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

Wednesday, November 15, 2023 7:00 PM

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How to Participate in Public Hearings: Call 786-496-5601 Enter Conference Pin 3988527#

Press *1 on your telephone keypad when you would like to get in the queue to speak An operator will introduce you when it is your turn

- I. Call To Order
- II. Roll Call
- III. Approval Of Meeting Agenda
- IV. Approval Of Meeting Minutes
 - A. Regular Meeting Minutes from October 25, 2023
- V. 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.

- VI. Public Hearings
 - A. B-23-20 Variance Request at 3501 & 3503 Galleria
 - B. Comprehensive Plan Amendment, Zoning Ordinance
 Amendment and Site Plan Review 6016 Vernon Avenue
- VII. Reports/Recommendations
 - A. Sketch Plan Review 7001 York Avenue (Southdale Regional Library)

B. Sketch Plan Review – 4600 77th Street West

VIII. Chair And Member Comments

- IX. Staff Comments
- X. 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: | November 15, 2023 | Agenda Item #: IV.A. |
|----------|---|----------------------|
| То: | Planning Commission | Item Type: |
| From: | Liz Olson, Planning Administrative Support Specialist | Minutes |
| Subject: | Regular Meeting Minutes from October 25, 2023 | Action |

ACTION REQUESTED:

Approve the regular minutes from October 25, 2023.

INTRODUCTION:

ATTACHMENTS:

Minutes from October 25, 2023



Minutes City Of Edina, Minnesota Planning Commission Edina City Hall Council Chambers October 25, 2023

I. Call To Order

Vice Chair Strauss called the meeting to order at 7:00 PM.

II. <u>Roll Call</u>

Answering the roll call were: Commissioners Bornstein, Miranda, Padilla, Strauss, Smith, Felt, Hu, and Schultze. Staff Present: Cary Teague, Community Development Director, and Liz Olson, Administrative Support Specialist.

Absent from the roll call: Daye, Olson, and Chair Bennett.

III. Approval Of Meeting Agenda

Commissioner Padilla moved to approve the October 25, 2023, agenda. Commissioner Felt seconded the motion. Motion carried unanimously.

IV. <u>Approval Of Meeting Minutes</u> <u>A. Minutes: Planning Commission, September 27, 2023, and October 11, 2023</u>

Commissioner Miranda moved to approve the September 27, 2023, and October 11, 2023 meeting minutes. Commissioner Smith seconded the motion. Motion carried unanimously.

V. <u>Community Comment</u>

Ms. Linda Schmitz, 6483 Barrie Road addressed the Commission regarding traffic on Barrie Road.

VI. Public Hearings

A. Monument Sign Setback Variance - 6500 Barrie Road

Director Teague presented the request of 6500 Barrie Road for a monument sign setback variance. Staff recommended approval of the amended sign setback variance, as requested subject to the findings and conditions listed in the staff report.

Staff answered Commission questions.

Appearing for the Applicant

Rodney Hintz, MSP Commercial, addressed the Commission and answered questions.

Public Hearing

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

Commissioner Felt moved to close the public hearing. Commissioner Smith seconded the motion. Motion carried unanimously.

The Commission discussed the amended sign setback variance and felt the changes were appropriate. Comments can be reviewed in the official meeting video.

<u>Motion</u>

Commissioner Padilla moved that the Planning Commission recommend approval of the amended sign setback variance as outlined in the staff memo subject to the conditions and findings therein. Commissioner Smith seconded the motion. Motion carried 5 ayes, I nay (Miranda).

VII. Chair and Member Comments

Received.

VIII. Staff Comments

Received.

IX. Adjournment

Commissioner Felt moved to adjourn the October 25, 2023, Meeting of the Edina Planning Commission at 7:32 PM. Commissioner Smith seconded the motion. Motion carried unanimously.



CITY OF EDINA

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

| Date: | November 15, 2023 | Agenda Item #: VI.A. |
|----------|--|----------------------|
| To: | Planning Commission | Item Type: |
| From: | Addison Lewis, Community Development | Other |
| | Coordinator | Item Activity: |
| Subject: | B-23-20 Variance Request at 3501 & 3503 Galleria | Action |

ACTION REQUESTED:

Motion to approve the requested variance at 3501 & 3503 Galleria.

INTRODUCTION:

Section 36-1316 of the Edina City Code states that "No exposed parking spaces, required stacking spaces or drive aisles (except that portion of the driveway crossing the public right-of-way to give access to the street) shall be located within 20 feet of a public street right-of-way or within ten feet of an interior side lot line or a

rear lot line." Hines, on behalf of 70th Street Properties LLC, is requesting a variance from this provision to allow for a parking lot drive aisle located 0 feet from a public street right-of-way at 3501 & 3503 Galleria (Galleria shopping center). The drive aisle would connect two parking lots and allow for relocation of an enclosed loading dock to accommodate interior modifications to the tenant spaces within the building. The access door to the loading dock would be moved from the east side of the building to the north side.

Better Together Edina

ATTACHMENTS:

Staff Report Location Map Applicant Narrative Plans (1 of 3) Plans (2 of 3) Plans (3 of 3) League of MN Cities Variance Guidance Staff Presentation



| Date: | November 15, 2023 |
|----------|---|
| То: | PLANNING COMMISSION |
| From: | Addison Lewis, Community Development Coordinator |
| Subject: | B-23-20, Variance request at 3501 & 3503 Galleria |
| | |

Information / Background:

Section 36-1316 of the Edina City Code states that "No exposed parking spaces, required stacking spaces or drive aisles (except that portion of the driveway crossing the public right-of-way to give access to the street) shall be located within 20 feet of a public street right-of-way or within ten feet of an interior side lot line or a rear lot line." Hines, on behalf of 70th Street Properties LLC, is requesting a variance from this provision to allow for a parking lot drive aisle located 0 feet from a public street right-of-way at 3501 & 3503 Galleria (Galleria shopping center). The drive aisle would connect two parking lots and allow for relocation of an enclosed loading dock to accommodate interior modifications to the tenant spaces within the building. The access door to the loading dock would be moved from the east side of the building to the north side.

Surrounding Land Uses

| Northerly: | Southdale Center; zoned PCD-3; guided Community Activity Center. |
|------------|--|
| Easterly: | Galleria; zoned PCD-3; guided Community Activity Center. |
| Southerly: | Galleria; zoned PCD-3; guided Community Activity Center. |
| Westerly: | Galleria; zoned PCD-3; guided Community Activity Center. |

Existing Site Features

The property contains the Galleria shopping center and surface parking. The area where the drive aisle is proposed is a grassy area with several trees and is mostly flat. The drive aisle would connect two parking areas that are separated by the building and landscaped area. Access to the parking areas is from 69th Street.

Planning

| Guide Plan designation: | Community Activity Center |
|-------------------------|------------------------------------|
| Zoning: | PCD-3, Planned Commercial District |

PRIMARY ISSUES & STAFF RECOMENDATION

Primary Issues

Is the proposed variance justified?

Yes, staff believes the requested variance is justified.

Minnesota Statutes and Section 36-98 of the Edina Zoning Ordinance require that a variance shall not be granted unless the following findings are made:

1. The variance would be in harmony with the general purposes and intent of the ordinance.

Staff believes that the purpose and intent of the drive aisle setback requirement is to ensure that drive aisles and parking are setback sufficient distance from the travel portion of the right-of-way. In this case, there would be approximately 14 to 18 feet of boulevard between the proposed drive aisle and existing sidewalk and approximately 20 feet to the travel portion of the street. This is not always the case along other streets in Edina where the sidewalk and street may be much closer to the property line. Additionally, Engineering plans to implement a road diet on 69th Street in the future, reducing it from two lanes in each direction to one, which would provide for additional boulevard space. With approximately 120 feet of right-of-way for 69th Street, Engineering staff are not concerned with being able to maintain sufficient separation between the drive aisle and travel portion of the right-of-way.

Additionally, the proposal would improve conditions with respect to two other code provisions. Sec. 36-1381 states that "off-street loading facilities shall be easily accessible from streets with a minimum of interference with other vehicle and pedestrian traffic." The proposed project would provide more direct access to the loading dock and require navigating by fewer parking stalls than the existing condition. Currently, trucks must navigate past 41 stalls. With the proposed drive aisle, trucks could reach the loading dock by passing by as few as 2 stalls. Additionally, Sec. 36-1347 states that "traffic moving from one part of a parking area to another shall be capable of doing so without using a street". The drive aisle would connect the two parking areas and allow for more convenient circulation without having to use the street or drive around the entire Galleria shopping center.

The Fire Marshall has also stated that while not required by code, connecting the two parking lots would be an improvement for Fire Department access over the existing condition.

2. The variance would be consistent with the Comprehensive Plan.

The Comprehensive Plan guides the property for Community Activity Center, which includes retail as a primary use. The primary use of the property will remain a retail shopping center. The request will allow Galleria to relocate the loading dock and make interior modifications to accommodate a future retail tenant. Staff finds that the requested variance is consistent with the Comprehensive Plan.

3. There are practical difficulties in complying with the ordinance. The term "practical difficulties" means the following:

i. The property owner proposes to use the property in a reasonable manner not permitted by the Zoning Ordinance.

The applicant is seeking to improve the interior of the building and wishes to relocate the loading dock. The variance is needed to provide access to the dock. The location of the existing building does not allow for a drive aisle to be installed that meets the requirements of the Zoning Ordinance. Staff finds the request to be reasonable.

ii. The plight of the landowner is due to circumstances unique to the property not created by the landowner.

The Galleria property is relatively unique in that it is a large retail shopping center with street frontage and parking on all four sides of the site. There is not a true "rear" to the building with an ideal location for a loading dock as is the case with many other single- or multi-tenant retail buildings nearby. The proposal by the applicant presents a reasonable location for the loading dock that would lessen the amount of conflict between delivery trucks and other vehicle/pedestrian traffic, reduce the number of cars using the street to get from one parking lot to the other, and provide better access for the Fire Department. This request is also unique in that there is sufficient right-of-way on 69th Street to provide separation between the drive aisle and travel portion of the right-of-way.

iii. The variance, if granted, will not alter the essential character of the locality.

The variance will not alter the essential character of the locality. As mentioned, with the amount of right-of-way for 69th Street, there is room to maintain separation between the drive aisle and travel portion of the right-of-way. The distance between the drive aisle and edge of the existing sidewalk will be approximately 14 to 18 feet. The distance to the travel portion of the street will be approximately 20 feet. Throughout the Southdale District, there are many properties with similar or less separation between the parking lot and adjacent sidewalk or street.

Staff Recommendation

Staff recommend approval of the requested variance. Approval is subject to the following findings:

- 1. The variance is in harmony with the general purposes and intent of the ordinance. The amount of right-of-way for 69th Street will allow for sufficient separation between the drive aisle and travel portion of the right-of-way. The drive aisle will lessen the amount of conflict between delivery trucks and other vehicle/pedestrian traffic, reduce the number of cars using the street to get from one parking lot to the other, and provide better access for the Fire Department.
- 2. The variance is consistent with the Comprehensive Plan. The Comprehensive Plan guides the property for Community Activity Center, which includes retail as a primary use. The primary use of the property will remain a retail shopping center.
- 3. The property owner proposes to use the property in a reasonable manner. The applicant is seeking to improve the interior of the building and wishes to relocate the loading dock. The variance is needed to provide access to the dock. The location of the existing building does not allow for a drive aisle to be installed that meets the requirements of the Zoning Ordinance.
- 4. The plight of the landowner is due to circumstances unique to the property not created by the landowner. The Galleria property is relatively unique in that it is a large retail shopping center with street frontage and parking on all four sides of the site. There is not a true "rear" to the building with an ideal location for a loading dock as is the case with many other single or multi-tenant retail buildings nearby. The proposal by the applicant presents a reasonable location for the loading dock that would lessen the amount of conflict between delivery trucks and other vehicle/pedestrian traffic, reduce the number of cars using the street to get from one parking lot to the other, and provide better access for the Fire Department.
- 5. The variance will not alter the essential character of the locality. With the amount of rightof-way for 69th Street, there is room to maintain separation between the drive aisle and travel portion of the right-of-way.

Approval is subject to the following conditions:

- 1. Consistency with the plans included in the November 15, 2023, Planning Commission packet.
- 2. Compliance with the requirements of the tree preservation ordinance (Section 10-82)
- 3. The landscaping plan shall be revised to eliminate visibility conflicts with the pedestrian crossing across 69th Street and shall be subject to review and approval by the Transportation Planner.
- 4. No landscaping shall be placed within the public right-of-way unless approved by the Public Works Director.
- 5. A performance bond, letter-of-credit, or cash deposit must be submitted for one and onehalf times the cost amount for completing the required landscaping, screening, or erosion control measures at the time of any building permit.
- 6. Snow shall not be deposited onto the public right-of-way.

Deadline for a City decision: December 14, 2023.

Site Location - 3501 & 3503 Galleria



1 in = 1,000 ft

November 8, 2023 Map Powered By DataFi



October 16, 2023

Cary Teague City of Edina - Community Development Director 4801 W. 50th St. | Edina, MN 55424

Subject: Variance for drive aisle at 69th street north of Galleria PR23-0120

Dear Mr. Teague

Around fifteen years ago former fire marshal Tom Jenson discussed the need to connect the NE and NW parking lots at the Galleria with a drive aisle. The current configuration makes it difficult for first responders to navigate the mall. By connecting the east and west parking lots with a two-way drive lane, we will improve the ability of first responders to get to those in need. Our plan has been endorsed by the current fire marshal.

Adding the drive lane also creates an opportunity to move the loading dock from the prominent NE corner to a more discreet location adjacent to Crate & Barrel. This will aesthetically improve the facades of the old Gabbert's building greatly. This new location of the loading dock will be easier to screen from public view than the current location.

Connecting the drive aisle will also alleviate some traffic from 69th Street by allowing mall patrons to stay on the property while looking for a parking spot. Currently, patrons are exiting onto 69th to access the opposite parking lot.

Public Works has also stated interest in adding a roundabout on 69th Street. While that is not include in this proposal, this design can easily incorporate it.

In summary, the new drive aisle will benefit the neighborhood by:

- Improving the response time of first responders by making the mall more navigable
- Greatly improving the look of the building when the loading dock is moved off of the corner
- Reducing traffic on 69th Street
- Allow for a future roundabout midblock on 69th Street

Sincerely,

2 7.40

CUNINGHAM

Gregory T. Houck Principal CITY OF EDINA

OCT 1 6 2023

PLANNING DEPARTMENT

Cuningham

Page 1 of 1

cuningham.com

Doha

Denver

Las Vegas

Los Angeles

Minneapolis Phoenix San Diego

Contacts

| Owner (Galleria Management) | | |
|-----------------------------|--|--|
| Name: | Hines | |
| Contact: | Sargent Johnson | |
| Address: | Galleria Shopping Center 3510 Galleria Edina, MN 55435 | |
| Phone: | 612-332-9274 | |
| E-Mail: | Sargent.Johnson@hines.com | |

Graphic Symbols

View Name

A101 1/8" = 1'-0"

WALL SECTION / DETAIL

STRUCTURAL GRID LINE

REFERENCES DOOR SCHEDULE

(0)-

DOOR

CEILING FINISH

(0

(101) - DOOR NUMBER

REFERENCES COLOR AND FINISH SCHEDULE

10'-0" HEIGHT

PT-X FINISH

ACT-X MATERIAL

- DRAWING NUMBER

- SHEET ON WHICH THE

ELEVATION OCCURS

DRAWING NUMBER

SHEET ON WHICH THE

ELEVATION OCCURS

- SYSTEM TYPE PER

- A5 = 5 LB ABC EXTINGUISHER

A10 = 10 LB ABC EXTINGUISHER

S = SURFACE MOUNTED CABINET

SH = SURFACE MOUNTED HOOK

SR = SEMI RECESSED CABINET

EX = EXISTING EXTINGUISHER

SH_____EX = EXISTING CABINET OR HOOK

LR = RECESSED CABINET

TYPE PER SCHEDULE

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SCHEDULE

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FINISHES / FURNITURE / EQUIPMENT

EXTERIOR ELEVATION

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<u>MATCHLINE</u>

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Architecture/Interiors

Nicole Nebelun

St. Anthony Main

(612) 540-6176

Project Architect

Name:

Contact:

Address:

Phone:

FAX

Cuningham Group Architecture, Inc.

201 Main Street SE, Suite 325

Minneapolis, MN 55414

100'-0"

KEYNOTE REFERENCES SHEET KEYNOTE LEGEND 1 1

REVISION $\underline{1}$

DATUMS - WORKPOINT AND CENTER POINT ()WP



| Civil Engi | neer |
|------------|---|
| Name: | Kimley-Horn Associates, Inc |
| Contact: | Eli Sankey Civil Engineer |
| Address: | Suite 100 767 North Eustis Street Saint Paul, MN 55114 |
| Phone: | (612) 426-2215 |
| E-Mail: | eli.sankey@kimley-horn.com |
| | |
| STRUCT | URAL ENGINEER |
| Name: | Magnuson Klemencic Associates (N |

| Name: | Magnuson Klemencic Associates (MKA) |
|----------------|---|
| Contact: | Peter Somers Will Bader |
| Address: | 1301 5th Avenue, Suite 32000 Seattle, WA 98101 |
| Phone: FAX: | (206)215-8271 |
| E-Mail: | wbader@mka.com |

Abbreviations

| AB | AIR BARRIER |
|-------------|--|
| AC | ACCESSORY |
| ACA | |
| ACP | ACOUSTICAL CEILING PANEL |
| ACR | ACRYLIC |
| ACT | ACOUSTICAL CEILING TILE |
| | AMERICANS WITH DISABILITIES ACT |
| ADH | ACCESS FLOOR |
| AFF | ABOVE FINISHED FLOOR |
| ALT | ALTERNATIVE / ALTERNATE |
| ALUM | ALUMINUM |
| ARCH | ARCHITECT |
| | ACOUSTICAL WALL PANEL |
| AWT | ACOUSTICAL WALL TREATMENT |
| | |
| BLKG | BLOCKING |
| BBC | BOTTOM OF: DECK, BEAM, STEEL |
| BRK | BRICK |
| | - |
| CB | CHALK BOARD |
| CC | COLUMN COVER |
| CCF | |
| CF | CUSTOM FABRICATION |
| CF/OI | CONTRACTOR FURNISHED / OWNER |
| | INSTALLED |
| CFF | CONCRETE FLOOR FINISH |
| | |
| COA | INC. |
| CJ | CONTROL JOINT |
| CK | CORK |
| CL | |
| | COMPOSITE METAL PANEL |
| CMU | CONCRETE MASONRY UNIT |
| CONC | CONCRETE |
| CONT | CONTINUOUS / CONTINUE |
| CP | |
| CPTR | CARPET TILE OR BROADLOOM |
| CT | CERAMIC / PORCELAIN TILE |
| СТВ | CERAMIC TILE BASE |
| | |
| DEC | DECORATIVE CONCRETE |
| | |
| | DIVISION |
| DN | DOWN |
| DRP | DRAPERY/CURTAINS |
| DWGS | DRAWINGS |
| DWP | DECORATIVE WALL PANEL |
| (E) / EXIST | EXISTING |
| E-FIXT | ELECTRICAL FIXTURE |
| EJ | EXPANSION JOINT |
| EL | ELEVATION |
| ELEC | |
| EQ | FQUAL |
| EWC | ELECTRICAL WATER COOLER |
| EXP | EXPOSED |
| EXT | EXTERIOR |
| FAR | |
| FAF | FLUID APPLIED FLOORING |
| FD | FLOOR DRAIN |
| FE / FEC | FIRE EXTINGUISHER (CABINET) |
| FF / FFE | FINISH FLOOR (ELEVATION) |
| FF&E | FIXTURES, FURNISHINGS & FQUIPMENT |
| FIN | FINISH |
| FLR | FLOOR(ING) |
| FOEW | FACE OF EXISTING WALL |
| FOS | FACE OF STUD |
| FRP | FIDERGLASS KEINFURGED WALL PANEL |
| | |
| GA | GAUGE |
| GALV | GALVANIZED |
| GB | |
| GFRC | GLASS FIBER REINFORCED |
| | CONCRETE |
| GFRG | GLASS FIBER REINFORCED GYPSUM |
| GFRP | GLASS REINFORCED PLASTIC |
| GL | GLASS, GLAZING GLAZED MASONRY LINIT |
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SIM SIMILAR

Gabbert's Repositioning at Galleria **3510 Galleria** Edina, MN 55435

General Notes

1. NOT ALL AREAS OF THE BUILDING HAVE WORK UNDER THIS CONTRACT. MEP Name: Emanuel-Podas (EP) 2. DRAWINGS SHALL NOT BE SCALED FOR EXACT DIMENSIONS. Contact: Sctt VanderHeiden 3. PORTIONS OF THE INFORMATION SHOWN ON THESE DRAWINGS WERE DERIVED FROM EXISTING DRAWINGS AND ON SITE Managing Partner OBSERVATION. DRAWINGS ARE NOT TO BE CONSTRUED AS "AS-BUILT" CONDITIONS AND THE CONTRACTOR SHALL FIELD Address: 7705 Bush Lake Rd VERIFY DIMENSIONS AND ACTUAL INSTALLED CONDITIONS. IN THE EVENT OF A DISCREPANCY BETWEEN ON-SITE Edina, MN 55439 CONDITIONS AND THE CONTRACT DOCUMENTS, THE CONTRACTOR SHALL NOTIFY AND ARCHITECT OF SUCH DISCREPANCIES BEFORE PROCEEDING WITH THE WORK. Phone: (952)540-4012 4. UNLESS NOTED OTHERWISE DIMENSIONS ARE NOMINAL AND ARE TO FINISHED FACE OF STUD WALLS, FACE OF MASONRY FAX: OR CONCRETE, AND CENTERLINE OF COLUMNS. E-Mail: matt.hopf@epinc.com 5. ALL BRICK AND/OR CONCRETE BLOCK SHALL BE LAID IN SUCH A MANNER AS TO MATCH THE HORIZONTAL AND VERTICAL COURSING OF THE EXISTING BUILDING, UNLESS NOTED OTHERWISE. 6. TOOTH IN FACE BRICK AND BLOCK AT NEW OPENINGS CUT IN EXISTING WALLS WHICH DO NOT RECEIVE ADDITIONAL FINISH MATERIALS. 7. ALL CONSTRUCTION AREAS SHALL BE KEPT UNDER NEGATIVE AIR PRESSURE AT ALL TIMES. CONTRACTOR SHALL PROVIDE THEIR OWN EXHAUST EQUIPMENT FOR THIS PURPOSE. EXISTING MECHANICAL EQUIPMENT CAN BE USED FOR SUPPLY AIR, BUT ALL RETURN AIR PASSAGES SHALL BE BLOCKED OFF, OR ADDITIONAL FILTER EQUIPMENT SUPPLIED TO ENSURE MINIMAL CONSTRUCTION DUST, DEBRIS AND CHEMICALS INTO THE EXISTING MECHANICAL SYSTEM. 8. ANY DISRUPTION OF EXISTING UTILITIES SHALL BE COORDINATED AND SCHEDULED WITH THE OWNER'S REPRESENTATIVE PRIOR TO STARTING WORK. 9. ALL EXISTING BUILDING ELEMENTS AND CONDITIONS NOT INDICATED TO BE REMOVED ARE TO BE PROTECTED FOR THE DURATION OF CONSTRUCTION. ANY DAMAGE TO EXISTING CONDITIONS THAT ARE TO REMAIN SHALL BE RESTORED OR REPLACED AT REPLACEMENT VALUE TO MATCH EXISTING CONDITIONS UNDER THE PRIME CONTRACT WITHOUT ADDITIONAL COST TO THE OWNER. 10. NEW AND EXISTING FIRE AND SMOKE RESISTIVE ASSEMBLIES ARE TO BE SEALED TO THE EXISTING CONSTRUCTION TO COMPLETE THE HOURLY RATING AND CONTROL THE PASSAGE OF SMOKE. GT GLASS TILE SMCS STRETCHED MEMBRANE CEILING SYSTEM GYP GYPSUM 11. EXISTING WALLS ON THE DRAWINGS ARE SHOWN SHADED, EXISTING CEILING GRID AND LIGHTING ARE SHOWN IN LIGHT SP SPECIALTY FINISH TONES. SPF SPRAY POLYURETHANE FOAM HB HOSE BIBB 12. ALL KEY NOTES ON EACH SHEET MAY NOT NECESSARILY REFER TO ITEMS ON THAT SHEET. SPT SPECIAL PAINT HDBD HARDBOARD SS STAINLESS STEEL HDWD HARD WOOD 13. WHEREVER OPENINGS ARE CUT THROUGH FIRE RATED PARTITIONS. IT SHALL BE THE RESPONSIBILITY OF THE SSF SOLID SURFACE HDWR HARDWARE CONTRACTOR FOR WHOM THE HOLE IS CUT TO PATCH AND REPAIR ANY OPENING TO MAINTAIN THE INTEGRITY OF THE FIRE ST STAIN HM HOLLOW METAL RATING STN STONE HSS HOLLOW STEEL SECTION 14. THE SCOPE OF PATCHING INCLUDES ALL EXISTING SURFACES EXPOSED TO VIEW THAT ARE DISTURBED BY WORK STNB STONE BASE UNDER THE GENERAL CONTRACT. UNLESS NOTED OTHERWISE PATCHING IS TO MATCH ADJACENT EXISTING SURFACES IN STNF STONE FLOORING ID INSIDE DIAMETER MATERIAL, TEXTURE AND FINISH. STNT STONE TILE INSUL INSULATION STNV STONE VENEER 15. CONTRACTOR TO SUBMIT UL CLASSIFICATIONS FOR FIREPROOFING SYSTEMS FOR ARCHITECT'S REVIEW PRIOR TO INT INTERIOR SUSP SUSPENDED INSTALLATION. SV SHEET VINYL L-FIXT LIGHT FIXTURE 16. REFER TO CODE PLANS FOR ALL CODE RELATED INFORMATION INCLUDING RATED WALL LOCATIONS AND TYPES. FIRE SWF SPECIALTY WALL FINISH LAV LAVATORY WALLS, EXITING, BUILDING AREAS AND CONSTRUCTION TYPE REQUIREMENTS, FIREPROOFING REQUIREMENTS, ETC. SYST SYSTEM LLH LONG LEG HORIZONTAL SHOULD DISCREPANCIES BE FOUND BETWEEN THE CODE PLANS AND CONTRACT DOCUMENTS, NOTIFY THE ARCHITECT LLV LONG LEG VERTICLE BEFORE PROCEEDING WITH THE WORK. T TREAD LMC LINEAR METAL CEILING 17. ALL DISSIMILAR METALLIC MATERIALS SHALL BE EFFECTIVELY ISOLATED FROM EACH OTHER TO PREVENT GALVANIC T&G TONGUE AND GROOVE LWC LINEAR WOOD CEILING ACTION AND RESULTANT CORROSION. TB TACKBOARD TBL TABLE MAS MASONRY 18. IN ADDITION TO ANY FIRE EXTINGUISHERS SHOWN IN THESE DRAWINGS, PROVIDE FIRE EXTINGUISHERS AT ALL TERB TERRAZZO BASE MAT CARPET/WALK-OFF MAT LOCATIONS REQUIRED BY THE FIRE CODE OFFICIAL. THE SPECIFIC TYPE OF FIRE EXTINGUISHER REQUIRED AT EACH TERR TERRAZZO MATL MATERIAL LOCATION SHALL BE AS DIRECTED BY THE FIRE CODE OFFICIAL. FIRE EXTINGUISHER MOUNTING (SURFACE, RECESSED, CABINET, ETC) SHALL BE SUBJECT TO THE REVIEW AND APPROVAL OF THE ARCHITECT. TERT TERRAZZO TILE MAX MAXIMUM TFC TEXTURED FINISH CEILING MB MARKER BOARD 19. INTUMESCENT OR CEMENTITIOUS THERMAL BARRIER IS REQUIRED AT ALL EXPOSED FOAM, TYP. SEE SPECIFICATIONS. TO() TOP OF: DECK, CONCRETE, BEAM, MDF MEDIUM DENSITY FIBERBOARD PARAPET, STEEL, WALL MECH MECHANICAL TP TOILET PARTITION MG METAL GRATE Alternative Landlord Scope / Tenant Upgrade TS TRANSITION STRIP MIN MINIMUM TYP TYPICAL MIR MIRROR(ED) MO MASONRY OPENING ALL PORTIONS OF THE PROJECT OVER AND ABOVE, OR DEVIATING FROM, STANDARD GALLERIA INTERIOR FINISHES, UNFIN UNFINISHED LANDSCAPING, HARDSCAPE AND SITE FEATURES ARE CONSIDERED TENANT UPGRADES AND SHALL BE PRICED MTD MOUNTED UNO UNLESS NOTED OTHERWISE INDIVIDUALLY. MTL METAL UPH UPHOLSTERY MTLT METAL TRIM NEW CONCRETE RETAINING WALLS AT FUTURE ANCHOR TENANT PLAZA VIF VERIFY IN FIELD NA NOT APPLICABLE NEW EXTERIOR CIP STAIR AND PLANTERS AT FUTURE ANCHOR TENANT PLAZA VNR VENEER NIC NOT IN CONTRACT PLANTINGS ABOVE AND BEYOND STANDARD GALLERIA SELECTIONS VP VENEER PLASTER NOM NOMINAL VR VAPOR RETARDER NTS NOT TO SCALE STRUCTURAL SHORING AND MODIFICATION OVER EXISTING UNDISTURBED TENANT AT FUTURE ANCHOR TENANT ENTRY VSE VENEER SHELF ELEVATION OC ON CENTER(S) WB WEATHER BARRIER NEW SKYLIGHT AND SUPPORTING STRUCTURE AT FUTURE ANCHOR TENANT ENTRY COURT OD OUTSIDE DIAMETER WC WATER CLOSET OF/CI OWNER FURNISHED / CONTRACTOR RECESSED SLAB AT FUTURE ANCHOR TENANT ENTRY COURT WCV WALL COVERING INSTALLED WD WOOD OF/OI OWNER FURNISHED / OWNER NEW OVER ROOFING FOR SNOW DRIFT ON EAST SIDE OF NEW SKYLIGHT WD BLK WOOD BLOCKING INSTALLED OFRD OVERFLOW ROOF DRAIN WDB WOOD BASE NEW CONCRETE SITE WALLS AT LOADING DOCK ENTRY OFS OVERFLOW SCUPPER WDF WOOD FLOORING PARAPET/SCREEN WALL AND ADDITIONAL SUPPORTING STRUCTURE FOR FUTURE ANCHOR TENANT MECHANCIAL OH OVERHEAD WDT WOOD TRIM ROOFTOP UNITS. PRICE ADDED 4'-4" OF ADDITIONAL SCREEN WALL HEIGHT ABOVE PARAPET HEIGHT OF 900'-5". INCREASE OPNG OPENING WDV WOOD VENEER IN HEIGHT DUE TO ADJACENT MECHANICAL MEZZANINE OZ OUNCE WDW WINDOW WP WORK POINT P-FIXT PLUMBING FIXTURE WPT WALL PROTECTION **Property Description** PARTBD PARTICLEBOARD WT WINDOW TREATMENT PL PLATE PLAM PLASTIC LAMINATE XPS EXTRUDED POLYSTYRENE REFER TO CIVIL DRAWINGS OR SURVEY FOR MORE INFORMATION PLS PLASTER PLY PLYWOOD # NUMBER / POUND PME PATCH TO MATCH EXISTING & AND **Project Description** @ AT PNL PANEL PREFIN PREFINISHED PRV POWER ROOF VENTILATOR PROJECT ENTAILS DEMOLITION OF THE EXISTING GABBERTS STORE CREATING NEW INLINE TENANT PT PAINT(ED) SPACES ON THE MALL AND ONE NEW FUTURE TENANT ON THE MAIN LEVEL. THE VALET LEVEL IS TO BE PT EXT EXTERIOR PAINT REPOSITIONED FOR FUTURE TENANT STORAGE. PV PLUMBING VENT Materials QT QUARRY TILE QTB QUARRY TILE BASE QTY QUANTITY ALUMINUM R RISER RAD RADIUS BRICK **RB RESILIENT BASE** RD ROOF DRAIN CERAMIC TILE / RESILIENT TILE REF REFERENCE / REFER TO REQD REQUIRED CONCRETE - CAST-IN-PLACE **RF RESILIENT FLOORING** RMAT RECESSED MAT CONCRETE - PRECAST RO ROUGH OPENING RTU ROOF TOP UNIT CONCRETE BLOCK S SEAL EARTH SC SEALED CONCRETE SCF SPECIAL CONCRETE FINISH EXISTING CONDITIONS SE SEATING SF SQUARE FOOT/FEET SFCS STRETCHED FABRIC CEILING SYSTEM WOOD - FINISHED SFWS STRETCHED FABRIC WALL SYSTEM SGFT STRUCTURAL GLAZED FACING TILE GLASS



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| | INSULATION - BATT |
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| | INSULATION - RIGID |
| | PARTICLE BOARD |
| | PLASTER / GROUT |
| | PLYWOOD |
| 8 | Rough Lumber / Wood Framing |
| 8 | WOOD BLOCKING |
| | SAND / GRANULAR FILL |
| | STONE |
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GRAVEL/STONE FILL

GYPSUM WALL BOARD

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| She | Sheet Name |
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| General | |
| G001.1 | General Information - Phase 1 |
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| Civil | |
| C000 | COVER SHEET |
| C100 | GENERAL NOTES |
| C200 | DEMOLITION AND EXISTING CONDITIONS PLAN |
| C300 | SITE PLAN |
| C400 | GRADING AND DRAINAGE PLAN |
| C500 | LANDSCAPE PLAN |
| | 1 |
| Architect | ural |
| A101 | Architectural Site Plan - Phase 1 & 3 |

Galleria Construction Regulations

1. ALL REQUESTS MADE BY HINES PERSONNEL SHALL BE FOLLOWED. 2. ALL DRILLING OR CUTTING OF THE CONCRETE FLOORS AND OTHER UNUSUALLY NOISY WORK SHALL BE

ACCOMPLISHED BY 10:00 A.M. 3. REPAIR ANY DAMAGE TO THE MALL TILE.

4. CONSTRUCTION PERSONNEL VEHICLES SHOULD BE PARKED AWAY FROM THE BUILDING IN AREAS DESIGNATED BY HINES. VEHICLES NOT PARKED IN DESIGNATED AREAS WILL BE TOWED AT OWNER'S EXPENSE.

5. CLEAN WALK OFF CARPET MATS MUST BE PROVIDED AT ALL ACCESS DOORS. CLEAN UP OF ANY DIRT, DUST, OR DEBRIS IS THE CONTRACTOR'S RESPONSIBILITY (DAILY). 6. INTERRUPTION OF ANY UTILITY SERVICES MUST HAVE PRIOR APPROVAL BY HINES. IT IS ADVISABLE THAT YOUR ELECTRICAL CONTRACTOR IMMEDIATELY PROVIDE POWER AND LIGHTING FOR USE DURING CONSTRUCTION.

7. DELIVERIES THROUGH MALL DOORS ARE NOT PERMITTED.

8. PRIOR APPROVAL FROM HINES IS NECESSARY FOR ANY WORK TO BE DONE AFTER 4:00 P.M. MONDAY-FRIDAY OR ANYTIME ON SATURDAY OR SUNDAY.





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| License No.: | | | |
| I hereby certify the under my direct the laws of the s | nat this plan, specifica supervision and that l tate of | ation, or report I am a duly Lic | was prepared by me or ensed Architect under |
| Signed: | | | |
| Revisions | | | |
| No. Date |) | Descr | iption |
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| Project Inform | nation | | |
| Phase: | ENTITLEMENTS | Date: | 10/13/2023 |
| Project No.: | 23-0120 | PIC / AIC: | G. HOUCK |
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PROJECT TEAM:

ARCHITECT CUNINGHAM GROUP 201 SE MAIN ST, SUITE 325 MINNEAPOLIS, MN 55414 CONTACT: NICOLE NEBELUNG, AIA TELEPHONE (612) 514-6176 EMAIL: NNEBELUNG@CUNINGHAM.COM INC.

Kimley»Horn

PREPARED BY: ELI I. SANKEY, PE/ STEPHEN HIMMERICH , PLA 767 EUSTIS STREET, SUITE 100 ST. PAUL, MN 55114 TELEPHONE (651) 645-4197

PRELIMINARY SITE DEVELOPMENT PLANS FOR

GALLERIA

3501 GALLERIA, EDINA, MN 55435 HENNEPIN COUNTY, MN

ENGINEER/LANDSCAPE ARCHITECT KIMLEY-HORN AND ASSOCIATES,



NOTES:

- CONTRACTOR SHALL CONFIRM THAT THE EXISTING CONDITIONS FOR THE SITE MATCH WHAT IS SHOWN ON THE DRAWINGS INCLUDED PRIOR TO CONSTRUCTION.
- 2. IF REPRODUCED, THE SCALES SHOWN ON THESE PLANS ARE BASED ON A 30x42 SHEET.
- 3. ALL NECESSARY INSPECTIONS AND/OR CERTIFICATIONS REQUIRED BY CODES AND/OR UTILITY SERVICES COMPANIES SHALL BE PERFORMED PRIOR TO ANNOUNCED BUILDING POSSESSION AND THE FINAL CONNECTION OF SERVICES.
- 4. ALL GENERAL CONTRACTOR WORK TO BE COMPLETED (EARTHWORK, FINAL UTILITIES, AND FINAL GRADING) BY THE MILESTONE DATE IN PROJECT DOCUMENTS.

SITE BENCHMARKS:

SBM #1 TOP NUT OF HYDRANT LOCATED AT NORTHWEST SITE ENTRANCE. ELEVATION=879.80

SBM #2 TOP NUT OF HYDRANT LOCATED AT NORTHEAST SITE ENTRANCE. ELEVATION=884.22

| Sheet List Table | | |
|------------------|---|--|
| Sheet Number | Sheet Title | |
| C000 | COVER SHEET | |
| V100 | PARTIAL BOUNDRY & TOPOGRAPHIC SURVEY | |
| C100 | GENERAL NOTES | |
| C200 | DEMOLITION & EXISTING CONDITIONS PLAN | |
| C201 | TREE INVENTORY & PRESERVATION PLAN | |
| C300 | EROSION AND SEDIMENT CONTROL PLAN - PHASE 1 | |
| C301 | EROSION AND SEDIMENT CONTROL PLAN - PHASE 2 | |
| C302 | EROSION CONTROL DETAILS | |
| C400 | SITE PLAN | |
| C401 | FIRE DEPARTMENT ACCESS PLAN | |
| C500 | GRADING AND DRAINAGE PLAN | |
| C600 | CIVIL DETAILS | |
| C601 | CIVIL DETAILS | |
| L100 | LANDSCAPE PLAN | |
| L101 | LANDSCAPE DETAILS | |

BENCHMARKS

(LOCATIONS SHOWN ON SURVEY)







Registratio

| Name: | ELI I. SANKEY | |
|---------------------------------|---|--|
| License | No.: 59488 | |
| I hereby under m the laws | v certify that this plan, specificating the specification of the supervision and that I is of the state of Minnesota. | tion, or report was prepared by me or am a duly Licensed Engineer under |
| Signed: | | |
| Revisi | ons | |
| No. | Date | Description |
| 1 | 10/18/2023 | VARIANCE APPLICATION |
| Projec Phase: | t Information VARIANCE APPLICATION | Date: 10/13/2023 |
| Project | No.: | PIC / AIC: |
| Arh | aus | |
| | | |
| Sheet | Number | Current Revision |

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2. Benchmark 2: Top nut of hydrant located on the south side of West 69th Street located 205 +/- feet northwesterly from the northeast corner of Barnes and Noble

3. We have shown buried structures and utilities on and/or serving the site Per Gopher State One-Call Ticket No.'s 142832213 and 142832214. The following utilities and munic

| cipalities were notified: | |
|--------------------------------|---|
| AT&T LOCAL SVCS/TRANSMISSI-TCG | (|
| CENTER POINT ENERGY | (|
| CITY OF EDINA | (|
| COMCAST | (|
| HENNEPIN COUNTY PUBLIC WORKS | (|
| LIGHTCORE- A CENTURYLINK CO | (|
| TW TELECOM | (|
| XCEL ENERGY | (|
| CENTURYLINK | (|
| ZAYO GROUP | (|
| | |

Elevation = 884.22 Feet (NGVD 1929)

b) Item no. 3: Easement for sanitary sewer and watermain purposes per Doc. No. 595306, as shown along the north line of the subject property.

c) Item no. 4: Easement for sanitary sewer and watermain purposes per Doc. No. 595307, as shown along the north line of the subject property.

d) Item no. 5: Easement for sanitary sewer and watermain purposes per Doc. No. 595308, as shown along the north line of the subject property.

e) Item no. 6: Easements for sanitary sewer and/or watermain per Doc. No.'s 595309 and 595310 were vacated by the City of Edina by the Resolution Vacating

Easements for Utility Purposes, per Doc. No. 2130277.

f) Item no. 7: Easement for sanitary sewer and watermain purposes per Doc. No. 820328, as shown along the north line of the subject property.

g) Item no. 8: Easement for transit purposes per Doc. No. 2130282, as shown in the center of the survey.

h) Item no. 9: Easement for storm sewer purposes per Doc. No. 2130283, is located south of the survey.

I) Item no. 10: Easement for highway purposes per Doc. No. 2189613, is located southwest of the survey.



GENERAL CONSTRUCTION NOTES

- 1. THE CONTRACTOR AND SUBCONTRACTORS SHALL OBTAIN A COPY OF THE LATEST EDITION OF THE STANDARD SPECIFICATIONS OF THE LOCAL JURISDICTION AND STATE DEPARTMENT OF TRANSPORTATION AND BECOME FAMILIAR WITH THE CONTENTS PRIOR TO COMMENCING WORK. UNLESS OTHERWISE NOTED, ALL WORK SHALL CONFORM AS APPLICABLE TO THESE STANDARDS AND SPECIFICATIONS. 3. PERFORM ALL WORK IN COMPLIANCE WITH APPLICABLE CITY REGULATIONS, STATE CODES, AND O.S.H.A.
- STANDARDS. THE CONTRACTOR IS RESPONSIBLE FOR FURNISHING THE NECESSARY MATERIALS & LABOR TO CONSTRUCT THE FACILITY AS SHOWN AND DESCRIBED IN THE CONSTRUCTION DOCUMENTS, AND IN ACCORDANCE WITH THE SPECIFICATIONS AND REQUIREMENTS OF THE APPROPRIATE APPROVING AUTHORITIES.
- 4. CONTRACTOR SHALL CLEAR AND GRUB ALL AREAS UNLESS OTHERWISE INDICATED, REMOVING TREES, STUMPS, ROOTS, MUCK, EXISTING PAVEMENT AND ALL OTHER DELETERIOUS MATERIAL.
- 5. THE EXISTING SUBSURFACE UTILITY INFORMATION IN THIS PLAN IS QUALITY LEVEL "D" UNLESS OTHERWISE NOTED. THIS QUALITY LEVEL WAS DETERMINED ACCORDING TO THE GUIDELINES OF CI/ACSE 38/02, ENTITLED STANDARD GUIDELINES FOR THE COLLECTION AND DEPICTION OF SUBSURFACE QUALITY DATA BY THE FHA. EXISTING UTILITIES SHOWN ARE LOCATED ACCORDING TO THE INFORMATION AVAILABLE TO THE ENGINEER AT THE TIME OF THE TOPOGRAPHIC SURVEY AND HAVE NOT BEEN INDEPENDENTLY VERIFIED BY THE OWNER OR THE ENGINEER. GUARANTEE IS NOT MADE THAT ALL EXISTING UNDERGROUND UTILITIES ARE SHOWN OR THAT THE LOCATION OF THOSE SHOWN ARE ENTIRELY ACCURATE. FINDING THE ACTUAL LOCATION OF ANY EXISTING UTILITIES IS THE CONTRACTOR'S RESPONSIBILITY AND SHALL BE DONE BEFORE COMMENCING ANY WORK IN THE VICINITY. FURTHERMORE, THE CONTRACTOR SHALL BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES DUE TO THE CONTRACTOR'S FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL UNDERGROUND UTILITIES. THE OWNER OR ENGINEER WILL ASSUME NO LIABILITY FOR ANY DAMAGES SUSTAINED OR COST INCURRED BECAUSE OF THE OPERATIONS IN THE VICINITY OF EXISTING UTILITIES OR STRUCTURES, NOR FOR TEMPORARY BRACING AND SHORING OF SAME. IF IT IS NECESSARY TO SHORE, BRACE, SWING OR RELOCATE A UTILITY. THE UTILITY COMPANY OR DEPARTMENT AFFECTED SHALL BE CONTACTED AND THEIR PERMISSION OBTAINED REGARDING THE METHOD TO USE FOR SUCH WORK.
- 6. IT IS THE CONTRACTOR'S RESPONSIBILITY TO CONTACT THE VARIOUS UTILITY COMPANIES WHICH MAY HAVE BURIED OR AERIAL UTILITIES WITHIN OR NEAR THE CONSTRUCTION AREA BEFORE COMMENCING WORK. THE CONTRACTOR SHALL PROVIDE 48 HOURS MINIMUM NOTICE TO ALL UTILITY COMPANIES PRIOR TO BEGINNING CONSTRUCTION.
- 7. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL REQUIRED CONSTRUCTION PERMITS AND BONDS IF REQUIRED PRIOR TO CONSTRUCTION.
- 8. THE CONTRACTOR SHALL HAVE AVAILABLE AT THE JOB SITE AT ALL TIMES ONE COPY OF THE CONSTRUCTION DOCUMENTS INCLUDING PLANS, SPECIFICATIONS, GEOTECHNICAL REPORT AND SPECIAL CONDITIONS AND COPIES OF ANY REQUIRED CONSTRUCTION PERMITS. 9. ANY DISCREPANCIES ON THE DRAWINGS SHALL BE IMMEDIATELY BROUGHT TO THE ATTENTION OF THE
- OWNER AND ENGINEER BEFORE COMMENCING WORK. NO FIELD CHANGES OR DEVIATIONS FROM DESIGN ARE TO BE MADE WITHOUT PRIOR APPROVAL OF THE OWNER AND NOTIFICATION TO THE ENGINEER. 10. ALL COPIES OF COMPACTION, CONCRETE AND OTHER REQUIRED TEST RESULTS ARE TO BE SENT TO THE
- OWNER DIRECTLY FROM THE TESTING AGENCY. 11. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DOCUMENTING AND MAINTAINING AS-BUILT INFORMATION WHICH SHALL BE RECORDED AS CONSTRUCTION PROGRESSES OR AT THE COMPLETION OF APPROPRIATE CONSTRUCTION INTERVALS AND SHALL BE RESPONSIBLE FOR PROVIDING AS-BUILT DRAWINGS TO THE OWNER FOR THE PURPOSE OF CERTIFICATION TO JURISDICTIONAL AGENCIES AS REQUIRED. ALL AS-BUILT DATA SHALL BE COLLECTED BY A STATE PROFESSIONAL LAND SURVEYOR WHOSE SERVICES ARE ENGAGED BY THE CONTRACTOR.
- 12. ANY WELLS DISCOVERED ON SITE THAT WILL HAVE NO USE MUST BE PLUGGED BY A LICENSED WELL DRILLING CONTRACTOR IN A MANNER APPROVED BY ALL JURISDICTIONAL AGENCIES. CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ANY WELL ABANDONMENT PERMITS REQUIRED.
- 13. ANY WELL DISCOVERED DURING EARTH MOVING OR EXCAVATION SHALL BE REPORTED TO THE APPROPRIATE JURISDICTIONAL AGENCIES WITHIN 24 HOURS AFTER DISCOVERY IS MADE.
- 14. THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING THAT THE PROPOSED IMPROVEMENTS SHOWN ON THE PLANS DO NOT CONFLICT WITH ANY KNOWN EXISTING OR OTHER PROPOSED IMPROVEMENTS. IF ANY CONFLICTS ARE DISCOVERED. THE CONTRACTOR SHALL NOTIFY THE OWNER PRIOR TO INSTALLATION OF ANY PORTION OF THE SITE WORK THAT WOULD BE AFFECTED. FAILURE TO NOTIFY OWNER OF AN IDENTIFIABLE CONFLICT PRIOR TO PROCEEDING WITH INSTALLATION RELIEVES OWNER OF ANY OBLIGATION TO PAY FOR A RELATED CHANGE ORDER.
- 15. SHOULD CONTRACTOR ENCOUNTER ANY DEBRIS LADEN SOIL, STRUCTURES NOT IDENTIFIED IN THE DOCUMENTS, OR OTHER SOURCE OF POTENTIAL CONTAMINATION, THEY SHALL IMMEDIATELY CONTACT THE ENGINEER AND OWNER.
- 16. CONTRACTOR SHALL NOTIFY OWNER AND/OR ENGINEER 48 HOURS IN ADVANCE OF THE FOLLOWING ACTIVITIES: PRE-CONSTRUCTION MEETING, SUBGRADE PREPARATION, BASE INSTALLATION, ASPHALT INSTALLATION, UNDERGROUND PIPING AND UTILITIES INSTALLATION, INSTALLATION OF STRUCTURES. CHECK VALVES, HYDRANTS, METERS, ETC., SIDEWALK INSTALLATION, CONNECTIONS TO WATER AND SEWER MAINS, TESTS OF UTILITIES.

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| | VEGETATION IS MAINTAINED. SEEDED AREAS S NEEDED. REFER TO THE LANDSCAPE PLAN AND |
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| 7.3. | SILT FENCES SHALL BE REPAIRED TO THEIR OR REMOVED FROM THE SILT FENCES WHEN IT REA |
| 7.4. | THE ROCK CONSTRUCTION ENTRANCE(S) SHALL PREVENT TRACKING OR FLOW OF MUD ONTO PU ADDITIONS OF ROCK TOP DRESSING AS CONDIT |
| 7.5. | THE TEMPORARY PARKING AND STORAGE AREA PARKING AND STORAGE). THIS MAY REQUIRE P TEMPORARY PARKING CONDITIONS DEMAND. |
| 7.6. | PERFORM ALL MAINTENANCE OPERATIONS IN A CALENDAR DAYS FOLLOWING THE INSPECTION. |

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EROSION CONTROL NOTES

1. THE STORM WATER POLLUTION PREVENTION PLAN ("SWPPP") IS COMPRISED OF THE EROSION CONTROL THE STANDARD DETAILS. THE PLAN NARRATIVE, ATTACHMENTS INCLUDED IN THE SPECIFICATIONS HE SWPPP, PLUS THE PERMIT AND ALL SUBSEQUENT REPORTS AND RELATED DOCUMENTS.

- CONTRACTORS AND SUBCONTRACTORS INVOLVED WITH STORM WATER POLLUTION PREVENTION L OBTAIN A COPY OF THE STORM WATER POLLUTION PREVENTION PLAN AND THE STATE NATIONAL UTANT DISCHARGE ELIMINATION SYSTEM GENERAL PERMIT (NPDES PERMIT) AND BECOME FAMILIAR. THEIR CONTENTS.
- MANAGEMENT PRACTICES (BMP'S) AND CONTROLS SHALL CONFORM TO FEDERAL, STATE, OR LOCAL JIREMENTS OR MANUAL OF PRACTICE, AS APPLICABLE. THE CONTRACTOR SHALL IMPLEMENT ITIONAL CONTROLS AS DIRECTED BY THE PERMITTING AGENCY OR OWNER.
- CONTRACTOR IS SOLELY RESPONSIBLE FOR COMPLYING WITH THE REQUIREMENTS OF THE HORITIES HAVING JURISDICTION, AND SHALL MAINTAIN COMPLIANCE WITH APPLICABLE LAWS AND ULATIONS FOR THE DURATION OF CONSTRUCTION. CONTRACTOR SHALL FIELD ADJUST AND/OR PROVIDE ADDITIONAL EROSION CONTROL BMP'S AS
- DED TO PREVENT EROSION AND OFF-SITE SEDIMENT DISCHARGE FROM THE CONSTRUCTION SITE. LOG RECORD ANY ADJUSTMENTS AND DEVIATIONS FROM THE APPROVED EROSION CONTROL PLANS HIN THE SWPPP DOCUMENTS STORED IN THE JOB SITE TRAILER.
- SHOWN ON THE EROSION AND SEDIMENT CONTROL PLAN, AND IN THE STORM WATER POLLUTION /ENTION PLAN. SHALL BE MAINTAINED IN FULLY FUNCTIONAL CONDITION AS REQUIRED BY ALL SDICTIONS UNTIL NO LONGER REQUIRED FOR A COMPLETED PHASE OF WORK OR FINAL BILIZATION OF THE SITE. ALL EROSION AND SEDIMENTATION CONTROL MEASURES SHALL BE CHECKED CERTIFIED PERSON AT LEAST ONCE EVERY 7 CALENDAR DAYS AND WITHIN 24 HOURS OF THE END OF 5-INCH OR GREATER RAINFALL EVENT.
- SION & SEDIMENT CONTROL BMPS SHALL BE MAINTAINED IN ACCORDANCE WITH THE FOLLOWING: INLET PROTECTION DEVICES AND BARRIERS SHALL BE REPAIRED OR REPLACED IF THEY SHOW SIGNS OF UNDERMINING OR DETERIORATION.
- ALL SEEDED AREAS SHALL BE CHECKED REGULARLY TO VERIFY THAT A HEALTHY STAND OF VEGETATION IS MAINTAINED. SEEDED AREAS SHOULD BE FERTILIZED, WATERED AND RE-SEEDED AS NEEDED. REFER TO THE LANDSCAPE PLAN AND PROJECT SPECIFICATIONS.
- SILT FENCES SHALL BE REPAIRED TO THEIR ORIGINAL CONDITIONS IF DAMAGED. SEDIMENT SHALL BE REMOVED FROM THE SILT FENCES WHEN IT REACHES ONE-THIRD THE HEIGHT OF THE SILT FENCE. THE ROCK CONSTRUCTION ENTRANCE(S) SHALL BE MAINTAINED IN A CONDITION WHICH WILL
- PREVENT TRACKING OR FLOW OF MUD ONTO PUBLIC RIGHTS-OF-WAY. THIS MAY REQUIRE PERIODIC ADDITIONS OF ROCK TOP DRESSING AS CONDITIONS DEMAND. THE TEMPORARY PARKING AND STORAGE AREA SHALL BE KEPT IN GOOD CONDITION (SUITABLE FOR PARKING AND STORAGE). THIS MAY REQUIRE PERIODIC ADDITIONS OF TOP DRESSING IF THE
- TEMPORARY PARKING CONDITIONS DEMAND. PERFORM ALL MAINTENANCE OPERATIONS IN A TIMELY MANNER BUT IN NO CASE LATER THAN 2

PAVING AND STRIPING NOTES

1. ALL PAVING, CONSTRUCTION, MATERIALS, AND WORKMANSHIP WITHIN JURISDICTION'S RIGHT-OF-WAY SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE LOCAL CITY OR COUNTY SPECIFICATIONS STANDARDS, OR THE STATE DOT SPECIFICATIONS AND STANDARDS IF NOT COVERED BY LOCAL CITY COUNTY REGULATIONS.

- SIGNS, PAVEMENT MARKINGS, AND OTHER TRAFFIC CONTROL DEVICES SHALL CONFORM TO MANUAL JNIFORM TRAFFIC CONTROL DEVICES (M.U.T.C.D) AND CITY STANDARDS.
- ITRACTOR SHALL FURNISH ALL PAVEMENT MARKINGS FOR FIRE LANES, ROADWAY LANES, PARKING LLS, ACCESSIBLE PARKING SYMBOLS, ACCESS AISLES, STOP BARS AND SIGNS, AND MISCELLANEOUS PING WITHIN THE PARKING LOT AS SHOWN ON THE PLANS.
- EXPANSION JOINTS SHALL EXTEND THROUGH THE CURB. MINIMUM LENGTH OF OFFSET JOINTS AT RADIUS POINTS SHALL BE 2 FEET.
- JOINTS, INCLUDING EXPANSION JOINTS WITH REMOVABLE TACK STRIPS, SHALL BE SEALED WITH JOINT
- MATERIALS AND PROPERTIES OF ALL CONCRETE SHALL MEET THE APPLICABLE REQUIREMENTS IN A.C.I. (AMERICAN CONCRETE INSTITUTE) MANUAL OF CONCRETE PRACTICE. TRACTOR SHALL APPLY A SECOND COATING OVER ALL PAVEMENT MARKINGS PRIOR TO ACCEPTANCE
- WNER FOLLOWED BY A COAT OF GLASS BEADS AS APPLICABLE PER THE PROJECT DOCUMENTS. EXISTING PAVEMENT, CURBS AND/OR SIDEWALKS DAMAGED OR REMOVED WILL BE REPAIRED BY THE ITRACTOR AT HIS EXPENSE TO THE SATISFACTION OF THE ENGINEER AND OWNER.
- ORE PLACING PAVEMENT, CONTRACTOR SHALL VERIFY SUITABLE ACCESSIBLE ROUTES (PER A.D.A). DING FOR ALL SIDEWALKS AND ACCESSIBLE ROUTES INCLUDING CROSSING DRIVEWAYS SHALL FORM TO CURRENT ADA STATE/NATIONAL STANDARDS. IN NO CASE SHALL ACCESSIBLE RAMP SLOPES EED 1 VERTICAL TO 12 HORIZONTAL. IN NO CASE SHALL SIDEWALK CROSS SLOPES EXCEED 2% . IN NO SHALL LONGITUDINAL SIDEWALK SLOPES EXCEED 5%. IN NO CASE SHALL ACCESSIBLE PARKING STALLS OR AISLES EXCEED 2% (1.5% TARGET) IN ALL DIRECTIONS. SIDEWALK ACCESS TO EXTERNAL BUILDING DOORS AND GATES SHALL BE ADA COMPLIANT. CONTRACTOR SHALL NOTIFY ENGINEER IMMEDIATELY IF ADA CRITERIA CANNOT BE MET IN ANY LOCATION PRIOR TO PAVING. NO CONTRACTOR CHANGE ORDERS WILL BE ACCEPTED FOR A.D.A COMPLIANCE ISSUES.
- 11. MAXIMUM JOINT SPACING IS TWICE THE DEPTH OF THE CONCRETE PAVEMENT IN FEET.

GRADING AND DRAINAGE NOTES

- GENERAL CONTRACTOR AND ALL SUBCONTRACTORS SHALL VERIFY THE SUITABILITY OF ALL EXISTING AND PROPOSED SITE CONDITIONS INCLUDING GRADES AND DIMENSIONS BEFORE START OF CONSTRUCTION. THE ENGINEER SHALL BE NOTIFIED IMMEDIATELY OF ANY DISCREPANCIES.
- THE CONTRACTOR SHALL GRADE THE SITE TO THE ELEVATIONS INDICATED AND SHALL ADJUST BMP'S AS NECESSARY AND REGRADE WASHOUTS WHERE THEY OCCUR AFTER EVERY RAINFALL UNTIL A GRASS STAND IS WELL ESTABLISHED OR ADEQUATE STABILIZATION OCCURS.
- CONTRACTOR SHALL ENSURE THERE IS POSITIVE DRAINAGE FROM THE PROPOSED BUILDINGS SO THAT SURFACE RUNOFF WILL DRAIN BY GRAVITY TO NEW OR EXISTING DRAINAGE OUTLETS. CONTRACTOR SHALL ENSURE NO PONDING OCCURS IN PAVED AREAS AND SHALL NOTIFY ENGINEER IF ANY GRADING DISCREPANCIES ARE FOUND IN THE EXISTING AND PROPOSED GRADES PRIOR TO PLACEMENT OF PAVEMENT OR UTILITIES.
- CONTRACTOR SHALL PROTECT ALL MANHOLE COVERS, VALVE COVERS, VAULT LIDS, FIRE HYDRANTS, POWER POLES, GUY WIRES, AND TELEPHONE BOXES THAT ARE TO REMAIN IN PLACE AND UNDISTURBED DURING CONSTRUCTION. EXISTING CASTINGS AND STRUCTURES TO REMAIN SHALL BE ADJUSTED TO MATCH THE PROPOSED FINISHED GRADES.
- BACKFILL FOR UTILITY LINES SHALL BE PLACED PER DETAILS, STANDARDS, AND SPECIFICATIONS SO THAT THE UTILITY WILL BE STABLE. WHERE UTILITY LINES CROSS THE PARKING LOT, THE TOP 6 INCHES SHALL BE COMPACTED SIMILARLY TO THE REMAINDER OF THE LOT. UTILITY DITCHES SHALL BE VISUALLY INSPECTED DURING THE EXCAVATION PROCESS TO ENSURE THAT UNDESIRABLE FILL IS NOT USED.
- CONTRACTOR IS RESPONSIBLE FOR THE REMOVAL AND REPLACEMENT OF 4" OF TOPSOIL AT COMPLETION OF WORK. ALL UNPAVED AREAS IN EXISTING RIGHTS-OF-WAY DISTURBED BY CONSTRUCTION SHALL BE REGRADED AND SODDED.
- AFTER PLACEMENT OF SUBGRADE AND PRIOR TO PLACEMENT OF PAVEMENT, CONTRACTOR SHALL TEST AND OBSERVE PAVEMENT AREAS FOR EVIDENCE OF PONDING. ALL AREAS SHALL ADEQUATELY DRAIN TOWARDS THE INTENDED STRUCTURE TO CONVEY STORM RUNOFF. CONTRACTOR SHALL IMMEDIATELY NOTIFY OWNER AND ENGINEER IF ANY DISCREPANCIES ARE DISCOVERED.
- WHERE EXISTING PAVEMENT IS INDICATED TO BE REMOVED AND REPLACED, THE CONTRACTOR SHALL SAW CUT FULL DEPTH FOR A SMOOTH AND STRAIGHT JOINT AND REPLACE THE PAVEMENT WITH THE SAME TYPE AND DEPTH OF MATERIAL AS EXISTING OR AS INDICATED.
- THE CONTRACTOR SHALL INSTALL PROTECTION OVER ALL DRAINAGE STRUCTURES FOR THE DURATION OF CONSTRUCTION AND UNTIL ACCEPTANCE OF THE PROJECT BY THE OWNER. ALL DRAINAGE STRUCTURES SHALL BE CLEANED OF DEBRIS AS REQUIRED DURING AND AT THE END OF CONSTRUCTION TO PROVIDE POSITIVE DRAINAGE ELOWS
- 10. IF DEWATERING IS REQUIRED, THE CONTRACTOR SHALL OBTAIN ANY APPLICABLE REQUIRED PERMITS. THE CONTRACTOR IS TO COORDINATE WITH THE OWNER AND THE DESIGN ENGINEER PRIOR TO ANY EXCAVATION.
- 11. FIELD DENSITY TESTS SHALL BE TAKEN AT INTERVALS IN ACCORDANCE WITH THE LOCAL JURISDICTIONAL AGENCY OR TO STATE DOT STANDARDS. IN THE EVENT THAT THE CONTRACT DOCUMENTS AND THE 11. IF ANY EXISTING STRUCTURES TO REMAIN ARE DAMAGED DURING CONSTRUCTION IT SHALL BE THE JURISDICTIONAL AGENCY REQUIREMENTS ARE NOT IN AGREEMENT, THE MOST STRINGENT SHALL GOVERN.
- 12. ALL SLOPES AND AREAS DISTURBED BY CONSTRUCTION SHALL BE GRADED AS PER PLANS. THE AREAS SHALL THEN BE SODDED OR SEEDED AS SPECIFIED IN THE PLANS, FERTILIZED, MULCHED, WATERED AND MAINTAINED UNTIL GROWTH IS ESTABLISHED TO MINIMUM COVERAGE OF 70% IN ALL AREAS. ANY AREAS DISTURBED FOR ANY REASON PRIOR TO FINAL ACCEPTANCE OF THE JOB SHALL BE CORRECTED BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE OWNER. ALL EARTHEN AREAS WILL BE SODDED OR SEEDED AND MULCHED AS SHOWN ON THE LANDSCAPING PLAN.
- 13. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE CONTROL OF DUST AND DIRT RISING AND SCATTERING IN THE AIR DURING CONSTRUCTION AND SHALL PROVIDE WATER SPRINKLING OR OTHER SUITABLE METHODS OF CONTROL. THE CONTRACTOR SHALL COMPLY WITH ALL GOVERNING REGULATIONS PERTAINING TO ENVIRONMENTAL PROTECTION.
- 14. SOD, WHERE CALLED FOR, MUST BE INSTALLED AND MAINTAINED ON EXPOSED SLOPES WITHIN 48 HOURS OF COMPLETING FINAL GRADING, AND AT ANY OTHER TIME AS NECESSARY, TO PREVENT EROSION, SEDIMENTATION OR TURBID DISCHARGES. 15. THE CONTRACTOR SHALL ENSURE THAT LANDSCAPE ISLAND PLANTING AREAS AND OTHER PLANTING
- AREAS ARE NOT COMPACTED AND DO NOT CONTAIN ROAD BASE MATERIALS. THE CONTRACTOR SHALL ALSO EXCAVATE AND REMOVE ALL UNDESIRABLE MATERIAL FROM ALL AREAS ON THE SITE TO BE PLANTED AND PROPERLY DISPOSED OF IN A LEGAL MANNER.
- 16. THE CONTRACTOR SHALL INSTALL ALL UNDERGROUND STORM WATER PIPING PER MANUFACTURER'S RECOMMENDATIONS AND STATE DOT SPECIFICATIONS.
- 17. PAVEMENTS SHALL BE INSTALLED IN ACCORDANCE WITH THE RECOMMENDATION OF THE SITE SPECIFIC GEOTECHNICAL EVALUATION REPORT AND CITY & STATE DOT SPECIFICATIONS.
- 18. SPOT ELEVATIONS REPRESENT THE FINISHED SURFACE GRADE OR FLOWLINE OF CURB UNLESS OTHERWISE NOTED
- 19. LIMITS OF CONSTRUCTION ARE TO THE PROPERTY LINE UNLESS OTHERWISE SPECIFIED ON THE PLAN.
- 20. IMMEDIATELY REPORT TO THE OWNER ANY DISCREPANCIES FOUND BETWEEN ACTUAL FIELD CONDITIONS AND CONSTRUCTION DOCUMENTS.
- . THE CONTRACTOR IS RESPONSIBLE FOR LOCATING AND PROTECTING EXISTING UTILITIES, AND SHALL REPAIR ALL DAMAGE TO EXISTING UTILITIES THAT OCCUR DURING CONSTRUCTION WITHOUT COMPENSATION. 22. BLEND NEW EARTHWORK SMOOTHLY TO TRANSITION BACK TO EXISTING GRADE.
- 23. ALL PROPOSED GRADES ONSITE SHALL BE 3:1 OR FLATTER UNLESS OTHERWISE INDICATED ON THE PLANS.
- ANY SLOPES STEEPER THAN 4:1 REQUIRE EROSION AND SEDIMENT CONTROL BLANKET. 24. ADHERE TO ALL TERMS AND CONDITIONS AS NECESSARY IN THE GENERAL N.P.D.E.S. PERMIT AND CONSTRUCTION ACTIVITIES.
- 25. ADJUST AND/OR CUT EXISTING PAVEMENT AS NECESSARY TO ASSURE A SMOOTH FIT AND CONTINUOUS GRADE.

WATER STORM SEWER & SANITARY SEWER NOTES

- 1. THE CONTRACTOR SHALL CONSTRUCT GRAVITY SEWER LATERALS, MANHOLES, GRAVITY SEWER LINES, AND DOMESTIC WATER AND FIRE PROTECTION SYSTEM AS SHOWN ON THESE PLANS. THE CONTRACTOR SHALL FURNISH ALL NECESSARY MATERIALS, EQUIPMENT, MACHINERY, TOOLS, MEANS OF TRANSPORTATION AND LABOR NECESSARY TO COMPLETE THE WORK IN FULL AND COMPLETE ACCORDANCE WITH THE SHOWN, DESCRIBED AND REASONABLY INTENDED REQUIREMENTS OF THE CONTRACT DOCUMENTS AND JURISDICTIONAL AGENCY REQUIREMENTS. IN THE EVENT THAT THE CONTRACT DOCUMENTS AND THE JURISDICTIONAL AGENCY REQUIREMENTS ARE NOT IN AGREEMENT, THE MOST STRINGENT SHALL GOVERN.
- 2. ALL EXISTING UNDERGROUND UTILITY LOCATIONS SHOWN ARE APPROXIMATE. THE CONTRACTOR SHALL COMPLY WITH ALL REQUIREMENTS FOR UTILITY LOCATION AND COORDINATION IN ACCORDANCE WITH THE NOTES CONTAINED IN THE GENERAL CONSTRUCTION SECTION OF THIS SHEET.

3. THE CONTRACTOR SHALL RESTORE ALL DISTURBED VEGETATION IN KIND, UNLESS SHOWN OTHERWISE.

- 4. DEFLECTION OF PIPE JOINTS AND CURVATURE OF PIPE SHALL NOT EXCEED THE MANUFACTURER'S SPECIFICATIONS. SECURELY CLOSE ALL OPEN ENDS OF PIPE AND FITTINGS WITH A WATERTIGHT PLUG WHEN WORK IS NOT IN PROGRESS. THE INTERIOR OF ALL PIPES SHALL BE CLEAN AND JOINT SURFACES WIPED CLEAN AND DRY AFTER THE PIPE HAS BEEN LOWERED INTO THE TRENCH. VALVES SHALL BE PLUMB AND LOCATED ACCORDING TO THE PLANS.
- ALL PIPE AND FITTINGS SHALL BE CAREFULLY STORED FOLLOWING MANUFACTURER'S RECOMMENDATIONS. CARE SHALL BE TAKEN TO AVOID DAMAGE TO THE COATING OR LINING IN ANY D.I. PIPE FITTINGS. ANY PIPE OR FITTING WHICH IS DAMAGED OR WHICH HAS FLAWS OR IMPERFECTIONS WHICH, IN THE OPINION OF THE ENGINEER OR OWNER, RENDERS IT UNFIT FOR USE, SHALL NOT BE USED. ANY PIPE NOT SATISFACTORY FOR USE SHALL BE CLEARLY MARKED AND IMMEDIATELY REMOVED FROM THE JOB SITE, AND SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE.
- 6. WATER FOR FIRE FIGHTING SHALL BE MADE AVAILABLE FOR USE BY THE CONTRACTOR PRIOR TO COMBUSTIBLES BEING BROUGHT ON SITE. ALL UTILITY AND STORM DRAIN TRENCHES LOCATED UNDER AREAS TO RECEIVE PAVING SHALL BE COMPLETELY BACK FILLED IN ACCORDANCE WITH THE GOVERNING JURISDICTIONAL AGENCY'S
- SPECIFICATIONS. IN THE EVENT THAT THE CONTRACT DOCUMENTS AND THE JURISDICTIONAL AGENCY REQUIREMENTS ARE NOT IN AGREEMENT, THE MOST STRINGENT SHALL GOVERN. 8. UNDERGROUND UTILITY LINES SHALL BE SURVEYED BY A STATE LICENSED PROFESSIONAL LAND

SURVEYOR PRIOR TO BACK FILLING.

CONSTRUCTION.

- CONTRACTOR SHALL PERFORM, AT THEIR OWN EXPENSE, ANY AND ALL TESTS REQUIRED BY THE SPECIFICATIONS AND/OR ANY AGENCY HAVING JURISDICTION. THESE TESTS MAY INCLUDE, BUT MAY NOT BE LIMITED TO, INFILTRATION AND EXFILTRATION, TELEVISION INSPECTION AND A MANDREL TEST ON GRAVITY SEWER. A COPY OF THE TEST RESULTS SHALL BE PROVIDED TO THE UTILITY PROVIDER, OWNER AND JURISDICTIONAL AGENCY AS REQUIRED.
- 10. BETWEEN WATER AND SEWER MANHOLES AND PIPES, CONTRACTOR SHALL PROVIDE FOR A MINIMUM HORIZONTAL CLEARANCE OF 10-FEET AND A MINIMUM VERTICAL SEPARATION OF 18-INCHES.
- CONTRACTORS RESPONSIBILITY TO REPAIR AND/OR REPLACE THE EXISTING STRUCTURE AS NECESSARY TO RETURN IT TO EXISTING CONDITIONS OR BETTER. 12. ALL STORM PIPE ENTERING STRUCTURES SHALL BE GASKETED AND/OR GROUTED TO ASSURE CONNECTION AT STRUCTURE IS WATERTIGHT UNLESS OTHERWISE STATED BY CITY AND STATE DESIGN
- STANDARDS AND SPECIFICATIONS. 13. UNLESS OTHERWISE STATED IN CITY AND STATE DESIGN STANDARDS AND SPECIFICATIONS, ALL STORM SEWER MANHOLES IN PAVED AREAS SHALL BE FLUSH WITH PAVEMENT, AND SHALL HAVE TRAFFIC BEARING RING & COVERS. MANHOLES IN UNPAVED AREAS SHALL BE 6" ABOVE FINISH GRADE. LIDS SHALL BE LABELED "STORM SEWER". EXISTING CASTINGS AND STRUCTURES WITHIN PROJECT LIMITS SHALL BE
- ADJUSTED TO MEET THESE CONDITIONS AND THE PROPOSED FINISHED GRADE. 14. TOPOGRAPHIC INFORMATION IS TAKEN FROM A TOPOGRAPHIC SURVEY BY LAND SURVEYORS. IF THE CONTRACTOR DOES NOT ACCEPT EXISTING TOPOGRAPHY AS SHOWN ON THE PLANS, WITHOUT EXCEPTION, THEN THE CONTRACTOR SHALL SUPPLY, AT THEIR EXPENSE, A TOPOGRAPHIC SURVEY BY A REGISTERED LAND SURVEYOR TO THE OWNER FOR REVIEW.
- 15. CONSTRUCTION SHALL COMPLY WITH ALL APPLICABLE GOVERNING CODES AND BE CONSTRUCTED TO
- 16. ALL STORM STRUCTURES SHALL HAVE A SMOOTH UNIFORM POURED MORTAR FROM INVERT IN TO INVERT
- 17. ROOF DRAINS SHALL BE CONNECTED TO STORM SEWER BY PREFABRICATED WYES OR AT STORM STRUCTURES. ROOF DRAINS AND TRUCK WELL DRAIN SHALL RUN AT A MINIMUM 2.0% SLOPE, UNLESS NOTED OTHERWISE, AND TIE IN AT THE CENTERLINE OF THE STORM MAIN.
- 18. PROVIDE INSULATION OF UNDERGROUND ROOF DRAINS AND SANITARY SEWER SERVICES IF ADEQUATE FROST DEPTH CANNOT BE PROVIDED. 19. THE CONTRACTOR SHALL PROTECT EXISTING UNDERGROUND UTILITIES AND APPURTENANCES THAT ARE
- TO REMAIN FROM DAMAGE DURING CONSTRUCTION OPERATIONS. 20. THE LOCATION OF EXISTING UTILITIES, STORM DRAINAGE STRUCTURES AND OTHER ABOVE AND BELOW-GRADE IMPROVEMENTS ARE APPROXIMATE AS SHOWN. IT IS THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE THE EXACT LOCATION, SIZE AND INVERT ELEVATIONS OF EACH PRIOR TO THE START OF
- 21. A MINIMUM SEPARATION OF 5-FEET IS REQUIRED BETWEEN UNDERGROUND UTILITIES AND TREES UNLESS A ROOT BARRIER IS UTILIZED.
- 22. GAS, PHONE AND ELECTRIC SERVICES SHOWN FOR INFORMATIONAL PURPOSES ONLY. DRY UTILITY COMPANIES MAY ALTER THE DESIGN LAYOUT DURING THEIR REVIEW. CONTRACTOR TO COORDINATE FINAL DESIGN AND INSTALLATION WITH UTILITY COMPANIES. 23. COORDINATE UTILITY INSTALLATION WITH IRRIGATION DESIGN AND INSTALLATION.
- STORMWATER POLLUTION PREVENTION PLAN (SWPPP) FOR STORMWATER DISCHARGE ASSOCIATED WITH 24. ALL DIMENSIONS ARE TO FLOW LINE OF CURB UNLESS OTHERWISE NOTED. PERIMETER WALL DIMENSIONS ARE TO INSIDE WALL FACE. REFERENCE ARCHITECTURAL PLANS FOR EXACT WALL WIDTH AND SPECIFICATIONS.
 - 25. REFERENCE ARCHITECTURAL PLANS (BY OTHERS) FOR EXACT BUILDING DIMENSIONS, MATERIALS SPECIFICATIONS.
 - 26. REFERENCE M.E.P. PLANS (BY OTHERS) FOR MECHANICAL EQUIPMENT DIMENSIONS AND SPECIFICATIONS.
 - 27. CONTRACTOR SHALL REFERENCE STRUCTURAL PLANS (BY OTHERS) FOR FOOTING AND FOUNDATION PAD PREPARATION SPECIFICATIONS.
 - 28. CONTRACTOR SHALL REFERENCE M.E.P PLANS (BY OTHERS) FOR ROUTING OF PROPOSED ELECTRICAL & COMMUNICATIONS SERVICES AND SITE LIGHTING LAYOUT.





| Name: | ELI I. SANKEY | |
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| License | No.: 59488 | |
| I hereby under m the laws | certify that this plan, specifica y direct supervision and that I s of the state of Minnesota. | tion, or report was prepared by me or am a duly Licensed Engineer under |
| Signed: | | |
| Revisi | ons | |
| No. | Date | Description |
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| Phase: | VARIANCE APPLICATION | Date: 10/13/2023 |
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| GEI | NERAL NOTES | 5 |
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| AG # | SPECIES | CAL. IN. | STATUS | TAG # | SPECIES | CAL. IN. / HT. | STATUS |
|------|---------|----------|---------|-------|---------|-------------------|---------|
| | LOCUST | 12" | SAVED | 14 | LOCUST | 10" | REMOVED |
| | LOCUST | 12" | SAVED | 15 | LOCUST | 12" | REMOVED |
| | LOCUST | 12" | SAVED | 16 | BIRCH | 8" | REMOVED |
| Ļ | LOCUST | 12" | SAVED | 17 | CATULPA | 10" | REMOVED |
| • | LOCUST | 12" | REMOVED | 18 | LOCUST | 12" | REMOVED |
| 5 | LOCUST | 20" | REMOVED | 19 | LOCUST | 12" | SAVED |
| , | LOCUST | 14" | REMOVED | 20 | LOCUST | 12" | SAVED |
| 8 | LOCUST | 12" | REMOVED | 21 | LOCUST | 16" | SAVED |
|) | LOCUST | 12" | REMOVED | 22 | SPRUCE | 12" | SAVED |
| .0 | BIRCH | 8" | REMOVED | 23 | SPRUCE | 16" | SAVED |
| .1 | BIRCH | 8" | REMOVED | 24 | SPRUCE | 12" | SAVED |
| 2 | LOCUST | 16" | REMOVED | 25 | SPRUCE | 10" | SAVED |
| .3 | LOCUST | 10" | REMOVED | 26 | SPRUCE | 12" | SAVED |
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NOTE: ONLY SIGNIFICANT TREES IN THE SUBJECT PROPERTY SHOWN ON PLAN/ INVENTORY.







Registration

| Name: | STEPSENKEYHIMMERICH | | |
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| License | No.: 59428 | | |
| l hereby under m Archatøs | certify that this plan, specifica y direct supervision and that I t of the state avisition the state o | tion, or report am a duly Lice f Minnesota. | was prepared by me or ensed Eanguiseapender |
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| AREA SUMMARY | | | | |
|--------------------------|---------|--|--|--|
| EXISTING IMPERVIOUS AREA | 0.68 AC | | | |
| EXISTING PERVIOUS AREA | 0.66 AC | | | |
| PROPOSED IMPERVIOUS AREA | 1.00 AC | | | |
| PROPOSED PERVIOUS AREA | 0.34 AC | | | |
| TOTAL DISTURBED AREA | 1.34 AC | | | |

| PHASE 2 BMP QUANTITIES | | |
|----------------------------|-----------|--|
| SILT FENCE | ±605 LF | |
| INLET PROTECTION | 9 EA | |
| ROCK CONSTRUCTION ENTRANCE | 2 EA | |
| SAFETY FENCE | ±1,130 LF | |
| BIO ROLL | 650 LF | |

| A | SILT FENCE |
|---|----------------------------|
| В | INLET PROTECTION |
| C | ROCK CONSTRUCTION ENTRANCE |
| D | BIO LOG |
| E | SAFETY FENCE |

- BEFORE DISPOSAL
- 9. SUFFICIENT OIL AND GREASE ABSORBING MATERIALS AND FLOTATION BOOMS SHALL BE

- APPROVED EROSION CONTROL PLANS WITHIN THE SWPPP DOCUMENTS STORED IN THE JOB SITE TRAILER.

AND/OR DURING CONSTRUCTION IF ANY ADDITIONAL INFORMATION ON THE CONSTRUCTION SEQUENCE IS NECESSARY. CONTRACTOR IS SOLELY RESPONSIBLE FOR COMPLYING WITH THE REQUIREMENTS OF THE AUTHORITY HAVING JURISDICTION AND ALL OTHER APPLICABLE LAWS.

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| AREA SUMMARY | | |
|--------------------------|---------|--|
| EXISTING IMPERVIOUS AREA | 0.68 AC | |
| EXISTING PERVIOUS AREA | 0.66 AC | |
| PROPOSED IMPERVIOUS AREA | 1.00 AC | |
| PROPOSED PERVIOUS AREA | 0.34 AC | |
| TOTAL DISTURBED AREA | 1.34 AC | |

| PHASE 2 BMP QUANTITIES | | |
|----------------------------|-----------|--|
| SILT FENCE | ±605 LF | |
| INLET PROTECTION | 15 EA | |
| ROCK CONSTRUCTION ENTRANCE | 2 EA | |
| SAFETY FENCE | ±1,130 LF | |
| BIO ROLL | 650 LF | |

| A | SILT FENCE |
|---|----------------------------|
| В | INLET PROTECTION |
| С | ROCK CONSTRUCTION ENTRANCE |
| D | BIO LOG |
| E | SAFETY FENCE |

- BEFORE DISPOSAL
- 9. SUFFICIENT OIL AND GREASE ABSORBING MATERIALS AND FLOTATION BOOMS SHALL BE

- BMP'S AS NEEDED TO PREVENT EROSION AND OFF-SITE SEDIMENT DISCHARGE FROM THE CONSTRUCTION SITE. LOG AND RECORD ANY ADJUSTMENTS AND DEVIATIONS FROM THE APPROVED EROSION CONTROL PLANS WITHIN THE SWPPP DOCUMENTS STORED IN THE JOB SITE TRAILER.

THE CONTRACTOR SHALL NOTIFY THE ENGINEER IN WRITING IMMEDIATELY, PRIOR TO AND/OR DURING CONSTRUCTION IF ANY ADDITIONAL INFORMATION ON THE CONSTRUCTION SEQUENCE IS NECESSARY.

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3. DIVERSION DITCHES/BERMS MUST BE IMMEDIATELY STABILIZED TO PREVENT EROSION AND TRANSPORT OF SEDIMENT..

TEMPORARY DIVERSION (__)

NO SCALE





| Regis | tration | |
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| Name: | ELI I. SANKEY | |
| License | e No.: 59488 | |
| I hereby under r the law Signed | y certify that this plan, specificany direct supervision and that less of the state of Minnesota. | ation, or report was prepared by me or am a duly Licensed Engineer under |
| Revis | ions | |
| No. | Date | Description |
| 1 | 10/18/2023 | VARIANCE APPLICATION |
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| EASEMENT |
|--|
| RETAINING WALL |
| PROPOSED CURB AND GUTTER |
| STANDARD DUTY ASPHALT PAVMENT SEE DETAILS FOR SECTION |
| HEAVY DUTY ASPHALT PAVEMENT SEE DETAILS FOR SECTION |
| HEAVY DUTY CONCRETE PAVEMENT SEE DETAILS FOR SECTION |
| CONCRETE SIDEWALK SEE DETAILS FOR SECTION |
| CONCRETE PATIO PATIO HARDSCAPE DETAILS AND |

| UKB / | AND PAVIN | G |
|-------|------------|--|
| | C1 | 6" CONCRETE CURB & GUTTER (TYP.) (SEE DETAIL) |
| | C2 | CURB TRANSITION FROM 6" TO SURMOUNTABLE (SEE GRADING PLAN |
| | C3 | SURMOUNTABLE CURB & GUTTER (SEE DETAIL) |
| | C4) | CURB TRANSITION FROM 6" TO FLUSH (SEE GRADING PLAN) |
| | C5 | FLUSH CURB AND WALK (SEE DETAIL) |
| | <u>C6</u> | MATCH EXISTING EDGE OF PAVEMENT/ CURB & GUTTER |
| | C7) | COMMERCIAL DRIVEWAY APRON (SEE DETAIL) |
| | (C8) | ACCESSIBLE CURB RAMP (SEE DETAILS) |
| AVEN | IENT MARK | INGS |
| | (P1) | ACCESSIBLE PARKING AREA SEE DETAIL |
| | (P2) | AREA STRIPED WITH 4" WHITE SOLID LINES @ 45° 2' O.C. |
| | (P3) | 4" WIDE PAINTED WHITE SOLID LINE, TYP. |
| | (P4) | PAINTED DIRECTIONAL ARROW |
| | P5 | 24" WIDE STOP BAR, TYP. SEE DETAIL |
| IGNA | GE | |
| | (S1) | STOP SIGN (TYP) |
| | S2 | DO NOT ENTER SIGN (TYP) |
| | S 3 | ADA PARKING SIGN (TYP) |
| EFER | ENCE NOT | ES |
| | R1) | AT-GRADE BUILDING ENTRY & STRUCTURAL STOOP, SHOWN FOR REFERENCE (SEE ARCHITECTURAL) |
| | R2 | LIGHT POLES, SHOWN FOR REFERENCE (SEE SITE LIGHTING) |
| | R3 | RETAINING WALL (SEE GRADING) |
| | R4 | STAIRS AND HANDRAIL, SHOWN FOR REFERENCE (SEE STRUCTURAL) |
| | R5) | TRANSFORMER PAD, SHOWN FOR REFERENCE (SEE STRUCTURAL) |
| | | |

| PROPERTY SUMMARY | | |
|---------------------------------|---------|--|
| DISTURBED AREA | 1.34 AC | |
| EXISTING IMPERVIOUS AREA | 0.68 AC | |
| EXISTING PERVIOUS AREA | 0.66 AC | |
| PROPOSED IMPERVIOUS AREA | 1.00 AC | |
| PROPOSED PERVIOUS AREA | 0.34 AC | |
| NET INCREASE IN IMPERVIOUS AREA | 0.32 AC | |



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| | PROPERTY LINE |
|---|--|
| | EXISTING CONTOUR |
| 925 | PROPOSED CONTOUR |
| $\leftarrow \leftarrow \leftarrow \leftarrow$ | PROPOSED SWALE |
| 0 | PROPOSED STORM MANHOLE (SOLID CASTING) |
| D | PROPOSED STORM MANHOLE (ROUND INLET CASTING) |
| | PROPOSED STORM MANHOLE/ CATCH BASIN (CURB INLET CA |
| ── → | PROPOSED STORM SEWER |
| (100.00) | PROPOSED SPOT ELEVATION |
| (HP:0.0) × | PROPOSED HIGH POINT ELEVATION |
| (LP:0.0) × | PROPOSED LOW POINT ELEVATION |
| (G:0.00) × | PROPOSED GUTTER ELEVATION |
| (T:0.00) × | PROPOSED TOP OF CURB ELEVATION |
| (T/G:0.0) | PROPOSED FLUSH PAVEMENT ELEVATION |
| (ME:0.0) × | MATCH EXISTING ELEVATION |
| (EOF:0.0) | PROPOSED EMERGENCY OVERFLOW ELEVATION |
| TW:0.0 BW:0.0 | PROPOSED TOP/BOTTOM OF WALL ELEVATION |
| 0.0% | |









WEEP HOLE TO REMAIN OPEN.

15' RAD.

END OF CURB · RETURN

(TYP.)

DOGLEG JOINT

NOTES:

· /ACORPORATED

| WORKS <u>Line A Willon</u> PLATE | | OMMERCIAL DRIVEWAY APRONS | |
|------------------------------------|-----------------|-----------------------------|--------|
| DEPTS. APPROVED: CITY ENGINEER 41C | WORKS DEPTS. | APPROVED: CITY ENGINEER 41(| Ξ) |

ALL HYDRANTS SHALL BE INSTALLED WITH STORZ NOZZLE PERPENDICULAR TO ROADWAY.

| | • | |
|----------------|-------------------------|------------------|
| EDINA ERING | HYDRANT AND GATE VALVE | REVISED: 1-19 |
| LIC | 11 1 mall | STANDARD |
| KS FS. | APPROVED: CITY ENGINEER | 100 |

NTS

| Regis | tration | |
|--|---|--|
| Name: | ELI I. SANKEY | |
| License | e No.: 59488 | |
| I hereby under r the law Signed | y certify that this plan, specificany direct supervision and that lass of the state of Minnesota. | ation, or report was prepared by me o am a duly Licensed Engineer under |
| Revis | ions | |
| No. | Date | Description |
| | | |
| Projec Phase: | Ct Information VARIANCE APPLICATION | Date: 10/13/202 |
| Project | No.: | PIC / AIC: |
| Arn | IAUS | |
| CIV Sheet | IL DETAILS | <u>Current Revisior</u> |

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RECOMMENDED LOCATION OF RAMPS

- FLUSH PAVEMENT

BASE

- JOINT FILLER AND SEALANT AT WALL

 $\Delta \Delta$

SLOPE AS SHOWN ON PLAN

VARIES SEE PLAN FOR WIDTH —

✓ 8" → 6" →

FLUSH CONCRETE CURB

ACCESSIBLE PARKING STALL LAYOUT

VAN ACCESSIBLE HANDICAP SIGN WITH BOLLARD

SIGN R7-8B

LEGEND AND BORDER - WHITE WHITE SYMBOL ON BLUE BACKGROUND

BACKGROUND – BLUE

COLORS:

EXPANSION JOINT DETAIL

- SILICONE SEALANT

- 3/8"

͹.5"

-BITUMINOUS TACK COAT MNDOT SPEC 2357 2" TYPE SP 12.5 WEARING COURSE MNDOT SPEC 2360 (SPWEA240C)

2" TYPE SP 12.5 NON-WEARING COURSE MNDOT SPEC 2360 (SPWEA240C)

10" CLASS 5 OR 6 AGGREGATE BASE (CV) MNDOT SPEC 2211

APPROVED SUBGRADE PER GEOTECHNICAL EVALUATION REPORT

Registration

| Name: | ELI I. SANKEY | | |
|---------------------------------|--|---|--|
| License | No.: 59488 | | |
| I hereby under m the laws | certify that this plan, specifica y direct supervision and that I s of the state of Minnesota. | ition, or report was prepared by me or am a duly Licensed Engineer under | |
| Signed: | | | |
| Revisi | ons | | |
| No. | Date Description | | |
| 1 | 10/18/2023 | VARIANCE APPLICATION | |
| Projec Phase: | t Information VARIANCE APPLICATION | Date: 10/13/2023 | |
| Project I | No.: | PIC / AIC: | |
| Arh | aus | | |
| CIV | | | |
| Sheet | ^{Number} | Current Revision | |

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| | TREES | CODE | QTY | BOTANICAL NA |
|---|--|------|------------|----------------------------|
| | <u> </u> | AK | 19 | ABIES KOREAI |
| { | | BJ | 18 | BETULA PLATY |
| | | во | 4 | BETULA PAPYI MULTI-STEM |
| | | QA | 8 | QUERCUS RO |
| | OVERSTORY TREE | CODE | <u>QTY</u> | BOTANICAL NA |
| | \bigcirc | SWO | 5 | QUERCUS BIC |
| | SHRUB AREAS | CODE | <u>QTY</u> | BOTANICAL NA |
| | — — — — – – – – – – – – – – | RG | 499 | RHUS AROMA |
| | | | | |

| COMMON NAME | <u>N/A</u> | |
|------------------------------------|------------|----------|
| KOREAN FIR | B & B | |
| PARKLAND PILLAR® ASIAN WHITE BIRCH | B & B | |
| RENAISSANCE OASIS® PAPER BIRCH | B & B | |
| CRIMSON SPIRE OAK | B & B | |
| COMMON NAME | <u>N/A</u> | |
| SWAMP WHITE OAK | B & B | |
| COMMON NAME | <u>N/A</u> | SPACING |
| GRO-LOW FRAGRANT SUMAC | - | 36" o.c. |

MAIN LEVEL KEY PLAN

| Regis | tration | | |
|--------------------------------|---|--|-----------------------------|
| Name: | | | |
| License | e No.: | | |
| I hereby under n Archite | y certify that this plan, specifica ny direct supervision and that l ct under the laws of the state o | ation, or report was pre am a duly Licensed L f Minnesota. | epared by me or andscape |
| Signed | | | |
| Revis | ions | | |
| No. | Date | Description | |
| 1 | 10/18/2023 | VARIANCE AP | PLICATION |
| _ | | | |
| Projec | ct Information | | |
| Phase: | VARIANCE APPLICATION | Date: | 10/13/2023 |
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| LAN <u>Sheet</u> | NDSCAPE PLA | N Curr | ent Revision |
| L | 100 | | |

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- 1. CONTACT COMMON GROUND ALLIANCE AT 811 OR CALL811.COM TO VERIFY LOCATIONS OF ALL UNDERGROUND UTILITIES PRIOR TO INSTALLATION OF ANY PLANTS OR LANDSCAPE MATERIAL.
- 2. ACTUAL LOCATION OF PLANT MATERIAL IS SUBJECT TO FIELD AND SITE CONDITIONS.
- 3. NO PLANTING WILL BE INSTALLED UNTIL ALL GRADING AND CONSTRUCTION HAS BEEN COMPLETED IN THE IMMEDIATE AREA.
- 4. ALL SUBSTITUTIONS MUST BE APPROVED BY THE LANDSCAPE ARCHITECT PRIOR TO SUBMISSION OF ANY BID AND/OR QUOTE BY THE LANDSCAPE CONTRACTOR.
- 5. PROVIDE TWO YEAR GUARANTEE OF ALL PLANT MATERIALS. THE GUARANTEE BEGINS ON THE DATE OF THE LANDSCAPE ARCHITECT'S OR OWNER'S WRITTEN ACCEPTANCE OF THE INITIAL PLANTING. REPLACEMENT PLANT MATERIAL SHALL HAVE A ONE YEAR GUARANTEE COMMENCING UPON PLANTING.
- 6. ALL PLANTS TO BE SPECIMEN GRADE, MINNESOTA-GROWN AND/OR HARDY. SPECIMEN GRADE SHALL ADHERE TO, BUT IS NOT LIMITED BY, THE FOLLOWING STANDARDS: ALL PLANTS SHALL BE FREE FROM DISEASE, PESTS, WOUNDS, SCARS, ETC. ALL PLANTS SHALL BE FREE FROM NOTICEABLE GAPS, HOLES, OR DEFORMITIES. ALL PLANTS SHALL BE FREE FROM BROKEN OR DEAD BRANCHES.
- ALL PLANTS SHALL HAVE HEAVY, HEALTHY BRANCHING AND LEAFING. CONIFEROUS TREES SHALL HAVE AN ESTABLISHED MAIN LEADER AND A HEIGHT TO WIDTH RATIO OF NO LESS THAN 5:3. 7. PLANTS TO MEET AMERICAN STANDARD FOR NURSERY STOCK (ANSI Z60.1-2014 OR MOST CURRENT VERSION) REQUIREMENTS FOR SIZE AND TYPE SPECIFIED.
- 8. PLANTS TO BE INSTALLED AS PER MNLA & ANSI STANDARD PLANTING PRACTICES.
- 9. PLANTS SHALL BE IMMEDIATELY PLANTED UPON ARRIVAL AT SITE. PROPERLY HEEL-IN MATERIALS IF NECESSARY; TEMPORARY ONLY.
- 10. PRIOR TO PLANTING, FIELD VERIFY THAT THE ROOT COLLAR/ROOT FLARE IS LOCATED AT THE TOP OF THE BALLED & BURLAP TREE. IF THIS IS NOT THE CASE, SOIL SHALL BE REMOVED DOWN TO THE ROOT COLLAR/ROOT FLARE. WHEN THE BALLED & BURLAP TREE IS PLANTED, THE ROOT COLLAR/ROOT FLARE SHALL BE EVEN OR SLIGHTLY ABOVE FINISHED GRADE.
- 11. OPEN TOP OF BURLAP ON BB MATERIALS; REMOVE POT ON POTTED PLANTS; SPLIT AND BREAK APART PEAT POTS.
- 12. PRUNE PLANTS AS NECESSARY PER STANDARD NURSERY PRACTICE AND TO CORRECT POOR BRANCHING OF EXISTING AND PROPOSED TREES.
- 13. WRAP ALL SMOOTH-BARKED TREES FASTEN TOP AND BOTTOM. REMOVE BY APRIL 1ST.
- 14. STAKING OF TREES AS REQUIRED; REPOSITION, PLUMB AND STAKE IF NOT PLUMB AFTER ONE YEAR.
- 15. THE NEED FOR SOIL AMENDMENTS SHALL BE DETERMINED UPON SITE SOIL CONDITIONS PRIOR TO PLANTING. LANDSCAPE CONTRACTOR SHALL NOTIFY LANDSCAPE ARCHITECT FOR THE NEED OF ANY SOIL AMENDMENTS.
- 16. BACKFILL SOIL AND TOPSOIL TO ADHERE TO MN/DOT STANDARD SPECIFICATION 3877 (LOAM TOPSOIL BORROW) AND TO BE EXISTING TOP SOIL FROM SITE FREE OF ROOTS, ROCKS LARGER THAN ONE INCH, SUBSOIL DEBRIS, AND LARGE WEEDS UNLESS SPECIFIED OTHERWISE. MINIMUM 4" DEPTH TOPSOIL FOR ALL LAWN GRASS AREAS AND 12" DEPTH TOPSOIL FOR TREE, SHRUBS, AND PERENNIALS.
- 17. MULCH TO BE AT ALL TREE, SHRUB, PERENNIAL, AND MAINTENANCE AREAS. TREE AND SHRUB PLANTING BEDS SHALL HAVE 4" DEPTH OF DOUBLE SHREDDED HARDWOOD MULCH. DOUBLE SHREDDED HARDWOOD MULCH TO BE USED AROUND ALL PLANTS WITHIN TURF AREAS. PERENNIAL AND ORNAMENTAL GRASS BEDS SHALL HAVE 2" DEPTH DOUBLE SHREDDED HARDWOOD MULCH. MULCH TO BE FREE OF DELETERIOUS MATERIAL AND NATURAL IN COLOR, OR APPROVED EQUAL. ROCK MULCH TO BE GREY TRAP ROCK, 3-6"" DIAMETER, AT MINIMUM 6" DEPTH, OR APPROVED EQUAL. ROCK MULCH TO BE ON COMMERCIAL GRADE FILTER FABRIC, BY TYPAR, OR APPROVED EQUAL WITH NO EXPOSURE. MULCH AND FABRIC TO BE APPROVED BY OWNER PRIOR TO INSTALLATION. MULCH TO MATCH EXISTING CONDITIONS (WHERE APPLICABLE).
- 18. EDGING TO BE COMMERCIAL GRADE COL-MET (OR EQUAL) STEEL EDGING; 3/16" THICK x 5" TALL, COLOR BLACK, OR SPADED EDGE, AS INDICATED. STEEL EDGING SHALL BE PLACED WITH SMOOTH CURVES AND STAKED WITH METAL SPIKES NO GREATER THAN 4 FOOT ON CENTER WITH TOP OF EDGER AT GRADE, FOR MOWERS TO CUT ABOVE WITHOUT DAMAGE. UTILIZE CURBS AND SIDEWALKS FOR EDGING WHERE POSSIBLE. SPADED EDGE TO PROVIDE V-SHAPED DEPTH AND WIDTH TO CREATE SEPARATION BETWEEN MULCH AND GRASS. INDIVIDUAL TREE, SHRUB, OR RAIN-GARDEN BEDS TO BE SPADED EDGE, UNLESS NOTED OTHERWISE. EDGING TO MATCH EXISTING CONDITIONS (WHERE APPLICABLE).
- 19. ALL DISTURBED AREAS TO BE SODDED OR SEEDED, UNLESS OTHERWISE NOTED. PARKING LOT ISLANDS TO BE SODDED WITH SHREDDED HARDWOOD MULCH AROUND ALL TREES AND SHRUBS. SOD TO BE STANDARD MINNESOTA GROWN AND HARDY BLUEGRASS MIX, FREE OF LAWN WEEDS. ALL TOPSOIL AREAS TO BE RAKED TO REMOVE DEBRIS AND ENSURE DRAINAGE. SLOPES OF 3:1 OR GREATER SHALL BE STAKED. SEED AS SPECIFIED AND PER MN/DOT SPECIFICATIONS. IF NOT INDICATED ON LANDSCAPE PLAN, SEE EROSION CONTROL PLAN.
- 20. PROVIDE IRRIGATION TO ALL PLANTED AREAS ON SITE. IRRIGATION SYSTEM TO BE DESIGN/BUILD BY LANDSCAPE CONTRACTOR. LANDSCAPE CONTRACTOR TO PROVIDE SHOP DRAWINGS TO LANDSCAPE ARCHITECT FOR APPROVAL PRIOR TO INSTALLATION OF IRRIGATION SYSTEM. CONTRACTOR TO PROVIDE OPERATION MANUALS, AS-BUILT PLANS, AND NORMAL PROGRAMMING. SYSTEM SHALL BE WINTERIZED AND HAVE SPRING STARTUP DURING FIRST YEAR OF OPERATION. SYSTEM SHALL HAVE ONE-YEAR WARRANTY ON ALL PARTS AND LABOR. ALL INFORMATION ABOUT INSTALLATION AND SCHEDULING CAN BE OBTAINED FROM THE GENERAL CONTRACTOR. SYSTEM SHALL INCLUDE A RAIN SENSOR AND APPROPRIATE TECHNOLOGY.
- 21. PROVIDE NECESSARY WATERING OF PLANT MATERIALS UNTIL THE PLANT IS FULLY ESTABLISHED OR IRRIGATION SYSTEM IS OPERATIONAL. OWNER WILL NOT PROVIDE WATER FOR CONTRACTOR.
- 22. REPAIR, REPLACE, OR PROVIDE SOD/SEED AS REQUIRED FOR ANY ROADWAY BOULEVARD AREAS ADJACENT TO THE SITE DISTURBED DURING CONSTRUCTION.
- 23. REPAIR ALL DAMAGE TO PROPERTY FROM PLANTING OPERATIONS AT NO COST TO OWNER.
- 24. RAIN GARDEN NOTE: PROVIDE AND INSTALL EROSION CONTROL BLANKET AT RAIN GARDEN AREA SIDE SLOPES AFTER ALL PLANTING HAVE BEEN INSTALLED. BLANKET TO BE ONE SEASON GEOJUTE, MN/DOT CATEGORY 2 (STRAW 1S, WOOD FIBER 1S), OR APPROVED EQUAL. BLANKET TO BE OVERLAPPED BY 4" AND ANCHORED BY SOD STAPLES. PLACE BLANKET PERPENDICULAR TO THE SLOPE. TRENCH IN EDGES OF BLANKET AREA TO PREVENT UNDER MINING. PROVIDE SILT FENCE AT TOP OF SLOPE AS NEEDED. SHREDDED HARDWOOD MULCH TO MATCH OTHER PROJECT PLANTING MULCH. PLACE 4" DEPTH OF MULCH AT ALL PLANTING AND EROSION CONTROL BLANKET AREA (NO FILTER FABRIC). SEE RAIN GARDEN DETAIL FOR FURTHER INFORMATION. RAIN GARDEN TO PROVIDE PROPER INFILTRATION AND DRAINAGE REQUIREMENTS PER ENGINEERS APPROVAL.
- 25. MAINTAIN TREES, SHRUBS, AND OTHER PLANTS UNTIL PROJECT COMPLETION, BUT IN NO CASE, LESS THAN FOLLOWING PERIOD; 1 YEAR AFTER PROJECT COMPLETION. MAINTAIN TREES, SHRUBS, AND OTHER PLANTS BY PRUNING, CULTIVATING, AND WEEDING AS REQUIRED FOR HEALTHY GROWTH. RESTORE PLANTING SAUCERS. TIGHTEN AND REPAIR STAKE AND GUY SUPPORTS AND RESET TREES AND SHRUBS TO PROPER GRADES OR VERTICAL POSITION AS REQUIRED. RESTORE OR REPLACE DAMAGED WRAPPINGS. SPRAY AS REQUIRED TO KEEP TREES AND SHRUBS FREE OF INSECTS AND DISEASE. REPLENISH MULCH TO THE REQUIRED DEPTH. MAINTAIN LAWNS FOR 45 DAYS AFTER INSTALLING SOD INCLUDING MOWING WHEN SOD RECITES 4" IN HEIGHT. WEED PLANTING BEDS AND MULCH SAUCERS AT MINIMUM ONCE A MONTH DURING THE GROWING SEASON. PROVIDE A MONTHLY REPORT TO THE OWNER ON WEEDING AND OTHER MAINTENANCE RESPONSIBILITIES.
- 26. SEE ELECTRICAL PLANS FOR SITE LIGHTING

| Regist | tration | | |
|--|--|--|---|
| Name: | STEPHEN M. HIMMERICH | | |
| License | e No.: 55121 | | |
| I hereby under n Archited Signed: | y certify that this plan, specificany direct supervision and that I ct under the laws of the state o | tion, or report w am a duly Licer f Minnesota. | vas prepared by me or hsed Landscape |
| Revisi | ions | | |
| No. | Date | Descrip | otion |
| 1 | 10/18/2023 | VARIANC | CE APPLICATION |
| Project | t Information VARIANCE APPLICATION No.: | Date: PIC / AIC: | 10/13/2023 |
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| Sheet | ^{Number} | _ | Current Revision |

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Floor Plan Keynotes KEYNOTE

| 1 | SPRINKLERS THROUGHOUT WITH UPTURN HEADS | |
|----|--|--|
| 2 | NEW COMPOSITE METAL DECK FLOOR. SEE PLAN FOR ELEVATION. | |
| 3 | NEW CURB, SEE CIVIL DRAWINGS | |
| 4 | TENANT SPACE - GREY SHELL W/ TEMP HEAT | |
| 5 | NEW ACCESSIBLE PARKING, SEE CIVIL DRAWINGS | |
| 6 | 3 5/8" STUDS AT TENANT DEMISING PARTITIONS | |
| 7 | EXIT CORRIDOR - NEW | |
| 8 | NEW ENTRY | |
| 9 | ADD SPLICE CONNECTION TO EXISTING COLUMN TO NEW ROOF ELEVATION. TYP COLUMNS GRID I AND NORTH | |
| 10 | STOREFRONT INFILL BY TENANT; PROVIDE TEMPORARY HORDING WALL. SEE 3/A490. | |
| 11 | NEW SLAB INFILL TO MATCH EXISTING LEVEL | |
| 13 | INFILL EXISTING VALET LEVEL FOR NEW LOADING DOCK | |
| 14 | EXISTING FLOOR TO REMAIN. | |
| 15 | NEW SIDEWALK, SEE CIVIL DRAWINGS | |
| 16 | NEW CONCRETE BOARDFORM RETAINING WALL | |
| 17 | EXISTING ELECTRICAL ROOM AND EQUIPMENT TO REMAIN | |
| 18 | INFILL WITH EARTH FOR NEW PATIO AT MAIN LEVEL | |
| 19 | NEW GLASS ELEVATOR TO MATCH WEST END | |
| 20 | NEW RECESSED DOCK LEVELER | |
| 22 | NEW GRAVEL LANDSCAPED ISLAND | |
| 23 | NEW CMU STAIR ENCLOSURE | |
| 24 | PROVIDE NEW EXTERIOR WALL STACKED ON EXISTING CMU ABOVE EXISTING ROOF UP TO NEW HIGH ROOF. | |
| 25 | NEW RAMPED COMPOSITE METAL DECK CONSTRUCTED OVER EXISTING FLOOR TO REMAIN. INFILL STAIR AND ELEVATOR SHAFT OPENINGS. | |
| 26 | NEW STRUCTURAL SUPPORTS TO CARRY EXSITING ROOF ALONG WALL. | |
| 27 | NEW RAISED ROOF WITH CLERESTORE GLAZING ABOVE | |
| 28 | NEW TRANSFORMER, SEE CIVIL AND ELECTRICAL | |
| 29 | INFILL WALL WITH LIKE FOR LIKE BRICK | |
| 30 | NEW EXTERIOR DOOR | |
| 36 | TEMPORARY ACCESS TO LOADING DOCK | |
| 37 | RELOCATE DEXISTING DOOR AND FRAME | |
| 38 | NEW ACCESS AISLE, SEE CIVIL DRAWINGS | |
| | | |

MAIN LEVEL KEY PLAN

| PRE | | | T FOR N |
|---|---|------------------------------------|---|
| | (| 1/ | |
| Registration | | | |
| Name: | | | |
| License No.: | | | |
| I hereby certify to under my direct the laws of the s | hat this plan, specifica supervision and that l tate of | ation, or report am a duly Lice | was prepared by me or nsed Architect under |
| Signed: | | | |
| Revisions | | | |
| No. Date |) | Descri | ption |
| | | | |
| Project Inform | | | 40/40/0000 |
| Phase: | ENTILEMENTS | | 10/13/2023 |
| Project No.: | 23-0120 | PIC / AIC: | G. HOUCK |
| Gabben | | Uning | |
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Land Use Variances

Published: May 21, 2021

See accompanying model documents below.

This content conveys general information. Do not use it as a substitute for legal advice. Any attorney general opinions cited are available from the League's Research staff.

What is a variance?

A variance is a way that cities may allow an exception to part of a zoning ordinance. It is a permitted departure from strict enforcement of the ordinance as applied to a particular piece of property. A variance is generally for a dimensional standard (such as setbacks or height limits). A variance allows the landowner to break a dimensional zoning rule that would otherwise apply.

Sometimes a landowner seeks a variance to allow a use of their property that is not permissible under the zoning ordinance. Such variances are often termed "use variances" as opposed to "area variances" from dimensional standards. Use variances are not generally allowed in Minnesota. State law prohibits a city from permitting by variance any use that is not permitted under the ordinance for the zoning district where the property is located (<u>Minn. Stat. § 462.357, subd. 6</u>).

Granting a variance

Minnesota law provides for a body called the board of adjustment and appeals to hear requests for variances (<u>Minn. Stat. § 462.357, subd. 6</u>). In many smaller communities, the planning commission or even the city council may serve that function. A variance decision is generally appealable to the city council.

A city may grant a variance if enforcement of a zoning ordinance provision, as applied to a particular piece of property, would cause the landowner "practical difficulties." For the variance to be granted, the applicant must satisfy the statutory three-factor test for practical difficulties (<u>Minn. Stat. § 462.357, subd. 6</u>). If the applicant does not meet all three factors of the statutory test, the city should not grant the variance. Also, variances are only permitted when:

- They are in harmony with the general purposes and intent of the ordinance, and
- The terms of the variance are consistent with the comprehensive plan.

Legal standards

When considering a variance application, a city exercises "quasi-judicial" authority. This means the city acts like a judge in evaluating the facts against the legal standard. The city's role is limited to applying the legal standard of practical difficulties to the facts presented by the application. If the applicant meets the standard, then the city may grant the variance.

In contrast, when the city writes the rules in the zoning ordinance, the city is exercising "legislative" authority and has much broader discretion.

Practical difficulties

"Practical difficulties" is a legal standard that cities must apply when considering applications for variances. It is a three-factor test and applies to all requests for variances. To constitute practical difficulties, all three factors of the test must be satisfied.

Reasonableness

The first factor is that the property owner proposes to use the property in a reasonable manner.

This factor means that the landowner would like to use the property in a particular reasonable way but cannot do so under the rules of the ordinance.

It does not mean that the land cannot be put to any reasonable use whatsoever without the variance. For example, if the variance application is for a building too close to a lot line or does not meet the required setback, the focus of the first factor is whether the request to place a building there is reasonable.

Uniqueness

The second factor is that the landowner's problem is due to circumstances unique to the property not caused by the landowner.

The uniqueness generally relates to the physical characteristics of the particular piece of property, that is, to the land and not personal characteristics or preferences of the landowner.

When considering the variance for a building to encroach or intrude into a setback, the focus of this factor is whether there is anything physically unique about the particular piece of property, such as sloping topography or other natural features like wetlands or trees.

Essential character

The third factor is that the variance, if granted, will not alter the essential character of the locality.

Under this factor, consider whether the resulting structure will be out of scale, out of place, or otherwise inconsistent with the surrounding area.

For example, when thinking about the variance for an encroachment into a setback, the focus is how the particular building will look closer to a lot line and if that fits in with the character of the area.

Undue hardship

"Undue hardship" was the name of the three-factor test prior to a May 2011 change of law (<u>2011</u> <u>Minn. Laws, ch. 19</u>, *amending* <u>Minn. Stat. § 462.357, subd. 6</u>).

The 2011 law restored municipal variance authority in response to a Minnesota Supreme Court case (*Krummenacher v. City of Minnetonka*, 783 N.W.2d 721 (Minn. June 24, 2010)). The law now does both of the following:

- Provides consistent statutory language between city land use planning statutes (<u>Stat. §</u> <u>462.357, subd. 6</u>) and county variance authority (<u>Minn. Stat. § 394.27, subd. 7</u>).
- Clarifies that conditions may be imposed on granting of variances if those conditions are directly related to, and bear a rough proportionality to, the impact created by the variance.

The 2011 law renamed the municipal variance standard from "undue hardship" to "practical difficulties," but otherwise retained the familiar three-factor test of

- reasonableness
- uniqueness
- essential character

The League has developed models that reflect current variance law. Your city attorney should review these models with you prior to council action to tailor them for your city's needs.

- <u>View the League model ordinance on issuance of a zoning variance (doc)</u>
- <u>View the League model variance application form (doc)</u>
- <u>View the League model resolution adopting findings of fact (doc)</u>

Other considerations

Harmony with other land use controls

State law says, "Variances shall only be permitted when they are in harmony with the general purposes and intent of the ordinance and when the terms of the variance are consistent with the comprehensive plan" (<u>Minn. Stat. § 462.357, subd. 6</u>). This is in addition to the three-factor practical difficulties test. So, a city evaluating a variance application should make findings on whether:

- The variance is in harmony with the purposes and intent of the ordinance.
- The variance is consistent with the comprehensive plan.

- The proposal puts the property to use in a reasonable manner.
- There are unique circumstances to the property not created by the landowner.
- The variance, if granted, will alter the essential character of the locality.

For more about findings of fact, see Taking the Mystery out of Findings of Fact

Economic factors

Sometimes landowners insist they deserve a variance because they have already incurred substantial cost. They may also argue they will not receive expected revenue without the variance. State statute specifically notes that economic considerations alone cannot create practical difficulties (<u>Minn. Stat. § 462.357, subd. 6</u>). Rather, practical difficulties exist only when the three statutory factors are met.

Neighborhood opinion

Neighborhood opinion alone is not a valid basis for granting or denying a variance request.

While city officials may feel their decision should reflect the overall will of the residents, their task is limited to evaluating how the variance application meets the statutory practical difficulties factors.

Residents can often provide important facts to help the city address these factors, but unsubstantiated opinions and reactions to a request are not a legitimate basis for a variance decision. If neighborhood opinion is a significant basis for the variance decision, it could be overturned by a court if challenged.

Conditions

A city may impose conditions when it grants a variance. Conditions must be directly related to and bear a rough proportionality to the impact created by the variance (<u>Minn. Stat. § 462.357, subd. 6</u>). For instance, if a variance is granted to exceed a height limit, any conditions attached should presumably relate to lessening the effect of excess height.

Variance procedural issues

Public hearings

Minnesota statute does not clearly require a public hearing before a variance is granted or denied. Many practitioners and attorneys agree that the best practice is to hold public hearings on all variance requests. A public hearing allows the city to establish a record and elicit facts to help determine if the application meets the practical difficulties factors.

Past practices

While past practice may be instructive, it cannot replace the need for analysis of all three of the practical difficulties factors for each and every variance request. In evaluating a variance request, cities are not bound by decisions made for prior variance requests. If a city finds it is issuing many variances to a particular zoning standard, the city should consider amending the ordinance to change the standard.

Time limit

A written request for a variance is subject to Minnesota's 60-day rule. It must be approved or denied within 60 days of the time it is submitted to the city. A city may extend the time period for an additional 60 days, but only if it does so in writing before expiration of the initial 60-day period. Under the 60-day rule, failure to approve or deny a request within the statutory time period is considered an approval (<u>Minn. Stat. § 15.99</u>).

Documentation

Whatever its decision, a city should create a record that supports it.

If denying the variance, the 60-day rule requires the reasons for the denial be put in writing within the statutory time period (<u>Minn. Stat. § 15.99, subd. 2</u>). Even if the variance is approved, a written statement explaining the decision is advisable.

The written statement should address each of the three practical difficulties factors and list the relevant facts and conclusions for each factor.

For more about findings of fact, see Taking the Mystery out of Findings of Fact

Variances once granted

A variance is a property right that "runs with the land." That is, it attaches to and benefits the land and is not limited to a particular landowner. A variance is typically filed with the county recorder. Even if the property is sold to another person, the variance applies.

Models used in this discussion:

- <u>Issuance of Variances</u>, LMC model ordinance (doc)
- <u>Variance Application</u>, LMC model form (doc)
- <u>Adopting Findings of Fact</u>, LMC model resolution (doc)

Varia2022-eD-Rend Best Matting 50et & 3503 Galleria

EdinaMN.gov



Variance Request

Section 36-1316 of the Edina City Code states that "No exposed parking spaces, required stacking spaces or drive aisles (except that portion of the driveway crossing the public right-of-way to give access to the street) shall be located within 20 feet of a public street right-of-way or within ten feet of an interior side lot line or a rear lot line."





















- I. The variance would be in harmony with the general purposes and intent of the ordinance.
- 2. The variance would be consistent with the Comprehensive Plan.
- 3. There are practical difficulties in complying with the ordinance. The term "practical difficulties" means the following:
 - i. The property owner proposes to use the property in a reasonable manner not permitted by the Zoning Ordinance.
 - ii. The plight of the landowner is due to circumstances unique to the property not created by the landowner.
 - iii. The variance, if granted, will not alter the essential character of the locality.





















Staff Recommendation

Motion to approve the requested variance subject to the findings and conditions in the staff report.

Deadline for a City decision: December 14, 2023







EDINA



CITY OF EDINA

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

| Date: | November 15, 2023 | Agenda Item #: VI.B. |
|----------|--|---------------------------|
| To: | Planning Commission | Item Type: |
| | | Report and Recommendation |
| From: | Cary Teague, Community Development Director | |
| | | Item Activity: |
| Subject: | Comprehensive Plan Amendment, Zoning Ordinance Amendment and Site Plan Review – 6016 Vernon Avenue | Action |

ACTION REQUESTED:

Recommend the City Council approve the Comprehensive Plan Amendment, Zoning Ordinance Amendment and Site Plan subject to findings and conditions outlined in the staff report.

INTRODUCTION:

Ron Dee on behalf of GreenDrop Charitable Donations, and the property owner Special X properties, is proposing to remodel the existing Kee's auto repair shop at 6016 Vernon Avenue into charitable donation center which would accept donations on behalf of Disabled American Veterans. The GreenDrop donation office would accept donations of gently used clothing, shoes, and household goods. GreenDrop has 61 locations across the country. This office is proposed to be open from 10 am to 6 pm seven days a week, 363 days per year. They would be closed Thanksgiving and Christmas. Two employees would be on the site during business hours. There would be no outside storage, including no semi-trailer storage. Once per week a 16-foot box truck will collect the donated items inside the building and transport them to another location outside of Edina for sorting and resale.

The existing site is zoned PCD-4, Planned Commercial District, which allows only automobile service centers, gas stations and car washes.

To accommodate the request the following is required:

- A Comprehensive Plan Amendment from Medium Density Residential to Neighborhood Service. (This would establish a new Land Use Category in the Comprehensive Plan.)
- A Zoning Ordinance Amendment to allow the proposed use in the existing PCD-4 Zoning District.

• Site Plan Review.

Because the use is not allowed on the site, and a Comprehensive Plan Amendment is required the City has complete discretion to approve or deny the request.

Staff has outlined alternatives for approval and denial for the Planning Commission to consider.

ATTACHMENTS:

Applicant Narrative and Plans Site Location, Zoning & Comp. Plan & Existing Conditions LMC Pyramid of Descretion Engineering Memo 2022 Resolution - Denying Comp. Plan Amdnement to Neighborhood Node 2022 Resolution - Denying Rezoning Traffic and Parking Study Draft Zoning Ordinance Amendment Staff Report Staff Presentation

Narrative

Applicant: TVI, Inc. d/b/a GreenDrop Property: 6016 Vernon Avenue S, Edina, MN Zoning Classification: Proposed Use: Donation Collection Center

The property at 6016 Vernon Avenue S is owned by Special X Properties. Applicant has entered a lease with Special X to locate a GreenDrop donation office in the existing building as depicted on the drawings included herewith.

TVI, Inc. d/b/a GreenDrop is a for-profit company and registered professional fundraiser that accepts donations on behalf of the Disabled American Veterans through its GreenDrop network of donation centers. The GreenDrop donation office accepts donations of gently used clothing, shoes, and household goods. GreenDrop is contracted by the Disabled American Veterans to accept donations and then GreenDrop purchases the donations in bulk from the Disabled American Veterans, providing revenue to the Disabled American Veterans. TVI, Inc. also operates retail thrift stores under the "Savers" and "Unique" brands where the collected goods are sorted, and the highest quality items are priced and placed on the sales floor for retail resale. GreenDrop has 61 existing locations around the country.

The GreenDrop office is proposed to be open during the hours of 10:00 a.m. to 6:00 p.m., seven days per week, 363 days per year (closed Thanksgiving Day and Christmas Day) and is always staffed with 2 employees on site. The GreenDrop office is self-contained and includes an office area and a restroom.

CITY OF EDINA OCT 0 2 2023 PLANNING DEPARTMENT Six internet connected security cameras are included both inside and outside the office, all of which are connected to a security company who monitors the site 24 hours per day. If a donation is left on-site during hours the office is closed, the security company alerts GreenDrop and GreenDrop immediately dispatches someone to the site to move the donations into the office.

During business hours, employees assist donors with unloading all items from their vehicles into bins, which items are then transferred into the office. Once a week a 16-foot box truck collects all donated items in the office and transports them to another location for sorting and resale. Employees are responsible for leaving the office, both inside and outside, in a clean and neat condition at the end of each day.

Donors from the surrounding area (typically local neighborhood residents) will drive onto the property and will stop adjacent to the office where they will be greeted by one of the GreenDrop employees. The donors will not get out of their vehicles. Once the donor opens the trunk, or unlocks the door, the GreenDrop employee will remove the items to be donated. The donated items are then placed inside the building for storage and the donor is provided an emailed receipt for their personal tax return.

> CITY OF EDINA OCT 0 2 2023 PLANNING DEPARTMENT

Donation Collection Center

The City of Edina should amend the zoning ordinance to allow a "Donation Collection Center" as this use will be significantly less impactful than the existing zoning ordinance allowed uses.

The proposed "Donation Collection Center" will generate approximately three (3) to four (4) vehicles per hour. The "Donation Collection Center" will have only two employees every day.

The activities on site will be limited to area residents dropping off bags and boxes of primarily clothing, shoes, books, and other small household goods. These bags and boxes (less than 50 lbs.) will be removed from their vehicles by the two employees who will store the items inside of the existing building.

No activities will take place at night.

Parking will be limited to two employee parking spaces.

No mechanical equipment of any kind will be used at the premises and therefore noise will be minimal.

The proposed use has minimal impact on the surrounding community as compared to the impact that would result from other allowable uses per the existing the zoning ordinance.

CITY OF EDINA

OCT 0 2 2023

PLANNING DEPARTMENT

CHRISTIAN DEAN ARCHITECTURE







| DRA | WING INDEX | |
|----------|---------------------|--|
| NO. | NAME | |
| ARCHITEC | TURAL | |
| A201 | LEVEL 1 FLOOR PLAN | |
| A301 | BUILDING ELEVATIONS | |

Architect CHRISTIAN DEAN ARCHITECTURE, LLC 3255 Garfield Avenue, Suite 150 Minneapolis, MN 55408

Contact Christian Dear cdean@deanarch.com 612 886 2814

SITE PLAN REVIEW PLAN AND ELEVATIONS | SEPTEMBER 13, 2023

PLANNING DEPARTMENT

OCT 0 2 2023

CITY OF EDINA



GREENDROP 6016 VERNON AVE EDINA, MN

GENERAL NOTES 1. NO INTERIOR CONSTRUCTION PLANNED



1

4

GREENDROP

CHRISTIAN DEAN ARCHITECTURE 2009 Bryant Ave #304 Minneapolis, MM 55408 612 886 2814 www.deanarch.com

Contact Christian Dean cdean@deanarch.com 612 886 2814

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 Minnesola.

Print Name

Christian Dean, AIA signature AFA

CITY OF EDINA

OCT 0 2 2023

PLANNING DEPARTMENT

Issue / Revision Schedule NO Description Date

NOT FOR CONSTRUCTION 2019 Copyright CHRISTIAN DEAN ARCHITECTURE, LLC,

LEVEL 1 FLOOR PLAN

A20 1

PLAN AND ELEVATIONS | SEPTEMBER 13, 2023



1 EXISTING ELEVATION - EAST A301 1/4*= 1'-0*



2 EXISTING ELEVATION - SOUTH A301 1/4* = 1:-0*

1

2021

GREENDROP

HIGH PARAPET 114'- 5" HIGH ROOF BEARING 113' - 7 3/4"

LOW ROOF BEARING 110' - 11 1/2"

CHRISTIAN DEAN ARCHITECTURE

2909 Bryant Ave #304 Minneapolis, MN 55408 612 886 2814 www.deanarch.com

Contact Christian Dean cdean@deanarch.com 612 886 2814

LEVEL 1.2 927' - 10 9/16' LEVEL 1.1 927' - 8 13/16' LEVEL 1 927' - 4 13/16" •

CITY OF EDINA

007 0 2 2023

PLANNING DEPARTMENT

LOW ROOF BEARING 110' - 11 1/2"

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.

Print Name

de p

Christian Dean, AIA

License Number 44768

Issue / Revision Schedule NO Description Date

NOT FOR CONSTRUCTION 2019 Copyright CHRISTIAN DEAN ARCHITECTURE, LLC.



A30

PLAN AND ELEVATIONS | SEPTEMBER 13, 2023

LEVEL 1.2 927' - 10 9/16* LEVEL 1.1 927' - 8 13/16* LEVEL 1 927' - 4 13/16"

LEGAL DESCRIPTION: Tract C, Registered Land Survey No. 194, files of the Registrar of Titles, except that part of said tract embraced within Registered Land Survey No. 1081, Hennepin County, Minnesota.

SCOPE OF WORK & LIMITATIONS:

- 1. Showing the length and direction of boundary lines of the legal description listed above. The scope of our services does not include determining what you own, which is a legal matter. Please check the legal description with your records or consult with competent legal counsel, if necessary, to make sure that it is correct and that any matters of record, such as easements, that you wish to be included on the survey have been shown.
- 2. Showing the location of observed existing improvements we deem necessary for the survey.
- 3. Setting survey markers or verifying existing survey markers to establish the corners of the property.
- Existing building dimensions and setbacks measured to outside of siding or stucco.
- 5. Showing and tabulating impervious surface coverage of the lot for your review and for the review of such governmental agencies that may have jurisdiction over these requirements to verify they are correctly shown before proceeding with construction.
- Showing elevations on the site at selected locations to give some indication of the 6. topography of the site. We have also provided a benchmark for your use in determining elevations for construction on this site. The elevations shown relate only to the benchmark provided on this survey. Use that benchmark and check at least one other feature shown on the survey when determining other elevations for use on this site or before beginning construction.
- may be existing easements or other encumbrances that would be revealed by a current title commitment. Therefore, this survey does not purport to show any easements or encumbrances other than the ones shown hereon.

STANDARD SYMBOLS & CONVENTIONS:

DATE



EXISTING HARDCOVER

BUILDING 1,270 SQ. FT. CONCRETE (ADJACENT TO BLDG.) 845 SQ. FT. BIT. & CONC. PARKING LOT 10,369 SQ. FT.

TOTAL EXISTING HARDCOVER 12,484 SQ. FT.

PLANNING DEPARTMENT

OC1 0 8 2053

CITY OF EDINA

SAVERS GREENDROP FACILITY

6016 VERNON AVENUE SOUTH | EDINA, MINNESOTA 55436

LANDSCAPE PACKAGE FOR CITY SUBMITTAL



ILLUSTRATIVE SITE PLAN

Landscape Architect: CALIYX DESIGN GROUP Landscape Architecture Sustainable Design Master Planning 475 Cleveland Avenue | Suite 101A telephone: 651.788.9018 Client: GreenDrop Project: Savers GreenDrop Facility 6016 Vernon Ave. Edina, Minnesota HE LANDSCAPE ARCHITECT SHALL BE DEEME THE AUTHORS AND OWNERS OF THEIR RESPECTIVE INSTRUMENTS OF SERVICE AND HALL RETAIN ALL COMMON LAW, STATUTOR AND OTHER RESERVED RIGHTS, IN COPYRIGHTS OF THE ATTACHED DO Certification: PRELIMINARY AS NOTED SCALE: DATE: 09/27/2023 **REVISION:** DATE: cover sheet L0.0

- matter. Please check the legal description with your records or consult with competent
- survey.
- 4
- 5. the review of such governmental agencies that may have jurisdiction over these
- elevations for construction on this site. The elevations shown relate only to the benchmark provided on this survey. Use that benchmark and check at least one other feature shown on the survey when determining other elevations for use on this site or
- encumbrances other than the ones shown hereon.





Currently 62 GreenDrop Donation Centers operating daily in 9 states & DC.

17 locations (nearly 30%) are brick & mortar sites in 6 states.

Delaware



WILMINGTON Monday to Sunday 10 a.m. to 5 p.m. 2308 Concord Pike Wilmington, DE 19803

Maryland



BEL AIR Monday to Sunday 10 a.m. to 7 p.m. Located next to 7-Eleven on the corner of Baltimore Pike & S Hays Street. 204 Baltimore Pike Bel Air, MD 21014

New Jersey



CHERRY HILL MAPLE Monday to Sunday 10 a.m. to 5 p.m. 1060 Maple Ave Cherry Hill, NJ 08002



METUCHEN Monday to Sunday 10 a.m. to 7 p.m. 359 Amboy Ave Metuchen, NJ 08840



SPRINGFIELD Monday to Sunday 10 a.m. to 7 p.m. 831 South Springfield Ave Springfield, NJ 07081



TOTOWA Monday to Sunday 10 a.m. to 5 p.m. 360 Union Blvd Totowa, NJ 07512

New York



WHITE PLAINS Monday to Sunday 10 a.m. to 5 p.m. 660 North Broadway White Plains, NY 10603

Pennsylvania



ASTON Monday to Sunday 10 a.m. to 7 p.m. 298 Pennell Rd Aston, PA 19014



DOYLESTOWN Monday to Sunday 10 a.m. to 5 p.m. 4151 East Swamp Rd Doylestown, PA 18902



MEDIA Monday to Sunday 10 a.m. to 6 p.m.

Conveniently located at the intersection of E. Baltimore Pike and Manchester Roads in downtown Media – sharing the location with Getty Gas.

401 East Baltimore Pike Media, PA 19063



NARBERTH Monday to Sunday 10 a.m. to 7 p.m. 606 Montgomery Ave Narberth, PA 19072



NEWTOWN SQUARE Monday to Sunday 10 a.m. to 5 p.m. 3101 West Chester Pike Newtown Square, PA 19073



PAOLI Monday to Sunday 10 a.m. to 5 p.m. 226 W Lancaster Ave Paoli, PA 19301



WEST CHESTER Monday to Sunday 10 a.m. to 7 p.m. Conveniently located at the intersections of West Chester Pike - East Market Street - Paoli Pike.

810 W. Chester Pike West Chester, PA 19382



WEST NORRITON Monday to Sunday 10 a.m. to 5 p.m. 433 Egypt Rd Norristown, PA 19403



WILLOW GROVE Monday to Sunday 10 a.m. to 5 p.m. 318 York Rd Willow Grove, PA 19090
Virginia



ALEXANDRIA Monday to Sunday 10 a.m. to 7 p.m. 7210 Richmond Hwy Alexandria, VA 22306

17 brick & mortar GreenDrop sites are located in the Mid-Atlantic region (NY to VA) along with 35 trailer donation sites.











The CITY of EDINA

EdinaMN.gov









EXISTING SITE





EXISTING BUILDING



Appendix A: The pyramid of discretion

The pyramid framework illustrates how much discretion the city has to make land use decisions based on the role it is playing.







DATE: 11/9/2023

TO: 6016 Vernon Ave, Owner and Development Team

CC: Cary Teague – Community Development Director

FROM: Chad Millner, PE, Director of Engineering Choose an item. Choose an item.

RE: 6016 Vernon Ave – Development Review

The Engineering Department has reviewed the subject property for pedestrian facilities, utility connections, grading, and storm water. Plans reviewed were dated September 2023.

| | Review Comment | Required For |
|-----|--|-------------------------|
| Ge | neral | |
| Ι. | The applicant is re-using the existing building and parking lot with no major construction operations. | General Comment |
| Sur | vey | |
| 2. | Show all existing and proposed public and private easements if applicable. | Grading/Building Permit |
| Liv | ing Streets | |
| 3. | Sidewalk required along Vernon Avenue – 6-ft minimum width with a 5-ft minimum width boulevard connecting near Highwood Drive. | Grading/Building Permit |
| 4. | Staff recommends a more direct pedestrian connection (in the form of a 5' minimum width sidewalk) between the building and Eden Prairie Road to promote multi-modal connectivity with the adjacent residential neighborhood. | Grading/Building Permit |
| 5. | Design sidewalks to meet ADA requirements. | Grading/Building Permit |
| 6. | Saw cut concrete sidewalk joints on public sidewalks. | Grading/Building Permit |
| Tra | affic and Street | |
| 7. | Review fire access requirements with fire department. | Grading/Building Permit |
| 8. | ROW permit from Hennepin County may be required for any driveway entrance replacements. Comply with City standard plate 410 where possible. Any road patching shall conform to Hennepin County standards | |



| 9. | 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 |
|-----|--|-------------------------|
| Sar | nitary and Water Utilities | |
| 10. | Application shows no changes to sanitary sewer and water utilities. | General Comment |
| 11. | 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 |
| 12. | Verified sealed well located onsite. No issues | General Comment |
| Sto | rm Water Utility | |
| 13. | Application shows a potential reduction in impervious area. | General Comment |
| 14. | A grading and stormwater permit may be required. More details are required prior to building permit. | Grading/Building Permit |
| 15. | A portion of this site drains to a structural flooding issue. Volume control may be required for that drainage area. | Grading/Building Permit |
| Gra | ading Erosion and Sediment Control | |
| 16. | A SWPPP consistent with the State General Construction Site Stormwater Permit is required. | Grading/Building Permit |
| Sus | tainability | |
| 17. | See Sustainable Design Questionnaire for additional considerations. | General Comment |
| Otl | ner Agency Coordination | |
| 18. | MDH, MPCA and MCES permits required as needed. | Grading/Building Permit |
| 19. | Nine Mile Creek Watershed District permit may be required. | General Comment |



RESOLUTION NO. 2022-98

DENIAL OF A COMPREHENSIVE PLAN AMENDMENT AT 6016 VERNON AVENUE

BE IT RESOLVED by the City Council of the City of Edina, Minnesota, as follows:

Section I. BACKGROUND.

- 1.01 Special X Properties LLC is proposing to remodel and expand the existing Kee's auto repair shop at 6016 Vernon Avenue into a 2,300 square foot, 59-indoor seat restaurant. The exact type of restaurant has not yet been determined. The existing site is zoned PCD-4, Planned Commercial District, which allows only automobile service centers, gas stations and car washes. Restaurants are allowed uses in the PCD-1, Planned Commercial Zoning District. The site is guided in the Comprehensive Plan for medium density residential use.
- 1.02 The property is legally described as follows:

Tract C, Registered Land Survey No. 194, files of the Registrar of Titles, except that part of said tract embraced within Registered Land Survey No. 1081, Hennepin County, Minnesota.

- 1.03 To accommodate the request, the following is requested:
 - A Comprehensive Plan Amendment from MDR, Medium Density Residential to NN, Neighborhood Node.
- 1.04 On September 28, 2022, the Planning Commission held a public hearing and recommended denial of the request. Vote: 7 Ayes and 0 Nays.
- 1.05 On October 18, 2022, the City Council continued the public hearing to November 15, 2022.
- 1.06 On November 15, 2022, the City Council continued the public hearing to December 6, 2022.
- 1.07 On November 30, 2022, the applicant submitted a revised Site Plan, which altered some of the variances being requested.
- 1.08 On December 6, the City Council held a public hearing and considered the request.
- 1.09 On December 20, 2022, the City Council denied the requests.

Section 2. FINDINGS

- 2.01 Denial is based on the following findings:
 - 1. The subject property is too small to accommodate all that is being proposed on the site. As proposed with the significant number of variances being requested, the restaurant would be an overly intensive use for the site.
 - 2. The proposed use and site plan to accommodate the use is not compatible with the adjacent residential land uses. The variances proposed are significant.
 - 3. There is a lack of green space and landscaping to minimize impact to the adjacent properties. The parking lots are located right up to the lot lines, and the proposed addition is just 8 feet from the west lot line, providing no opportunity for green space and landscaping.
 - 4. As proposed, based on the parking study done by WSB, there is potential for parking on adjacent streets.

RESOLUTION NO. 2022-98 Page 3

Section 3. DENIAL

NOW THEREFORE, it is hereby resolved by the City Council of the City of Edina, denies the Comprehensive Plan Amendment based on the findings above.

Adopted by the City Council of the City of Edina, Minnesota, on December 20, 2022. ATTEST James B. Hovland, Mayor haron Allison, City Clerk

)SS

STATE OF MINNESOTA COUNTY OF HENNEPIN CITY OF EDINA

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 Resolution was duly adopted by the Edina City Council at its Regular Meeting of December 20, 2022, and as recorded in the Minutes of said Regular Meeting.

Dec. day of WITNESS my hand and seal of said City this $\frac{\partial C}{\partial C}$ 2022. City Clerk



RESOLUTION NO. 2022-97

DENIAL OF A REQUEST FOR REZONING AND SITE PLAN WITH MULTIPLE VARIANCES FOR THE WESTSIDE CAFÉ AT 6016 VERNON AVENUE

BE IT RESOLVED by the City Council of the City of Edina, Minnesota, as follows:

Section I. BACKGROUND.

- 1.01 Special X Properties LLC is proposing to remodel and expand the existing Kee's auto repair shop at 6016 Vernon Avenue into a 2,300 square foot, 59-indoor seat restaurant. The exact type of restaurant has not yet been determined. The existing site is zoned PCD-4, Planned Commercial District, which allows only automobile service centers, gas stations and car washes. Restaurants are allowed uses in the PCD-1, Planned Commercial Zoning District. The site is guided in the Comprehensive Plan for medium density residential use.
- 1.02 The property is legally described as follows:

Tract C, Registered Land Survey No. 194, files of the Registrar of Titles, except that part of said tract embraced within Registered Land Survey No. 1081, Hennepin County, Minnesota.

- 1.03 To accommodate the request, the following is requested:
 - A Comprehensive Plan Amendment from MDR, Medium Density Residential to NN, Neighborhood Node.
 - A Rezoning from PCD-4, Planned Commercial District 4 to PCD-1, Planned Commercial District 1, with a lot size variance to allow a restaurant in the PCD-I District less than I acre in size.
 - Site Plan Review with the following:
 - 1. Front Street Setback Variance to Eden Prairie Road from 35 to 12 feet for the building expansion.
 - 2. Side Yard setback variance from 25 to 8 feet for the building expansion.
 - 3. A Parking Lot Setback Variance from 10 feet to 5 feet for separation between the building and parking lot.
 - 4. Parking stall variance from 26 spaces to 24 spaces.
- 1.04 On September 28, 2022, the Planning Commission held a public hearing and recommended denial of the request. Vote: 7 Ayes and 0 Nays.
- 1.05 On October 18, 2022, the City Council continued the public hearing to November 15, 2022.

- 1.06 On November 15, 2022, the City Council continued the public hearing to December 6, 2022.
- 1.07 On November 30, 2022, the applicant submitted a revised Site Plan, which altered some of the variances being requested.
- 1.08 On December 6, the City Council held a public hearing and considered the request.
- 1.09 On December 20, 2022, the City Council denied the request.

Section 2. FINDINGS

- 2.01 Denial is based on the following findings:
 - 1. The Variance criteria has not been met. There are no practical difficulties that prohibit reasonable use of the property.
 - 2. The practical difficulty is caused by the applicant's desire for a restaurant that does not fit properly on the site and would have a negative impact on adjacent properties.
 - 3. The site is nearly being developed from lot line to lot line with very little to no parking lot setback area or building setback area. This causes a lack of area for green space to provide adequate landscaping, screening and buffering from adjacent residential uses to the north and west, and to Vernon Avenue to the south.
 - 4. There would be a lack of on-site parking based on the parking study conducted by WSB dated June 13, 2022, including the addendum dated November 30, 2022.
 - 5. PCD Zoning District minimum area for restaurants is 1 acre in size.
 - 6. The proposal does not meet the findings Per Section 36-216 of the City Code. specifically:
 - a) The proposal is not consistent with the comprehensive plan.
 - b) The site plan would be detrimental to properties given the large variances requested, lack of green space, setback and separation from residential uses, potential parking issues and vehicle maneuvering in and out of the site.
 - c) Will result in an overly intensive land use.
 - d) Does not conform to the provisions of the City Code.
 - e) Does not "provide a proper relationship between the proposed improvements, existing structures, open space and natural features.

RESOLUTION NO. 2022-97 Page 4

ATTEST:

Denial is subject to the findings in Section 2 above.

Sharon Allison, City Clerk

Adopted by the City Council of the City of Edina, Minnesota, on December 20, 2022.

STATE OF MINNESOTA) COUNTY OF HENNEPIN)SS CITY OF EDINA)

CERTIFICATE OF CITY CLERK

James B. Hovland, Mayor

I, the undersigned duly appointed and acting City Clerk for the City of Edina do hereby certify that the attached and foregoing Resolution was duly adopted by the Edina City Council at its Regular Meeting of December 20, 2022, and as recorded in the Minutes of said Regular Meeting.

| WITNESS my hand and seal of said City this $\frac{20^{4}}{20}$ day of, 2022. | |
|--|----|
| | |
| City Cler | rk |
| | |

Traffic and Parking Study for 6016 Vernon Avenue in Edina, MN

Prepared for: City of Edina



4801 W. 50th Street Edina, MN 55424

Prepared by:

Stantec Consulting Services Inc. 1800 Pioneer Creek Center Maple Plain, MN 55359 Phone: 7963-479-4200 Fax: 763-479-4242

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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.

hl A hloa Ē

_____ DATE: November 2, 2023

Edward F. Terhaar License No. 24441 The purpose of this Traffic and Parking Study is to evaluate the impacts of the proposed GreenDrop donation center located at 6016 Vernon Avenue in Edina, MN. The proposed project location currently contains a vacant auto repair shop.

This study examined weekday a.m. and p.m. peak hour traffic impacts of the proposed development at the following intersections:

- Vernon Avenue/Blake Road/Olinger Boulevard
- Vernon Avenue/Highwood Drive/Olinger Road
- Vernon Avenue/west development access
- Vernon Avenue/east development access

The proposed project involves remodeling the existing 1,200 square foot building into a donation center that will collect clothing and household items for distribution to others for resale. The facility operates from 10 am to 5:30 pm each day of the week. The project is expected to include 4 parking stalls. As shown in the site plan, the two existing access points on Vernon Avenue will be utilized. The project is expected to be completed in 2025.

The conclusions drawn from the information and analyses presented in this report are as follows:

- The proposed development is expected to add 4 trips during the a.m. peak hour, 10 trips during the p.m. peak hour, and 72 trips daily.
- The trips added to the roadway system by the proposed development are expected to have minimal impact on traffic operations on the surrounding street system. No improvements are needed at the subject intersections to accommodate the proposed project.
- Parking data from the Institute of Transportation Engineers (ITE) was used to determine the expected parking demand for the proposed land use. Data provided in the ITE publication *Parking Generation*, 5th Edition, for the office land use most closely match the proposed facility. Based on the ITE data, the peak weekday parking demand is 3 spaces. The total of 4 spaces provided is 1 space greater than the peak demand.
- Edina City code requires one space per 300 square feet of building space. This equates to 4 spaces for the proposed facility.
- Future plans for this area include upgrading to buffered bike lanes on Vernon Avenue, Blake Road, and Olinger Boulevard and new secondary sidewalk on Olinger Boulevard. The proposed project will benefit from the existing and proposed sidewalk and bicycle facilities in this area.
- The project owner is encouraged to provide bicycle parking spaces to promote bicycle use. Outside racks for short-term parking are recommended for employees and facility users.



- Per City requirements, a Travel Demand Management (TDM) plan is required for this project. The goal of the TDM plan is to reduce vehicular trips during peak hours and carbon emissions from vehicles. TDM strategies for this site include:
 - \circ $\;$ Providing maps that show the area bus routes and schedules.
 - \circ $\;$ Providing maps of bicycle and pedestrian facilities.
 - \circ $\;$ Providing information on starting and joining commuter programs.
 - Providing bicycle parking spaces for employees and facility users.

The goal of the TDM plan is a 10 percent reduction in single occupant vehicle trips. The TDM plan strategies should be implemented at the time the project is complete and fully operational.



The purpose of this Traffic and Parking Study is to evaluate the impacts of the proposed GreenDrop donation center located at 6016 Vernon Avenue in Edina, MN. The proposed project location currently contains a vacant auto repair shop. The project location is shown in **Figure 1**.

This study examined weekday a.m. and p.m. peak hour traffic impacts of the proposed development at the following intersections:

- Vernon Avenue/Blake Road/Olinger Boulevard
- Vernon Avenue/Highwood Drive/Olinger Road
- Vernon Avenue/west development access
- Vernon Avenue/east development access

Proposed Development Characteristics

The proposed project involves remodeling the existing 1,200 square foot building into a donation center that will collect clothing and household items for distribution to others for resale. The facility operates from 10 am to 5:30 pm each day of the week. The project is expected to include 4 parking stalls. As shown in the site plan, the two existing access points on Vernon Avenue will be utilized.

The project is expected to be completed in 2025. The current site plan is shown in **Figure 2**.







The proposed project location currently contains a vacant auto repair building and parking area. The site is bounded by Vernon Avenue on the south, Eden Prairie Road on the north, and residential uses on the east and west.

Near the site location, Vernon Avenue, Blake Road, Olinger Boulevard, Highwood Drive, and Olinger Road are two lane undivided roadways. Existing conditions at the proposed project location are shown in **Figure 3** and described below.

Vernon Avenue/Blake Road/Olinger Boulevard

This four-way intersection is controlled with a traffic signal. The eastbound and westbound approaches provide a left turn lane and a through/right turn lane. The northbound and southbound approaches provide a left turn/through/right turn lane.

Vernon Avenue/Highwood Drive/Olinger Road

This four-way intersection is controlled with stop signs on the northbound and southbound approaches. All approaches provide one left turn/through/right turn lane.

Traffic Volume Data

Weekday traffic volume data was recorded at the existing intersections in April, 2022 for a previous study. Existing traffic volume data is presented later in this report.





Traffic Forecast Scenarios

To adequately address the impacts of the proposed project, forecasts and analyses were completed for the year 2025. Specifically, weekday a.m. and p.m. peak hour traffic forecasts were completed for the following scenarios:

- *2023 Existing*. Existing volumes were determined through traffic counts at the subject intersections. The existing volume information includes trips generated by the uses near the project site.
- 2025 No-Build. Existing volumes at the subject intersections were increased by 1.0 percent per year to determine 2025 No-Build volumes. The 1.0 percent per year growth rate was calculated based on both recent growth experienced near the site and projected growth due to additional development in the area.
- *2025 Build*. Trips generated by the proposed development were added to the 2025 No-Build volumes to determine 2025 Build volumes.

Trip Generation for Proposed Project

Weekday a.m. and p.m. peak hour trip generation estimates for the proposed development were calculated based on detailed facility user information provided by the project owner. This information indicated an average of 3.5 donor vehicles per hour and 2 employees onsite at one time. Once a week the donations are picked up with a box truck. The facility operates from 10 am to 5:30 pm each day of the week. The resultant trip generation estimates are shown in **Table 4-1**.

| Use | Weekd | ay AM Pea | ak Hour | Weekd | ay PM Pea | ak Hour | Weekday Daily |
|----------------|-------|-----------|---------|-------|-----------|---------|------------------|
| | In | Out | Total | In | Out | Total | Total |
| Facility users | 0 | 0 | 0 | 4 | 4 | 8 | 60 |
| Employees | 2 | 0 | 2 | 0 | 2 | 2 | 8 |
| Box truck | 1 | 1 | 2 | 1 | 1 | 2 | 4 |
| Total trips | 3 | 1 | 4 | 5 | 5 | 10 | 72 |

Table 4-1Trip Generation for Proposed Project

As shown, the project add 4 trips during the a.m. peak hour, 10 trips during the p.m. peak hour, and 72 trips daily.

Trip Distribution Percentages

Trip distribution percentages for the subject development trips were established based on the nearby roadway network, existing and expected future traffic patterns, and location of the subject development in relation to major attractions and population concentrations.



The distribution percentages for trips generated by the proposed development are as follows:

- 55 percent to/from the east on Vernon Avenue
- 35 percent to/from the west on Vernon Avenue
- 5 percent to/from the north on Blake Road
- 3 percent to/from the south on Olinger Boulevard
- 2 percent to/from the south on Olinger Road

Traffic Volumes

Development trips were assigned to the surrounding roadway network using the preceding trip distribution percentages. Traffic volumes were established for all the forecasting scenarios described earlier during the weekday a.m. and p.m. peak hours. The resultant traffic volumes are presented in **Figure 4**.





Intersection Level of Service Analysis

Traffic analyses were completed for the subject intersections for all scenarios described earlier during the weekday a.m. and p.m. peak hours using Synchro/SimTraffic software. Initial analysis was completed using existing geometrics and intersection control.

Capacity analysis results are presented in terms of level of service (LOS), which is defined in terms of traffic delay at the intersection. LOS ranges from A to F. LOS A represents the best intersection operation, with little delay for each vehicle using the intersection. LOS F represents the worst intersection operation with excessive delay. The following is a detailed description of the conditions described by each LOS designation:

- Level of service A corresponds to a free flow condition with motorists virtually unaffected by the intersection control mechanism. For a signalized or an unsignalized intersection, the average delay per vehicle would be approximately 10 seconds or less.
- Level of service B represents stable flow with a high degree of freedom, but with some influence from the intersection control device and the traffic volumes. For a signalized intersection, the average delay ranges from 10 to 20 seconds. An unsignalized intersection would have delays ranging from 10 to 15 seconds for this level.
- Level of service C depicts a restricted flow which remains stable, but with significant influence from the intersection control device and the traffic volumes. The general level of comfort and convenience changes noticeably at this level. The delay ranges from 20 to 35 seconds for a signalized intersection and from 15 to 25 seconds for an unsignalized intersection at this level.
- Level of service D corresponds to high-density flow in which speed and freedom are significantly restricted. Though traffic flow remains stable, reductions in comfort and convenience are experienced. The control delay for this level is 35 to 55 seconds for a signalized intersection and 25 to 35 seconds for an unsignalized intersection.
- Level of service E represents unstable flow of traffic at or near the capacity of the intersection with poor levels of comfort and convenience. The delay ranges from 55 to 80 seconds for a signalized intersection and from 35 to 50 seconds for an unsignalized intersection at this level.
- Level of service F represents forced flow in which the volume of traffic approaching the intersection exceeds the volume that can be served. Characteristics often experienced include long queues, stop-and-go waves, poor travel times, low comfort and convenience, and increased accident exposure. Delays over 80 seconds for a signalized intersection and over 50 seconds for an unsignalized intersection correspond to this level of service.



The LOS results for the study intersections are discussed below.

2023 Existing

| <u>. and Р.М. Реа</u> | k Hour LOS Results | 5 |
|-----------------------|--|--|
| Traffic | AM Peak | PM Peak |
| Control | Hour LOS | Hour LOS |
| Signal | A/B | A/B |
| NB/SB stop | A/C | A/D |
| SB stop | A/A | A/A |
| SB stop | A/A | A/A |
| | And P.M. Pea Traffic Control Signal NB/SB stop SB stop SB stop | Image: And P.M. Peak Hour LOS Results Traffic AM Peak Control Hour LOS Signal A/B NB/SB stop A/C SB stop A/A SB stop A/A |

. ..

Note: Level of service results presented with overall intersection LOS followed by worst movement LOS.

During the a.m. peak hour, all intersections operate at LOS A and movements operate at LOS C or better. During the p.m. peak hour, all intersections operate at LOS A and movements operate at LOS D or better.

2025 No Build

Weekday A.M. and P.M. Peak Hour LOS Results

| Intersection | Traffic | AM Peak | PM Peak |
|-----------------------------------|------------|----------|----------|
| | Control | Hour LOS | Hour LOS |
| Vernon Ave/Blake Rd/Olinger Blvd | Signal | A/B | A/B |
| Vernon Ave/Highwood Dr/Olinger Rd | NB/SB stop | A/C | A/D |
| Vernon Ave/west access | SB stop | A/A | A/A |
| Vernon Ave/east access | SB stop | A/A | A/A |

Note: Level of service results presented with overall intersection LOS followed by worst movement LOS.

During the a.m. peak hour, all intersections operate at LOS A and movements operate at LOS C or better. During the p.m. peak hour, all intersections operate at LOS A and movements operate at LOS D or better.

2025 Build

Weekday A.M. and P.M. Peak Hour LOS Results

| Intersection | Traffic Control | AM Peak Hour LOS | PM Peak Hour LOS |
|-----------------------------------|--------------------|---------------------|---------------------|
| Vernon Ave/Blake Rd/Olinger Blvd | Signal | A/B | A/B |
| Vernon Ave/Highwood Dr/Olinger Rd | NB/SB stop | A/C | A/D |
| Vernon Ave/west access | SB stop | A/C | A/C |
| Vernon Ave/east access | SB stop | A/A | A/A |

Note: Level of service results presented with overall intersection LOS followed by worst movement LOS.

During the a.m. peak hour, all intersections operate at LOS A and movements operate at LOS C or better. During the p.m. peak hour, all intersections operate at LOS A and movements operate at LOS D or better.

Overall Traffic Impact

The net trips added to the roadway system by the proposed development are expected to have minimal impact on traffic operations on the surrounding street system. No improvements are needed at the subject intersections to accommodate the proposed project.



Bicycle and Pedestrian Facilities

Under existing conditions, sidewalk is provided on the west side of Blake Road, the south side of Vernon Avenue, and the west side of Olinger Road. A two-way off street trail is provided on the west side of Olinger Boulevard. No sidewalk is provided on Highwood Drive. Striped bike lanes are provided on Vernon Avenue, Blake Road, and Olinger Boulevard. Bicycles are allowed on all the surrounding streets.

Future plans for this area include upgrading to buffered bike lanes on Vernon Avenue, Blake Road, and Olinger Boulevard and new secondary sidewalk on Olinger Boulevard. The proposed project will benefit from the existing and proposed sidewalk and bicycle facilities in this area.

The project owner is encouraged to provide bicycle parking spaces to promote bicycle use. Outside racks for short-term parking are recommended for employees and facility users.

Transit Facilities

The subject site presently is not directly served by transit. The closest bus stop is on Vernon Avenue at Eden Avenue for Metro Transit bus route 46.

Travel Demand Management Plan (TDM)

Per City requirements, a Travel Demand Management (TDM) plan is required for this project. The goal of the TDM plan is to reduce vehicular trips during peak hours and carbon emissions from vehicles. TDM strategies for this site include:

- Providing maps that show the area bus routes and schedules.
- Providing maps of bicycle and pedestrian facilities.
- Providing information on starting and joining commuter programs.
- Providing bicycle parking spaces for employees and facility users.

The goal of the TDM plan is a 10 percent reduction in single occupant vehicle trips. The TDM plan strategies should be implemented at the time the project is complete and fully operational.



As described earlier, the project is expected to include 4 parking stalls.

Parking data from the Institute of Transportation Engineers (ITE) was used to determine the expected parking demand for the proposed land use. Data provided in the ITE publication *Parking Generation*, 5th Edition, for the office land use most closely match the proposed facility. Based on the ITE data, the peak weekday parking demand is 3 spaces. The total of 4 spaces provided is 1 space greater than the peak demand. The proposed number of parking stalls adequately accommodates the peak parking demand.

Edina City code requires one space per 300 square feet of building space. This equates to 4 spaces. The 4 spaces provided meet the City code requirement.



7.0 Conclusions and Recommendations

The conclusions drawn from the information and analyses presented in this report are as follows:

- The proposed development is expected to add 4 trips during the a.m. peak hour, 10 trips during the p.m. peak hour, and 72 trips daily.
- The trips added to the roadway system by the proposed development are expected to have minimal impact on traffic operations on the surrounding street system. No improvements are needed at the subject intersections to accommodate the proposed project.
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- The project owner is encouraged to provide bicycle parking spaces to promote bicycle use. Outside racks for short-term parking are recommended for employees and facility users.
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The goal of the TDM plan is a 10 percent reduction in single occupant vehicle trips. The TDM plan strategies should be implemented at the time the project is complete and fully operational.



• Level of Service Worksheets



HCM 6th Signalized Intersection Summary 27: Olinger Blvd/Blake Rd & Vernon Ave

| 11/02/2023 | 1 | 1/(|)2/ | 20 |)23 |
|------------|---|-----|-----|----|-----|
|------------|---|-----|-----|----|-----|

| | ≯ | → | $\mathbf{\hat{z}}$ | 4 | - | * | • | 1 | ۲ | 1 | ţ | ~ |
|------------------------------|------|------|--------------------|------|------|------|------|------|------|------|------|----------|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | ٦ | f, | | ۲ | 4Î | | | 4 | | | \$ | |
| Traffic Volume (veh/h) | 54 | 330 | 26 | 2 | 320 | 25 | 25 | 17 | 4 | 58 | 12 | 67 |
| Future Volume (veh/h) | 54 | 330 | 26 | 2 | 320 | 25 | 25 | 17 | 4 | 58 | 12 | 67 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 59 | 359 | 28 | 2 | 348 | 27 | 27 | 18 | 4 | 63 | 13 | 73 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 733 | 1111 | 87 | 723 | 1111 | 86 | 228 | 123 | 19 | 197 | 34 | 106 |
| Arrive On Green | 0.65 | 0.65 | 0.65 | 0.65 | 0.65 | 0.65 | 0.14 | 0.14 | 0.14 | 0.14 | 0.14 | 0.14 |
| Sat Flow, veh/h | 1008 | 1713 | 134 | 997 | 1713 | 133 | 689 | 883 | 140 | 546 | 246 | 760 |
| Grp Volume(v), veh/h | 59 | 0 | 387 | 2 | 0 | 375 | 49 | 0 | 0 | 149 | 0 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1008 | 0 | 1846 | 997 | 0 | 1846 | 1712 | 0 | 0 | 1551 | 0 | 0 |
| Q Serve(g_s), s | 1.2 | 0.0 | 4.0 | 0.0 | 0.0 | 3.8 | 0.0 | 0.0 | 0.0 | 2.8 | 0.0 | 0.0 |
| Cycle Q Clear(g_c), s | 5.0 | 0.0 | 4.0 | 4.0 | 0.0 | 3.8 | 1.0 | 0.0 | 0.0 | 3.8 | 0.0 | 0.0 |
| Prop In Lane | 1.00 | | 0.07 | 1.00 | | 0.07 | 0.55 | | 0.08 | 0.42 | | 0.49 |
| Lane Grp Cap(c), veh/h | 733 | 0 | 1197 | 723 | 0 | 1197 | 370 | 0 | 0 | 337 | 0 | 0 |
| V/C Ratio(X) | 0.08 | 0.00 | 0.32 | 0.00 | 0.00 | 0.31 | 0.13 | 0.00 | 0.00 | 0.44 | 0.00 | 0.00 |
| Avail Cap(c_a), veh/h | 733 | 0 | 1197 | 723 | 0 | 1197 | 991 | 0 | 0 | 965 | 0 | 0 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 |
| Uniform Delay (d), s/veh | 4.4 | 0.0 | 3.3 | 4.2 | 0.0 | 3.3 | 16.1 | 0.0 | 0.0 | 17.3 | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 0.2 | 0.0 | 0.7 | 0.0 | 0.0 | 0.7 | 0.2 | 0.0 | 0.0 | 0.9 | 0.0 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.2 | 0.0 | 0.9 | 0.0 | 0.0 | 0.8 | 0.4 | 0.0 | 0.0 | 1.3 | 0.0 | 0.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 4.6 | 0.0 | 4.0 | 4.2 | 0.0 | 4.0 | 16.3 | 0.0 | 0.0 | 18.2 | 0.0 | 0.0 |
| LnGrp LOS | Α | Α | Α | Α | Α | Α | В | Α | Α | В | Α | <u> </u> |
| Approach Vol, veh/h | | 446 | | | 377 | | | 49 | | | 149 | |
| Approach Delay, s/veh | | 4.1 | | | 4.0 | | | 16.3 | | | 18.2 | |
| Approach LOS | | А | | | А | | | В | | | В | |
| Timer - Assigned Phs | | 2 | | 4 | | 6 | | 8 | | | | |
| Phs Duration (G+Y+Rc), s | | 10.4 | | 32.0 | | 10.4 | | 32.0 | | | | |
| Change Period (Y+Rc), s | | 4.5 | | 4.5 | | 4.5 | | 4.5 | | | | |
| Max Green Setting (Gmax), s | | 23.5 | | 27.5 | | 23.5 | | 27.5 | | | | |
| Max Q Clear Time (g_c+I1), s | | 3.0 | | 7.0 | | 5.8 | | 6.0 | | | | |
| Green Ext Time (p_c), s | | 0.2 | | 2.6 | | 0.7 | | 2.3 | | | | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 6th Ctrl Delay | | | 6.7 | | | | | | | | | |
| HCM 6th LOS | | | А | | | | | | | | | |

| 0 | | | | | |
|------|--|--|---|--|---|
| EBL | EBT | WBT | WBR | SBL | SBR |
| | - द | eî 👘 | | ۰¥ | |
| 0 | 392 | 347 | 0 | 0 | 0 |
| 0 | 392 | 347 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| Free | Free | Free | Free | Stop | Stop |
| - | None | - | None | - | None |
| - | - | - | - | 0 | - |
| # - | 0 | 0 | - | 0 | - |
| - | 0 | 0 | - | 0 | - |
| 92 | 92 | 92 | 92 | 92 | 92 |
| 2 | 2 | 2 | 2 | 2 | 2 |
| 0 | 426 | 377 | 0 | 0 | 0 |
| | 0 EBL 0 0 Free - - - - - - - - - - - - - - - - - - | 0 EBL EBT 0 392 0 392 0 392 0 7 Free Free - None - 7 # - 0 4 - 0 92 92 2 2 0 426 | 0 EBL EBT WBT ↓ ↓ 0 392 347 0 392 347 0 392 347 0 0 0 Free Free Free - None - # - 0 0 0 92 92 92 2 2 2 0 426 377 | O WBT WBR EBL EBT WBT WBR 1 1 1 1 0 392 347 0 0 392 347 0 0 392 347 0 0 392 347 0 0 0 0 0 0 Free Free Free Free - None - None - - - - # 0 0 - - # 0 0 - - 92 92 92 2 2 0 426 377 0 | BEL EBT WBT WBR SBL Image: Im |

| Major/Minor | Major1 | Ν | /lajor2 | | Minor2 | | |
|----------------------|--------|------|---------|-----|--------|-------|--|
| Conflicting Flow All | 377 | 0 | - | 0 | 803 | 377 | |
| Stage 1 | - | - | - | - | 377 | - | |
| Stage 2 | - | - | - | - | 426 | - | |
| Critical Hdwy | 4.12 | - | - | - | 6.42 | 6.22 | |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 | - | |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 | - | |
| Follow-up Hdwy | 2.218 | - | - | - | 3.518 | 3.318 | |
| Pot Cap-1 Maneuver | 1181 | - | - | - | 353 | 670 | |
| Stage 1 | - | - | - | - | 694 | - | |
| Stage 2 | - | - | - | - | 659 | - | |
| Platoon blocked, % | | - | - | - | | | |
| Mov Cap-1 Maneuver | 1181 | - | - | - | 353 | 670 | |
| Mov Cap-2 Maneuver | - | - | - | - | 353 | - | |
| Stage 1 | - | - | - | - | 694 | - | |
| Stage 2 | - | - | - | - | 659 | - | |
| | | | | | | | |
| Approach | FB | | WB | | SB | | |
| HCM Control Delay s | 0 | | 0 | | 0 | | |
| HCM LOS | , e | | | | A | | |
| | | | | | | | |
| | | EDI | грт | | | | |
| Minor Lane/Major Mvr | nt | EBL | ERI | WRI | WBR | SBLNT | |
| Capacity (veh/h) | | 1181 | - | - | - | - | |
| HCM Lane V/C Ratio | , | - | - | - | - | - | |
| HCM Control Delay (s | 5) | 0 | - | - | - | 0 | |
| HCM Lane LOS | | A | - | - | - | A | |
| HCM 95th %tile Q(veh | ו) | 0 | - | - | - | - | |
| Intersection | | | | | | |
|------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0 | | | | | |
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
| Lane Configurations | | ÷ | el 👘 | | Y | |
| Traffic Vol, veh/h | 0 | 392 | 347 | 0 | 0 | 0 |
| Future Vol, veh/h | 0 | 392 | 347 | 0 | 0 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, | # - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 426 | 377 | 0 | 0 | 0 |
| | | | | | | |

| Major/Minor | Major1 | Ν | lajor2 | ļ | Minor2 | | |
|----------------------|----------|------|--------|------|--------|--------|--|
| Conflicting Flow All | 377 | 0 | - | 0 | 803 | 377 | |
| Stage 1 | - | - | - | - | 377 | - | |
| Stage 2 | - | - | - | - | 426 | - | |
| Critical Hdwy | 4.12 | - | - | - | 6.42 | 6.22 | |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 | - | |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 | - | |
| Follow-up Hdwy | 2.218 | - | - | - | 3.518 | 3.318 | |
| Pot Cap-1 Maneuver | 1181 | - | - | - | 353 | 670 | |
| Stage 1 | - | - | - | - | 694 | - | |
| Stage 2 | - | - | - | - | 659 | - | |
| Platoon blocked, % | | - | - | - | | | |
| Mov Cap-1 Maneuver | 1181 | - | - | - | 353 | 670 | |
| Mov Cap-2 Maneuver | - | - | - | - | 353 | - | |
| Stage 1 | - | - | - | - | 694 | - | |
| Stage 2 | - | - | - | - | 659 | - | |
| | | | | | | | |
| Approach | EB | | WB | | SB | | |
| HCM Control Delay, s | 0 | | 0 | | 0 | | |
| HCM LOS | • | | • | | A | | |
| | | | | | | | |
| Minor Lano/Major Myr | nt | EDI | EDT | | | | |
| | III | | EDI | VVDI | VDR | SDLIII | |
| Capacity (ven/n) | | 1181 | - | - | - | - | |
| HCM Lane V/C Ratio | ` | - | - | - | - | - | |
| HUM Control Delay (s |) | 0 | - | - | - | U | |
| HUM Lane LUS | ` | A | - | - | - | A | |
| HCM 95th %tile Q(veh | 1) | 0 | - | - | - | - | |

1.7

11/02/2023

Intersection

Int Delay, s/veh

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | 4 | | | 4 | | | 4 | | | 4 | |
| Traffic Vol, veh/h | 5 | 380 | 7 | 31 | 329 | 9 | 10 | 3 | 15 | 21 | 7 | 8 |
| Future Vol, veh/h | 5 | 380 | 7 | 31 | 329 | 9 | 10 | 3 | 15 | 21 | 7 | 8 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control F | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | ŧ - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 5 | 413 | 8 | 34 | 358 | 10 | 11 | 3 | 16 | 23 | 8 | 9 |

| Major/Minor | Major1 | | Μ | ajor2 | | | Minor1 | | | Minor2 | | | |
|----------------------|--------|---|-----|-------|---|---|--------|-------|-------|--------|-------|-------|--|
| Conflicting Flow All | 368 | 0 | 0 | 421 | 0 | 0 | 867 | 863 | 417 | 868 | 862 | 363 | |
| Stage 1 | - | - | - | - | - | - | 427 | 427 | - | 431 | 431 | - | |
| Stage 2 | - | - | - | - | - | - | 440 | 436 | - | 437 | 431 | - | |
| Critical Hdwy | 4.12 | - | - | 4.12 | - | - | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 | |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.12 | 5.52 | - | |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.12 | 5.52 | - | |
| Follow-up Hdwy | 2.218 | - | - 2 | 2.218 | - | - | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 | |
| Pot Cap-1 Maneuver | 1191 | - | - | 1138 | - | - | 273 | 292 | 636 | 273 | 293 | 682 | |
| Stage 1 | - | - | - | - | - | - | 606 | 585 | - | 603 | 583 | - | |
| Stage 2 | - | - | - | - | - | - | 596 | 580 | - | 598 | 583 | - | |
| Platoon blocked, % | | - | - | | - | - | | | | | | | |
| Mov Cap-1 Maneuver | 1191 | - | - | 1138 | - | - | 255 | 279 | 636 | 255 | 280 | 682 | |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 255 | 279 | - | 255 | 280 | - | |
| Stage 1 | - | - | - | - | - | - | 603 | 582 | - | 600 | 561 | - | |
| Stage 2 | - | - | - | - | - | - | 558 | 558 | - | 577 | 580 | - | |
| | | | | | | | | | | | | | |
| Approach | EB | | | WB | | | NB | | | SB | | | |
| HCM Control Delay, s | 0.1 | | | 0.7 | | | 15.3 | | | 18.7 | | | |
| HCM LOS | | | | | | | С | | | С | | | |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR S | SBLn1 |
|-----------------------|-------|-------|-----|-----|------|-----|-------|-------|
| Capacity (veh/h) | 381 | 1191 | - | - | 1138 | - | - | 302 |
| HCM Lane V/C Ratio | 0.08 | 0.005 | - | - | 0.03 | - | - | 0.13 |
| HCM Control Delay (s) | 15.3 | 8 | 0 | - | 8.3 | 0 | - | 18.7 |
| HCM Lane LOS | С | Α | А | - | А | А | - | С |
| HCM 95th %tile Q(veh) | 0.3 | 0 | - | - | 0.1 | - | - | 0.4 |

HCM 6th Signalized Intersection Summary 27: Olinger Blvd/Blake Rd & Vernon Ave

| 11/02/2023 | 1 | 1/(|)2/ | 20 |)23 |
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|------------------------------|------|------|--------------------|------|------|------|------|------|------|------|------|----------|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | 5 | ţ, | | ۲. | ţ, | | | 4 | | | 4 | |
| Traffic Volume (veh/h) | 55 | 337 | 27 | 2 | 326 | 26 | 26 | 17 | 4 | 59 | 12 | 68 |
| Future Volume (veh/h) | 55 | 337 | 27 | 2 | 326 | 26 | 26 | 17 | 4 | 59 | 12 | 68 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 60 | 366 | 29 | 2 | 354 | 28 | 28 | 18 | 4 | 64 | 13 | 74 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 725 | 1107 | 88 | 715 | 1107 | 88 | 232 | 122 | 19 | 198 | 35 | 107 |
| Arrive On Green | 0.65 | 0.65 | 0.65 | 0.65 | 0.65 | 0.65 | 0.14 | 0.14 | 0.14 | 0.14 | 0.14 | 0.14 |
| Sat Flow, veh/h | 1001 | 1710 | 136 | 989 | 1711 | 135 | 710 | 863 | 137 | 546 | 245 | 760 |
| Grp Volume(v), veh/h | 60 | 0 | 395 | 2 | 0 | 382 | 50 | 0 | 0 | 151 | 0 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1001 | 0 | 1846 | 989 | 0 | 1846 | 1710 | 0 | 0 | 1551 | 0 | 0 |
| Q Serve(g_s), s | 1.2 | 0.0 | 4.1 | 0.0 | 0.0 | 3.9 | 0.0 | 0.0 | 0.0 | 2.9 | 0.0 | 0.0 |
| Cycle Q Clear(g_c), s | 5.1 | 0.0 | 4.1 | 4.1 | 0.0 | 3.9 | 1.0 | 0.0 | 0.0 | 3.9 | 0.0 | 0.0 |
| Prop In Lane | 1.00 | | 0.07 | 1.00 | | 0.07 | 0.56 | | 0.08 | 0.42 | | 0.49 |
| Lane Grp Cap(c), veh/h | 725 | 0 | 1195 | 715 | 0 | 1195 | 373 | 0 | 0 | 339 | 0 | 0 |
| V/C Ratio(X) | 0.08 | 0.00 | 0.33 | 0.00 | 0.00 | 0.32 | 0.13 | 0.00 | 0.00 | 0.44 | 0.00 | 0.00 |
| Avail Cap(c_a), veh/h | 725 | 0 | 1195 | 715 | 0 | 1195 | 988 | 0 | 0 | 963 | 0 | 0 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 |
| Uniform Delay (d), s/veh | 4.5 | 0.0 | 3.4 | 4.3 | 0.0 | 3.3 | 16.1 | 0.0 | 0.0 | 17.3 | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 0.2 | 0.0 | 0.7 | 0.0 | 0.0 | 0.7 | 0.2 | 0.0 | 0.0 | 0.9 | 0.0 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.2 | 0.0 | 0.9 | 0.0 | 0.0 | 0.8 | 0.4 | 0.0 | 0.0 | 1.3 | 0.0 | 0.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 4.7 | 0.0 | 4.1 | 4.3 | 0.0 | 4.0 | 16.3 | 0.0 | 0.0 | 18.2 | 0.0 | 0.0 |
| LnGrp LOS | Α | Α | Α | Α | Α | Α | В | А | Α | В | А | <u> </u> |
| Approach Vol, veh/h | | 455 | | | 384 | | | 50 | | | 151 | |
| Approach Delay, s/veh | | 4.2 | | | 4.0 | | | 16.3 | | | 18.2 | |
| Approach LOS | | А | | | А | | | В | | | В | |
| Timer - Assigned Phs | | 2 | | 4 | | 6 | | 8 | | | | |
| Phs Duration (G+Y+Rc), s | | 10.5 | | 32.0 | | 10.5 | | 32.0 | | | | |
| Change Period (Y+Rc), s | | 4.5 | | 4.5 | | 4.5 | | 4.5 | | | | |
| Max Green Setting (Gmax), s | | 23.5 | | 27.5 | | 23.5 | | 27.5 | | | | |
| Max Q Clear Time (g_c+I1), s | | 3.0 | | 7.1 | | 5.9 | | 6.1 | | | | |
| Green Ext Time (p_c), s | | 0.2 | | 2.7 | | 0.7 | | 2.3 | | | | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 6th Ctrl Delay | | | 6.8 | | | | | | | | | |
| HCM 6th LOS | | | А | | | | | | | | | |

Intersection Int Delay, s/veh 0 Movement EBL EBT WBT WBR SBL SBR Y Lane Configurations đ Þ 400 0 Traffic Vol, veh/h 0 354 0 0 Future Vol, veh/h 0 400 354 0 0 0 Conflicting Peds, #/hr 0 0 0 0 0 0 Sign Control Free Stop Stop Free Free Free RT Channelized -None -None -None Storage Length 0 _ ----Veh in Median Storage, # -0 0 -0 -Grade, % 0 0 0 ---Peak Hour Factor 92 92 92 92 92 92 Heavy Vehicles, % 2 2 2 2 2 2 Mvmt Flow 0 435 385 0 0 0

| Major/Minor | Major1 | N | /lajor2 | | Minor2 | | |
|----------------------|--------|------|---------|-----|--------|-------|--|
| Conflicting Flow All | 385 | 0 | - | 0 | 820 | 385 | |
| Stage 1 | - | - | - | - | 385 | - | |
| Stage 2 | - | - | - | - | 435 | - | |
| Critical Hdwy | 4.12 | - | - | - | 6.42 | 6.22 | |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 | - | |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 | - | |
| Follow-up Hdwy | 2.218 | - | - | - | 3.518 | 3.318 | |
| Pot Cap-1 Maneuver | 1173 | - | - | - | 345 | 663 | |
| Stage 1 | - | - | - | - | 688 | - | |
| Stage 2 | - | - | - | - | 653 | - | |
| Platoon blocked, % | | - | - | - | | | |
| Mov Cap-1 Maneuver | 1173 | - | - | - | 345 | 663 | |
| Mov Cap-2 Maneuver | - | - | - | - | 345 | - | |
| Stage 1 | - | - | - | - | 688 | - | |
| Stage 2 | - | - | - | - | 653 | - | |
| | | | | | | | |
| Approach | EB | | WB | | SB | | |
| HCM Control Delay, s | 0 | | 0 | | 0 | | |
| HCM LOS | | | | | А | | |
| | | | | | | | |
| Minor Lane/Major Mvr | nt | EBL | EBT | WBT | WBR | SBLn1 | |
| Capacity (veh/h) | | 1173 | - | - | - | - | |
| HCM Lane V/C Ratio | | - | - | - | - | - | |
| HCM Control Delay (s | ;) | 0 | - | - | - | 0 | |
| HCM Lane LOS | / | A | - | - | - | A | |
| HCM 95th %tile Q(vel | ר) | 0 | - | - | - | - | |

| 0 | | | | | |
|------|--|--|---|---|---|
| EBL | EBT | WBT | WBR | SBL | SBR |
| | - କୀ | - î÷ | | ۰¥ | |
| 0 | 400 | 354 | 0 | 0 | 0 |
| 0 | 400 | 354 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| Free | Free | Free | Free | Stop | Stop |
| - | None | - | None | - | None |
| - | - | - | - | 0 | - |
| ,# - | 0 | 0 | - | 0 | - |
| - | 0 | 0 | - | 0 | - |
| 92 | 92 | 92 | 92 | 92 | 92 |
| 2 | 2 | 2 | 2 | 2 | 2 |
| 0 | 435 | 385 | 0 | 0 | 0 |
| | 0 EBL 0 0 Free - - - - - - - - - - - - - - - - - - | 0 EBL EBT 4 0 400 0 400 0 400 0 0 Free Free Free Free 0 0 0 0 0 2 0 2 2 0 435 | 0 EBL EBT WBT ↓ 0 400 354 0 400 354 0 400 354 0 0 0 Free Free Free ↓ 1 0 0 Free - None - ↓ ↓ 0 0 0 0 2 2 2 2 2 0 435 385 | 0 WBT WBR EBL EBT WBT WBR | 0 WBT WBR SBL EBL EBT WBT WBR SBL ↑ ↑ ↑ ↑ 0 400 354 0 0 0 400 354 0 0 0 400 354 0 0 0 0 0 0 0 0 0 0 0 0 Free Free Free Step 1 - None - 0 0 - - 0 0 0 0 0 - # 0 0 0 - 0 0 - 0 0 - 0 0 - 0 0 - 0 </td |

| Major/Minor | Major1 | Ν | /lajor2 | I | Minor2 | | |
|----------------------|--------|------|---------|-----|--------|-------|--|
| Conflicting Flow All | 385 | 0 | - | 0 | 820 | 385 | |
| Stage 1 | - | - | - | - | 385 | - | |
| Stage 2 | - | - | - | - | 435 | - | |
| Critical Hdwy | 4.12 | - | - | - | 6.42 | 6.22 | |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 | - | |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 | - | |
| Follow-up Hdwy | 2.218 | - | - | - | 3.518 | 3.318 | |
| Pot Cap-1 Maneuver | 1173 | - | - | - | 345 | 663 | |
| Stage 1 | - | - | - | - | 688 | - | |
| Stage 2 | - | - | - | - | 653 | - | |
| Platoon blocked, % | | - | - | - | | | |
| Mov Cap-1 Maneuver | 1173 | - | - | - | 345 | 663 | |
| Mov Cap-2 Maneuver | - | - | - | - | 345 | - | |
| Stage 1 | - | - | - | - | 688 | - | |
| Stage 2 | - | - | - | - | 653 | - | |
| | | | | | | | |
| Approach | EB | | WB | | SB | | |
| HCM Control Delay, s | 0 | | 0 | | 0 | | |
| HCM LOS | | | | | А | | |
| | | | | | | | |
| Minor Lane/Major Mvr | nt | EBL | EBT | WBT | WBR | SBLn1 | |
| Capacity (veh/h) | | 1173 | - | - | - | - | |
| HCM Lane V/C Ratio | | - | - | - | - | - | |
| HCM Control Delay (s | ;) | 0 | - | - | - | 0 | |
| HCM Lane LOS | | А | - | - | - | А | |
| HCM 95th %tile Q(ver | า) | 0 | - | - | - | - | |

1.7

11/02/2023

Intersection

Int Delay, s/veh

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | 4 | | | 4 | | | 4 | | | 4 | |
| Traffic Vol, veh/h | 5 | 388 | 7 | 32 | 336 | 9 | 10 | 3 | 15 | 21 | 7 | 8 |
| Future Vol, veh/h | 5 | 388 | 7 | 32 | 336 | 9 | 10 | 3 | 15 | 21 | 7 | 8 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, | # - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 5 | 422 | 8 | 35 | 365 | 10 | 11 | 3 | 16 | 23 | 8 | 9 |

| Major/Minor | Major1 | | Major2 | | Mir | nor1 | | l | Minor2 | | | |
|----------------------|--------|---|---------|---|------|------|-------|-------|--------|-------|-------|--|
| Conflicting Flow All | 375 | 0 | 0 430 | 0 | 0 | 885 | 881 | 426 | 886 | 880 | 370 | |
| Stage 1 | - | - | | - | - | 436 | 436 | - | 440 | 440 | - | |
| Stage 2 | - | - | | - | - | 449 | 445 | - | 446 | 440 | - | |
| Critical Hdwy | 4.12 | - | - 4.12 | - | - 7 | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 | |
| Critical Hdwy Stg 1 | - | - | | - | - 6 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | |
| Critical Hdwy Stg 2 | - | - | | - | - 6 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | |
| Follow-up Hdwy | 2.218 | - | - 2.218 | - | - 3. | 518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 | |
| Pot Cap-1 Maneuver | 1183 | - | - 1129 | - | - | 266 | 285 | 628 | 265 | 286 | 676 | |
| Stage 1 | - | - | | - | - | 599 | 580 | - | 596 | 578 | - | |
| Stage 2 | - | - | | - | - | 589 | 575 | - | 591 | 578 | - | |
| Platoon blocked, % | | - | - | - | - | | | | | | | |
| Mov Cap-1 Maneuver | 1183 | - | - 1129 | - | - | 248 | 272 | 628 | 247 | 273 | 676 | |
| Mov Cap-2 Maneuver | - | - | | - | - | 248 | 272 | - | 247 | 273 | - | |
| Stage 1 | - | - | | - | - | 595 | 577 | - | 592 | 555 | - | |
| Stage 2 | - | - | | - | - | 551 | 553 | - | 569 | 575 | - | |
| | | | | | | | | | | | | |
| Approach | EB | | WB | | | NB | | | SB | | | |
| HCM Control Delay, s | 0.1 | | 0.7 | | 1 | 15.5 | | | 19.1 | | | |
| HCM LOS | | | | | | С | | | С | | | |

| Minor Lane/Maior Mymt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|----------|-------|-----|------|-------|-----|-----|--------|
| | TIDE!!!! | 202 | 201 | LDIX | | | | OBEIII |
| Capacity (veh/h) | 372 | 1183 | - | - | 1129 | - | - | 294 |
| HCM Lane V/C Ratio | 0.082 | 0.005 | - | - | 0.031 | - | - | 0.133 |
| HCM Control Delay (s) | 15.5 | 8.1 | 0 | - | 8.3 | 0 | - | 19.1 |
| HCM Lane LOS | С | А | А | - | А | А | - | С |
| HCM 95th %tile Q(veh) | 0.3 | 0 | - | - | 0.1 | - | - | 0.5 |

HCM 6th Signalized Intersection Summary 27: Olinger Blvd/Blake Rd & Vernon Ave

| 11/02/2023 | 1 | 1/(|)2/ | 20 |)23 |
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|------------------------------|------|------|--------------------|------|------|------|------|------|------|------|------|----------|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | ሻ | ¢Î, | | ۲. | ţ, | | | 4 | | | 4 | |
| Traffic Volume (veh/h) | 55 | 338 | 27 | 2 | 326 | 26 | 26 | 17 | 4 | 59 | 12 | 68 |
| Future Volume (veh/h) | 55 | 338 | 27 | 2 | 326 | 26 | 26 | 17 | 4 | 59 | 12 | 68 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 60 | 367 | 29 | 2 | 354 | 28 | 28 | 18 | 4 | 64 | 13 | 74 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 725 | 1107 | 87 | 714 | 1107 | 88 | 232 | 122 | 19 | 198 | 35 | 107 |
| Arrive On Green | 0.65 | 0.65 | 0.65 | 0.65 | 0.65 | 0.65 | 0.14 | 0.14 | 0.14 | 0.14 | 0.14 | 0.14 |
| Sat Flow, veh/h | 1001 | 1711 | 135 | 988 | 1711 | 135 | 710 | 863 | 137 | 546 | 245 | 760 |
| Grp Volume(v), veh/h | 60 | 0 | 396 | 2 | 0 | 382 | 50 | 0 | 0 | 151 | 0 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1001 | 0 | 1846 | 988 | 0 | 1846 | 1710 | 0 | 0 | 1551 | 0 | 0 |
| Q Serve(g_s), s | 1.2 | 0.0 | 4.1 | 0.0 | 0.0 | 3.9 | 0.0 | 0.0 | 0.0 | 2.9 | 0.0 | 0.0 |
| Cycle Q Clear(g_c), s | 5.1 | 0.0 | 4.1 | 4.1 | 0.0 | 3.9 | 1.0 | 0.0 | 0.0 | 3.9 | 0.0 | 0.0 |
| Prop In Lane | 1.00 | | 0.07 | 1.00 | | 0.07 | 0.56 | | 0.08 | 0.42 | | 0.49 |
| Lane Grp Cap(c), veh/h | 725 | 0 | 1195 | 714 | 0 | 1195 | 373 | 0 | 0 | 339 | 0 | 0 |
| V/C Ratio(X) | 0.08 | 0.00 | 0.33 | 0.00 | 0.00 | 0.32 | 0.13 | 0.00 | 0.00 | 0.44 | 0.00 | 0.00 |
| Avail Cap(c_a), veh/h | 725 | 0 | 1195 | 714 | 0 | 1195 | 988 | 0 | 0 | 963 | 0 | 0 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 |
| Uniform Delay (d), s/veh | 4.5 | 0.0 | 3.4 | 4.3 | 0.0 | 3.3 | 16.1 | 0.0 | 0.0 | 17.3 | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 0.2 | 0.0 | 0.7 | 0.0 | 0.0 | 0.7 | 0.2 | 0.0 | 0.0 | 0.9 | 0.0 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/In | 0.2 | 0.0 | 0.9 | 0.0 | 0.0 | 0.8 | 0.4 | 0.0 | 0.0 | 1.3 | 0.0 | 0.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 4.7 | 0.0 | 4.1 | 4.3 | 0.0 | 4.0 | 16.3 | 0.0 | 0.0 | 18.2 | 0.0 | 0.0 |
| LnGrp LOS | Α | Α | Α | Α | Α | Α | В | Α | Α | В | Α | <u> </u> |
| Approach Vol, veh/h | | 456 | | | 384 | | | 50 | | | 151 | |
| Approach Delay, s/veh | | 4.2 | | | 4.0 | | | 16.3 | | | 18.2 | |
| Approach LOS | | А | | | А | | | В | | | В | |
| Timer - Assigned Phs | | 2 | | 4 | | 6 | | 8 | | | | |
| Phs Duration (G+Y+Rc), s | | 10.5 | | 32.0 | | 10.5 | | 32.0 | | | | |
| Change Period (Y+Rc), s | | 4.5 | | 4.5 | | 4.5 | | 4.5 | | | | |
| Max Green Setting (Gmax), s | | 23.5 | | 27.5 | | 23.5 | | 27.5 | | | | |
| Max Q Clear Time (g_c+I1), s | | 3.0 | | 7.1 | | 5.9 | | 6.1 | | | | |
| Green Ext Time (p_c), s | | 0.2 | | 2.7 | | 0.7 | | 2.3 | | | | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 6th Ctrl Delay | | | 6.7 | | | | | | | | | |
| HCM 6th LOS | | | Α | | | | | | | | | |

| 0 | | | | | |
|------|---|---|--|--|---|
| EBL | EBT | WBT | WBR | SBL | SBR |
| | - सी | - î÷ | | ۰¥ | |
| 0 | 401 | 354 | 0 | 1 | 0 |
| 0 | 401 | 354 | 0 | 1 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| Free | Free | Free | Free | Stop | Stop |
| - | None | - | None | - | None |
| - | - | - | - | 0 | - |
| ,# - | 0 | 0 | - | 0 | - |
| - | 0 | 0 | - | 0 | - |
| 92 | 92 | 92 | 92 | 92 | 92 |
| 2 | 2 | 2 | 2 | 2 | 2 |
| 0 | 436 | 385 | 0 | 1 | 0 |
| | 0 EBL 0 0 Free - - - ,# - 92 2 0 | 0 EBL EBT 0 401 0 401 0 401 0 7 Free Free - None - None - 0 92 92 2 2 0 436 | 0 EBL EBT WBT ↓ 0 401 354 0 401 354 0 401 354 0 0 0 Free Free Free - None - ,# - 0 0 0 92 92 92 2 2 2 0 436 385 | 0 WBT WBR EBL EBT WBT WBR • • • • 0 401 354 0 0 401 354 0 0 401 354 0 0 0 0 0 Free Free Free Free · • • None · • • • · • • • · • • • · • • • · • • • · • • • · • • • · • • • • · • • • • · • • • • · • • • • · • | 0 WBT WBR SBL EBL EBT WBT WBR SBL 1 1 1 1 0 401 354 0 1 0 401 354 0 1 0 401 354 0 1 0 0 0 0 1 0 None Free Free Stop - None None - 0 - 0 0 - 0 0 # 0 0 0 - 0 # 0 0 0 - 0 # 0 0 0 - 0 # 0 0 - 0 0 # 0 0 - 0 0 # 0 0 - 0 0 # 0 0 |

| Major/Minor | Major1 | Ν | 1ajor2 | | Minor2 | | |
|----------------------|--------|------|--------|-----|--------|-------|--|
| Conflicting Flow All | 385 | 0 | - | 0 | 821 | 385 | |
| Stage 1 | - | - | - | - | 385 | - | |
| Stage 2 | - | - | - | - | 436 | - | |
| Critical Hdwy | 4.12 | - | - | - | 6.42 | 6.22 | |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 | - | |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 | - | |
| Follow-up Hdwy | 2.218 | - | - | - | 3.518 | 3.318 | |
| Pot Cap-1 Maneuver | 1173 | - | - | - | 344 | 663 | |
| Stage 1 | - | - | - | - | 688 | - | |
| Stage 2 | - | - | - | - | 652 | - | |
| Platoon blocked, % | | - | - | - | | | |
| Mov Cap-1 Maneuver | 1173 | - | - | - | 344 | 663 | |
| Mov Cap-2 Maneuver | - | - | - | - | 344 | - | |
| Stage 1 | - | - | - | - | 688 | - | |
| Stage 2 | - | - | - | - | 652 | - | |
| | | | | | | | |
| Approach | EB | | WB | | SB | | |
| HCM Control Delay, s | 0 | | 0 | | 15.5 | | |
| HCM LOS | | | | | С | | |
| | | | | | | | |
| Minor Lane/Major Mvr | nt | EBL | EBT | WBT | WBR | SBLn1 | |
| Capacity (veh/h) | | 1173 | - | - | - | 344 | |
| HCM Lane V/C Ratio | | - | - | - | - | 0.003 | |
| HCM Control Delay (s |) | 0 | - | - | - | 15.5 | |
| HCM Lane LOS | | A | - | - | - | С | |
| HCM 95th %tile Q(veh | ı) | 0 | - | - | - | 0 | |

| 0 | | | | | |
|------|---|---|--|---|--|
| EBL | EBT | WBT | WBR | SBL | SBR |
| | - सी | 4 | | ۰¥ | |
| 1 | 401 | 354 | 2 | 0 | 0 |
| 1 | 401 | 354 | 2 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| Free | Free | Free | Free | Stop | Stop |
| - | None | - | None | - | None |
| - | - | - | - | 0 | - |
| ,# - | 0 | 0 | - | 0 | - |
| - | 0 | 0 | - | 0 | - |
| 92 | 92 | 92 | 92 | 92 | 92 |
| 2 | 2 | 2 | 2 | 2 | 2 |
| 1 | 436 | 385 | 2 | 0 | 0 |
| | 0 EBL 1 1 0 Free - - - - - - - - - - - - - - - - - - | 0 EBL EBT 1 401 1 401 0 0 Free Free - None - None - 0 # - 0 92 92 2 2 1 436 | 0 EBL EBT WBT ↑ 1 401 354 1 401 354 1 401 354 0 0 0 Free Free Free - None - ,# - 0 0 0 92 92 92 2 2 2 1 436 385 | 0 WBT WBR EBL EBT WBT WBR 1 401 354 2 1 401 354 2 1 401 354 2 0 0 0 0 Free Free Free Free None - None - . - - - . 0 0 0 - . 0 0 - - . 0 0 - - . 0 0 - - . 0 0 - - . 0 0 - - . 0 0 - - . 0 0 - - . 0 0 - - . 0 0 - - . <td>0 WBT WBR SBL EBL EBT WBT WBR SBL 1 401 354 2 0 1 401 354 2 0 1 401 354 2 0 0 0 0 0 0 Free Free Free Step - None - 0 - 0 0 0 - - 0 0 0 0 # 0 0 0 0 # 0 0 0 0 # 0 0 0 0 0 # 0 0 0 0 0 0 # 0 0 0 0 0 0 0 # 0 0 2 2 2 2 2 # 0 385</td> | 0 WBT WBR SBL EBL EBT WBT WBR SBL 1 401 354 2 0 1 401 354 2 0 1 401 354 2 0 0 0 0 0 0 Free Free Free Step - None - 0 - 0 0 0 - - 0 0 0 0 # 0 0 0 0 # 0 0 0 0 # 0 0 0 0 0 # 0 0 0 0 0 0 # 0 0 0 0 0 0 0 # 0 0 2 2 2 2 2 # 0 385 |

| Major/Minor | Major1 | Ν | /lajor2 | l | Minor2 | | |
|----------------------|--------|-------|---------|-----|--------|-------|--|
| Conflicting Flow All | 387 | 0 | - | 0 | 824 | 386 | |
| Stage 1 | - | - | - | - | 386 | - | |
| Stage 2 | - | - | - | - | 438 | - | |
| Critical Hdwy | 4.12 | - | - | - | 6.42 | 6.22 | |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 | - | |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 | - | |
| Follow-up Hdwy | 2.218 | - | - | - | 3.518 | 3.318 | |
| Pot Cap-1 Maneuver | 1171 | - | - | - | 343 | 662 | |
| Stage 1 | - | - | - | - | 687 | - | |
| Stage 2 | - | - | - | - | 651 | - | |
| Platoon blocked, % | | - | - | - | | | |
| Mov Cap-1 Maneuver | 1171 | - | - | - | 343 | 662 | |
| Mov Cap-2 Maneuver | - | - | - | - | 343 | - | |
| Stage 1 | - | - | - | - | 686 | - | |
| Stage 2 | - | - | - | - | 651 | - | |
| | | | | | | | |
| Approach | EB | | WB | | SB | | |
| HCM Control Delay, s | 0 | | 0 | | 0 | | |
| HCM LOS | | | | | А | | |
| | | | | | | | |
| Minor Lane/Major Mvr | nt | EBL | EBT | WBT | WBR | SBLn1 | |
| Capacity (veh/h) | | 1171 | - | - | - | - | |
| HCM Lane V/C Ratio | | 0.001 | - | - | - | - | |
| HCM Control Delay (s | ;) | 8.1 | 0 | - | - | 0 | |
| HCM Lane LOS | | А | А | - | - | А | |
| HCM 95th %tile Q(veh | ר) | 0 | - | - | - | - | |

1.7

11/02/2023

Intersection

Int Delay, s/veh

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|--------------------------|------------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | 4 | | | 4 | | | 4 | | | 4 | |
| Traffic Vol, veh/h | 5 | 389 | 7 | 32 | 338 | 9 | 10 | 3 | 15 | 21 | 7 | 8 |
| Future Vol, veh/h | 5 | 389 | 7 | 32 | 338 | 9 | 10 | 3 | 15 | 21 | 7 | 8 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | # - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 5 | 423 | 8 | 35 | 367 | 10 | 11 | 3 | 16 | 23 | 8 | 9 |

| Major/Minor | Major1 | | Maj | or2 | | I | Minor1 | | | Minor2 | | | |
|----------------------|--------|---|-------|-----|---|---|--------|-------|-------|--------|-------|-------|--|
| Conflicting Flow All | 377 | 0 | 0 4 | 431 | 0 | 0 | 888 | 884 | 427 | 889 | 883 | 372 | |
| Stage 1 | - | - | - | - | - | - | 437 | 437 | - | 442 | 442 | - | |
| Stage 2 | - | - | - | - | - | - | 451 | 447 | - | 447 | 441 | - | |
| Critical Hdwy | 4.12 | - | - 4 | .12 | - | - | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 | |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.12 | 5.52 | - | |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.12 | 5.52 | - | |
| Follow-up Hdwy | 2.218 | - | - 2.2 | 218 | - | - | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 | |
| Pot Cap-1 Maneuver | 1181 | - | - 1 | 129 | - | - | 264 | 284 | 628 | 264 | 285 | 674 | |
| Stage 1 | - | - | - | - | - | - | 598 | 579 | - | 594 | 576 | - | |
| Stage 2 | - | - | - | - | - | - | 588 | 573 | - | 591 | 577 | - | |
| Platoon blocked, % | | - | - | | - | - | | | | | | | |
| Mov Cap-1 Maneuver | 1181 | - | - 1 | 129 | - | - | 246 | 271 | 628 | 246 | 272 | 674 | |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 246 | 271 | - | 246 | 272 | - | |
| Stage 1 | - | - | - | - | - | - | 594 | 576 | - | 590 | 554 | - | |
| Stage 2 | - | - | - | - | - | - | 550 | 551 | - | 569 | 574 | - | |
| | | | | | | | | | | | | | |
| Approach | EB | | 1 | WB | | | NB | | | SB | | | |
| HCM Control Delay, s | 0.1 | | | 0.7 | | | 15.6 | | | 19.2 | | | |
| HCM LOS | | | | | | | С | | | С | | | |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h) | 370 | 1181 | - | - | 1129 | - | - | 293 |
| HCM Lane V/C Ratio | 0.082 | 0.005 | - | - | 0.031 | - | - | 0.134 |
| HCM Control Delay (s) | 15.6 | 8.1 | 0 | - | 8.3 | 0 | - | 19.2 |
| HCM Lane LOS | С | А | А | - | А | А | - | С |
| HCM 95th %tile Q(veh) | 0.3 | 0 | - | - | 0.1 | - | - | 0.5 |

HCM 6th Signalized Intersection Summary 27: Olinger Blvd/Blake Rd & Vernon Ave

| 11/02/2023 | 1 | 1/(|)2/ | 20 |)23 |
|------------|---|-----|-----|----|-----|
|------------|---|-----|-----|----|-----|

| | ≯ | → | $\mathbf{\hat{z}}$ | 4 | + | × | 1 | 1 | ۲ | 1 | Ļ | ~ |
|------------------------------|------|------|--------------------|------|------|------|------|------|------|------|------|----------|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | ሻ | f, | | ۲. | ţ, | | | 4 | | | 4 | |
| Traffic Volume (veh/h) | 70 | 665 | 37 | 31 | 254 | 44 | 16 | 28 | 4 | 43 | 34 | 52 |
| Future Volume (veh/h) | 70 | 665 | 37 | 31 | 254 | 44 | 16 | 28 | 4 | 43 | 34 | 52 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 76 | 723 | 40 | 34 | 276 | 48 | 17 | 30 | 4 | 47 | 37 | 57 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 784 | 1150 | 64 | 462 | 1016 | 177 | 161 | 165 | 18 | 170 | 69 | 85 |
| Arrive On Green | 0.65 | 0.65 | 0.65 | 0.65 | 0.65 | 0.65 | 0.13 | 0.13 | 0.13 | 0.13 | 0.13 | 0.13 |
| Sat Flow, veh/h | 1056 | 1756 | 97 | 704 | 1552 | 270 | 359 | 1261 | 138 | 423 | 531 | 647 |
| Grp Volume(v), veh/h | 76 | 0 | 763 | 34 | 0 | 324 | 51 | 0 | 0 | 141 | 0 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1056 | 0 | 1853 | 704 | 0 | 1822 | 1758 | 0 | 0 | 1601 | 0 | 0 |
| Q Serve(g_s), s | 1.4 | 0.0 | 10.1 | 1.3 | 0.0 | 3.1 | 0.0 | 0.0 | 0.0 | 2.4 | 0.0 | 0.0 |
| Cycle Q Clear(g_c), s | 4.5 | 0.0 | 10.1 | 11.4 | 0.0 | 3.1 | 1.0 | 0.0 | 0.0 | 3.5 | 0.0 | 0.0 |
| Prop In Lane | 1.00 | | 0.05 | 1.00 | | 0.15 | 0.33 | | 0.08 | 0.33 | | 0.40 |
| Lane Grp Cap(c), veh/h | 784 | 0 | 1213 | 462 | 0 | 1193 | 344 | 0 | 0 | 324 | 0 | 0 |
| V/C Ratio(X) | 0.10 | 0.00 | 0.63 | 0.07 | 0.00 | 0.27 | 0.15 | 0.00 | 0.00 | 0.44 | 0.00 | 0.00 |
| Avail Cap(c_a), veh/h | 784 | 0 | 1213 | 462 | 0 | 1193 | 1036 | 0 | 0 | 996 | 0 | 0 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 |
| Uniform Delay (d), s/veh | 4.0 | 0.0 | 4.3 | 7.6 | 0.0 | 3.0 | 16.3 | 0.0 | 0.0 | 17.3 | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 0.2 | 0.0 | 2.5 | 0.3 | 0.0 | 0.6 | 0.2 | 0.0 | 0.0 | 0.9 | 0.0 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.2 | 0.0 | 2.3 | 0.2 | 0.0 | 0.6 | 0.4 | 0.0 | 0.0 | 1.2 | 0.0 | 0.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 4.2 | 0.0 | 6.7 | 7.9 | 0.0 | 3.6 | 16.5 | 0.0 | 0.0 | 18.3 | 0.0 | 0.0 |
| LnGrp LOS | Α | Α | Α | Α | Α | Α | В | Α | Α | В | Α | <u> </u> |
| Approach Vol, veh/h | | 839 | | | 358 | | | 51 | | | 141 | |
| Approach Delay, s/veh | | 6.5 | | | 4.0 | | | 16.5 | | | 18.3 | |
| Approach LOS | | А | | | А | | | В | | | В | |
| Timer - Assigned Phs | | 2 | | 4 | | 6 | | 8 | | | | |
| Phs Duration (G+Y+Rc), s | | 10.0 | | 32.0 | | 10.0 | | 32.0 | | | | |
| Change Period (Y+Rc), s | | 4.5 | | 4.5 | | 4.5 | | 4.5 | | | | |
| Max Green Setting (Gmax), s | | 23.5 | | 27.5 | | 23.5 | | 27.5 | | | | |
| Max Q Clear Time (g_c+I1), s | | 3.0 | | 12.1 | | 5.5 | | 13.4 | | | | |
| Green Ext Time (p_c), s | | 0.2 | | 5.3 | | 0.7 | | 1.9 | | | | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 6th Ctrl Delay | | | 7.4 | | | | | | | | | |
| HCM 6th LOS | | | Α | | | | | | | | | |

| 11/02/2023 |
|------------|
|------------|

| Intersection | | | | | | |
|------------------------|------|----------------|------|------|------|------|
| Int Delay, s/veh | 0 | | | | | |
| | | | | | | |
| Movement | EBL | EBT | WBI | WBR | SBL | SBR |
| Lane Configurations | | - 4 | - î> | | ۰¥ | |
| Traffic Vol, veh/h | 0 | 712 | 301 | 0 | 0 | 0 |
| Future Vol, veh/h | 0 | 712 | 301 | 0 | 0 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, | # - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mymt Flow | 0 | 774 | 327 | 0 | 0 | 0 |
| | U | 114 | 521 | U | U | U |

| Major/Minor | Major1 | Ν | 1ajor2 | | Minor2 | | |
|----------------------|--------|------|--------|-----|--------|-------|--|
| Conflicting Flow All | 327 | 0 | - | 0 | 1101 | 327 | |
| Stage 1 | - | - | - | - | 327 | - | |
| Stage 2 | - | - | - | - | 774 | - | |
| Critical Hdwy | 4.12 | - | - | - | 6.42 | 6.22 | |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 | - | |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 | - | |
| Follow-up Hdwy | 2.218 | - | - | - | 3.518 | 3.318 | |
| Pot Cap-1 Maneuver | 1233 | - | - | - | 235 | 714 | |
| Stage 1 | - | - | - | - | 731 | - | |
| Stage 2 | - | - | - | - | 455 | - | |
| Platoon blocked, % | | - | - | - | | | |
| Mov Cap-1 Maneuver | 1233 | - | - | - | 235 | 714 | |
| Mov Cap-2 Maneuver | - | - | - | - | 235 | - | |
| Stage 1 | - | - | - | - | 731 | - | |
| Stage 2 | - | - | - | - | 455 | - | |
| | | | | | | | |
| Approach | EB | | WB | | SB | | |
| HCM Control Delay, s | 0 | | 0 | | 0 | | |
| HCM LOS | | | | | А | | |
| | | | | | | | |
| Minor Lane/Major Mvr | nt | EBL | EBT | WBT | WBR | SBLn1 | |
| Capacity (veh/h) | | 1233 | - | - | - | - | |
| HCM Lane V/C Ratio | | - | - | - | - | - | |
| HCM Control Delay (s |) | 0 | - | - | - | 0 | |
| HCM Lane LOS | | A | - | - | - | A | |
| HCM 95th %tile Q(veh | ı) | 0 | - | - | - | - | |

| Intersection | | | | | | |
|------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0 | | | | | |
| | | | | | | |
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
| Lane Configurations | | ्र | - î> | | ۰¥ | |
| Traffic Vol, veh/h | 0 | 712 | 301 | 0 | 0 | 0 |
| Future Vol, veh/h | 0 | 712 | 301 | 0 | 0 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, | ,# - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mymt Flow | 0 | 774 | 327 | 0 | 0 | 0 |
| | • | | | • | • | • |

| Major/Minor | Major1 | Ν | 1ajor2 | | Minor2 | | |
|----------------------|--------|------|--------|-----|--------|-------|--|
| Conflicting Flow All | 327 | 0 | - | 0 | 1101 | 327 | |
| Stage 1 | - | - | - | - | 327 | - | |
| Stage 2 | - | - | - | - | 774 | - | |
| Critical Hdwy | 4.12 | - | - | - | 6.42 | 6.22 | |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 | - | |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 | - | |
| Follow-up Hdwy | 2.218 | - | - | - | 3.518 | 3.318 | |
| Pot Cap-1 Maneuver | 1233 | - | - | - | 235 | 714 | |
| Stage 1 | - | - | - | - | 731 | - | |
| Stage 2 | - | - | - | - | 455 | - | |
| Platoon blocked, % | | - | - | - | | | |
| Mov Cap-1 Maneuver | 1233 | - | - | - | 235 | 714 | |
| Mov Cap-2 Maneuver | - | - | - | - | 235 | - | |
| Stage 1 | - | - | - | - | 731 | - | |
| Stage 2 | - | - | - | - | 455 | - | |
| | | | | | | | |
| Approach | EB | | WB | | SB | | |
| HCM Control Delay, s | 0 | | 0 | | 0 | | |
| HCM LOS | | | | | А | | |
| | | | | | | | |
| Minor Lane/Major Mvr | nt | EBL | EBT | WBT | WBR | SBLn1 | |
| Capacity (veh/h) | | 1233 | - | - | - | - | |
| HCM Lane V/C Ratio | | - | - | - | - | - | |
| HCM Control Delay (s |) | 0 | - | - | - | 0 | |
| HCM Lane LOS | | Α | - | - | - | Α | |
| HCM 95th %tile Q(veh | ı) | 0 | - | - | - | - | |

1

Intersection

Int Delay, s/veh

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | \$ | | | \$ | | | \$ | | | \$ | |
| Traffic Vol, veh/h | 5 | 695 | 12 | 27 | 293 | 19 | 8 | 2 | 12 | 8 | 2 | 0 |
| Future Vol, veh/h | 5 | 695 | 12 | 27 | 293 | 19 | 8 | 2 | 12 | 8 | 2 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, | 4 - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 5 | 755 | 13 | 29 | 318 | 21 | 9 | 2 | 13 | 9 | 2 | 0 |

| Major1 | | M | ajor2 | | | Minor1 | | | Minor2 | | | |
|--------|---|--|---|---|---|---|---|---|---|--|--|---|
| 339 | 0 | 0 | 768 | 0 | 0 | 1160 | 1169 | 762 | 1166 | 1165 | 329 | |
| - | - | - | - | - | - | 772 | 772 | - | 387 | 387 | - | |
| - | - | - | - | - | - | 388 | 397 | - | 779 | 778 | - | |
| 4.12 | - | - | 4.12 | - | - | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 | |
| - | - | - | - | - | - | 6.12 | 5.52 | - | 6.12 | 5.52 | - | |
| - | - | - | - | - | - | 6.12 | 5.52 | - | 6.12 | 5.52 | - | |
| 2.218 | - | - 2 | 2.218 | - | - | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 | |
| 1220 | - | - | 846 | - | - | 172 | 193 | 405 | 171 | 194 | 712 | |
| - | - | - | - | - | - | 392 | 409 | - | 637 | 610 | - | |
| - | - | - | - | - | - | 636 | 603 | - | 389 | 407 | - | |
| | - | - | | - | - | | | | | | | |
| 1220 | - | - | 846 | - | - | 164 | 184 | 405 | 158 | 184 | 712 | |
| - | - | - | - | - | - | 164 | 184 | - | 158 | 184 | - | |
| - | - | - | - | - | - | 389 | 406 | - | 633 | 584 | - | |
| - | - | - | - | - | - | 607 | 578 | - | 372 | 404 | - | |
| | | | | | | | | | | | | |
| EB | | | WB | | | NB | | | SB | | | |
| 0.1 | | | 0.7 | | | 21.2 | | | 28.7 | | | |
| | | | | | | С | | | D | | | |
| | Major1 339 - 4.12 - 2.218 1220 - 1220 - - - EB 0.1 | Major1 339 0 4.12 - 2.218 - 1220 - 1220 - 1220 - 1220 - 1220 - | Major1 M 339 0 0 - - - - - - 4.12 - - - - - 2.218 - - - - - 1220 - - - - - 1220 - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - | Major1 Major2 339 0 0 768 - - - - - - - - 4.12 - - 4.12 - - - - 4.12 - - 4.12 - - - - 2.218 - - - 1220 - - 846 - - - - 1220 - - 846 - - - - 1220 - - 846 - - - - - - - - - - - - - - - - - - - - - - - - - - - - <tr tr=""> - -</tr> | Major1 Major2 339 0 0 768 0 - - - - - - - - - - 4.12 - 4.12 - - - 4.12 - - - 4.12 - - - - - 2.218 - 2.218 - 1220 - 846 - - - - - 1220 - 846 - - - - - 1220 - 846 - - - - - - 1220 - 846 - - - - - - - - - - - - - - - - - - - - | Major1 Major2 Major2 339 0 0 768 0 0 - - - - - - - - - - - - - - - 4.12 - | Major1 Major2 Minor1 339 0 0 768 0 0 1160 - - - - - 772 - - - - 772 - - - - 772 - - - - 772 - - - - 388 4.12 - - 4.12 - 7.12 - - 4.12 - - 7.12 - - 4.12 - - 7.12 - - - 6.12 2.218 - 3.518 1220 - - 846 - 172 - - - - 392 1220 - 846 - 164 - - - 389 - - - - - 607 | Major1 Major2 Minor1 339 0 0 768 0 0 1160 1169 - - - - 772 772 - - - - 772 772 - - - - 388 397 4.12 - - 7.12 6.52 - - - 6.12 5.52 - - - 6.12 5.52 2.218 - 2.218 - 3.518 4.018 1220 - - 846 - 172 193 - - - - 392 409 - - - - 636 603 - - - - 164 184 - - - - 389 406 - - - - 607 578 Major1 0.7 21.2 - - <tr tbold=""> - -</tr> | Major1 Major2 Minor1 I 339 0 0 768 0 0 1160 1169 762 - - - - 772 772 - - - - - 772 772 - - - - - 388 397 - 4.12 - - 1.12 - - 7.12 6.52 6.22 - - - 6.12 5.52 - - 2.218 - 3.518 4.018 3.318 1220 - - 846 - 172 193 405 - - - - 392 409 - 1220 - - 846 - 164 184 405 - - - - 389 406 - - - - - - <t< td=""><td>Major1 Major2 Minor1 Minor2 339 0 0 768 0 0 1160 1169 762 1166 - - - - 772 772 - 387 - - - - 772 772 - 387 - - - - 388 397 - 779 4.12 - - 7.12 6.52 6.22 7.12 - - - - 6.12 5.52 - 6.12 2.218 - - 2.218 - 5.58 4.018 3.318 3.518 1220 - - 846 - 172 193 405 158 - - - - 636 603 - 389 - - - - 164 184 405 158 - -</td><td>Major1 Major2 Minor1 Minor2 339 0 0 768 0 0 1160 1169 762 1166 1165 - - - - 772 772 - 387 387 - - - - 772 772 - 387 387 - - - - 388 397 - 779 778 4.12 - - 4.12 - - 7.12 6.52 6.22 7.12 6.52 - - - 6.12 5.52 - 6.12 5.52 2.218 - 2.218 - 3.518 4.018 3.318 3.518 4.018 1220 - 846 - 172 193 405 158 184 - - - 636 603 - 389 407 1220 -</td><td>Major1 Major2 Minor1 Minor2 339 0 0 768 0 1160 1169 762 1166 1165 329 - - - - 772 772 - 387 387 - - - - - 772 772 - 387 387 - 4.12 - - 7.12 6.52 6.22 7.12 6.52 6.22 - - - - 6.12 5.52 - 6.12 5.52 - - - - - 6.12 5.52 - 6.12 5.52 - 2.218 - 2.218 - 3.518 4.018 3.318 3.518 4.018 3.318 1220 - 846 - 172 193 405 158 184 712 - - - 636 603 389</td></t<> | Major1 Major2 Minor1 Minor2 339 0 0 768 0 0 1160 1169 762 1166 - - - - 772 772 - 387 - - - - 772 772 - 387 - - - - 388 397 - 779 4.12 - - 7.12 6.52 6.22 7.12 - - - - 6.12 5.52 - 6.12 2.218 - - 2.218 - 5.58 4.018 3.318 3.518 1220 - - 846 - 172 193 405 158 - - - - 636 603 - 389 - - - - 164 184 405 158 - - | Major1 Major2 Minor1 Minor2 339 0 0 768 0 0 1160 1169 762 1166 1165 - - - - 772 772 - 387 387 - - - - 772 772 - 387 387 - - - - 388 397 - 779 778 4.12 - - 4.12 - - 7.12 6.52 6.22 7.12 6.52 - - - 6.12 5.52 - 6.12 5.52 2.218 - 2.218 - 3.518 4.018 3.318 3.518 4.018 1220 - 846 - 172 193 405 158 184 - - - 636 603 - 389 407 1220 - | Major1 Major2 Minor1 Minor2 339 0 0 768 0 1160 1169 762 1166 1165 329 - - - - 772 772 - 387 387 - - - - - 772 772 - 387 387 - 4.12 - - 7.12 6.52 6.22 7.12 6.52 6.22 - - - - 6.12 5.52 - 6.12 5.52 - - - - - 6.12 5.52 - 6.12 5.52 - 2.218 - 2.218 - 3.518 4.018 3.318 3.518 4.018 3.318 1220 - 846 - 172 193 405 158 184 712 - - - 636 603 389 |
| | | | | | | | | | | | | |
| | | | | | | | | | | | | |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 | |
|-----------------------|-------|-------|-----|-----|-------|-----|-----|-------|--|
| Capacity (veh/h) | 246 | 1220 | - | - | 846 | - | - | 163 | |
| HCM Lane V/C Ratio | 0.097 | 0.004 | - | - | 0.035 | - | - | 0.067 | |
| HCM Control Delay (s) | 21.2 | 8 | 0 | - | 9.4 | 0 | - | 28.7 | |
| HCM Lane LOS | С | А | А | - | А | А | - | D | |
| HCM 95th %tile Q(veh) | 0.3 | 0 | - | - | 0.1 | - | - | 0.2 | |

HCM 6th Signalized Intersection Summary 27: Olinger Blvd/Blake Rd & Vernon Ave

| 11/02/2023 | 1 | 1/(|)2/ | 20 |)23 |
|------------|---|-----|-----|----|-----|
|------------|---|-----|-----|----|-----|

| | ۶ | → | $\mathbf{\hat{z}}$ | 4 | + | × | 1 | 1 | ۲ | 1 | ţ | ~ |
|------------------------------|------|------|--------------------|------|------|------|------|------|------|------|------|----------|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | 7 | ¢Î, | | ۲ | f, | | | 4 | | | 4 | |
| Traffic Volume (veh/h) | 71 | 678 | 38 | 32 | 259 | 45 | 16 | 29 | 4 | 44 | 35 | 53 |
| Future Volume (veh/h) | 71 | 678 | 38 | 32 | 259 | 45 | 16 | 29 | 4 | 44 | 35 | 53 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 77 | 737 | 41 | 35 | 282 | 49 | 17 | 32 | 4 | 48 | 38 | 58 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 775 | 1146 | 64 | 450 | 1013 | 176 | 159 | 172 | 18 | 170 | 71 | 86 |
| Arrive On Green | 0.65 | 0.65 | 0.65 | 0.65 | 0.65 | 0.65 | 0.13 | 0.13 | 0.13 | 0.13 | 0.13 | 0.13 |
| Sat Flow, veh/h | 1049 | 1755 | 98 | 694 | 1552 | 270 | 342 | 1286 | 133 | 421 | 535 | 645 |
| Grp Volume(v), veh/h | 77 | 0 | 778 | 35 | 0 | 331 | 53 | 0 | 0 | 144 | 0 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1049 | 0 | 1853 | 694 | 0 | 1822 | 1762 | 0 | 0 | 1601 | 0 | 0 |
| Q Serve(g_s), s | 1.4 | 0.0 | 10.6 | 1.3 | 0.0 | 3.2 | 0.0 | 0.0 | 0.0 | 2.5 | 0.0 | 0.0 |
| Cycle Q Clear(g_c), s | 4.7 | 0.0 | 10.6 | 11.9 | 0.0 | 3.2 | 1.1 | 0.0 | 0.0 | 3.6 | 0.0 | 0.0 |
| Prop In Lane | 1.00 | | 0.05 | 1.00 | | 0.15 | 0.32 | | 0.08 | 0.33 | | 0.40 |
| Lane Grp Cap(c), veh/h | 775 | 0 | 1210 | 450 | 0 | 1189 | 348 | 0 | 0 | 328 | 0 | 0 |
| V/C Ratio(X) | 0.10 | 0.00 | 0.64 | 0.08 | 0.00 | 0.28 | 0.15 | 0.00 | 0.00 | 0.44 | 0.00 | 0.00 |
| Avail Cap(c_a), veh/h | 775 | 0 | 1210 | 450 | 0 | 1189 | 1036 | 0 | 0 | 993 | 0 | 0 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 |
| Uniform Delay (d), s/veh | 4.1 | 0.0 | 4.4 | 7.9 | 0.0 | 3.1 | 16.3 | 0.0 | 0.0 | 17.3 | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 0.3 | 0.0 | 2.6 | 0.3 | 0.0 | 0.6 | 0.2 | 0.0 | 0.0 | 0.9 | 0.0 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.2 | 0.0 | 2.5 | 0.2 | 0.0 | 0.7 | 0.4 | 0.0 | 0.0 | 1.2 | 0.0 | 0.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 4.3 | 0.0 | 7.0 | 8.3 | 0.0 | 3.7 | 16.5 | 0.0 | 0.0 | 18.2 | 0.0 | 0.0 |
| LnGrp LOS | Α | Α | Α | Α | Α | Α | В | Α | Α | В | Α | <u> </u> |
| Approach Vol, veh/h | | 855 | | | 366 | | | 53 | | | 144 | |
| Approach Delay, s/veh | | 6.8 | | | 4.1 | | | 16.5 | | | 18.2 | |
| Approach LOS | | А | | | А | | | В | | | В | |
| Timer - Assigned Phs | | 2 | | 4 | | 6 | | 8 | | | | |
| Phs Duration (G+Y+Rc), s | | 10.1 | | 32.0 | | 10.1 | | 32.0 | | | | |
| Change Period (Y+Rc), s | | 4.5 | | 4.5 | | 4.5 | | 4.5 | | | | |
| Max Green Setting (Gmax), s | | 23.5 | | 27.5 | | 23.5 | | 27.5 | | | | |
| Max Q Clear Time (g_c+I1), s | | 3.1 | | 12.6 | | 5.6 | | 13.9 | | | | |
| Green Ext Time (p_c), s | | 0.2 | | 5.4 | | 0.7 | | 1.9 | | | | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 6th Ctrl Delay | | | 7.6 | | | | | | | | | |
| HCM 6th LOS | | | А | | | | | | | | | |

| Intersection | | | | | | |
|------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0 | | | | | |
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
| Lane Configurations | | - सी | 4 | | ۰¥ | |
| Traffic Vol, veh/h | 0 | 726 | 307 | 0 | 0 | 0 |
| Future Vol, veh/h | 0 | 726 | 307 | 0 | 0 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, | ,# - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 789 | 334 | 0 | 0 | 0 |

| Major/Minor | Major1 | Ν | 1ajor2 | | Minor2 | | | |
|------------------------|----------|------|--------|------|--------|--------|------|--|
| Conflicting Flow All | 334 | 0 | - | 0 | 1123 | 334 | | |
| Stage 1 | - | - | - | - | 334 | - | | |
| Stage 2 | - | - | - | - | 789 | - | | |
| Critical Hdwy | 4.12 | - | - | - | 6.42 | 6.22 | | |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 | - | | |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 | - | | |
| Follow-up Hdwy | 2.218 | - | - | - | 3.518 | 3.318 | | |
| Pot Cap-1 Maneuver | 1225 | - | - | - | 227 | 708 | | |
| Stage 1 | - | - | - | - | 725 | - | | |
| Stage 2 | - | - | - | - | 448 | - | | |
| Platoon blocked, % | | - | - | - | | | | |
| Mov Cap-1 Maneuver | 1225 | - | - | - | 227 | 708 | | |
| Mov Cap-2 Maneuver | - | - | - | - | 227 | - | | |
| Stage 1 | - | - | - | - | 725 | - | | |
| Stage 2 | - | - | - | - | 448 | - | | |
| | | | | | | | | |
| Approach | EB | | WB | | SB | | | |
| HCM Control Delay, s | 0 | | 0 | | 0 | | | |
| HCM LOS | | | | | A | | | |
| | | | | | | | | |
| Minor Lono/Major Mur | nt | EDI | EDT | | | CDI n1 | | |
| | ш | EDL | CDI | VVDI | WDR | SPLIII | | |
| Capacity (ven/n) | | 1225 | - | - | - | - | | |
| HUM Cantral Dalays (| <u>۱</u> | - | - | - | - | - | | |
| HUM Control Delay (s | 5) | 0 | - | - | - | U | | |
| HUM Lane LOS | 1 | A | - | - | - | A | | |
| HCIVI 95th %tile Q(ver | 1) | 0 | - | - | - | - | | |

| Major/Minor | Major1 | Ν | lajor2 | ľ | Minor2 | | |
|----------------------|--------|------|--------|-----|--------|-------|--|
| Conflicting Flow All | 334 | 0 | - | 0 | 1123 | 334 | |
| Stage 1 | - | - | - | - | 334 | - | |
| Stage 2 | - | - | - | - | 789 | - | |
| Critical Hdwy | 4.12 | - | - | - | 6.42 | 6.22 | |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 | - | |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 | - | |
| Follow-up Hdwy | 2.218 | - | - | - | 3.518 | 3.318 | |
| Pot Cap-1 Maneuver | 1225 | - | - | - | 227 | 708 | |
| Stage 1 | - | - | - | - | 725 | - | |
| Stage 2 | - | - | - | - | 448 | - | |
| Platoon blocked, % | | - | - | - | | | |
| Mov Cap-1 Maneuver | 1225 | - | - | - | 227 | 708 | |
| Mov Cap-2 Maneuver | - | - | - | - | 227 | - | |
| Stage 1 | - | - | - | - | 725 | - | |
| Stage 2 | - | - | - | - | 448 | - | |
| | | | | | | | |
| Approach | EB | | WB | | SB | | |
| HCM Control Delay, s | 0 | | 0 | | 0 | | |
| HCM LOS | | | | | А | | |
| | | | | | | | |
| Minor Lane/Major Mvr | nt | EBL | EBT | WBT | WBR | SBLn1 | |
| Capacity (veh/h) | | 1225 | - | - | - | - | |
| HCM Lane V/C Ratio | | - | - | - | - | - | |
| HCM Control Delay (s |) | 0 | - | - | - | 0 | |
| HCM Lane LOS | | А | - | - | - | А | |
| HCM 95th %tile Q(veh | ı) | 0 | - | - | - | - | |

1

Intersection

Int Delay, s/veh

| Movement EE | BL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|--------------------------|----|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | ¢ | | | ¢ | | | \$ | | | \$ | |
| Traffic Vol, veh/h | 5 | 709 | 12 | 28 | 299 | 19 | 8 | 2 | 12 | 8 | 2 | 0 |
| Future Vol, veh/h | 5 | 709 | 12 | 28 | 299 | 19 | 8 | 2 | 12 | 8 | 2 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control Fre | ee | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 5 | 771 | 13 | 30 | 325 | 21 | 9 | 2 | 13 | 9 | 2 | 0 |

| Major/Minor | Major1 | | М | ajor2 | | | Vinor1 | | | Minor2 | | | |
|----------------------|--------|---|-----|-------|---|---|--------|-------|-------|-----------|-------|-------|--|
| Conflicting Flow All | 346 | 0 | 0 | 784 | 0 | 0 | 1185 | 1194 | 778 | 1191 | 1190 | 336 | |
| Stage 1 | - | - | - | - | - | - | 788 | 788 | - | 396 | 396 | - | |
| Stage 2 | - | - | - | - | - | - | 397 | 406 | - | 795 | 794 | - | |
| Critical Hdwy | 4.12 | - | - | 4.12 | - | - | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 | |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.12 | 5.52 | - | |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.12 | 5.52 | - | |
| Follow-up Hdwy | 2.218 | - | - 2 | 2.218 | - | - | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 | |
| Pot Cap-1 Maneuver | 1213 | - | - | 834 | - | - | 166 | 187 | 396 | 164 | 188 | 706 | |
| Stage 1 | - | - | - | - | - | - | 384 | 402 | - | 629 | 604 | - | |
| Stage 2 | - | - | - | - | - | - | 629 | 598 | - | 381 | 400 | - | |
| Platoon blocked, % | | - | - | | - | - | | | | | | | |
| Mov Cap-1 Maneuver | 1213 | - | - | 834 | - | - | 158 | 177 | 396 | 151 | 178 | 706 | |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 158 | 177 | - | 151 | 178 | - | |
| Stage 1 | - | - | - | - | - | - | 381 | 399 | - | 625 | 577 | - | |
| Stage 2 | - | - | - | - | - | - | 598 | 571 | - | 364 | 397 | - | |
| | | | | | | | | | | | | | |
| Annroach | FR | | | W/R | | | NR | | | SB | | | |
| HCM Control Dolay | | | | 0.8 | | | 21.7 | | | 20.8 | | | |
| HCMLOS | 0.1 | | | 0.0 | | | 21.7 | | | 29.0 D | | | |
| | | | | | | | U | | | U | | | |
| | | | | | | | | | | | | | |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR S | SBLn1 | |
|-----------------------|-------|-------|-----|-----|-------|-----|-------|-------|--|
| Capacity (veh/h) | 239 | 1213 | - | - | 834 | - | - | 156 | |
| HCM Lane V/C Ratio | 0.1 | 0.004 | - | - | 0.036 | - | - | 0.07 | |
| HCM Control Delay (s) | 21.7 | 8 | 0 | - | 9.5 | 0 | - | 29.8 | |
| HCM Lane LOS | С | А | А | - | А | А | - | D | |
| HCM 95th %tile Q(veh) | 0.3 | 0 | - | - | 0.1 | - | - | 0.2 | |

2025 No Build

U:\193806406\Technical\pm.syn

HCM 6th Signalized Intersection Summary 27: Olinger Blvd/Blake Rd & Vernon Ave

| 11/02/2023 | 1 | 1/(|)2/ | 20 |)23 |
|------------|---|-----|-----|----|-----|
|------------|---|-----|-----|----|-----|

| | ۶ | → | $\mathbf{\hat{z}}$ | 4 | + | × | 1 | 1 | ۲ | 1 | ţ | ~ |
|------------------------------|------|------|--------------------|------|------|------|------|------|------|------|------|----------|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | 7 | ¢Î, | | ۲ | f, | | | 4 | | | \$ | |
| Traffic Volume (veh/h) | 71 | 680 | 38 | 32 | 261 | 45 | 16 | 29 | 4 | 44 | 35 | 53 |
| Future Volume (veh/h) | 71 | 680 | 38 | 32 | 261 | 45 | 16 | 29 | 4 | 44 | 35 | 53 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 77 | 739 | 41 | 35 | 284 | 49 | 17 | 32 | 4 | 48 | 38 | 58 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 773 | 1146 | 64 | 448 | 1015 | 175 | 159 | 172 | 18 | 170 | 71 | 86 |
| Arrive On Green | 0.65 | 0.65 | 0.65 | 0.65 | 0.65 | 0.65 | 0.13 | 0.13 | 0.13 | 0.13 | 0.13 | 0.13 |
| Sat Flow, veh/h | 1047 | 1755 | 97 | 693 | 1554 | 268 | 342 | 1286 | 133 | 421 | 535 | 645 |
| Grp Volume(v), veh/h | 77 | 0 | 780 | 35 | 0 | 333 | 53 | 0 | 0 | 144 | 0 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1047 | 0 | 1853 | 693 | 0 | 1822 | 1762 | 0 | 0 | 1601 | 0 | 0 |
| Q Serve(g_s), s | 1.4 | 0.0 | 10.6 | 1.3 | 0.0 | 3.3 | 0.0 | 0.0 | 0.0 | 2.5 | 0.0 | 0.0 |
| Cycle Q Clear(g_c), s | 4.7 | 0.0 | 10.6 | 12.0 | 0.0 | 3.3 | 1.1 | 0.0 | 0.0 | 3.6 | 0.0 | 0.0 |
| Prop In Lane | 1.00 | | 0.05 | 1.00 | | 0.15 | 0.32 | | 0.08 | 0.33 | | 0.40 |
| Lane Grp Cap(c), veh/h | 773 | 0 | 1210 | 448 | 0 | 1190 | 348 | 0 | 0 | 328 | 0 | 0 |
| V/C Ratio(X) | 0.10 | 0.00 | 0.64 | 0.08 | 0.00 | 0.28 | 0.15 | 0.00 | 0.00 | 0.44 | 0.00 | 0.00 |
| Avail Cap(c_a), veh/h | 773 | 0 | 1210 | 448 | 0 | 1190 | 1036 | 0 | 0 | 993 | 0 | 0 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 |
| Uniform Delay (d), s/veh | 4.1 | 0.0 | 4.4 | 8.0 | 0.0 | 3.1 | 16.3 | 0.0 | 0.0 | 17.3 | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 0.3 | 0.0 | 2.7 | 0.3 | 0.0 | 0.6 | 0.2 | 0.0 | 0.0 | 0.9 | 0.0 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.2 | 0.0 | 2.5 | 0.2 | 0.0 | 0.7 | 0.4 | 0.0 | 0.0 | 1.2 | 0.0 | 0.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 4.4 | 0.0 | 7.0 | 8.3 | 0.0 | 3.7 | 16.5 | 0.0 | 0.0 | 18.2 | 0.0 | 0.0 |
| LnGrp LOS | Α | Α | Α | Α | Α | Α | В | А | Α | В | Α | <u> </u> |
| Approach Vol, veh/h | | 857 | | | 368 | | | 53 | | | 144 | |
| Approach Delay, s/veh | | 6.8 | | | 4.1 | | | 16.5 | | | 18.2 | |
| Approach LOS | | А | | | А | | | В | | | В | |
| Timer - Assigned Phs | | 2 | | 4 | | 6 | | 8 | | | | |
| Phs Duration (G+Y+Rc), s | | 10.1 | | 32.0 | | 10.1 | | 32.0 | | | | |
| Change Period (Y+Rc), s | | 4.5 | | 4.5 | | 4.5 | | 4.5 | | | | |
| Max Green Setting (Gmax), s | | 23.5 | | 27.5 | | 23.5 | | 27.5 | | | | |
| Max Q Clear Time (g_c+I1), s | | 3.1 | | 12.6 | | 5.6 | | 14.0 | | | | |
| Green Ext Time (p_c), s | | 0.2 | | 5.4 | | 0.7 | | 1.9 | | | | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 6th Ctrl Delay | | | 7.6 | | | | | | | | | |
| HCM 6th LOS | | | А | | | | | | | | | |

| 11/02/2023 |
|------------|
|------------|

| Intersection | | | | | | |
|------------------------|------|----------------|------|--------|------|------|
| Int Delay, s/veh | 0.1 | | | | | |
| | | | WET | 14/5 5 | 0.51 | |
| Movement | EBL | EBT | WBI | WBR | SBL | SBR |
| Lane Configurations | | - 4 | - î> | | ۰¥ | |
| Traffic Vol, veh/h | 0 | 728 | 307 | 0 | 3 | 2 |
| Future Vol, veh/h | 0 | 728 | 307 | 0 | 3 | 2 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, | # - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mymt Flow | 0 | 791 | 334 | 0 | 3 | 2 |
| | • | | | • | • | |

| Major/Minor | Major1 | Ν | 1ajor2 | 1 | Minor2 | | |
|----------------------|--------|------|--------|-----|--------|-------|--|
| Conflicting Flow All | 334 | 0 | - | 0 | 1125 | 334 | |
| Stage 1 | - | - | - | - | 334 | - | |
| Stage 2 | - | - | - | - | 791 | - | |
| Critical Hdwy | 4.12 | - | - | - | 6.42 | 6.22 | |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 | - | |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 | - | |
| Follow-up Hdwy | 2.218 | - | - | - | 3.518 | 3.318 | |
| Pot Cap-1 Maneuver | 1225 | - | - | - | 227 | 708 | |
| Stage 1 | - | - | - | - | 725 | - | |
| Stage 2 | - | - | - | - | 447 | - | |
| Platoon blocked, % | | - | - | - | | | |
| Mov Cap-1 Maneuver | 1225 | - | - | - | 227 | 708 | |
| Mov Cap-2 Maneuver | - | - | - | - | 227 | - | |
| Stage 1 | - | - | - | - | 725 | - | |
| Stage 2 | - | - | - | - | 447 | - | |
| | | | | | | | |
| Approach | EB | | WB | | SB | | |
| HCM Control Delay, s | 0 | | 0 | | 16.7 | | |
| HCM LOS | | | | | С | | |
| | | | | | | | |
| Minor Lane/Maior Mvr | nt | EBL | EBT | WBT | WBR | SBLn1 | |
| Capacity (veh/h) | | 1225 | - | - | - | 312 | |
| HCM Lane V/C Ratio | | - | - | - | - | 0.017 | |
| HCM Control Delay (s |) | 0 | - | - | - | 16.7 | |
| HCM Lane LOS | , | A | - | - | - | С | |
| HCM 95th %tile Q(veh | ו) | 0 | - | - | - | 0.1 | |

| Intersection | | | | | | |
|------------------------|------|----------------|------|--------|------|------|
| Int Delay, s/veh | 0 | | | | | |
| | | | WET | 14/5 5 | 0.01 | 000 |
| Movement | EBL | EBT | WBI | WBR | SBL | SBR |
| Lane Configurations | | - 4 | - î> | | ۰¥ | |
| Traffic Vol, veh/h | 2 | 729 | 307 | 3 | 0 | 0 |
| Future Vol, veh/h | 2 | 729 | 307 | 3 | 0 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, | ,# - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles. % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mymt Flow | 2 | 792 | 334 | 3 | 0 | 0 |
| | | | | - | | |

| Major/Minor | Major1 | Ν | /lajor2 | | Minor2 | | |
|----------------------|--------|-------|---------|-----|--------|-------|---|
| Conflicting Flow All | 337 | 0 | - | 0 | 1132 | 336 | ; |
| Stage 1 | - | - | - | - | 336 | - | |
| Stage 2 | - | - | - | - | 796 | - | |
| Critical Hdwy | 4.12 | - | - | - | 6.42 | 6.22 | |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 | - | |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 | - | |
| Follow-up Hdwy | 2.218 | - | - | - | 3.518 | 3.318 |) |
| Pot Cap-1 Maneuver | 1222 | - | - | - | 225 | 706 | 1 |
| Stage 1 | - | - | - | - | 724 | - | |
| Stage 2 | - | - | - | - | 444 | - | |
| Platoon blocked, % | | - | - | - | | | |
| Mov Cap-1 Maneuver | 1222 | - | - | - | 224 | 706 | |
| Mov Cap-2 Maneuver | - | - | - | - | 224 | - | |
| Stage 1 | - | - | - | - | 722 | - | • |
| Stage 2 | - | - | - | - | 444 | - | • |
| | | | | | | | |
| Approach | EB | | WB | | SB | | |
| HCM Control Delay, s | 0 | | 0 | | 0 | | |
| HCM LOS | | | | | А | | |
| | | | | | | | |
| Minor Lane/Major Mvr | nt | EBL | EBT | WBT | WBR | SBLn1 | |
| Capacity (veh/h) | | 1222 | - | - | - | - | |
| HCM Lane V/C Ratio | | 0.002 | - | - | - | - | |
| HCM Control Delay (s | ;) | 8 | 0 | - | - | 0 | |
| HCM Lane LOS | | А | А | - | - | А | |
| HCM 95th %tile Q(veh | ר) | 0 | - | - | - | - | |

1

Intersection

Int Delay, s/veh

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | \$ | | | \$ | | | \$ | | | \$ | |
| Traffic Vol, veh/h | 5 | 712 | 12 | 28 | 302 | 19 | 8 | 2 | 12 | 8 | 2 | 0 |
| Future Vol, veh/h | 5 | 712 | 12 | 28 | 302 | 19 | 8 | 2 | 12 | 8 | 2 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, | # - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 5 | 774 | 13 | 30 | 328 | 21 | 9 | 2 | 13 | 9 | 2 | 0 |

| Major/Minor I | Major1 | | M | ajor2 | | | Vinor1 | | | Minor2 | | | |
|----------------------|--------|---|-----|-------|---|---|--------|-------|-------|--------|-------|-------|--|
| Conflicting Flow All | 349 | 0 | 0 | 787 | 0 | 0 | 1191 | 1200 | 781 | 1197 | 1196 | 339 | |
| Stage 1 | - | - | - | - | - | - | 791 | 791 | - | 399 | 399 | - | |
| Stage 2 | - | - | - | - | - | - | 400 | 409 | - | 798 | 797 | - | |
| Critical Hdwy | 4.12 | - | - | 4.12 | - | - | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 | |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.12 | 5.52 | - | |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.12 | 5.52 | - | |
| Follow-up Hdwy | 2.218 | - | - 2 | 2.218 | - | - | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 | |
| Pot Cap-1 Maneuver | 1210 | - | - | 832 | - | - | 164 | 185 | 395 | 163 | 186 | 703 | |
| Stage 1 | - | - | - | - | - | - | 383 | 401 | - | 627 | 602 | - | |
| Stage 2 | - | - | - | - | - | - | 626 | 596 | - | 380 | 399 | - | |
| Platoon blocked, % | | - | - | | - | - | | | | | | | |
| Mov Cap-1 Maneuver | 1210 | - | - | 832 | - | - | 156 | 175 | 395 | 150 | 176 | 703 | |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 156 | 175 | - | 150 | 176 | - | |
| Stage 1 | - | - | - | - | - | - | 380 | 398 | - | 623 | 575 | - | |
| Stage 2 | - | - | - | - | - | - | 596 | 569 | - | 363 | 396 | - | |
| | | | | | | | | | | | | | |
| Approach | EB | | | WB | | | NB | | | SB | | | |
| HCM Control Delay, s | 0.1 | | | 0.8 | | | 22 | | | 30 | | | |
| HCM LOS | | | | | | | С | | | D | | | |
| | | | | | | | | | | | | | |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR S | SBLn1 | |
|-----------------------|-------|-------|-----|-----|-------|-----|-------|-------|--|
| Capacity (veh/h) | 236 | 1210 | - | - | 832 | - | - | 155 | |
| HCM Lane V/C Ratio | 0.101 | 0.004 | - | - | 0.037 | - | - | 0.07 | |
| HCM Control Delay (s) | 22 | 8 | 0 | - | 9.5 | 0 | - | 30 | |
| HCM Lane LOS | С | А | А | - | А | А | - | D | |
| HCM 95th %tile Q(veh) | 0.3 | 0 | - | - | 0.1 | - | - | 0.2 | |

ORDINANCE NO. 2023-___

AN ORDINANCE AMENDING THE ZONING ORDINANCE TO ALLOW DONATION COLLECTION CENTERS AS A PRINCIPAL USE IN THE PCD-4, PLANNED COMMERCIAL 4 ZONING DISTRICT.

The City Of Edina Ordains:

Section 1. Chapter 36, Article VIII, Division 9 is hereby amended to add the following:

Sec. 36-611. - Principal uses in PCD-4 subdistrict.

The following are the principal uses permitted in the PCD-4 subdistrict:

- (I) Automobile service centers.
- (2) Carwashes.
- (3) Gas stations.
- (4) Donation Collection Center, subject to the following conditions:
 - <u>All donations shall be stored in an enclosed building.</u>
 - <u>There shall be no outside storage or outside collection areas, including</u> <u>temporary trailers used for collection.</u>
 - c. There shall be at least one employee on site during all open business hours.
 - d. Hours of operation are limited to 10:00 am to 6:00 pm.
 - e. Maximum building size shall be 1,300 square feet.
 - f. No retail sales from the building or site are allowed.

Section 2. This ordinance is effective immediately.

First Reading:

Second Reading:

Published:

ATTEST:

Existing text – XXXX Stricken text – XXXX Added text – <mark>XXXX</mark> City Clerk

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 ______, 2023, and as recorded in the Minutes of said Regular Meeting.

WITNESS my hand and seal of said City this _____ day of _____, 2023.

City Clerk



| Date: | November 15, 2023 |
|----------|---|
| То: | Planning Commission |
| From: | Cary Teague, Community Development Director |
| Subject: | Comprehensive Plan Amendment, Zoning Ordinance Amendment and Site Plan Review – 6016 Vernon Avenue |

Information / Background:

Ron Dee on behalf of GreenDrop Charitable Donations, and the property owner Special X properties, is proposing to remodel the existing Kee's auto repair shop at 6016 Vernon Avenue into charitable donation center which would accept donations on behalf of Disabled American Veterans. The GreenDrop donation collection center would accept donations of gently used clothing, shoes, and household goods. GreenDrop has 61 locations across the country. This donation collection center is proposed to be open from 10 am to 6 pm seven days a week, 363 days per year. They would be closed Thanksgiving and Christmas. Two employees would be on the site during business hours. There would be no outside storage, including no semi-trailer storage. Once per week a 16-foot box truck will collect the donated items inside the building and transport them to another location outside of Edina for sorting and resale.

The existing site is zoned PCD-4, Planned Commercial District, which allows only automobile service centers, gas stations and car washes.

To accommodate the request the following is required:

- A Comprehensive Plan Amendment from Medium Density Residential to Neighborhood Service. (This would establish a new Land Use Category in the Comprehensive Plan.)
- A Zoning Ordinance Amendment to allow a donation collection center in the PCD-4 Zoning District.
- Site Plan Review.

Because the use is <u>not</u> allowed on the site, and a Comprehensive Plan Amendment is required <u>the City has complete discretion to approve or deny the request.</u> (See attached pyramid of discretion.)

In 2022, the City Council denied a request for a Comprehensive Plan Amendment and Rezoning of this property for a 2,300 square foot restaurant. (See attached City Council resolutions denying those requests.)

SUPPORTING INFORMATION

Surrounding Land Uses

| Northerly: | Single-family homes; zoned R-I, Single-Dwelling Unit District and guided Low |
|------------|--|
| | Density Residential. |
| Easterly: | Single-family homes; zoned R-I, Single-Dwelling Unit District and guided Low |
| | Density Residential. |
| Southerly: | Single-family homes; zoned R-I, Single-Dwelling Unit District and guided Low |
| | Density Residential. |
| Westerly: | Apartments/Condos; zoned PRD-3, Planned Residential District and guided Medium |
| | Density Residential. |
| | |

Existing Site Features

The subject property is 16,373 square feet in size and contains a single-story two-bay auto repair shop, accessory buildings and parking lot. The main building was constructed in 1957 and the site was also used as a gas station until the early 1990's. In 1992 the gas pumps were removed, and soil pollution remediation was done. The cleanup was satisfactorily done, and no further action was required by the MPCA. (See attached documentation from the MPCA.)

Planning

| Guide Plan designation: | MDR, Medium Density Residential |
|-------------------------|--|
| Zoning: | PCD-4, Planned Commercial District – 4 |

Comprehensive Guide Plan Amendment

To accommodate the request, the applicant is requesting a Comprehensive Plan amendment to change the future land use designation from Medium Density Residential to a new land use category "Neighborhood Service." The last Comprehensive Plan amendment that was proposed for this site was for a NN, Neighborhood Node. That request was denied by the City Council. Because of the small size of the property, and it is only one property, the site shouldn't be considered a node. This service designation would only allow the uses allowed in the current zoning of the site (PCD-4) and the proposed use.

This site is unique in Edina in that it is, and has always been zoned PCD-4, Planned Commercial District for the automotive repair use and gas station, however, it is guided in the Comprehensive Plan for Medium Density Residential. The Comprehensive Plan designation has been in place since 1980 when that Comprehensive was adopted.

Staff assumes that when that Comprehensive Plan land use designation was established, it was to match the existing medium density multi-family housing located to the west. Based on the size of the subject property, the density allowed in the MDR Category and the PRD-3 zoning district, four (4) units could be constructed on the subject property. This site is similar in size to the

property at 4404 Valley View Road that just received City approval to build 4 townhomes. That site is 11,691 square feet in size, while the subject property is slightly larger at 16,373 square feet in size.

Based on the current land use designation of medium density residential, and using the PRD-3, Planned Residential Development (the adjacent property zoning designation), 4 units could be constructed on the site. Given the triangular shape of the property with street frontage on both sides, setback variances would be likely.



Below are the land use description descriptions in the Comprehensive Plan for both the proposed NS, Neighborhood Service designation and the existing MDR, Medium Density Residential designation:

| NS Neighborhood Service | Primary uses: small scale service uses including auto service and repair and donation collection centers. | Building footprints are generally less than 2,000 sq. ft. (or less for individual storefronts). | Floor to zoning | o area ratio per code. |
|--|--|--|------------------------------|---|
| MDR Medium- Density Residential | Applies to attached housing (townhouses, quads, etc.) and multi-family complexes of moderate density. May also include small institutional uses. | In new development or redevelopment improve integration of multi-family ho into an interconnected street network work to create an attractive, pedestria friendly street edge. | nt, using < and an- | 5 – 12 residential dwelling units/acre |

Zoning Ordinance Amendment

The site is zoned PCD-4, allowed uses include automobile service centers, car washes and gas stations. The applicant is proposing an ordinance amendment to allow the proposed donation center. Below is the proposed amendment to Section 36-611:

Sec. 36-611. - Principal uses in PCD-4 subdistrict.

The following are the principal uses permitted in the PCD-4 subdistrict:

- (I) Automobile service centers.
- (2) Carwashes.
- (3) Gas stations.
- (4) Donation Collection Center, subject to the following conditions:
 - a. All donations shall be stored in an enclosed building.
 - b. There shall be no outside storage or outside collection areas, including temporary trailers used for collection.
 - c. There shall be at least one employee on site during all open business hours.
 - d. Hours of operation are limited to 10:00 am to 6:00 pm.
 - e. Maximum building size shall be 1,300 square feet.
 - f. No retail sales from the building or site are allowed.

This Ordinance amendment would impact 11 sites in Edina that are zoned PCD-4. Attached is a map highlighting the sites. Other properties zoned PCD-4 include:

- > 54th & France Area (2) Edina Tire and Auto and Speedway.
- Grandview Area (4) Holiday on Interlachen and Vernon; Speedway and BP on Vernon & Eden; and Grandview Auto on Vernon.
- Firestone at Southdale on 66th.
- > Mister Car Wash on Viking Drive & Highway 100.
- > Shell on 77th and Edina Industrial Boulevard.
- ➢ Grandview Tire on Vernon and 70th and Amundson.
- Kee's site (subject property).

Each of these sites are very small in size but would be allowed to replace the existing uses with a donation collection center, subject to the conditions above and meeting all other applicable zoning ordinance requirements. The likelihood of these types of uses, subject to the conditions required, showing up on these other 10 sites is remote.

Site Plan Review

Parking

Based on two employees maximum on the site, and 1000 square feet of storage space a total of 4 parking stalls would be required. The site plan proposed would provide 4 parking stalls. A parking study was conducted by WSB and concluded that to provide enough parking spaces for the proposed use, the total number of spaces required would be 3.

Site Circulation/Access/Traffic

Primary access to the proposed development would be off Vernon Avenue. WSB also conducted a traffic study. The study concludes that the existing roadways can be supported by the project. (See attached traffic study.) The use would be less intensive in terms of traffic generated from the site; the traffic consultant has estimated that 120 daily trips for a 1,200 s.f. automobile care center and 72 daily trips for the proposed GreenDrop.

Landscaping/Screening

Based on the perimeter of the site, 17 overstory trees would be required. The proposed plans show 24 existing and proposed overstory trees on site. A full complement of understory shrubs and bushes are also proposed. The applicant is proposing a cedar fence to provide screening the residential area to the north and west.

Trash Enclosure

Trash storage facilities, including recycling storage facilities, shall be screened from all lot lines and public road rights-of-way. As proposed, the trash enclosure would be located north of the existing building within the fence enclosure.

Grading/Drainage/Utilities

The city engineer has reviewed the proposed plans and found them to be generally subject to the comments and conditions outlined in the attached memo. 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.

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:
 - It is the policy of the City to require the construction of sidewalks and trails wherever feasible 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 City's Comprehensive Plan identifies a new sidewalk on the north side of Vernon Avenue between Blake Road/Olinger Boulevard to Olinger Road/Highwood Drive. Therefore, a boulevard style sidewalk should be installed on the site, should this proposal be approved per the attached engineering memo.

| | City Standard (PCD-4) | Proposed |
|--------------------------------|-----------------------------|----------------------------|
| Structure Setheole | | - |
| Structure SetDacks | 25 fact | 20 fact ovicting* |
| Front – Vernon | 35 leet | SO feet existing |
| Front – Eden Prairie Road | 25 feet | 20 feet existing* |
| Side – West | 25 feet | 25 feet existing |
| Parking & Drive-aisle Setbacks | | |
| Front – Vernon | 20 feet | 7 feet**(0 feet existing) |
| Front – Eden Prairie Road | 20 feet | 6 feet** (0 feet existing) |
| Side – West | l0 feet | 15 feet existing |
| Space between building and | I0 feet | 0 feet existing* |
| parking area | 10 1000 | V ICCL CRISTING |
| | | |
| | | |
| Height | 2-1/2 stories and 30 feet | i story existing |
| | | |
| Parking Stalls | Office & storage = 4 stalls | 4 stalls |
| | | |
| FAR | .30% | .08% |
| 1 | 1 | |

Compliance Table

*Existing non-conforming condition

**Improving a nonconforming condition

PRIMARY ISSUES/STAFF RECOMMENDATION

For this project, the City of Edina has <u>complete discretion to approve or deny</u> this request. A case can be made for both approval and denial of this project. Listed below are findings for both approval and denial of this project for the Planning Commission and City Council to consider.

As outlined below, staff is recommending approval of this proposal, however it is primarily due to the fact that the site is currently zoned for auto oriented uses like the gas station and auto repair station that have existed on the site for 50+ years, and this proposed use is considered a less intensive land use. Additionally, a request for a Comprehensive Plan Amendment to Neighborhood Node for a restaurant was denied by the City Council in 2022. This proposal could be seen as a temporary use of the existing building on the site. Given the small size of the site and the surrounding land uses, medium density residential may be the best long-term use of the property. This was the long-term plan of the city prior to the Met Council requiring zoning to be consistent with cities long term land use plans within their Comprehensive Plans.

Primary Issues

• Is the Comprehensive Plan Amendment reasonable?

Yes. The Comprehensive Plan Amendment is reasonable for the following reasons:

- 1. The subject property has been used a commercial site with proper zoning for over 50 years. The proposed amendment is reasonable given the change in use from an auto-repair and former gas station to a donation center. The Comprehensive Plan Amendment would be consistent with the existing commercial zoning on the site.
- 2. The existing zoning is PCD-4, which allows automobile service centers, gas stations and car washes. The Metropolitan Council requires cities to have their land use plan within the Comprehensive Plan, consistent with their zoning designations.
- 3. The amendment creates a new smaller scale land use category that is currently not included in the Comprehensive Plan. The closest existing category is the NN, Neighborhood Node. This site is too small to be considered a node.
- 4. The proposed use and site plan to accommodate the use is more compatible with adjacent land uses than the previous gas station and automobile service station located on the site. The use would be less intensive in terms of traffic generated and activity on the site. (120 daily trips for a 1,200 s.f. automobile care center and 72 daily trips for GreenDrop.) The impervious surface on the site would be reduced and green space and landscaping added to improve the visual appeal of the site. The existing fence that is in a very poor condition would be replaced by a 6-foot-tall cedar fence. The fence would be located along the north and west lot lines to provide screening. The existing building would be used rather than tearing it down and replacing it. The proposal would be a modest improvement to the site compared to current conditions.
- 5. The proposed use would be supported by the existing roads. The number of vehicular trips to the site would be reduced compared to previous uses on the site.
- 6. In 2022, the City Council denied a Comprehensive Plan Amendment to designate this site NN, Neighborhood Node, for a restaurant.

• Is the Zoning Ordinance Amendment reasonable?

Yes. Staff would support the Ordinance Amendment for the following reasons:

- 1. The added use (with the required conditions) to the PCD-4 zoning district is less intensive (less traffic generated or site activity) than any of the other uses allowed in the district. As mentioned, the other uses include auto repair, gas stations and car washes.
- 2. Each of the 11 sites that are zoned PCD-4, are very small in size. The likelihood of these types of uses, subject to the conditions required, showing up on these sites is remote.

Options for Consideration

As mentioned, for this project, the City of Edina has <u>complete discretion to approve or deny</u> this request. A case can be made for both approval and denial of this project. The following outlines alternatives for approval and denial for the Planning Commission and City Council to consider.

Denial

Comprehensive Plan

Recommend the City Council deny the Comprehensive Plan Amendment to re-guide the site from MDR, Medium Density Residential to NS, Neighborhood Service. Denial is based on the following findings:

- I. The proposed use is not appropriate for the site or surrounding land uses.
- 2. The site is guided for medium density residential. This comprehensive plan designation has been in place since 1980. The site could be developed with up to four (4) residential units under the current comprehensive plan.
- 3. The site should be rezoned to match the adjacent zoning designation of PRD-3, Planned Residential District, so that the use of the site is consistent with the current Comprehensive Plan land use category. Given the small size and triangular shape of the property, variances would likely be required to get four (4) residential units on the site.
- 4. In 2022, the City Council denied a Comprehensive Plan Amendment to designate this site NN, Neighborhood Node, for a restaurant.

Zoning Ordinance Amendment

Since the proposed Comprehensive Plan amendment is not appropriate to allow the use on the site, recommend that the City Council deny the proposed ordinance amendment.

Site Plan Review

Because the Comprehensive Plan amendment and Zoning Ordinance Amendment are not appropriate and recommended for denial, recommend the City Council Deny the proposed Site Plan Review.

Approval

Comprehensive Plan

Recommend the City Council approve the Comprehensive Plan Amendment to re-guide the site from MDR, Medium Density Residential to NS, Neighborhood Service. Approval is based on the following findings:

- 1. The subject property has been used a commercial site with proper zoning for over 50 years. The proposed amendment is reasonable given the change in use from an auto-repair and former gas station to a donation center. The Comprehensive Plan Amendment would be consistent with the existing commercial zoning on the site.
- 2. The existing zoning is PCD-4, which allows automobile service centers, gas stations and car washes. The Metropolitan Council requires cities to have their land use plan within the Comprehensive Plan consistent with their zoning designations.
- 3. The amendment creates a new smaller scale land use category that is currently not included in the Comprehensive Plan. The closest existing category is the NN, Neighborhood Node. This site is too small to be considered a node.
- 4. The proposed use and site plan to accommodate the use is more compatible with adjacent land uses than the previous gas station and automobile service station located on the site. The use would be less intensive in terms of traffic generated and activity on the site. (120 daily trips for a 1,200 s.f. automobile care center and 72 daily trips for GreenDrop.) The impervious surface on the site would be reduced and green space and landscaping added to improve the visual appeal of the site. The existing fence that is in a very poor condition would be replaced by a 6-foot-tall cedar fence. The fence would be located along the north and west lot lines to provide screening. The existing building would be used rather than tearing it down and replacing it. The proposal would be a modest improvement to the site compared to current conditions.
- 5. The proposed use would be supported by the existing roads. The number of vehicular trips to the site would be reduced compared to previous uses on the site.
- 6. In 2022, the City Council denied a Comprehensive Plan Amendment to designate this site NN, Neighborhood Node, for a restaurant.

Zoning Ordinance Amendment

Recommend the City Council adopt the Zoning Ordinance amendment.

Site Plan Review

Recommend the City Council approve the Site Plan.

Approval is subject to the following Conditions:

I. Approval of a Site Improvement Performance Agreement.

- 2. The Final Site Plans must be consistent with the plans date stamped October 2, 2023.
- 3. The Final Landscape Plan must be consistent with the approved plan and 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. The property owner is responsible for replacing any required landscaping that dies after the project is built.
- 4. Compliance with all the conditions outlined in the city engineer's memo dated November 9, 2023.
- 5. 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.
- 6. Plan approval is contingent on the Metropolitan Council approval of the Comprehensive Plan Amendment.
- 7. All donations shall be stored in an enclosed building.
- 8. There shall be no outside storage or outside collection areas, including temporary trailers used for collection.
- 9. There shall be at least one employee on site during all open business hours.
- 10. Hours of operation are limited to 10:00 am to 6:00 pm.
- II. No retail sales from the building or site are allowed.
- 12. The existing fence shall be removed and replaced with a 6-8-foot cedar fence per the proposed site plan.
- 13. A boulevard-style sidewalk must be constructed along Vernon Avenue. Sidewalk must be 6 feet minimum width with a 5-foot minimum width boulevard.
- 14. No truck loading shall be allowed on Eden Prairie Road or Kaymar Drive.

Staff Recommendation

Staff recommends approval of the Comprehensive Plan Amendment, Zoning Ordinance Amendment and Site Plan subject to the findings above.

Deadline for a City decision: January 16, 2024



Comprehensive Plan Amendment, Zoning Ordinance Amendment and Site Plan Review

6016 Vernon Avenue

EdinaMN.gov





The CITY of EDINA

EdinaMN.gov

3
EXISTING SITE

EXISTING BUILDING







CHRISTIAN DEAN ARCHITECTURE

GREENDROP 6016 VERNON AVE EDINA, MN







Architect CHRISTIAN DEAN ARCHITECTURE, LLC 3255 Ga lis MN 5540

Contact Christian D cdean@dear 612 886 2814 GreenDrap PROPOSED DESIGN

CITY OF EDINA OCT 0 2 2023 PLANNING DEPARTMENT

PLAN AND ELEVATIONS | SEPTEMBER 13, 2023

SITE PLAN REVIEW



CITY OF

This Request Requires:

To accommodate the request the following is required:

- A Comprehensive Plan Amendment from Medium Density Residential to Neighborhood Service. (This would establish a new Land Use Category in the Comprehensive Plan.)
- A Zoning Ordinance Amendment to allow the proposed use in the existing PCD-4 Zoning District.
- Site Plan Review







Comprehensive Plan Amendment:





Below are the land use description descriptions in the Comprehensive Plan for both the proposed NS, Neighborhood Service designation and the existing MDR, Medium Density Residential designation:

| NS Neighborhood Service | Primary uses: small scale service uses including auto service and repair and donation collection centers. | Building footprints are generally less than 2,000 sq. ft. (or less for individual storefronts). | Floor t zoning | o area ratio per code. |
|--|--|--|------------------------------|---|
| MDR Medium- Density Residential | Applies to attached housing (townhouses, quads, etc.) and multi-family complexes of moderate density. May also include small institutional uses. | In new development or redevelopment improve integration of multi-family ho into an interconnected street network work to create an attractive, pedestria friendly street edge. | nt, using k and an- | 5 – 12 residential dwelling units/acre |



Zoning Ordinance Amendment:



Zoning Ordinance Amendment:

Sec. 36-611. - Principal uses in PCD-4 subdistrict.

The following are the principal uses permitted in the PCD-4 subdistrict:

- I. Automobile service centers.
- 2. Carwashes.
- 3. Gas stations.
- 4. Donation Collection Center, subject to the following conditions:
 - All donations shall be stored in an enclosed building.
 - There shall be no outside storage or outside collection areas, including temporary trailers used for collection.
 - > There shall be at least one employee on site during all open business hours.
 - Hours of operation are limited to 10:00 am to 6:00 pm.
 - Maximum building size shall be 1,300 square feet.
 - No retail sales from the building or site are allowed.



Zoning Ordinance Amendment:

This Ordinance amendment would impact 11 sites in Edina that are zoned PCD-4. Attached is a map highlighting the sites. Other properties zoned PCD-4 include:

- I. 54th & France Area (2) Edina Tire and Auto and Speedway.
- Grandview Area (4) Holiday on Interlachen and Vernon; Speedway and BP on Vernon & Eden; and Grandview Auto on Vernon.
- 3. Firestone at Southdale on 66th.
- 4. Mister Car Wash on Viking Drive & Highway 100.
- 5. Shell on 77th and Edina Industrial Boulevard.
- 6. Grandview Tire on Vernon and 70th and Amundson.
- 7. Kee's site (subject property).











GRANDVIEW

Review of Site Plan:







CITY OF



Compliance Table

| | City Standard (PCD-4) | Proposed |
|---|---|---|
| <u>Structure Setbacks</u> Front – Vernon Front – Eden Prairie Road | 35 feet 25 feet | - 30 feet existing* 20 feet existing* |
| Side – West Parking & Drive-aisle Setbacks Front – Vernon Front – Eden Prairie Road Side – West Space between building and parking area | 25 feet 20 feet 20 feet 10 feet 10 feet | 25 feet existing 7 feet**(0 feet existing) 6 feet** (0 feet existing) 15 feet existing 0 feet existing* |
| Height | 2-1/2 stories and 30 feet | I story existing |
| Parking Stalls | Office & storage = 4 stalls | 4 stalls |
| FAR | .30% | .08% |



*Existing non-conforming condition **Improving a nonconforming condition

- Is the Comprehensive Plan Amendment reasonable?
- Is the Zoning Ordinance Amendment reasonable?



Is the Comprehensive Plan Amendment reasonable?

For this project, the City of Edina has <u>complete discretion to approve or deny</u> this request. A case can be made for both approval and denial of this project. The staff report contains options for both approval and denial of this project for the Planning Commission and City Council to consider.



- Is the Comprehensive Plan Amendment reasonable?
 - 1. The subject property has been used a commercial site with proper zoning for over 50 years. The proposed amendment is reasonable given the change in use from an auto-repair and former gas station to a donation center. The Comprehensive Plan Amendment would be consistent with the existing commercial zoning on the site.
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Is the Comprehensive Plan Amendment reasonable?

- 4. The proposed use and site plan to accommodate the use is more compatible with adjacent land uses than the previous gas station and automobile service station located on the site. The use would be less intensive in terms of traffic generated and activity on the site. (120 daily trips for a 1,200 s.f. automobile care center and 72 daily trips for GreenDrop.) The impervious surface on the site would be reduced and green space and landscaping added to improve the visual appeal of the site. The existing fence that is in a very poor condition would be replaced by a 6-foot-tall cedar fence. The fence would be located along the north and west lot lines to provide screening. The existing building would be used rather than tearing it down and replacing it. The proposal would be a modest improvement to the site compared to current conditions.
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- 2. Each of the 11 sites that are zoned PCD-4, are very small in size. The likelihood of these types of uses, subject to the conditions required, showing up on these sites is remote.



Staff Recommendation







PLAN AND ELEVATIONS | SEPTEMBER 13, 2023

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9:2

9/13/2023 5:22:40 PM

PLAN AND ELEVATIONS | SEPTEMBER 13, 2023





CITY OF EDINA

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

| Date: | November 15, 2023 | Agenda Item #: VII.A. |
|----------|---|---------------------------|
| То: | Planning Commission | Item Type: |
| | | Report and Recommendation |
| From: | Cary Teague, Community Development Director | |
| | | Item Activity: |
| Subject: | Sketch Plan Review – 7001 York Avenue (Southdale Regional Library) | Discussion |
| | | |

ACTION REQUESTED:

No action requested. Provide the applicant non-binding feedback on a potential future land use application.

INTRODUCTION:

Hennepin County is requesting a Sketch Plan review of a proposed plan to tear down the existing Hennepin County Regional Library building to construct a new library. The proposed building would also include space for a new Edina Art Center as a tenant. The building would be located on the north half of the 7.75-acre site; the south half of the site would include green space with sidewalks/bike paths through the site to connect to the regional bike trail through Adams hill park to the south. The green space would include support activities from the art center and library. Vehicle access is proposed off 70th Street with the existing access off York Avenue closing.

The front of the building would face the green space to the south and York Avenue to the west. Underground parking is proposed with a surface parking lot along 70th Street. The library space would be roughly 45,000 square feet and the Edina Art Center 19,000 square feet.

The request would require the following if a formal application is made:

- 1. Site Plan Review and revised Conditional Use Permit.
- 2. Variance for building height.
- 3. Potential variance for parking stalls.

ATTACHMENTS:

Staff Memo Applicant Narrative & Sketch Plans AFO Review (Mic Johnson)

Southdale Design Experience Guidelines

Site Location, Zoning & Comp. Plan & Existing Conditions

Staff Presentation

City Hall • Phone 952-927-8861 Fax 952-826-0389 • www.CityofEdina.com



Date: November 15, 2023

To: Planning Commission

From: Cary Teague, Community Development Director

Re: Sketch Plan Review – 7001 York Avenue (Southdale Regional Library)

Hennepin County is requesting a Sketch Plan review of a proposed plan to tear down the existing Hennepin County Regional Library building to construct a new library. The proposed building would also include space for a new Edina Art Center as a tenant. The building would be located on the north half of the 7.75-acre site; the south half of the site would include green space with sidewalks/bike paths through the site to connect to the regional bike trail through Adams hill park to the south. The green space would include support activities from the art center and library. Vehicle access is proposed off 70th Street with the existing access off York Avenue closing.

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The request would require the following if a formal application is made:

- I. Site Plan Review and revised Conditional Use Permit.
- 2. Variance for building height.
- 3. Potential variance for parking stalls.

The table on the following page demonstrates how the buildings would comply with the existing R-1, Single-Dwelling Unit district standards on the lot.

Mic Johnson, AFO, Architectural Field Office has provided a review of the project. (See attached.)

MEMO



Compliance Table

| | City Standard (PUD-23) | Proposed (Measured from building to curb) |
|--|--|---|
| Building Setbacks Front – York Side Street – 70 th Side Street - Xerxes Side – south | 50 feet 20 feet 30 feet 10 feet | 50 feet 40 feet 40 feet 100+ feet |
| Building Height | 3 stories and 40 feet | Two stories and 50 feet * |
| Building Coverage | 25% | 15% |
| Impervious surface | 50% | 25% |
| Parking | 154 stalls | 153 stalls* |

*Potential Variance required

Issues/considerations:

- Plan Detail. There are not a lot of plan details shown on the site plan. And no building massing diagram included. The applicant is still working through the architectural details of the building and space within the building. Any formal application will need to address the following:
 - Building renderings & detail, entrance locations, sidewalk connections.
 - Building material must meet City Code requirements (Brick and Stone).
 - Pedestrian and bike connections shown around and through the site.
 - Details of the green space. How it would be graded and used, show location of trails etc.
 - Parking lot detail should meet city code for setbacks and parking space size.
 - Landscape plan.
 - Floor plan.
 - Grading & Stormwater Plan.
- Building Materials & Facades. Buildings must be made of natural materials (stone, brick) on the first vertical 60 feet of a building, and first floor ceiling heights must be 20 feet tall. As suggested in the Southdale Design Experience Guidelines and by City Code, all new front building facades that face the public realm must have 75 percent transparency (ability to see inside the building) at the ground level. When designing the final plans, the "street typologies" suggested in the Design Experience Guidelines should be considered along the west and north sides of the building.

CITY OF EDINA

MEMO



- Traffic and parking. A traffic and parking study would be required. Note the project is slightly short parked.
- > Sustainability. The applicant has indicated they would meet the City's sustainability policy.
- Southdale Design Experience Guidelines. While this project is a conditionally permitted use, does not require a require a rezoning and is close to code compliance, the plans should attempt to address some of the goals within the design experience guidelines. In particular the street rooms typologies section.




Southdale Library and Edina Art Center

preliminary sketch plan

10. 25. 2023

HENNEPIN COUNTY



southdale library | project narrative

Hennepin County is planning to build a new Southdale Library on the site of the current Southdale Library and Regional Center at 7009 York Ave S in Edina, Minnesota. The project team, led by MSR Design, started the programming and predesign phase in March of 2023 to define the scope, budget, and schedule for the new library.

The project will also include the relocation of the Edina Art Center as a partner and tenant in the library building. This partnership will allow the sharing of the programs and infrastructure and will support overlapping programming. A public green space that provides outdoor education space and opportunities, a trail head connector for Nine-mile Creek and Three Rivers Park District, and stormwater treatment will be developed on the southern half of the site. The new library will be designed to meet the needs and expectations of the diverse and growing community of Edina and surrounding metro communities such as Richfield, Minneapolis and Bloomington, and to provide a welcoming and accessible space for learning, creativity, and civic engagement.

The zoning of the site is currently designated as R1 with supplementary requirements from the Greater Southdale District. The proposal complied with building coverage and impervious coverage requirements per the R1 district, and complies with setback requirements from the Greater Southdale District. A variance application will be required to accommodate a slight increase to maximum building height.



location map



Parcel Information

Address Parcel ID Land Use Zoning District Height Overlay District Floodplain District Watershed District Area

Zoning Requirements

Max. Building Coverage Max. Impervious Coverage Min. Setbacks N: 70th St W E: Xerxes Ave S S: Interior Side Yard W: York Ave S Max. Height

*A variance application will be required



zoning map

7001 York Ave S 32-028-24-21-000 Institutional R-1 + Greater Southdale None None Nine Mile Creek 7.74 acres (337,228 SF)

| | R-1 + Greater Southdale | | Proposed | |
|---|---------------------------------|-------------------------|------------------------------------|----------------------------|
| è | 25.0% 50% | 84,307 SF 168,614 SF | 15.4% 24.3% | ± 52,000 SF ± 82,000 SF |
| | 30' 30' 30' 50' 40' | | 35' 35' 30' 50' ± 50'* | |

context map

southdale library | preliminary building program

Library Program

Edina Art Center Program

| A Entry, Commons and Public Meeting Spaces | 5,367 (GSF) | F ART CENTER COR | |
|--|---|---|--|
| A1 Building Entry A2 Commons A3 Meeting Spaces | 670 1,134 3,563 | Gallery Gallery Storage Gift Shop | |
| B Library Collection and Services | 18,631 (GSF) | Model Changing Ro Medium Studio + sto | |
| BI Patron Service B2 Adult Collection B3 Teen Collection B4 Children's Collection B5 Technology B6 Reader Seating | 264 9,422 396 2,310 1,675 4,565 | Large Studio + stora Multipurpose Room Makerspace + stora Glass, Jewelry, Metal Pottery / Ceramics S Guest Artist Studio Gathering General Storage | |
| C Community Innovation | 5,233 (GSF) | | |
| C1 Meeting Rooms | 1,141 | G Outdoor Program | |
| C3 Study Rooms | 1,361 | Outdoor Kiln Area | |
| D Patron Support Staff | 6,646 (GSF) | Patio Terrace | |
| DI Offices | 2,215 | H Admin | |
| D2 Staff Workroom D3 Staff Support | 3,215 1,216 | Reception Directors Office Office Manager | |
| E Building Services | 9,288 (GSF) | | |
| E0 Toilet Rooms E1 Facility Service Staff Area E2 Security Workroom E3 Custodial Storage E4 General Building Storage E5 Loading and Service E6 Mechanical/Electrical/Network | 853 3,024 545 124 413 1,238 3,094 | Bldg Maintenance O Part-time Staff Rm w Conference Room Workroom Admin Storage | |

| ART CENTER CORE | 16,038 (GSF) | l Second Floor Infrastructure | 2,800 (GSF) |
|---|---|--|--|
| lery lery Storage Shop del Changing Room dium Studio + storage ge Studio + storage tipurpose Room cerspace + storage ss, Jewelry, Metal Studio + storage cery / Ceramics Studio + storage est Artist Studio | 1,250 250 375 125 1,000 1,500 0 1,219 1,500 6,613 250 | Gendered Restrooms Family Restrooms Unisex Restrooms Mothers Room Vending Receiving / service Dock Trash / Recycle Prefunction Gallery Janitorial Closet IT Rooms | 675 188 200 100 150 0 0 1,000 188 300 |
| henng heral Storage | 831 | SECOND FLOOR INFRASTRUCTURE TOTAL | 2,800 (GSF) |
| Outdoor Programs | 0 | J Underground Parking | 34,000 (GSF) |
| door Kiln Area o Terrace | Not included Not included | Underground Parking (100 Stalls) | 34,000 |
| Admin | 2,513 (GSF) | UNDERGROUND PARKING TOTAL | 34,000 (GSF) |
| eption ectors Office ce Manager if Office g Maintenance Office / Shop :-time Staff Rm w/ Kitchenette nference Room rkroom nin Storage | 188 188 600 375 625 0 250 100 | | |
| | | | |

LIBRARY TOTAL

45,165 (GSF) EAC TOTAL

18,550 (GSF) **PROJECT TOTAL**

101,516 (GSF) 3

Shared Program



| ST | ALL | S | | |
|----------------|-----|-----|--------|-------|
| PΑ | RKI | NG: | ±100 S | TALLS |
| 4Lk | < | | | |
| RKING PROPOSED | | | | |

| 10 + 1 per 300 SF 10% 10% 5% | 180 -18 -18 -9 | |
|---------------------------------------|-------------------------|--|
| | 135 153 | |

*Per conversation with city planning staff, baseline number of spaces is based on areas of library and art center program.

City of Edina Cary Teague, Community Development Director 4801 W. 50th Street Edina, MN 55424 Mic Johnson, FAIA November 9, 2023

Cary:

То

From

Date

Per your request, we reviewed the sketch plan submission for the redevelopment of the current Southdale Library 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.

Public buildings play a significant role in our communities. In their physical form they symbolize a sense of the culture of place, connecting people together through community events—from parades on main street, to pathways and parks that provide places for residents in early childhood to the later years of life—and they constitute the actions of government through the will of the people. Their plans should support the whole community, all within the public realm of a town or large city.

The role of a library is to bring people together and create a sense of place that is meaningful to all ages. And, as a place it takes on an image of safety and expression of a desire to know, a contagious feeling that often stays with us for the rest of our lives. The library then becomes an extension of home and of special importance, owned by everyone who crosses over its threshold into the interior of learning and knowledge.

Scale and detail of architectural expression are found in many libraries, but for me the most notable was the Carnegie Library in my hometown of 4,000 people. Carnegie Libraries brought forward an image of 'library' that stays with me even today. The other library I am fond of is the main New York Public Library, and the way it meets the street on Fifth Avenue with an east-facing formal entry axis, with Bryant Park on the west side as a center for community and cultural life in the year-round programing it provides. The reference to these two libraries is not to imply that an historic building should be designed for a Hennepin County Library but rather the attributes of all great libraries should be considered and, in this case, not just as a library that is intended for communities outside of Edina, but instead as a county library and arts center designed in the context of Edina.

The Greater Southdale Design Experience Guidelines represent the community's aspirations, developed for residents, by residents. These Guidelines were intentionally kept short and developed as non-prescriptive so that architects, landscape architects and developers could read them and understand their intent, and then bring to the table new ideas that fit within the context of the District, and with residents, create an exciting future for whole community of Edina. We are including the introduction and pages 3-5 of the DEG as an attachment to this memo as a point of reference.

Upon reviewing the site plan for the new library/art center, it is evident the Design Experience Guidelines were not considered in the planning of this site beyond the integration of landscape setbacks and the addition of green space. There are no diagrams that would suggest the site's potential connection along West 70th Street to Richfield or into the Greater Southdale District. Nor was there any apparent consideration of the number of assets in either city that could be formally or informally connect pedestrians to the site, or how pedestrians might connect to and from the Library and Art Center, and why that might be important to both communities' current and future residents.

The site plan offers exactly what the Guidelines were trying to avoid—namely a typical suburban approach in a car-centric site plan, with parking at the front door and little sense of entry other than a porte cochere drop off in the middle of the site on West 70th. Rather than finding a way to put all the parking below grade, the applicant has increased on-grade parking beyond what is required, further promoting a car-oriented entry sequence. Additionally, sidewalks for pedestrians around the site are located at the curb nearest to traffic, rather than at the center of the setbacks to create a safer and more comfortable pedestrian environment to help encourage use throughout all seasons.

We must also point out that what is presented in the sketch plan submission: a program, site plan and a context map (which does not represent the complexity of uses between France and York Avenues, the high density housing west of the site, or the single family Cornelia neighborhood

west of France Avenue) is by far the least amount of information offered by a design team since the Comprehensive Plan and Greater Southdale Design Experience Guidelines were adopted in 2018. It is uncertain whether the applicant's intent is to withhold more detail on building massing/design intent because they feel it is unnecessary to open their plan up for consideration at this stage, or that they intend to 'unveil' it to the community, Edina Planning Commission and Edina City Council at the last minute. However, it would seem that a proposal for a publicly-funded project should better respond to the wishes of the community as were articulated in the Comprehensive Plan and Design Experience Guidelines, and be more transparent about the overall intentions for the site at this stage in the development process. For an important public building within the context of the Greater Southdale District we would like to see more than a baseline code-compliant design response, but rather a proposal that helps connect the community and better reflect the aspirations of the community it serves.

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



1. Introduction *Placemaking Through the Lens of Experience*

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By describing the evolving Greater Southdale District through experience criteria shaped by the physical context, a framework emerges for how streets will be structured, the relationship of open space to buildings, and how together the designed environment will support the desired experience outcome.

To expand this basic idea into contemporary design is to be both democratic and innovative. What it means to be democratic is to encourage everyone to contribute to the possibilities of a new experience within the notion that its comes from what is unique about living in Edina. To be innovative is to reach beyond current conditions to create an extraordinary place and experience.

Placemaking is not an act of invention... it is the study of how a unique place in world works, in combination with bringing contemporary design into alignment with the existing characteristics. The tools created via a collaborative process of engagement with the Greater Southdale Area Work Group takes this approach to the planning of the overall district, with the intent of providing the community, civic leaders, developers and designers the inspiration to think about the possibilities of this place in new and enterprising ways.

In the making of the Greater Southdale District we must:

- Support the public realm
- Create equity throughout
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The Vision Aspirations for the Greater Southdale District

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Change is inevitable within the district. In the past five years alone, over 1,500 new housing units have been constructed or are underway, along with myriad other commercial projects. This is a tremendous opportunity in time, and in the broader evolution of our community. We can transform the physical environment of the Greater Southdale District from a traditional car-oriented suburban commercial district with its sea of surface parking lots and 'superblocks,' into a vibrant place whose character is neither urban nor suburban, but blends the best characteristics of both to create a place that is uniquely of Edina. This new model will support all modes of transportation (cars, buses, bikes, scooters, and pedestrians) and serve future generations of Edina residents, employers, and visitors. It will complement, not compete with, the single family neighborhoods that have historically defined much of the community's fabric.

Within the broader 750+ acre Greater Southdale District, and the former Pentagon Park, there exist a remarkable variety of assets. This plan connects those assets with a new street grid that overlays a human scale and allows access via a variety of transportation options. The plan sets forth a strategy to bridge between adjacent single family neighborhoods and the more commercially focused areas of the district. And, it uses public realm infrastructure—including parks, plazas, green streets, woonerfs, and waterways that manage stormwater—as the connective tissue that gives the district its unique identity. Together, these attributes will set the stage for a remarkable daily experience for those who live, work and play within the Greater Southdale District.

Aspirations for the Future Greater Southdale District

The Greater Southdale Work Group summarized the overall district vide vision and land use strategies as part of the District Plan. These aspirations, which follow, are at the foundation of design policy parameters and the overall experience we are striving to shape as the Greater Southdale Area evolves over the next 50 years.

- 1. Imagine Greater Southdale District evolution organized around human activity, with vibrant pedestrian-focused streets, beautiful parks and public spaces, and endearing and enduring buildings where:
 - A sense of invention is expected from new introductions, both public and private, that build on the district's spirit of innovation.
 - Its role as regional and local center for living, shopping, working, learning, entertainment, hospitality, and medical services is enhanced.
 - Other Edina neighborhoods, near and distant, benefit from investment in the district and the evolution of each parcel.
 - Investment in the public realm is reflected by a commensurate investment as private parcels evolve.
 - Public and civic services accommodate a growing and diverse district and community population.
 - Transitions at the district's edges recognize compatible use and scale and neighboring uses are perpetuated on their terms.

2. Make the Greater Southdale District the model of healthy urban living where:

- The district's form encourages healthy living habits, particularly through walking.
- The design of buildings and spaces, both public and private, attract the widest possible range of the district's population.
- Storm water is a valued resource by making it part of the experience of the district.
- Emissions and pollutants are mitigated through the introduction of significant tree canopy and limiting idling vehicles on streets, creating a more inviting walking experience along the district's streets.
- Sustainable solutions result in a stock of healthy buildings that compel healthy activity for their occupants.
- Public features mitigate impacts of non-local infrastructure, especially to contain the ill effects of adjacent highways.

3. Invent sustainable infrastructure matching the district's sense of innovation where:

- Mutually-supportive and forward-looking infrastructure is the norm, looking beyond baseline utilitarian functions of a single site to create a broadly supportive district infrastructure.
- Infrastructure aligns with the creation of public space in the district, sharing space and resources that result in compelling, attractive and high-functioning civic spaces.
- Care for and perpetuation of public infrastructure anticipates daily human activity in all seasons.

4. Create neighborhoods of activity within the broader mixed-use patterns of the district where:

- Logical boundaries based on reasonable walking distances are established, with major streets as seams binding the activity of each side into an inviting and accessible public space.
- Focal points of public activity are found within each neighborhood.
- Key community services and facilities are present and help define the fabric of the District.
- Core services are delivered within each neighborhood or in an adjacent neighborhood.
- Neighborhoods are linked along street and park corridors highlighted by visible human activity.

5. Offer a spectrum of living opportunities integrated through the district where:

- Housing orients to a variety of income levels and household types.
- Ownership options constitute a significant portion of the living opportunities in the area.
- "Missing Middle" living opportunities (duplexes, triplexes, side-by-side or stacked townhouses, rowhouses with multiple units, and small buildings with four to six apartments) allow a broader range of Edina residents, workforce members and others to consider relocating to the District.
- Buildings for living strongly orient to the public spaces of each neighborhood within the District.

6. Expand significantly the number and extent of parks and public spaces where:

- Opportunities for the introduction of another large signature public space complement the programming and activities available at Centennial Lakes.
- An extension of the Promenade to Strachauer Park links neighbors and activity to the district.
- New promenades on the East and West edges of the District create movement corridors for pedestrians and bicyclists and serve as vital places for a transition between neighborhoods and the District.
- Parks and publicly accessible spaces are clearly visible and directly accessible from the public realm.
- Spaces for visible human activity and occupation, either public or publicly accessible, occur on every block.

7. Encourage district evolution based on incremental change and the creation of a great pedestrian experience where:

- A basic framework of streets and blocks encourages pedestrian activity and well-considered buildings.
- A rich variety of public or publicly accessible spaces are woven into the experience of the district.
- Sites and buildings support a pedestrian experience first, with storage of cars not a focus.
- Development on each site links to adjacent streets and to neighboring sites to create continuous, safe, and inviting pedestrian experiences.

8. Build (or plan for) a street network encouraging pedestrian movement across and through the district where:

- Walkable block lengths (200 feet) are the baseline framework for development.
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- Wide landscaped boulevards encourage pedestrian activity and create a distinct district signature.
- Community corridors within and extending well beyond the district enhance bicycle and pedestrian access while accommodating vehicle traffic on pedestrian terms.

9. Imagine transportation in the district where:

- Cars are not the focus and streets accommodate more than vehicles.
- Major streets balance access and mobility.
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10. Expect the delivery of high quality, well-designed buildings and sites where:

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- Storm water remains visible as an amenity, allowing it to become a central part of the experience of each site.

11. Frame development guidance for evolution where:

- Development review includes the desired experience, not solely quantitative thresholds.
- Accommodation of adjacent and near parcels are considered in the evolution of a single parcel.
- Early reviews focus on ideas, patterns and relationships, not specific and engineered plans, with that part of the review process based in dialog, not presentation and reaction.
- Demonstrations of quality and especially quality from a long-term perspective are baseline considerations.
- Collaboration leads to a superior result, with the community's expectations clearly framed as part of the deliberation.
- Flexibility is not a right, but rather the natural by-product of a fair exchange for benefits, collaboration, and quality in development.

Greater Southdale District Design Experience Guidelines

March 5, 2019

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A. Preface What are Design Experience Guidelines?

For nearly four years, a Work Group comprised of Edina residents and business leaders contemplated the future evolution of the Greater Southdale District, using the notion of "experience" as the foundational element from which to shape the district over the next 50 years. The first phase of the Work Group's efforts consisted of developing Working Principles that would guide the group's efforts into subsequent stages as well as suggest a dialog for considering new introductions within the district. Phase Two translated these principles into an urban design framework plan that proposed enhanced connections across existing major streets, introduced a new block framework to encourage walkability, and posed design strategies to create an improved public realm and promote higher quality, pedestrian-oriented development.

The broader experience the urban design framework strives to achieve is the creation of a Greater Southdale District that connects seamlessly between the existing urban and residential fabric, maximizes the development potential of each site, enhances walkability and livability, and encourages interaction among current and future residents, businesses, and institutions. The urban design framework is the foundation to the Greater Southdale District Plan, a part of the City of Edina 2018 Comprehensive Plan. The Greater Southdale District Design Experience Guidelines is a companion to those documents, outlining high-level planning and design strategies for public realm, site, and building design supporting the desired experience outcomes.

The Design Experience Guidelines sets baseline guidance for developers, designers, City of Edina staff, Planning Commissioners and members of the City Council when proposing, designing or evaluating proposed introductions within the Greater Southdale District.

Use of the Design Experience Guidelines

The Design Experience Guidelines apply to proposed development within the Greater Southdale District and former Pentagon Park, and should be referred to when embarking on new development or redevelopment. The Design Experience Guidelines also offer direction for new public realm features and the reimagining of existing public infrastructure. The document does not stand alone; it must be considered as part of a larger set of district goals, urban design framework and patterns, and policy guidance outlined in the Greater Southdale District Plan and the 2018 City of Edina Comprehensive Plan. Together, these documents set forth City expectations for the future form of the Greater Southdale District, and inform all potential projects within the district.

The Design Experience Guidelines are not a substitute for City of Edina zoning codes and ordinances, but instead provide substantial background for developers and design teams and a framework from which to approach proposed projects within the district. The Design Experience Guidelines clarify the dimensional characteristics of eight different Street Room typologies that together form the experience within the district. The physical qualities of each street room's height and width, and shaped by the architecture of the district, informs the design of the public realm on streets that connect and bind the human experience of the district. These physical characteristics also shape the experience of transition – transitions from existing single-family neighborhoods and transitions into and out of the district, outlining gradual changes in building scale within these critical transition areas to bridge between one- and two-story residences and the greater intensity of the Greater Southdale District.

In conjunction with the Urban Design chapter of the Greater Southdale District Plan, this document provides both a philosophical and practical framework to facilitate discussion among the City, development teams, and the community when considering proposals for change within the district. During the recommended Sketch Plan review process (described on page 70 of the Greater Southdale District Plan), the Design Experience Guidelines are intended to facilitate dialog about broader district goals, patterns and connections, building massing, programmatic opportunities and shared public realm connectivity. Dialog at this point in the review of a proposal requires imagination, looking beyond the immediate site to imagine the creation of a consistently positive human experience, requiring a proposal to recognize the ways in which it influences that experience on adjacent and nearby sites. Once a proposal progresses beyond the Sketch Plan, the document is used as a test of outcomes and touchstone to measure how every proposal meets the desired district experience.

Further specific design details related to landscaping, curb and intersection design, stormwater management and daylighting, lighting standards, street furniture, and a host of other factors related to the experience of the district will be described in future versions of this or a similar document as the need for direction related to those features becomes better understood.



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The Framework Building Blocks to Support the Vision

3. The Framework

Building Blocks to Support the Vision

THE 200'x200' GRID

There is an expectation of the street grid: it is democratic, it is uniform, it is connective. The uniform grid and the buildings that line the grid give the city its form. The space between buildings is used for access for pedestrians and vehicles; for entrance into both public and private buildings; and to provide light, air, and common green or social spaces.



To break down the scale of the 'superblocks' that currently characterize the district's overall land use framework, three distinct street grid patterns were considered, to inform what how the Greater Southdale District might transform into a more uniform and connected community. Small Portland blocks (200'x 200') were compared to the long blocks of New York City (200'x600') and the larger square blocks of Minneapolis (350' x350'). The Work Group focused on Portland as a model because of its walkability, and the scale of its buildings resulting from the 200 foot restriction on the length of building elevations fronting the public realm. Further studies analyzed land ownership patterns, size of property and generally how connections could made through the superblocks. It was concluded that the 200' x200' foot system was more adaptable to variety of site conditions supporting a more engaging public realm and opportunities for a better community experience.



Considerations

Width of street Sunlight in public spaces View corridors Building scale – height, length and footprint Transparency at street level Landscape, lighting and street furniture Streets and public realm paving Courtyards and pocket parks Cultural context – pride of place, historical framework



Potential Building Sites

This diagram illustrates those parcels within the Greater Southdale Area and adjacent Pentagon Park that are potential redevelopment opportunities. Criteria to measure the opportunity inherent in these sites include:

- Sites that currently have large, dominating surface parking lots.
- Sites that are critical to the overall success of development in the district.
- Important connections that would extend existing public realm assets such as the Promenade.
- Underutilized land that can be repurposed to serve the public realm goals of the district.

Potential Building Sites

The diagram at right illustrates how the basic principle of a 200' x 200' grid can be applied nominally on potential redevelopment sites throughout the district without consideration of property line. It is recognized that land ownership will influence the ultimate form of the grid.

Other considerations influencing block pattern:

- Building scale
- Public realm connections
- Connections through blocks
- Pedestrian-oriented street intersections



The Space Between Buildings

N

As a result of the 200' x 200' block pattern, the space between buildings becomes an

important asset in shaping the overall sense of landscape and continuity of public realm throughout the district. Because the superblocks have primary responsibility for serving the vehicular traffic needs of the district, access to the smaller blocks for drop-off, service and parking can be planned to stay at the perimeter of a block, allowing for the spaces between the remaining block to be used for a network of green spaces that support the health and



Opportunities for the "Space Between" buildings to become places and connections to larger community pathways:

- Parks
- Pocket Parks
- Recreation
- Play Areas
- Gardens
- Stormwater Management
- Wetlands
- Waterways

STREET ROOMS AND SEAMS

With changes in the way people are living in cities and suburban environments, it is important to seek new ways in which our communities can be experienced without sacrificing the spatial and architectural values of existing neighborhoods. Defining the way in which transitions are seen and developed, and the way each street can have a different character, use and form, puts the emphasis on the public qualities of the public realm rather than on the buildings themselves.

In this way buildings can develop based on highest and best use without compromising characteristics of existing community life. Respect of context can bring about a degree of commonality where every building is not required to mirror its context but rather, support a connected and meaningful community experience.

The intention in the design visioning process for the Greater Southdale District was to create a new paradigm for suburban mixed use districts, in which individual buildings respect their context and each other. The ensembles created as part of this process are **Street Rooms**. In this approach, the geometry of the city plays an important part in the definition of the street room, by width of street, length of block, solar orientation and axis as it relates to other grids defining other public rooms of the city like courtyard, plazas and parks. The real identity of the city is closely related to how the city is seen up close, making it possible to understand the true character of a place. It is these up close characteristics that make a city unique.

This holistic approach depends on an attitude of relational subjectivity in articulating the components of each street room. This means that each wall of a building is studied as a part of the street that it faces and in conjunction with the building directly across the street. Scale, color, material and construction details are considerations in the whole composition of the street room—allowing the street to communicate a sense of place and completeness. A district full of street rooms promotes activity and social discourse while signifying the possibility of new functions. The street room is a source of sense of community even when it is not in use, thereby stabilizing the overall fabric of the public realm.

Street Rooms within the Greater Southdale District

Throughout the Greater Southdale District, the public realm is defined by a series of street rooms. These rooms are further defined by edges, referred to as the "seam" between the volume of the street and the form of the building—which together, create the experience at a pedestrian scale. Seams dictate the basic height of the defining street room wall (i.e. the building podium) but not necessarily the rest of the building form, allowing buildings to respond to their context on all four sides of the building and creating a form that is appropriate for each street room surrounding it. This creates variety throughout the district, and supports the notion that there are transitions between characteristics of neighborhoods that are different in scale, program and building type. As an example, transitions from single family houses to 36-foot-tall or 60-foot-tall buildings will not have the same criteria as transitions from a podium base to taller structures sitting on the podium.

The following considerations all factor into the development of public realm and street rooms. These ideas should be utilized and considered by decision-making bodies when reviewing proposed development projects.

- Transparency of building walls in the public realm can be both private and public. When the ground plane is connected along and through the building wall, it creates a link to experience the richness of activities in the public realm
- Buildings could be sited perpendicular to streets, allowing vistas and pathways through the new street grid.
- Buildings can create a very consistent form and a clear sense of place within the public realm. Each building is part of the next both internally and externally. Regardless of building age, the continuity of scale, rhythm and materials of each building that lines the street creates a sense of room.
- Continuity of building material quality is contained within each stone, brick, window pattern and cornice to define the edges of the public realm and the street room
- Continuity of architectural language in the edges of shapes and rhythm of openings define a street room into horizontal and vertical forms that frame the experience of being in room whether interior or exterior. The architectural language of the street should not be replicated but rather understood and transformed in each new building within the context of its particular location within the Greater Southdale District.
- Buildings frame the public rooms of the district (parks, pocket parks, playgrounds, etc.) and should represent the scale required to meet the needs of the community. Moving through these spaces, one should easily see choices for other desired destinations.
- Good street rooms provoke a culture's spatial imagination, social discourse and creative energy. The street typologies and corresponding guidelines on building form define experience and spatial form that connects the district together.
- The structure of the street rooms is organized to support residents, defining a particular place within a neighborhood and the overall district. The memory of experiences in each of these rooms provides the experience of sense of place and connects to other places within the Greater Southdale District.
- Walking is a shared experience. An engaging walk can be short, long, slow, quick, or meandering in weather that is wet, calm, windy, sunny, bright, cold, hot, or snowing in places that appear open, closed, low, tall, long, narrow, wide or expansive. The experience of walking through the street rooms must be full of events connecting to a broader set of experiences.
- The materials of the walls that make up the street room define the characteristics of the public realm. A certain part of this will depend on the age of the street, the program of the building and the design style in which they were constructed. All of these factors, in whatever form, are read and experienced in different ways and need to be delineated clearly.



4. The Guidance Shaping the Greater Southdale District Experience

Overlaying a new street network and street grid is a fundamental strategy in breaking down the scale of the existing massive 'superblocks' within the Greater Southdale District and improving the public realm experience. All new development should begin with the premise of the 200-foot-square block as the measure by which a building footprint is determined. The space between buildings are streets—which could be for cars, bikes, pedestrians only, or transformed into parks and open space. By connecting the design of streets with the concept of street rooms, the district will transform to one that is human-scaled, comfortable, green, and flexible for change and evolution over the next 50 years.

While each street room and neighborhood will provide a distinctive experience, there are certain characteristics that are common to streets throughout the Greater Southdale District, helping to creating a holistic experience for pedestrians and bicyclists, transit-riders, and drivers alike. Buildings lining the public realm/street room will incorporate a mix of uses, including housing, workplace/office, cultural, community, and commercial/retail space—setting the stage for a rich variety of experiences.

The overall public realm experience within the Greater Southdale District is supported by:

- Consistent building setbacks that create the opportunity for an expansive public realm within the district and sub-district.
- More frequent intersections to promote pedestrian connections within the district and to neighboring districts.
- Distinctive sidewalks that support the pedestrian experience, separate and dedicated bikeways, and appropriate number lanes of vehicular traffic.
- Wide sidewalks with places for gathering, play areas, gardens, outdoor cafes, etc.
- Publicly-accessible pocket parks and courtyards along the street and sidewalk extend the public realm of the sidewalk in between buildings.
- Separate and dedicated bikeways, and an appropriate number of lanes of vehicular traffic.
- Integrated signage and lighting systems that offer safety, interest and diversity to the pedestrian.
- Consistent signage that reflects sub-district identity to promote wayfinding within the larger Southdale District, identifying characteristics of the street and public amenities.
- Pedestrian and vehicular paving (permeable) that is unique to a sub-districts streets and sidewalks.
- Trees that vary in species, installed in rows or clumps, and spaced to create visual interest and promote a range of experiences such as shaded groves with benches, or a sun-dappled outdoor cafe, along the street.
- Pedestrian, bicycle and vehicular access routes through larger blocks.
- Safe, comfortable places where people can stop, view, socialize and rest. These may incorporate "landing zones" for ride sharing services such as Uber and Lyft — particularly near primary gathering places and public rooms along the Promenade, connector streets and future East and West Promenades. These places of respite should not conflict with other sidewalk uses.
- Different, and defined, zones on all sidewalk: building frontage zone, street furniture zone, movement zone, and the curb. Cafes and outdoor seating can be located in the building frontage zone, extending the activity of a building to include the sidewalk.

- Transit stops that are designed to provide districtwide continuity, reinforcing the qualities of the Greater Southdale District.
- Integrated plantings, water features and/or art to enhance public open space.
- Stormwater that is daylighted and used as a water feature or amenity, integrated into the overall experience of the street and the district.
- Street parking provided at the curb to support a mix of activities for both residential and commercial activities.
- Varied landscaping and street trees that create a canopy over the street. Consider the changing climate when selecting plant species with the understanding that indigenous plant materials may not always be the most appropriate choice.
- Building equipment, mechanical exhaust systems and/or service areas concealed in a manner that does not detract from the pedestrian environment.
- The public realm is for both summer and winter conditions and as such must be planned to be easily maintained in all conditions. Building owners and city stakeholders should plan for maintenance, operations and upkeep within the public realm. This includes prompt and thorough snow removal on every reach of the sidewalks, care and feeding of trees, landscape and decorative planters (which should be changed on a seasonal basis).

PRIMARY COMPONENTS OF THE PUBLIC REALM EXPERIENCE

The following guidance is provided to assist the community, civic leaders, designers and developers in understanding the vision and baseline parameters related to both building and public realm within the Greater Southdale District.

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.

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.
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.
- 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.
- All building façades are prime (including parking) and must be designed accordingly. There is no back side of a building.
- 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.
- No building façade can be longer than 200' without changing direction by a minimum of 90 degrees.

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.
- 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.
- 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).
- Rooftops facing the Promenades must be functional and programmed to provide interest and variety along these important pedestrian spines.
- 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.
- Building footprints above 60 feet should be no greater than 12,000 SF for residential use and 24,000 SF for commercial space.
- Design buildings for flexibility and adaptability in the future, including use of structural systems that will allow a building's function to fundamentally change.

TRANSITION AND CONNECTIONS

Within the Greater Southdale District, a new network of streets will provide both commercial and resident access to new mixeduse buildings along France and York Avenues, keeping traffic out of the adjacent single family neighborhoods. These new streets offer the opportunity for new development to more gradually transition from the scale of the existing single family neighborhoods and the commercial heart of the Southdale District. New development within transition zones is expected to balance scale and building use between these single family neighborhoods and the higher density, more commercially focused Greater Southdale District.



West and East Promenades

The character of the West and East Promenades, new north-south streets that run to the west of France Avenue and the east of York Avenue, to are envisioned as woonerfs—shared streets for pedestrians, bicycles and vehicles. This typology creates opportunities for multiple access to buildings for both below grade parking and service, as well as temporary/short-term parking for retail and building drop offs. Within the woonerf concept, pedestrians have priority over cars, and as a shared street, cars are forced to slow down and travel with caution.

Because of their organization, these streets also can support a variety of uses, with building types catered to residential uses such as townhomes, with considerations for retail space that support less intensive commercial needs of adjacent neighborhoods. The sense of scale by way of width of street to height of building is maintained by creating a street form that is no less than 60 feet high at its edges, with developments potentially increasing in height as buildings reach the edge of the boulevards, and descending in height as they move to the single family neighborhoods, providing an edge to the east and west transition zones.

Primary East-West Streets

East-west streets through the Greater Southdale District connect existing single family neighborhoods to the heart of the district. The design of these streets 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 serves as a bridge, knitting together the single family residential neighborhoods and the greater intensity of the district.

STREET ROOM TYPOLOGIES

A hierarchy of streets and pathways within the district is the framework for public realm development and related building form. Each street across the district has a role in how it serves pedestrians, bicycles and vehicles in connecting sub-districts, adjacent single family neighborhoods, and the overall Greater Southdale District and creating a unified sense of place. It is the intent that street typologies define the public realm experience: the space between buildings, dimensions of building setbacks from the street, heights of facades at the building face at the street and building step backs, where the façade of the building steps back from the volume of the street room.





Street Room Typology 1: Promenades and Transition Zones

Promenades are new woonerf-type streets on the west side of France Avenue and on the east side of York Avenue. Within this typology, there are several different variations for new building development in these important transition zones, responding to and respecting the context of adjacent single family neighborhoods.

Street Room Typology 2: Cornelia Overlay Zone

With the understanding that there is special sensitivity related to new building development near the Cornelia neighborhood, this is a special zone governing the design of the public realm/street room on the east side of France Avenue between the north side of 69th Street and Gallagher Drive. Buildings within this zone will be expected to maintain the east side of the France Avenue street room, but will be of a lower overall scale than new

buildings at the north or south ends of France.

Street Room Typology 3: New Local Streets

These are new 60' wide streets internal to existing superblocks. These streets will be constructed as new buildings are added to the district, and will help create the new network of streets and pedestrian pathways throughout the Greater Southdale District. Some of these spaces between buildings may become parks or plazas, extending the public realm. Others will become primary vehicular access for drop off and pick up, as well as access to parking and primary building services.

Street Room Typology 4: Primary East-West Streets

The existing 69th Street, 70th Street, Hazelton Road, Parklawn Avenue and West 76th Street are important connections through the district from east to west. This typology is intended to respect the neighborhood scale and context in a meaningful way, with an ample tree canopy, extensive setbacks and lower scale 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.

Street Room Typology 5: The Boulevards

France Avenue, York Avenue, West 66th Street and West 77th Street are the district's gateway streets. They carry the highest traffic volumes and are intended to have higher transit volumes than any other streets within the district. These streets will have the greatest impact in conveying the overall identity of the district: a consistent 50 foot setback with a double row of trees will extend the length of these streets, while consistency in building heights along the street edge will form the edge of the street room—bridging between the lower intensity and transitional areas and the higher intensity zones within the Greater Southdale District.

Street Room Typology 6: Central Spine

The Central Spine comprises the existing Promenade, its potential expansion northward, and future connections to the west to Fred Richards Park. This important pedestrian network is an attractive destination for both residents and visitors alike. New development along the spine must respond to and respect this important public amenity.

Street Room Typology 1A West Promenade / Transition to Cornelia Neighborhood



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The sub-district to the west side of France between 69th and Parklawn is a unique transition zone within the Greater Southdale District. Any proposed developments within this zone should be approached with special sensitivity. This means that the street experience within that zone should be perceived as connected to the Cornelia neighborhood through landscaping and trees, and buildings that gradually transition in both height and function and use between lower intensity neighborhoods to the more commercially-focused district on the east side of France Avenue. The West Promenade, a new north-south pedestrian, bike and vehicle street/woonerf that accommodates service access, is envisioned between France Avenue and the Cornelia neighborhood. This new shared street is intended to provide service access to new developments along France (keeping vehicular traffic out of single family neighborhoods), and providing a new framework to support the transition from townhouses and lower-scale residential buildings on the west side of the West Promenade, to slightly taller buildings on the east side of the West Promenade.

Dimensional Characteristics of Street Room Typology 1A West Promenade / Transition to Cornelia Neighborhood



As illustrated in the section above, within this transition zone, building heights will step up incrementally, from those that are adjacent to single family homes to those that are facing France Avenue to provide a more gradual transition from the residential neighborhood to the more commercially-oriented Southdale District.

The street room experience within Typology 1A will be shaped by the following experience guidelines:

- New buildings that are adjacent to single family residential properties, on the west side of the West Promenade, should not exceed 36 feet in height. Townhomes are the preferred residential typology in this area of the transition zone.
- All ground level space east of the West Promenade should have 20-foot floor-to-floor height. This dimension allows for flexibility to accommodate one level of retail space along the street, or two-story townhomes facing the West Promenade.
- 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.
- On the east side of the West Promenade, building faces should not exceed 50' in height. Any height above that limit should step back 20 feet from the facade of the building.
- On France Avenue, a 50 foot setback is required from curb to face of building with a maximum building height of 60 feet.
- On individual developments, should the City choose to permit height above the 60-foot height limit, it is recommended that additional height above 60 feet step back from the face of the building by a minimum of 10 feet in depth and 12 feet in height.

Street Room Typology 1B West Promenade Between Parklawn and Minnesota Drive



South of the zone designated as Street Room Typology 1A (where the Cornelia transition area immediately abuts single family neighborhoods), the Street Room experience shifts to respond to its changing context. It becomes one that is more commercial in nature and in concert with the expected higher intensity in the southwest quadrant the Greater Southdale District. As the West Promenade extends south into Typology 1B, it continues to serve pedestrian, vehicular and service access. Uniform building heights on each side of the West Promenade are intended to support the transition from existing multi-family housing to taller buildings at the south end of France Avenue near the gateway from 494.

Dimensional Characteristics of Street Room Typology 1B West Side of France Between Parklawn and Minnesota Drive



Within this zone, existing buildings are more commercial in nature and do not immediately abut single family neighborhoods. This unique condition lends itself to new development along the West Promenade that is still lower in scale, without the preference for townhomes or smaller scale buildings along one edge, as in Typology 1A.

The street room experience within Typology 1B will be shaped by the following experience guidelines:

- Building faces at the West Promenade within Typology 1B shall not exceed 50 feet in height. Any height above that limit should step back 20 feet from the facade of the building.
- All street level space shall be 20 feet, floor-to-floor in height. This dimension allows for flexibility for retail space (on France) and two-story townhomes facing the West Promenade.
- 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.
- Building faces on the east side of the West Promenade are intended to provide continuity in scale and experience from Street Room Typology 1A and from one side of the street to another.

Street Room Typology 1C East Promenade and Xerxes Avenue: Transition to Richfield



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Similar to the transition strategy on the west side of France Avenue, on the east side of the district, the existing Xerxes Avenue South is recast as the East Promenade to transition between the single family Richfield neighborhood to the east and the more commercially focused Greater Southdale District on the west.

The general character of Xerxes is single family housing on the Richfield side and multi-family residential backed up to commercial on York Avenue. The intent of this typology is to have townhouses along the street, set back to a taller building above, creating an scale appropriate to the existing character of the street. Xerxes is bisected by Yorktown Park and Adams Hill Park, near the Southdale YMCA. When Xerxes transitions through Yorktown Park and Adams Hill Park, the street becomes more woonerf-like, without vehicular traffic. This street-park hybrid is considered as public open space and needs to be programmed.

This typology extends along the north end of Xerxes between 65th and Highway 62 without the woonerf designation.

Dimensional Characteristics of Street Room Typology 1C East Promenade and Xerxes Avenue: Transition to Richfield



Street

The street room experience within Typology 1C will be shaped by the following experience guidelines:

- On both Xerxes Avenue north of 65th and on the East Promenade, a 15-foot "front yard" setback is required from curb to face of building.
- Building faces at the East Promenade across the street from single-family homes shall not exceed 36 feet in height. Height above that limit shall step back 20 feet from the facade of the building, and shall not exceed 60 feet in height. Any further height shall step back an additional 20 feet, to a maximum height of 84 feet.
- 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.
- See Street Room Typology 5 for description of dimensional characteristics of new development facing York Avenue.

Street Room Typology 2 Cornelia Overlay at France Avenue



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As a reflection of the scale of buildings east of the West Promenade in Street Room Typology 1A, Typology 2 extends the scale of this potential new development to the east side of France Avenue from Gallagher Drive to south of 68th Street. This strategy is intended to frame the street room experience along this corridor with similarly scaled buildings that are respectful of the nearby single family neighborhoods. The goal is to establish this zone along France as a more commercially-focused corridor (rather than residential) while employing similar height buildings as on the west side of France within the Cornelia transition zone.

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



France Avenue

The street room experience within Typology 2 will be shaped by the following experience guidelines:

- 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.
- 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.

Street Room Typology 3 New Local Streets



These new local streets, created as part of the strategy of breaking down the scale of the existing superblocks, will augment the current street network, providing new circulation options that can connect residents and visitors across the district, and support community life. Creating internal pedestrian walkways, with accommodation for bicycles and potentially cars, combined with existing public and private infrastructure, supports connections within and outside the block. The width of these new local streets, and the corresponding building form is based on the nature of the uses within the larger superblock structure. Streets can be lined with a mix of uses, including residential, commercial, or retail. They contain shady places to walk the dog or sit and have a coffee connecting to neighborhood parks, places of worship, and schools. Unique to the Greater Southdale District, some of these local streets may become linear parks between buildings, with vehicular access limited only to emergency responders.

Dimensional Characteristics of Street Room Typology 3 *New Local Streets*



The street room experience within Typology 3 will be shaped by the following experience guidelines:

- 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 as illustrated in the diagram above.
- 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.
- Building podium heights can vary, from 36 feet up to 60 feet.
- 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.
- 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).

Street Room Typology 4 Primary East-West Streets



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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.

Street Room Typology 4 consists of streets that are between 110 and 125 feet wide, with two lanes of traffic in each direction, a center median and no parking. Several of these existing streets feature roundabouts. These streets provide access to parking and building services for buildings in Typology 3, as described previously.

Dimensional Characteristics of Street Room Typology 4 Primary East-West Streets



Existing East West Streets

The street room experience within Typology 4 will be shaped by the following experience guidelines:

- 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.
- 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.
- 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.

Street Room Typology 5 The Boulevards



Streets that are included in this typology include the primary district boulevards such as France Avenue, York Avenue, W 66th Street and W 77th Street. In addition to being the widest streets in the district, they also currently carry a high volume of vehicular traffic. The intent of this typology is to create streets that connect the Greater Southdale District to the larger Edina community. These commercially-focused streets will reinforce the district's unique role in serving Edina's neighborhoods, while at the same time, recognizing that the district has a role in the broader metropolitan region—providing employment, health, retail, entertainment, and a wide range of housing options.

The streets that fall into Typology 5 will have the greatest impact in conveying the overall identity of the district, with wide, multi-use streetscapes lined with a double row of trees within a consistent 50-foot setback. Medians may also be present in the boulevard streetscape to accommodate plantings and/or mass transit lines and stations. In many cases, boulevards will be adjacent to the tallest buildings in the district and will be the locations for transit stops.

Dimensional Characteristics of Street Room Typology 5 The Boulevards



On these wide streets, a sense of scale is maintained by creating a uniform street wall of 60 feet, with taller structures stepping back from this 60-foot datum. This consistency in building heights along the street will form the edge of the street room—bridging between lower intensity and transitional areas, and the higher intensity zones within the Greater Southdale District.

The street room experience within Typology 5 will be shaped by the following experience guidelines:

- 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.)
- 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.
- 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.
- Parking and building services should not be accessed via these streets.
- Incorporate 10- to 12-foot wide sidewalks that create opportunities for gathering, outdoor cafes, pavilions, etc.
- Within the 50-foot setback, trees should be planted in a double row to add a strong canopy for pedestrian activity.

Street Room Typology 6 Central Promenade Spine



The Central Promenade Spine is intended to connect the Greater Southdale District from the west at Highway 100, extending east to the heart of Centennial Lakes and beyond to Edinborough Park. This Central Spine also extends the existing Promenade north through the Galleria and Southdale Center, and north across a future green lid over Highway 62 to Strachauer Park.

The Central Promenade Spine traverses through a variety of building types, ranging from townhouses to multi-family housing, to low scale commercial/retail

buildings, to mid-rise office buildings. As the physical form of buildings along this spine evolves, natural sunlight light and limited shadow will determine the experiential use of the space. Creating maximum height of 36 feet at its edges will support a mix of uses fronting the spine. Height above this 36 foot limit will step back from the building face, maximizing the program of new buildings rising along its edges without compromising the experience of walking and biking through a parklike environment

Dimensional Characteristics of Street Room Typology 6 *Central Promenade Spine*



Central Promenade Spine

The street room experience within Typology 6 will be shaped by the following experience guidelines:

- The 36 foot height along the Central Spine encourages a mix of uses focused on entertainment venues such as
 restaurants, gathering places or community-oriented facilities that provide destinations to come to and stay at.
 These lower-scale buildings that line the Promenade should reflect its stature as a special community amenity,
 with a rich variety of architectural experiences that front this park-like environment.
- Above 36 feet, buildings shall step back 20 feet to the 60 foot podium height. Above 60 feet, buildings shall step back an additional 20 feet.
- Buildings above the 60 foot height limit should be oriented to maximize the amount of sun on the Promenade.
- Locations where Typology 6 intersects Typology 4 and 5 are critical to reinforce the idea of the linear public spine that connects this entire district. These intersections are the gateway to the Spine and should have a unique architectural response.
- 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.



Implementing and Measuring the Guidance Ten Things to Remember

Architecture Field Office

5. Implementing and Measuring the Guidance *Ten Things to Remember*

- 1. Every new development begins with the 200'x 200' block, or some variation based on context.
- 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.
- 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.
- 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.
- 5. Designated transition zones are about maintaining the quality of life in these areas without restricting growth in other parts of the district.
- 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.
- 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.
- 8. Building footprints above 60 feet in height are limited to 12,000 SF for residential uses, and 24,000 SF for commercial.
- 9. Within the first 60 vertical feet of a building, primary materials systems that are more traditional like brick, stone, glass wall systems are preferred. Above 60 feet, other materials such as metal wall systems within a larger curtainwall system, can be introduced. These baseline parameters should not be a deterrent to architectural innovation but rather are intended to serve as a measure of quality and continuity throughout the district
- 10. Transparency at the ground level facing the public realm is key to the individual experience and is a catalyst for how to activate and maintain a community-based approach to daily life and experience.

Architecture Field Office









Existing Site





Existing Site





Sketch Plan Review

7001 York Avenue

EdinaMN.gov







Existing Site











Site Planning | Community Assets



Hennepin

Hennepin County

Site Planning | Connection





Hennepin County

Formal Application Would Require

The request would require the following if a formal application is made:

- I. Site Plan Review and revised Conditional Use Permit.
- 2. Variance for building height.
- 3. Potential variance for parking stalls.


Compliance Table

| | City Standard (PUD-23) | Proposed (Measured from building to curb) | |
|--------------------------------|---------------------------|---|--|
| Building Setbacks | | | |
| Front – York | 50 feet | 50 feet | |
| Side Street – 70 th | 20 feet | 40 feet | |
| Side Street - Xerxes | 30 feet | 40 feet | |
| Side – south | 10 feet | 100+ feet | |
| Building Height | 3 stories and 40 feet | Two stories and 50 feet * | |
| Building Coverage | 25% | 15% | |
| Impervious surface | 50% | 25% | |
| Parking | 154 stalls | 153 stalls* | |

*Potential Variance required



Issues/Considerations

- Plan Detail. There are not a lot of plan details shown on the site plan. And no building massing diagram included. The applicant is still working through the architectural details of the building and space within the building. Any formal application will need to address the following:
 - Building renderings & detail, entrance locations, sidewalk connections.
 - Building material must meet City Code requirements (Brick and Stone).
 - Pedestrian and bike connections shown around and through the site.
 - Details of the green space. How it would be graded and used, show location of trails etc.
 - Parking lot detail should meet city code for setbacks and parking space size.
 - Landscape plan.
 - Floor plan.
 - Grading & Stormwater Plan.



Issues/Considerations

Building Materials & Facades. Buildings must be made of natural materials (stone, brick) on the first vertical 60 feet of a building, and first floor ceiling heights must be 20 feet tall. As suggested in the Southdale Design Experience Guidelines and by City Code, all new front building facades that face the public realm must have 75 percent transparency (ability to see inside the building) at the ground level. When designing the final plans, the "street typologies" suggested in the Design Experience Guidelines should be considered along the west and north sides of the building.



Issues/Considerations

- Traffic and parking. A traffic and parking study would be required. Note the project is slightly short parked.
- Sustainability. The applicant has indicated they would meet the City's sustainability policy.
- Southdale Design Experience Guidelines. While this project is a conditionally permitted use, does not require a require a rezoning and is close to code compliance, the plans should attempt to address some of the goals within the design experience guidelines. In particular the street rooms typologies section.



Discussion/Feedback





CITY OF EDINA

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

| November 15, 2023 | Agenda Item #: VII.B. |
|---|---|
| Planning Commission | Item Type: |
| Cary Teague, Community Development Director | Report and Recommendation |
| Sketch Plan Review – 4600 77th Street West | Item Activity: Discussion |
| | November 15, 2023 Planning Commission Cary Teague, Community Development Director Sketch Plan Review – 4600 77th Street West |

ACTION REQUESTED:

No action requested. Provide the applicant with non-binding feedback on a potential future land use application.

INTRODUCTION:

Seven Hills Academy on behalf of the property owner, Hillcrest Development, is requesting consideration of a Sketch Plan proposal to remodel and expand the existing office building at 4600 77th Street into a Kindergarten through 5th Grade Charter School (550 students). The expansion of the building would be for a gymnasium. This site is located within PUD-23, which includes The Fred apartment building (408 units), and the Finch apartments (276 units to be built) and this existing office building. The PUD Plan had contemplated retail uses within the first level of the 4600 building, with the idea that the retail uses would activate the area and woonerf between The Finch apartment and this office/retail building. The PUD-23 Ordinance was specifically written to allow "Retail uses allowed within the PCD-1 Zoning District."

The request would require the following:

- 1. An Ordinance Amendment to allow schools within this PUD-23 Zoning District.
- 2. A revised Overall Development Plan for PUD-23.
- 3. Site Plan and Setback Variance for the gymnasium from 45 feet to 37 feet and a drive aisle separation requirement from 10 feet to 0 feet for the parent drop-off drive aisle.
- 4. Likely variances would be requested for building material and building transparency for the gymnasium addition.

ATTACHMENTS:

Staff Memo

Applicant Narrative & Sketch Plans Site Location, Zoning & Comp. Plan AFO Review (Mic Johnson) Staff Presentation

City Hall • Phone 952-927-8861 Fax 952-826-0389 • www.CityofEdina.com





Date: November 15, 2023

To: Planning Commission

From: Cary Teague, Community Development Director

Re: Sketch Plan Review – 4600 77th Street West

Seven Hills Academy on behalf of the property owner, Hillcrest Development, is requesting consideration of a Sketch Plan proposal to remodel and expand the existing office building at 4600 77th Street into a Kindergarten through 5th Grade Charter School (550 students). The expansion of the building would be for a gymnasium. This site is located within PUD-23, which includes The Fred apartment building (408 units), and the Finch apartments (276 units to be built) and this existing office building. The approved PUD-23 Plan had contemplated retail uses within the first level of the 4600 building, with the idea that the retail uses would activate the area and woonerf between The Finch apartments and this office/retail building. The PUD-23 Ordinance was specifically written to allow "Retail uses allowed within the PCD-1 Zoning District."

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- 4. Likely variances would be requested for building material and building transparency for the gymnasium addition.

The table on the following page demonstrates how the buildings would comply with the PUD-23 zoning standards on the lot.

Mic Johnson, AFO, Architectural Field Office has provided a review of the project. (See attached.)

MEMO



Compliance Table

| | City Standard (PUD-23) | Proposed (Measured from building to curb) |
|--|--|--|
| Building Setbacks Front – 77 th Street Side – East Side – West Rear – Fred Richards Park | 40-50 feet 45 feet NA 20 feet | 50 feet 37 feet* 40 feet 100+ feet |
| Drive aisle setback from building | 10 feet | 0 feet* |
| Building Height | 5 stories & 52 feet | I story – 35 feet |
| Density | NA | NA |
| Parking | l space per staff, plus l space per 2 classes = 84 required | 78 proposed |
| | Housing + coffee = 367 | 367 |
| | 451 total | 445* |

*Does not meet base Zoning Standards in the existing PUD

Issues/considerations:

- Proposed Use. The existing office building where the school is proposed was intended to be used for retail uses and office when the PUD-23 was established. The zoning ordinance was amended to specifically allow "retail uses allowed with the PCD District." A school was not anticipated. Therefore, a zoning ordinance amendment would be required with any formal application.
- Sale of Property to a Tax-Exempt Entity. This proposal creates a conflict with the 2014 TIF Master Agreement that is recorded on the land title. As a condition for designating the Pentagon Park office properties as eligible for Tax Increment Financing (TIF), the property owner agreed to only sell the property to entities that pay property taxes. It appears that the Applicant is exempt from property taxes. This sale would violate the terms of the TIF Master Agreement, unless that agreement is modified by the property owner, City, and Housing & Redevelopment Authority (HRA).

CITY OF EDINA

MEMO



- Site Circulation (woonerf west side of building). Staff is concerned about turning the proposed woonerf into a bus pick-up and drop-off area two times per day. The fire marshal has expressed concern about the potential for buses to block the one-way woonerf for emergency vehicles. Staff would recommend pavers be constructed within the woonerf and that it remains friendly to pedestrians and bikers.
- Site Circulation (Park entrance east side of building). Staff also have concerns about the parent pickup and drop off area and the potential for stacking in to the entrance road to Fred Richards Park.
- Drive-aisle (parent drop off). The parent drop off and pick up drive-aisle would be located up against the gymnasium and would require a variance. (A 10-foot separation is required.)
- Park Entrance. The proposed gymnasium would partially block the view of the entrance in to the Fred Richards Park, as it would be setback just 20 feet from the paved portion of the roadway park entrance.
- Traffic and parking. A traffic and parking study would be required. Note the project is slightly short parked. Examination of the on-site circulation would be required as part of the study.
- Sustainability. The applicant would be required to meet the City's sustainability policy for construction of the gymnasium as part of the PUD. The applicant has indicated that they <u>do not intend</u> to meet the policy and would be requesting that condition not be placed on them as part of the PUD revision.
- Flood Plain. A portion of the gymnasium addition would be located within the 100-year flood plain. This area would have to be mitigated on the site.
- Building material. The gymnasium as proposed would be concrete with very few windows. Variances would also be likely requested to the building material requirement for brick or stone.





SKETCH PLAN SUBMITTAL

Amendment to PUD-23







SHPA: 4600 WEST 77TH STREET BUILDING



Understanding and Incorporating District Goals

Unique Experiences

Economic Vitality Goal #1: Offer unique experiences for living, playing, working and **Learning**, and memorable public places for civic and social gathering for multiple generations and diverse populations.

Learning and Entertainment

Economic Vitality Goal #2: Include learning and entertainment activities that **Catalyze** new development and accommodate interests of a more **Diverse District** and community population.

Scale and Form

Urban Design Goal #2: Utilize appropriately-scaled development and built form that adds **Vitality** and **Activity** to the District to create inviting and comfortable human experiences, enduring buildings and spaces, and a fitting sense of place.

District Management

Urban Design Goal #9: Perpetuate the Greater Southdale District by close and consistent Attention to the public realm and the Needs of people living or working in or visiting the District.

Overall

Land Use Goal #1: Facilitate the evolution of this regional destination into a higher density, sustainable, **Mixed-Use** area for "shop, live, work, play, learn, interact" with a distinctive and definable identity as "Edina's Living Room."

District Services, Arts, and Culture

Land Use Goal #7: Accommodate public, institutional, arts, and cultural elements that are needed to create a **Complete** and **Livable community**.

Evolved Services and Facilities

District Services and Facilities Goal #1: Ensure that an appropriate **Range of Community Services** and facilities supporting the Greater Southdale District's population will be made available commensurate with its evolution.

Lifelong Learning Services

District Services and Facilities Goal #3: Encourage opportunities for Lifelong

Learning and Education that will meet the needs and interests of the district's and community population through facilities that are prominent in the experience of the District

The project site sits on the north side of West 77th Street, east of HWY 100 and north of HWY 494. Currently to the west The Finch residential complex is under construction.

Seven Hills Preparatory Academy (SHPA) is working to develop the site for a K-5 Elementary Academy.

The site has recently been rezoned to PUD-23. Although this site was zoned for educational use, under this new PUD the use is no longer permitted. The Owner seeks an Amendment to the PUD-23 zoning to include an Educational Use.

The Greater Southdale District Plan has been reviewed in preparing this document. The project incorporates many of those goals. Additionally, the design plans for the Woonerf and the Fred Richards Park have played heavily into the design and development of this property.

PROJECT DIAGRAM



LIVE PLAY LEARN **INTERACT**

PROJECT DESCRIPTION

WORK INTERACT

SHPA: 4600 WEST 77TH STREET BUILDING

COLLABORATIVE DesignGroup, Inc.



LOCATION CONSIDERATIONS







Nearly 50% of workers in this area travel under 10 miles to work. Creating educational opportunities along their routes gives an additional incentive to remain in the area.

(Southdale District Study)

the population.

The Greater Southdale District has a highly educated population indicating a population that is seeking education in all different forms.

The Greater Southdale District has put mixed-use patterns as a priority for the district goals.

Aspiration #4

Create neighborhoods of activity within the broader mixed-use patterns of the district.

SHPA: 4600 WEST 77TH STREET BUILDING

The property sits at the epicenter of four of Edina's largest residential areas. Giving these residence educational options helps stabilize

COLLABORATIVE DesignGroup, Inc.





SITE CONSIDERATIONS

For Fire Safety an easement on the north side of the site allows for fire truck access across Construction is not permitted in this area.

The northern most portion of the site is in a flood plain, indicated in the blue overlay, that extends north into the park. To protect the

neighboring property across the north side of

The Optimal Gym Location is at the northeast corner of the existing building. Here the new building has minimal impact on the flood plain, stays out of the two easements. The footprint of the gym impacts only 2% of the overall flood

The development of The Fred and The Finch sites were in coordination with this site. The goal was to activate the the street by keeping a wide swath of green space at 77th Street and holding the buildings back. Option 2 created Construction in this location was not in keeping with the feeling created at the neighboring

SHPA: 4600 WEST 77TH STREET BUILDING



SITE ENHANCEMENTS

The site, as a whole, stays to true to the new PUD-23. Keeping intent of a walkable, inviting, human

Additional green space is being added at the north side of the site. This allows for the park to meld

Additional trees and bushes are being added to the south elevation at the street front, softening the

SITE MODIFICATIONS

See the next page for the minor modifications at the Woonerf. (1)

The gym addition is located against the northeast corner of the existing building. It's location keeps the new park access road open and allows for a view corridor of the

SHPA: 4600 WEST 77TH STREET BUILDING





WOONERF CONSIDERATIONS

Maintaining this "Street for Living" and maintaining the essence of the original design are paramount.

The Woonerf **will remain**:

- and cafe' traffic.
- to line the street.
- Traffic calming will continue as parent

Modifications will include:

- area to invite interaction during the majority of the day.
- Two parking buffers will be modified to and departure from the site.
- Additional trees and plantings will be the two parking islands.

Making and keeping 'good-neighbor' relationships is important. The Finch Owners have reviewed these changes and believe they benefit both properties.

Pedestrian Friendly with 96% of the day the bus area will be open for The Finch

The trees and landscaping will continue

drop-off and pick-up will take place on the north and east sides of the property.

• Paver's will be added to the bus parking

allow buses a safer and quicker arrival

added to account for the modifications to



PARKING CONSIDERATIONS



| Preliminary Parking | Counts | | | |
|---|------------------------------|---------------------|---------------------|-----------|
| Institutional - Elementary 1 Space Per Staff Mer | School nber at largest sl | hift, plus 1 space | e per 2 classrooms | 5. |
| | | On-Site | The Finch | Total |
| Use | Parking Required | Parking Provided | Parking Provided | Available |
| School 75 Teachers = 75 1 / 2 Classes= 9 | 84 | 78 | 70 | 148 |

There is a parking agreement in place with the Owners of The Finch. This agreement provides 70 parking spaces in The Finch underground parking lot.

SHPA: 4600 WEST 77TH STREET BUILDING



STUDENT DROP-OFF / PICK-UP



SCHOOL BUS SITE TRAFFIC IMPACT



OPEN PARKING DURING THE DAY FROM 9AM-2PM AND 4PM-12PM



Woonerf Parking

- Open parking to public during the day when school is in session
- Area provides 6 parallel bus parking spaces and 14 regular spaces during open parking times





SHPA: 4600 WEST 77TH STREET BUILDING COLLABORATIVE DesignGroup, Inc.









| CLASSROOM SUMMARY | | | | |
|------------------------|-----|----------|---------------------------------|--|
| SPACE TYPE | QTY | TOTAL SF | NOTES | |
| KINDERGARTEN CLASSROOM | 4 | 3,809 | | |
| FIRST GRADE CLASSROOM | 4 | 3,451 | | |
| SECOND GRADE CLASSROOM | 4 | 3,554 | | |
| THIRD GRADE CLASSROOM | 4 | 3,513 | | |
| FOURTH GRADE CLASSROOM | 4 | 3,557 | | |
| FIFTH GRADE CLASSROOM | 3 | 2,841 | | |
| SPECIALTY CLASSROOMS | 7 | 2,086 | SWING, SPECIALTY CLASSROOMS, GT | |
| SPECIAL ED | 2 | 1,800 | RESOURCE ROOMS | |
| ART ROOM | 1 | 724 | | |
| LATIN CLASSROOM | 1 | 723 | | |
| MUSIC CLASSROOM | 1 | 926 | | |
| MEDIA CENTER | 1 | 1,030 | | |

| | K-5 CHAR | TER SCHOOL | |
|---------------|----------|------------|--|
| SPACE TYPE | QTY | TOTAL SF | NOTES |
| EDUCATION USE | 36 | 28,014 | K-5, ART, LATIN, MUSIC, MED SPED, SPECIALTY |
| ASSEMBLY USE | 3 | 11,997 | CAFETERIA, GYM, MPR |
| BUSINESS USE | 34 | 15,296 | ADMIN, LOBBY, PE OFFICE, ST LOUNGES, COUNSELOR, RESTROOMS, CORRIDORS |

K-5 FLOOR PLANS



SHPA: 4600 WEST 77TH STREET BUILDING

COLLABORATIVE DesignGroup, Inc.







Materiality

- Gym addition will be precast concrete panels in a complementary color to existing building







SHPA: 4600 WEST 77TH STREET BUILDING COLLABORATIVE DesignGroup, Inc.

SITE RENDERINGS

















Existing buildings



City of Edina Cary Teague, Community Development Director 4801 W. 50th Street Edina, MN 55424 Mic Johnson, FAIA November 9, 2023

Cary:

То

From

Date

Per your request, we reviewed the sketch plan submission for the development of the site at 4600 West 77th Street for the proposed Seven Hills Prepartory Academy 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.

In on our review of the proposal, it appears that the applicant based their overall planning approach and the evaluation of those options on the urban design chaper of the Greater Southdale District Plan. This is an important place to start in understanding the long-term community goals for the Southdale District, and outlining selective goals from this chapter is a way to focus in on the question of what the City of Edina is trying to achieve in its overall plan for the district between 2018 and 2028. However, it was not apparent that the applicant considered the Plan's companion document, the Design Experience Guidelines, which are more specific to the development of projects within the Southdale District. The Guidelines are intended to provide guidance to specific conditions within the district in relation to building heights, setbacks and step backs, the public realm experience along major and minor streets, and the experiential qualities of the public realm.

We commend the design team in articulating some of the impacts from an urban design perspective the school and new gymnasium will have on the larger context of the site. But without

Architecture Field Office

considering the Design Experience Guidelines, the Urban Design Goal # 2: Scale and Form cited on page 2 of the sketch plan submission misses the point from a public realm design perspective.

As we looked more closely at the proposed site plan and considered the three site plan options, for better alignment with the spirit of the Design Experience Guidelines, we suggest that the applicant reconsider the selected option that locates the gymnasium addition at the back of the site in favor of Option 2. As it relates to the DEG, our major concern is with the proposed gymnasium's location at the back of the site and the architectural characteristics that it exhibits by its warehouse-like image. Following are several thoughts on how pursuing Option 2 could allow the project to better comply with the Design Experience Guidelines:

- The DEG is specific about aligning new construction to 75% facing setbacks. In this
 proposal, Option 2 would enable the project to meet that criterion. Integrating glass along
 the street level of the gynasium could add significant activity to the public realm, and
 would help the project meet the guidelines of 75% transparency along the street. From an
 operational standpoint, locating the new gym at the setback along 77th Street would also
 align nicely with the other proposed Assembly uses at the front of the building, combining
 the gymnasium and multi-purpose spaces as a public-facing front to the public realm.
- 2. The aesthetic of a new gymnasium located on West 77th Street, with greater transparency along the street rather than a warehouse-looking structure located at the back of the site can bring life and interest to the public realm. It would represent a public face for the school and can also become a community asset, perhaps available for use by members of the community in evenings or on weekends for recreation and events, and offer a potential additional revenue stream to the school through rental of the space.
- 3. The DEG discourages the use of on-grade parking. Unless there are no other alternatives that can appropriately locate it out of sight of the public realm experience, screening cars is the next best alternative. Locating the gymnasium at the face of the public realm setback on West 77th would effectively screen on-street parking from the street.
- 4. The addition of trees and shrubs along West 77th does not create a gateway to Fred Richards Park as indicated under Site Modifications. A notable architectural building design would create a more memorable identity to the street entrance, and frame the view corridor to the park.
- 5. Locating the gymnasium on West 77th Street would have no impact on the flood plain.
- 6. Locating the gymnasium on West 77th Street may offer greater flexibility for morning drop off and afternoon pickup, and would screen it from the public realm.

Architecture Field Office

We offer a few excerpts from the Design Experience Guidelines for the team's consideration:

Aspirations for the Future Greater Southdale District, page 3

- 7. Encourage district evolution based on incremental change and the creation of a great pedestrian experience where:
 - A basic framework of streets and blocks encourages pedestrian activity and wellconsidered buildings.
 - A rich variety of public or publicly accessible spaces are woven into the experience of the district.
 - Sites and buildings support a pedestrian experience first, with storage of cars not a focus.
 - Development on each site links to adjacent streets and to neighboring sites to create continuous, safe, and inviting pedestrian experiences.
- 10. Expect the delivery of high quality, well-designed buildings and sites where:
 - Spaces on sites are considered for people first, including connections between sites; then the ways structures are placed; and then places to store cars are found.
 - · Visible human activity is prominent and integrated at every site.
 - People are brought to the streets via major building entries oriented to major streets.
 - Storm water remains visible as an amenity, allowing it to become a central part of the experience of each site

In addition, in the context of the hierarchy of streets that exists within the Greater Southdale District, West 77th Street is considered a "Boulevard" in the Design Experience Guidelines – along with portions of France, York, and 66th.

Proposed projects along these important District streets should adhere as closely as possible to the Guidelines' description of Street Room Typology 5 (excerpt follows):

Street Room Typology 5 The Boulevards



Architecture Field Office

Dimensional Characteristics of Street Room Typology 5, The Boulevards pages 32-33: The street room experience within Typology 5 will be shaped by the following experience guidelines:

- 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.)
- 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.
- 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.
- Parking and building services should not be accessed via these streets.
- Incorporate 10- to 12-foot wide sidewalks that create opportunities for gathering, outdoor cafes, pavilions, etc.
- Within the 50-foot setback, trees should be planted in a double row to add a strong canopy for pedestrian activity.

Moving forward, we strongly consider the applicant to familiarize themselves with the Design Experience Guidelines and look for ways to better align the proposed development with those Guidelines.

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



Sketch Plan Review

4600 77th Street West

EdinaMN.gov







EdinaMN.gov



Existing buildings


SITE RENDERINGS







SHPA: 4600 WEST 77TH STREET BUILDING

COLLABORATIVE DesignGroup, Inc.









<u>Materiality</u>

- Gym addition will be precast concrete panels in a complementary color to existing building

OFT OF

SCHOOL BUS SITE TRAFFIC IMPACT



OPEN PARKING DURING THE DAY FROM 9AM-2PM AND 4PM-12PM



Woonerf Parking

- Open parking to public during the day when school is in session
- Area provides 6 parallel bus parking spaces and 14 regular spaces during open parking times



BUS PARKING DURING DROFF OFF (7:30 AM-8:00 AM) AND PICK UP (2:30PM-3:15 PM)

ALL VAL



SHPA: 4600 WEST 77TH STREET BUILDING

COLLABORATIVE DesignGroup, Inc.

9

STUDENT DROP-OFF / PICK-UP



AU YI

Formal Application Would Require

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Compliance Table



*Does not meet base Zoning Standards in the existing PUD

- Proposed Use. The existing office building where the school is proposed was intended to be used for retail uses and office when the PUD-23 was established. The zoning ordinance was amended to specifically allow "retail uses allowed with the PCD District." A school was not anticipated. Therefore, a zoning ordinance amendment would be required with any formal application.
- Sale of Property to a Tax-Exempt Entity. This proposal creates a conflict with the 2014 TIF Master Agreement that is recorded on the land title. As a condition for designating the Pentagon Park office properties as eligible for Tax Increment Financing (TIF), the property owner agreed to only sell the property to entities that pay property taxes. It appears that the Applicant is exempt from property taxes. This sale would violate the terms of the TIF Master Agreement, unless that agreement is modified by the property owner, City, and Housing & Redevelopment Authority (HRA).



- Site Circulation (woonerf west side of building). Staff is concerned about turning the proposed woonerf into a bus pick-up and drop-off area two times per day. The fire marshal has expressed concern about the potential for buses to block the one-way woonerf for emergency vehicles. Staff would recommend pavers be constructed within the woonerf and that it remains friendly to pedestrians and bikers.
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STUDENT DROP-OFF / PICK-UP



AU YI

- Traffic and parking. A traffic and parking study would be required. Note the project is slightly short parked. Examination of the on-site circulation would be required as part of the study.
- Sustainability. The applicant would be required to meet the City's sustainability policy for construction of the gymnasium as part of the PUD. The applicant has indicated that they <u>do not intend</u> to meet the policy and would be requesting that condition not be placed on them as part of the PUD revision.
- Flood Plain. A portion of the gymnasium addition would be located within the 100-year flood plain. This area would have to be mitigated on the site.
- Building material. The gymnasium as proposed would be concrete with very few windows. Variances would also be likely requested to the building material requirement for brick or stone.



Discussion/Feedback







WOONERF CONSIDERATIONS

Maintaining this "Street for Living" and maintaining the essence of the original design are paramount.

The Woonerf will remain:

- Pedestrian Friendly with 96% of the day the bus area will be open for The Finch and cafe' traffic.
- The trees and landscaping will continue to line the street.
- Traffic calming will continue as parent drop-off and pick-up will take place on the north and east sides of the property.

Modifications will include:

- Paver's will be added to the bus parking area to invite interaction during the majority of the day.
- Two parking buffers will be modified to allow buses a safer and quicker arrival and departure from the site.
- Additional trees and plantings will be added to account for the modifications to the two parking islands.

Making and keeping '**good-neighbor'** relationships is important. The Finch Owners have reviewed these changes and believe they benefit both properties.



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Woonerf As Designed

Limited Modifications



SITE CONSIDERATIONS

For Fire Safety an easement on the north side of the site allows for fire truck access across this site to the neighboring Finch site. Construction is not permitted in this area.

The northern most portion of the site is in a flood plain, indicated in the blue overlay, that extends north into the park. To protect the watershed Option 3 was abandoned.

A Property Easement extends from the neighboring property across the north side of the existing building. Construction is not permitted in this area.

The Optimal Gym Location is at the northeast corner of the existing building. Here the new building has minimal impact on the flood plain, stays out of the two easements. The footprint of the gym impacts only 2% of the overall flood plain.

The development of The Fred and The Finch sites were in coordination with this site. The goal was to activate the the street by keeping a wide swath of green space at 77th Street and holding the buildings back. Option 2 created an overly aggressive front to the site. Construction in this location was not in keeping with the feeling created at the neighboring sites.

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