NARROWER SHALL BE 4" SHREDDED HARDWOOD MULCH, 3" BITUMINOUS OR AS SPECIFIED BY THE ENGINEER.
③ PEDESTRIAN CURB RAMPS SHALL CONFORM TO MnDOT STANDARD PLANS.
④ DRIVEWAY APRONS SHALL CONFORM TO EDINA STANDARD PLATES 405 AND 415.
⑤ CONCRETE CURB SHALL CONFORM TO EDINA STANDARD PLATE 500.

CITY OF EDINA ENGINEERING & PUBLIC WORKS DEPTS. | CONCRETE WALK/BITUMINOUS PATH | REVISED: 1-19 | STANDARD PLATE 420
APPROVED: CITY ENGINEER

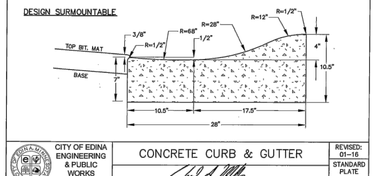
DESIGN B618



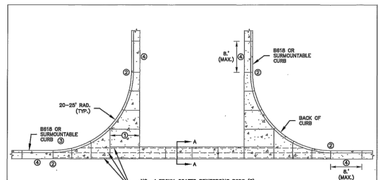
DESIGN B660



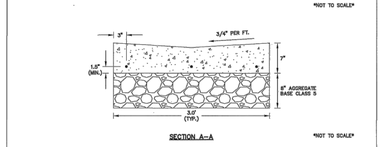
DESIGN SURMOUNTABLE



CITY OF EDINA ENGINEERING & PUBLIC WORKS DEPTS. | CONCRETE CURB & GUTTER | REVISED: 01-16 | STANDARD PLATE 500
APPROVED: CITY ENGINEER



NOT TO SCALE

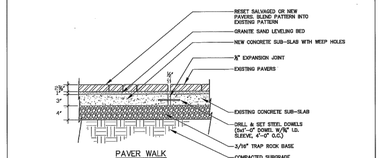


SECTION A–A

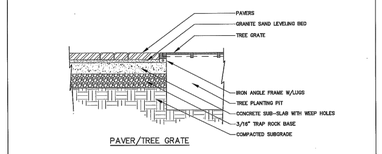
NOT TO SCALE

NOTES:
CONCRETE VALLEY GUTTER SHALL BE 7" THICK WITH 6" AGGREGATE BASE CLASS 5.
① FORM TROWELED CONTRACTION JOINTS AS NEEDED TO PRODUCE APPROXIMATELY RECTILINEAR PANELS (MAX AREA 64 SF).
② 1/2" EXPANSION JOINT, PREFORMED JOINT FILLER MATERIAL PER AASHTO M 213 (REQUIRED WHEN TWO CONCRETE AREAS ARE POURED SEPARATELY).
③ CONCRETE CURB SHALL CONFORM TO EDINA STANDARD PLATE 500.
④ FIRST PANEL AFTER CURB RETURN SHALL TRANSITION FROM B618 TO SURMOUNTABLE CURB WHERE APPLICABLE (8" MAX.).
⑤ 8' ROADWAY PAVEMENT IS DAMAGED DURING CONSTRUCTION, CONTRACTOR SHALL SAWCUT 18" STRIP OF STREET SECTION ADJACENT TO GUTTER AND REMOVE AND REPLACE WITH NEW TYPE SP9.5 WEARING COURSE MIXTURE (SPWEA340B), PLACED IN MULTIPLE LIFTS (2" MAX.), MATCHING EXISTING PAVEMENT THICKNESS.

CITY OF EDINA ENGINEERING & PUBLIC WORKS DEPTS. | VALLEY GUTTER | REVISED: 1-17 | STANDARD PLATE 510
APPROVED: CITY ENGINEER



PAVER WALK



PAVER/TREE GRATE

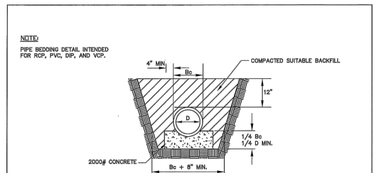
CROSS SLOPE OF THE PAVER WALK SHALL NOT EXCEED 2.0%.
CONSTRUCT 1" WEEP HOLES IN THE CONCRETE SUB-SLAB 2.0' O.C. ON DOWN GRADE SIDE OF WALK.
NEW CONSTRUCTION WILL REQUIRE A 4" DRAIN TILE LINE TO BE INSTALLED ON THE DOWN GRADE SIDE OF WALK BELOW THE CONCRETE SUB SLAB.

SUPPLIER TO BE USED (TYP. FOR BOTH A FRANCE AREA)
INTERLOCK CONCRETE PRODUCTS INC.
3535 BLUFF DRIVE
JORDAN, MN 55352–8302
T 952–492–3535
F 952–492–3588
TF 1–800–780–7212

HOLLAND SERIES (TYP. FOR BOTH A FRANCE AREA)
DIMENSIONS:
STANDARD 4.25"x 8.5"
HALF 4.25"x 4.25"
COLOR:
ANTIQUE COPPER

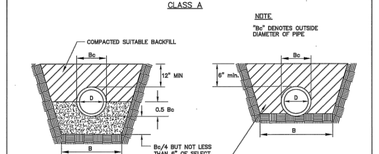
CITY OF EDINA ENGINEERING & PUBLIC WORKS DEPTS. | PAVER WALK/TREE GRATE | REVISED: 1-18 | STANDARD PLATE 530
APPROVED: CITY ENGINEER

NOTE:
PIPE BEDDING DETAIL INTENDED FOR RCP, PVC, DIP, AND VCP.



CLASS A

NOTE
"Bc" DENOTES OUTSIDE DIAMETER OF PIPE



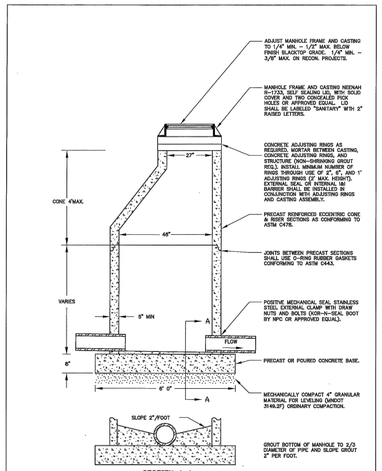
PIPE DIAMETER(D)	B
36" OR LESS	Bo + 24"
42" TO 54"	1.5 X Bo
60" OR OVER	Bo + 36"

CLASS B

PIPE DIAMETER(D)	B
36" OR LESS	Bc + 24"
42" TO 54"	1.5 X Bc
60" OR OVER	Bc + 36"

CLASS C

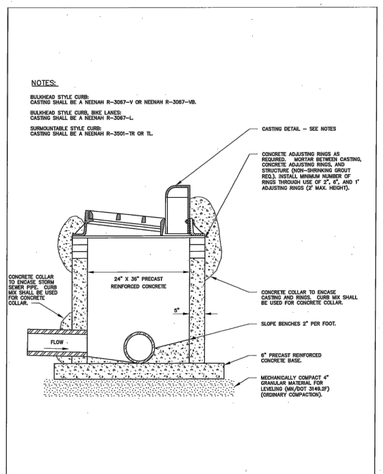
CITY OF EDINA ENGINEERING & PUBLIC WORKS DEPTS. | PIPE BEDDING DETAIL | REVISED: 04-09 | STANDARD PLATE 380
APPROVED: CITY ENGINEER



SECTION A–A

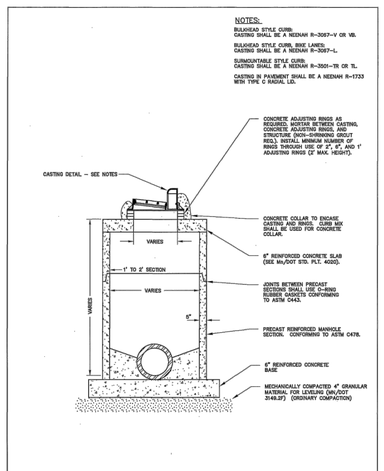
CITY OF EDINA ENGINEERING & PUBLIC WORKS DEPTS. | STANDARD SANITARY SEWER MANHOLE | REVISED: 1-18 | STANDARD PLATE 200
APPROVED: CITY ENGINEER

NOTES:
BULKHEAD STYLE CURB: CASTING SHALL BE A NEENAH R–3067–V OR NEENAH R–3067–VB.
BULKHEAD STYLE CURB, BIKE LANES: CASTING SHALL BE A NEENAH R–3067–L.
SURMOUNTABLE STYLE CURB: CASTING SHALL BE A NEENAH R–3501–TR OR TL.



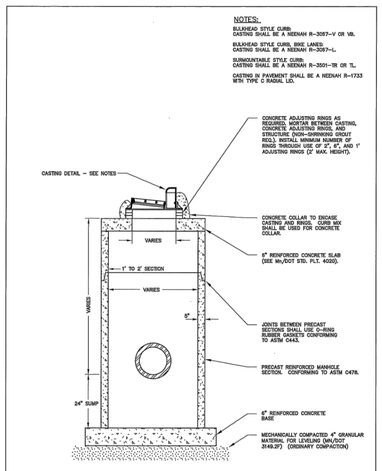
CITY OF EDINA ENGINEERING & PUBLIC WORKS DEPTS. | TYPE "BB" CATCH BASIN | REVISED: 01-16 | STANDARD PLATE 220
APPROVED: CITY ENGINEER

NOTES:
BULKHEAD STYLE CURB: CASTING SHALL BE A NEENAH R–3067–V OR VB.
BULKHEAD STYLE CURB, BIKE LANES: CASTING SHALL BE A NEENAH R–3067–L.
SURMOUNTABLE STYLE CURB: CASTING SHALL BE A NEENAH R–3501–TR OR TL.
CASTING IN PAVEMENT SHALL BE A NEENAH R–1733 WITH TYPE C RADIAL LID.

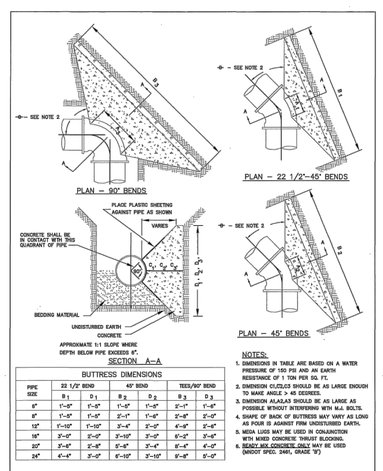


CITY OF EDINA ENGINEERING & PUBLIC WORKS DEPTS. | TYPE "CC" CATCH BASIN MANHOLE | REVISED: 01-17 | STANDARD PLATE 230
APPROVED: CITY ENGINEER

NOTES:
BULKHEAD STYLE CURB: CASTING SHALL BE A NEENAH R–3067–V OR VB.
BULKHEAD STYLE CURB, BIKE LANES: CASTING SHALL BE A NEENAH R–3067–L.
SURMOUNTABLE STYLE CURB: CASTING SHALL BE A NEENAH R–3501–TR OR TL.
CASTING IN PAVEMENT SHALL BE A NEENAH R–1733 WITH TYPE C RADIAL LID.



CITY OF EDINA ENGINEERING & PUBLIC WORKS DEPTS. | TYPE "DD" CATCH BASIN MANHOLE WITH SUMP | REVISED: 01-17 | STANDARD PLATE 235
APPROVED: CITY ENGINEER



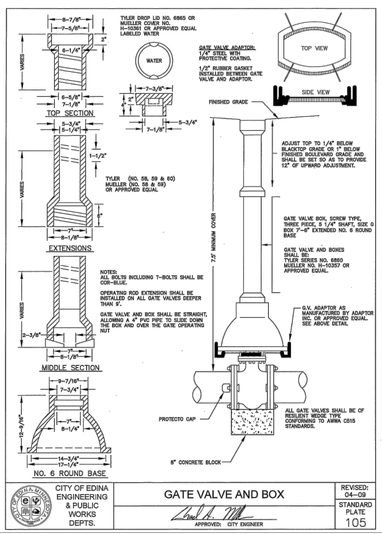
SECTION A–A

BUTTRESS DIMENSIONS

PIPE SIZE	22 1/2° BEND		45° BEND		TEES/90° BEND	
	B_1	D_1	B_2	D_2	B_3	D_3
8"	1'–0"	1'–0"	1'–0"	1'–0"	2'–1"	1'–0"
6"	1'–3"	1'–1"	1'–6"	1'–6"	2'–6"	2'–0"
12"	1'–10"	1'–10"	2'–4"	2'–0"	4'–0"	2'–6"
15"	2'–4"	2'–0"	3'–0"	2'–0"	4'–9"	2'–6"
18"	2'–9"	2'–6"	3'–10"	2'–0"	5'–3"	3'–0"
30"	3'–6"	3'–0"	5'–0"	3'–0"	6'–9"	4'–0"
24"	4'–4"	3'–0"	6'–10"	3'–10"	8'–8"	5'–0"

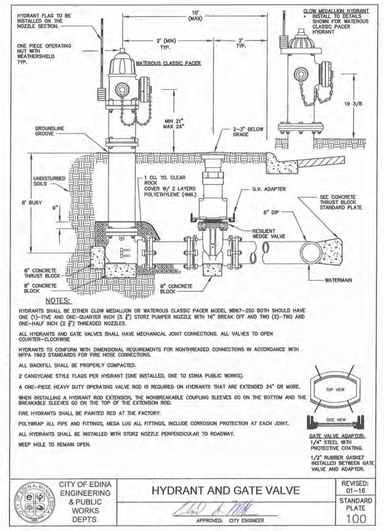
NOTES:
1. DIMENSIONS IN TABLE ARE BASED ON A WATER PRESSURE OF 150 PSI AND AN EARTH RESISTANCE OF 1 TON PER SQ. FT.
2. DIMENSION CLOSED SHOULD BE AS LARGE ENOUGH TO MAKE ANGLE > 45 DEGREES.
3. DIMENSION A,A,A,A,B SHOULD BE AS LARGE AS POSSIBLE WITHOUT INTERFERING WITH M.J. BOLTS.
4. SHAPE OF BACK OF BUTTRESS MAY VARY AS LONG AS POUR IS AGAINST FIRM UNDISTURBED EARTH.
5. MEGA LUGS MAY BE USED IN CONJUNCTION WITH MIXED CONCRETE THRUST BLOCKING.
6. READY MIX CONCRETE ONLY MAY BE USED (MNDOT SPEC. 2461, GRADE "B")

CITY OF EDINA ENGINEERING & PUBLIC WORKS DEPTS. | CONCRETE THRUST BLOCK | REVISED: 04-09 | STANDARD PLATE 120
APPROVED: CITY ENGINEER



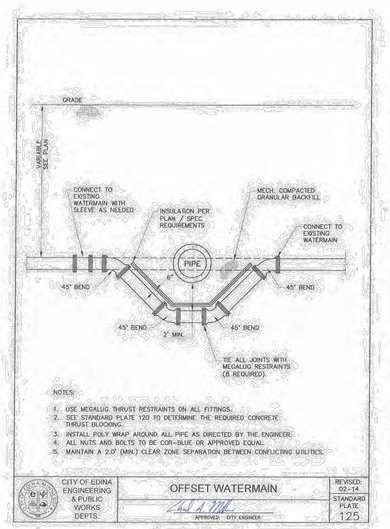
NO. 6 ROUND BASE

CITY OF EDINA ENGINEERING & PUBLIC WORKS DEPTS. | GATE VALVE AND BOX | REVISED: 04-09 | STANDARD PLATE 105
APPROVED: CITY ENGINEER



NOTES:
HYDRANTS SHALL BE EITHER CLOW MEDALLION OR WATEROUS CLASSIC PACER MODEL WB67–250 BOTH SHOULD HAVE ONE (1)–FIVE AND ONE–QUARTER INCH (5 1/4") STORZ PUMPER NOZZLE WITH 16" BREAK OFF AND TWO (2)–TWO AND ONE–HALF INCH (2 1/2") THREADED NOZZLES.
ALL HYDRANTS AND GATE VALVES SHALL HAVE MECHANICAL JOINT CONNECTIONS. ALL VALVES TO OPEN COUNTER–CLOCKWISE.
HYDRANTS TO CONFORM WITH DIMENSIONAL REQUIREMENTS FOR NONTHREADED CONNECTIONS IN ACCORDANCE WITH NFPA 1963 STANDARDS FOR FIRE HOSE CONNECTIONS.
ALL BACKFILL SHALL BE PROPERLY COMPACTED.
2 CANDYCANE STYLE FLAGS PER HYDRANT (ONE INSTALLED, ONE TO EDINA PUBLIC WORKS).
A ONE–PIECE HEAVY DUTY OPERATING VALVE ROD IS REQUIRED ON HYDRANTS THAT ARE EXTENDED 24" OR MORE.
WHEN INSTALLING A HYDRANT ROD EXTENSION, THE NONBREAKABLE COUPLING SLEEVES GO ON THE BOTTOM AND THE BREAKABLE SLEEVES GO ON THE TOP OF THE EXTENSION ROD.
FIRE HYDRANTS SHALL BE PAINTED RED AT THE FACTORY.
POLYWRAP ALL PIPE AND FITTINGS, MEGA LUG ALL FITTINGS, INCLUDE CORROSION PROTECTION AT EACH JOINT.
ALL HYDRANTS SHALL BE INSTALLED WITH STORZ NOZZLE PERPENDICULAR TO ROADWAY.
WEEP HOLE TO REMAIN OPEN.

CITY OF EDINA ENGINEERING & PUBLIC WORKS DEPTS. | HYDRANT AND GATE VALVE | REVISED: 01-16 | STANDARD PLATE 100
APPROVED: CITY ENGINEER



NOTES:
1. USE MEGALUG THRUST RESTRAINTS ON ALL FITTINGS.
2. SEE STANDARD PLATE 120 TO DETERMINE THE REQUIRED CONCRETE THRUST BLOCKING.
3. INSTALL POLY WRAP AROUND ALL PIPE AS DIRECTED BY THE ENGINEER.
4. ALL NUTS AND BOLTS TO BE COR–BLUE OR APPROVED EQUAL.
5. MAINTAIN A 2.0' (MIN.) CLEAR ZONE SEPARATION BETWEEN CONFLICTING UTILITIES.

CITY OF EDINA ENGINEERING & PUBLIC WORKS DEPTS. | OFFSET WATERMAIN | REVISED: 02-14 | STANDARD PLATE 125
APPROVED: CITY ENGINEER

DESIGNED:
CHECKED:
DRAWN:
HORIZONTAL SCALE: ### = ###
VERTICAL SCALE: ### = ###

INITIAL ISSUE: 10/16/20
REVISIONS:

I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.
DAVID T. BAGE
DATE: 10/16/20 LICENSE NO. ——

PREPARED FOR:
ORION/MORTENSON
4530 WEST 77TH STREET SUITE #365
EDINA, MN 55435

70TH AND FRANCE REDEVELOPMENT
EDINA, MN

Westwood
12701 Whitewater Drive, Suite #200
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www.westwoodps.com
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Fax (952) 937-5822
Toll Free (888) 937-5150
Westwood Professional Services, Inc.

CITY DETAILS

1" = ###
0' ### ### ###

NOT FOR CONSTRUCTION

SHEET NUMBER:
C500
DATE: 10/16/20

70TH AND FRANCE REDEVELOPMENT

PROJECT NUMBER: 0029211.10

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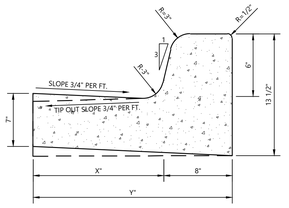
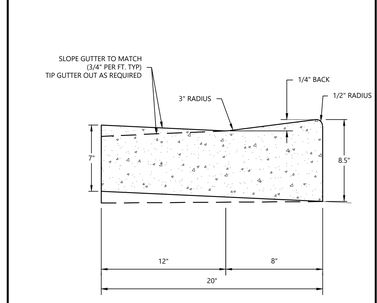
811 or call811.com
Common Ground Alliance



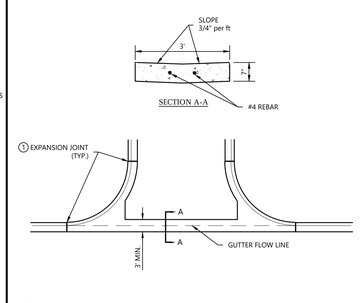
Curb Type	X	Y
B612	12"	20"
B618	18"	26"
B624	24"	32"

NOTES:
1. EXPANSION JOINT SPACING IS 100'
2. MIN. 3" CL. S UNDER C.&G.
3. CURB SHALL BE PER MnDOT SPEC 2531

Westwood | B6 STYLE CURB AND GUTTER | LAST REVISED: 01/09/20 | SI01

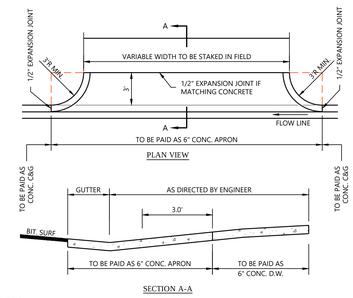


Westwood | FLUSH CURB AND GUTTER | LAST REVISED: 11/29/18 | SI02-D



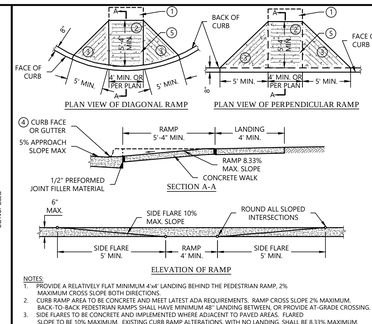
NOTES:
1. 1/2" PREFORMED JOINT FILLER MATERIAL- AASHTO M213
2. CONCRETE GUTTER SHALL BE PER MnDOT SPEC 2531

Westwood | CONCRETE CROSS GUTTER | LAST REVISED: 08/15/17 | SI06



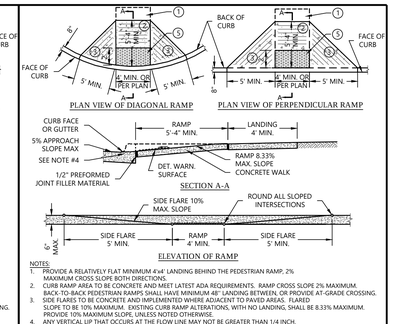
NOTES:
1. 1/2" PREFORMED JOINT FILLER MATERIAL- AASHTO M213
2. CONCRETE GUTTER SHALL BE PER MnDOT SPEC 2531

Westwood | ENTRANCE THRU CURB AND GUTTER | LAST REVISED: 08/15/17 | SI07



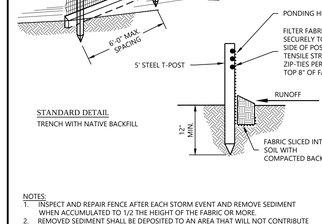
NOTES:
1. PROVIDE A RELATIVELY FLAT MINIMUM 4'x4' LANDING BEHIND THE PEDESTRIAN RAMP, 2% MAXIMUM CROSS SLOPE IN BOTH DIRECTIONS.
2. CURB RAMP AREA TO BE CONCRETE AND MEET LATEST ADA REQUIREMENTS. RAMP CROSS SLOPE 2% MAXIMUM. BACK-TO-BACK PEDESTRIAN RAMPS SHALL HAVE MINIMUM 48" LANDING BETWEEN, OR PROVIDE AT-GRADE CROSSING.
3. SIDE FLARES TO BE CONCRETE AND IMPLEMENTED WHERE ADJACENT TO PAVED AREAS. FLARED SLOPE TO BE 10% MAXIMUM. EXISTING CURB RAMP ALTERATIONS, WITH NO LANDING, SHALL BE 8.33% MAXIMUM. PROVIDE 10% MAXIMUM SLOPE, UNLESS NOTED OTHERWISE.
4. ANY VERTICAL LIP THAT OCCURS AT THE FLOW LINE MAY NOT BE GREATER THAN 1/4 INCH.
5. RAMP AND FLARED SIDE SURFACE TO BE MEDIUM BROOM FINISH, PERPENDICULAR TO TRAVEL PATH.
6. WALK SHALL BE PER MnDOT SPEC 2521 MIX NO. 3A32 WITH A 28-DAY DESIGN STRENGTH OF 3900-PSI.

Westwood | PRIVATE PEDESTRIAN CURB RAMP | LAST REVISED: 08/15/17 | SI09



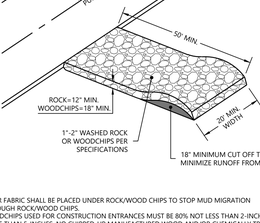
NOTES:
1. PROVIDE A RELATIVELY FLAT MINIMUM 4'x4' LANDING BEHIND THE PEDESTRIAN RAMP, 2% MAXIMUM CROSS SLOPE BOTH DIRECTIONS.
2. CURB RAMP AREA TO BE CONCRETE AND MEET LATEST ADA REQUIREMENTS. RAMP CROSS SLOPE 2% MAXIMUM. BACK-TO-BACK PEDESTRIAN RAMPS SHALL HAVE MINIMUM 48" LANDING BETWEEN, OR PROVIDE AT-GRADE CROSSING.
3. SIDE FLARES TO BE CONCRETE AND IMPLEMENTED WHERE ADJACENT TO PAVED AREAS. FLARED SLOPE TO BE 10% MAXIMUM. EXISTING CURB RAMP ALTERATIONS, WITH NO LANDING, SHALL BE 8.33% MAXIMUM. PROVIDE 10% MAXIMUM SLOPE, UNLESS NOTED OTHERWISE.
4. ANY VERTICAL LIP THAT OCCURS AT THE FLOW LINE MAY NOT BE GREATER THAN 1/4 INCH.
5. ADA REQUIRED DETECTABLE WARNING SURFACE(TRUNCATED DOMES) SHALL BE 2' MIN. IN DIRECTION OF LANDING AT CURB AND SHALL EXTEND THE FULL WIDTH OF THE LANDING. AREA SHALL BE CONTRASTING COLOR TO THE ADJACENT WALKING SURFACE WITH A PREFABRICATED CAST IRON TRUNCATED DOME INSERT MEETING THE ADA DOME SIZE AND SPACING REQUIREMENTS.

Westwood | PUBLIC PEDESTRIAN CURB RAMP | LAST REVISED: 08/15/17 | SI09A



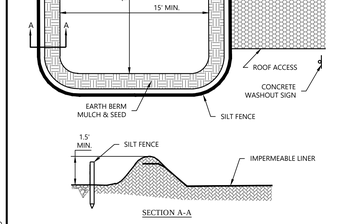
NOTES:
1. TAPED AREAS TO BE CENTERED AND ALIGNED ON CENTER LINE AND LANE LINES. MAKE ADJUSTMENTS IN CENTER MEDIAN AREA.
2. ZEBRA CROSSWALKS SHALL BE WHITE POLYMER-PREFORMED TAPE OR AN ACCEPTABLE EQUIVALENT APPROVED BY THE ENGINEER.
3. A MINIMUM OF 1.5 FT. CLEAR DISTANCE MUST BE LEFT ADJACENT TO CURB. IF LAST STRIPED AREA FALLS INTO THIS DISTANCE, IT MUST BE OMITTED.
4. REMOVE ALL CONFLICTING PAVEMENT MARKINGS AS DIRECTED BY THE ENGINEER.
5. AT SKEWED CROSSWALKS, THE TAPED AREAS ARE TO REMAIN PARALLEL TO THE LANE LINES.
6. WHERE PAVEMENT MARKINGS CAN NOT BE INLAYED INTO THE HOT MAT, PAVEMENT SHALL BE GROOVED FOR THE INSTALLATION OF THE POLYMER-PREFORMED MARKINGS. SEE Mn/DOT STANDARD SPECIFICATION 2564.

Westwood | CROSS WALK STRIPING | LAST REVISED: 08/15/17 | SI11



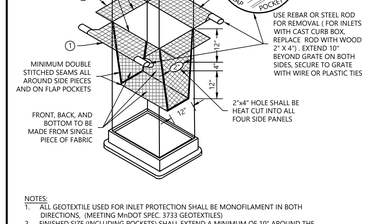
NOTE:
1. ALL TRAFFIC FLOW ARROWS TO BE SOLID WHITE REFLECTIVE TRAFFIC PAINT AS PER DIMENSIONS ABOVE

Westwood | TRAFFIC ARROW | LAST REVISED: 08/15/17 | SI13

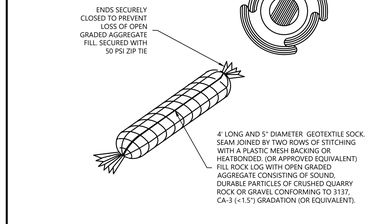


NOTE:
1. SIGN TO BE 2-SIDED WHERE HANDICAP PARKING STALLS FACE ONE ANOTHER.
2. PARKING GRADE IS DEFINED AS EITHER FLOW LINE OF CURB OR PAVEMENT SURFACE AT THE HEAD OF THE STALL.

Westwood | SIGN POST INSTALLATION | LAST REVISED: 06/15/19 | SI14

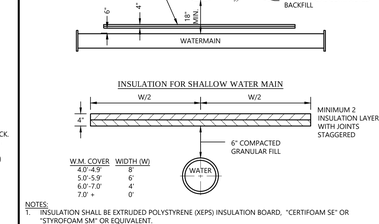


Westwood | HANDICAP ACCESSIBLE SIGNAGE AND STRIPING | LAST REVISED: 08/15/17 | SI15



PAVEMENT SECTIONS SHOWN ARE FOR PLANNING PURPOSES ONLY. REFER TO GEOTECHNICAL REPORT FOR FINAL PAVEMENT SECTIONS.

Westwood | PAVEMENT SECTIONS | LAST REVISED: 08/15/17 | SI19



NOTES:
1. CONCRETE SHALL BE REINFORCED WITH WELDED WIRE FABRIC OR REINFORCED BARS TO ASSIST IN CONTROLLING CRACKING FROM DRYING SHRINKAGE AND THERMAL CHANGES.
2. SAWED OR FORMED CONTROL JOINTS SHOULD BE INCLUDED FOR EACH 225 SQUARE FEET OF AREA OR LESS (15 FEET BY 15 FEET). CONTRACTOR SHALL PREPARE JOINTING PATTERN AND SUBMIT TO ENGINEER PRIOR TO CONSTRUCTION.
3. SAW CUTS SHOULD NOT CUT THROUGH THE WELDED WIRE FABRIC OR REINFORCING STEEL AND DOWELS SHOULD BE UTILIZED AT FORMED AND/OR COLD JOINTS.
4. DOWELS SHALL BE UTILIZED AT FORMED AND/OR COLD JOINTS. DOWELS SHALL BE 30" LONG 1/2" DIAMETER SMOOTH AND GREASED TIE BARS AT 30" SPACING, MINIMUM 18" FROM PAVEMENT EDGE.

Westwood | HEAVY DUTY CONCRETE SECTION LOADING DOCK | LAST REVISED: 08/15/17 | SI21

Westwood | MOUNTABLE CURB & GUTTER CONSTRUCTION AT CATCH BASIN | LAST REVISED: 08/15/17 | SI28

Westwood | TRANSITION CURB | LAST REVISED: 08/15/17 | SI31

NOTE:
CONTRACTOR TO PROVIDE ENGINEERING AND SHOP DRAWINGS IF WALL IS GREATER THAN 4 FEET TALL. CONTRACTOR TO SUBMIT WALL BLOCK TYPE, SIZE, AND COLOR FOR APPROVAL.

Westwood | MODULAR BLOCK RETAINING WALL | LAST REVISED: 08/15/17 | SI40

NOTE:
CONCRETE SLEEVE (AND/OR FOOTING) TO BE SET DURING WALL CONSTRUCTION, NOT DRILLED THROUGH GEOGRID AFTERWARDS, WHEN DIRECTLY BEHIND UNITS.

Westwood | FENCE AT MODULAR BLOCK WALL | LAST REVISED: 08/15/17 | SI41

NOTES:
1. CONTRACTOR TO PROVIDE SHOP DRAWINGS FOR APPROVAL. FIELD VERIFY CONDITIONS.
2. RAILING AND STAIRS BOTH SIDES OF STAIRS AND PER ADA REQUIREMENTS.
3. ALL HARDWARE TO BE GALVANIZED OR STAINLESS STEEL, AND FINISH TO MATCH RAILING.
4. RAILING FINISH TO BE PRIMED AND PAINTED. COLOR TO PER OWNER.

Westwood | CONCRETE STAIR AND RAILING | LAST REVISED: 08/15/17 | SI48

NOTES:
1. VERIFY DRIVEWAY LOCATION WITH DEVELOPER
2. VERIFY MAXIMUM DRIVEWAY WIDTH WITH CITY
3. LOCATION SHOWN TYPICAL FOR GARAGE RIGHT ON TANGENT OF THE ROAD

Westwood | TYPICAL CURB CUT SECTION AT DRIVEWAYS | LAST REVISED: 08/15/17 | SI50

NOTES:
1. INSPECT AND REPAIR FENCE AFTER EACH STORM EVENT AND REMOVE SEDIMENT WHEN ACCUMULATED TO 1/2 THE HEIGHT OF THE FABRIC OR MORE.
2. REMOVED SEDIMENT SHALL BE DEPOSITED TO AN AREA THAT WILL NOT CONTRIBUTE SEDIMENT OFF-SITE AND CAN BE PERMANENTLY STABILIZED.
3. SILT FENCE SHALL BE PLACED ON SLOPE CONTOURS TO MAXIMIZE PONDING EFFICIENCY.
4. ALL ENDS OF THE SILT FENCE SHALL BE WRAPPED UPSLOPE SO THE ELEVATION OF THE BOTTOM OF FABRIC IS HIGHER THAN "PONDING HEIGHT".
5. "HEAVY DUTY" IS SAME AS MACHINE SLICED ONLY HAND INSTALLED.

Westwood | MACHINE SLICED SILT FENCE (HEAVY DUTY) | LAST REVISED: 08/15/17 | GD03

NOTES:
1. FILTER FABRIC SHALL BE PLACED UNDER ROCK/WOOD CHIPS TO STOP MUD MIGRATION THROUGH ROCK/WOOD CHIPS.
2. WOODCHIPS USED FOR CONSTRUCTION ENTRANCES MUST BE 80% NOT LESS THAN 2-INCHES AND NOT MORE THAN 5-INCHES, NO CHIPPED-UP MANUFACTURED WOOD AND/OR CHEMICALLY TREATED IS ALLOWED.
3. ENTRANCES MUST BE MAINTAINED REGULARLY TO PREVENT SEDIMENTATION ON PUBLIC ROADWAYS. FUGITIVE ROCK OR WOODCHIPS WILL BE REMOVED FROM ADJACENT ROADWAYS DAILY OR MORE FREQUENTLY AS NECESSARY.
4. LENGTH AND WIDTH TO BE ADJUSTED FOR SITE CONDITIONS.

Westwood | CONSTRUCTION ENTRANCE | LAST REVISED: 08/15/17 | GD05

NOTES:
1. CONCRETE WASHOUT AREAS WILL HAVE AN IMPERMEABLE LINER TO PREVENT CONCRETE WASHOUT WATER FROM INFILTRATING/CONTACTING WITH SOIL.
2. IMPERMEABLE LINER INCLUDES 10 MIL POLY LINER OR COMPACTED CLAY LINER.
3. WASHOUT SYSTEMS CAN BE USED AS ALTERNATE WASHOUT AREAS.

Westwood | CONCRETE WASHOUT AREA | LAST REVISED: 08/15/17 | GD08

NOTES:
1. ALL GEOTEXTILE USED FOR INLET PROTECTION SHALL BE MONOFILAMENT IN BOTH DIRECTIONS. (MEETING MnDOT SPEC. 3733 GEOTEXTILES)
2. FINISHED SIZE (INCLUDING POCKETS) SHALL EXTEND A MINIMUM OF 10" AROUND THE PERIMETER TO FACILITATE MAINTENANCE OR REMOVAL.
3. DO NOT INSTALL PROTECTION IN INLETS SHALLOWER THAN 30". THE INSTALLED BAG SHALL HAVE A MINIMUM SIDE CLEARANCE BETWEEN THE INLET WALLS AND THE BAG, MEASURED AT THE BOTTOM OF THE OVERFLOW HOLES, OF 3". WHERE NECESSARY THE CONTRACTOR SHALL CLINCH THE BAG (USING PLASTIC ZIP TIES) TO ACHIEVE THE 3" CLEARANCE.

Westwood | STORM DRAIN FILTER BAG INSERT | LAST REVISED: 08/15/17 | GD10

NOTE:
1. ALL GEOTEXTILE USED FOR INLET PROTECTION SHALL BE MONOFILAMENT IN BOTH DIRECTIONS. (MEETING SPEC. 3733 (TYPE 1) GEOTEXTILES, PROPOSED 2005 EDITION)

Westwood | INLET PROTECTION WITH ROCK LOG | LAST REVISED: 08/15/17 | GD11

NOTES:
1. INSULATION SHALL BE EXTRUDED POLYSTYRENE (XEPS) INSULATION BOARD, "CERTIFOAM SE" OR "STYROFOAM SM" OR EQUIVALENT.
2. INSULATION SHALL BE PLACED ON A SMOOTH, LEVEL FOUNDATION WHICH HAS BEEN FIRMLY COMPACTED.
3. SEPARATE LAYERS OF INSULATION USED TO MAKE UP THE 4" THICKNESS SHALL HAVE STAGGERED JOINTS TO ENSURE THE CONTINUITY OF THE INSULATION.
4. ALL WATERMAIN/ STORM SEWER CROSSINGS WITH LESS THAN 36" CLEARANCE SHALL BE INSULATED.
5. SANITARY SEWER INSULATION SIMILAR

Westwood | WATERMAIN INSULATION | LAST REVISED: 06/09/17 | WM06

PREPARED FOR
ORION/MORTENSON
4530 WEST 77TH STREET SUITE #365
EDINA, MN 55435

DESIGNED:
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HORIZONTAL SCALE: ###
VERTICAL SCALE: ### or ##

INITIAL ISSUE: 10/16/20
REVISIONS:

I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.

DAVID T. BADE
DATE: 10/16/20 LICENSE NO. ---

70TH AND FRANCE
REDEVELOPMENT
EDINA, MN

Westwood
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Westwood Professional Services, Inc.

DETAILS

SHEET NUMBER:
C501
DATE: 10/16/20

70TH AND FRANCE REDEVELOPMENT

PROJECT NUMBER: 0029211.10

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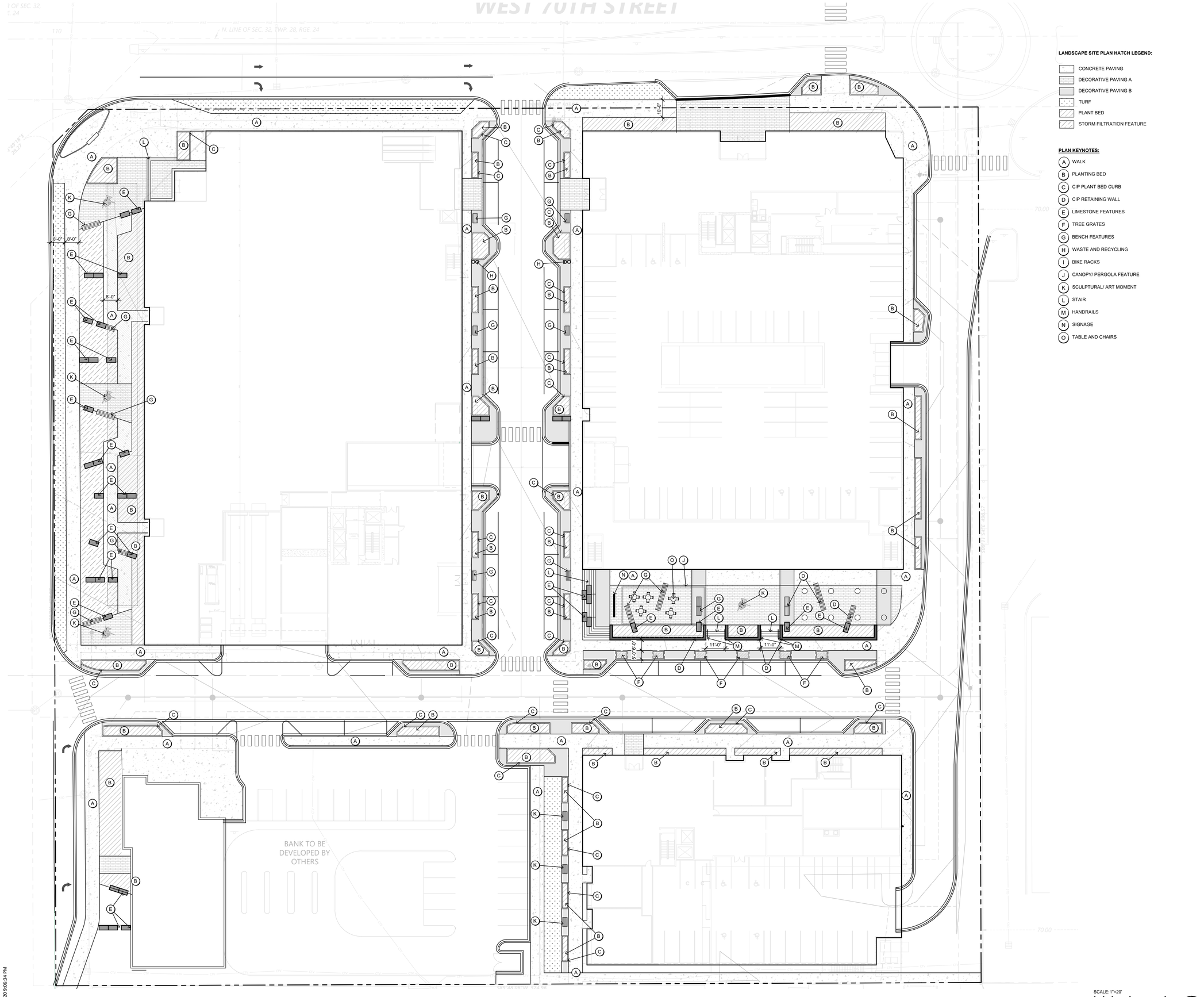

LANDSCAPE SITE PLAN HATCH LEGEND:

- CONCRETE PAVING
- DECORATIVE PAVING A
- DECORATIVE PAVING B
- TURF
- PLANT BED
- STORM FILTRATION FEATURE

PLAN KEYNOTES:

- (A) WALK
- (B) PLANTING BED
- (C) CIP PLANT BED CURB
- (D) CIP RETAINING WALL
- (E) LIMESTONE FEATURES
- (F) TREE GRATES
- (G) BENCH FEATURES
- (H) WASTE AND RECYCLING
- (I) BIKE RACKS
- (J) CANOPY/ PERGOLA FEATURE
- (K) SCULPTURAL/ ART MOMENT
- (L) STAIR
- (M) HANDRAILS
- (N) SIGNAGE
- (O) TABLE AND CHAIRS

01 L1.0 SITE PLAN

SCALE: 1"=20'

0' 10' 20' 40'

10/7/2020 9:06:34 PM

70th & France

Edina, MN

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530 N THIRD ST, SUITE 120,
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PH: 612.333.3702 FAX: 515.288.8359
www.thinkconfluence.com

esg ARCHITECTURE & DESIGN
500 Washington Avenue South, Suite 1080
Minneapolis, MN 55415
p 612.339.5508 | f 612.339.5382
www.esgarch.com

I hereby certify that this plan, specification, orreport was prepared by me or under my directsupervision and that I am a duly licensed landscape architect under the laws of the State of Minnesota

Signature

Terry Minarik
Typed or Printed Name

42422 License # 10-16-2020 Date

NOT FOR CONSTRUCTION

ORIGINAL ISSUE:

REVISIONS:

No.	Description	Date

20364
PROJECT NUMBER

MG / JC DRAWN BY TM CHECKED BY

KEY PLAN

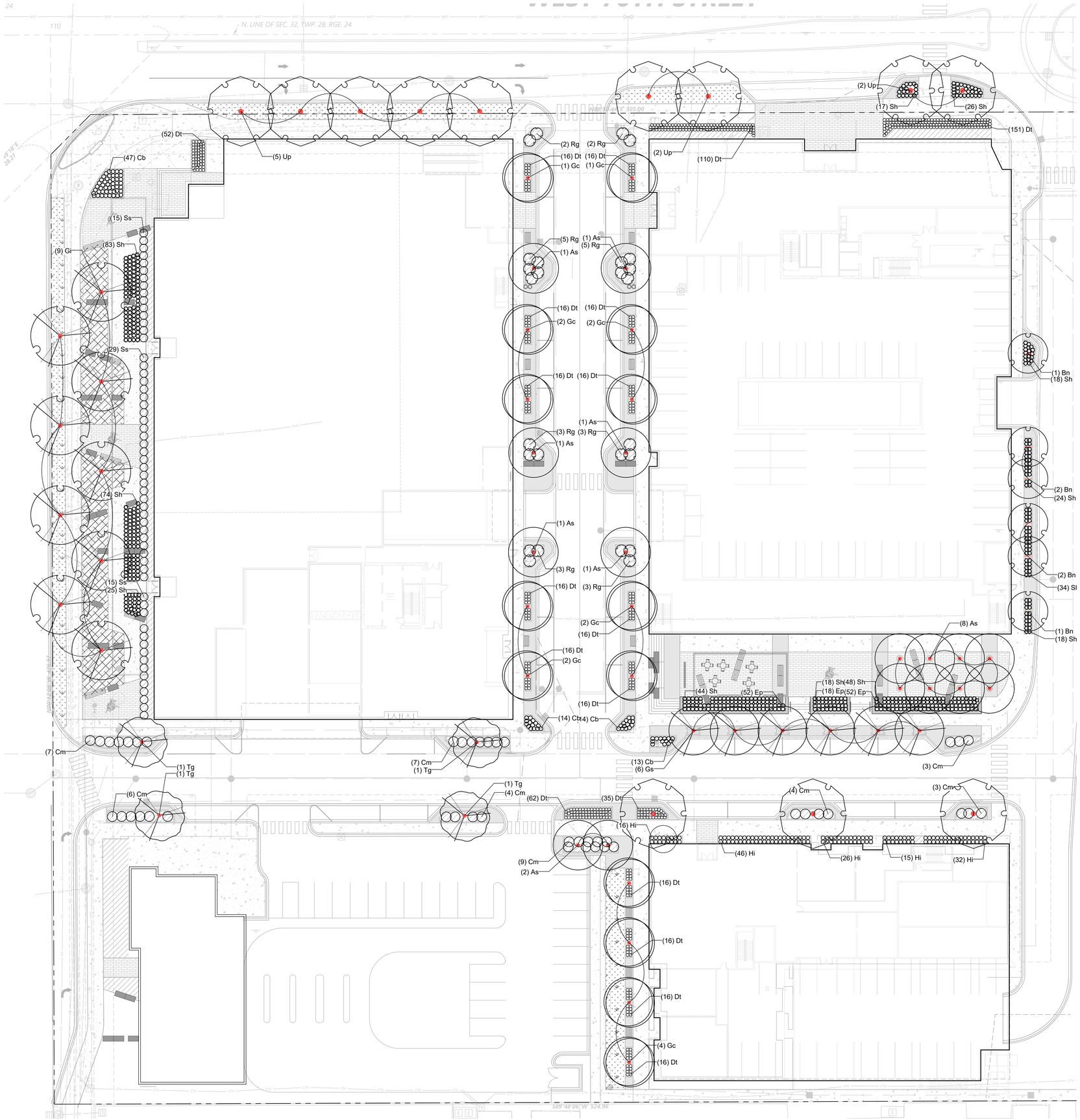
C	D
A	B

PLAN NORTH

70th & France

LANDSCAPE SITE PLAN

L1.0



1 L1.1 LANDSCAPE PLANTING PLAN

SCALE: 1"=20'

0' 10' 20' 40'

10/7/2020 9:06:34 PM

LANDSCAPE SITE PLAN HATCH LEGEND:

- CONCRETE PAVING
- DECORATIVE PAVING A
- DECORATIVE PAVING B
- TURF
- PLANT BED
- STORM FILTRATION FEATURE

PLANT SCHEDULE

TREES	CODE	QTY	COMMON / BOTANICAL NAME	CONT	CAL
	As	16	Sienna Glen Maple / Acer x freemanii `Sienna` TM	B & B	4"Cal
	Bn	6	River Birch (Single Stem) / Betula nigra	B & B	2.5"Cal
	Gi	9	Northern Acclaim Honey Locust / Gleditsia triacanthos inermis `Harve` TM	B & B	8"
	Gs	6	Skyline Honey Locust / Gleditsia triacanthos `Skyline`	B & B	4"Cal
	Gc	14	True North Kentucky Coffeetree / Gymnocladus dioica `UMNSynergy` TM	B & B	4"Cal
	Tg	4	Greenspire Linden / Tilia cordata `Greenspire`	B & B	4"Cal
	Up	12	American Elm / Ulmus americana `Princeton`	B & B	4"Cal

SHRUBS	CODE	QTY	COMMON / BOTANICAL NAME	CONT
	Cm	44	Muskingum Dogwood / Cornus racemosa `Muszam`	5 gal
	Hi	136	Invincibelle Wee White Hydrangea / Hydrangea arborescens `NCHA5`	5 gal
	Rg	26	Gro-Low Fragrant Sumac / Rhus aromatica `Gro-Low`	5 gal
	Ss	59	Sem Ash Leaf Spirea / Sorbaria sorbifolia `Sem`	5 gal

GRASSES	CODE	QTY	COMMON / BOTANICAL NAME	CONT
	Cb	88	Korean Feather Reed Grass / Calamagrostis brachytricha	1 gal
	Dt	634	Tufted Hair Grass / Deschampsia cespitosa `Tardiflora`	1 gal
	Sh	429	Prairie Dropseed / Sporobolus heterolepis	5 gal

PERENNIALS	CODE	QTY	COMMON / BOTANICAL NAME	CONT
	Ep	122	Coneflower / Echinacea purpurea	5 gal

GROUND COVERS	CODE	QTY	COMMON / BOTANICAL NAME	CONT
	S5	2,845 sf	SOD x	sod
	Sf	3,413 sf	STORM FILTRATION PLANTINGS Perennial Plugs - Dip Irrigation Panicum Shenandoah (Red Switch Grass)/ P. virgatum `Shenandoah` Blue-Eyed Grass/ Sisyrinchium angustifolium	flat

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KEY PLAN

C	D
A	B

PLAN NORTH

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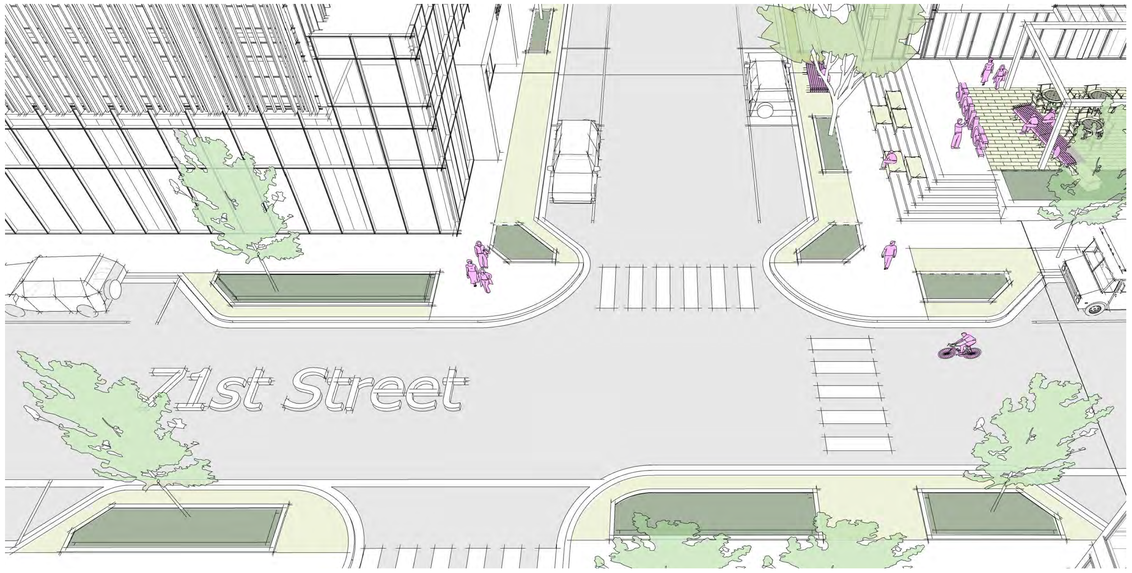
LANDSCAPE PLANTING PLAN

L1.1



03 L1.2 71ST STREET (MIDBLOCK / PLAZA) INTERSECTION DESIGN INTENT N.T.S



04 L1.2 FRANCE AVENUE (MIDBLOCK) INTERSECTION DESIGN INTENT N.T.S



01 L1.2 EAST 71ST STREET DESIGN INTENT N.T.S



02 L1.2 70TH ST (MIDBLOCK) INTERSECTION DESIGN INTENT N.T.S

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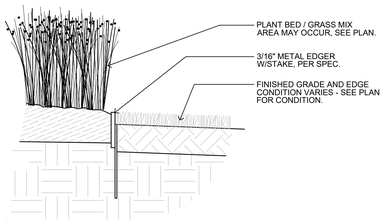
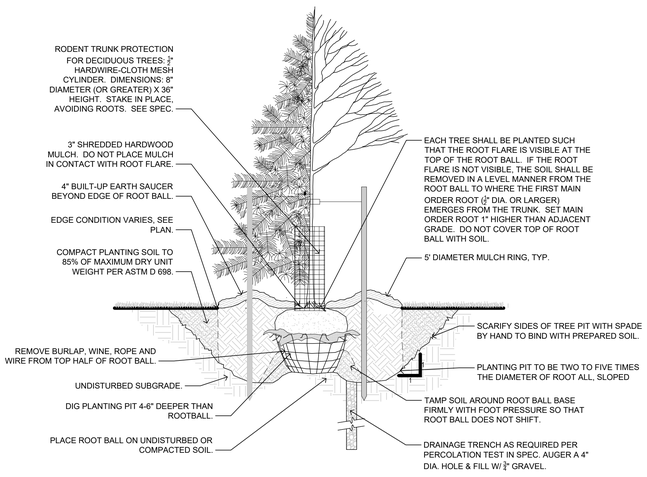
STREET INTERSECTION VIGNETTES

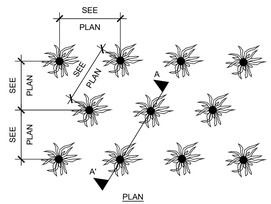
L1.2



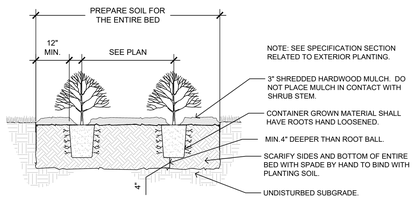
04 L2.0 TURF @ PLANT BED 1-1/2" - 1'-0"



01 L2.0 TREE PLANTING DETAIL, TYP. 1/2" = 1'-0"

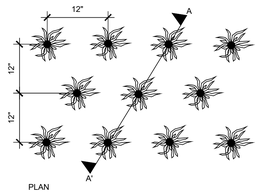


PLAN

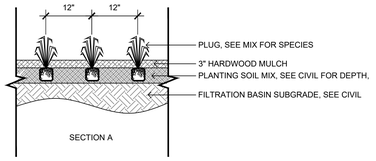


SECTION A'-A

02 L2.0 PLANTING DETAIL, TYP. 1/2" = 1'-0"



PLAN



SECTION A

03 L2.0 STORM FEATURE PLUG LAYOUT 1/2" = 1'-0"

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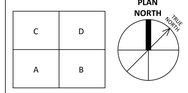

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LANDSCAPE DETAILS

L2.0



VIEW FROM SOUTHWEST CORNER OF SITE



VIEW FROM NORTHEAST CORNER OF SITE LOOKING NORTH



VIEW FROM SOUTH SIDE OF SITE LOOKING SOUTHEAST



VIEW FROM EAST SIDE OF SITE LOOKING WEST



VIEW FROM NORTHEAST CORNER OF SITE LOOKING EAST



VIEW FROM SOUTHWEST SIDE OF SITE LOOKING EAST

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KEY PLAN

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EXISTING SITE IMAGES

A0.1

10/16/2020 5:47:29 PM

70TH STREET W

1
A0.41

FRANCE AVE S

EWING AVE S

DREW AVE S

71ST STREET W

SITE B
RETAIL/COMMERCIAL/GROCER

SITE A
RESIDENTIAL
TOWER

SITE C
MULTIFAMILY
RESIDENTIAL

SITE D
BANK

FOR SITE D
INFORMATION:
REFER TO SHEETS
A.010-D, A.020-D, AND
A.030-D

180' - 2"
12' - 4"
98' - 4"
51' - 9"
25' - 10"
66' - 6"
182' - 4"
42' - 5"
246' - 6"
26' - 9"
37' - 11"
57' - 8"
61' - 4"
45' - 2"
181' - 2"
DN

1
A0.40

1 A0.2 **ARCHITECTURAL SITE PLAN**
1" = 20'-0"

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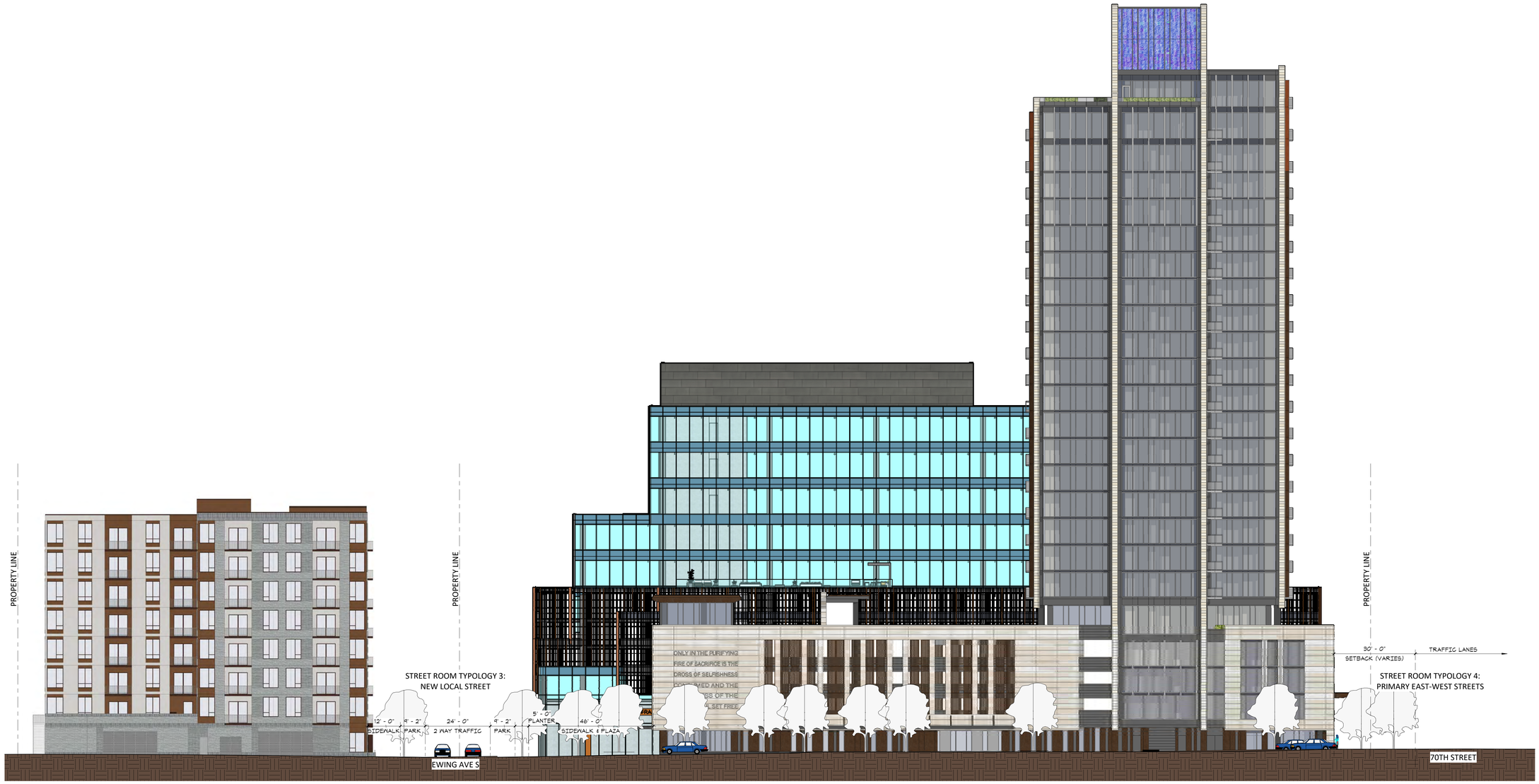
SITE PLAN

A0.2



1 A0.40 **EAST SITE ELEVATION**
1/16" = 1'-0"

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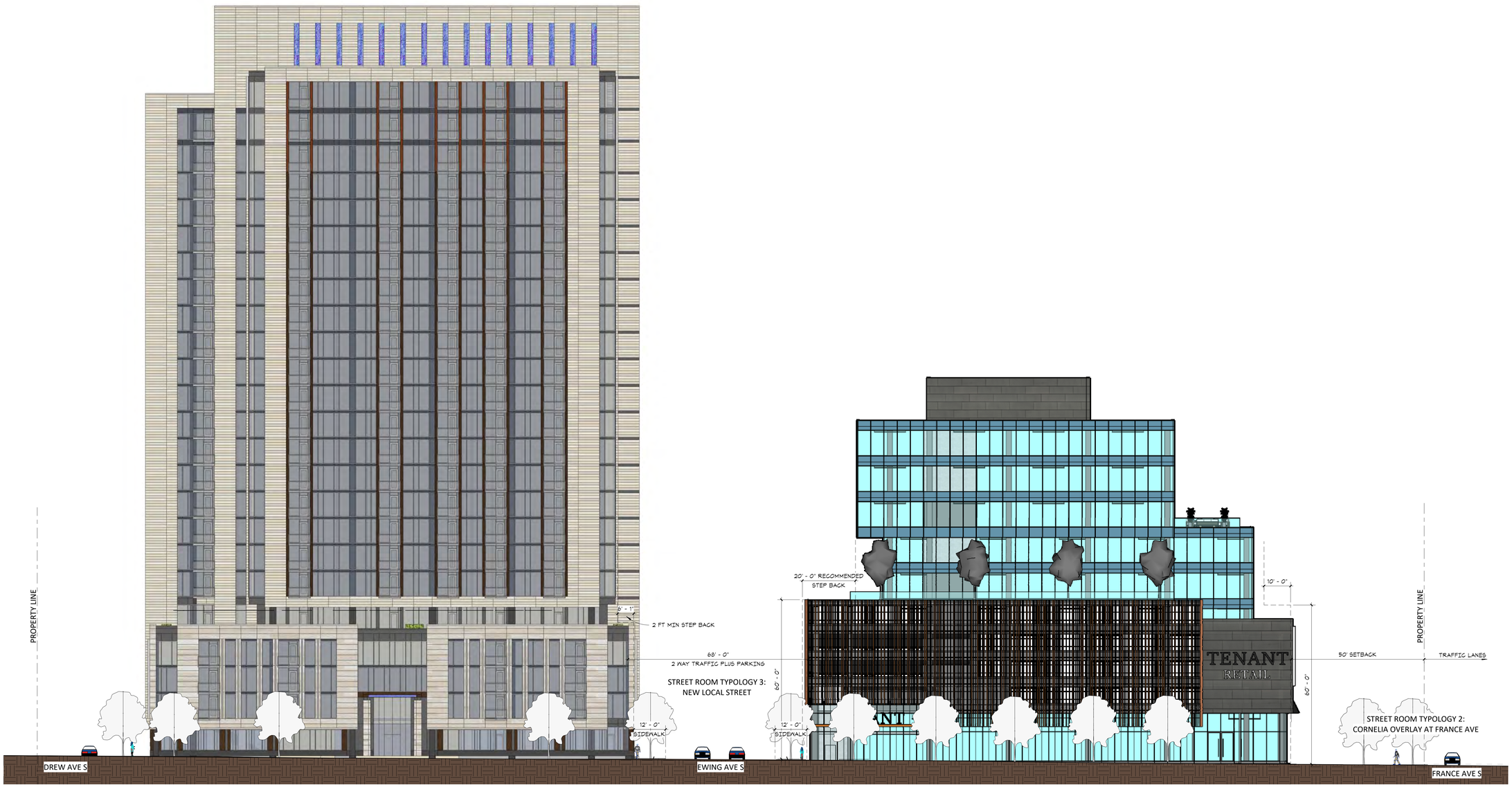
EXTERIOR ELEVATIONS - SITE

A0.40



1 A0.41 **NORTH SITE ELEVATION**

1/16" = 1'-0"

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KEY PLAN

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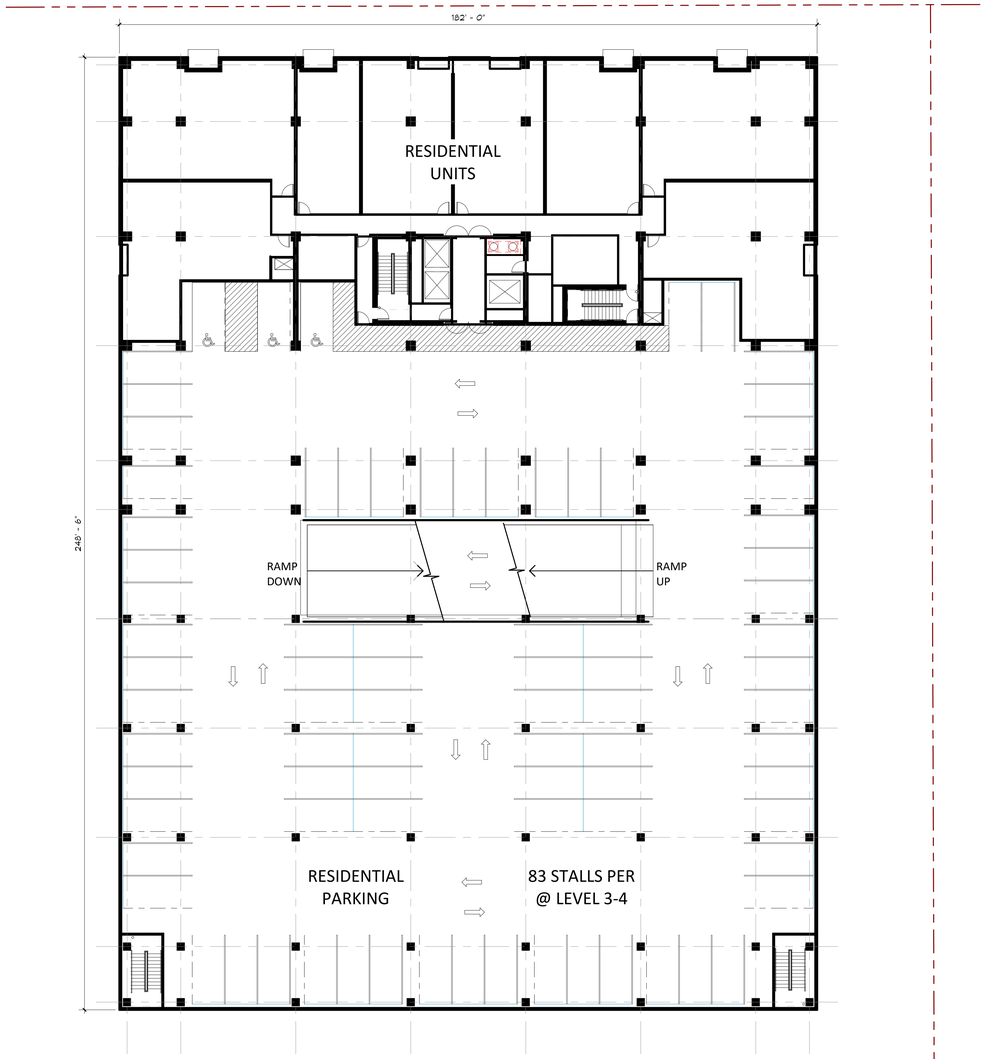
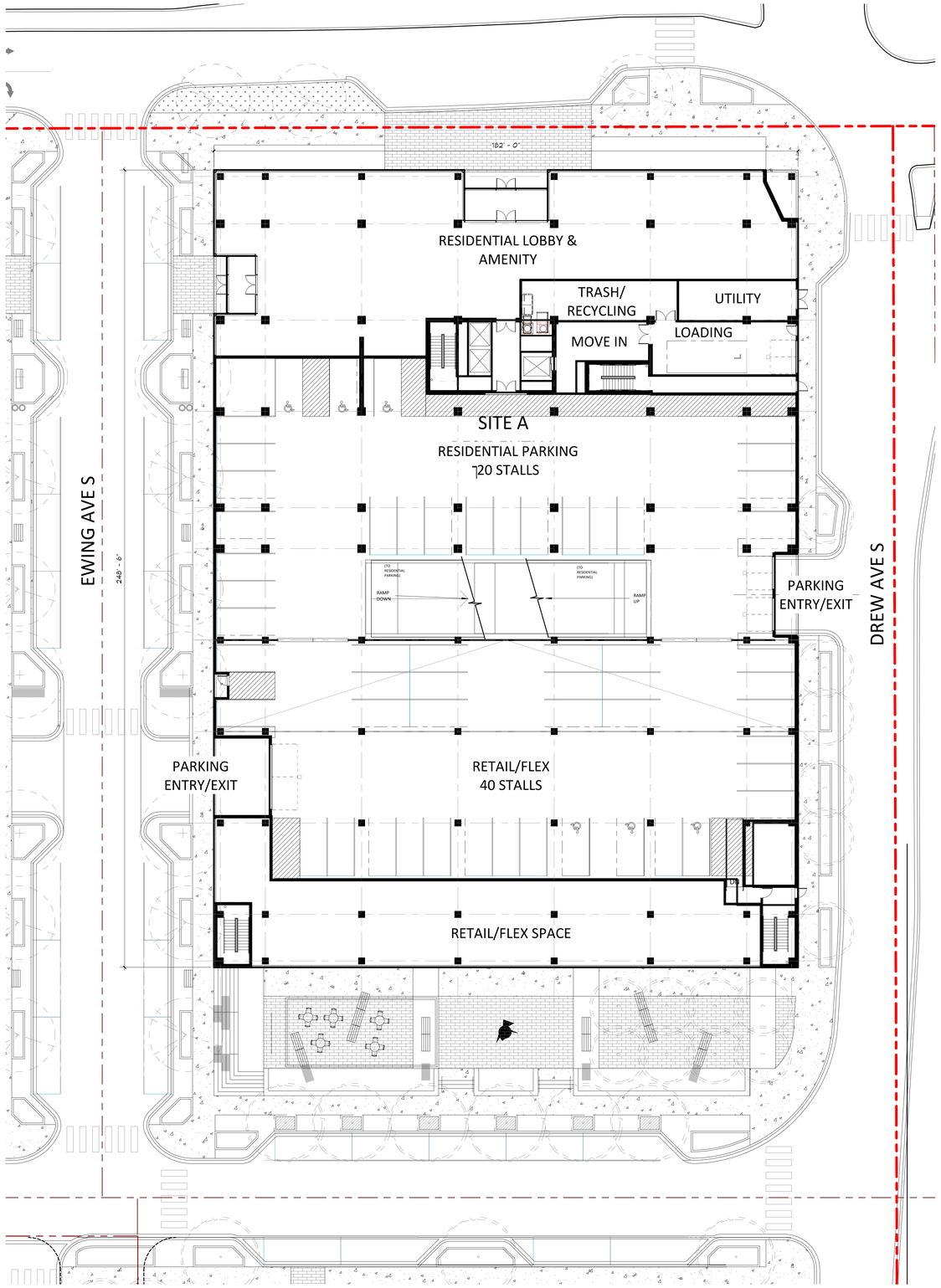
EXTERIOR ELEVATIONS - SITE

A0.41



2 A0.20-A **SITE 'A' LEVEL 2-4 FLOOR PLAN**
1/16" = 1'-0"



1 A0.20-A **SITE 'A' LEVEL 1 FLOOR PLAN**
1/16" = 1'-0"

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KEY PLAN

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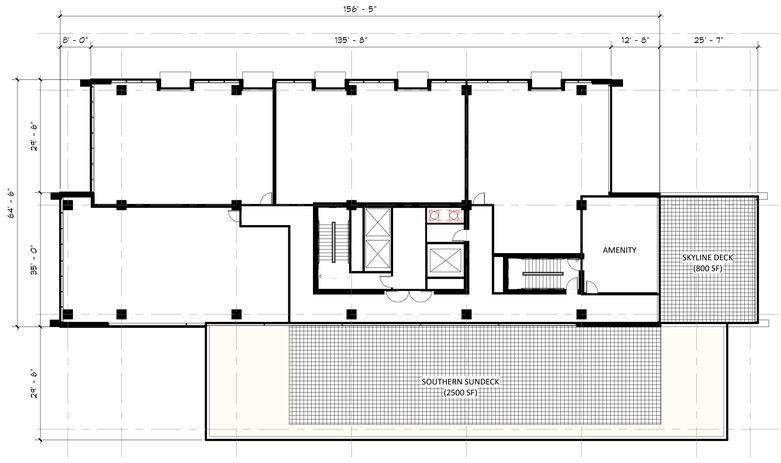
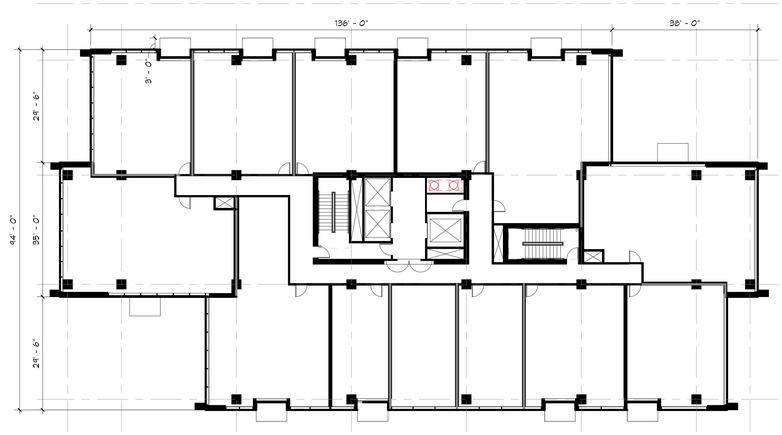
SITE A FLOOR PLANS

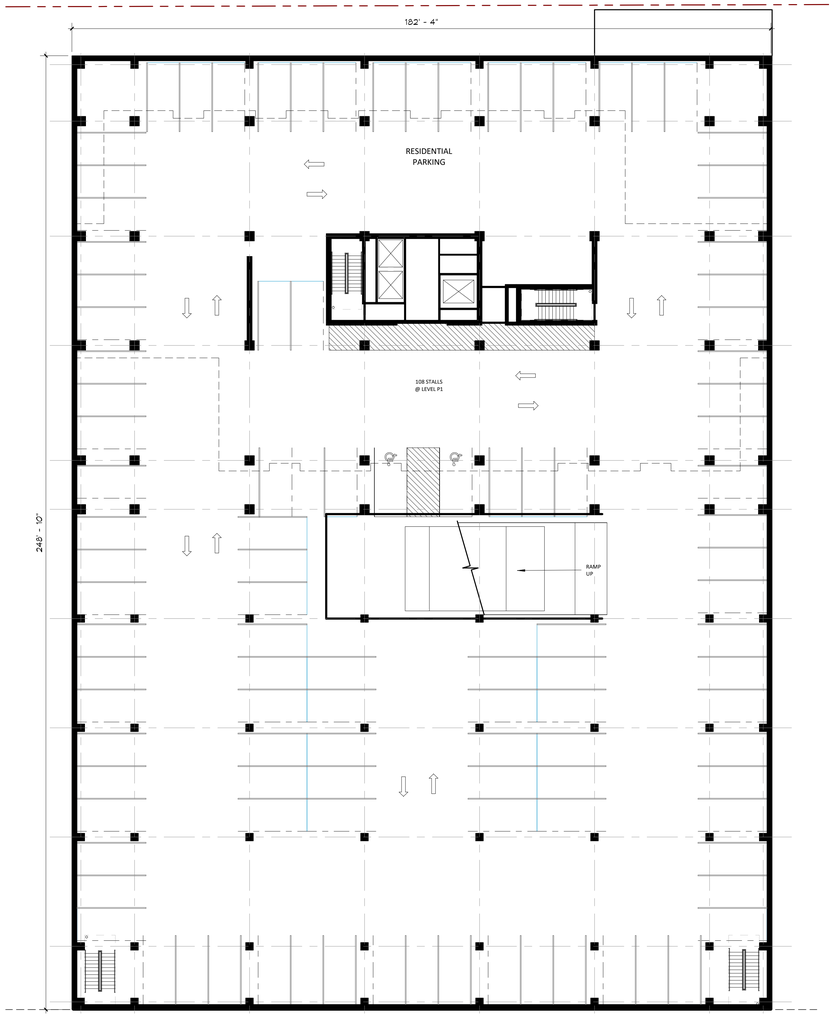
A0.20-A



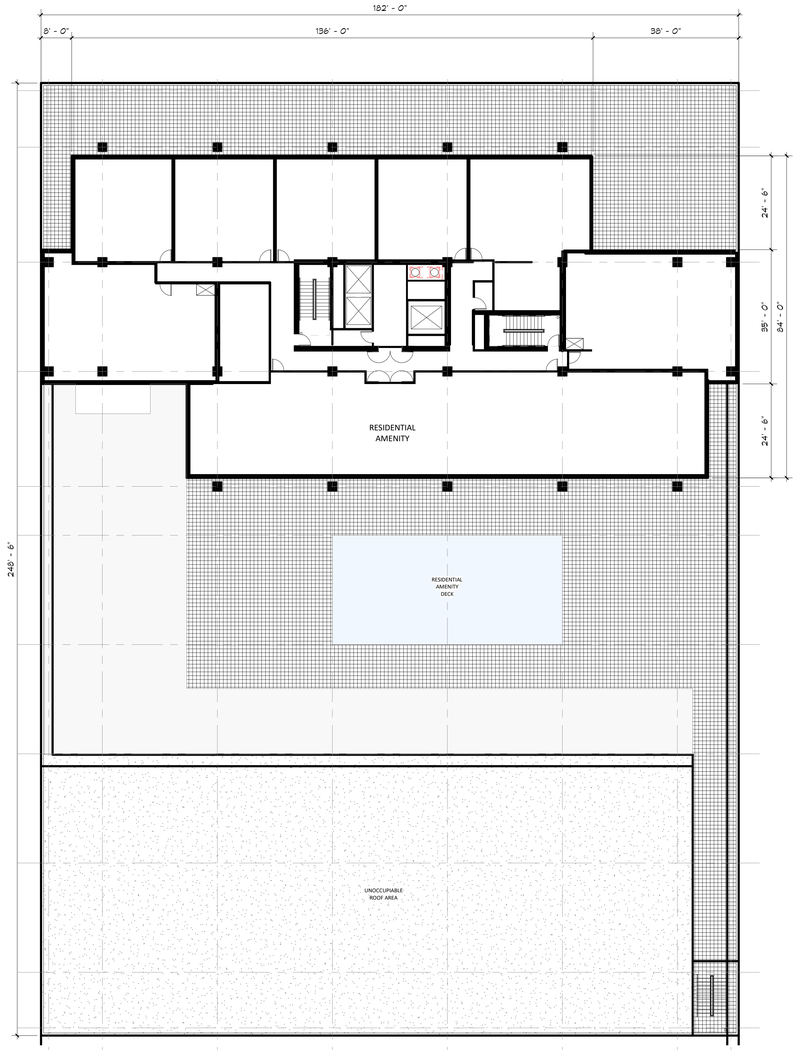
3 A0.21-A **LEVEL 24 FLOOR PLAN**
1/16" = 1'-0"



2 A0.21-A **LEVEL 6-23 FLOOR PLAN**
1/16" = 1'-0"



4 A0.21-A **SITE 'A' LEVEL P1 FLOOR PLAN**
1/16" = 1'-0"



1 A0.21-A **LEVEL 5 FLOOR PLAN**
1/16" = 1'-0"

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KEY PLAN

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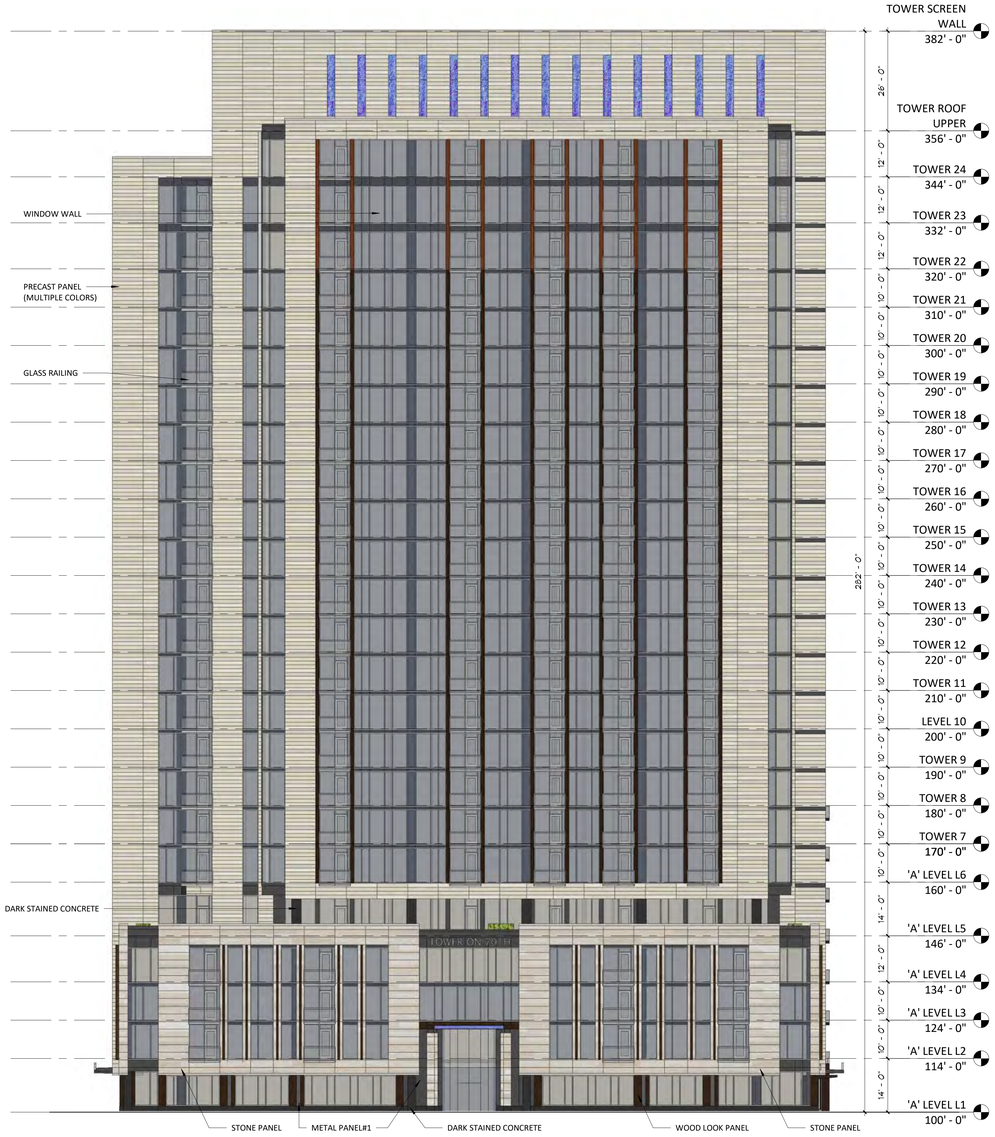
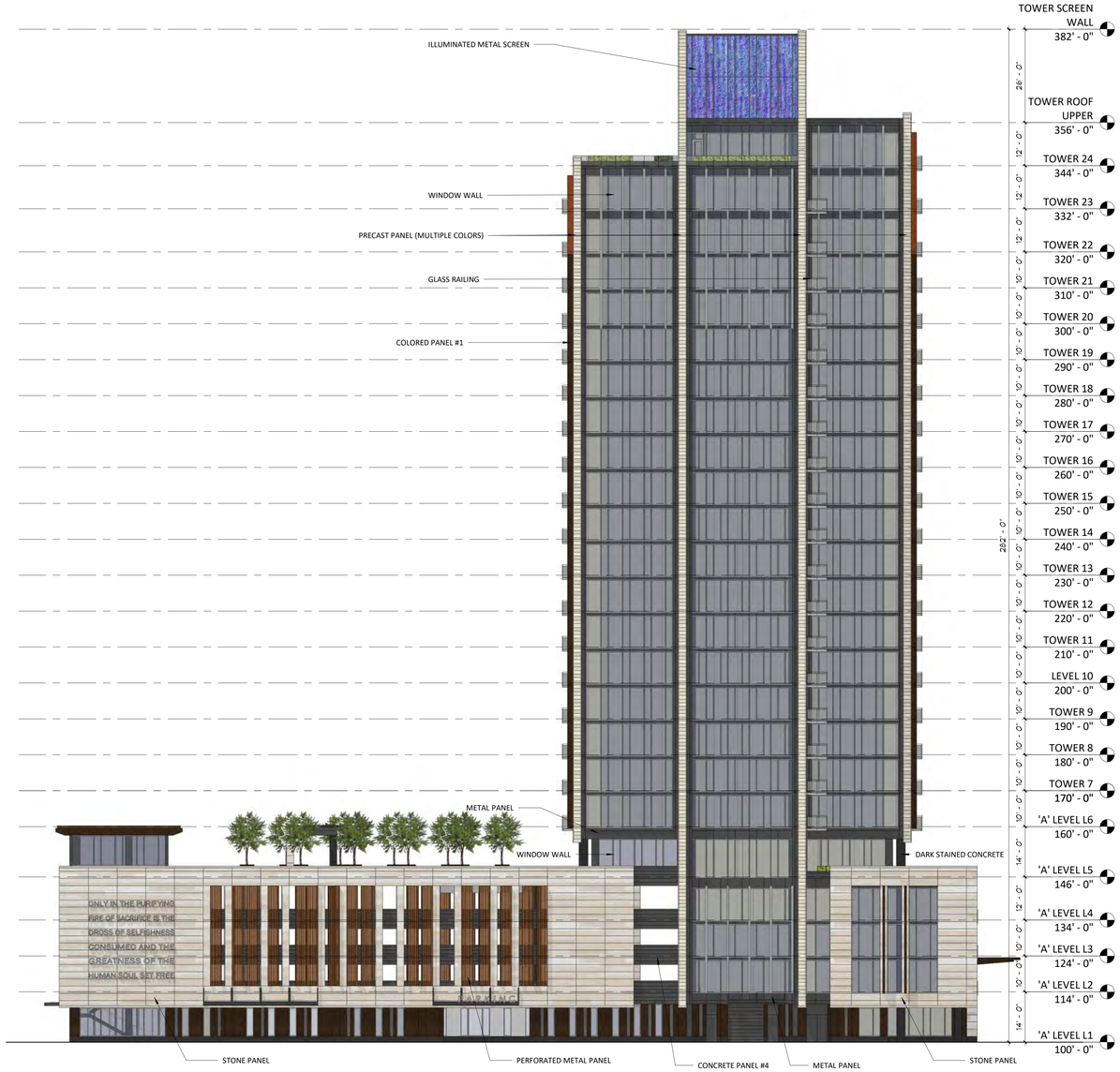
SITE A FLOOR PLANS

A0.21-A

MATERIAL COUNTS - SITE A								
	NORTH		EAST		SOUTH		WEST	
WINDOW WALL	28074	55%	16008	50%	27422	55%	16699	52%
ILLUMINATED DECORATIVE SCREEN	480	1%	735	2%	480	1%	735	2%
METAL PANEL	4524	9%	6100	19%	2253	5%	5744	18%
PRECAST PANEL	18076	35%	7557	24%	17302	35%	7244	23%
VERTICAL SCREEN AT PARKING	0	0%	1375	4%	1955	4%	1720	5%
TOTAL SF	51154	100%	31775	100%	49412	100%	32142	100%



2 A0.30-A **NORTH ELEVATION**
1/16" = 1'-0"



1 A0.30-A **EAST ELEVATION**
1/16" = 1'-0"

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SITE A ELEVATIONS

A0.30-A

70th & France

Edina, MN

MATERIAL COUNTS - SITE A								
	NORTH		EAST		SOUTH		WEST	
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ILLUMINATED DECORATIVE SCREEN	480	1%	735	2%	480	1%	735	2%
METAL PANEL	4524	9%	6100	19%	2253	5%	5744	18%
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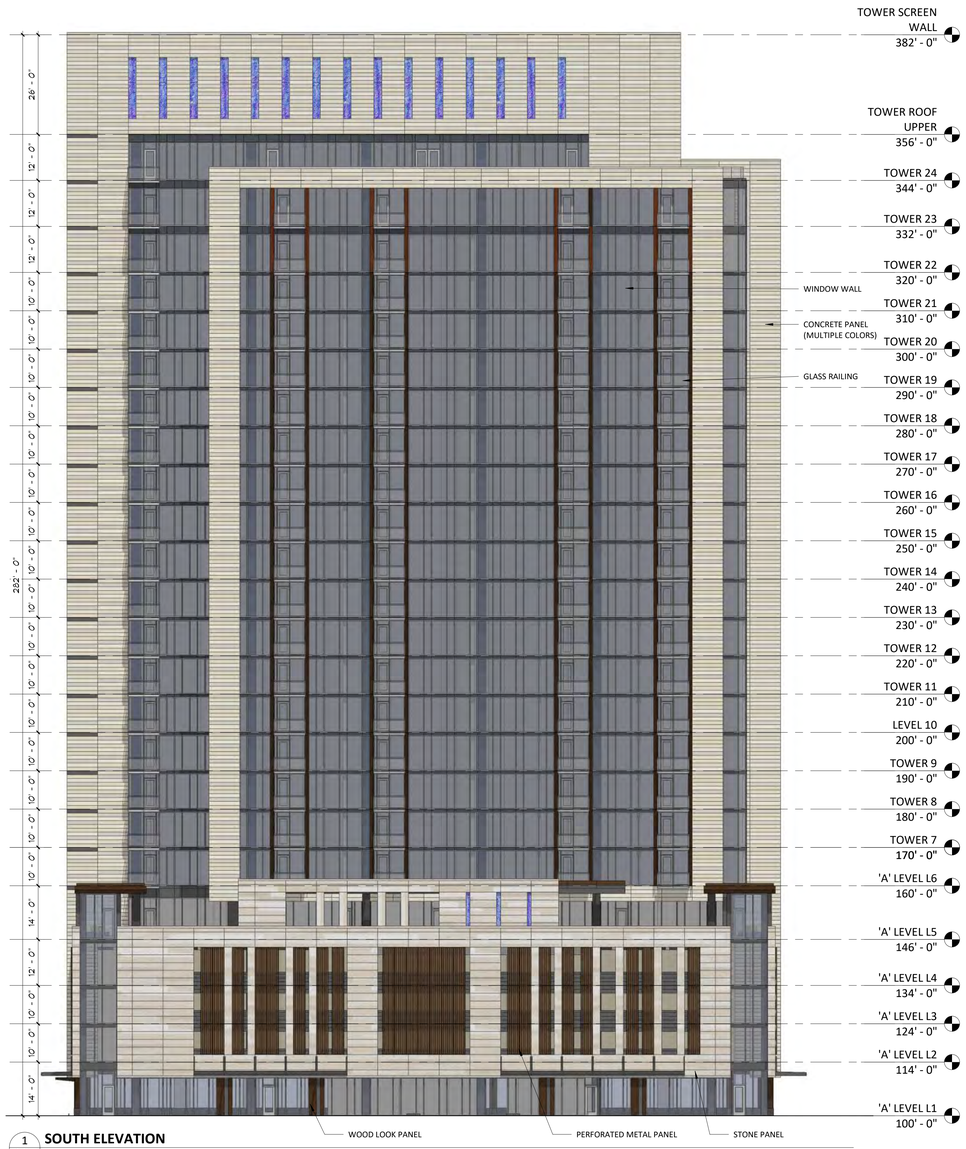

1 A0.31-A **SOUTH ELEVATION**
1/16" = 1'-0"



2 A0.31-A **WEST ELEVATION**
1/16" = 1'-0"

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SITE A ELEVATIONS

A0.31-A



VIEW FROM NORTHWEST



VIEW FROM NORTHWEST



VIEW LOOKING NORTH



VIEW FROM NORTHEAST



VIEW FROM NORTHWEST



VIEW LOOKING WEST



VIEW LOOKING SOUTH



VIEW LOOKING SOUTH



VIEW LOOKING WEST

ORDINANCE NO. 2021-___

AN ORDINANCE AMENDING THE ZONING ORDINANCE TO AMEND THE PUD-20, PLANNED UNIT DEVELOPMENT-20, AT 7001 AND 7025 FRANCE AVENUE

The City Of Edina Ordains:

Section 1. Chapter 36, Article VIII, Division 4 is hereby amended to add the following:

Sec. 36-504 Planned Unit Development District-20 (PUD-20) – 70th and France

(a) *Legal description:*

Lot 1, Block 1, except that part thereof which lies Northwesterly of a line drawn from a point on the North line of Section 32, Township 28, Range 24 distant 110 feet Easterly of the Northwest corner of said section to a point on the West line thereof distant 110 feet Southerly of said Northwest corner; Lot 2, Block 1, except the Eastly 70 feet thereof; Yorktown, Hennepin County, Minnesota.
(Torrens Property: Certificate of Title No. 1077413)

(b) Approved Plans. Incorporated herein by reference are the re-development plans, including the master development plan for the site received by the City on ~~January 25 and June 4, 2021~~ _____ except as amended by City Council Resolution ~~No. 2021-21~~ _____ on file in the Office of the Planning Department.

(c) Principal Uses:

All uses allowed in the PCD-3 Zoning District
All uses allowed in the PCD-3 Zoning District
Multifamily Residential
Office

(d) Accessory Uses:

All accessory uses allowed in the PCD-3 Zoning District.
All accessory uses allowed in the PCD-3 Zoning District

(e) Conditional Uses:

All conditional uses allowed in the PCD-3 Zoning District.
All conditional uses allowed in the PCD-3 Zoning District

Existing text – XXXX
Stricken text – ~~XXXX~~
Added text – **XXXX**

(f) Development Standards. In addition to the development standards per the PCD-3 Zoning District, the following shall apply:

Building Setbacks Front – France Avenue Front – 70th Street Side – East Side – South	 50 feet – Lot 1 (measured to the curb) 40 feet – Lot 4* (see (i) below) 18-28 feet 35 feet 10 feet
Building Height	1, ~~9, 10~~ , 7, 8 & 24 stories
Density	67 units per acre
Floor Area Ratio (FAR)	2.1%
Parking	~~1,170~~ 1,112 spaces total (23 for the bank)

(g) Signs shall be regulated per the POD-2 Zoning District for the office uses and PCD-3 for retail uses, and PRD, for the residential uses. In addition, the wall signs shown on the final development plans for the building on Lot 1 shall be allowed.

(h) The residential housing on the site shall comply with the City's New Multi-Family Affordable Housing Policy in place as of December 2020.

(i) Any future construction on Lot 4, after the construction of US Bank with a 40-foot setback to France Avenue, must comply with the 50-foot setback requirement from France Avenue.

Section 3. This ordinance is effective immediately upon its passage.

First Reading:

Second Reading:

Published:

ATTEST:

_____ _____

Sharon Allison, City Clerk James B. Hovland, Mayor

Please publish in the Edina Sun Current on:

Send two affidavits of publication.

Bill to Edina City Clerk

CERTIFICATE OF CITY CLERK

I, the undersigned duly appointed and acting City Clerk for the City of Edina do hereby certify that the attached and foregoing Ordinance was duly adopted by the Edina City Council at its Regular Meeting of _____, 2021, and as recorded in the Minutes of said Regular Meeting.

WITNESS my hand and seal of said City this _____ day of _____, 2021.

_____

City Clerk

Survey Responses

30 January 2019 - 07 October 2021

Public Hearing Comments-70th & France Revision

Better Together Edina

Project: Public Hearing: A revision to the approved re-development plans for the southeast corner of 70th and France (7001 & 7025 France Ave. S).

BANG THE TABLE engagementHQ

VISITORS	
	110

CONTRIBUTORS			RESPONSES		
9			9		
0 Registered	0 Unverified	9 Anonymous	0 Registered	0 Unverified	9 Anonymous

Respondent No: 1
Login: Anonymous
Email: n/a

Responded At: Oct 02, 2021 17:36:38 pm
Last Seen: Oct 02, 2021 17:36:38 pm
IP Address: n/a

Q1. **First and Last Name** Kelly Veit

Q2. **Address** 6809 Cornelia Drive

Q3. **Comment**

The new revisions presented by the developer are absolutely ridiculous. They pushed through their goal of a 24 story apartment building with the lure of a “work force” housing apartment building. By the end of the intitial conversation regarding this property they changed their tune to “ we will look into possibly providing affordable housing” (I am loosely quoting here, but they changed their tune at the final meeting). Now they want to put a parking garage instead. If anyone would pay attention to the Greater Southdale Design Plan, this is no way works with that. Why would you possibly need a huge parking garage for the proposed 1500sqft of retail? A large parking garage was not required for the initial plan of two rather large residence buildings. Why now? There is absolutely no need for a parking garage. There is also no need for a 24 story residence, but the city council that voted that in felt differently from the city residents. I feel that the council needs to table this project. It is not right for the area. Please look at the parking garage at 70th and York as an example. It creates a wall to the shopping area at the galleria. You can’t walk through it, it’s ugly and it does nothing to add to the area. I suspect that the parking garage is also never fully utilized. Wait until something more appropriate comes available for this development.

Respondent No: 2
Login: Anonymous
Email: n/a

Responded At: Oct 02, 2021 22:26:19 pm
Last Seen: Oct 02, 2021 22:26:19 pm
IP Address: n/a

Q1. **First and Last Name** Brandt Uthus

Q2. **Address** 6929 Cornelia Drive

Q3. **Comment**

Cornelia Drive is a cut through that people take to avoid the traffic and congestion at 70th and France. I live on Cornelia Drive. My wife and I have 3 young kids. Within a span of 6 houses there are 15 young kids. Traffics and SPEED of traffic on Cornelia Drive is extremely dangerous and has only gotten worse as development on France has caused people to seek more efficient routes for travel. This new project will almost certainly exacerbate the problem. Overall I support the project, but if Cornelia Drive traffic and speed of traffic isn't dealt with, the City is going to experience a tragic accident. Please address traffic on Cornelia Drive as a consequence for this new project.

Respondent No: 3
Login: Anonymous
Email: n/a

Responded At: Oct 03, 2021 08:38:26 am
Last Seen: Oct 03, 2021 08:38:26 am
IP Address: n/a

Q1. **First and Last Name** Marilyn Listvan

Q2. **Address** 5509 Highland Road, Edina, MN 55436-2535

Q3. **Comment**

This proposed change seems like “bait and switch”. Edina needs to keep focused on providing affordable housing for sustaining (or creating) a vibrant, diverse population. While parking is important, that should have been considered in the original proposal and should not be switched in at the elimination of affordable housing!!

Respondent No: 4
Login: Anonymous
Email: n/a

Responded At: Oct 03, 2021 15:41:17 pm
Last Seen: Oct 03, 2021 15:41:17 pm
IP Address: n/a

Q1. **First and Last Name** Eva Lockhart

Q2. **Address** 4448 Fondell Drive

Q3. **Comment**

A twenty four story building here, at the actual edge of a residential, single family neighborhood, with an elementary school only blocks away, is absolutely NOT what we need or every should have in Edina. The shadow of this building alone is an issue for everyone living in very close vicinity of this building. We currently have 4-6 story apartment buildings on very busy roads, with no single family housing, nor schools nearby (such as at the intersections of 66th and Xerxes (York) Avenues, yet here, with single family homes, and people walking, strolling with children and pets and small children walking to school, you want A 24 STORY BUILDING?! This is outrageous and completely not acceptable to the neighborhood! No one is complaining about having affordable housing here; no one was complaining about an apartment building, but 24 floors? How many houses will change their view from trees and shrubs to a giant glass tower? How many more people will be taking short cuts through the neighborhood to speed up their commute if they are driving up 70th from highway 100 or crosstown 62? Hundreds more people will live in such a building, versus the one that was originally planned. Would YOU or any of the commissioners and/or mayor enjoy living within two to three blocks of this size building? We did not all move to Edina in order to live next to skyscrapers! This is so out of line. It is one thing, in a purely commercial and high density zone (like the street on which Byerly's can be accessed as well as Target) for a large scale design like this to go up. For it to appear with a half block of single family homes is absurd, and dangerous as far as traffic flow is concerned. Small children walking to and from school would suddenly encounter how many hundreds more cars as people cut through the neighborhood for short cuts? We already hear racing cars along highway 100 and 494 at night, and now they'll race through our neighborhood as well? This is unsafe, will look unsightly and how many more hundreds of apartment buildings are really needed in our city? Why aren't 4-6 story condominiums or townhomes being built here instead? Or, at the very least, affordable housing in a normal scale building? This is a real affront to Edina residents and an insult to our intelligence to assume we would all be okay with this! I am disgusted and appalled by this. Rethink this proposal NOW!

Respondent No: 5
Login: Anonymous
Email: n/a

Responded At: Oct 03, 2021 16:02:41 pm
Last Seen: Oct 03, 2021 16:02:41 pm
IP Address: n/a

Q1. **First and Last Name** Gregg Swedberg

Q2. **Address** 6700 Brittany Rd, Edina

Q3. **Comment**

There is no place in Edina for 24 stories of ANYTHING. The Council never should have approved the plan in the first place. The idea that now we have to replace affordable housing with an 8-story parking ramp is even more ludicrous. In what world do we need or want 8 stories of parking (higher than the Mall of America) in Edina? I appreciate that density is desired and necessary. But does it all have to be done NOW? And all in one block? Can we not build up to a development of this size to meet a demand instead of speculating on one? Until this area gets more infrastructure, it will cause traffic headaches. Please plan ahead.

Respondent No: 6
Login: Anonymous
Email: n/a

Responded At: Oct 04, 2021 15:52:40 pm
Last Seen: Oct 04, 2021 15:52:40 pm
IP Address: n/a

Q1. **First and Last Name** Jane Fandrey

Q2. **Address** 7320 Glouchester Drive / Edina

Q3. **Comment**

I'm curious where the children in this development will go to school. Presumably in a development this large, even if most renters/owners are assumed to be childless, there will be a fairly large number of kids. Cornelia Elementary seems to be at maximum attendance. Further, I really don't like the appearance of the building. I don't love the ticky tacky office building appearance and think that something a little less industrial/glass block would be pleasanter. Surely there's a middle ground between Louis Sullivan's early skyscrapers and this, something that might evoke the idea that humans live within it, rather than bytes in a data farm. I appreciate the thought that's gone into keep the human element at street level and the parks (even though in practice I've found parks in this type of development to feel a little cold and alienating, meant more for looking good in a brochure than for actual use), and I hope that some decent retail is found to fill the space.

Respondent No: 7
Login: Anonymous
Email: n/a

Responded At: Oct 04, 2021 19:09:54 pm
Last Seen: Oct 04, 2021 19:09:54 pm
IP Address: n/a

Q1. **First and Last Name** Sam Sturm

Q2. **Address** 7121 Bristol Blvd; Edina, MN 55435

Q3. **Comment**

These plans for a new US Bank branch, a 24-story apartment, a office/retail building, and a parking ramp don't excite me very much. There isn't much planned with this new development for us local residents to enjoy or look forward to. When I think of the Southdale region, I think of visionary developments such as Southdale Mall and Centennial Lakes. Both the mall and the park can be used by the public year-round. Both make this area a desirable place to live for people who live in the greater region. Now, it seems like the Southdale area is now getting a lot of new apartments to increase the density of people, but we're not committed to incorporating new public spaces with these new developments like those in the old tradition. Why can't this new development bring new public, recreational space to the area just live Centenial Lakes did? This development doesn't even seem to include a water feature to look at, let alone any space for activities. If nothing else, my hope is a 24 story building is not built in this location. A building this tall would seem out-of-place - even with the 16-story Bauer nearby - and block a lot of my sight-lines from my east-facing windows.

Respondent No: 8
Login: Anonymous
Email: n/a

Responded At: Oct 05, 2021 10:19:53 am
Last Seen: Oct 05, 2021 10:19:53 am
IP Address: n/a

Q1. **First and Last Name** Karen Huffman

Q2. **Address** 4724 Dunberry Lane

Q3. **Comment**

A 24-story apartment building?? Are you kidding? Because we are without sufficient public transportation, traffic will be a nightmare—an ugly 8-level parking facility ensures that! Edina needs NO more apartment buildings! Please keep our city a desirable place to live, not just another bedroom community.

Respondent No: 9
Login: Anonymous
Email: n/a

Responded At: Oct 07, 2021 05:49:11 am
Last Seen: Oct 07, 2021 05:49:11 am
IP Address: n/a

Q1. **First and Last Name** John Haugen

Q2. **Address** 5709 Beard Ave S

Q3. **Comment**

The city needs to publish here why the developer removed the 9 story apartment building and why 9 stories of parking are necessary. Showing the changes to the plan without explanation does not serve public understanding. That amount of parking seems excessive.

DATE: 10/7/2021

TO: 7001 France Ave S, Owner and Development Team

CC: Cary Teague – Community Development Director

FROM: Chad Millner, PE, Director of Engineering
Zuleyka Marquez, PE, Graduate Engineer
Grace Hancock, Sustainability Coordinator
Andrew Scipioni, Transportation Planner

RE: **7001 France Avenue – Development Review, Revised**

The Engineering Department has reviewed the subject property for pedestrian facilities, utility connections, grading, flood risk, and storm water. Plans reviewed included civil, landscape, stormwater plans, and survey dated 9/13/21.

	Review Comment	Required For
General		
1.	Existing easements held by the City require Council action to vacate if deemed appropriate and necessary for the project. Consideration of requests can require up to 60-days to process.	General Comment
2.	Deliver as-build records of public and private utility infrastructure post construction.	Certificate of Occupancy
3.	Maintenance of sidewalks and streets internal to the site to be responsibility of property owner. Maintenance of sidewalks on France Ave and 70th Street will be by the City. City snowplowing operations are 5-ft wide on these sidewalks. If owner wants a wider path, this would be the responsibility of the owner. Note, the locations of permeable pavers and colored concrete should be noted on the plans and are considered the property owner's maintenance responsibility.	General Comment
Survey		
4.	An existing and proposed site condition survey is required.	Grading/Building Permit
4.1	Show all existing and proposed public and private easements.	Grading/Building Permit
Living Streets		
5.	Design sidewalks to meet ADA requirements.	Grading/Building Permit
6.	Saw cut concrete sidewalk joints on public sidewalks.	Grading/Building Permit

7.	Public sidewalk to be minimum 8-ft wide with an 8-ft boulevard along France Avenue and 5-ft wide minimum with a 5-ft minimum boulevard along 70th Street.	Grading/Building Permit
8.	Public access easements will be required to allow the public to use the streets and sidewalks internal to the site. Maintenance of all internal streets and sidewalks shall be the responsibility of the owner. This aligns with the Southdale Area Design Guidelines.	General Comment
9.	The applicant should consider additional pedestrian and bicycle crossings/connections to Brandon Square Mall to the east and Rue de France mall to the south.	General Comment
Traffic and Street		
10.	Review fire access requirements with fire department. Fire truck turning template attached.	Grading/Building Permit
11.	Driveway Entrance permit required for entrance reconstruction.	Building Permit
12.	Refer to standard plates 410 and 415. Minimum of 24' in width for two-way drive. 20' provided for center drive. 15' radii per standard plates; various radii provided.	Building Permit
13.	Road and lane closures on France Ave S must be coordinated with Hennepin County. Street repairs must be completed to the County's standards.	General Comment
14.	70th St W was reconstructed in 2007. Road patching on 70th St W shall conform to Edina Standard Plates 540 and 543.	Certificate of Occupancy
15.	Provide easements or right-of-way along 70th St W to accommodate recommended additional vehicle lane, boulevard and pedestrian and bicycle facilities.	Certificate of Occupancy
16.	Provide easements for future public streets at two locations. Along the center street south to the southerly property line and along the east property line to the southerly property line.	Certificate of Occupancy
17.	Consider providing directional signage/information for local transit services or subsidizing transit passes for tenants and employees.	General Comment
18.	Provide 57 bicycle parking stalls (5% of proposed vehicle parking). Of these, 38 (min.) should be provided in the parking ramp; the remaining 19 (min.) should be provided elsewhere on the site. All bicycle parking stalls should be in convenient, well-lit locations within 50' of a public entrance to a principal building. Rack style and spacing should follow the recommendations of the Association of Pedestrian and Bicycle Professionals (APBP).	Grading/Building Permit

19.	Turning movements and travel routes for delivery vehicles should be reviewed. Steps should be taken to minimize the impact of delivery vehicles on pedestrian and bicycle movement through the site (additional signage, designated delivery zones, etc.)	General Comment
20.	Proposed trees, vegetation, signage and other items adjacent to intersections should maintain a clear view zone as defined in Section 26-190 of City Code.	Grading/Building Permit
21.	Implement Tier 2 Travel Demand Management strategies (5 minimum). Those proposed by the applicant include; 1. Covered bicycle parking and a bicycle repair station. 2. Internal and perimeter sidewalks with boulevard trees, landscaping and other buffers between motor vehicle traffic. 3. Marked pedestrian crosswalks. Other strategies recommended by staff include; 1. Designate EV charging stations as recommended by staff (see Sustainability below). 2. Designate parking stalls for car sharing service (i.e, HourCar), placed in visible, convenient locations near pedestrian and bicycle facilities. 3. Widen internal sidewalks to 8' (minimum) to accommodate shared pedestrian and bicycle use or installing bicycle pavement markings on internal streets. 4. Maintain or widening the existing vegetated boulevards to improve user safety and comfort. 5. Provide additional pedestrian and bicycle crossings/connections to Brandon Square Mall to the east and Rue de France mall to the south. 6. Provide directional signage/information for transportation amenities (adjacent transit services, bicycle parking, car sharing, adjacent parks/trails). 7. Subsidize transit passes for tenants and employees.	Certificate of Occupancy
Sanitary and Water Utilities		
22.	Verify fire demand and hydrant locations. Attached system flow/pressure curve provided for developer's design.	Grading/Building Permit
23.	Domestic water shall be sized by the developer's engineer.	Grading/Building Permit
24.	Domestic sanitary shall be sized by the developer's engineer.	Grading/Building Permit
25.	Apply for a sewer and water connection permit with Public Works.	Prior to Starting Utility Work

25.1	Meter required for building service line and combined lines. No meter required for fire only service line.	Grading/Building Permit
25.2	Public Works to determine acceptable installation methods.	Grading/Building Permit
26.	Disconnected sanitary and water services to be capped at main.	
27.	A SAC determination will be required by the Metropolitan Council. The SAC determination will be used by the City to calculate sewer and water connection charges	Grading/Building Permit
28.	Single connection from main for fire and domestic, split after main connection.	Grading/Building Permit
29.	No evidence of a well onsite. If any wells are found during construction, wells not in use must be sealed by a licensed well contractor per MN Rules, Chapter 4725.	Certificate of Occupancy
Storm Water Utility		
30.	Provide final geotechnical report with soil borings. Draft report was provided date 10/14/2020 as attachment to stormwater report.	Grading/Building Permit
31.	Provide hydraulic and hydrologic report meeting watershed and state construction site permit requirements. Latest report provided dated 10/21/20. Provide revised report for comments.	Grading/Building Permit
32.	Submit watershed district permit and copies of private maintenance agreement in favor of watershed.	Grading/Building Permit
33.	Attached to this review is a technical memorandum from Barr Engineering that reviewed the potential for backflow in the existing conditions, and nearby flood elevations to inform design. A. The site existing conditions should assume that the site accepts no backflow from public systems. The attached report provides a summary of additional model detail to inform the review. B. The attached report shows the site accepts overflow from nearby private commercial systems. The applicant can exclude these flows in the existing conditions to the extent that they can reduce them in the proposed conditions. Work with neighboring property on proposed changes and the flood risk associated with these flows. C. Design should account for tailwater. The attached report provides hydraulic grade line in nearby France Avenue system for use. D. Design should account for existing pumped flow configuration. The attached report assumes pumping	Grading/Building Permit

	rates at 1cfs. Further information was requested, but useful information was not provided. We will accept additional evidence of current pump size and flow characteristics if you wish to modify this assumption.	
34.	Coordinate landscaping plan and stormwater management plan. Trees planned in underground infiltration system vicinity.	Grading/Building Permit
Grading Erosion and Sediment Control		
35.	A SWPPP consistent with the State General Construction Site Stormwater Permit is required.	Grading/Building Permit
Constructability and Safety		
36.	Construction staging, traffic control, and pedestrian access plans will be required. Be prepared to provide detailed plans for construction phasing and minimization of pedestrian and traffic impacts.	Grading/Building Permit
37.	Retaining walls over 4-ft in height require design by a structural engineer.	Grading/Building Permit
38.	Any needed closures of France Avenue shall be coordinated with Hennepin County.	General Comment
39.	70th Street shall not be used for construction staging. Any short-term closures shall be approved by the City Engineer.	General Comment
40.	Construction staging or construction fencing shall not impede the City's ability to snowplow the adjacent streets. If construction fencing removes storage space for snow, developer shall be responsible for snow removal in the street adjacent to any impacts to City operations.	General Comment
41.	Developer shall consider pre-condition surveys of 70th Street and France Avenue to aid in determine post-construction impacts caused by the project. Impacts caused by the project shall be the responsibility of the contractor to correct.	General Comment
Other Agency Coordination		
42.	MDH, MPCA and MCES permits required as needed.	Grading/Building Permit
43.	Nine Mile Creek Watershed District permit is required.	Grading/Building Permit
Sustainability		
44.	The Metropolitan Council's Extreme Heat map shows that during an extreme heat event (when air temperatures are 90 or above), this area of Edina can be up to 35 degrees F hotter than	General Comment

	surrounding areas. Green roofs, mature tree canopy and climate-adapted plantings reduce the urban heat island effect, and reduce amount of greenhouse gas emissions trapped in the atmosphere and energy needs to cool a building.	
45.	The University of Minnesota's Solar Suitability map rates this property as "good" for solar roof installations with a grade of 83 out of 100. Rooftop solar generates emission-free energy. Staff affirms effort to add solar-ready capacity to roof.	General Comment
46.	Staff recommends installing EV chargers for a minimum of 5% of proposed parking (27 stalls) in addition to wiring 10% (540 stalls) for EV conversion in the future.	General Comment
47.	Staff acknowledges and appreciates that this development proposal seeks to engage most pathways toward sustainable building design, with the completion of items marked "yes" items from Sustainable Design Questionnaire as described below: - utilize Xcel Energy's Energy Design Assistance and/or Centerpoint Energy's Builder and Developer programs for this development - appliances and equipment be Energy Star or EPA WaterSense certified - Take action beyond state building and energy code: Utilize LED Lighting, programmable thermostats, VRF HVAC systems, lighting controls in common spaces, building automation system - Green roof areas included on new office tower and residential tower - Building operations subscribe to renewable energy - Demolition of existing structures will meet LEED Green Building Demolition and/or B3 State of Minnesota Sustainable Building Guidelines - Scrap and excess construction materials will be separated and recycled - Workers will be provided with separate recycling dumpsters and training in proper use - Plant trees for increased tree canopy coverage - Provide shade trees, native, climate-adapted and pollinator-friendly landscaping - Provide recycling and organics recycling for building users once building starts operating - outdoor landscaping watering system include a water sensor to automatically reduce watering in wet conditions	General Comment

attachment 1

resourceful. naturally.
engineering and environmental consultants

BARR

Technical Memorandum

To: Ross Bintner– City of Edina (City)
From: Michael McKinney, PE – Barr Engineering Co. (Barr)
Subject: 7001 France Ave existing condition XPSWMM model review
Date: October 28, 2020
Project: 23270354.00 Stormwater Management General Engineering

The following technical memorandum summarizes hydrologic and hydraulic evaluation of the 7001 France Ave property and connections to City of Edina (City) storm sewer infrastructure. The memorandum summarizes existing flood inundation and flood storage volume within the 7001 France Ave site and summarizes tailwater conditions in the receiving City storm sewer trunk line along France Ave.

1.0 Hydrologic and Hydraulic Modeling: XPSWMM Model Updates

The City's Nine Mile Creek XPSWMM model was updated and used to evaluate existing hydrologic and hydraulic condition on the 7001 France Ave site. Model updates were incorporated using methodology and source data outlined in the 2018 Edina CWRMP (Edina, 2018).

The following subsections describe updates made to the existing conditions XPSWMM model, including all relevant modeling assumptions.

1.1 Updated 7001 France Ave storm sewer modeling per ALTA survey

ALTA survey information was provided for the 7001 France Ave site on October 14, 2020 (D. Bade, personal communication, October 14, 2020). Storm sewer survey data included in the ALTA survey was reviewed and incorporated into existing condition modeling (Figure 1). Updated storm sewer inlet locations included in the ALTA survey were incorporated and subwatershed divides were updated accordingly (see Section 1.2). The 7001 France Ave storm sewer lift station was not included within the ALTA survey (see discussion of assumptions and data gaps in Section 1.3)

1.2 Update subwatershed divides in vicinity of 7001 France Ave

Subwatersheds within and adjacent to the 7001 France Ave site were updated to:

- Capture drainage to storm sewer inlets included in the ALTA survey, and
- Capture potential for bypass from inlets along W 70th St to the 7001 France Ave site.

Updated subwatershed divides are shown on Figure 1. In addition to updates within the 7001 France Ave site and along W 70th St, the subwatershed divide for the neighboring 3501 W 70th St parking lot (Brandon Square Mall) was updated to more-accurately capture runoff to, and storage within, the parking lot. Stage-area-storage curves and hydrologic parameters were generated for all new and updated subwatershed divides.

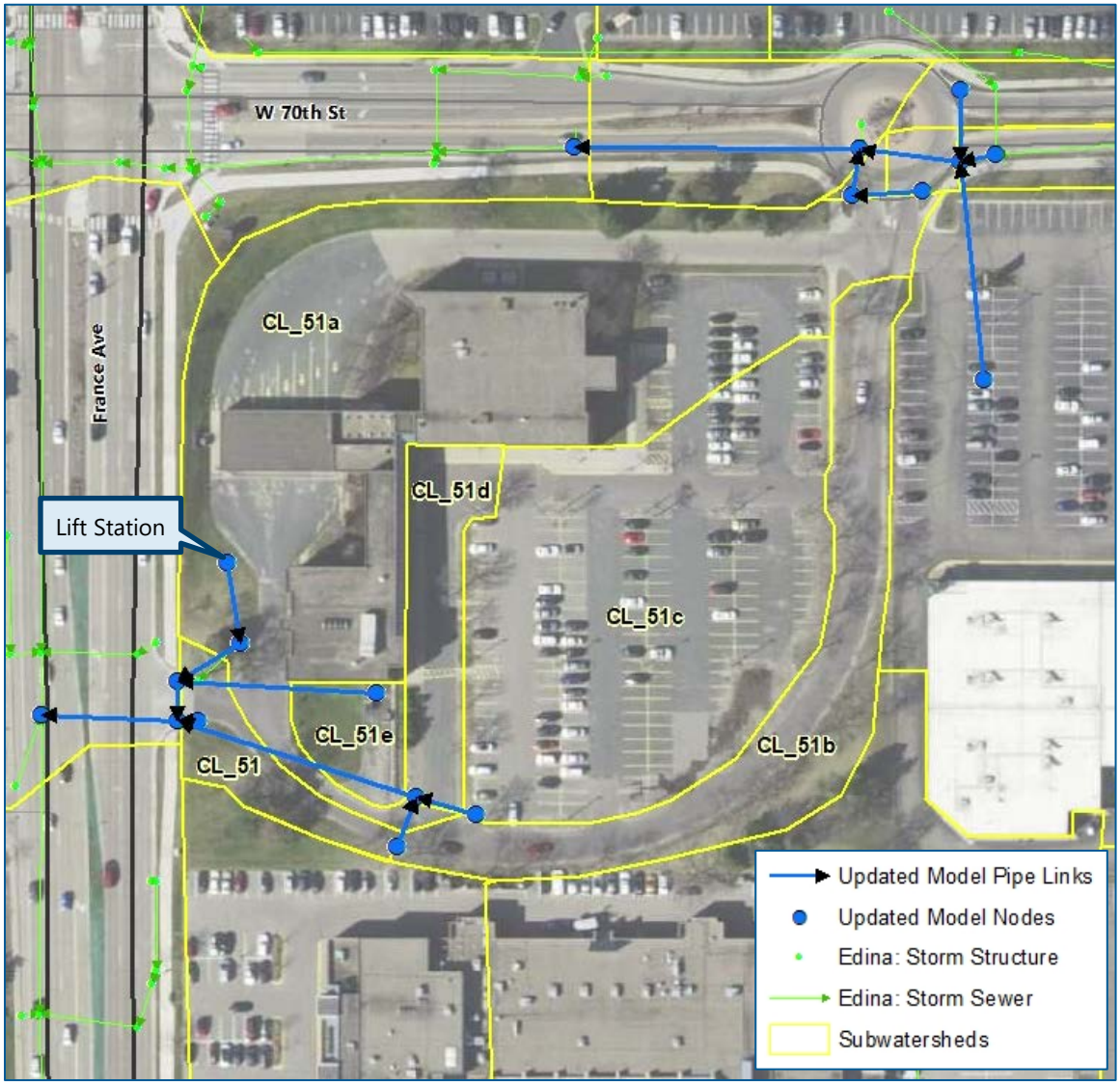


Figure 1 7001 France Ave: storm sewer and subwatershed divides

1.3 Remaining assumptions and data gaps

Missing or incomplete data from the ALTA survey and City storm sewer data are outlined, below:

- 7001 France Ave lift station information,
- Storm sewer connection from Brandon Square Mall parking lot to W 70th St trunk line, and
- Minor storm sewer data gaps (e.g., missing upstream invert, missing pipe diameter).

Scanned record drawings for the 7001 France Ave US Bank property were provided (P. Ellis and D. J. Arndt, personal communication, October 27, 2020), but did not contain information for the site lift station (e.g., lift station record drawing, operation elevations, pump model, pump curve, etc.). An assumed lift station was modeled with a maximum capacity of 1 cfs (~450 gpm).

City survey information indicates there is a 12-inch pipe connection from the Brandon Square Parking lot to the W 70th St trunk line (R. Bintner, personal communication, October 13, 2020). Private storm sewer infrastructure information for the Brandon Square Mall is not available. Storm sewer invert elevations and roof drainage connections from the Brandon Square Mall site were assumed.

Other minor storm sewer data gaps (e.g., missing upstream invert, missing pipe size, etc.) were filled based on review of connected storm sewer infrastructure. All assumptions are tracked within the model link and node GIS feature classes.

2.0 XPSWMM Model Results

The City requested that Barr update the City Nine Mile Creek XPSWMM model in the vicinity of the 7001 France Ave site to evaluate the following:

1) Evaluate the maximum stored stormwater runoff volume and flood inundation extent on the 7001 France Ave site for the Atlas 14 10-year, 24-hour event (10-year event) and the Atlas 14 100-year, 24-hour (100-year event).
2) Evaluate the hydraulic grade line along France Ave for the 10-year and 100-year events.
3) Evaluate the stage tailwater hydrograph at the connection point from the 7001 France Ave site to the France Ave storm sewer trunk line for the 10-year and 100-year events.
4) Evaluate backflow from the France Ave storm sewer trunk line to the 7001 France Ave site. If present, review items 1 through 3 above with backflow prevention in place.

Questions originally posed by the City are answered in order in the following subsections.

2.1 Evaluate the maximum stored volume and flood inundation extent

Maximum stored volume and maximum water surface elevations for subwatersheds within the 7001 France Ave site are summarized in Table 1, and maximum flood inundation extents are shown in Figure 2. Additionally, Figure 2 shows the 10-year and 100-year maximum water surface elevations at structures along France Ave and shows the location of overflow entering the 7001 France Ave site from structures along W 70th St and the Brandon Square Mall parking lot. Overflow volumes from W 70th St and Brandon Square Mall are summarized in Table 2. Results summarized in Table 1, Table 2, and Figure 2 are based on model updates and assumption discussed in Section 1.0.

Table 1 Maximum stored volume: 7001 France Ave

Subwatershed	Maximum Water Surface Elevation (ft)		Maximum Stored Volume (cf)	
	Atlas 14, 10-year event	Atlas 14, 100-year event	Atlas 14, 10-year event	Atlas 14, 100-year event
CL_51a	859.5	861.5	23,040	66,170
CL_51b	865.2	865.6	62	67
CL_51c	866.1	866.3	136	247
CL_51d	865.3	865.6	66	69
CL_51e	862.9	863.1	3,129	3,676
CL_51	863.0	863.1	63	192
		Total (cf)	**26,495**	**70,421**

Table 2 Overflow volume summary to 7001 France Ave site

Overflow Description (1)	Total Overflow Volume (cf)	
	Atlas 14, 10-year event	Atlas 14, 100-year event
Primary OF from Brandon Square Mall [Overflows at elev. 870.5 feet]	8,687	27,176
Overflow from CBs on W 70th St [Overflows at elev. 870.8 feet]	0	285
Total to 7001 France Ave Lift Station	**8,687**	**27,461**
Secondary OF from Brandon Square Mall [Overflows at elev. 870.7 feet]	55	6,340

(1) Overflow locations shown on Figure 2.

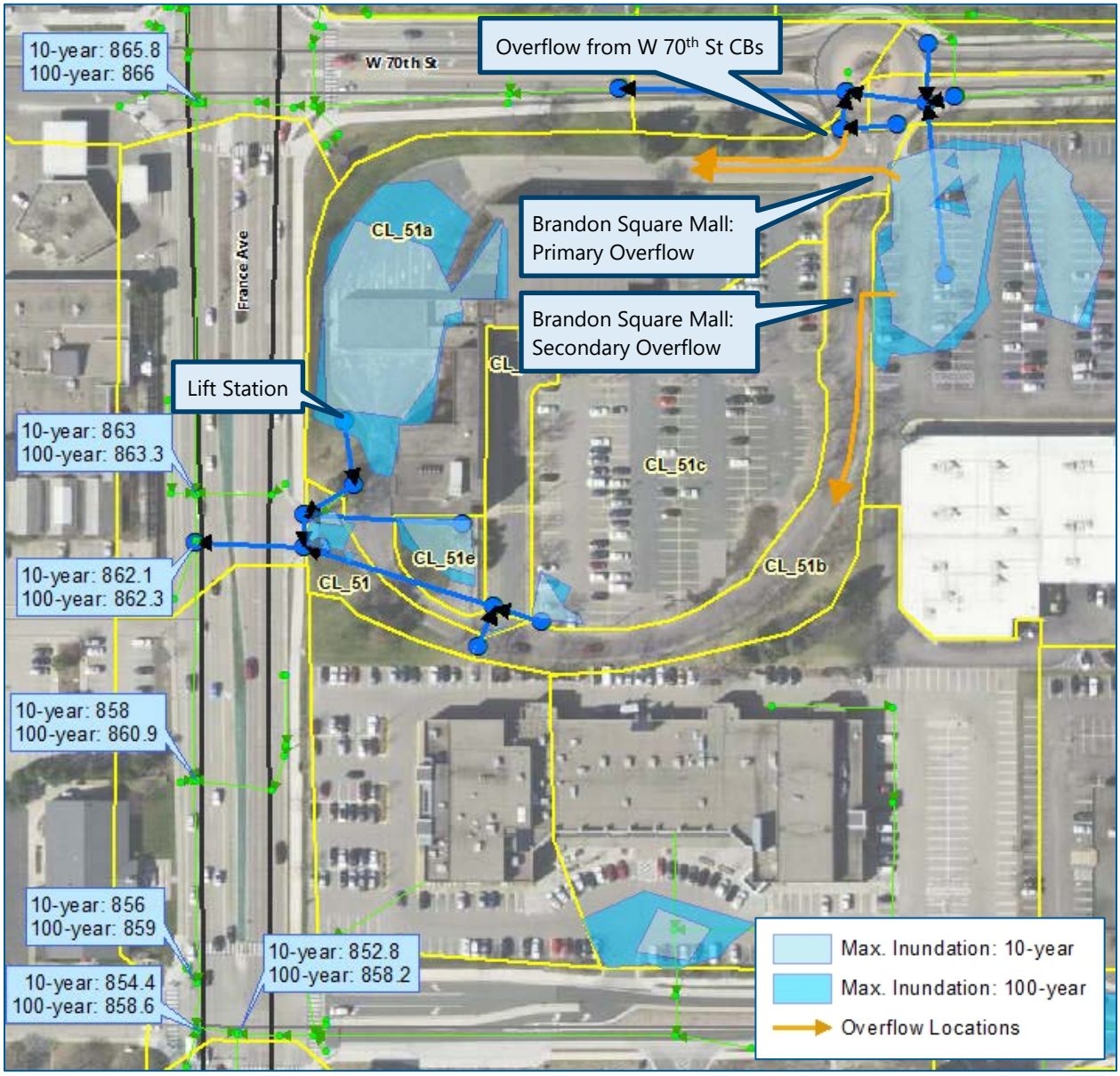


Figure 2 Flood inundation extents and maximum water surface elevations along France Ave: 10-year and 100-year events

2.2 Evaluate the hydraulic grade line along France Ave

The 10-year event and 100-year event hydraulic grade lines along the France Ave storm sewer trunk line from W 70th St south to Hazelton Road are shown in figures included in Appendix A. The storm sewer connection from 7001 France Ave is shown on these figures to highlight tailwater boundary conditions in the receiving portion of the France Ave trunk line for both events. The 10-year and 100-year maximum water surface elevations at structures along France Ave are additionally shown in Figure 2. Key elevations within the 7001 France Ave site are summarized, below:

- Upstream invert of 7001 France Ave storm sewer connection to France Ave: 856.3 ft
- Overflow elevation from 7001 France Ave Entrance to France Ave: 862.9 ft
- Low elevation in CL_51a (bank teller location): 856.9 ft

2.3 Evaluate the tailwater stage hydrograph at France Ave trunk line connection

The stage hydrograph for the 10-year and 100-year events at the connection point from the 7001 France Ave property to the France Ave storm sewer trunk line is shown in Figure 3. Tailwater conditions in the receiving portion of the France Ave storm sewer trunkline restrict outflow from the 7001 France Ave during the modeled 10-year and 100-year events. It is critical to consider the tailwater boundary condition of the receiving portion of the France Ave storm sewer trunk line when evaluating the connection from the 7001 France Ave site. For this reason, tabular versions of the 10-year and 100-year stage hydrographs are included in Appendix A.

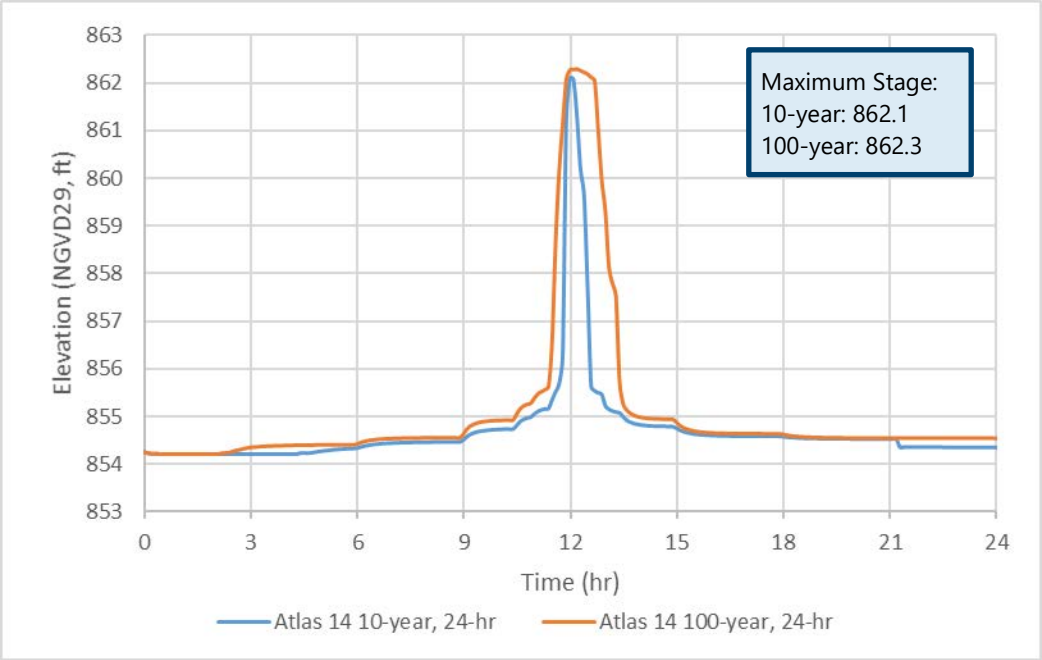


Figure 3 Stage hydrograph at the 7001 France Ave / France Ave trunk line connection for the 10-year and 100-year events

2.4 Evaluate backflow from the France Ave storm sewer connection

Based on the updated existing conditions XPSWMM model, there is no backflow from the France Ave storm sewer connection to the 7001 France Ave site during the 10-year or 100-year events. For this reason, no additional evaluation of backflow prevention was performed.

3.0 Conclusions and Recommendations

Existing hydrologic and hydraulic conditions at the 7001 France Ave site were evaluated using the City's Nine Mile Creek XPSWMM model. The existing conditions XPSWMM model was updated based on received ALTA survey data and best available City storm sewer data. The updated exiting conditions XPSWMM model was used to evaluate the following:

- Maximum flood inundation extent and maximum stored runoff volume on the 7001 France Ave site for the 10-year and 100-year events.
- The hydraulic grade line along the receiving France Ave storm sewer trunk line for the 10-year and 100-year events.
- The tailwater stage hydrograph at the connection point from 7001 France Ave to the France Ave storm sewer for the 10-year and 100-year events.
- Backflow from the France Ave trunk line to the 7001 France Ave site to ensure there is no backflow during the 10-year or 100-year events.

Barr recommends that information provided in this technical memorandum be reviewed and incorporated into design and evaluation of proposed conditions and/or redevelopment of the 7001 France Ave site. Specifically, the following storm water management recommendations should be considered:

- Maximum existing condition stored runoff volumes on the 7001 France Ave site (Table 1) should be considered when evaluating grading and stormwater management. If available storage on site is significantly reduced, proposed conditions could result in increased flood risk to neighboring properties and/or increased discharge rate to receiving City storm sewer infrastructure.
- The tailwater stage hydrograph at the connection point from 7001 France Ave to the France Ave storm sewer trunkline (Figure 3 and Appendix A) should be incorporated into evaluation of proposed connections from the 7001 France Ave site (i.e., free discharge to the France Ave trunk line should not be assumed).
- The potential for backflow from the France Ave storm sewer trunk line should be considered when evaluating proposed connections to the France Ave trunk line. Based on existing conditions, there is no backflow from the France Ave trunk line to the 7001 France Ave site for the 10-year or 100-year design events. Any future or proposed conditions should maintain this result.
- Data gaps and assumption outlined in Section 1.3 should be considered. Specifically, it is recommended that existing condition modeling of the 7001 France Ave lift station and private connections from the Brandon Square Mall be reviewed and updated if data becomes available.

References

Barr Engineering Co. (Barr). 2018. 2018 Comprehensive Water Resources Management Plan. Prepared for the City of Edina.

D. Bade, personal correspondence, October 14, 2020. Email correspondence and delivery of ALTA survey for the 7001 France Ave site.

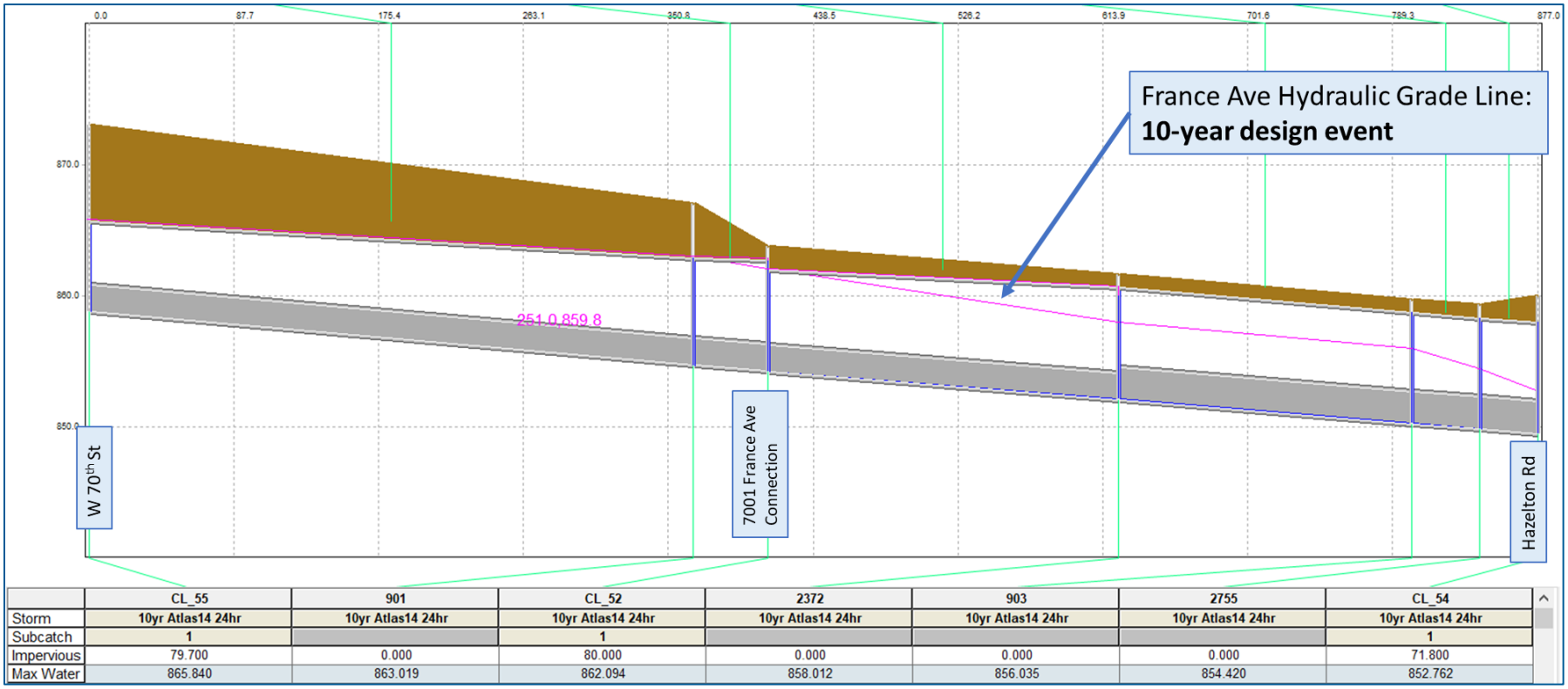
P. Ellis and D. J. Arndt, personal communication, October 27, 2020. Email correspondence and delivery of scanned record drawings for the existing 7001 France Ave US Bank site.

R. Bintner, personal communication, October 13, 2020. Phone correspondence related to connection from Brandon Square Mall to W 70th St storm sewer trunkline.

Appendix A

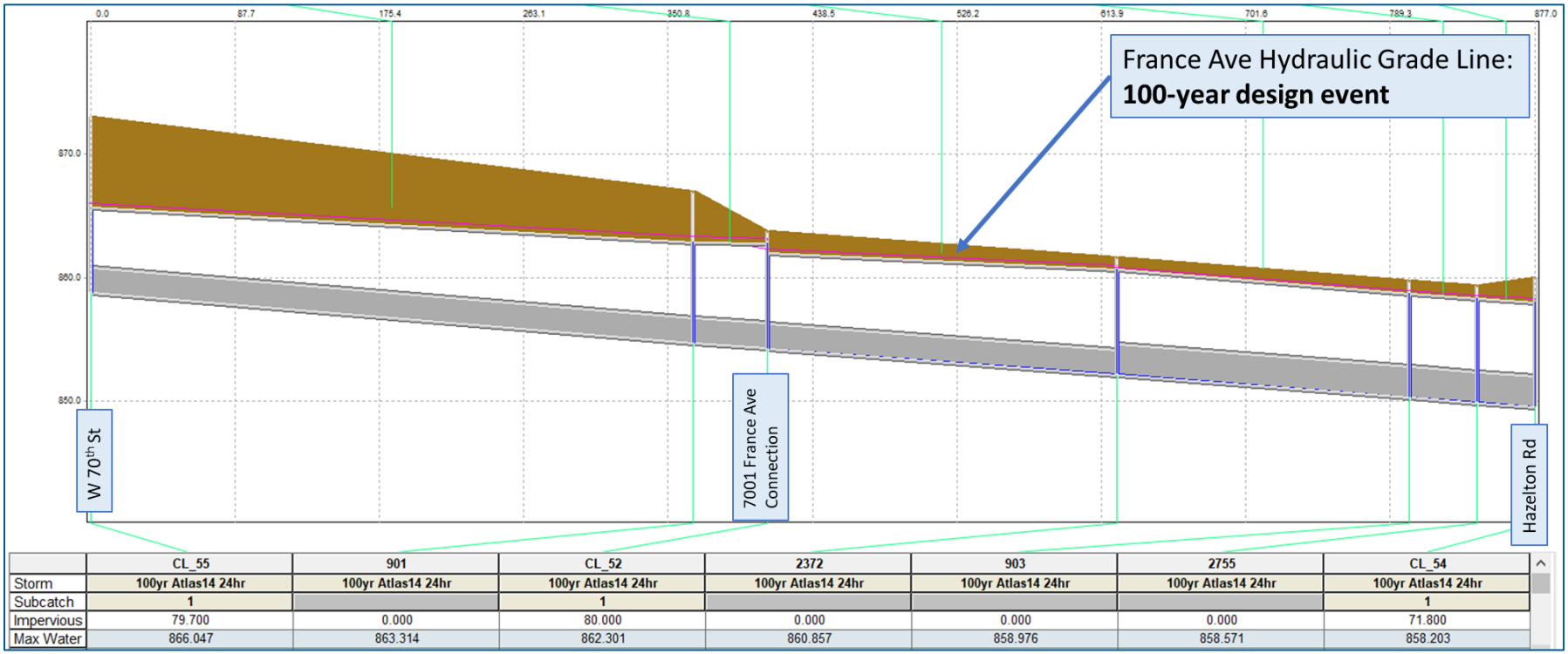
France Ave hydraulic grade line and stage hydrograph at 7001 France Ave connection

Figure A1 France Ave storm sewer hydraulic grade line: 10-year design event



	CL_55	901	CL_52	2372	903	2755	CL_54
Storm	10yr Atlas14 24hr	10yr Atlas14 24hr	10yr Atlas14 24hr	10yr Atlas14 24hr	10yr Atlas14 24hr	10yr Atlas14 24hr	10yr Atlas14 24hr
Subcatch	1		1				1
Impervious	79.700	0.000	80.000	0.000	0.000	0.000	71.800
Max Water	865.840	863.019	862.094	858.012	856.035	854.420	852.762

Figure A2 France Ave storm sewer hydraulic grade line: 100-year design event



	CL_55	901	CL_52	2372	903	2755	CL_54
Storm	100yr Atlas14 24hr	100yr Atlas14 24hr	100yr Atlas14 24hr	100yr Atlas14 24hr	100yr Atlas14 24hr	100yr Atlas14 24hr	100yr Atlas14 24hr
Subcatch	1		1				1
Impervious	79.700	0.000	80.000	0.000	0.000	0.000	71.800
Max Water	866.047	863.314	862.301	860.857	858.976	858.571	858.203

Table A1 Stage hydrograph at 7001 France Ave / France Ave trunk line connection structure

	Stage Hydrograph (NGVD29, ft)	
Time (hr)	A14 10-year	A14 100-year
0	854.2	854.2
0.1	854.2	854.2
0.2	854.2	854.2
0.3	854.2	854.2
0.4	854.2	854.2
0.5	854.2	854.2
0.6	854.2	854.2
0.7	854.2	854.2
0.8	854.2	854.2
0.9	854.2	854.2
1	854.2	854.2
1.1	854.2	854.2
1.2	854.2	854.2
1.3	854.2	854.2
1.4	854.2	854.2
1.5	854.2	854.2
1.6	854.2	854.2
1.7	854.2	854.2
1.8	854.2	854.2
1.9	854.2	854.2
2	854.2	854.2
2.1	854.2	854.2
2.2	854.2	854.221
2.3	854.2	854.228
2.4	854.2	854.233
2.5	854.2	854.257
2.6	854.2	854.278
2.7	854.2	854.294
2.8	854.2	854.311
2.9	854.2	854.328
3	854.2	854.34
3.1	854.2	854.348
3.2	854.2	854.354
3.3	854.2	854.36
3.4	854.2	854.364
3.5	854.2	854.368
3.6	854.2	854.371
3.7	854.2	854.374
3.8	854.2	854.377
3.9	854.2	854.379
4	854.2	854.381
4.1	854.2	854.383
4.2	854.2	854.385
4.3	854.2	854.386
4.4	854.221	854.388
4.5	854.225	854.389
4.6	854.219	854.39

Time (hr)	Stage Hydrograph (NGVD29, ft)	
	A14 10-year	A14 100-year
4.7	854.225	854.391
4.8	854.238	854.392
4.9	854.252	854.392
5	854.262	854.393
5.1	854.271	854.394
5.2	854.28	854.394
5.3	854.289	854.395
5.4	854.296	854.395
5.5	854.302	854.395
5.6	854.307	854.396
5.7	854.311	854.396
5.8	854.315	854.396
5.9	854.318	854.396
6	854.327	854.411
6.1	854.348	854.441
6.2	854.367	854.465
6.3	854.383	854.482
6.4	854.396	854.495
6.5	854.405	854.504
6.6	854.413	854.512
6.7	854.42	854.518
6.8	854.425	854.522
6.9	854.43	854.525
7	854.433	854.528
7.1	854.436	854.531
7.2	854.439	854.533
7.3	854.442	854.535
7.4	854.444	854.536
7.5	854.445	854.537
7.6	854.447	854.538
7.7	854.448	854.539
7.8	854.449	854.54
7.9	854.45	854.54
8	854.451	854.541
8.1	854.452	854.541
8.2	854.452	854.541
8.3	854.453	854.542
8.4	854.453	854.542
8.5	854.454	854.542
8.6	854.454	854.542
8.7	854.454	854.542
8.8	854.455	854.542
8.9	854.455	854.542
9	854.499	854.624
9.1	854.57	854.731
9.2	854.617	854.793
9.3	854.648	854.832
9.4	854.67	854.858

Time (hr)	Stage Hydrograph (NGVD29, ft)	
	A14 10-year	A14 100-year
9.5	854.685	854.875
9.6	854.695	854.887
9.7	854.703	854.895
9.8	854.71	854.902
9.9	854.714	854.906
10	854.718	854.909
10.1	854.721	854.911
10.2	854.723	854.913
10.3	854.725	854.914
10.4	854.726	854.915
10.5	854.801	855.041
10.6	854.886	855.154
10.7	854.93	855.214
10.8	854.959	855.25
10.9	854.977	855.272
11	855.043	855.376
11.1	855.098	855.467
11.2	855.129	855.514
11.3	855.148	855.558
11.4	855.16	855.624
11.5	855.343	856.587
11.6	855.511	858.649
11.7	855.684	860.176
11.8	856.284	861.154
11.9	861.201	862.08
12	862.085	862.273
12.1	862.058	862.284
12.2	861.268	862.295
12.3	860.167	862.262
12.4	859.625	862.228
12.5	857.706	862.188
12.6	855.617	862.121
12.7	855.53	862.045
12.8	855.483	860.985
12.9	855.451	859.948
13	855.215	859.309
13.1	855.142	858.141
13.2	855.104	857.789
13.3	855.081	857.514
13.4	855.066	855.732
13.5	854.987	855.259
13.6	854.912	855.128
13.7	854.87	855.059
13.8	854.843	855.017
13.9	854.825	854.99
14	854.812	854.972
14.1	854.803	854.96
14.2	854.796	854.952

Time (hr)	Stage Hydrograph (NGVD29, ft)	
	A14 10-year	A14 100-year
14.3	854.791	854.946
14.4	854.787	854.942
14.5	854.784	854.939
14.6	854.782	854.937
14.7	854.781	854.936
14.8	854.779	854.935
14.9	854.778	854.934
15	854.745	854.87
15.1	854.701	854.8
15.2	854.672	854.755
15.3	854.651	854.724
15.4	854.635	854.702
15.5	854.623	854.686
15.6	854.614	854.674
15.7	854.606	854.664
15.8	854.601	854.657
15.9	854.596	854.651
16	854.592	854.646
16.1	854.589	854.642
16.2	854.586	854.639
16.3	854.584	854.637
16.4	854.582	854.635
16.5	854.58	854.633
16.6	854.579	854.632
16.7	854.578	854.631
16.8	854.577	854.63
16.9	854.576	854.63
17	854.575	854.629
17.1	854.575	854.629
17.2	854.574	854.628
17.3	854.574	854.628
17.4	854.573	854.628
17.5	854.573	854.627
17.6	854.573	854.627
17.7	854.573	854.627
17.8	854.573	854.627
17.9	854.573	854.627
18	854.568	854.617
18.1	854.559	854.601
18.2	854.552	854.588
18.3	854.546	854.579
18.4	854.541	854.572
18.5	854.537	854.566
18.6	854.534	854.561
18.7	854.532	854.557
18.8	854.529	854.554
18.9	854.528	854.551
19	854.526	854.548

Time (hr)	Stage Hydrograph (NGVD29, ft)	
	A14 10-year	A14 100-year
19.1	854.524	854.547
19.2	854.523	854.545
19.3	854.522	854.544
19.4	854.522	854.542
19.5	854.521	854.541
19.6	854.52	854.54
19.7	854.52	854.54
19.8	854.519	854.539
19.9	854.519	854.538
20	854.518	854.538
20.1	854.518	854.537
20.2	854.518	854.537
20.3	854.518	854.537
20.4	854.517	854.536
20.5	854.517	854.536
20.6	854.517	854.536
20.7	854.517	854.536
20.8	854.517	854.536
20.9	854.517	854.536
21	854.517	854.535
21.1	854.517	854.535
21.2	854.517	854.535
21.3	854.348	854.535
21.4	854.346	854.535
21.5	854.346	854.535
21.6	854.346	854.535
21.7	854.346	854.535
21.8	854.345	854.535
21.9	854.345	854.535
22	854.345	854.535
22.1	854.345	854.535
22.2	854.345	854.535
22.3	854.345	854.535
22.4	854.345	854.535
22.5	854.345	854.535
22.6	854.344	854.535
22.7	854.344	854.535
22.8	854.344	854.535
22.9	854.344	854.535
23	854.344	854.535
23.1	854.344	854.535
23.2	854.344	854.535
23.3	854.344	854.535
23.4	854.344	854.535
23.5	854.344	854.535
23.6	854.344	854.535
23.7	854.344	854.535
23.8	854.344	854.535

Time (hr)	Stage Hydrograph (NGVD29, ft)	
	A14 10-year	A14 100-year
23.9	854.344	854.535
24	854.34	854.532
24.1	854.332	854.525
24.2	854.323	854.519
24.3	854.314	854.513
24.4	854.304	854.509
24.5	854.298	854.506
24.6	854.292	854.503
24.7	854.287	854.5
24.8	854.281	854.498
24.9	854.277	854.496
25	854.273	854.495
25.1	854.269	854.494
25.2	854.264	854.492
25.3	854.26	854.491
25.4	854.255	854.49
25.5	854.252	854.49
25.6	854.248	854.489
25.7	854.245	854.488
25.8	854.242	854.487
25.9	854.239	854.487
26	854.236	854.487
26.1	854.233	854.486
26.2	854.231	854.486
26.3	854.228	854.485
26.4	854.226	854.485
26.5	854.224	854.485
26.6	854.222	854.485
26.7	854.22	854.484
26.8	854.218	854.484
26.9	854.216	854.484
27	854.215	854.484
27.1	854.213	854.484
27.2	854.212	854.484
27.3	854.21	854.484
27.4	854.209	854.484
27.5	854.208	854.483
27.6	854.207	854.483
27.7	854.206	854.483
27.8	854.206	854.483
27.9	854.205	854.483
28	854.205	854.483
28.1	854.204	854.483
28.2	854.204	854.483
28.3	854.204	854.483
28.4	854.203	854.483
28.5	854.203	854.483
28.6	854.203	854.483

Time (hr)	Stage Hydrograph (NGVD29, ft)	
	A14 10-year	A14 100-year
28.7	854.203	854.483
28.8	854.202	854.483
28.9	854.202	854.484
29	854.202	854.484
29.1	854.202	854.484
29.2	854.202	854.484
29.3	854.202	854.484
29.4	854.202	854.484
29.5	854.201	854.484
29.6	854.201	854.484
29.7	854.201	854.484
29.8	854.201	854.484
29.9	854.201	854.484
30	854.201	854.484
30.1	854.201	854.484
30.2	854.201	854.484
30.3	854.201	854.484
30.4	854.201	854.484
30.5	854.201	854.484
30.6	854.201	854.484
30.7	854.201	854.484
30.8	854.201	854.484
30.9	854.201	854.484
31	854.201	854.484
31.1	854.2	854.484
31.2	854.2	854.484
31.3	854.2	854.485
31.4	854.2	854.485
31.5	854.2	854.485
31.6	854.2	854.485
31.7	854.2	854.485
31.8	854.2	854.485
31.9	854.2	854.485
32	854.2	854.485
32.1	854.2	854.485
32.2	854.2	854.485
32.3	854.2	854.485
32.4	854.2	854.485
32.5	854.2	854.485
32.6	854.2	854.485
32.7	854.2	854.485
32.8	854.2	854.485
32.9	854.2	854.485
33	854.2	854.486
33.1	854.2	854.486
33.2	854.2	854.486
33.3	854.2	854.486
33.4	854.2	854.486

	Stage Hydrograph (NGVD29, ft)	
Time (hr)	A14 10-year	A14 100-year
33.5	854.2	854.486
33.6	854.2	854.486
33.7	854.2	854.486
33.8	854.2	854.486
33.9	854.2	854.486
34	854.2	854.486
34.1	854.2	854.486
34.2	854.2	854.487
34.3	854.2	854.487
34.4	854.2	854.487
34.5	854.2	854.487
34.6	854.2	854.487
34.7	854.2	854.487
34.8	854.2	854.487
34.9	854.2	854.487
35	854.2	854.488
35.1	854.2	854.488
35.2	854.2	854.331
35.3	854.2	854.23
35.4	854.2	854.214
35.5	854.2	854.208
35.6	854.2	854.205
35.7	854.2	854.203
35.8	854.2	854.202
35.9	854.2	854.202
36	854.2	854.201
36.1	854.2	854.201
36.2	854.2	854.201
36.3	854.2	854.2
36.4	854.2	854.2
36.5	854.2	854.2
36.6	854.2	854.2
36.7	854.2	854.2
36.8	854.2	854.2
36.9	854.2	854.2
37	854.2	854.2
37.1	854.2	854.2
37.2	854.2	854.2
37.3	854.2	854.2
37.4	854.2	854.2
37.5	854.2	854.2
37.6	854.2	854.2
37.7	854.2	854.2
37.8	854.2	854.2
37.9	854.2	854.2
38	854.2	854.2
38.1	854.2	854.2
38.2	854.2	854.2

Time (hr)	Stage Hydrograph (NGVD29, ft)	
	A14 10-year	A14 100-year
38.3	854.2	854.2
38.4	854.2	854.2
38.5	854.2	854.2
38.6	854.2	854.2
38.7	854.2	854.2
38.8	854.2	854.2
38.9	854.2	854.2
39	854.2	854.2
39.1	854.2	854.2
39.2	854.2	854.2
39.3	854.2	854.2
39.4	854.2	854.2
39.5	854.2	854.2
39.6	854.2	854.2
39.7	854.2	854.2
39.8	854.2	854.2
39.9	854.2	854.2
40	854.2	854.2

attachment 2

Date: November 10, 2020

To: Cary Teague – Community Development Director
Chad Millner, PE – Director of Engineering

Cc: 7001 France Avenue, Owner and Development Team

From: Andrew Scipioni – Transportation Planner

Re: **7001 France Avenue – Transportation Review**

Mortenson and Orion Investments are proposing to redevelop 7001 France Avenue, currently occupied by U.S. Bank. The proposed redevelopment would replace the existing building with four distinct buildings containing 379 residential units, 152,500 square feet of office space, 3,300 square feet of retail space, a 6,500-square-foot bank and a 1,500-square-foot coffee shop without a drive-thru. Spack Solutions completed a traffic impact study (TIS) for this project on behalf of the City. This memo will review the findings of the TIS and other transportation impacts of the proposed development.

Trip Generation

Spack analyzed trip generation using two methods. One method is based on the trip generation rates for various land uses in the *Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition*. This manual provides national average traffic generation rates for different land uses. The second method is based on trip generation rates generated from local data collected by Spack. The local data estimates that the proposed development will generate 8,100 total new trips (over 1,300 more than the ITE data). Figure 1 shows the distribution of new trips by land use.

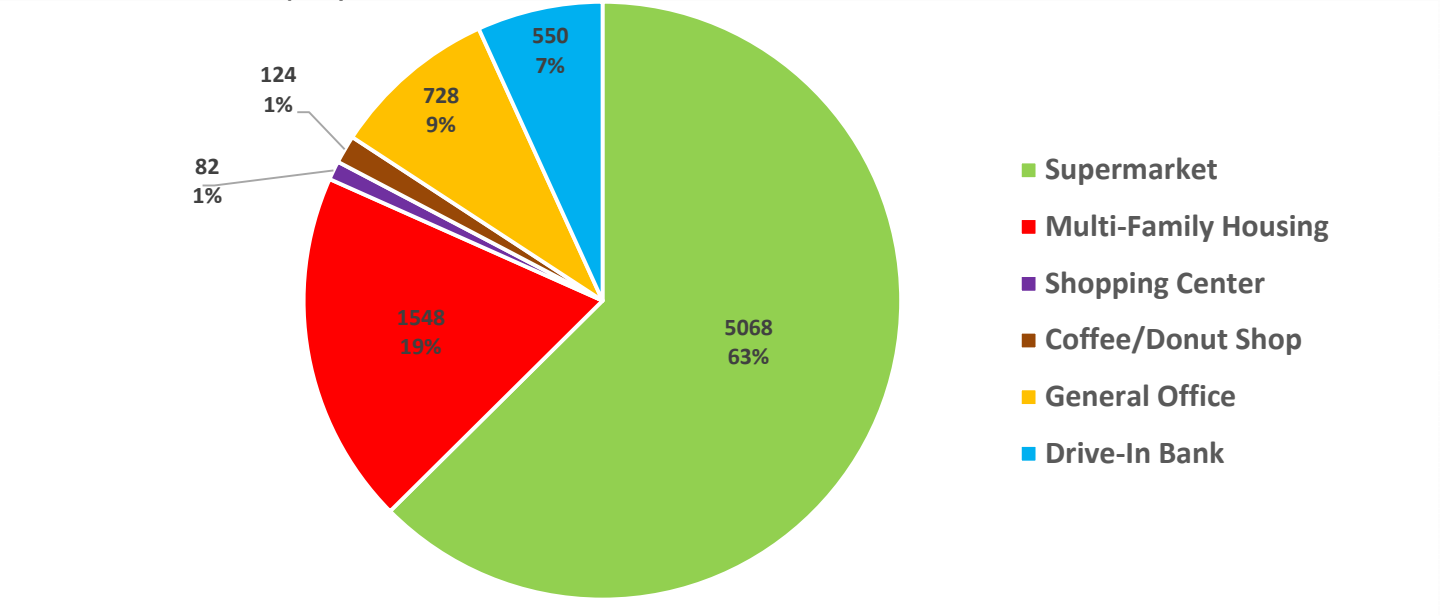


Figure 1: Trip Generation by Land Use
(Local data supplemented by ITE)

Spack's analysis shows that almost 5,100 (over 60%) of the total new trips will be generated by the proposed supermarket, with the residential and business uses accounting for 19% and 9% of the total new trips, respectively.

Capacity Analysis

Four roadway corridors surrounding the site were studied by Spack (France and York Avenues, West 70th Street and Hazelton Road), as well as 10 adjacent intersections along those corridors (see Figure 2).

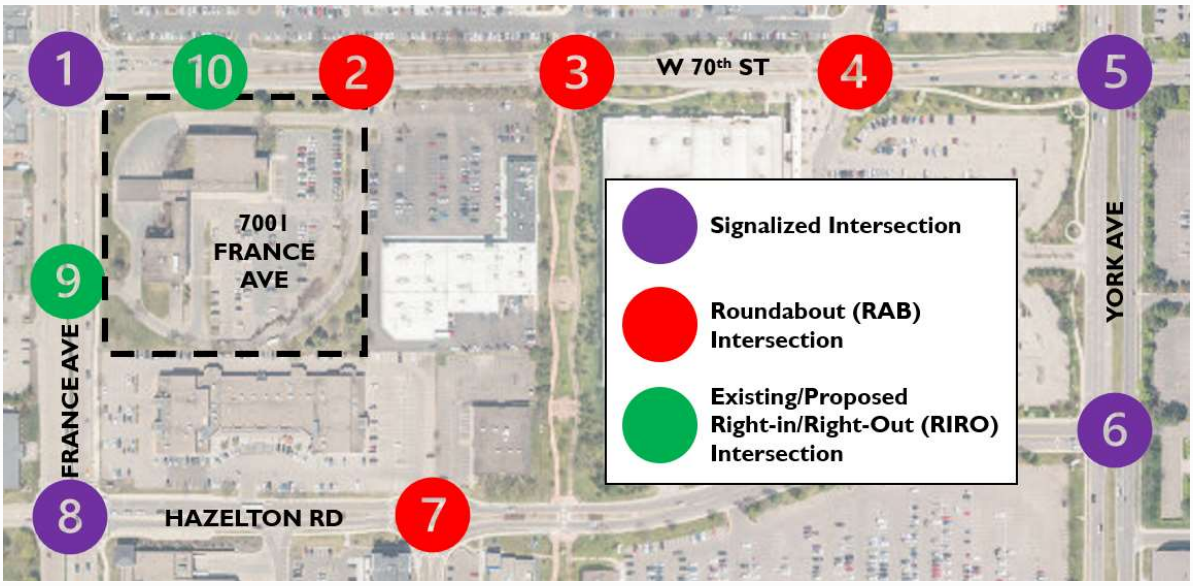


Figure 2: Study Intersections

All study corridors are projected to operate within their planning level capacities (volume-to-capacity ratio of less than 1.0) through the 2040 build scenario. However, West 70th Street between France and York Avenues is projected to approach the almost congested level (volume-to-capacity ratio near 0.8) in the 2025 and 2040 build scenarios.

All signalized and roundabout study intersections are projected to operate with acceptable overall intersection delays through the 2040 build scenario except for France Avenue and West 70th Street. This intersection experiences overall delays at Level of Service (LOS) E during the 2025 and 2040 build scenarios. Additionally, higher than preferred queuing is experienced for specific movements at each signalized study intersection. These queues are a product of the extended cycle lengths and green time given to France and York Avenues. Except for at France Avenue and West 70th Street, updated signal timing removes the queuing conditions at these intersections and return queues to similar or less than the existing scenario. The deficiencies at France Avenue and West 70th Street are recommended by Spack to be addressed by:

1. Constructing a dedicated northbound right turn lane for the existing RIRO development access;
2. Converting the existing eastbound dedicated right turn lane into a shared through/right turn lane; and
3. Constructing a second eastbound through lane east of France Avenue that converts into a dedicated right turn lane for the proposed RIRO development access.

While these recommendations improve level of service for vehicles, they may have negative impacts on other modes of transportation. Adding a second eastbound through lane will likely require converting the existing shared on-street bike lane to an off-street facility shared with pedestrians. Additional public right-of-way would likely be required along France Avenue and West 70th Street to accommodate the recommended additional vehicle lanes, boulevards and shared pedestrian and bicycle facilities.

Spack also noted that if traffic volumes remain lower than 2018 levels due to the current effects of the COVID-19 pandemic, all study intersections are forecast to operate acceptably without mitigation.

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Non-Residential Subtotal	**558**	**469**	**706**	**721**
Total	**966**	**727**	**1,202**	**1,385**

Table 1: Proposed Parking Stalls vs. City Requirements and Estimated Demand

Spack recommended that a parking variance be granted as the proposed parking supply exceeds the estimated parking demand based on both national and local data.

Multi-Modal Facilities

7001 France Avenue is currently bordered by a 5' boulevard-style sidewalk along West 70th Street to the north and an 8' boulevard-style concrete path along France Avenue to the west. Shared bike lanes are present along West 70th Street to the north. There are a small number of internal sidewalks and no pedestrian or bicycle connections to either neighboring property (Brandon Square Mall to the east and Rue de France mall to the South) other than along the France Avenue or West 70th Street. The site is less than a 1/10 mile from the Edina Promenade, which provides walking and biking connections to Centennial Lakes Park and the Nine Mile Creek Regional Trail. The only new facilities proposed by the 2018 Pedestrian and Bicycle Master Plan adjacent to the site are buffered bike lanes on France Avenue.

While there are no transit stops immediately adjacent to 7001 France Avenue, Metro Transit operates several routes nearby accessible by existing pedestrian and bicycle facilities:

- Local Routes 6 and 538 have stops less than ¼ mile away (less than a 5-minute walk) along West 70th Street and Hazelton Road, respectively. These routes connect to the Southdale Transit Center and several commercial/industrial areas in southeastern Edina; Uptown and Downtown Minneapolis; Best Buy Corporate Headquarters in Richfield; and Southtown and the Mall of America/South Loop in Bloomington.
- Express Route 578 has stops less than ½ mile away (less than a 10-minute walk) along York Avenue. This route connects southeastern Edina to Downtown Minneapolis.

In addition to these existing routes, Metro Transit is in the process of developing the E Line bus rapid transit (BRT) service, which will replace portions of Local Route 6 with faster and more reliable service. The southernmost stop, at the Southdale Transit Center, will be less than ½ mile from 7001 France Avenue (or less than a 10-minute walk). The E Line is proposed to operate along France Avenue between Southdale, Uptown/Downtown Minneapolis and the University of Minnesota – Twin Cities campus. Pending full funding, construction could begin as early as 2023.

Compliance with Transportation Plans/Policies

Table 2 details the ways in which the proposed redevelopment supports current City transportation plans and policies.

Table 2: Compliance with Transportation Plans/Policies

2018 Comprehensive Plan	
Goal	**Assessment**
1. Improve mobility for residents, visitors and businesses with a balanced system of transportation alternatives for transit users, pedestrians, bicyclists and motorists.	The project provides facilities for pedestrians, bicyclists, motorists and shared mobility users.
2. Implement a fully multi-modal transportation system that supports the land use vision and future land use plan for managing and shaping future growth.	The project provides facilities for pedestrians, bicyclists, motorists and shared mobility users.
3. Minimize the impacts of the transportation system on Edina's environment and neighborhood quality of life and emphasize methods to reduce greenhouse gas emissions.	Sketch plan narrative notes electric vehicle (EV) charging stations will be included on-site and the development questionnaire notes that 50% of the private parking levels will be wired for future electric vehicle charging. Staff recommends installing EV chargers for a minimum of 5% of proposed parking (61 stalls) in addition to wiring 45% (540 stalls) for EV conversion in the future. These stalls should be in convenient locations near primary building entrances.
4. Reduce the overall dependence on and use of single-occupancy vehicles by promoting land use patterns that allow for shorter vehicle trips and the use of alternative travel options.	The project promotes walking and biking with varied adjacent land uses and facilities for pedestrians and bicyclists.

6. Encourage and support attractive and reliable high-performance transit service and connections.	The applicant should consider providing directional signage/information for local transit services or subsidizing transit passes for tenants and employees.
7. Develop and manage parking provisions to encourage joint and shared use of facilities, ride-sharing and bicycle parking.	Sketch plan narrative notes on-site parking stalls for car sharing service (i.e. HourCar) will be included. These stalls should be in convenient locations near primary building entrances. The project is proposed to include a minimum of 61 bicycle parking stalls, 5% of the proposed parking stalls per City Code. These parking stalls should be in convenient, well-lit locations within 50' of a public entrance to a principal building. Rack style and spacing should follow the recommendations of the Association of Pedestrian and Bicycle Professionals (APBP). A bike repair station is also proposed for the site and should be located adjacent to bike parking.
9. Provide for efficient movement of goods within Edina, while minimizing the impacts of freight traffic on other trips and reducing negative impacts on land uses on freight corridors.	Turning movements and travel routes for delivery vehicles should be reviewed by the applicant. Steps should be taken to minimize the impact of delivery vehicles on pedestrian and bicycle movement through the site (additional signage, designated delivery zones, etc.)
13. Provide and maintain adequate access to and from, and safety on, local and regional roadway adjacent to community redevelopment and other activity that potentially impacts the City of Edina.	Proposed trees, vegetation, signage and other items adjacent to intersections should maintain a clear view zone as defined in Section 26-190 of City Code.
14. Manage, maintain and operate roadways to maximize wherever possible the safety and mobility of all users and all modes.	Proposed sidewalks/trails along France Avenue and West 70th Street should maintain 8' minimum width to accommodate shared pedestrian and bicycle traffic. The existing vegetated boulevards should be maintained or widened to improve user safety and comfort.
Living Streets Plan (2015)	
Principle	**Explanation**
2. Living Streets provide access and mobility for all transportation modes while enhancing safety and convenience for all users.	The project provides accommodations for motorists, cyclists and pedestrians.
4. The City will require new developments to provide interconnected street and sidewalk networks that connect to existing or planned streets or sidewalks on the perimeter of the development.	The project includes network of internal streets and sidewalks that connect to existing facilities along the perimeter of the development.

10. Living Streets are designed and built with coordination between business and property owners along commercial corridors to develop vibrant commercial districts.	The applicant should consider additional pedestrian and bicycle crossings/connections to Brandon Square Mall to the east and Rue de France mall to the south.
13. Living Streets will improve the current and future quality of life for the public.	The proposed boulevard-style sidewalk along France Avenue will improve pedestrian safety and comfort adjacent to the property. Similar style sidewalks should be considered along West 70th Street and along the proposed internal streets.

Greater Southdale District Plan (2018)	
Transportation Goals	**Explanation**
1-A. Regional Roadway Access Maintain adequate regional vehicle accessibility while also minimizing its negative impacts on Greater Southdale area circulation, not only regarding cars and vehicle deliveries, but also transit and bicycle usage, and pedestrian convenience and comfort.	The project is expected to result in unacceptable peak hour delays at France Avenue and West 70th Street (LOS E) for the 2025 and 2040 build scenarios. Signal timing updates are recommended to mitigate this effect.
1-B. Street Grid Establish a district-wide grid system based on blocks that are approximately 200' x 200'. Grids are highly connected street networks that are essential for neighborhoods that balance public and private life. To the extent that grids enhance property access, they are important for unlocking land value, increasing economic benefits.	The site is proposed to be divided into four "development pads" with internal streets and sidewalks.
1-C. Internal Roadways Develop prototype streetscape designs for new streets/roadways created as part of and to service redevelopment, and for possible redesign of existing streets/roadways, emphasizing legibility, pedestrian safety and comfort, street trees and other greenery, energy-efficient, pedestrian-scale lighting, and sustainability and stormwater management techniques.	Sketch plan identifies amenities like boulevard trees, marked crosswalks, and stormwater management features.
1-E. Mobility Hub Develop a strategy for a mobility hub(s) that would: 1. Connect different modes of travel – walking, biking, transit, and shared mobility; 2. Integrate information technology to help travelers find, access and pay for transit and on-demand shared mobility services; and Enhance mobility for travelers of all ages and abilities.	Sketch plan narrative notes on-site parking stalls for car sharing service (i.e. HourCar) will be included. These stalls should be placed in visible, convenient locations near pedestrian and bicycle facilities. Some exposed parking stalls could be converted to shared bike/scooter parking in the future.

1-G. Parking and Loading Develop a plan to establish public District shared parking facilities in key locations to service public facilities and/or to augment private parking. Future-proof parking structures by requiring flexibility and adaptability in above-ground parking structure for possible future changes in use, addressing such issues as floor-to-ceiling height and other relevant features.	The proposed parking supply exceeds estimated demand by 236-472 stalls, allowing additional capacity for shared district parking.
2-A. Signature/Gateway Roadways Transform France Avenue, York Avenue, and West 66th Street with traffic-calming measures and beautification measures to discourage an increase in through traffic, enhance pedestrian/bicyclist/transit user safety and comfort, promote adjacent neighborhood livability, and establish a deeper sense of arrival and sense of place for the Greater Southdale District. Extend the identity of the Greater Southdale District beyond its edges while conversely sharing the value of its amenity with neighboring residential areas, i.e. establishing a seam rather than a border.	Sketch plan narrative identifies amenities along France Avenue like boulevard trees, rain gardens, gathering areas and an "entry plaza" at the corner of France Avenue and West 70th Street.
2-B Pedestrian Circulation Create additional opportunities for pedestrians to safely and comfortably cross France and York Avenues by increasing the number of signalized intersections, including mid-block connections or other measures where appropriate, thus reducing the posted speed on these streets and facilitating a slower and more effective traffic signal progression for through traffic. Determine design and costs for: 1. New pedestrian/bike/vehicular intersections; and 2. New pedestrian/bike intersections. Create expanded sidewalks, with double rows of tree canopy, on France Avenue, York Avenue, and West 66th Street.	Sketch plan proposes two pedestrian/bicycle facilities along France Avenue (one straight and wide, one meandering and narrow), with rows of trees, vegetation and landscaping on either side.
2-C. Bicycle System and Facilities Provide a continuous, on-site route for bicycles that is connected to east/west streets penetrating the site and to provide access to the adjacent neighborhoods.	Applicant should consider widening internal sidewalks to 8' (minimum) to accommodate shared pedestrian and bicycle use or install bicycle pavement markings on internal streets. Applicant should consider directional signage to the Edina Promenade and the Nine Mile Creek Regional Trail.

Travel Demand Management Opportunities

The applicant has proposed several strategies to support alternative modes of transportation to, from and within the site and reduce the impact of motor vehicles in the neighborhood. These include:

- EV charging stations
- Bicycle parking and a bicycle repair station
- Internal and perimeter sidewalks with boulevard trees, landscaping, and other buffers between motor vehicle traffic
- Marked pedestrian crosswalks
- Designated parking stalls for car sharing service (i.e. HourCar)

Other strategies to consider implementing (as previously mentioned) include:

- Designating 5% of proposed parking (61 stalls) for EVs and making an additional 5% (61 stalls) equipped for EV conversion in the future. These stalls should be in convenient locations near primary building entrances.
- Installing bicycle parking stalls in convenient, well-lit locations within 50' of a public entrance to a principal building. Rack style and spacing should follow the recommendations of the Association of Pedestrian and Bicycle Professionals (APBP). The proposed bike repair station should be located adjacent to bike parking.
- Widening internal sidewalks to 8' (minimum) to accommodate shared pedestrian and bicycle use or installing bicycle pavement markings on internal streets.
- Maintaining or widening the existing vegetated boulevards to improve user safety and comfort.
- Providing additional pedestrian and bicycle crossings/connections to Brandon Square Mall to the east and Rue de France mall to the south.
- Placing car sharing parking stalls in visible, convenient locations near pedestrian and bicycle facilities.
- Minimizing the impact of delivery vehicles on pedestrian and bicycle movement through the site (directional signage, designated delivery zones, etc.).
- Providing directional signage/information for transportation amenities (adjacent transit services, bicycle parking, car sharing, adjacent parks/trails).
- Subsidizing transit passes for tenants and employees.

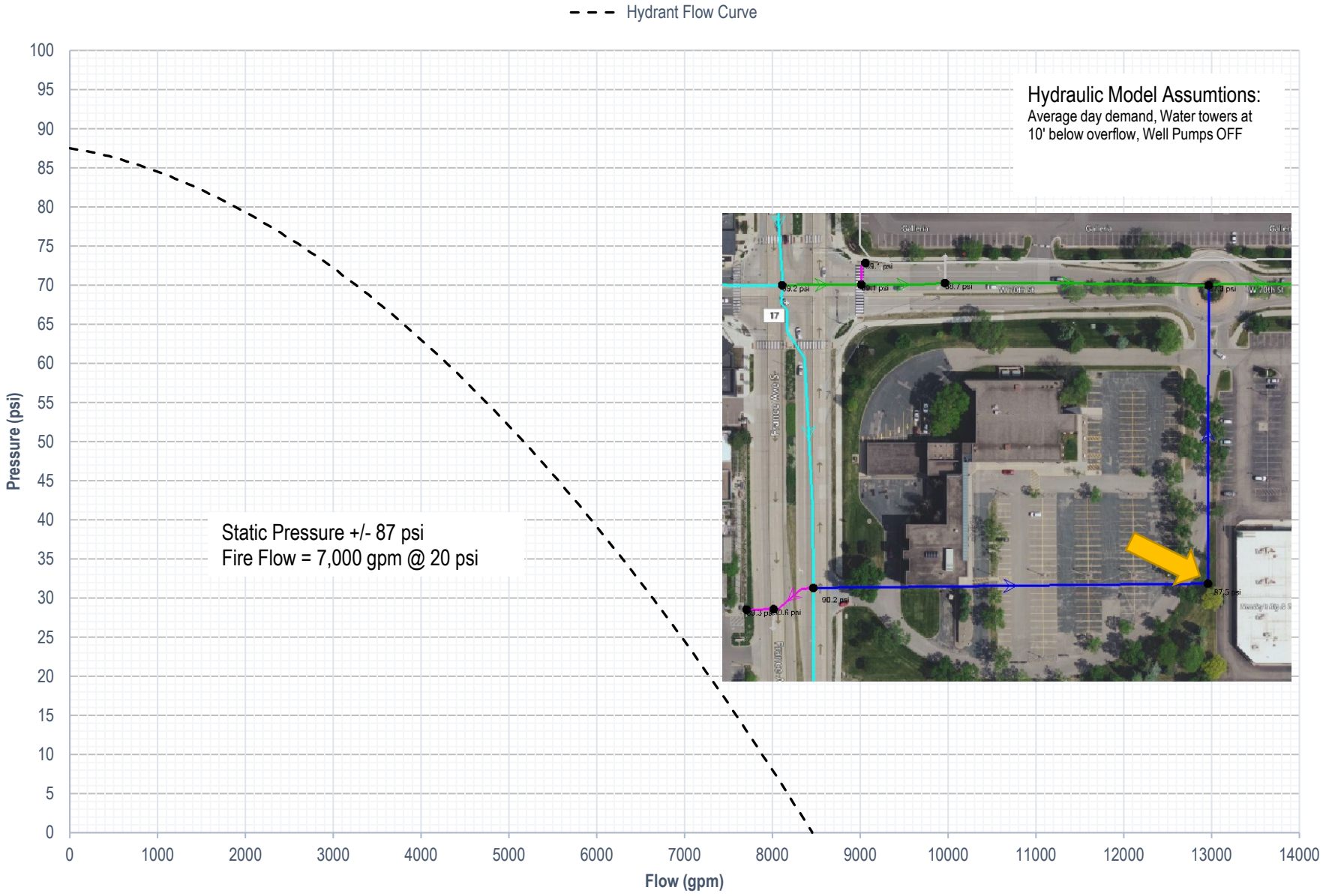
Transportation Commission Comments

Members of the Transportation Commission were given an opportunity to provide comments on the TIS and other transportation impacts of the proposed development. These comments are reflective of individual Commissioners, not the entire Commission;

- Support pedestrian and bicycle connections to neighboring properties (Brandon Square Mall and Rue de France).
- Support the bike repair station.
- Support reviewing turning movements and travel routes for delivery vehicles.
- Disappointed in lack of a balanced multi-modal approach that accommodates pedestrians and bicycles equally to vehicles.
- Recommend more than 61 proposed bike parking stalls given the retail uses in the area.
- Recommend abiding by the assumption that vehicle traffic will return to normal levels after the pandemic and considering the parking/capacity analyses accordingly.
- Recommend reviewing delivery vehicle parking accommodations.
- Recommend shared use paths be a minimum of 8' and preferable 10' to separate bicycles from pedestrians.

attachment 3

70TH AND FRANCE REDEVELOPMENT Flow Curve



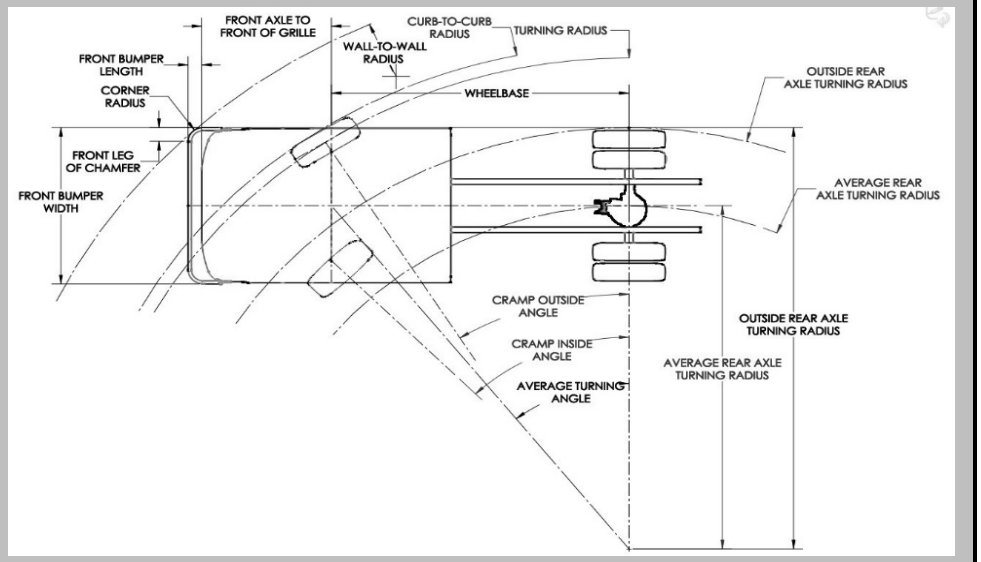
attachment 4a

TURNING RADIUS CALCULATIONS BASED ON AVERAGE OF INNER AND OUTER FRONT WHEEL CRAMP ANGLES

INPUT DESCRIPTION	INPUT VALUE	UNITS
VIN	Edina Cobra	
WHEELBASE	258	INCHES
FRONT AXLE	SteerTek 24K	
FRONT AXLE KPI	70.87	INCHES
FRONT AXLE TRACK	95.01	INCHES
FRONT TIRE	Michelin XFE 425/65R22.5	
FRONT TIRE OVERALL WIDTH	16.6	INCHES
FRONT WHEEL	Alcoa 12.25 X 22.5 Al	
FRONT WHEEL INSET	4.68	INCHES
FRONT AXLE TO FRONT OF GRILL	79.37	INCHES
FRONT BUMPER LENGTH	24	INCHES
FRONT BUMPER WIDTH	102	INCHES
FRONT BUMPER CORNER RADIUS (R) OR CHAMFER (C)?	R	
FRONT BUMPER CORNER RADIUS	9	INCHES
LEFT TURN CRAMP INSIDE ANGLE	43	DEGREES
LEFT TURN CRAMP OUTSIDE ANGLE	36.41	DEGREES
RIGHT TURN CRAMP INSIDE ANGLE	43	DEGREES
RIGHT TURN CRAMP OUTSIDE ANGLE	36.41	DEGREES

OUTPUT DESCRIPTION	OUTPUT VALUE	UNITS		UNITS
TURNING RADIUS LEFT	441.5	INCHES	36.8	FEET
TURNING RADIUS RIGHT	441.5	INCHES	36.8	FEET
CURB-TO-CURB RADIUS LEFT	449.8	INCHES	37.5	FEET
CURB-TO-CURB RADIUS RIGHT	449.8	INCHES	37.5	FEET
WALL-TO-WALL RADIUS LEFT	507.6	INCHES	42.3	FEET
WALL-TO-WALL RADIUS RIGHT	507.6	INCHES	42.3	FEET

OUTPUT DESCRIPTION	OUTPUT VALUE	UNITS		UNITS
AVERAGE TIRE TURNING ANGLE LEFT	39.7	DEGREES		
AVERAGE TIRE TURNING ANGLE RIGHT	39.7	DEGREES		
AVERAGE REAR AXLE TURNING RADIUS LEFT	310.7	INCHES	25.9	FEET
AVERAGE REAR AXLE TURNING RADIUS RIGHT	310.7	INCHES	25.9	FEET
OUTSIDE REAR AXLE TURNING RADIUS LEFT	361.7	INCHES	30.1	FEET
OUTSIDE REAR AXLE TURNING RADIUS RIGHT	361.7	INCHES	30.1	FEET
INSIDE REAR AXLE TURNING RADIUS LEFT	259.7	INCHES	21.6	FEET
INSIDE REAR AXLE TURNING RADIUS RIGHT	259.7	INCHES	21.6	FEET



Rosenbauer Motors v. 10282015mjb

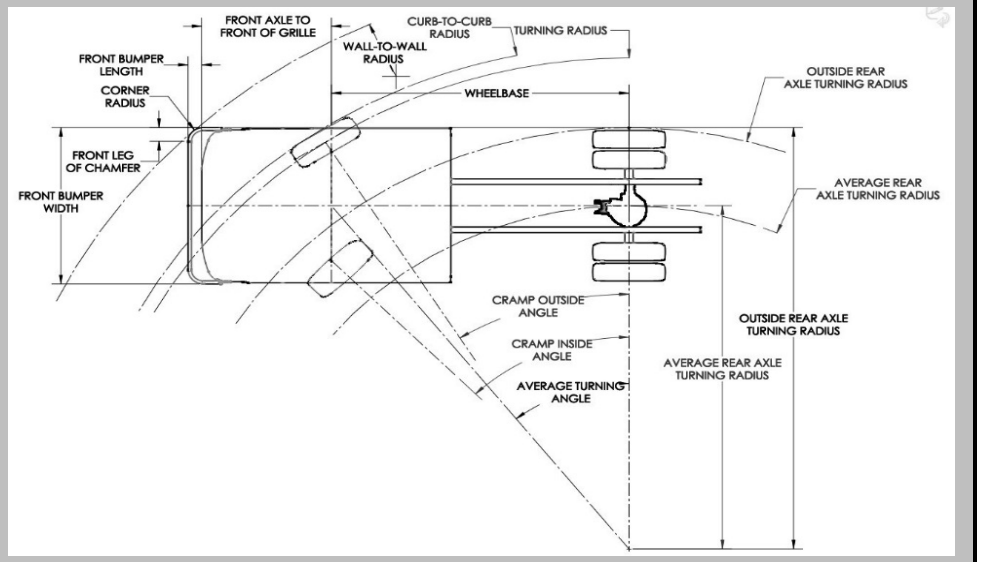
attachment 4b

TURNING RADIUS CALCULATIONS BASED ON AVERAGE OF INNER AND OUTER FRONT WHEEL CRAMP ANGLES

INPUT DESCRIPTION	INPUT VALUE	UNITS
VIN	Edina Pumpers	
WHEELBASE	203	INCHES
FRONT AXLE	SteerTek 20K	
FRONT AXLE KPI	70.87	INCHES
FRONT AXLE TRACK	95.01	INCHES
FRONT TIRE	X Multiway HD XZE 385	
FRONT TIRE OVERALL WIDTH	15.1	INCHES
FRONT WHEEL	Alcoa 12.25 X 22.5 Al	
FRONT WHEEL INSET	4.68	INCHES
FRONT AXLE TO FRONT OF GRILL	79.37	INCHES
FRONT BUMPER LENGTH	24	INCHES
FRONT BUMPER WIDTH	102	INCHES
FRONT BUMPER CORNER RADIUS (R) OR CHAMFER (C)?	R	
FRONT BUMPER CORNER RADIUS	0.125	INCHES
LEFT TURN CRAMP INSIDE ANGLE	45	DEGREES
LEFT TURN CRAMP OUTSIDE ANGLE	36.26	DEGREES
RIGHT TURN CRAMP INSIDE ANGLE	45	DEGREES
RIGHT TURN CRAMP OUTSIDE ANGLE	36.26	DEGREES

OUTPUT DESCRIPTION	OUTPUT VALUE	UNITS		UNITS
TURNING RADIUS LEFT	349.2	INCHES	29.1	FEET
TURNING RADIUS RIGHT	349.2	INCHES	29.1	FEET
CURB-TO-CURB RADIUS LEFT	356.7	INCHES	29.7	FEET
CURB-TO-CURB RADIUS RIGHT	356.7	INCHES	29.7	FEET
WALL-TO-WALL RADIUS LEFT	420.2	INCHES	35.0	FEET
WALL-TO-WALL RADIUS RIGHT	420.2	INCHES	35.0	FEET

OUTPUT DESCRIPTION	OUTPUT VALUE	UNITS		UNITS
AVERAGE TIRE TURNING ANGLE LEFT	40.6	DEGREES		
AVERAGE TIRE TURNING ANGLE RIGHT	40.6	DEGREES		
AVERAGE REAR AXLE TURNING RADIUS LEFT	236.6	INCHES	19.7	FEET
AVERAGE REAR AXLE TURNING RADIUS RIGHT	236.6	INCHES	19.7	FEET
OUTSIDE REAR AXLE TURNING RADIUS LEFT	287.6	INCHES	24.0	FEET
OUTSIDE REAR AXLE TURNING RADIUS RIGHT	287.6	INCHES	24.0	FEET
INSIDE REAR AXLE TURNING RADIUS LEFT	185.6	INCHES	15.5	FEET
INSIDE REAR AXLE TURNING RADIUS RIGHT	185.6	INCHES	15.5	FEET



Rosenbauer Motors v. 10282015mjb

Date: November 10, 2020

To: Cary Teague – Community Development Director
Chad Millner, PE – Director of Engineering

Cc: 7001 France Avenue, Owner and Development Team

From: Andrew Scipioni – Transportation Planner

Re: **7001 France Avenue – Transportation Review**

Mortenson and Orion Investments are proposing to redevelop 7001 France Avenue, currently occupied by U.S. Bank. The proposed redevelopment would replace the existing building with four distinct buildings containing 379 residential units, 152,500 square feet of office space, 3,300 square feet of retail space, a 6,500-square-foot bank and a 1,500-square-foot coffee shop without a drive-thru. Spack Solutions completed a traffic impact study (TIS) for this project on behalf of the City. This memo will review the findings of the TIS and other transportation impacts of the proposed development.

Trip Generation

Spack analyzed trip generation using two methods. One method is based on the trip generation rates for various land uses in the *Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition*. This manual provides national average traffic generation rates for different land uses. The second method is based on trip generation rates generated from local data collected by Spack. The local data estimates that the proposed development will generate 8,100 total new trips (over 1,300 more than the ITE data). Figure 1 shows the distribution of new trips by land use.

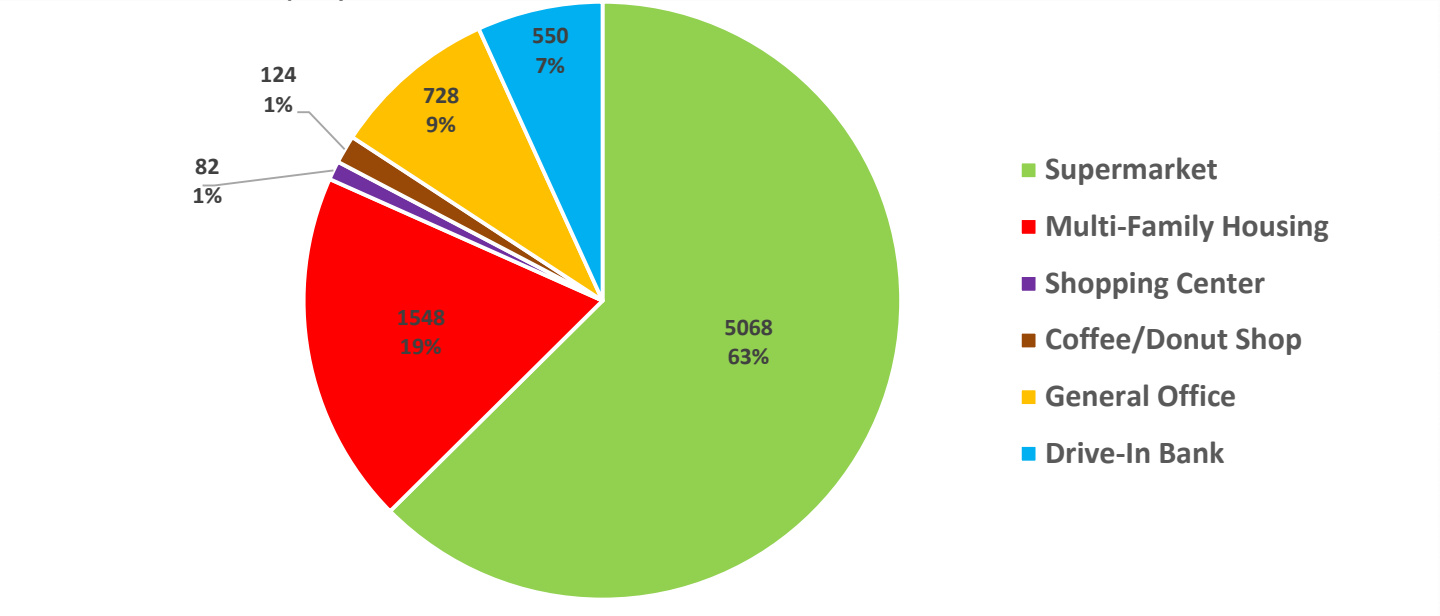


Figure 1: Trip Generation by Land Use
(Local data supplemented by ITE)

Spack's analysis shows that almost 5,100 (over 60%) of the total new trips will be generated by the proposed supermarket, with the residential and business uses accounting for 19% and 9% of the total new trips, respectively.

Capacity Analysis

Four roadway corridors surrounding the site were studied by Spack (France and York Avenues, West 70th Street and Hazelton Road), as well as 10 adjacent intersections along those corridors (see Figure 2).

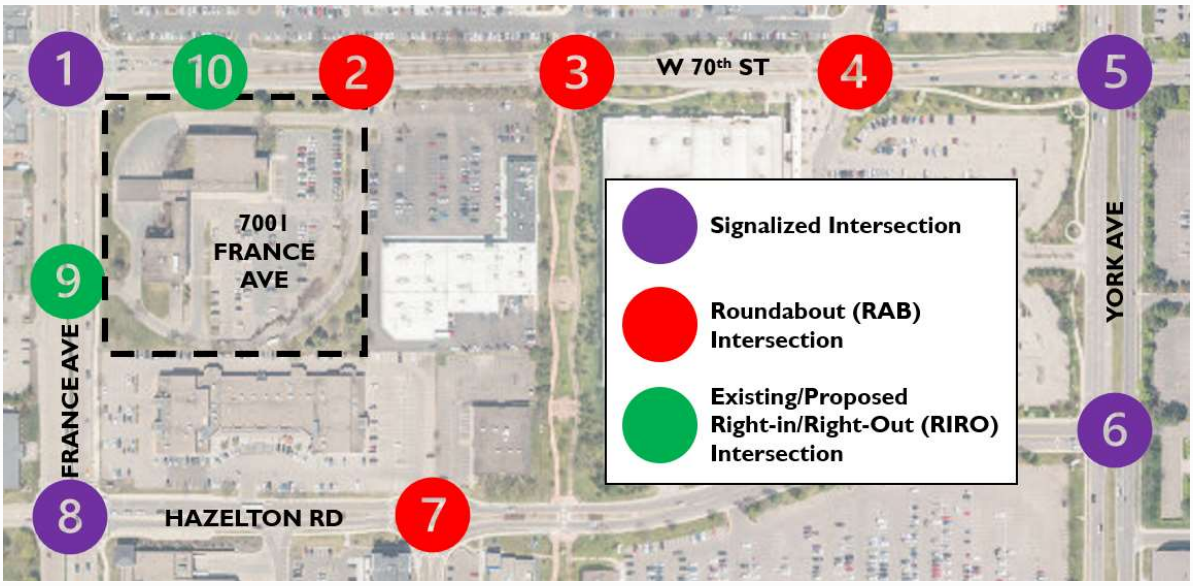


Figure 2: Study Intersections

All study corridors are projected to operate within their planning level capacities (volume-to-capacity ratio of less than 1.0) through the 2040 build scenario. However, West 70th Street between France and York Avenues is projected to approach the almost congested level (volume-to-capacity ratio near 0.8) in the 2025 and 2040 build scenarios.

All signalized and roundabout study intersections are projected to operate with acceptable overall intersection delays through the 2040 build scenario except for France Avenue and West 70th Street. This intersection experiences overall delays at Level of Service (LOS) E during the 2025 and 2040 build scenarios. Additionally, higher than preferred queuing is experienced for specific movements at each signalized study intersection. These queues are a product of the extended cycle lengths and green time given to France and York Avenues. Except for at France Avenue and West 70th Street, updated signal timing removes the queuing conditions at these intersections and return queues to similar or less than the existing scenario. The deficiencies at France Avenue and West 70th Street are recommended by Spack to be addressed by:

1. Constructing a dedicated northbound right turn lane for the existing RIRO development access;
2. Converting the existing eastbound dedicated right turn lane into a shared through/right turn lane; and
3. Constructing a second eastbound through lane east of France Avenue that converts into a dedicated right turn lane for the proposed RIRO development access.

While these recommendations improve level of service for vehicles, they may have negative impacts on other modes of transportation. Adding a second eastbound through lane will likely require converting the existing shared on-street bike lane to an off-street facility shared with pedestrians. Additional public right-of-way would likely be required along France Avenue and West 70th Street to accommodate the recommended additional vehicle lanes, boulevards and shared pedestrian and bicycle facilities.

Spack also noted that if traffic volumes remain lower than 2018 levels due to the current effects of the COVID-19 pandemic, all study intersections are forecast to operate acceptably without mitigation.

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While there are no transit stops immediately adjacent to 7001 France Avenue, Metro Transit operates several routes nearby accessible by existing pedestrian and bicycle facilities:

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2. Implement a fully multi-modal transportation system that supports the land use vision and future land use plan for managing and shaping future growth.	The project provides facilities for pedestrians, bicyclists, motorists and shared mobility users.
3. Minimize the impacts of the transportation system on Edina's environment and neighborhood quality of life and emphasize methods to reduce greenhouse gas emissions.	Sketch plan narrative notes electric vehicle (EV) charging stations will be included on-site and the development questionnaire notes that 50% of the private parking levels will be wired for future electric vehicle charging. Staff recommends installing EV chargers for a minimum of 5% of proposed parking (61 stalls) in addition to wiring 45% (540 stalls) for EV conversion in the future. These stalls should be in convenient locations near primary building entrances.
4. Reduce the overall dependence on and use of single-occupancy vehicles by promoting land use patterns that allow for shorter vehicle trips and the use of alternative travel options.	The project promotes walking and biking with varied adjacent land uses and facilities for pedestrians and bicyclists.

6. Encourage and support attractive and reliable high-performance transit service and connections.	The applicant should consider providing directional signage/information for local transit services or subsidizing transit passes for tenants and employees.
7. Develop and manage parking provisions to encourage joint and shared use of facilities, ride-sharing and bicycle parking.	Sketch plan narrative notes on-site parking stalls for car sharing service (i.e. HourCar) will be included. These stalls should be in convenient locations near primary building entrances. The project is proposed to include a minimum of 61 bicycle parking stalls, 5% of the proposed parking stalls per City Code. These parking stalls should be in convenient, well-lit locations within 50' of a public entrance to a principal building. Rack style and spacing should follow the recommendations of the Association of Pedestrian and Bicycle Professionals (APBP). A bike repair station is also proposed for the site and should be located adjacent to bike parking.
9. Provide for efficient movement of goods within Edina, while minimizing the impacts of freight traffic on other trips and reducing negative impacts on land uses on freight corridors.	Turning movements and travel routes for delivery vehicles should be reviewed by the applicant. Steps should be taken to minimize the impact of delivery vehicles on pedestrian and bicycle movement through the site (additional signage, designated delivery zones, etc.)
13. Provide and maintain adequate access to and from, and safety on, local and regional roadway adjacent to community redevelopment and other activity that potentially impacts the City of Edina.	Proposed trees, vegetation, signage and other items adjacent to intersections should maintain a clear view zone as defined in Section 26-190 of City Code.
14. Manage, maintain and operate roadways to maximize wherever possible the safety and mobility of all users and all modes.	Proposed sidewalks/trails along France Avenue and West 70th Street should maintain 8' minimum width to accommodate shared pedestrian and bicycle traffic. The existing vegetated boulevards should be maintained or widened to improve user safety and comfort.
Living Streets Plan (2015)	
Principle	**Explanation**
2. Living Streets provide access and mobility for all transportation modes while enhancing safety and convenience for all users.	The project provides accommodations for motorists, cyclists and pedestrians.
4. The City will require new developments to provide interconnected street and sidewalk networks that connect to existing or planned streets or sidewalks on the perimeter of the development.	The project includes network of internal streets and sidewalks that connect to existing facilities along the perimeter of the development.

10. Living Streets are designed and built with coordination between business and property owners along commercial corridors to develop vibrant commercial districts.	The applicant should consider additional pedestrian and bicycle crossings/connections to Brandon Square Mall to the east and Rue de France mall to the south.
13. Living Streets will improve the current and future quality of life for the public.	The proposed boulevard-style sidewalk along France Avenue will improve pedestrian safety and comfort adjacent to the property. Similar style sidewalks should be considered along West 70th Street and along the proposed internal streets.

Greater Southdale District Plan (2018)	
Transportation Goals	**Explanation**
1-A. Regional Roadway Access Maintain adequate regional vehicle accessibility while also minimizing its negative impacts on Greater Southdale area circulation, not only regarding cars and vehicle deliveries, but also transit and bicycle usage, and pedestrian convenience and comfort.	The project is expected to result in unacceptable peak hour delays at France Avenue and West 70th Street (LOS E) for the 2025 and 2040 build scenarios. Signal timing updates are recommended to mitigate this effect.
1-B. Street Grid Establish a district-wide grid system based on blocks that are approximately 200' x 200'. Grids are highly connected street networks that are essential for neighborhoods that balance public and private life. To the extent that grids enhance property access, they are important for unlocking land value, increasing economic benefits.	The site is proposed to be divided into four "development pads" with internal streets and sidewalks.
1-C. Internal Roadways Develop prototype streetscape designs for new streets/roadways created as part of and to service redevelopment, and for possible redesign of existing streets/roadways, emphasizing legibility, pedestrian safety and comfort, street trees and other greenery, energy-efficient, pedestrian-scale lighting, and sustainability and stormwater management techniques.	Sketch plan identifies amenities like boulevard trees, marked crosswalks, and stormwater management features.
1-E. Mobility Hub Develop a strategy for a mobility hub(s) that would: 1. Connect different modes of travel – walking, biking, transit, and shared mobility; 2. Integrate information technology to help travelers find, access and pay for transit and on-demand shared mobility services; and Enhance mobility for travelers of all ages and abilities.	Sketch plan narrative notes on-site parking stalls for car sharing service (i.e. HourCar) will be included. These stalls should be placed in visible, convenient locations near pedestrian and bicycle facilities. Some exposed parking stalls could be converted to shared bike/scooter parking in the future.

1-G. Parking and Loading Develop a plan to establish public District shared parking facilities in key locations to service public facilities and/or to augment private parking. Future-proof parking structures by requiring flexibility and adaptability in above-ground parking structure for possible future changes in use, addressing such issues as floor-to-ceiling height and other relevant features.	The proposed parking supply exceeds estimated demand by 236-472 stalls, allowing additional capacity for shared district parking.
2-A. Signature/Gateway Roadways Transform France Avenue, York Avenue, and West 66th Street with traffic-calming measures and beautification measures to discourage an increase in through traffic, enhance pedestrian/bicyclist/transit user safety and comfort, promote adjacent neighborhood livability, and establish a deeper sense of arrival and sense of place for the Greater Southdale District. Extend the identity of the Greater Southdale District beyond its edges while conversely sharing the value of its amenity with neighboring residential areas, i.e. establishing a seam rather than a border.	Sketch plan narrative identifies amenities along France Avenue like boulevard trees, rain gardens, gathering areas and an "entry plaza" at the corner of France Avenue and West 70th Street.
2-B Pedestrian Circulation Create additional opportunities for pedestrians to safely and comfortably cross France and York Avenues by increasing the number of signalized intersections, including mid-block connections or other measures where appropriate, thus reducing the posted speed on these streets and facilitating a slower and more effective traffic signal progression for through traffic. Determine design and costs for: 1. New pedestrian/bike/vehicular intersections; and 2. New pedestrian/bike intersections. Create expanded sidewalks, with double rows of tree canopy, on France Avenue, York Avenue, and West 66th Street.	Sketch plan proposes two pedestrian/bicycle facilities along France Avenue (one straight and wide, one meandering and narrow), with rows of trees, vegetation and landscaping on either side.
2-C. Bicycle System and Facilities Provide a continuous, on-site route for bicycles that is connected to east/west streets penetrating the site and to provide access to the adjacent neighborhoods.	Applicant should consider widening internal sidewalks to 8' (minimum) to accommodate shared pedestrian and bicycle use or install bicycle pavement markings on internal streets. Applicant should consider directional signage to the Edina Promenade and the Nine Mile Creek Regional Trail.

Travel Demand Management Opportunities

The applicant has proposed several strategies to support alternative modes of transportation to, from and within the site and reduce the impact of motor vehicles in the neighborhood. These include:

- EV charging stations
- Bicycle parking and a bicycle repair station
- Internal and perimeter sidewalks with boulevard trees, landscaping, and other buffers between motor vehicle traffic
- Marked pedestrian crosswalks
- Designated parking stalls for car sharing service (i.e. HourCar)

Other strategies to consider implementing (as previously mentioned) include:

- Designating 5% of proposed parking (61 stalls) for EVs and making an additional 5% (61 stalls) equipped for EV conversion in the future. These stalls should be in convenient locations near primary building entrances.
- Installing bicycle parking stalls in convenient, well-lit locations within 50' of a public entrance to a principal building. Rack style and spacing should follow the recommendations of the Association of Pedestrian and Bicycle Professionals (APBP). The proposed bike repair station should be located adjacent to bike parking.
- Widening internal sidewalks to 8' (minimum) to accommodate shared pedestrian and bicycle use or installing bicycle pavement markings on internal streets.
- Maintaining or widening the existing vegetated boulevards to improve user safety and comfort.
- Providing additional pedestrian and bicycle crossings/connections to Brandon Square Mall to the east and Rue de France mall to the south.
- Placing car sharing parking stalls in visible, convenient locations near pedestrian and bicycle facilities.
- Minimizing the impact of delivery vehicles on pedestrian and bicycle movement through the site (directional signage, designated delivery zones, etc.).
- Providing directional signage/information for transportation amenities (adjacent transit services, bicycle parking, car sharing, adjacent parks/trails).
- Subsidizing transit passes for tenants and employees.

Transportation Commission Comments

Members of the Transportation Commission were given an opportunity to provide comments on the TIS and other transportation impacts of the proposed development. These comments are reflective of individual Commissioners, not the entire Commission;

- Support pedestrian and bicycle connections to neighboring properties (Brandon Square Mall and Rue de France).
- Support the bike repair station.
- Support reviewing turning movements and travel routes for delivery vehicles.
- Disappointed in lack of a balanced multi-modal approach that accommodates pedestrians and bicycles equally to vehicles.
- Recommend more than 61 proposed bike parking stalls given the retail uses in the area.
- Recommend abiding by the assumption that vehicle traffic will return to normal levels after the pandemic and considering the parking/capacity analyses accordingly.
- Recommend reviewing delivery vehicle parking accommodations.
- Recommend shared use paths be a minimum of 8' and preferable 10' to separate bicycles from pedestrians.



Community & Neighborhood Meeting for AMENDED PRELIMINARY DEVELOPMENT PLAN

70TH & FRANCE

EDINA, MN

Oct. 13th, 2021

esg Mortenson ORION INVESTMENTS

Mortenson

ORION INVESTMENTS

esg

CONFLUENCE

Westwood

CLOW BERG

usbank

RSP

PROJECT TEAM

PROJECT DATES

December 2020 - Approved by City Council

Fall 2021 - Improved

OCT. 5TH COMMUNITY AND NEIGHBORHOOD MEETING

OCT. 13TH PLANNING COMMISSION HEARING & PRESENTATION

NOV. 3RD CITY COUNCIL

NOV. 16TH (IF NEEDED) CITY COUNCIL FINAL ACTION



Approved and Improved

- Maintained the core design principles from the Original Submission
- Site is platted & easements in place
- Adjusted to Market Conditions





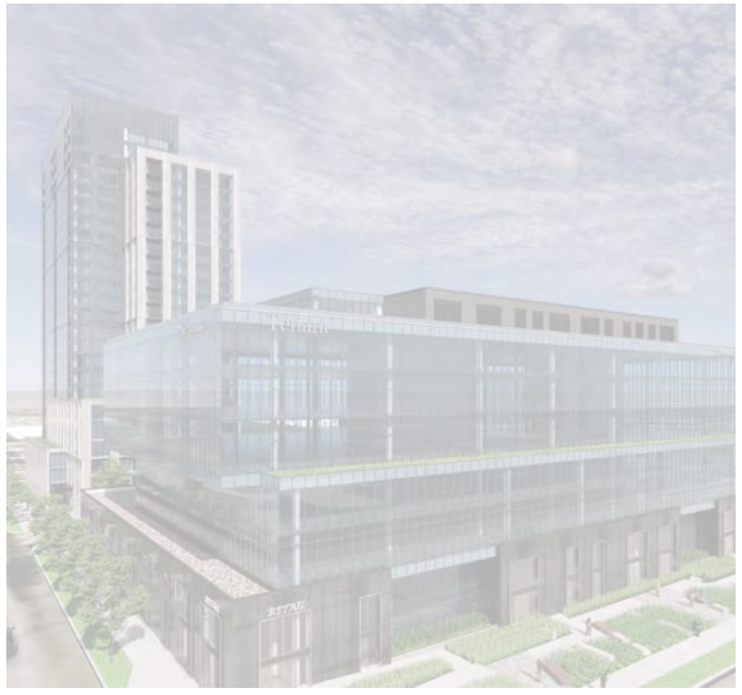
Ewing Avenue Improved

- Eliminated vehicle parking access points
- Ability to close Ewing for community events
- Plaza more engaged with the entire site
- Flexible retail/parking solution

Connectivity Enhanced

- o Stand alone ramp will serve beyond site borders
- o Additional bike storage & service
- o Ramp designed to be a piece of art





Less Traffic

- o 40% reduction from previous plan
- o No grocery traffic
- o Right turn lane on France Ave eliminated

Less Density/Height

- o 31% less units
- o SE corner reduced from 9 stories to 7 stories
- o Office retail reduced by 3 stories





SITE A:

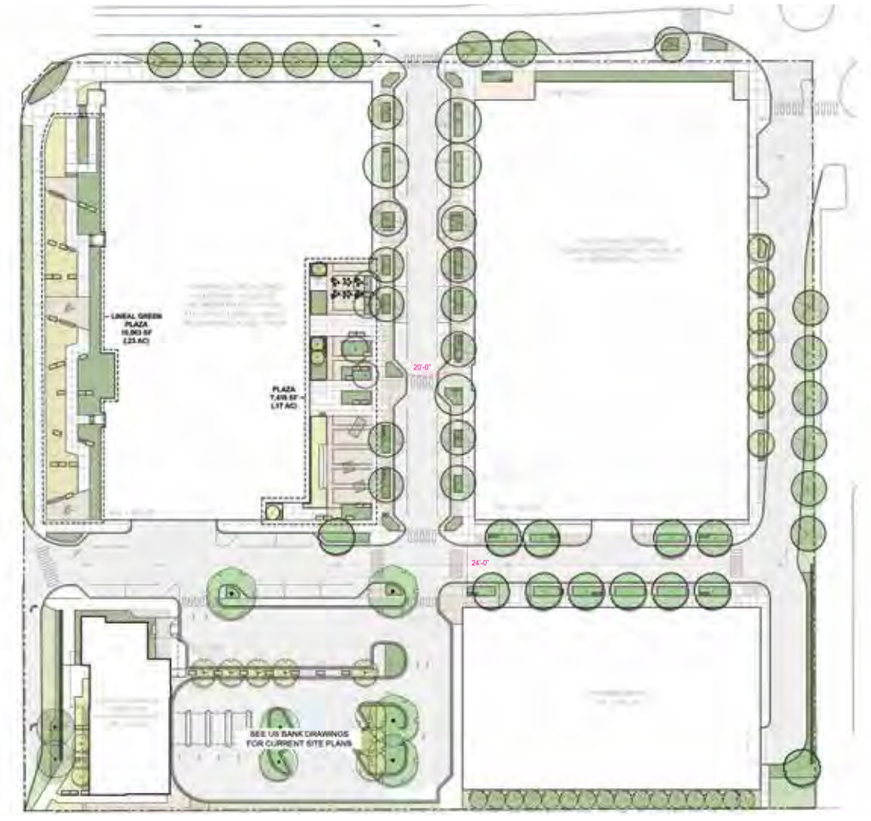
The below grade parking was removed. Several activating spaces were added at the west level 1 street frontage along Ewing. The parking screening was enhanced. The 24 story residential tower's massing was slightly revised.

SITE B:

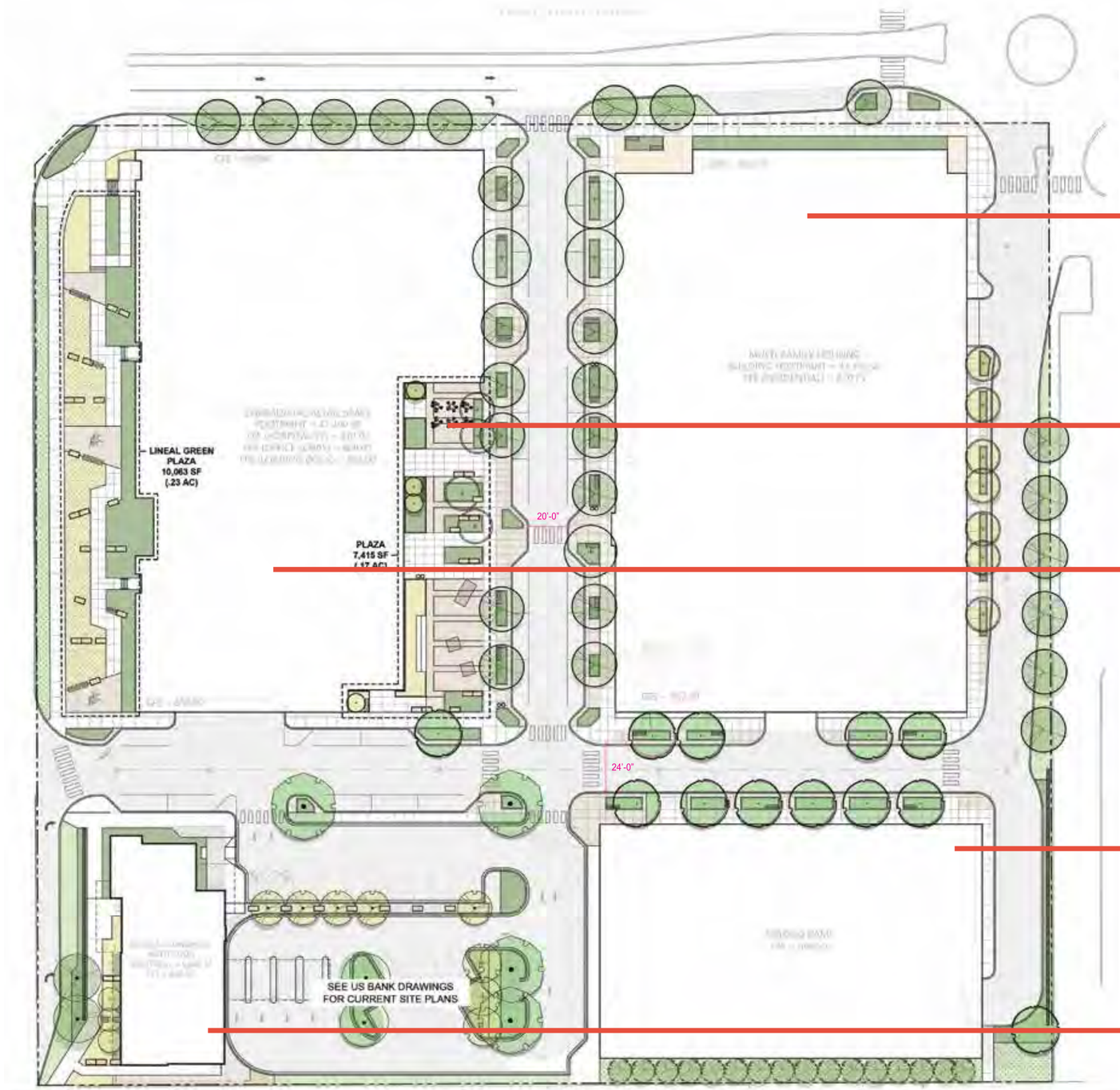
The above grade parking formely at levels 2 through 5 was removed. One level of below parking remains. As before there are 5 levels of office above a podium of commercial retail and office lobby at street level. The building facade has been simplified and refined.

SITE C:

A parking structure that serves the district but will mainly serve the office parking needs of Site B has replaced the mulit-family building.



SUMMARY OF CHANGES



SITE A
~490,000 GROSS SF
~267 DWELLING UNITS
317 RESIDENTIAL PARKING STALLS
127 COMMERCIAL PARKING STALLS

PLAZA & POCKET PARK
~7,500 SF

SITE B
~275,000 GROSS SF
~190,000 SF OFFICE
~35,000 SF COMMERCIAL OFFICE
128 BELOW GRADE PARKING STALLS

SITE C
~170,000 GROSS SF
~1,300 SF BICYCLE FACILITY
540 PARKING STALLS

SITE D - US BANK (PHASE 1)
- SITE PLAN APPROVED

DEVELOPMENT OVERVIEW

Approved and Improved

Project Changes from Dec 2020 to Now

- 31% less residential density (390 units to 270 units)
- Office retail bldg. reduced from 10 stories to 7 stories
- Multi-family tower height reduced by 15’
- Improved pedestrian activation on Ewing Ave

SUMMARY OF CHANGES



BEFORE - FALL 2020



CURRENT - FALL 2021

VIEW FROM NORTHWEST



BEFORE - FALL 2020



CURRENT - FALL 2021

VIEW FROM FRANCE



BEFORE - FALL 2020



CURRENT - FALL 2021

VIEW FROM SOUTHWEST



BEFORE - FALL 2020



CURRENT - FALL 2021

VIEW LOOKING WEST FROM 70TH



BEFORE - FALL 2020



CURRENT - FALL 2021

LOOKING NORTHWEST FROM 71ST



BEFORE - FALL 2020



CURRENT - FALL 2021

LOOKING NORTH DOWN EWING



BEFORE - FALL 2020



CURRENT - FALL 2021

VIEW FROM NORTHEAST

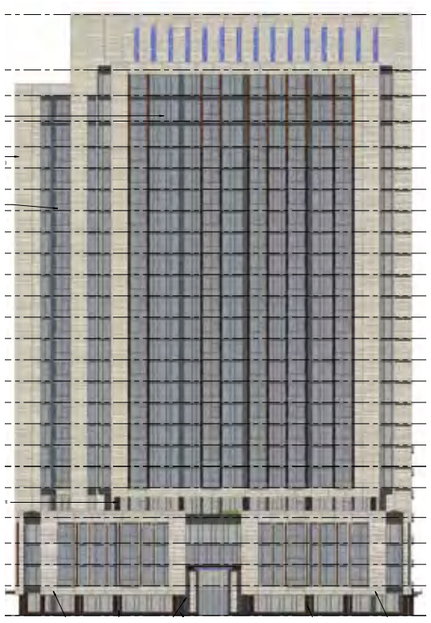


BEFORE - FALL 2020



CURRENT - FALL 2021

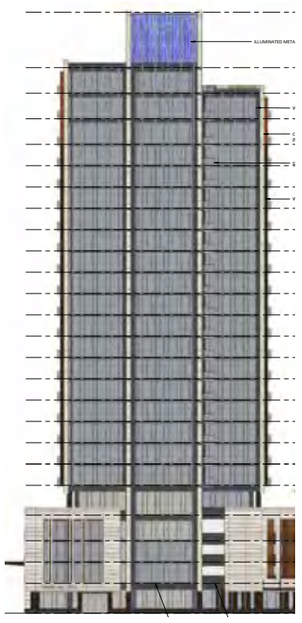
VIEW FROM EAST - TOWER SITE A

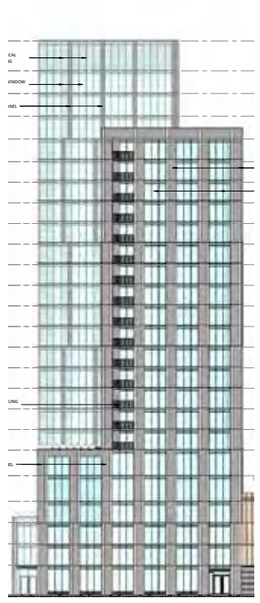




BEFORE - FALL 2020 CURRENT - FALL 2021

NORTH ELEVATION





BEFORE - FALL 2020 CURRENT - FALL 2021

WEST ELEVATION

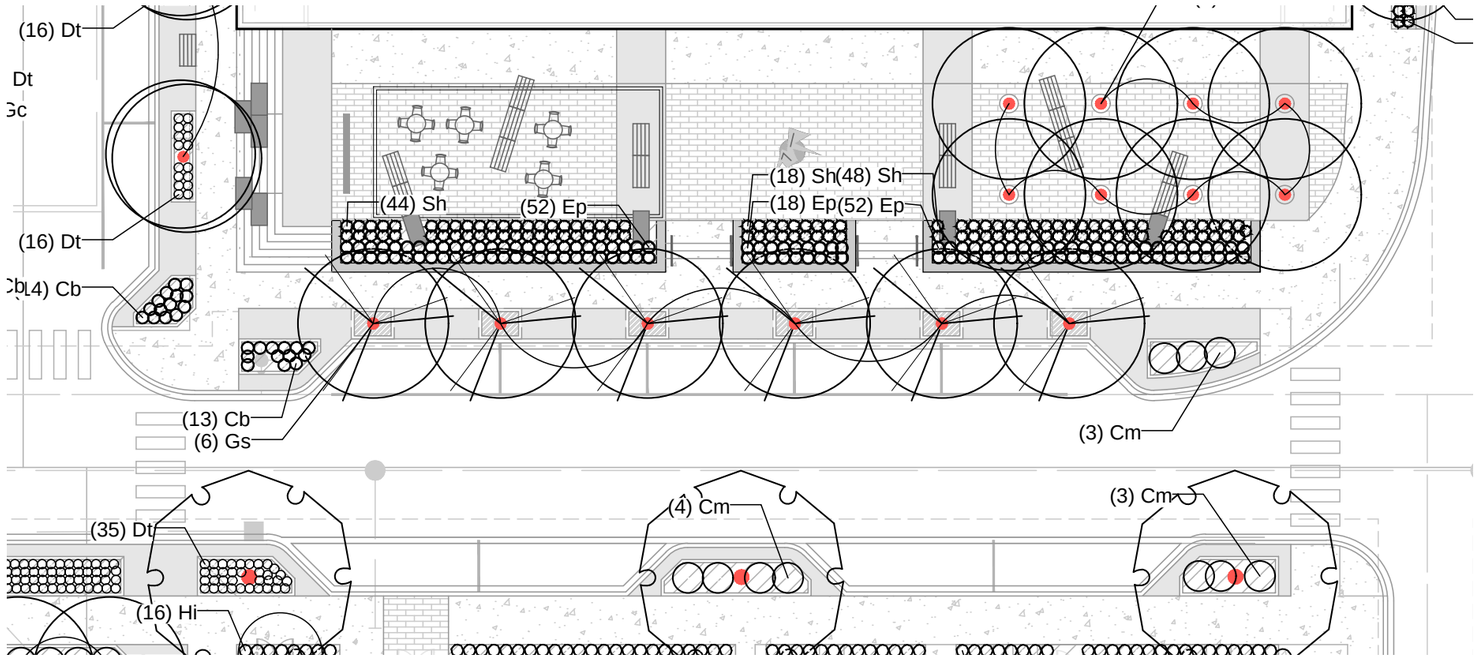


BEFORE - FALL 2020

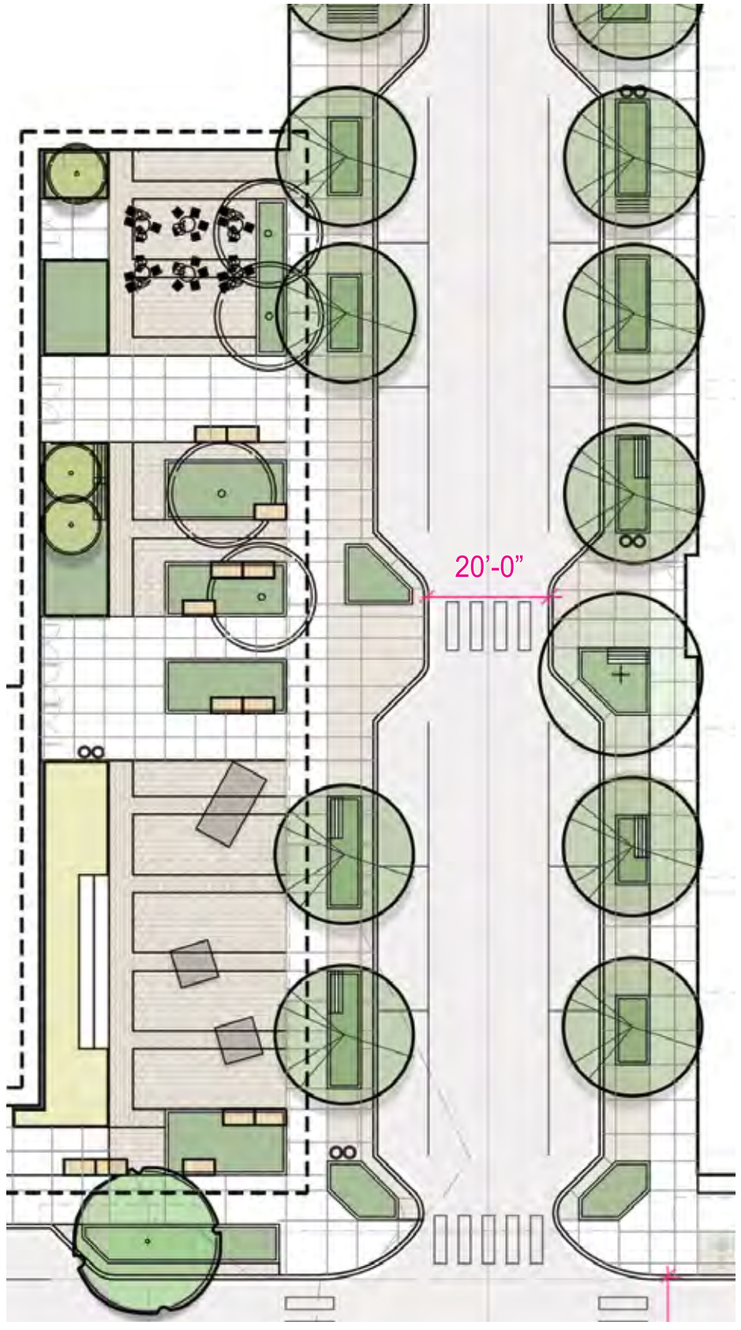


CURRENT - FALL 2021

VIEW FROM SOUTHWEST



BEFORE - FALL 2020 - APPROX. 7000 SF



CURRENT - FALL 2021 - APPROX. 7500 SF

PLAZA POCKET PARK



VIEW FROM NORTHWEST



VIEW FROM FRANCE



VIEW FROM SOUTHWEST



VIEW LOOKING WEST FROM 70TH

LOOKING NORTHWEST FROM 71ST



LOOKING NORTH DOWN EWING



VIEW FROM NORTHEAST



VIEW FROM SOUTHWEST



STREETSCAPE - WEST 71ST STREET, DAY



STREETSCAPE - WEST 71ST STREET, DUSK



CLADDING DETAIL



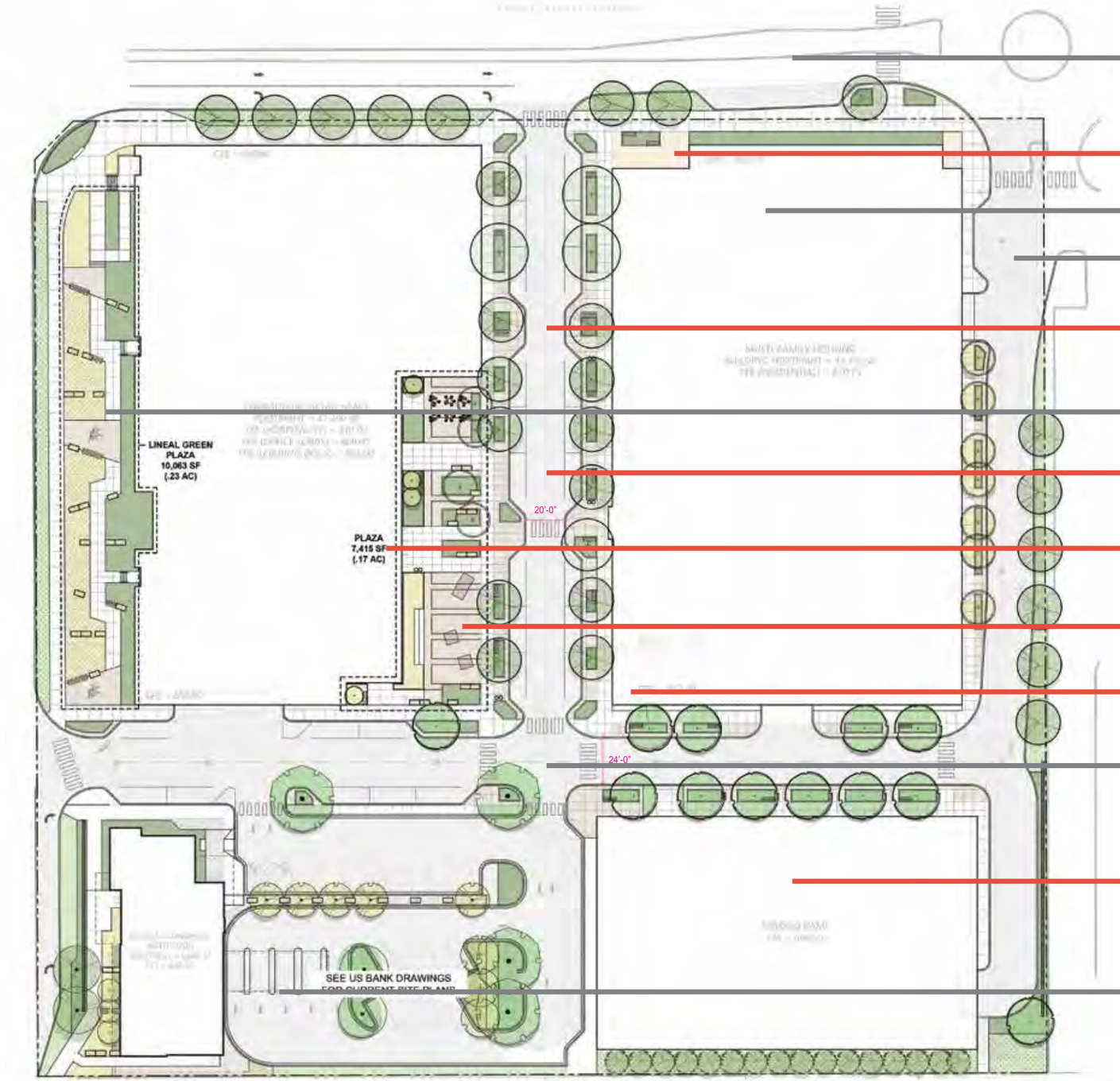
CLADDING DETAIL

CLOW BERG

SITE C - EXTERIOR IMAGERY



VIEW FROM SOUTHWEST



70TH STREET FRONTAGE REMAINS LARGELY UNCHANGED

ENTRY SLIGHTLY RELOCATED

RESIDENTIAL TOWER REMAINS IN SAME LOCATION

DREW AVE. REMAINS LARGELY UNCHANGED

REMOVED CURB CUTS & ENHANCED PED. CONNECTONS ALONG LENGTH OF EWING AVE.

FRANCE AVE. DESIGN REMAINS AS BEFORE

ENHANCED STREET SCAPE OF EWING AVE.

OFFICE LOBBY SHIFTED SLIIGHTLY NORTH

PLAZA & POCKET PARK RELOCATED TO SITE B & EWING AVE. AND REORGANIZED AND ENHANCED

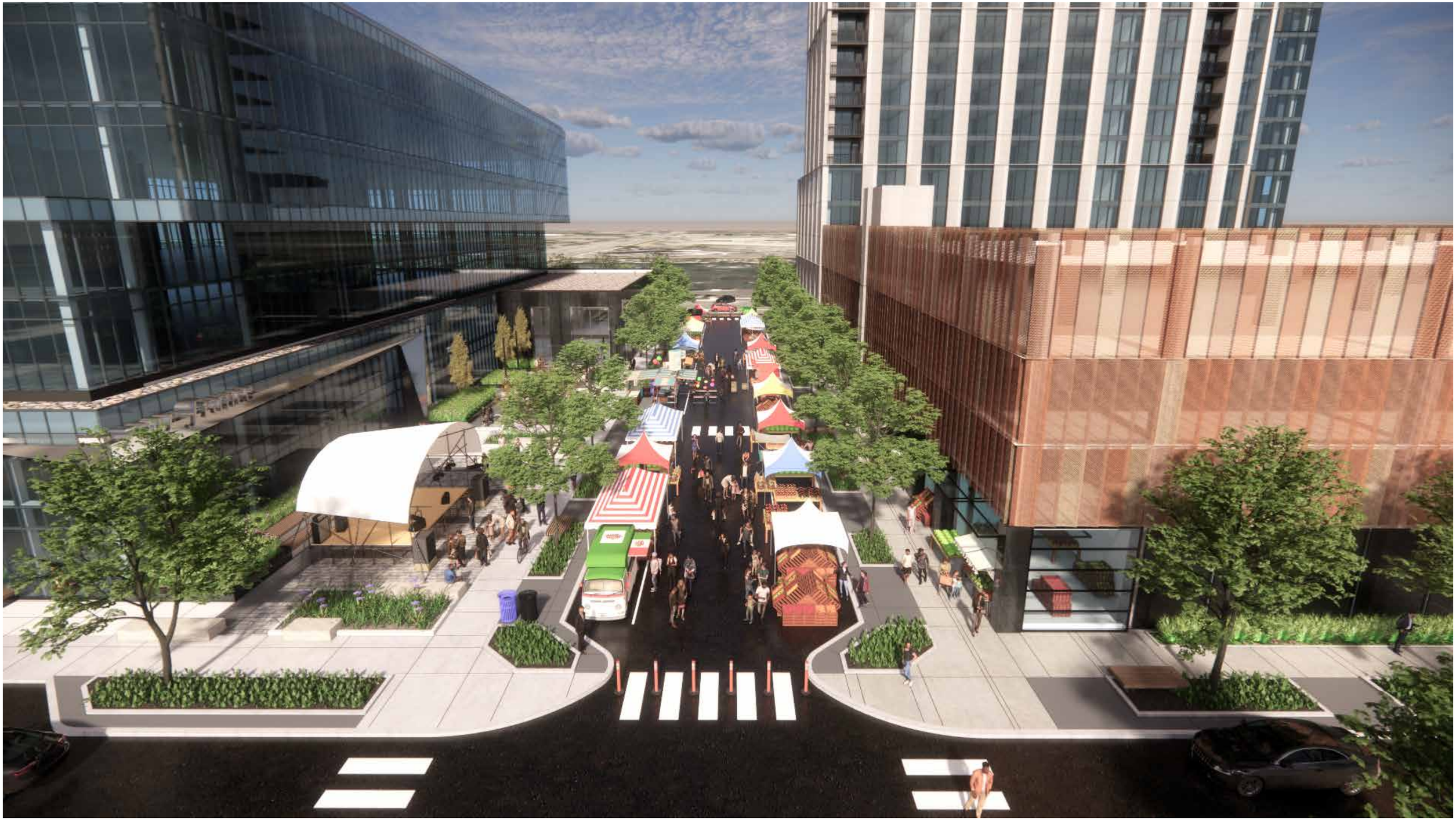
ACTIVE USE FLEX COMMERCIAL SPACE ALONG EWING AT WEST SIDE OF SITE A

71ST STREET REMAINS LARGELY UNCHANGED

SITE C - PARKING STRUCTURE WITH BICYCLE FACILITY AT STREET LEVEL

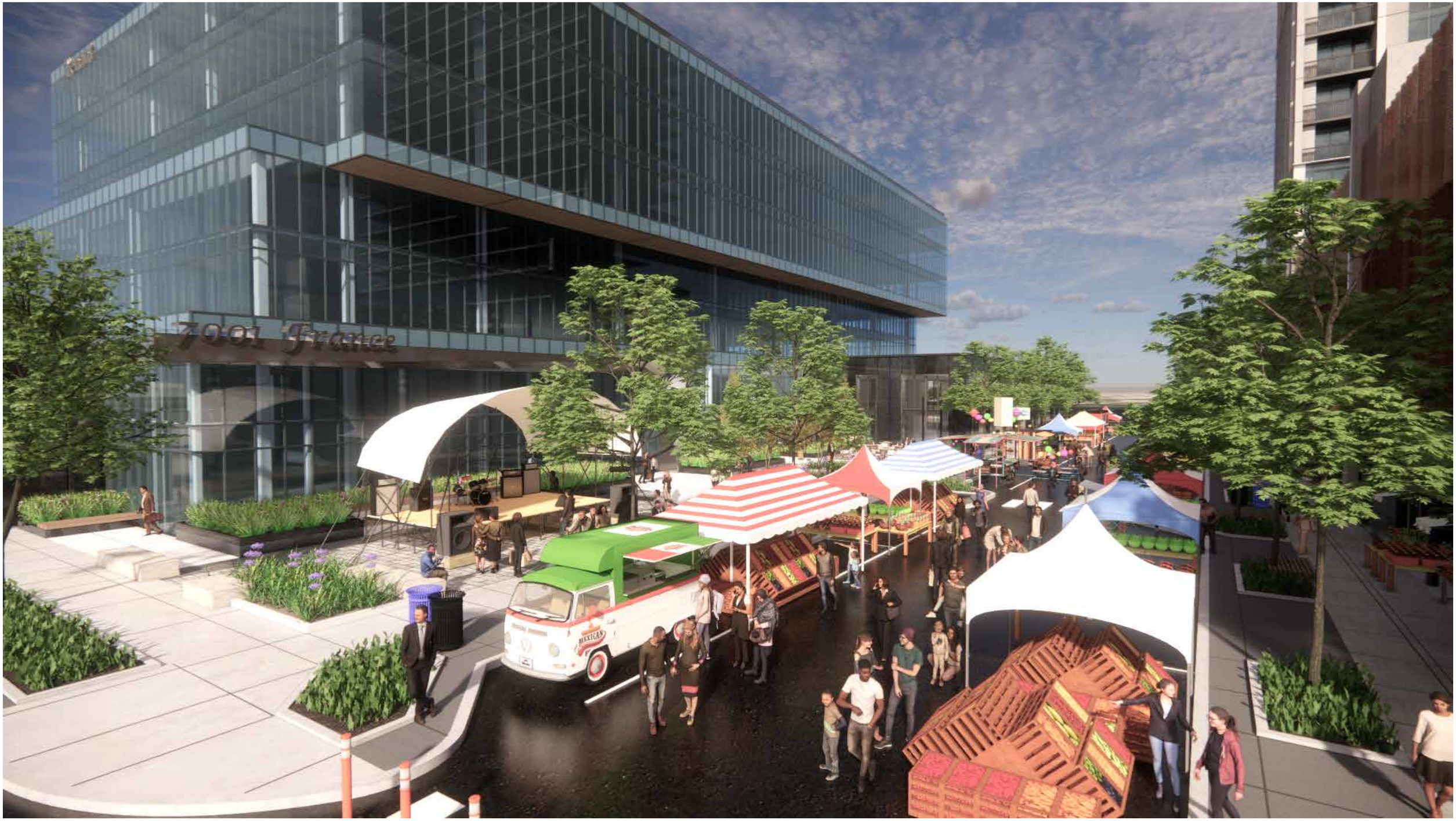
SITE D - US BANK SITE PLAN REMAINS AS APPROVED

SUMMARY OF CHANGES



EWING AVENUE STREET FAIR

EWING - ACTIVE STOREFRONTS



PLAZA POCKET PARK & EWING



EWING AVENUE STREET FAIR



3D BIRD'S EYE

Approved and Improved

Project Changes from Dec 2020 to Now

- 31% less residential density (390 units to 270 units)
- Office retail bldg. reduced from 10 stories to 7 stories
- Multi-family tower height reduced by 15’
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SUMMARY OF CHANGES

THANK YOU

QUESTIONS?



THANK YOU
QUESTIONS?

THANK YOU

QUESTIONS?

https://listings.contentstudios.media/v2/7001-france-ave-s-edina-mn-55435-1240379/branded