

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

**Wednesday, November 29, 2017  
7:00 PM**

- I. Call To Order
- II. Roll Call
- III. Approval Of Meeting Agenda
- IV. Approval Of Meeting Minutes
  - A. Minutes: Planning Commission, November 15, 2017
- 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. Reports/Recommendations
  - A. Sketch Plan Review - Pentagon Park South Parcel
- VII. Correspondence And Petitions
- 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](http://www.edinamn.gov)

**Date:** November 29, 2017

**Agenda Item #:** IV.A.

**To:** Planning Commission

**Item Type:**

Minutes

**From:** Jackie Hoogenakker, Planning Division

**Item Activity:**

**Subject:** Minutes: Planning Commission, November 15, 2017

Action

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### ACTION REQUESTED:

Please approve the November 15, 2017, Planning Commission Meeting Minutes.

### INTRODUCTION:

See Attached.

### ATTACHMENTS:

Minutes: Planning Commission, November 15, 2017



Minutes  
City Of Edina, Minnesota  
Planning Commission  
Edina City Hall Council Chambers  
November 15, 2017

**I. Call To Order**

Chair Olsen called the meeting to order at 7:05 P.M.

**II. Roll Call**

Answering the roll were: Commissioners Hobbs, Lee, Strauss, Hamilton, Bennett, Berube, Chair Olsen. Student Members, Mittal and Jones. Staff, City Planner, Teague, Chad Millner, engineering Director, Jessica Wilson, Water Resources Coord., Communications Coord., Eidsness, Support Staff, Hoogenakker

**III. Approval Of Meeting Agenda**

**A motion was made by Commissioner Strauss to approve the November 15, 2017, meeting agenda. The motion was seconded by Commissioner Berube. All voted aye. The motion carried.**

**IV. Approval Of Meeting Minutes**

**A motion was made by Commissioner Strauss to approve the minutes of the October 25, 2017, meeting minutes. Commissioner Hobbs seconded the motion. All voted aye. The motion carried.**

**V. Public Hearings**

**A. Subdivision with Variances. Robert and Shirley Hermann. 6017 Walnut Drive, Edina, MN**

**Staff Presentation**

Planner Teague presented his staff report recommending that the City Council approve the request for subdivision with variances for Robert and Shirley Hermann based on the following findings:

1. Except for the variances, the proposal meets the required standards and ordinance for a subdivision.
2. The original lot was platted as proposed by the application at 88 & 89 feet wide and 12,170 and 11,643 square feet in size.
3. The proposed lots would be similar in size than all lots on Walnut Drive.
4. The proposal re-establishes the original Plat.
5. The proposal meets the required standards for a variance, because:
  - a. There is a unique practical difficulty to the property caused by actions of a previous property owner that developed two lots into one.
  - b. The requested variances are reasonable in the context of the immediate neighborhood. The existing lot is both larger and wider than most properties in the area, including the adjacent lots to the east, west and north. The proposed subdivision would result in two lots more characteristic of the neighborhood.
  - c. The variances would meet the intent of the ordinance because the proposed lots are of similar size to others in the neighborhood.

Approval is also conditioned on:

1. The City must approve the final plat within one year of preliminary approval or receive a written application for a time extension or the preliminary approval will be void.
2. Prior to issuance of a building permit, the following items must be submitted:
  - a. Submit evidence of Nine Mile Creek Watershed District approval. The City may require revisions to the preliminary plat to meet the district's requirements.
  - b. A curb-cut permit must be obtained from the Edina engineering department.
  - c. A grading, drainage and erosion control plan subject to review and approval of the city engineer. The proposed plans shall meet all conditions outlined in the engineering memo dated November 3, 2017
  - d. There shall be no increase in peak rate or volume to neighboring private property.
  - e. Any disturbance to the roadway caused by the construction of the new homes must be repaired by replacing the asphalt pavement from curb-to-curb and from saw-cut to saw-cut.
  - f. A construction management plan will be required for the construction of the new homes.
  - g. Utility hook-ups are subject to review of the city engineer.

### **Appearing for the Applicant**

Robert and Shirley Hermann

### **Discussion/Comments**

Planner Teague was asked if he believes the required setbacks would be met for this subdivision with variances. Planner Teague responded in the affirmative. He said the subject lots are large and setbacks would be met.



### **Applicant Presentation**

Mr. Hermann addressed the Commission and reported he has lived in his home for over 20 years, adding that he was surprised to learn that he had to go through the subdivision process even though the lots were originally platted as two lots. He pointed out one of the reasons variances were required was to comply with the 500-foot neighborhood calculations. He explained that the subdivision across Vernon Avenue was platted with larger lots. Concluding, that his lots are compatible in size with the Walnut Ridge neighborhood; north of Vernon Avenue.

### **Public Hearing**

Chair Olsen opened the public hearing.

No one spoke to the issue.

**A motion was made by Commissioner Hobbs to close the public hearing. The motion was seconded by Commissioner Lee. All voted aye. The motion carried.**

### **Discussion/Comments**

Commissioners expressed the opinion that the requirements for subdivision were fulfilled. It was noted that because of the topography of the lots storm water would be directed to the street, the lot was originally platted as two lots and the information provided that the subdivision across Vernon Avenue was platted with larger lots was useful to help support this subdivision and variance approval.

### **Motion**

**A motion was made by Commissioner Lee to approve the subdivision with variances based on staff findings and subject to staff conditions. Commissioner Hobbs seconded the motion. All voted aye. The motion carried.**

Commissioner Bennett asked if subdivisions could be done administratively. Planner Teague responded in “easy” cases it could make sense; however, public hearings are required for subdivisions and in many areas especially where there is a variety in lot size, it can become difficult. Bennett suggested that at a future Planning Commission meeting that Teague provide the Commission with outcomes of recent subdivisions.

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## **VI. Community Comment**

Chair Olsen opened Community Comment.

None.

**Commissioner Berube moved to close Community Comment. Commissioner Hamilton seconded the motion. All voted aye. Community Comment closed.**

## **VII. Correspondence And Petitions**

Chair Olsen acknowledged back of packet materials.

## **VIII. Chair And Member Comments**

Commissioner Hobbs informed the Commission that his job has provided him with the opportunity to move to California. Hobbs said he would be resigning from the Commission by the end of the year and until his move is finalized, he would participate as much as he can at the Commission level. Hobbs added that it has been very rewarding to serve on the Planning Commission and differing work groups.

Chair Olsen and Commissioners wished him well and thanked Hobbs for his service.

Commissioners Strauss and Lee updated the Commission on the progress of the 70<sup>th</sup> and Cahill Small Area Plan Working Group. They reported that the community meeting is scheduled for December 9<sup>th</sup>.

## **IX. Staff Comments**

Teague reminded the Commission that a joint work session is scheduled for December 5<sup>th</sup>.

## **X. Adjournment**

**Commissioner Hobbs moved to adjourn the meeting of the Edina Planning Commission at 9:10 PM. Commissioner Lee seconded the motion. All voted aye. The motion was carried.**

Jackie Hoogenakker

**Respectfully submitted**



## CITY OF EDINA

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**Date:** November 29, 2017

**Agenda Item #:** VI.A.

**To:** Planning Commission

**Item Type:**

Other

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

**Item Activity:**

**Subject:** Sketch Plan Review - Pentagon Park South Parcel

Discussion

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### **ACTION REQUESTED:**

No Action Requested. Provide the applicant with non-binding comments regarding a potential future development proposal.

### **INTRODUCTION:**

See attached staff memo.

### **ATTACHMENTS:**

Staff Memo

Applicant Narrative

Proposed Plans

History of Planning Activity at Pentagon Park - Part 1

History of Planning Activity at Pentagon Park - Part 2



**Date:** November 29, 2017

**To:** Planning Commission

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

**Subject:** Sketch Plan Review – Pentagon South

## Information / Background:

The Planning Commission is asked to consider a sketch plan proposal to develop the vacant 12.12 acre Pentagon South Parcel located on 77<sup>th</sup> Street, Computer Avenue, Viking Drive and Normandale Boulevard. As proposed, at full build out, the site would include:

- 210,000 square feet of Medical Office – located in two 5-6 story buildings;
- Two 150 room, 5-story hotels;
- Two parking ramps;
- 5,000 square feet of Commercial – two buildings.
- A vehicle and pedestrian parkway connection to Pentagon North.

In 2014, this site was granted preliminary approval of a PUD. (See attached.) However, no plan was ever brought forward for final rezoning. The uses proposed for the south parcel are generally consistent with uses proposed in 2014; however the site plan is completely different. The office square footage proposed in the new plan is about half of what was contemplated in 2014. The following would be required with the current proposal:

- A Rezoning from MDD-6, to PUD, Planned Unit Development; and
- A New Overall Development Plan

To provide some background, attached as a summary report that went to the Planning Commission in 2016, outlining the history of studies and development proposals for this site.

As with all sketch plan reviews; the Planning Commission is asked to provide non-binding comments and direction on a potential future development request. Areas of focus should be on the proposed land use, and the appropriateness of the proposed development on this site. The height and density being proposed here is consistent with the Comprehensive Plan. The proposed is also consistent with current Zoning for the site.

The proposal is for a traditional suburban mixed use development with enhanced pedestrian connections.

### COMPLIANCE TABLE

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

|   | City Standard (MDD-6)  | Proposed – PUD<br>Rough Estimates   |
|---|--|---|
| <b><u>Setbacks - Buildings</u></b><br>Front Setback | 35 feet + ½ foot for each foot the building height exceeds minimum setback | <b>30 feet (77<sup>th</sup> Street)</b><br><b>10 feet (Computer Ave)</b><br><b>30 Feet (Normandale Blvd.)</b> |
| <b><u>Setbacks - Parking Structures</u></b>         | 20 feet or the height of the structure                                     | <b>5 feet (Viking Drive)</b>  |
| Building Height                                     | 12 stories south of 77 <sup>th</sup> Street                                | 6 stories   |
| Parking lot and drive aisle setback                 | 20 feet (street)   | <b>5 feet</b>   |
| Building Coverage                                   | 30%  | 29%   |
| Maximum Floor Area Ratio (FAR)                      | 50% - Non-residential Uses<br>50% - Residential Uses<br>527,947 SF Total   | 365,000 s.f. mixed use  |
| Parking Stalls – Mixed Development District         | 1,222 required   | 1,545 proposed  |

#### **\*Variance Required**

The most significant change proposed is replacing the residential square footage with non-residential square footage. Within the context of the Alternative Urban Areawide Review (AUAR), the proposal would shift from Scenario 2, to closer to Scenario 3. (See the attached AUAR.) Please note the square footage proposed, does not exceed the maximum square footage contemplated in the AUAR.

**TRAFFIC**

A traffic study would be required to determine the impacts on adjacent roadways. The AUAR is also being updated. That document would include a traffic study of the whole Pentagon Park area.

**WATERSHED DISTRICT**

The proposed plans would be subject to review and approval of the Nine Mile Creek Watershed District for stormwater, grading and drainage.

**PUD**

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

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

The proposed project would incorporate some of the items noted above. Elements that are included would be high quality building design, mixed use, increase in public/open space,

improved streets, and pedestrian oriented design with the inclusion of bike and pedestrian paths through and around the entire site.

**Staff Comments/Concerns**

- Front setbacks of the hotel and parking structures. (Too close to the street.)
- Surface parking lots. (There is a very high water table with this site that makes underground parking difficult and very expensive.)
- No vertical mixed use.
- Location of the fast food and drive-through.
- Site lines looking west on 77<sup>th</sup>. (View is of a surface parking lot.)



## MEMORANDUM

**PROJECT NO.** 1693.005.00  
**CLIENT** Pentagon Park – South Parcel Redevelopment Master Plan  
**PROJECT** Edina, MN

**SUBJECT** City of Edina Sketch Plan Submittal Project Narrative  
**FROM** Bill Wittrock  
**DATE** 8 November 2017

**ATTENTION** Cary Teague, City of Edina (Community Development)  
**COPY** File (6)

### Project Description

The proposed master plan for the Pentagon Park South Parcel is located at the southeast intersection of Highway 100 and West 77<sup>th</sup> Street. The approximate 12.5-acre property has been cleared of all buildings, and most parking areas, and is ready for development.

It is the intention of Solomon Real Estate Group to develop the site with a mixed-use development intended to increase density and to promote internal connectivity to buildings within the site, as well as, to connect to the uses and amenities of the surrounding community. The proposed master plan anticipates a variety of uses including multi-story offices, hotels, parking structures, and service oriented retail and restaurants.

The proposed master plan was designed and guided by a combination of market-driven demand elements, the six Guiding Principles approved in 2014, and the City's France Avenue Southdale Area Working Principles.

### Give-to-Get, Plan, and Process

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

The proposed master plan moves beyond the Guiding Principles by providing a significant visual amenity along Highway 100 and the West 77<sup>th</sup> Street corridor. With its density of buildings, mix of uses, and strong architectural presence, the Pentagon Park South Parcel proposed master plan will become a gateway into the City of Edina. The West 77<sup>th</sup> Street corridor will be anchored with this proposed master plan as a multi-use destination connected by several modes of travel including pedestrian, bicycle, bus, and automobile which will enhance connectivity throughout the surrounding community.

The proposed master plan recognizes the advantage of connecting to the community with a prominent main entry and pedestrian connection to the future Fred Richards Park and Nine Mile Creek Regional Trail system

#### **RSP Architects, Ltd.**

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rsparch.com



across West 77<sup>th</sup> Street. The inclusion of internal open space and visually prominent green spaces and hardscape will enhance the pedestrian patterns and provide an attractive opportunity for the buildings and uses on this site to be accessible to the surrounding community.

The proposed master plan will promote energy and excitement at this gateway location into the City of Edina; and will increase value and opportunity to the surrounding properties and community while encouraging future redevelopment activity along the West 77<sup>th</sup> Street corridor.

#### **Edina Cultural Preferences Identity**

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

The site design and building placement has been oriented to provide appealing views into the site and to all building front doors. Green spaces and art installations are thoughtfully organized to enhance views into the site from West 77<sup>th</sup> Street and surrounding properties. Building corners and entries will be designed to incorporate major architectural features facing key vantage points. The buildings will incorporate design schemes that reflect elements that are inspired by the cultural context of Minnesota. Contemporary design elements will include timeless materials including natural and architectural precast stone, limestone, glass, and metal panels. The parking structures provide an accessible connection to the buildings on-site and promote both form and function by framing outdoor plazas with public gathering places.

All building front entries are oriented to open green spaces. This helps visitors visually orient themselves to their destination and provides a sense of security through pedestrian visibility. The public green open areas are intended to be an amenity to the buildings located next to them. Building occupants can activate these spaces and be engaged with others. The relationship to open spaces beyond the property lines will keep this location active and visible within the community.

By providing new uses and strong amenities, the Project enhances economic viability, job creation, and an increased tax base for the City of Edina. The multiple uses of this proposed master plan including office, hotels, and retail are intended to provide economic activity throughout most day and evening hours. The building pads identified on the proposed master plan can also be designed with other uses to meet market demand creating flexibility to ensure the proposed master plan can be fully developed over a reasonable period.



### **District Function**

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

The proposed master plan will establish a new and highly recognizable gateway into the City of Edina. Visual and physical connections will be made to the West 77<sup>th</sup> Street corridor through select placement of green space, site pedestrian and vehicle access points, and art installations. In addition, wayfinding for north-south and east-west pedestrian and bicycle connections will provide for visual and physical connections to the Fred Richards Park and Regional Trail System. Bus transit stop improvements will further enhancing opportunities for multi-modal transportation.

Storm water management will be handled throughout the site in various forms. Surface collection will celebrate water and become an element that smoothly transitions and integrates into the green infrastructure of the site. Below grade retention will provide essential site functionality.

The inclusion of pedestrian connectivity with visually prominent green spaces and hardscape will enhance the campus pedestrian patterns and provide an attractive opportunity for the buildings and uses on this site to be accessible to the surrounding community. With the development of this site, the City of Edina will have the opportunity to implement new design standards for the upgrade of West 77<sup>th</sup> Street.

### **Comprehensive Connections: Movement**

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

Each building has a more intimate green space area that connects and weaves into the larger site green and blue spaces infrastructure. The proposed master plan organizes open green spaces so that they are separate but connected. Each green space is framed by buildings and their main entrances but can also be accessed by walkways from other parts of the site internally, as well as, from the surrounding community.

Sidewalks and bike connections from the community are continued into the site along the green spaces and along the building entries. Parking structure vertical circulation is intended to be located on these sidewalk connections. The design intention is to allow pedestrian circulation between all buildings on the site with obvious and clear paths, allowing activity and security. Connection to the bicycle paths within the community are accommodated at the main entry points. By providing parking structures for the majority auto use, the interior streets can be safely co-used for pedestrian and bicycle traffic.

All pedestrian sidewalks on site are clearly visible and separated from auto and bicycle traffic patterns. The proposed open and green spaces incorporate seating areas and other amenities for pedestrian enjoyment. Wayfinding will help orientate visitors onsite and provide information for community-wide connection opportunities.

### Site Design; Transitions

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

The proposed master plan includes a variety of multi-story buildings intended to support and enhance the existing building density within the immediate surrounding community. Providing height and shared parking over typical suburban scale office development provides for efficient use of built space and greater opportunities for green space, for an overall design supportive of the Guiding Principles and Southdale Area Working Principles. This proposed master plan anticipates other properties along the West 77<sup>th</sup> Street corridor will be redeveloped to similar densities and heights.

The design of the site and buildings incorporate strong views from Highway 100 with a more expressive architectural design and potential greater building scale. Buildings, parking structures, and view corridors are organized around green and open spaces. Entries to buildings and site circulation is clearly visible from these open spaces. Sight lines are controlled with landscape elements while still allowing views into the property. It is intended that building architecture is highlighted at strategic corners along sight lines into the property from the district.

The retail buildings located along West 77<sup>th</sup> Street provide easy access to pedestrian and auto traffic. These retail parcels have been oriented to visually anchor the main entry and accommodate outdoor seating areas if the retail uses require.

The proposed master plan addresses the zones of activity surrounding the property by organizing building placement, site access points, and open space with purposeful connections.

The west property line faces Highway 100 and this activity is addressed by orienting an office building to take advantage of quick views from automobiles. Architectural materials, building roof decks, tenant, and property signs are best oriented to the west. The West 77<sup>th</sup> Street overpass (over Highway 100) is elevated, and site access and visibility is limited. An open green space, associated with the west building, is positioned in the curve of the overpass.

Retail uses are located on the north side of the property. This location is compatible with the retail, residential and/or office uses on the opposite side of West 77<sup>th</sup> Street, and the future uses planned within the Pentagon Park redevelopment adjacent to the Fred Richards Park. This position also allows for the retail access to be separated and controlled from the other uses on the property. A main auto entry is located on an existing signaled intersection on West 77<sup>th</sup> Street and accesses the site with a tree lined street. This street is aligned with the access to the park on the north.

The east side is organized around building edges pushed to the street helping define the proposed master plan density and city patterns. A prominent green space and art feature, to be informed by Public Art Edina,

provides a visual cue into the site from the corner of West 77<sup>th</sup> Street and Computer Avenue. An east-west access at mid-block allows automobile connection to parking structure and drop off areas of building entries.

The south side provides access to parking structures, which incorporates shared parking opportunities and is associated with other existing auto-oriented uses nearby such as an existing car wash on the southwest corner lot.

### **Health**

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

The proposed master plan intends to integrate storm water mitigation with a combination of open air water retention basins, below grade water retention vaults, and green open areas. Interior and outer streets will be lined with climate tolerant selected trees for durability. Interior green spaces will promote opportunities for rest and relaxation with some landscape plantings intentionally selected for movement and sound (i.e. Quaking Aspen) to promote mental health. Creative and artful design will be implemented so that form and function are both equally served to advance human and environmental health.

This proposed master plan intends to coordinate economic vitality with connections of green and blue open space features and walkability. Each building has views and access to green space and internal gathering places and parks, and will provide wayfinding for visitors. In addition, a bike center will be provided to support and encourage biking to and from the property. These features will promote healthy, seamless interactions between the public and private realm.

### **Innovation**

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

Purposeful innovation in the proposed master plan design address the challenges with sight lines, topography and separation of vehicular and pedestrian circulation. Building organization to define property edges and frame open spaces creates a unique identity to this property and will promote similar "best practices" design elements within the immediate community.

Storm water management will be integrated with green spaces, open water, and below grade infiltration. The design goal is intended to promote and educate clients and users with innovative engineering.

### **Land Use; Live-able Precincts**

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

The master plan's proposed mix of uses incorporates various uses that create a well-balanced aggregation of places that encourage a live-able precinct that will draw people to the property. The strategic integration



of office, retail, and hospitality uses cross-promote user activity within the site. With sufficient public parking and visible pedestrian and bike paths connecting to the nearby Fred Richards Park and Regional Trail system, the proposed master plan encourages and supports community connectivity and activity.

#### **Economic Vitality**

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

The master plan's proposed mix of uses with its incorporation of offices, hotels, and retail combined with accessible and connected green spaces will draw people to the area both from outside and from within the community. The onsite and area amenities will appeal to site employers who recognize that retaining and attracting talent is a priority. This activity will support other nearby businesses and contribute to the sustained economic vitality of the community in which it serves.

The property is very accessible from a network of regional highways and city roadways. The proposed master plan will enhance and support development on adjacent or nearby sites with the number of people that it will draw to the local community leading to a more energized and activated area. With this proposed development, a new and enhanced gateway will be established into the City of Edina that will create momentum and demand for further redevelopment. This gateway will also enhance the exposure and interest for Fred Richards Park and utilization of the Regional Trail System to not only those people living within the City but also to those that desire to visit and take advantage of these unique amenities.

END OF MEMORANDUM





## PENTAGON PARK SOUTH PARCEL CITY PLANNING SKETCH PLAN SUBMITTAL



AERIAL SITE



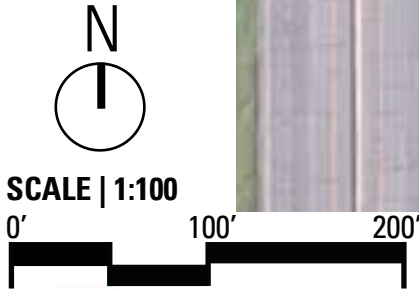


# EXISTING SITE





SITE PLAN













**SUMMARY**

|                     |   |
|---------------------|---|
| OFFICE 1            | 22,000sf per floor<br>5-6 floors<br>110,000sf total |
| OFFICE 2            | 20,000sf per floor<br>5-6 floors<br>100,000sf total |
| HOTEL 1             | 150 keys<br>5 floors                                |
| HOTEL 2             | 150 keys<br>5 floors                                |
| PARKING (office)    | 1,155 spaces  |
| PARKING (hotel)     | 390 spaces  |
| RETAIL 1            | 1,800 sf  |
| RETAIL 2            | 3,200 sf  |
| GREEN SPACE<br>AREA | 41%   |

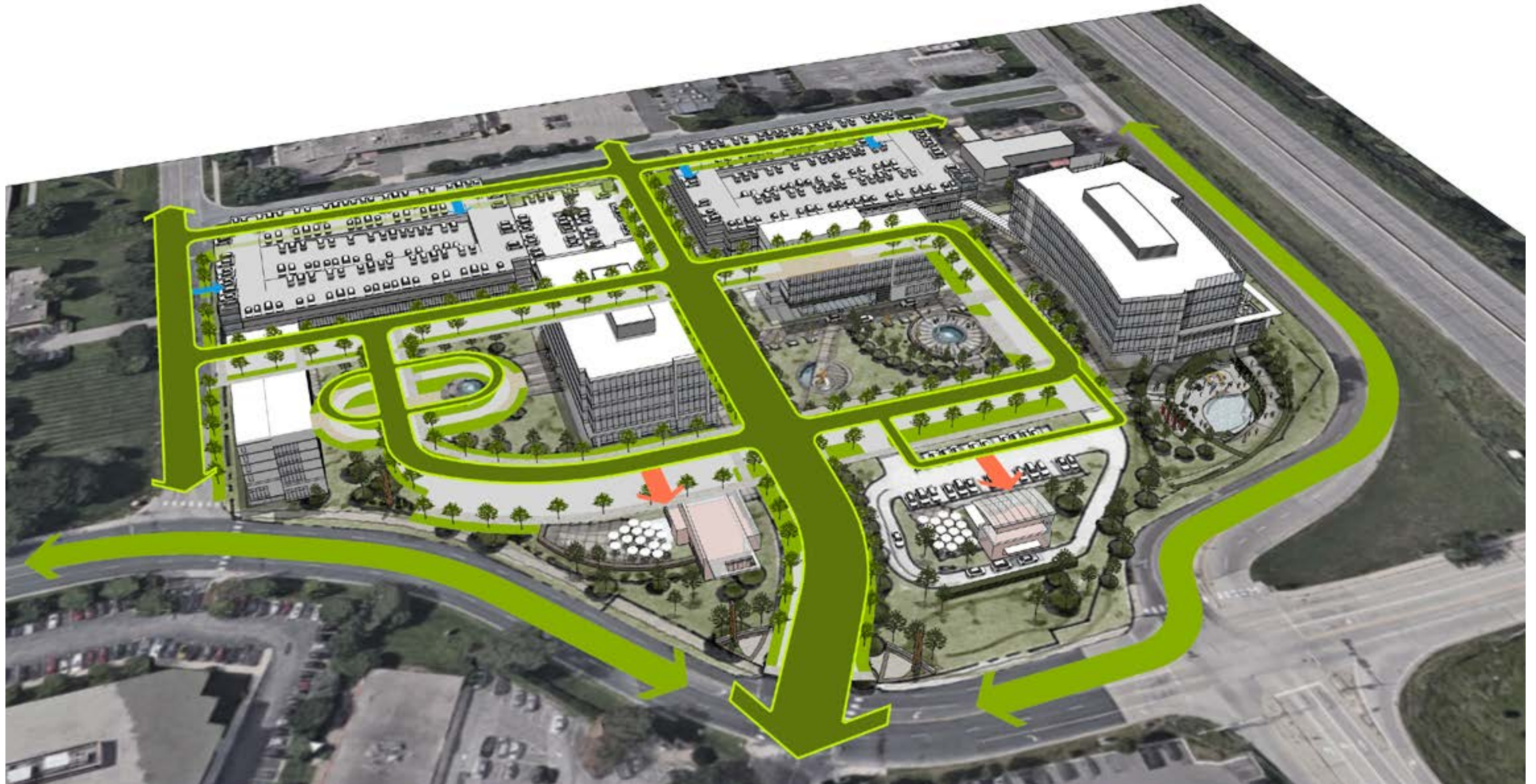


GUIDING PRINCIPLES

|   |   |  |  |  |  |
|---|---|--|--|--|--|
| <br>GREEN<br>STREETS | <br>INTEGRATED<br>STORMWATER | <br>PEDESTRIAN<br>FRIENDLY 77 <sup>TH</sup> | <br>CONNECT<br>WEST TO EAST | <br>MULTIMODAL<br>CONNECTIONS | <br>SHARED<br>PARKING |
|                      |                             |   |                             |                               |                       |
|                     |                            |    |                            |                              |                      |
|                    |                           |   |                           |                             |                     |
|                    |                           |   |                           |                             |                     |



# GREEN STREETS





# INTEGRATED STORMWATER





# PEDESTRIAN FRIENDLY





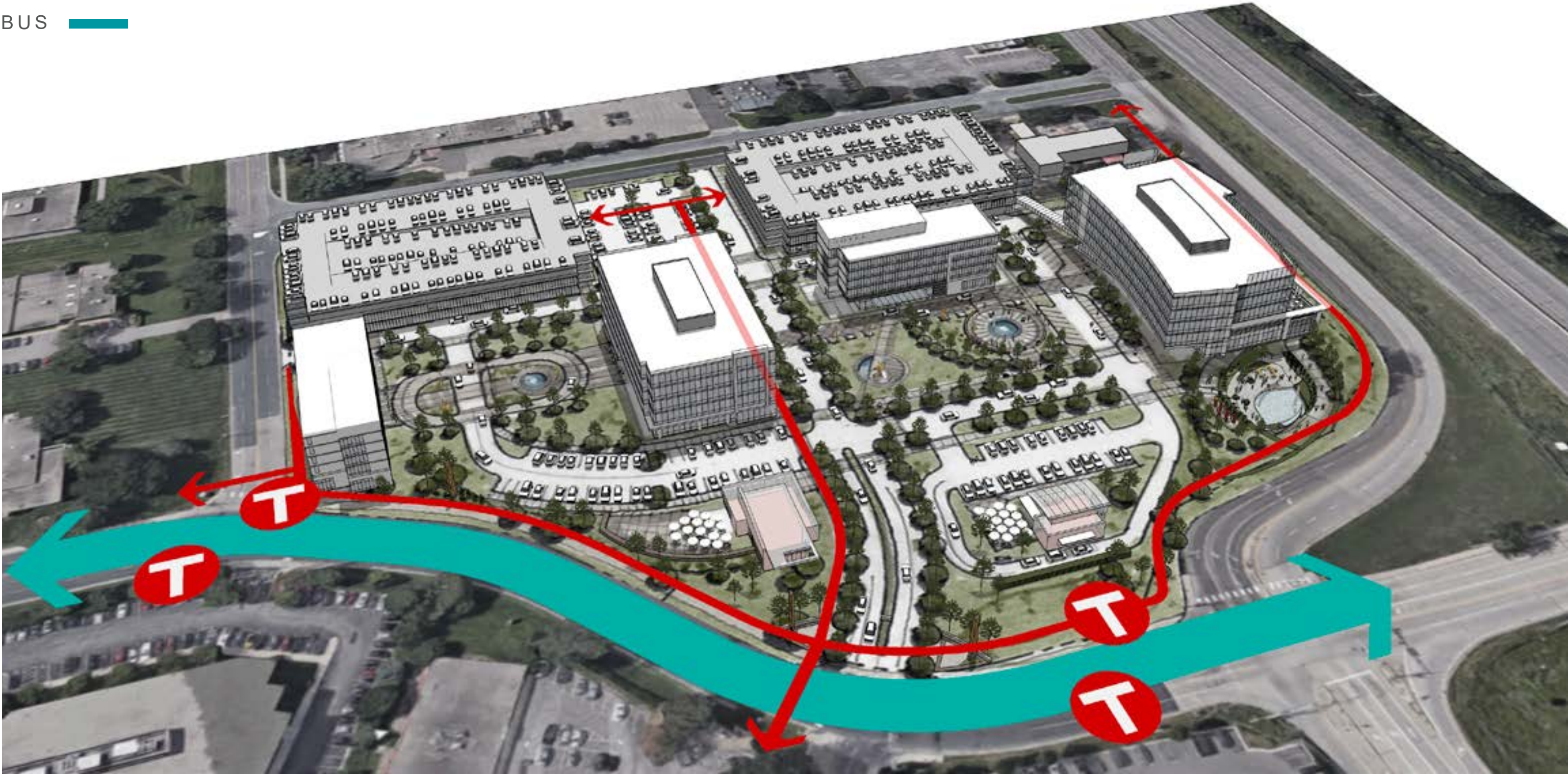
CONNECT WEST TO EAST





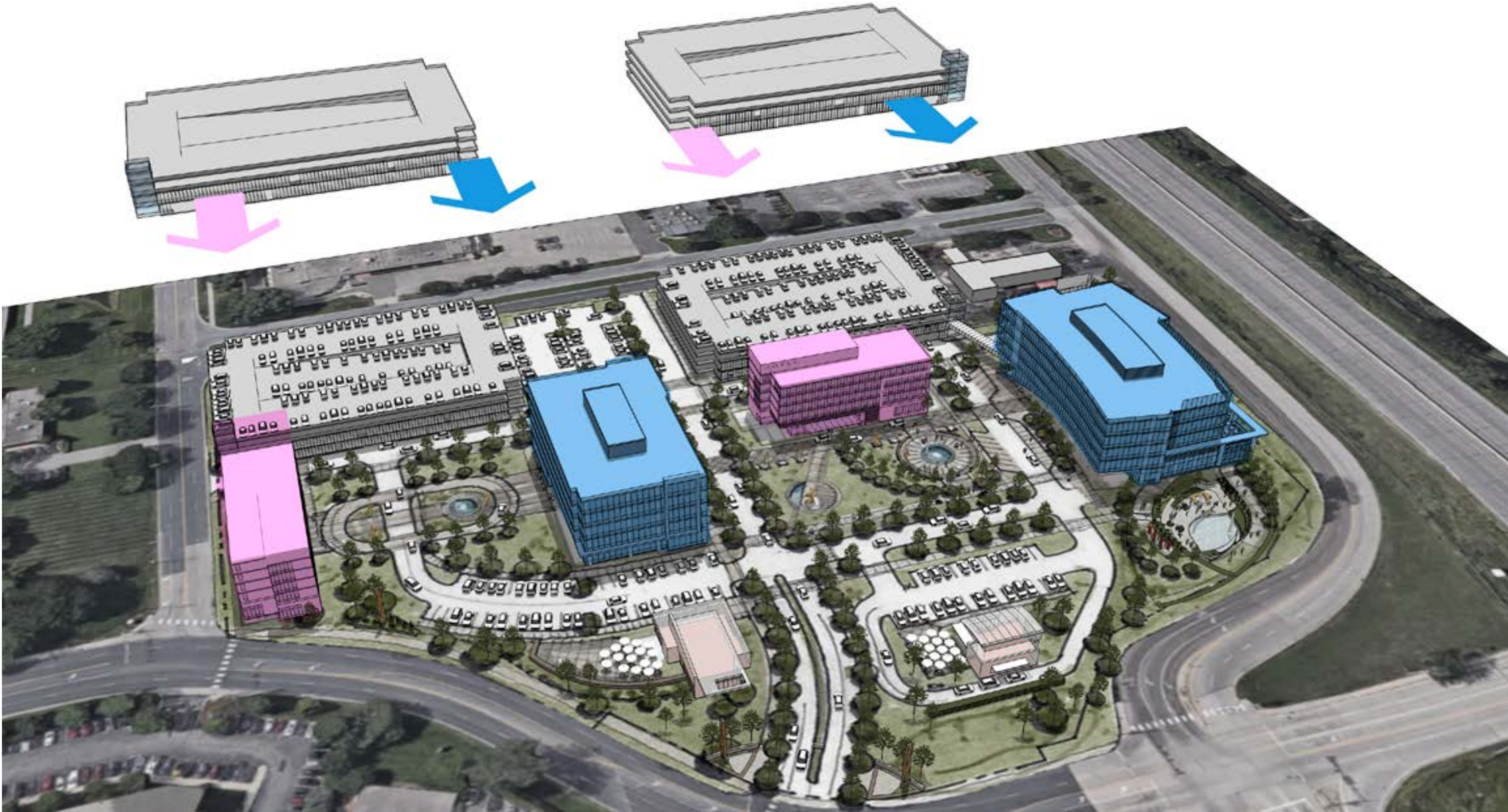
# MULTIMODAL CONNECTIONS

BICYCLE █  
BUS █



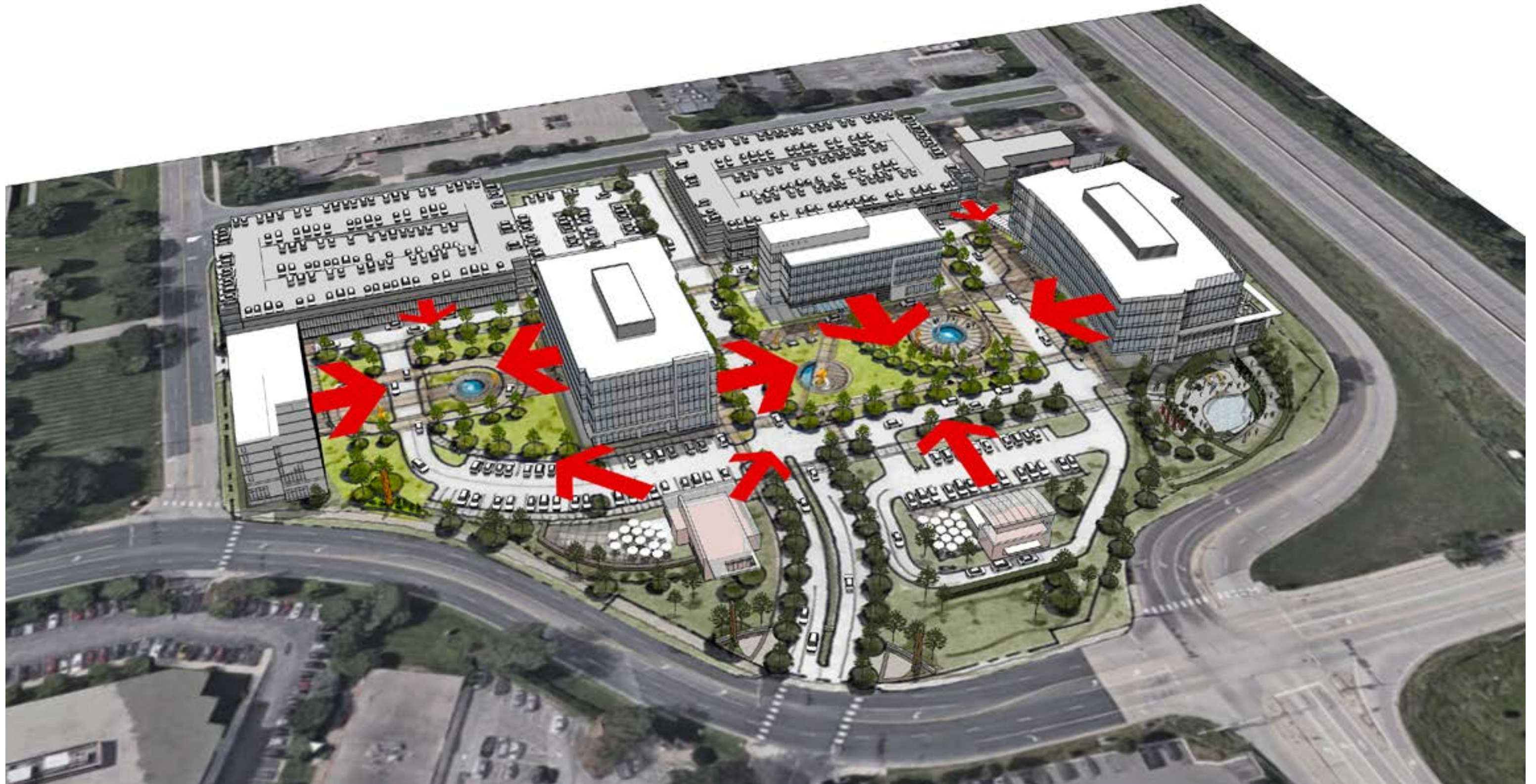


SHARED PARKING





# BUILDING ENTRY CONNECTION





ARCHITECTURAL FEATURED AREAS



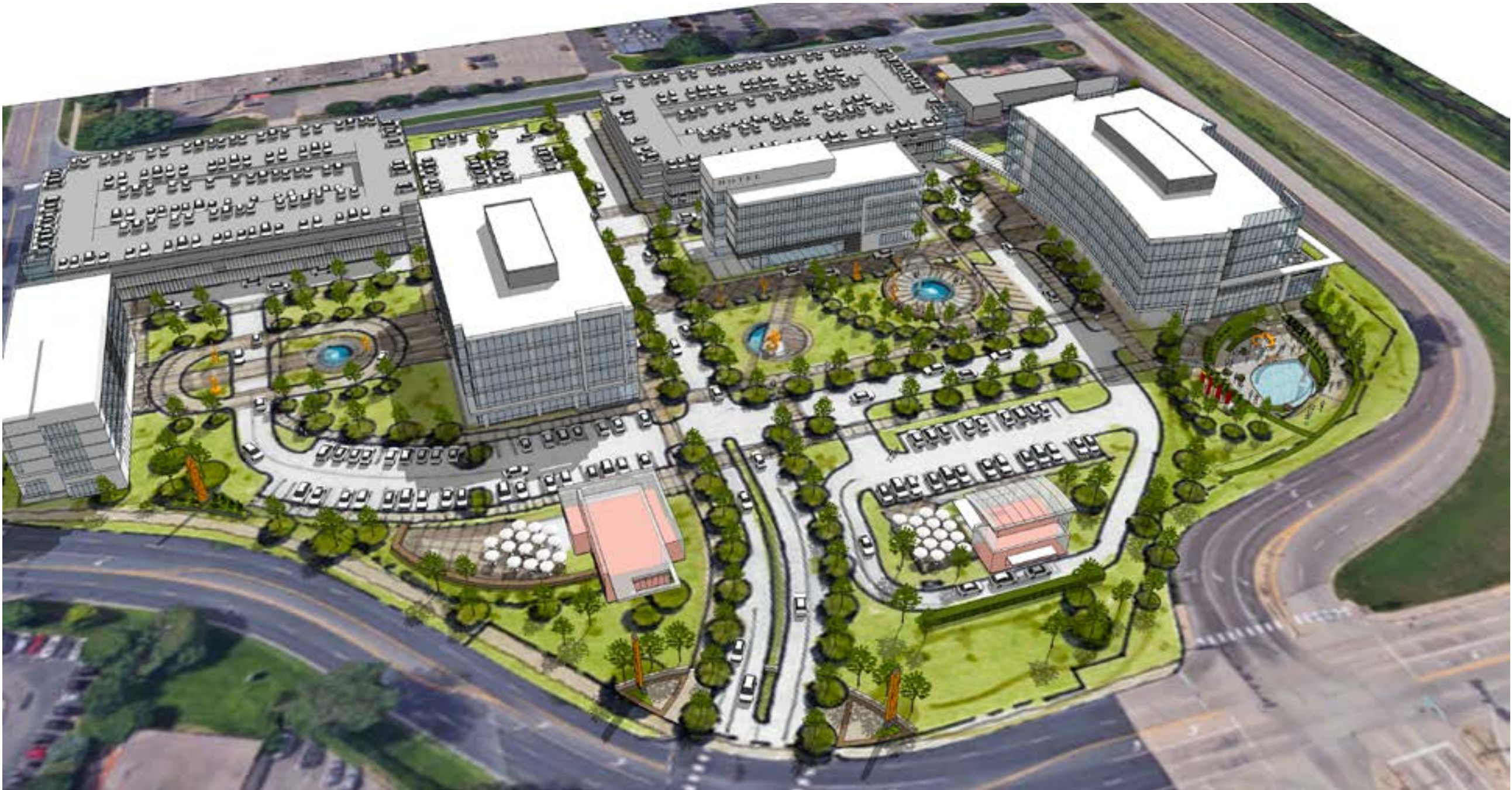


GREEN CONNECTION





AERIAL LOOKING SOUTH





# CENTRAL SPACE





OFFICE 1 COURT & PARK



Roof  
Terrace

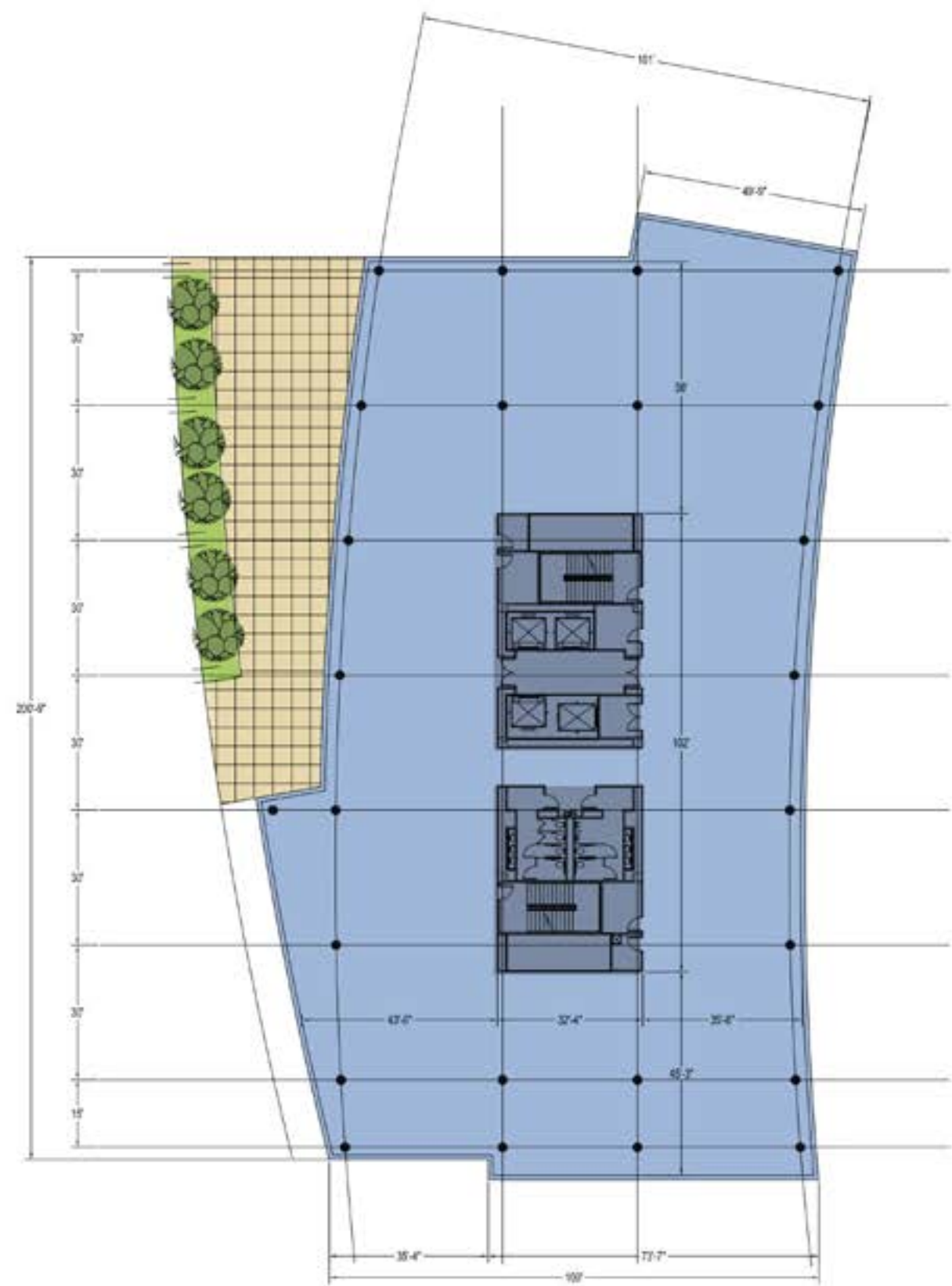
Park



SOUTHWEST VIEW







typ floor plan



ground floor plan

AERIAL VIEW EAST COURT





# CONCEPT MATERIALS



GLASS



METAL PANEL



STONE



PERFORATED METAL



PROGRAM MIX ALTERNATES



OPTION: OFFICE 2 & MEDICAL 1



OPTION: + RESIDENTIAL & HOTEL



OPTION: + OFFICE & HOTEL



OPTION: + OFFICE 3 & MEDICAL 2



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**Date:** February 8, 2016

**To:** Planning Commission

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

**Re:** Project Update - The Link (Pentagon Park)

The following is intended to provide the Planning Commission with a summary background of the planning efforts and City land use approvals that have taken place on the 43 acre Pentagon Park properties. (See property location on pages A1-A4.) Most recently, this site received a Preliminary Rezoning approval to PUD in 2014. (See approved overall development plan on page A33.) However, no development has been proposed or built since that preliminary approval. When the property owner is ready to develop, the entitlement process would include sketch plan review and final rezoning for each phase. Should there be a significant change to the approved overall development plan; a revision to that approval would be required. Development of the property north of 77<sup>th</sup> Street is anticipated in 2017.

### History/Timeline

#### 2007 – Alternative Urban Areawide Review (AUAR)

A proposal was submitted to staff to redevelop the entire 43 acre Pentagon Park property. The proposed project was to include up to 1,300,000 square feet of office/retail space; 800+ units of senior housing; and a 150 room hotel. The senior housing would be located on the north parcel, adjacent to the then golf course; the office, retail and hotel was to be on the south parcel. The proposal triggered the need for an environmental review. The City Council authorized the AUAR, and expanded the study area to include all the property on the south side of 77<sup>th</sup> Street. An AUAR is a substitute review allowed by State Law that can be used when an Environmental Impact Statement (EIS) is required. AUARs are more flexible in the development approach.

An AUAR allows the flexibility to examine different development scenarios, including what would be allowed under the current zoning and comprehensive plan; and other development scenarios, including, what the developer is considering. An AUAR enables cities to evaluate how much development can be accommodated in an area without significant environmental impacts.





The City of Edina is the Responsible Governmental Unit (RGU) for this type of review, and as such is required to officially "order" the AUAR. As the RGU, the City of Edina hired WSB and Associates to prepare the AUAR.

The AUAR does not replace or overrule any of the normal Comprehensive Plan or zoning ordinance required hearings, project review, or other city approvals. It simply is a vehicle for identifying and evaluating any and all potential project environmental impacts prior to an official development application. There were four (4) development scenarios considered in the approved AUAR. (See pages A5-A8.) They included densities far greater than the development plans that were proposed.

#### 2008 Rezoning Approval

Following the AUAR, a Rezoning was approved for the entire 43 acres from PCD-2, Planned Commercial District and POD, Planned Office District to MDD-6, Mixed Development District 6. The specific proposal was to build 634 senior housing units, an 80,000 square foot hotel, two office towers that would total 737,000 square feet, and two above ground parking structures. (See approved overall development plan on page A9.) *The project was never built.*

#### 2013 – AUAR Update

After five years of no development, the AUAR needed to be updated. WSB was again hired and the AUAR was evaluated, updated and approved. (See update on pages A10-A32.)

#### 2014 – Preliminary Rezoning Approval

Following the AUAR Update, a new development project was proposed by a new land owner of the site. Preliminary Rezoning was approved. The Rezoning was from MDD-6, Mixed Development District to PUD, Planned Unit Development. The approved overall development included the following: office, medical, retail, restaurants, a hotel and potentially housing. (See the approved Preliminary/Overall Development plan on page A33, followed by development concepts considered on pages A33a-A45.) The list below is a breakdown of the anticipated land uses at that time:

- Office – 1,420,000 square feet.
- Retail – 40,000 square feet.
- Hotel – 250,000 square feet (375-425 rooms)
- Parking structures – 6,400 parking stalls.
- Housing (would likely replace some of the office if built.)

**(See the approving City Resolution that outlines findings and conditions on pages A46-A49.)**

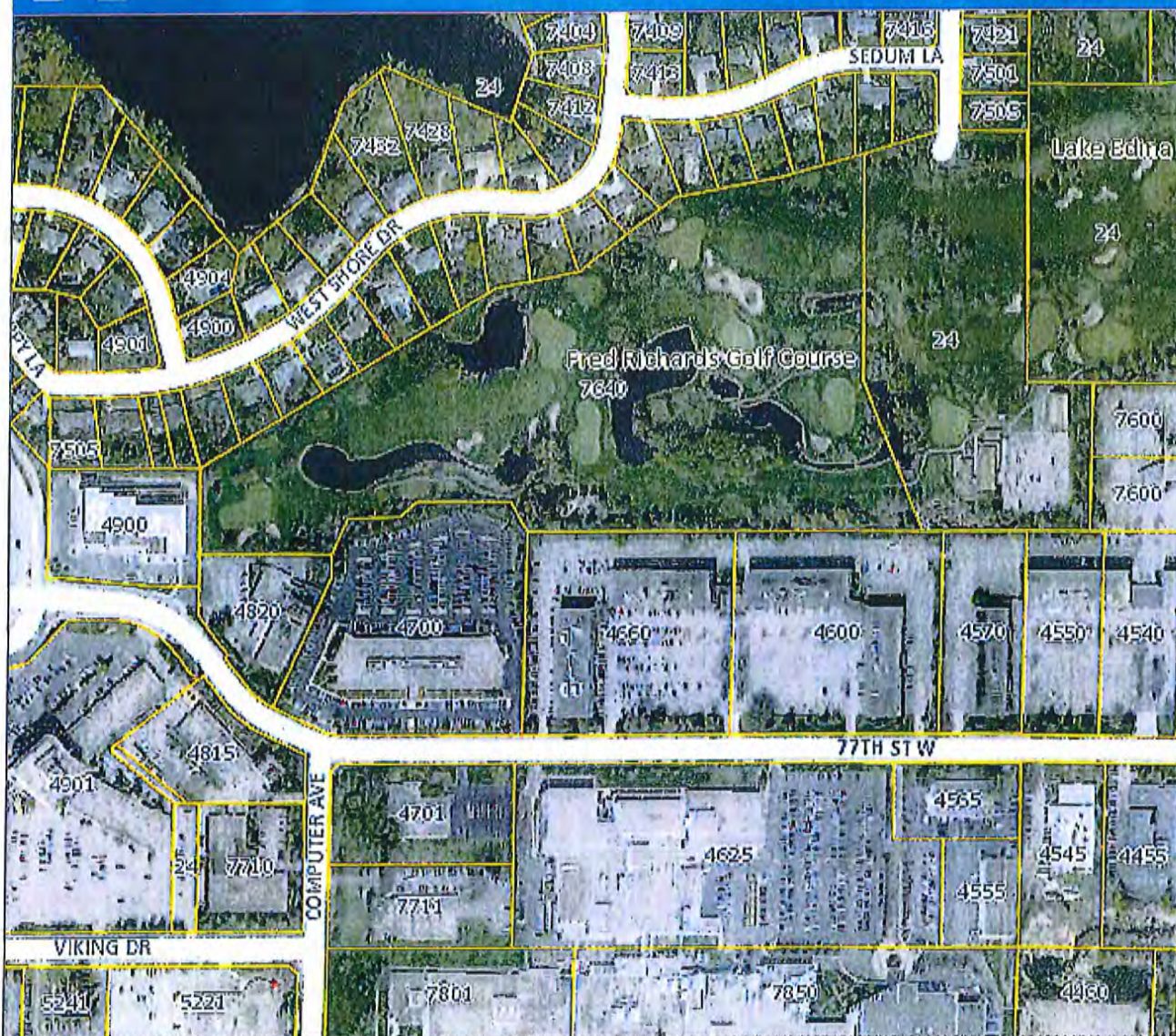


Final Rezoning has not yet been granted. When development is to be proposed on any of these parcels, the land owner would bring back a sketch plan review for each phase prior to any Final Rezoning Approval. As mentioned earlier, if a new development proposal is not consistent with the approved overall development plan, an amendment to the original overall development plan would be required.









Parcel ID: 30-028-24-11-0036

Owner Name: J D Ellis & T C Ellis

Parcel 6223 Halifax Ave  
Address: Edina, MN 55424

Property Type: Residential

Home-  
stead: Homestead

Parcel 0.42 acres  
Area: 18,408 sq ft

A-T-B: Abstract

Market  
Total: \$447,000

Tax \$7,098.58  
Total: (Payable: 2013)

Sale Price: \$60,000

Sale Date: 05/1972

Sale  
Code:

Map Scale: 1"  $\approx$  400 ft.

Print Date: 2/20/2014



This map is a compilation of data from various sources and is furnished "AS IS" with no representation or warranty expressed or implied, including fitness of any particular purpose, merchantability, or the accuracy and completeness of the information shown.

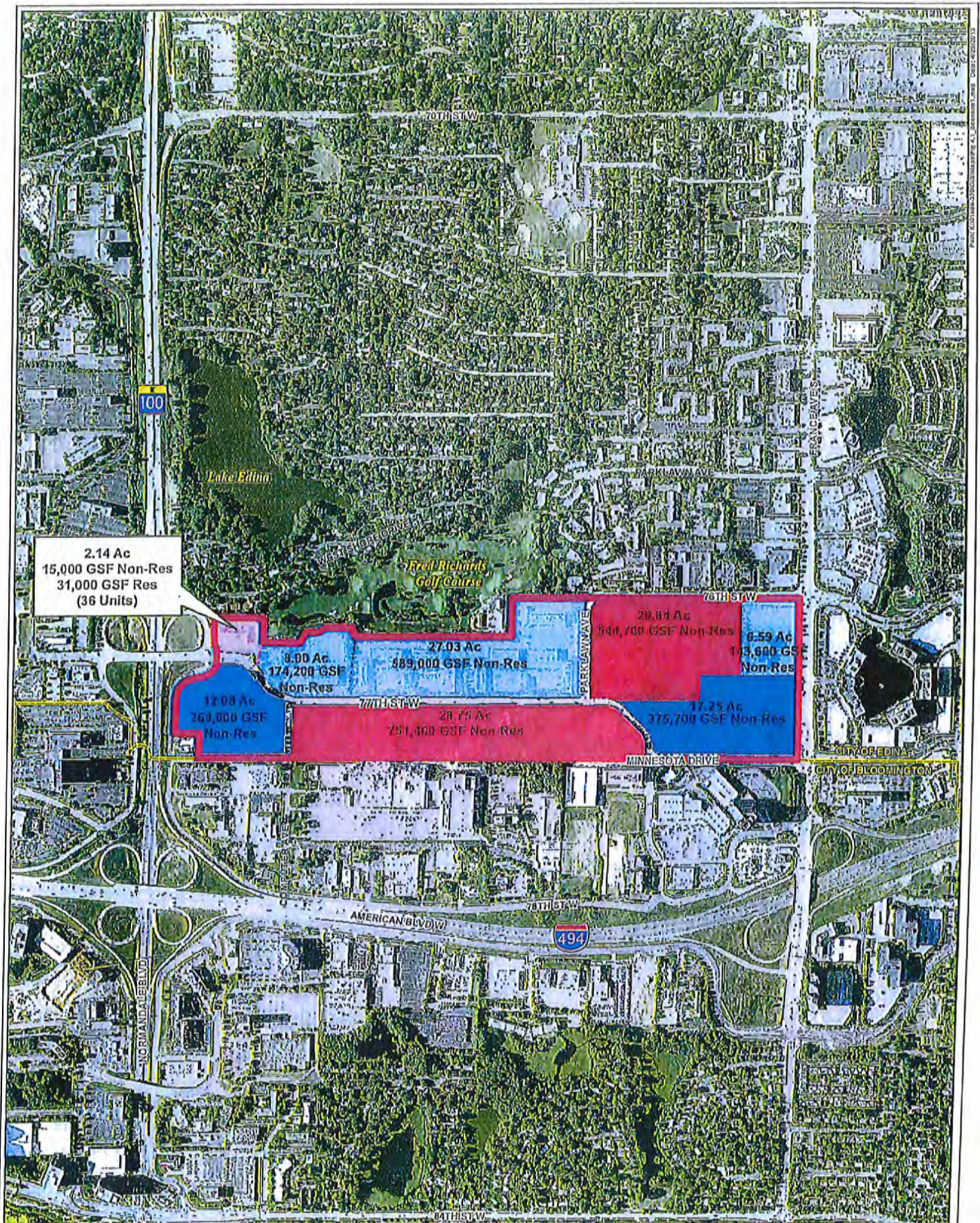
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**Figure 4-1**  
**Gateway AUAR**  
**Scenario 1:**  
**Comprehensive Plan**

**Legend**

- |              |       |       |
|--------------|-------|-------|
| Gateway AUAR | POD-1 | PCD-3 |
| PID          | POD-2 |       |

\* GSF = Gross Square Feet

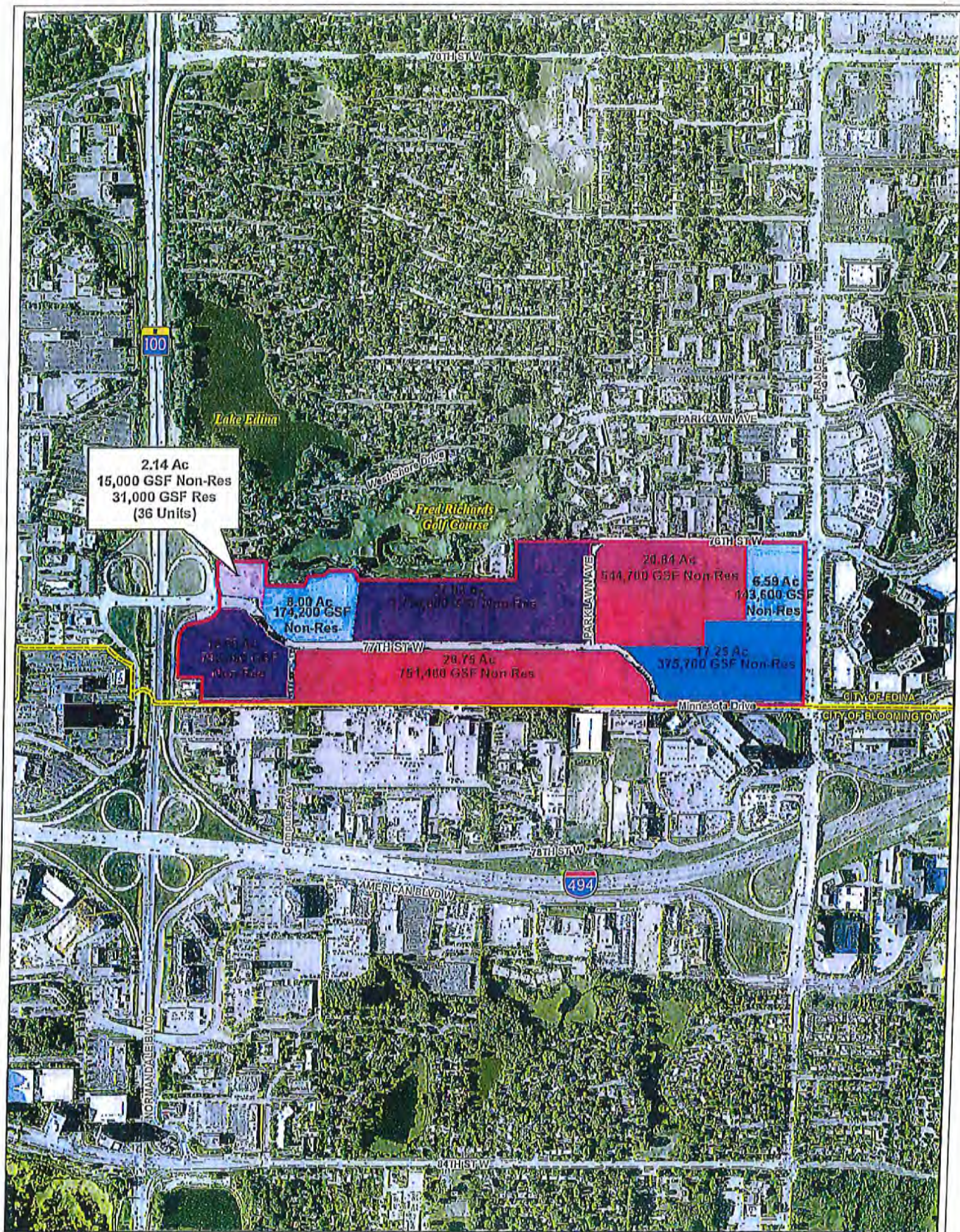
0 500 1,000  
 Feet











**Figure 4-3**  
**Gateway AUAR**  
**Scenario 3**

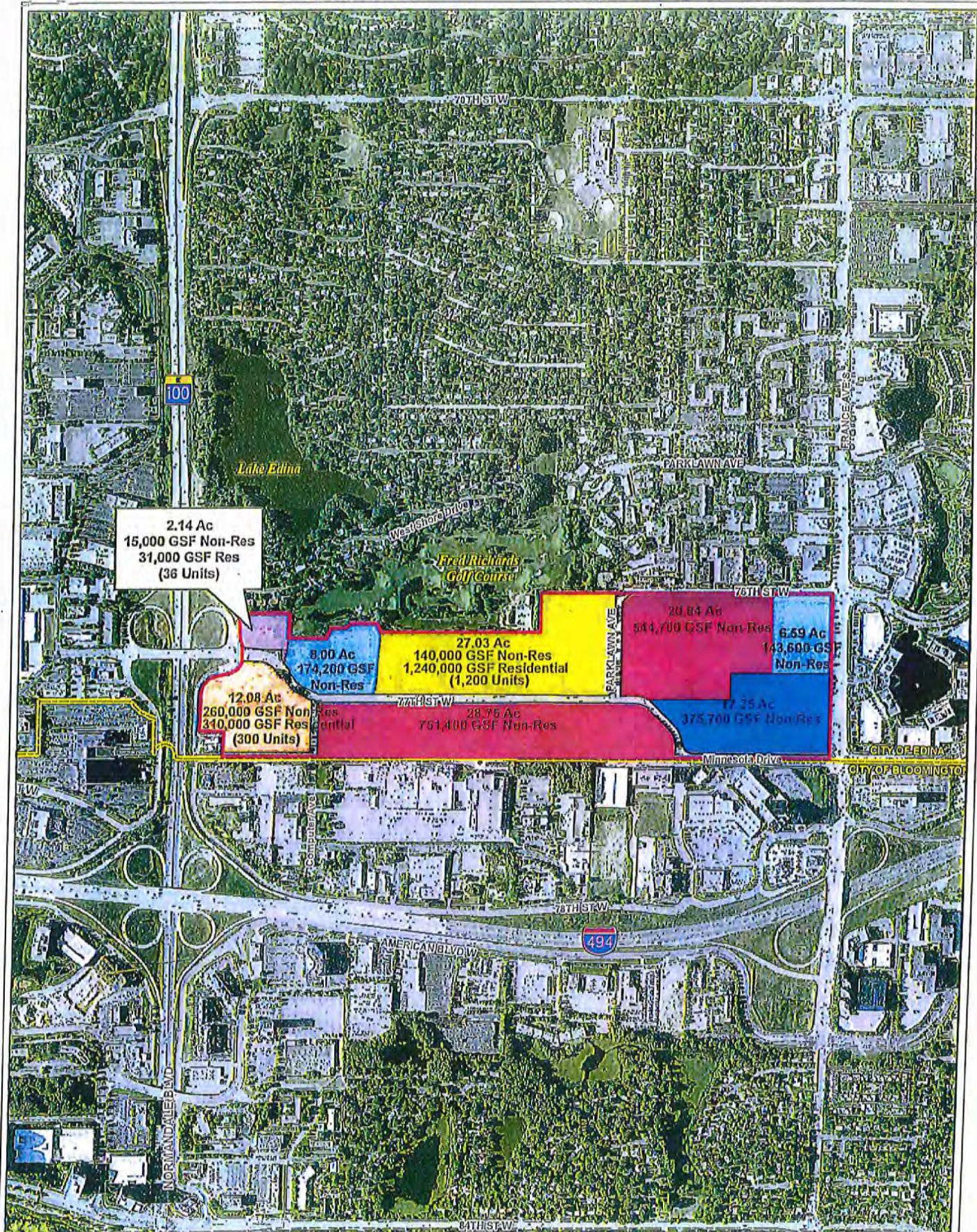
**Legend**

- Gateway AUAR
  - POD-1
  - PCD-2
  - PID
  - POD-2
  - PCD-3
- \* GSF = Gross Square Feet

0 500 1,000  
 Feet







**Figure 4-4**  
**Gateway AUAR**  
**Scenario 4**

**Legend**

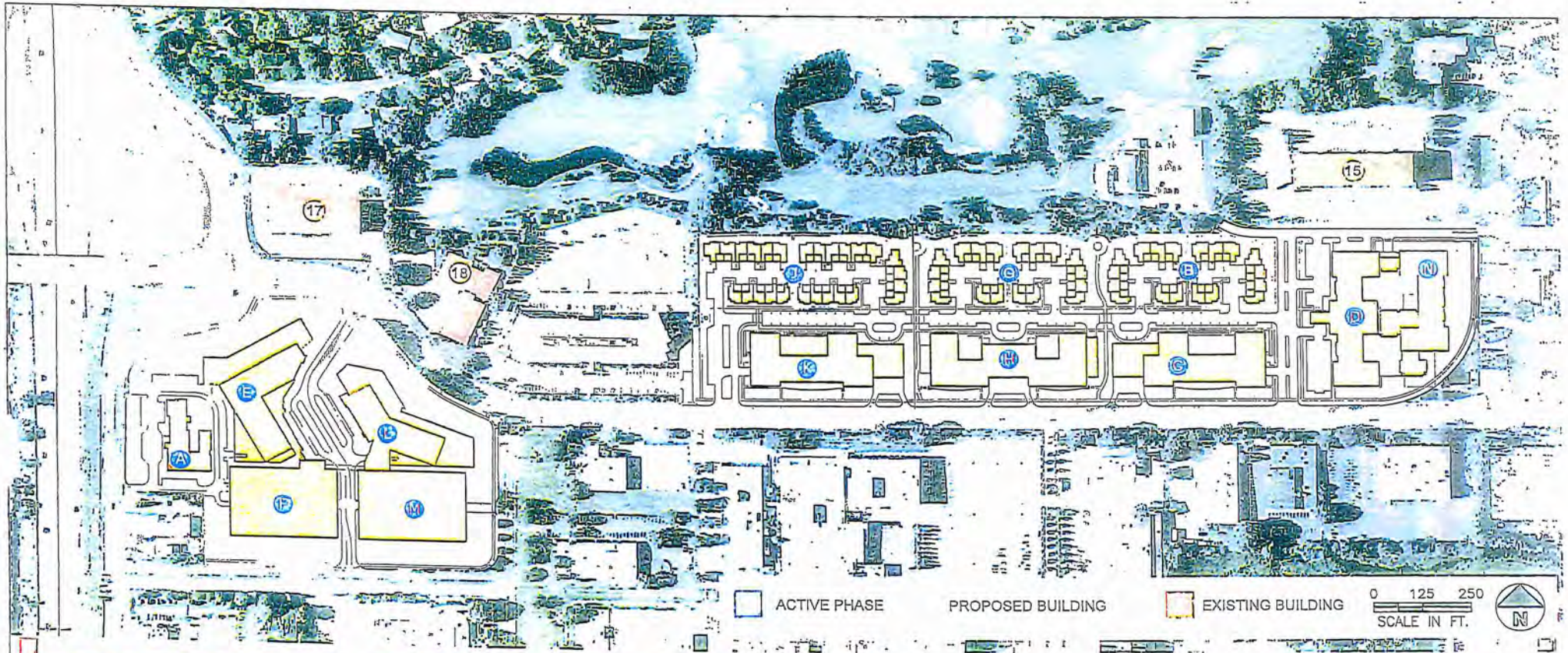
- |   |  |  |   |
|---|--|--|---|
| <span style="display:inline-block; width:15px; height:15px; background-color:orange; border:1px solid black;"></span> MDD-5 | <span style="display:inline-block; width:15px; height:15px; background-color:lightblue; border:1px solid black;"></span> POD-1 | <span style="display:inline-block; width:15px; height:15px; background-color:lightpurple; border:1px solid black;"></span> PCD-3 | <span style="display:inline-block; width:15px; height:15px; background-color:lightpink; border:1px solid black;"></span> Gateway AUAR |
| <span style="display:inline-block; width:15px; height:15px; background-color:red; border:1px solid black;"></span> PID      | <span style="display:inline-block; width:15px; height:15px; background-color:darkblue; border:1px solid black;"></span> POD-2  | <span style="display:inline-block; width:15px; height:15px; background-color:yellow; border:1px solid black;"></span> PSR-4      |   |

\* GSF = Gross Square Feet

0 500 1,000 Feet







# OVERALL DEVELOPMENT PLAN (2008)

- (15) 7600 PARKLAWN  
85,632 gsf
- (17) BURGUNDY PLACE  
36 UNITS (MIXED USE)  
16,560 gsf
- (18) WALSH TITLE  
21,000 gsf (OFFICE)

PROPOSED BUILDINGS

- (A) A-LOFT HOTEL  
80,000 gsf  
150 ROOMS
- (B) TOWNHOME 1  
18 UNITS
- (C) INDEPENDENT LIVING 1  
122 UNITS
- (D) ASSISTED LIVING 1  
103 UNITS
- (E) WEST BUILDING (4-10 STORIES)  
377,375 gsf (OFFICE)
- (F) WEST PARKING  
6 LEVELS  
1,200 STALLS
- (G) TOWNHOME 2  
18 UNITS
- (H) INDEPENDENT LIVING 2  
122 UNITS
- (I) TOWNHOME 3  
26 UNITS
- (J) INDEPENDENT LIVING 3  
122 UNITS
- (K) EAST BUILDING (4-11 STORIES)  
360,000 gsf
- (L) EAST PARKING  
6 LEVELS  
1,200 STALLS
- (M) ASSISTED LIVING 2  
103 UNITS

123 North Third Street, Suite 104  
Minneapolis, MN 55401-1457  
www.millerdunwiddie.com



Kimley-Horn  
and Associates, Inc.



Wayzata Properties, LLC.

PROJECT: EDINA GATEWAY  
Pentagon Park Redevelopment  
Re-Zoning and Overall Plan

COMPL. NO.: ICAM0612  
DATE: 31 JANUARY 2008  
DRAWN: djg  
CHECKED:

DRAWING TITLE: PROPOSED SITE PLAN  
EDINA GATEWAY - COMPLETE PROJECT  
(2017)

DRAWING NUMBER:

S-2.P



**FINAL ALTERNATIVE URBAN AREAWIDE REVIEW UPDATE**

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**GATEWAY STUDY AREA - UPDATE**

**FOR THE  
CITY OF EDINA, MINNESOTA**

**Original AUAR: September 2007  
Update 1: June 2013**

**Prepared By:**

**WSB & Associates, Inc.  
701 Xenia Avenue – Suite 300  
Minneapolis, MN 55416  
763-541-4800**

**City of Edina  
4801 West 50<sup>th</sup> Street  
Edina, MN 55424  
952-826-0460**



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## I. Introduction and Purpose

The Gateway Study Area (Study Area) is approximately 135 acres. The Study Area is bounded by Minnesota Trunk Highway 100 (TH 100) on the west; France Avenue on the east; 76<sup>th</sup> Street West and Fred Richards Golf Course on the north; and Edina's border with Bloomington on the south. The area is shown on **Figures 1, 2, and 3**. The Study Area currently contains a mixture of light industrial/warehouse, commercial, office and residential uses. There is a total of 1,904,000 gross square feet (gsf) of these uses in the existing conditions.

The City of Edina adopted the Final AUAR on November 5, 2007. Pursuant to Minnesota Rules 4410.3610 Subp. 7, for the AUAR to remain valid as the environmental review document for the area, the document needs to be updated every five years until all development in the study area has received final approval. Since redevelopment has not occurred in the study area and the AUAR expired in November 2012, the purpose of this document is to update the AUAR pursuant to Minnesota Rules.

The 2007 AUAR included an analysis of the following development scenarios (**Figure 4-1 to 4-4**):

- Scenario 1 – Comprehensive Plan
- Scenario 2 – Master Plan Scenario
- Scenario 3 – Maximum Commercial Build Scenario
- Scenario 4 – Maximum Residential Scenario

**Table 1: Summary of Redevelopment Scenarios**

|                               | Existing Conditions | Scenario 1: Comprehensive Plan | Scenario 2: Master Plan | Scenario 3: Maximum Commercial | Scenario 4: Maximum Residential |
|-------------------------------|---------------------|--------------------------------|-------------------------|--------------------------------|---------------------------------|
| Office                        | 1,873,000           | 1,546,000                      | 1,862,000               | 3,261,000                      | 1,094,000                       |
| Commercial / Retail/Hotel     |                     | 15,000                         | 174,000                 | 15,000                         | 15,000                          |
| Office & Light Industrial Mix |                     | 1,296,000                      | 1,296,000               | 1,296,000                      | 1,296,000                       |
| Residential                   | 31,000              | 31,000                         | 914,000                 | 31,000                         | 1,581,000                       |
| <b>TOTAL:</b>                 | <b>1,904,000</b>    | <b>2,888,000</b>               | <b>4,246,000</b>        | <b>4,603,000</b>               | <b>3,986,000</b>                |

In 2008, the City updated their Comprehensive Plan. However, Scenario 1 is still consistent with the Comprehensive Plan.

This AUAR Update serves as an update of the 2007 AUAR, and includes a review of the areas that have and have not developed, an update to the environmental analysis as needed, and a review of the mitigation measures. The original 2007 AUAR is available



for review on the City's web-site at

<http://edinamn.gov/index.php?section=community-development-planning>.

## **II. Approved Development/Current Conditions**

No redevelopment has occurred within the study area. **Figure 3** shows the aerial photo for the site. In 2008, the City updated their Comprehensive Plan. However, Scenario 1 is still consistent with the Comprehensive Plan.

## **III. Areas Remaining to be Developed**

No redevelopment has occurred within the study area. The initial potential redevelopment that triggered the initial AUAR in 2007 did not come to fruition. Recently, there has been renewed interest in redevelopment of the area. The redevelopment plans are within or below the densities analyzed in the AUAR.

**Timeline:** The 2007 AUAR anticipated redevelopment of the Pentagon Towers and Pentagon Quad areas (approximately 39 acres) to begin in 2008 and be completed within 5-7 years. The remaining 96 acres did not have a specific timeline for redevelopment. This redevelopment has not occurred. The current estimate for redevelopment timeline for the area is 5-10 years.

## **IV. Update to the Environmental Review**

**Wildlife:** The DNR Natural Heritage Database was reviewed to provide an update for any threatened and endangered species. This review and DNR correspondence is included in **Appendix B**. There are no new incidents of rare or endangered species within the study area.

**Contamination and Past Land Use:** Public MPCA database information was reviewed to update this section of the AUAR to identify verified or potential hazardous substances and petroleum release sites associated with the project area or surrounding area. The following databases were reviewed as part of this investigation:

- MPCA "What's in My Neighborhood?" website search
- MPCA Storage Tank Leak site website search

Twenty-nine database listings were identified for the project area. Some of the identified sites were listed on more than one database and the majority of the listings were for small quantity hazardous waste generator (15) and tank sites (7). Inclusions on these databases do not directly indicate an environmental hazard and no spills or mishandling of hazardous waste was identified during the review. However, the following database listings for the project area were determined to directly indicate historic or current environmental contamination:



#### Leaking Underground Storage Tank (LUST) Sites

- MPCA Leak #4105 – Pentagon Office Park located at 4930 West 77<sup>th</sup> Street, Edina, MN 55435. This site has been issued site closure by the MPCA. Site closure indicates that the contamination, if present, has been investigated and determined to not pose a threat to human health or the environment. Note: site closure does not indicate that the site is free of contamination.
- MPCA Leak #627 – Pentagon Office Park located at West 77<sup>th</sup> Street, Edina, MN 55435. This site has been issued site closure by the MPCA.
- MPCA Leak # 617 – Roberts Automatic Products located at 4451 West 76<sup>th</sup> Street, Edina, MN 55435. This site has been issued site closure by the MPCA.

#### Voluntary Investigation and Cleanup (VIC) Sites

- MPCA VIC #28660 – Hillcrest Development located at 4530, 4540, 4550, 4570, 4600, 4640, and 4660 West 77<sup>th</sup> Street, Edina, MN 55435.
- MPCA VIC #29410 – Hillcrest Development located at 4510, 4815, and 4901 West 77<sup>th</sup> Street and 7600 Parklawn Avenue, Edina, MN 55435.
- MPCA VIC #2890 – Parklawn located at 7625 Parklawn Avenue, Edina, MN, 55435.
- MPCA VIC #13540 – National Rental Car located at 7700 France Avenue, Edina, MN 55435.

#### Petroleum Brownfields Sites

- MPCA PB #4182 – Hillcrest Development located at 4530, 4540, 4550, 4570, 4600, 4640, and 4660 West 77<sup>th</sup> Street, Edina, MN 55435 (also a VIC site).
- MPCA PB #4239 – Hillcrest Development located at 4510, 4815, and 4901 West 77<sup>th</sup> Street and 7600 Parklawn Avenue, Edina, MN 55435 (also a VIC site).

**Wastewater System:** The AUAR analyzed the wastewater system in the area, including the Metropolitan Council's interceptor, BN-499. Since the 2007 AUAR, a wastewater project was completed in the area. As a result of the AUAR and potential re-development anticipated within the study area, the City of Bloomington, in conjunction with Met Council, upgraded Lift Station 10 (MCES L-55) to a near-term capacity of 1.8 million gallons per day (mgd). Project improvements also involved constructing a new 16-inch forcemain to replace the existing 12-inch forcemain in West 84<sup>th</sup> Street in Bloomington providing a long-term capacity in the forcemain of 4.8 mgd. Inter-community flows from Edina have been redirected to the new forcemain, essentially bypassing the gravity portions of MCES Interceptor BN-499 to provide additional capacity for re-development in Bloomington.

**Water Supply System:** No changes to the water supply system have occurred in the area.



**Storm Water Management:** The Nine Mile Creek Watershed District adopted updated rules in 2008. Based on these rules, if a redevelopment project disturbs more than 50 percent of the existing impervious surface on the parcel (or increases the imperviousness of the entire parcel by more than 50 percent), retention of one inch of runoff from all the impervious surface will need to be provided. Also, peak flow runoff rates cannot exceed the existing conditions for the 2-year, 10-year, and 100-year storm events and the runoff from a 2.5-inch storm event from the parcel will need to be treated to remove at least 60% of the phosphorus and 90% of the total suspended solids.

Additionally, Edina Lake, which is north of the project area, was added to the impaired waters list in 2008. Edina Lake is impaired for nutrients/eutrophication. No TMDL study has been completed to date.

**Transportation:** The AUAR completed in 2007 analyzed the impacts of the four development scenarios for the years 2014 and 2030. The analysis for both years assumed a 1% per year growth in general background traffic, the approved development in the Cities of Bloomington and Edina (see Cumulative Impacts) and the proposed Gateway Development traffic. Updated traffic counts were conducted the week of April 1, 2013 at selected intersection and roadway segments on 77<sup>th</sup> Avenue. The updated traffic counts were then compared to those assumed in the 2007 AUAR to determine if the analysis and recommended mitigation measures were still valid.

The peak hour traffic counts ranged from 5% to 15% less than those counted for the base year in the AUAR in 2007. In addition, the 2013 counts were 65% to 75% less than the 2014 Scenario 1 condition, which had the smallest associated trip generation.

The Average Daily Traffic (ADT) counts used as a baseline in the AUAR were from the 2005 MnDOT State Aid counts. In 2009 these counts were updated and in general, these counts were at or slightly lower than those in 2005. The 2013 ADT counts compared to the 2009 ADT counts showed a slight increase (10%) on the section of 77<sup>th</sup> Street from TH 100 to Parklawn Avenue.

Based on the facts that 1) no Gateway Development has occurred in the area, and 2) the majority of the additional development has been in Bloomington and Edina and their traffic generation included in the new 2013 traffic counts, and 3) the area traffic levels have not changed significantly from those assumed in the AUAR for the baseline conditions (see Cumulative Impacts), it can be concluded that the future year analysis and recommended mitigation is still valid.

**Cumulative Impacts:** The Study Area and its surroundings are within a first-ring suburb of Minneapolis that is generally fully developed. Cumulative impacts will generally be driven by either individual parcel redevelopment or area-wide redevelopment. To analyze cumulative impacts for the Study Area, the information



from the 2007 AUAR was updated to reflect known or approved redevelopment projects within or near the TH 100 and I-494 area. Table 2 summarizes the known redevelopment plans and updates the 2007 AUAR in the area and Figure 5 shows the location of these projects.

**Table 2. Summary of Adjacent Redevelopment Proposals**

| <b>City</b>        | <b>Development</b>   | <b>Summary of Impacts</b>  |
|--------------------|--|--|
| <b>Bloomington</b> | <i>Duke-Weeks Realty Limited Partnership (Norman Pointe)</i> | Phase 1 and 2 completed Phase 3 to add an additional 312,000 sq. ft. of office in the future   |
|                    | <i>Walser Real Estate II, LLC (Walser Toyota)</i>            | 50,000 sq. ft. car dealership project completed.   |
|                    |  | Addition of 112,000 ft <sup>2</sup> of medical office space completed                          |
|                    | <i>Ryan Companies US, Inc. (Marketpoint)</i>                 | Phase 1 and 2 completed. Phase 3 to add an additional 250,000 sq. ft. of office in the future. |
|                    | <i>Hilton Hotel</i>  | 256 room hotel and adjoining restaurant completed  |
|                    | <i>Normandale Investments, LLC</i>                           | 122 space parking ramp to meet demand for existing offices completed                           |
|                    | <i>United Properties</i>                                     | 285,000 square foot office building at 8200 Norman Center Drive completed                      |
|                    | <i>Covington Apartments</i>                                  | 250 Apartment units – Approved, under construction.  |
|                    | <i>8100 Office Tower</i>                                     | 255,000 ft <sup>2</sup> of office - Future   |
|                    | <i>Hotel</i>   | 100 Rooms – Future   |
|                    | <i>Luxembourg Apartments</i>                                 | 282 Apartment units - Approved, under construction   |
|                    | <i>OATI Office/Data Center</i>                               | 100,000 ft <sup>2</sup> of office - Future   |
|                    | <i>Venture Bank Office</i>                                   | 37,000 ft <sup>2</sup> of office – Completed 2009  |



|              |   |   |
|--------------|---|---|
|              | <i>Hotel</i>                                      | 257 Rooms - Future  |
|              | <i>Norman Pointe III Office Tower</i>             | 312,000 ft <sup>2</sup> Office - Future   |
|              | <i>Marketpoint III Office Tower</i>               | 250,000 ft <sup>2</sup> Office - Future   |
|              | <i>6500 France Avenue</i>                         | 209 Unit Senior Housing / Skilled Care - In review process  |
| <i>Edina</i> | <i>Cypress Properties</i>                         | Redevelopment of 40,000 ft <sup>2</sup> of a movie theater to 86,000 ft <sup>2</sup> of retail development. (Not Yet Completed)   |
|              | <i>Target</i>                                     | Approved increase of retail space from 154,000 ft <sup>2</sup> to 196,500 ft <sup>2</sup> by 2008. (Completed)  |
|              | <i>Westin</i>                                     | Approved construction of an 18 story building with 79 condominiums, a 225 room hotel, and 7,000 ft <sup>2</sup> restaurant (Completed)                                    |
|              | <i>York Place Development</i>                     | Approved construction of 49,000 ft <sup>2</sup> of retail space and 86 senior apartments. Replaces 52,750 ft <sup>2</sup> of office space. (Development Completed as CVS) |
|              | <i>TE Miller Development (7380 France Office)</i> | Net increase of 2,000 gsf of office space (Completed)   |
|              | <i>6996 France Avenue</i>                         | 3,000 ft <sup>2</sup> Retail and 5,000 ft <sup>2</sup> Office - Completed   |
|              | <i>Centennial Lakes Coffee Shop</i>               | 2,000 ft <sup>2</sup> Coffee Shop - Approved under construction   |
|              | <i>Fairview Southdale Expansion</i>               | 30,000 ft <sup>2</sup> Emergency Room expansion - In review process   |
|              | <i>Southdale Residential</i>                      | 232 Units - Approved under construction   |
|              | <i>Whole Foods</i>                                | 32,000 ft <sup>2</sup> Whole Food Grocery store - Completed   |
|              | <i>YMCA</i>                                       | 21,000 ft <sup>2</sup> Expansion - Completed  |



**V. Mitigation Summary and Update**

Many of the mitigation measures outlined in the 2007 AUAR still remain valid. The updated mitigation measures are outlined below and either remain in effect from the 2007 AUAR or have been updated based on new analysis as noted.

**A. Land Use Compatibility and Permitting**

- A1. The proposed change in land use of Scenarios 2, 3, and 4 at the Pentagon Towers and Pentagon Quads site will require a Comprehensive Plan Amendment.
- A2. Any redevelopment will be required to meet Edina zoning requirements.
- A3. Any project proposers will be required to obtain any necessary approvals and permits.
- A4. If components of a proposed project exceed Edina City Code requirements, variances from the City's requirement will need to be applied for by the developer. The City will review these variance requests and make a determination as to the approval or denial of the project as part of the review process. A project proposer could also seek to amend the City Code. This request would also be reviewed by the City.

**B. Geologic Hazards, Erosion Control, and Hazardous Material**

- B1. Prior to demolition an asbestos survey shall be completed by a project proposer. At the time of demolition, any necessary asbestos abatement will need to be completed by the project proposer in compliance with MPCA requirements.
- B2. The management, containment, and cleanup of any spills that may occur within the Study Area during construction will be addressed by the permit holders of the MPCA NPDES/SDS Storm Water Construction Permit and its accompanying Storm Water Pollution Prevention Plan preparation.
- B3. If a neighborhood convenience store and gas station is proposed, the project proposer will be required to adhere to State regulations for containment of underground petroleum tanks and an annual license would be needed.
- B4. The Storm Water Pollution Prevention Plan (SWPPP), including temporary and permanent seeding and staging plans, will be required to be submitted by each project proposer and reviewed by Edina.
- B5. The project proposer will need to develop an erosion control plan and submit this plan to the Nine Mile Creek Watershed District for review and approval.



- B6. During construction, the project proposer and their contractor will implement Best Management Practices as needed to prevent erosion and sedimentation of downstream water resources.
- B7. Edina will develop a SWPPP and obtain an NPDES permit for the construction of any public infrastructure improvements (sanitary sewer, storm sewer, water main) that disturb one acre of land or more.
- B8. Edina will conduct erosion control inspections during construction.
- B9. Project proposers will make environmental hazard investigation documents, such as Phase I Environmental Assessments, available to Edina.
- B10. Project proposers will be required to remediate any contaminated soils encountered in conformance with MPCA regulations.
- B11. Project proposers will be required to remove and properly dispose of trash and debris located within a project site, including all demolition materials that may include asbestos.
- B12. Municipal waste hauler companies will make residential and commercial recycling programs available to the Study Area. General municipal waste will be removed by these waste hauler companies.
- B13. The NPDES Construction Site permit requires a site specific SWPPP to be completed for the construction by the project proposer. This SWPPP is required to include pollution prevention management measures for solid waste and hazardous material spills that occur during construction.
- B14. Mitigation includes conformance with the Edina spill response plan. Spills will be reported to the fire chief and/or applicable City Staff. The fire chief and/or applicable City Staff will in turn notify any other appropriate officials depending on the nature of the spill.
- B15. Project proposers will be required to develop a temporary dewatering plan for construction activities, review this plan with Edina and Nine Mile Creek Watershed District for approval, and conform to the dewatering requirements of the Department of Natural Resources (DNR) and NPDES Construction permit.
- B16. If a redevelopment project involves permanent dewatering for underground facilities, a detailed dewatering plan is required to be developed by the project proposer. This plan would include anticipated dewatering amounts, direction of discharge, analysis of impact on adjacent ponds and downstream receiving waters, and impact on the organic material within the Study Area for the



potential for subsidence. The plan will need to be submitted to Edina, Nine Mile Creek Watershed District, and DNR for review and/or approval.

**C. Fish, Wildlife, Wetlands, and Ecologically Sensitive Resources**

- C1. Buildings to be removed as part of redevelopment will be field checked by the project proposer to determine if there are nesting Peregrine Falcons on the structure. If falcons are noted nesting on the structure, the site cannot be disturbed until the juvenile birds have fledged and left the nest.
- C2. The project proposer will be required to delineate wetlands within their project boundaries, if any, and review these delineations with the Nine Mile Creek Watershed District and Edina to determine jurisdictional status. The Nine Mile Creek Watershed District is the Local Government Unit for the Wetland Conservation Act and will review and verify any wetland delineations.
- C3. If wetland impact is proposed, the project proposer will be required to minimize impact to the maximum extent possible and mitigate for any unavoidable impacts in conformance with the Wetland Conservation Act.

**D. Municipal Water Use and Service**

- D1. Edina will work with Bloomington to determine the needs for water system capacity improvements, water main upgrades, and future service to the Gateway Study Area.
- D2. In conjunction with their Comprehensive Plan update, Edina will complete an update to the 2002 Water Distribution System Analysis for the entire city to determine what current and future water system improvements may be necessary to continue to serve the City's water needs and maintain a water system firm capacity above the maximum daily water use within the City.
- D3. As redevelopment occurs, Edina will complete an analysis of the water mains within the Study Area to determine if performing water main replacement is necessary and if it should occur in conjunction with other potential infrastructure improvements, such as sanitary sewer, storm sewer, and transportation improvements.
- D4. Any abandoned wells found within the Study Area will be sealed in accordance with Minnesota Department of Health guidelines. This will be the responsibility of the project proposer.
- D5. In accordance with Edina's Wellhead Protection Plan, continued protection of the existing Drinking Water Supply Management Areas located within the Study Area will be required for redevelopment projects.



- D6. There is potential for areas that redevelop within the Bloomington service area to request to be served by Edina. If this occurs, additional analysis and water main improvements will need to be completed by Edina in coordination with Bloomington.
- D7. Individual redevelopment may require the installation of service pumps to serve multi-story buildings and to provide adequate fire protection. The size and type of pumps will vary based on individual building characteristics, should meet the existing local building and fire protection codes, and will be the responsibility of the developer.

**E. Water Quality and Quantity**

- E1. Redevelopment projects will be required to be designed to meet the policies of the most current Edina Comprehensive Storm Water Management Plan.
- E2. Redevelopment projects will be required to be designed to meet the policies of the most current Nine Mile Creek Watershed District requirements.
- E3. Redevelopment within the Study Area will be required to limit peak runoff rates to at least existing conditions and reduce the runoff volume so as not to negatively impact the existing storm sewer system.
- E4. Redevelopment needs to reduce the amount of impervious surface within the project limits or develop a site specific storm water management plan that shows that the project will not impact downstream pollutant or volume loading.
- E5. If warranted by Edina's Nondegradation Plan, project proposers will need to include storm water management strategies that reduce the total suspended solid loadings, total phosphorous pollutant loadings, and storm water runoff volumes from the Study Area.
- E6. Any redevelopment project that disturbs more than one acre of land is required to develop a SWPPP and obtain an NPDES permit from the MPCA.
- E7. Edina and project proposer(s) will investigate the expansion of the existing ponding areas within the Fred Richards Golf Course to provide additional storage and treatment as outlined in Edina's Water Resource Management Plan.
- E8. The Cities of Edina and Bloomington will petition the Nine Mile Creek Watershed District to expand the South Pond (SP\_1) pond to provide additional storm water treatment for the area.
- E9. As Total Maximum Daily Load (TMDL) studies are completed for Nine Mile Creek, the results of these studies will be reviewed by Edina. Redevelopment in



the Study Area will be required to meet any mitigation and pollutant load reductions that may be outlined within the TMDL studies.

**Update:** This mitigation measure also applies to Edina Lake.

- E10. The project proposer will review and determine which Low Impact Development (LID) practices are feasible to be used for each parcel. Edina will review the LID techniques and encourage their use to the greatest extent possible.
- E11. A maintenance plan is required to be reviewed and approved by the Nine Mile Creek Watershed District for privately constructed and maintained storm water management facilities.

#### **F. Wastewater Mitigation Plan**

- F1. Any redevelopment activities that may increase the total sanitary sewer flows within Service Area A beyond threshold limits for peak capacity will require upgraded facilities within the Gateway Study Area (Computer Avenue sanitary sewer) and Bloomington (MCES Bloomington Lift Station No. 10) to accommodate increased flows.

**Update:** Bloomington Lift Station No. 10 is also denoted as MCES Lift Station L-55. In 2011, the pumps in the existing lift station were upgraded to provide a near-term peak capacity of 1.8 million gallons per day (mgd). Future increases in flow for re-development will need to be evaluated as the final lift station site is proposed to be relocated with the proposed future realignment of I-494.

- F2. Edina, Bloomington, and Metropolitan Council Environmental Services will continue discussions and analysis regarding proposed capacity upgrades to Bloomington Lift Station No. 10 and the MCES BN-499 Interceptor along West 84<sup>th</sup> Street in Bloomington.

**Update:** Capacity to L-55 (Bloomington LS 10) was increased to a peak flow of 1.8 MDG as previously discussed. Also in 2011, The MCES BN-499 interceptor was replaced with a 16-inch forcemain from L-55 southerly and westerly along W. 84<sup>th</sup> Street to a gravity sewer approximately 600 feet west of France Avenue. The forcemain was designed to carry peak flows for the proposed redevelopment area.

- F3. Edina will complete its update to their Comprehensive Sanitary Sewer Plan.
- F4. Edina will upgrade Lift Station No. 22.



- F5. In conjunction with redevelopment activities, Edina will determine the condition of the existing sanitary sewer pipe within the Gateway Study Area to determine if repairs or replacement is necessary based on in-place pipe condition and infiltration potential.

## **G. Traffic and Transportation**

### **G1. Scenarios 1 and 4**

The following mitigation strategies are needed for Scenario 1 and 4 to accommodate future full development traffic projections:

Intersection: France Avenue / West 76<sup>th</sup> Street  
Improvement: Extend one southbound thru lane on France Avenue to create a total of four thru lanes

Intersection: France Avenue / West 78<sup>th</sup> Street  
Improvement: Eastbound dual right turn lanes on West 78<sup>th</sup> Street  
Southbound lanes approaching the I-494 ramps restriped to provide exclusive lanes to both westbound I-494 and eastbound I-494. The right lane will drop at the westbound I-494 ramp providing an exclusive ramp lane. The second lane will also be an exclusive lane leading to I-494 eastbound, reducing the weaving and stacking of vehicles that occur today. The County has expressed interest in participation.

Intersection: Edina Industrial Boulevard / West 78<sup>th</sup> Street  
Improvement: Eastbound dual left turn lanes on West 78<sup>th</sup> Street

Intersection: Edina Industrial Boulevard / Metro Boulevard  
Improvement: Add southbound right turn lane on Metro Boulevard, restriping the existing two southbound lanes to accommodate an exclusive left turn lane, and a thru/left lane, providing dual left turn lanes.  
Add 300 foot eastbound left turn lane on Edina Industrial Boulevard

Intersection: Northbound TH 100 / West 77<sup>th</sup> Street  
Improvement: Add 150 foot northbound right turn lane on Frontage Road  
Westbound dual right turn lanes on West 77<sup>th</sup> Street



- G2. Scenario 2  
Scenario 2 will require **all the improvements listed above** in addition to the following:

|               |  |
|---------------|--|
| Intersection: | Minnesota Drive / France Avenue  |
| Improvement:  | Dual westbound left turn lanes on Minnesota Drive<br>Eastbound dual left turn lanes on Minnesota Drive |
| Intersection: | Northbound TH 100 / West 77 <sup>th</sup> Street   |
| Improvement:  | Add 150 foot eastbound right turn lane on West 77 <sup>th</sup> Street                                 |
| Intersection: | Computer Avenue / West 77 <sup>th</sup> Street   |
| Improvement:  | Northbound dual left turn lanes on Computer Avenue   |
| Intersection: | Minnesota Drive / West 77 <sup>th</sup> Street / Johnson Avenue  |
| Improvement:  | Southbound dual left turn lanes on West 77 <sup>th</sup> Street  |

- G3. Scenario 3  
Scenario 3 will require **all the above improvements listed under Scenarios 1, 2, and 4** in addition to the following:

|               |  |
|---------------|--|
| Intersection: | Minnesota Drive / France Avenue  |
| Improvement:  | Eastbound dual right turn lanes on Minnesota Drive   |
| Intersection: | France Avenue / West 78 <sup>th</sup> Street   |
| Improvement:  | Westbound dual right turn lanes on West 78 <sup>th</sup> Street  |
| Interchange:  | TH 100 / West 77 <sup>th</sup> Street  |
| Improvement:  | Six-lane section from Metro Boulevard to Computer Avenue<br>Dual left turn turns at both TH 100 Ramps (Hence an eight-lane bridge) |

- G4. General  
The mitigation measures discussion above (G1 – G3) are needed to address full build-out of the site and surrounding area. Specific mitigation measures required for proposed development plans will be established through traffic and transportation studies required for each development proposal. These proposals will need to document compliance within the AUAR and mitigation plan.

- G5. Transit/Non-Motorized Transportation  
As redevelopment occurs in the Study Area, consideration of site-specific improvements needs to be included as developments are proposed. These



would include upgrading the existing transit facilities, including bus shelters, to become ADA compliant and improving the sidewalk and/or path connections in and around each redevelopment.

#### **H. Odor, Noise, and Dust**

- H1. During construction activities, the project proposer and contractor shall observe all dust control Best Management Practices for fugitive dust.
- H2. Edina will limit construction activities and any other activities that produce noise audible outside the perimeter of a property to between 7:00AM to 9:00PM Monday through Friday and between 8:00AM and 7:00PM on Saturday, Sunday, and holidays.
- H3. Noise mitigation will be necessary if any residential units are constructed near Receptor 2, located in the southwest quadrant of TH 100/West 77<sup>th</sup> Street. Any residential buildings should be constructed using noise abatement methods. Noise abatement requirements to conform to state standards can be found in Minn. Rules 7030.0050, subp. 3.

#### **I. Archaeological, historical, or architectural resources**

- I1. Prior to redevelopment of the Pentagon Towers and Quads sites that would require razing of the existing structures, an evaluation and documentation of the historical and architectural significance of the sites will be needed by the project proposer. This information will need to be submitted to Edina.

#### **J. Cumulative Impacts**

- J1. Edina will work with Bloomington and potentially participate in a regional traffic study that will assist in anticipating future potential redevelopment within the TH 100/I-494 area and plan for infrastructure improvements.

Edina will also coordinate with other entities to address cumulative impacts. These items have been addressed in other areas of the AUAR and include mitigation plan items D1, D6, E8, F1, and F2.

#### **VI. AUAR Update Review**

This AUAR Update has been reviewed pursuant to Minnesota Rules 4410.3610 Subp. 7. The Gateway Study Area AUAR will remain valid for an additional five years from the City Council adoption date.









 Gateway AUAR
  POD-1
  PCD-3  
 PID
  POD-2



**WSB**  
 & Associates, Inc.

<sup>a</sup> GSF = Gross Square Feet





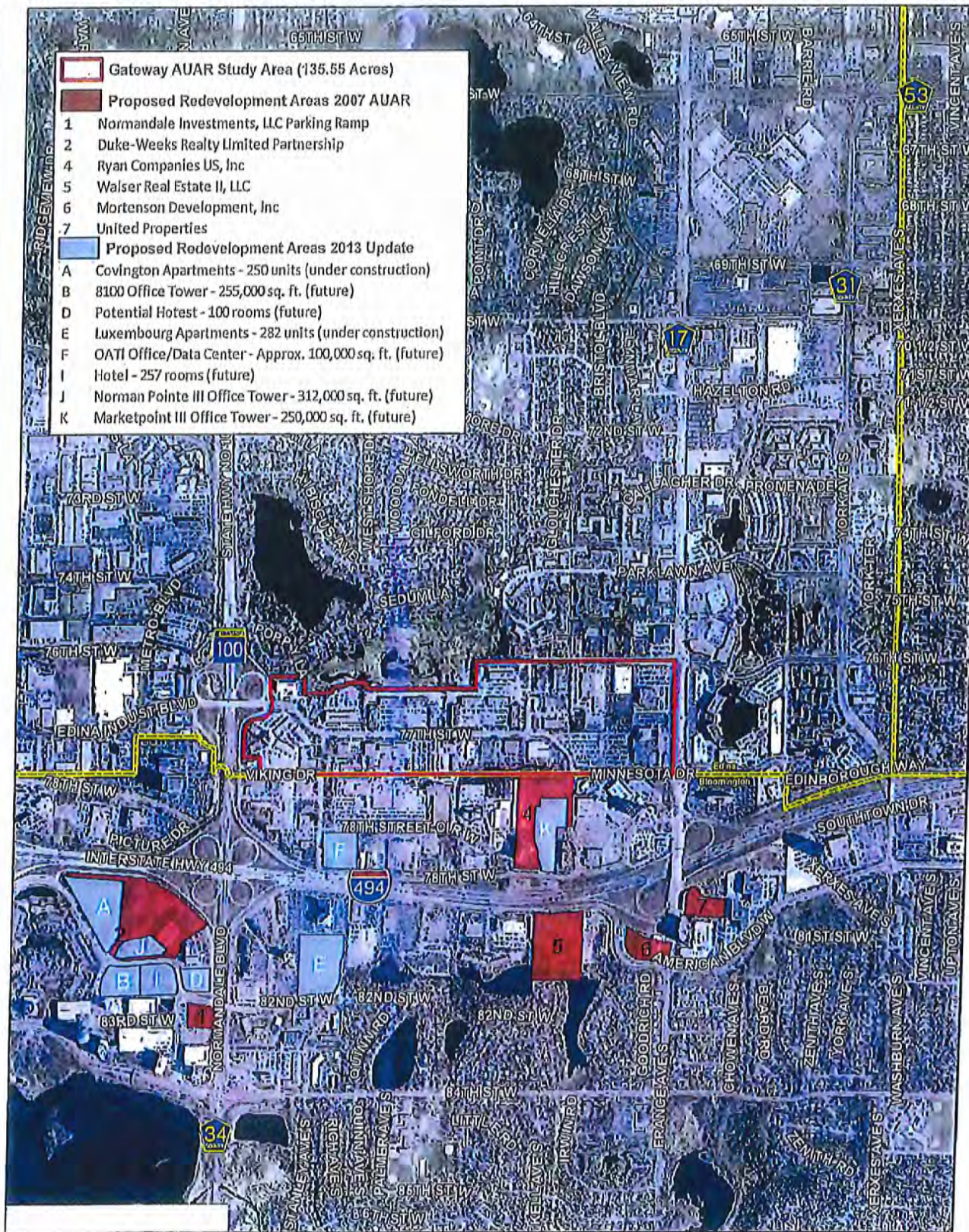








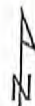




Document Path: K:\01046-370 GIS\Map\Fig 5 Adjacent Development.mxd



**Figure 5**  
**Adjacent Developments Map**  
**Gateway AUAR**



0 750 1,500  
Feet





## Key Statistics

### Land Use

South Parcel: Hotel - 375 - 425 Rooms  
Office - 500,000 GSF  
Retail - 25,000 GSF  
North Parcel: Office - 900,000 GSF  
Retail - 15,000 GSF  
Walsh Tile: Retail/Medical/Office - 20,000 GSF

### Structured Parking

A 1,400 STALLS  
B 1,400 STALLS  
C 800 STALLS  
D 800 STALLS  
E 800 STALLS  
F 1,200 STALLS

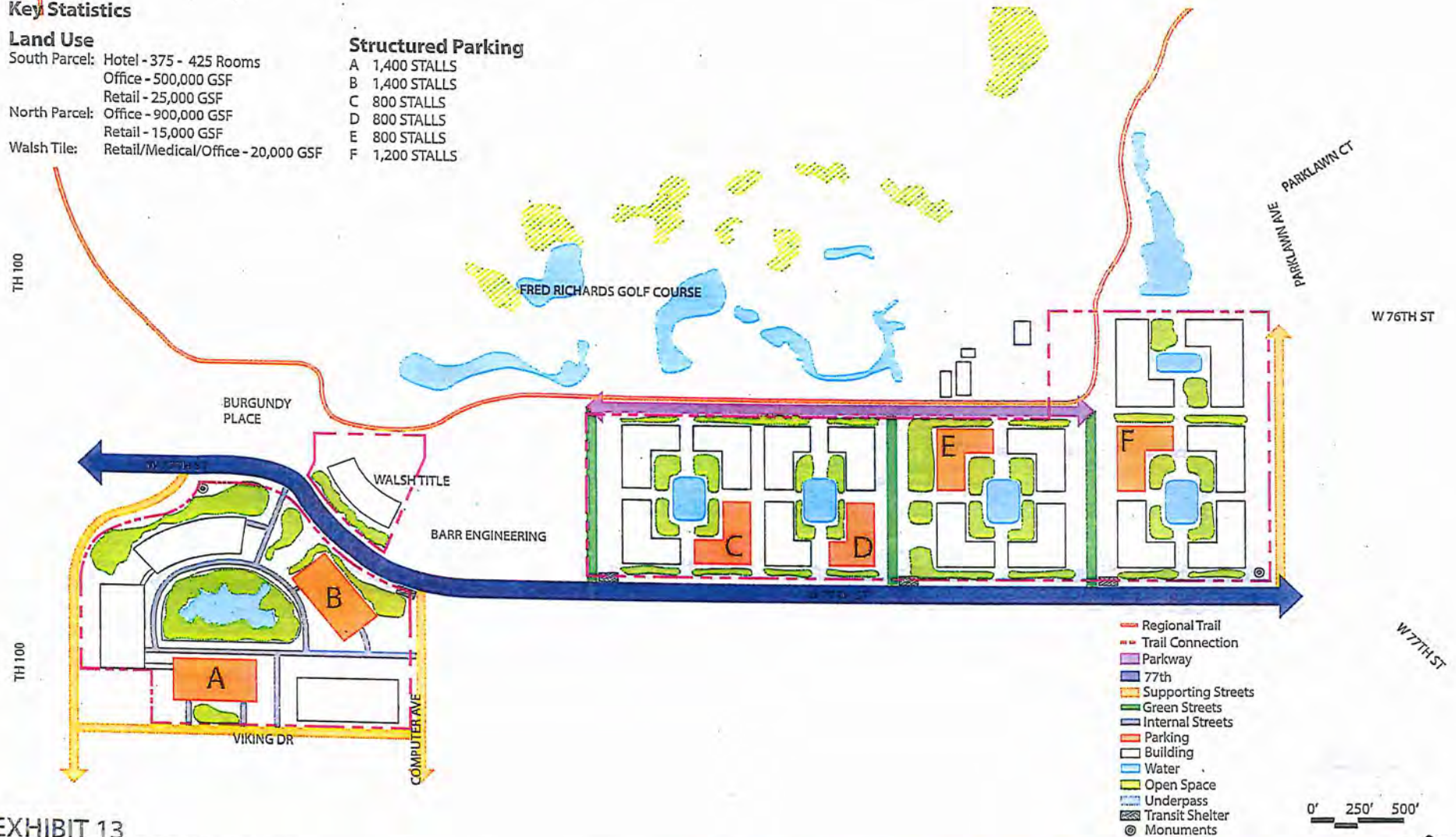


EXHIBIT 13  
DAMON FARBER ASSOCIATES  
BOB CLOSE STUDIO, LLC

PRELIMINARY PLANNING COMMISSION TIF DIAGRAM OPTION 1  
EDINA, MN - DECEMBER 13, 2013

PENTAGON PARK





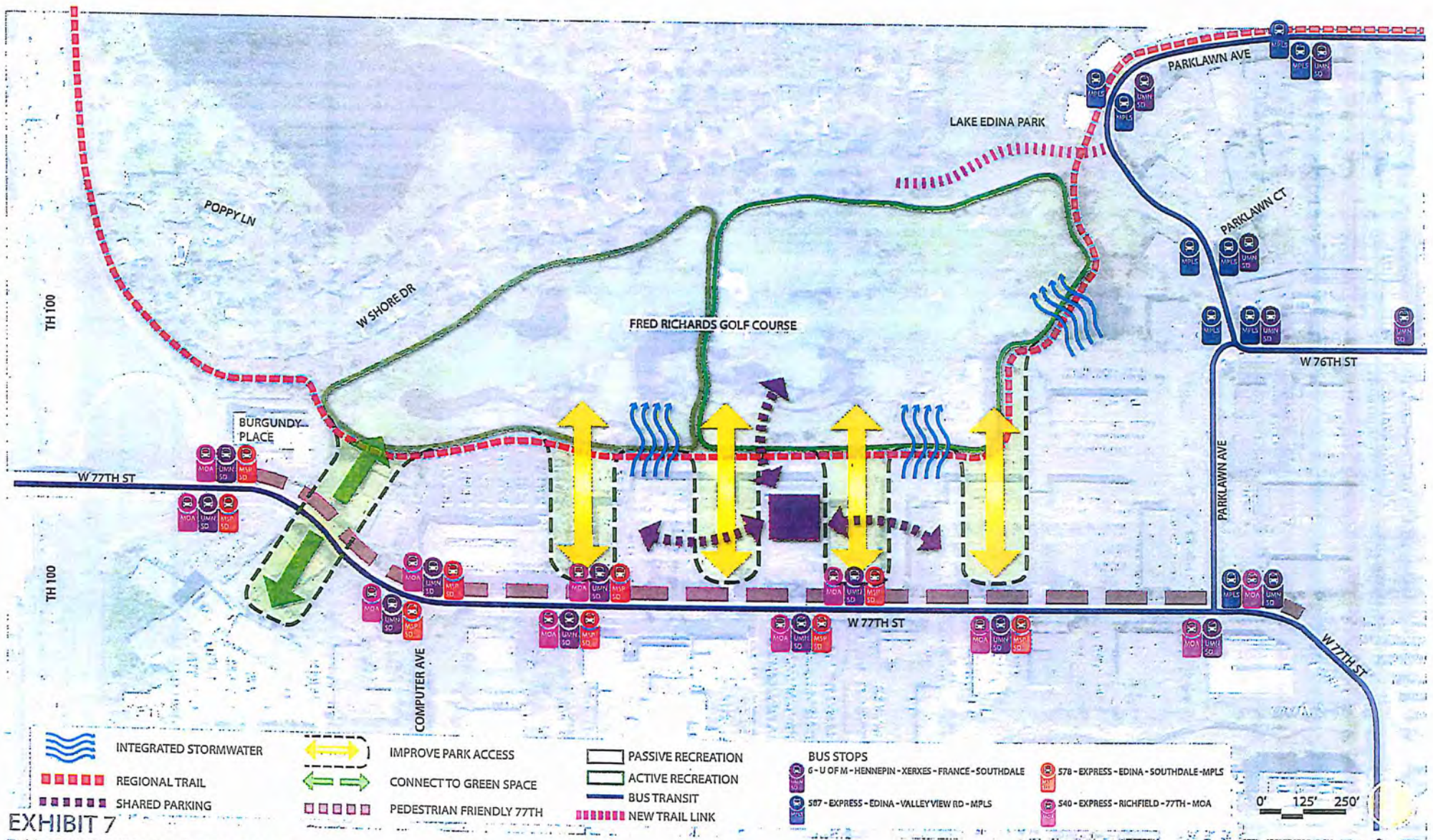


EXHIBIT 7  
 DAMONFARBER ASSOCIATES  
 BOB CLOSE STUDIO, LLC

ISSUES  
 EDINA, MN - DECEMBER 9, 2013

PENTAGON PARK







GREEN  
STREETS



INTEGRATED  
STORMWATER



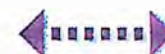
PEDESTRIAN  
FRIENDLY 77<sup>TH</sup>



CONNECT  
WEST TO EAST



MULTIMODAL  
CONNECTIONS



SHARED  
PARKING







EXHIBIT 9  
DAMON FARBER ASSOCIATES  
BOB CLOSE STUDIO, LLC

STORMWATER MANAGEMENT  
EDINA, MN - DECEMBER 13, 2013

PENTAGON PARK







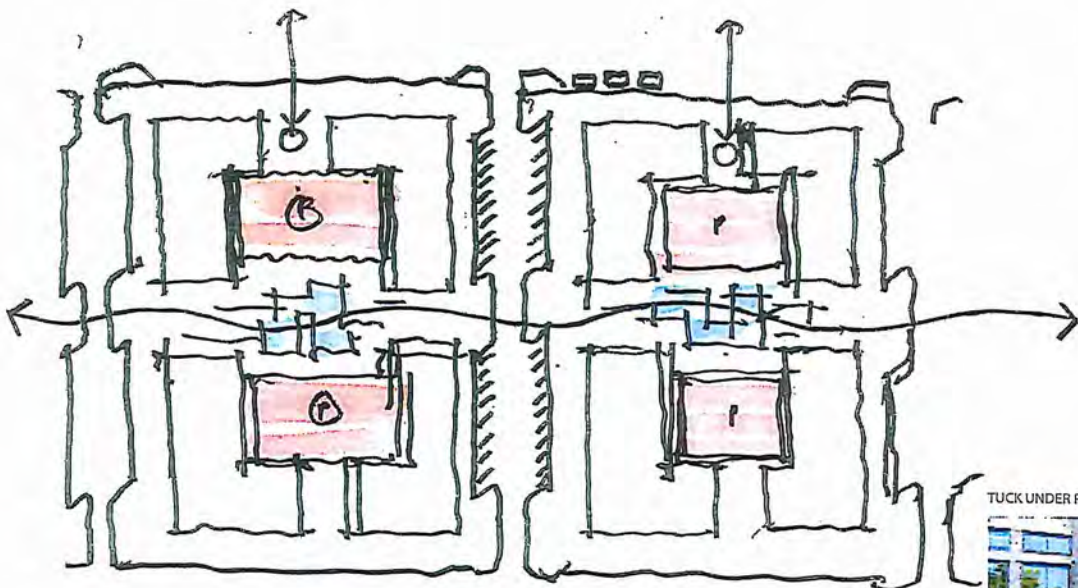
EXHIBIT 10  
 DAMON FARBER ASSOCIATES  
 BOB CLOSE STUDIO, LLC

77TH AVENUE BRIDGE  
 EDINA, MN - DECEMBER 13, 2013

PENTAGON PARK







## THREE PRONGED APPROACH TO PARKING:

1. Below-grade (1 level)
2. "Embedded" deck (maintain great addresses at perimeter)
3. Street Parking
  - Parallel
  - Diagonal
  - Parking Bays

TUCK UNDER PARKING



TUCK UNDER PARKING



STREET PARKING - PARKING BAYS AT FRED RICHARDS



STREET PARKING - DIAGONAL



STREET PARKING - DIAGONAL



STREET PARKING - PARALLEL



STREET PARKING - PARALLEL



STREET PARKING - PARALLEL



EXHIBIT 11  
DAMON FARBER ASSOCIATES  
BOB CLOSE STUDIO, LLC

PARKING STRATEGIES  
EDINA, MN - DECEMBER 9, 2013

PENTAGON PARK

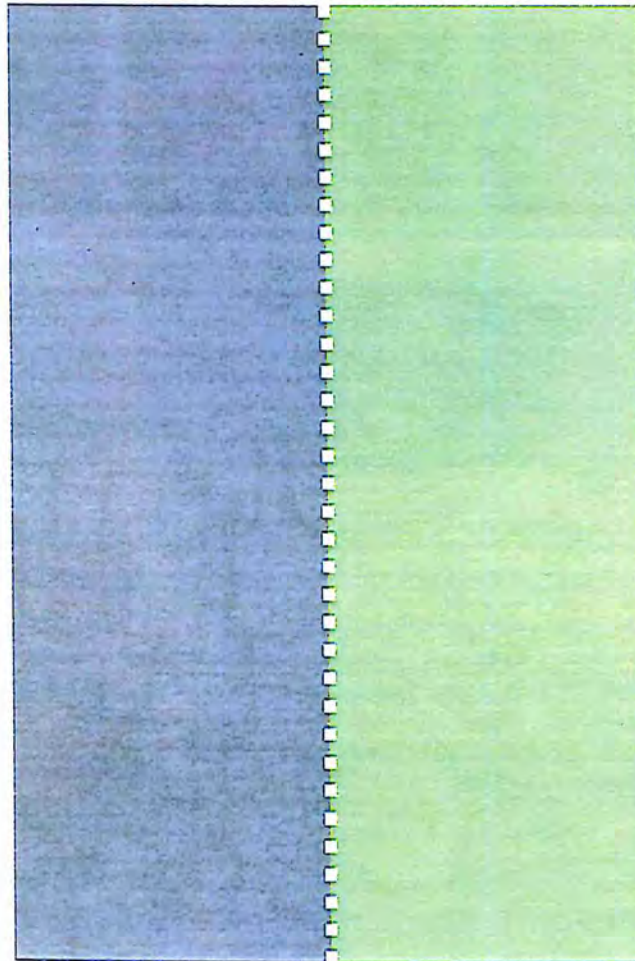




EXISTING



EXISTING RELATIONSHIP



GOAL

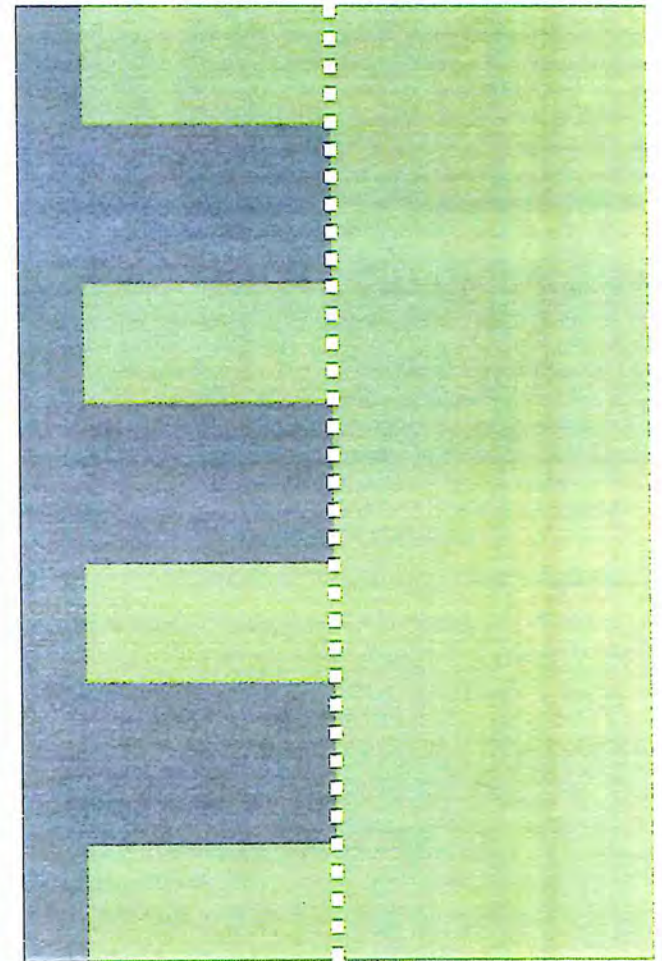


EXHIBIT 12  
DAMON FARBER ASSOCIATES  
BOB CLOSE STUDIO, LLC

UNLOCKING THE POTENTIAL  
EDINA, MN - DECEMBER 9, 2013

PENTAGON PARK





## 77TH CONCEPT PLAN



### KEY ELEMENTS

- Center median with small accent trees
- Left turn lanes
- Boulevard/sidewalks
- Decorative lighting
- Shade trees
- Transit shelters
- Street lights
- Pedestrian lights



## 77TH CONCEPT SECTION

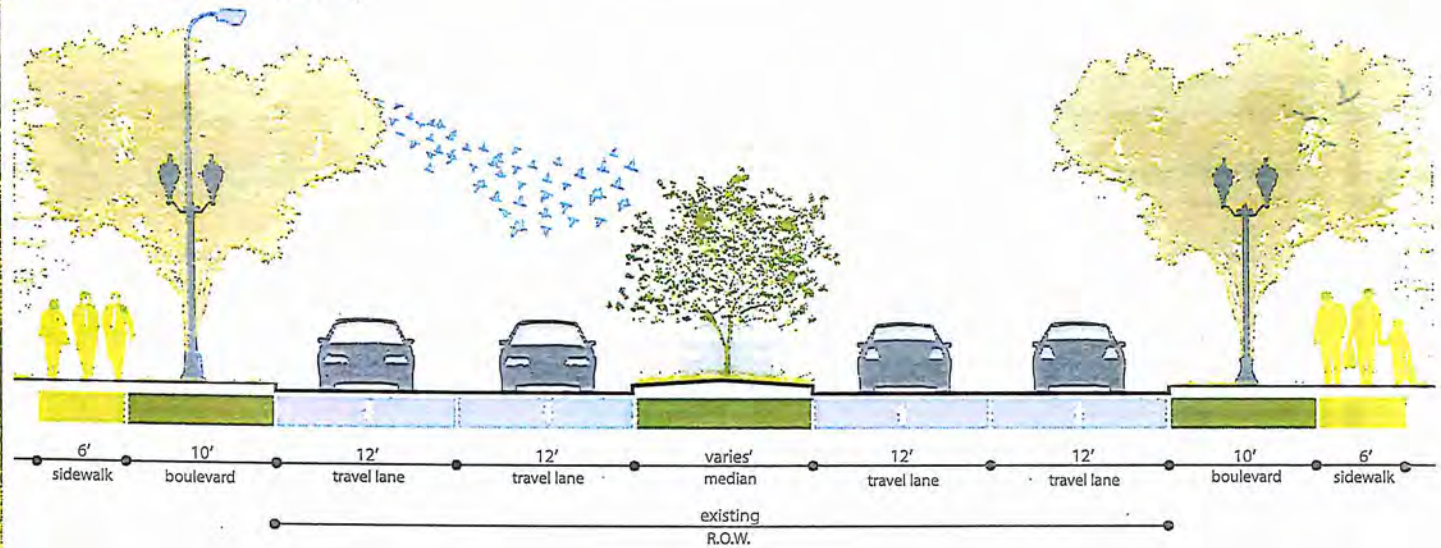


EXHIBIT 22

DAMON **FARBER** ASSOCIATES  
BOB CLOSE STUDIO, LLC

ROADWAY TYPES  
EDINA, MN - DECEMBER 13, 2013

**PENTAGON PARK**





## PARKWAY CONCEPT PLAN

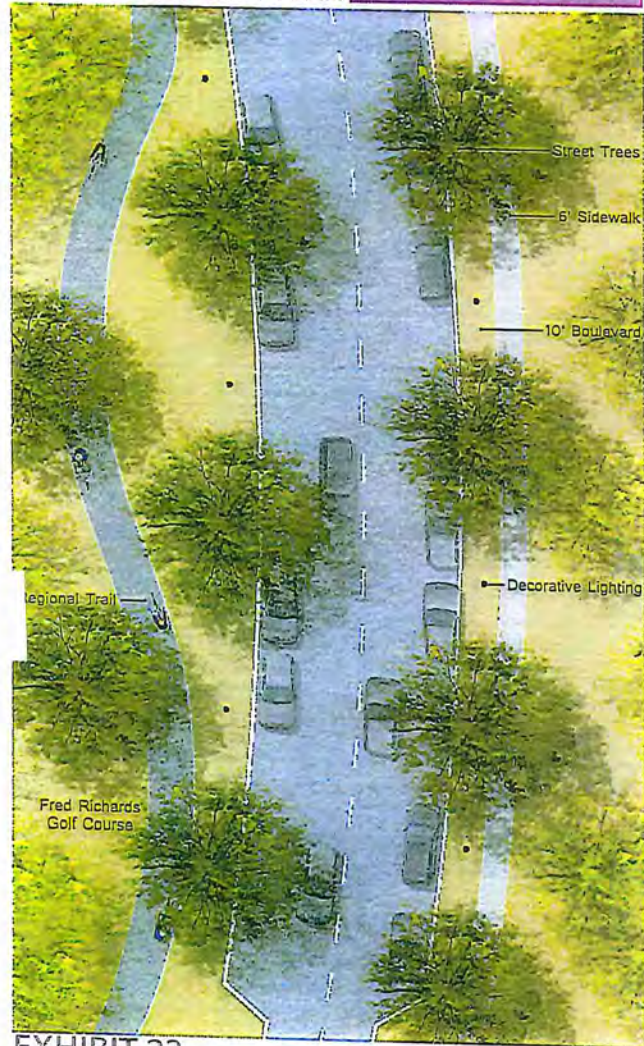
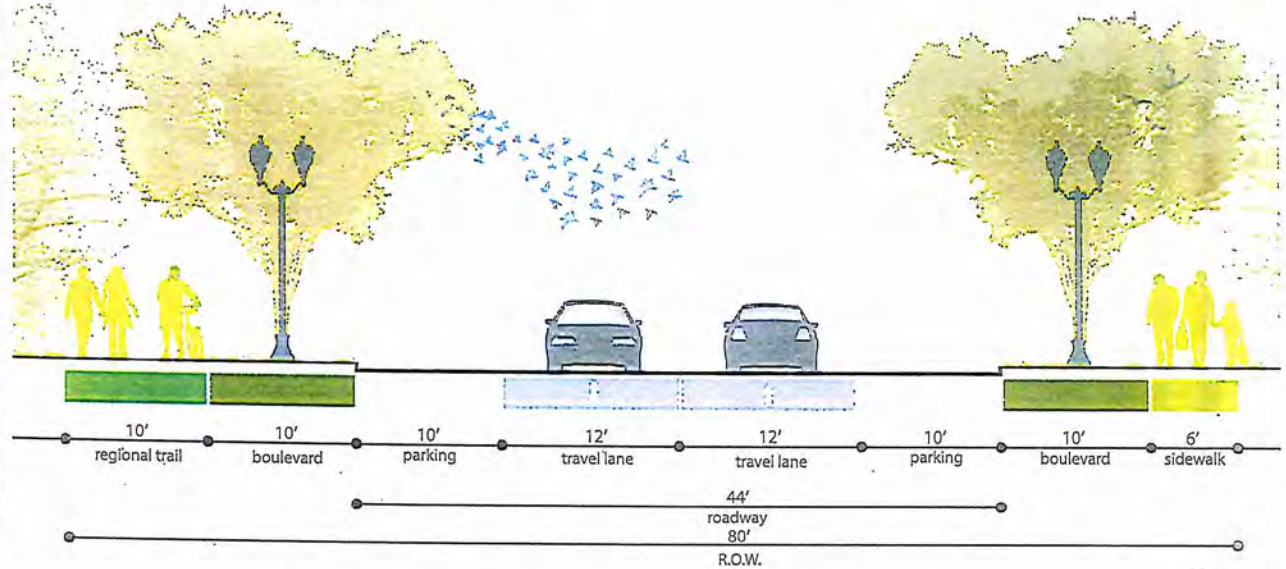


EXHIBIT 23

DAMON **FARBER** ASSOCIATES  
BOB CLOSE STUDIO, LLC



## PARKWAY CONCEPT SECTION



## KEY ELEMENTS

- Decorative lighting
- Street trees
- 6' sidewalk with 10' boulevard
- One lane of traffic in each direction
- Parking bays for parking



ROADWAY TYPES  
EDINA, MN - DECEMBER 13, 2013

# PENTAGON PARK





## SUPPORTING STREET CONCEPT PLAN



### KEY ELEMENTS

- Parallel parking
- 10' boulevards/6' sidewalks
- Decorative lighting
- Street trees



## SUPPORTING STREET CONCEPT SECTION

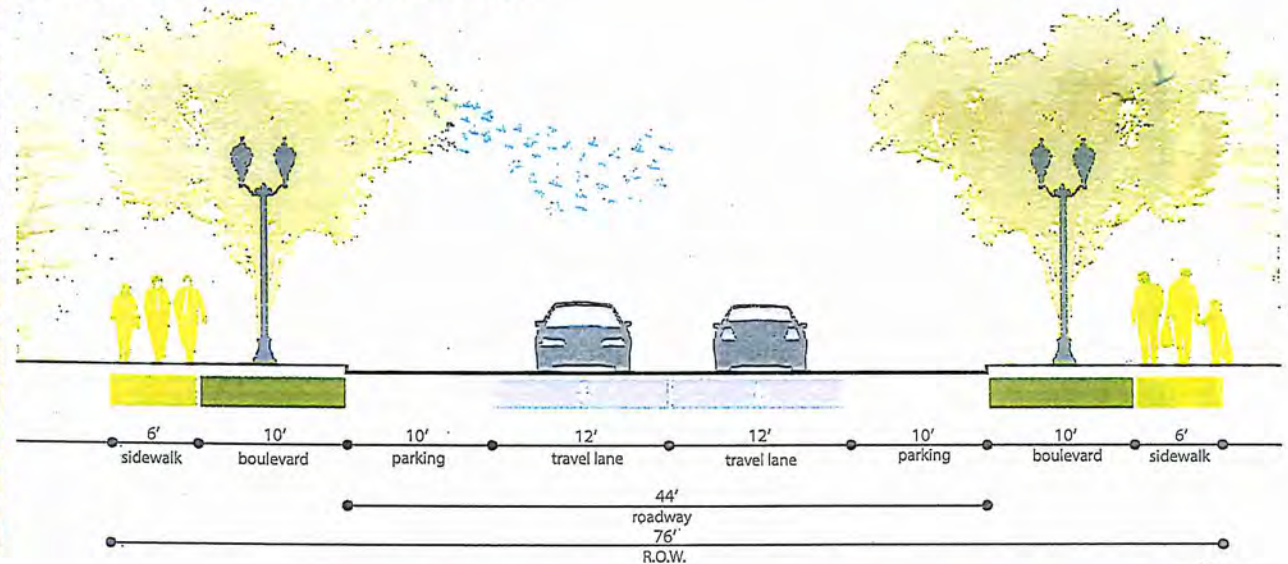


EXHIBIT 24  
DAMON FARBER ASSOCIATES  
BOB CLOSE STUDIO, LLC

ROADWAY TYPES  
EDINA, MN - DECEMBER 13, 2013

PENTAGON PARK





## GREEN STREET CONCEPT PLAN



### KEY ELEMENTS

- Parallel parking
- 6' boulevards/6' sidewalks
- Decorative lighting
- Street trees



## GREEN STREET CONCEPT SECTION

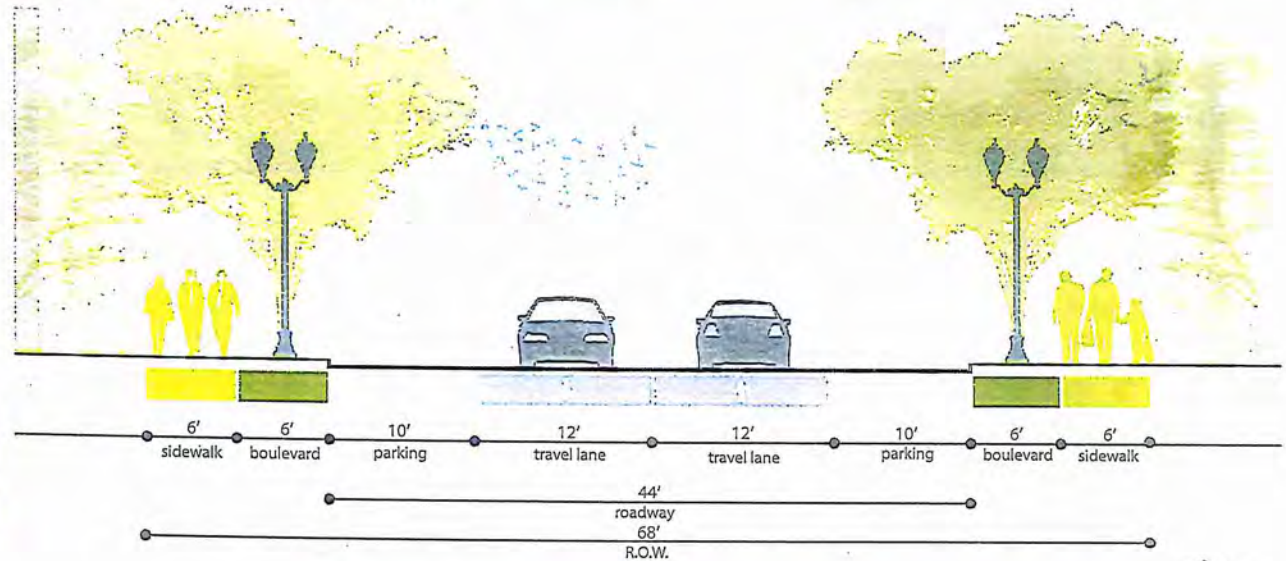


EXHIBIT 25  
DAMON FARBER ASSOCIATES  
BOB CLOSE STUDIO, LLC

ROADWAY TYPES  
EDINA, MN - DECEMBER 13, 2013

PENTAGON PARK





## INTERNAL STREET CONCEPT PLAN



### KEY ELEMENTS

- Boulevard
- Sidewalks
- Decorative lighting
- Shade trees
- Parking bays



## INTERNAL STREET CONCEPT SECTION

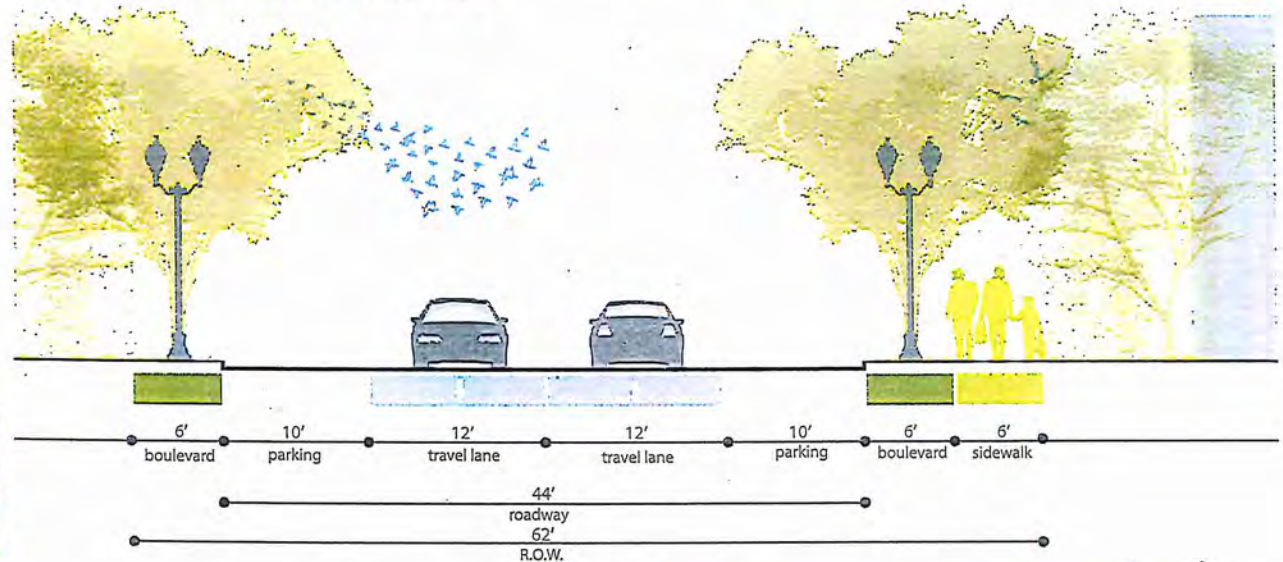


EXHIBIT 26

DAMON FARBER ASSOCIATES  
BOB CLOSE STUDIO, LLC

ROADWAY TYPES  
EDINA, MN - DECEMBER 13, 2013

PENTAGON PARK





## Key Statistics

### Land Use

South Parcel: Hotel - 375 - 425 Rooms  
Office - 500,000 GSF  
Retail - 25,000 GSF  
North Parcel: Office - 900,000 GSF  
Retail - 15,000 GSF  
Retail/Medical/Office - 20,000 GSF

### Structured Parking

A 1,400 STALLS  
B 1,400 STALLS  
C 800 STALLS  
D 800 STALLS  
E 800 STALLS  
F 1,200 STALLS

### Building Heights

\*12+ Story  
12 Story  
5 Story  
4 Story  
2 Story

\*Potential Building Height Might be Greater than 12 Stories.

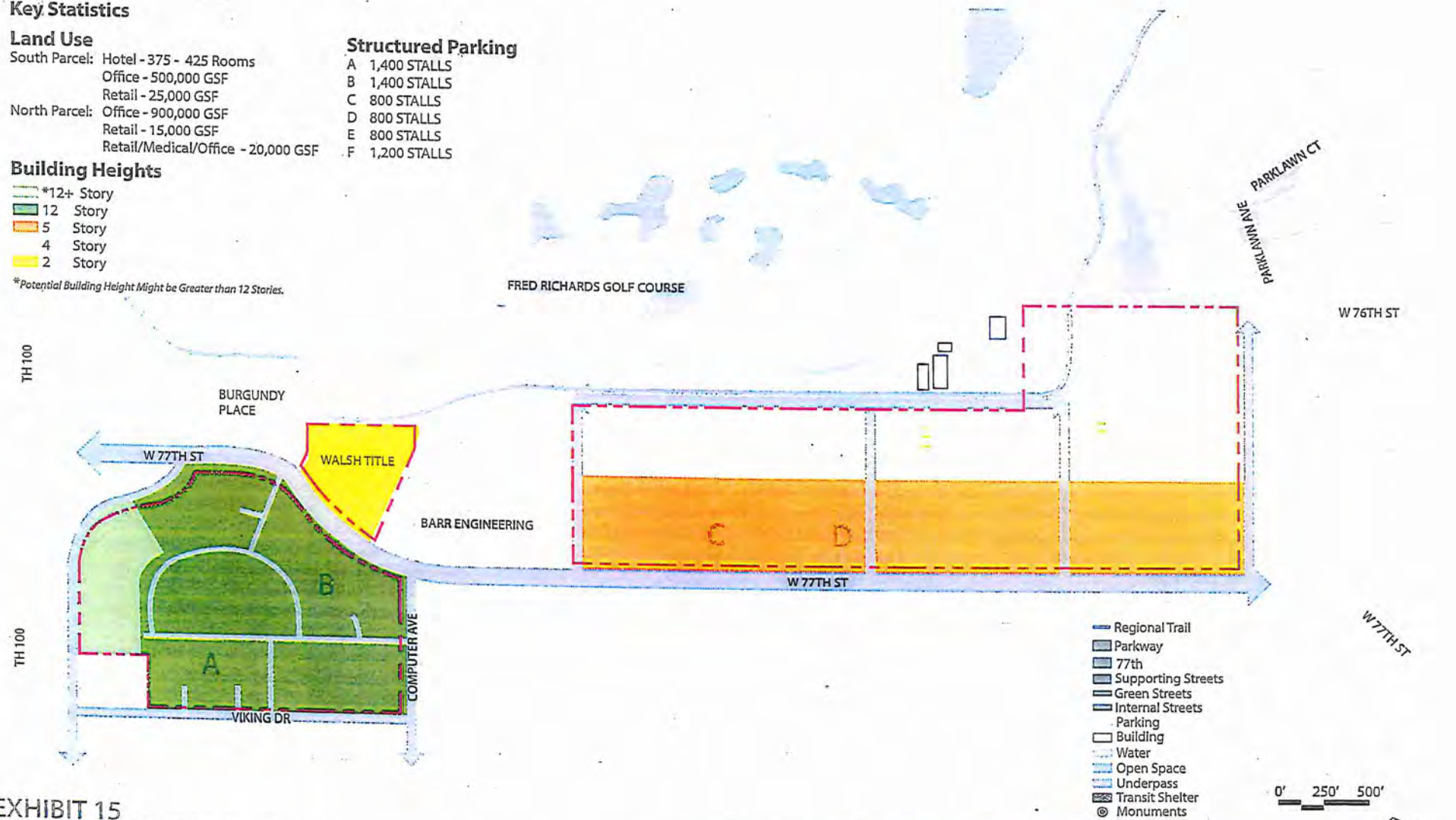


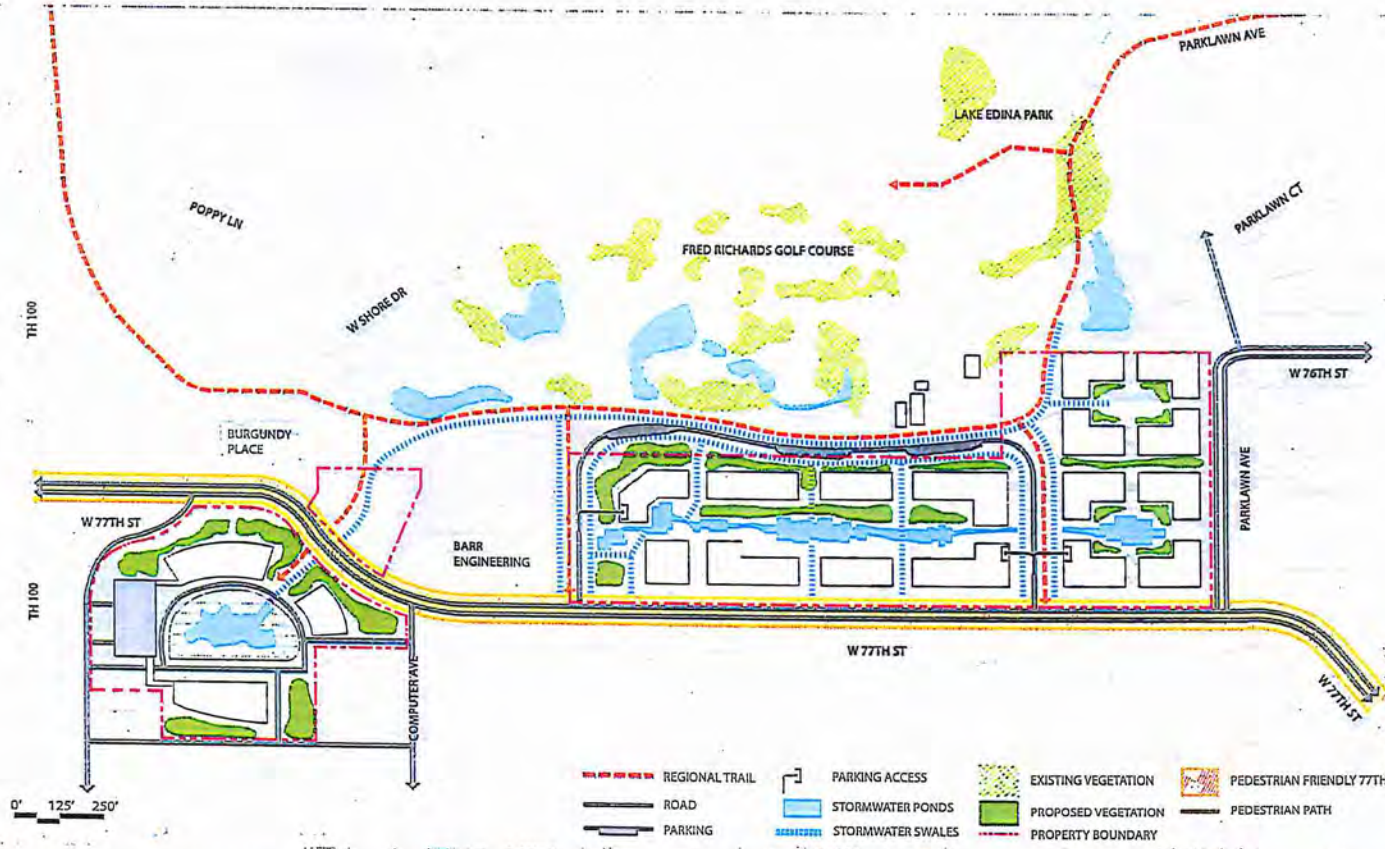
EXHIBIT 15  
DAMON FARBER ASSOCIATES  
BOB CLOSE STUDIO, LLC

BUILDING HEIGHTS  
EDINA, MN - DECEMBER 13, 2013

PENTAGON PARK







## DOCKSIDE GREEN CONCEPT

- A continuous linear stormwater amenity connects the development parcels
- A two-way parkway with parking bays provides a loop around the development, connecting from W 77th St
- 'Natural vegetation' is planted adjacent to stormwater ponds and buildings
- A regional trail is located north of the site, with three connections from trail to W 77th St
- W 77th St to be pedestrian friendly with trees, stormwater management, and improved sidewalks
- Multiple parking strategies - below-grade, on-street and architecturally integrated with buildings

BIRDSEYE OF DOCKSIDE GREEN LOCATED IN VICTORIA, BRITISH COLUMBIA



DOCKSIDE GREEN STORMWATER & PEDESTRIAN BRIDGE



LUSH VEGETATION AT DOCKSIDE GREEN



STORMWATER AMENITY INTEGRATES BUILDINGS AND CIRCULATION



EXHIBIT 16  
DAMON FARBER ASSOCIATES  
BOB CLOSE STUDIO, LLC

CONCEPT DIAGRAMS  
EDINA, MN - DECEMBER 9, 2013

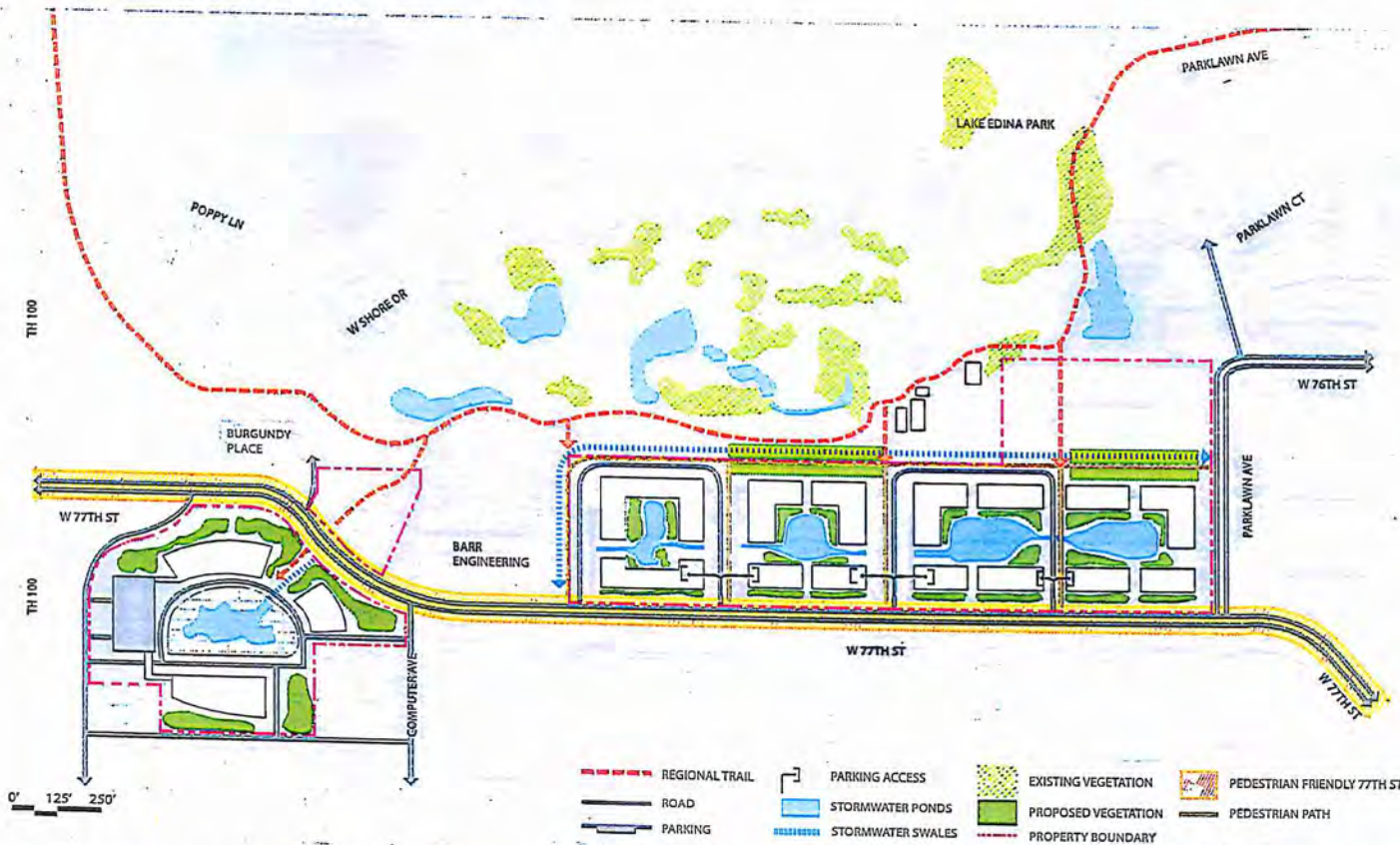
PENTAGON PARK





## THE UPPER LANDING CONCEPT

- Two road loops off of W 77th St - providing connectivity without through traffic
- Small stormwater ponds are located on the interior of the development buildings
- Public parking is located between the trail and development
- Flexibility in block size (market-driven)
- A regional trail is located north of the site between the park and development
- W 77th St to be pedestrian friendly with trees, stormwater management, and improved sidewalks
- Multiple parking strategies - below-grade, on-street and architecturally integrated with buildings



AERIAL OF THE UPPER LANDING IN ST PAUL, MN



STORMWATER SWALE BETWEEN THE UPPER LANDING AND TRAILS



ROADWAY ADJACENT TO THE UPPER LANDING



LOOP STREETS ALTERNATE WITH STORMWATER FEATURES



PATHWAY BETWEEN BUILDINGS



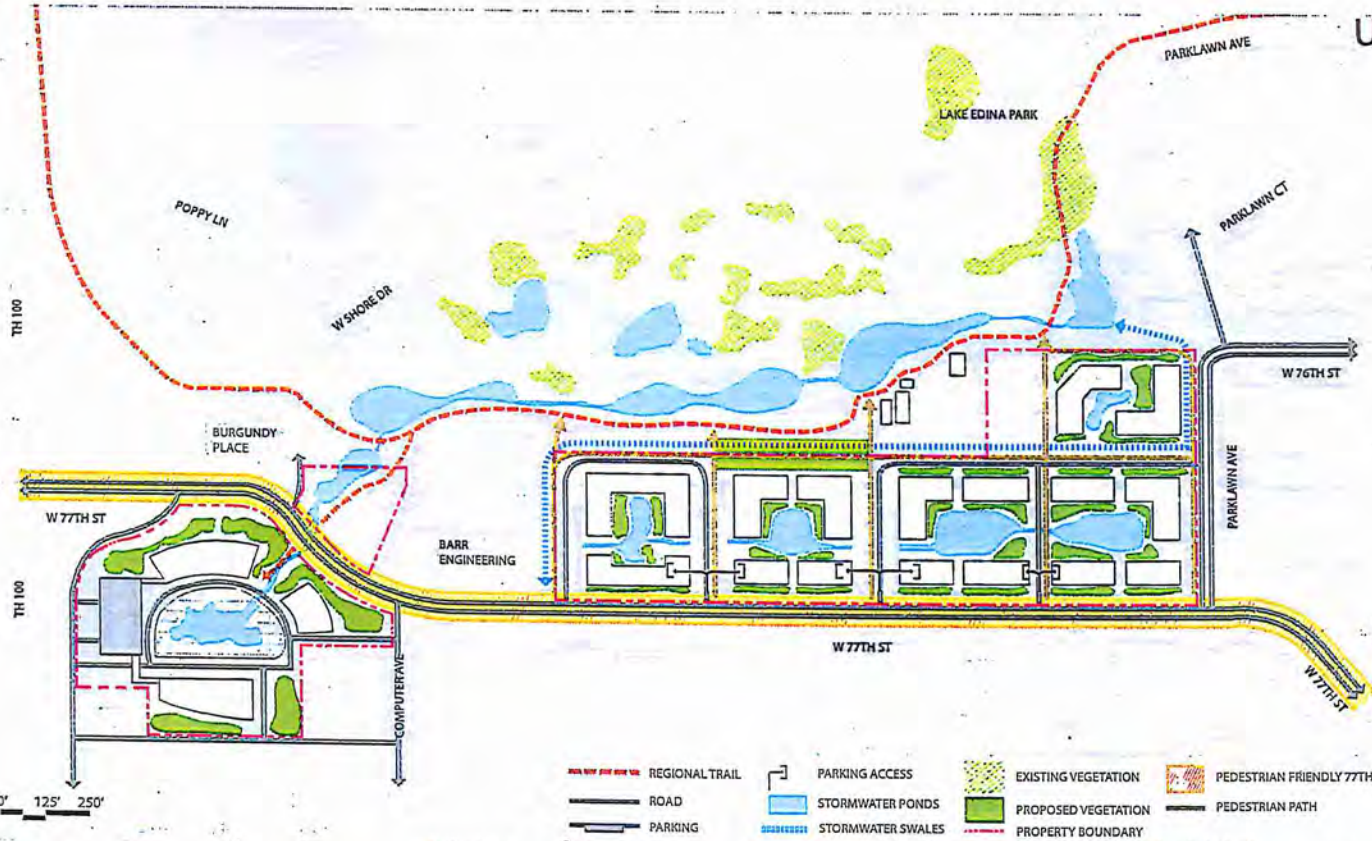
EXHIBIT 17  
DAMON FARBER ASSOCIATES  
BOB CLOSE STUDIO, LLC

CONCEPT DIAGRAMS  
EDINA, MN - DECEMBER 9, 2013

PENTAGON PARK







## UPPER LANDING HYBRID CONCEPT

- Two road loops off of W 77th St - providing connectivity without through traffic
- Small stormwater ponds are located on the interior of the development buildings
- Public parking is located between the trail and development
- Flexibility in block size (market-driven)
- A regional trail is located north of the site between the park and development
- W 77th St to be pedestrian friendly with trees, stormwater management, and improved sidewalks
- Multiple parking strategies - below-grade, on-street parking bays on loop roads and architecturally integrated with buildings

AERIAL OF THE UPPER LANDING IN ST PAUL, MN



STORMWATER SWALE BETWEEN THE UPPER LANDING AND TRAILS



ROADWAY ADJACENT TO THE UPPER LANDING



LOOP STREETS ALTERNATE WITH STORMWATER FEATURES



PATHWAY BETWEEN BUILDINGS



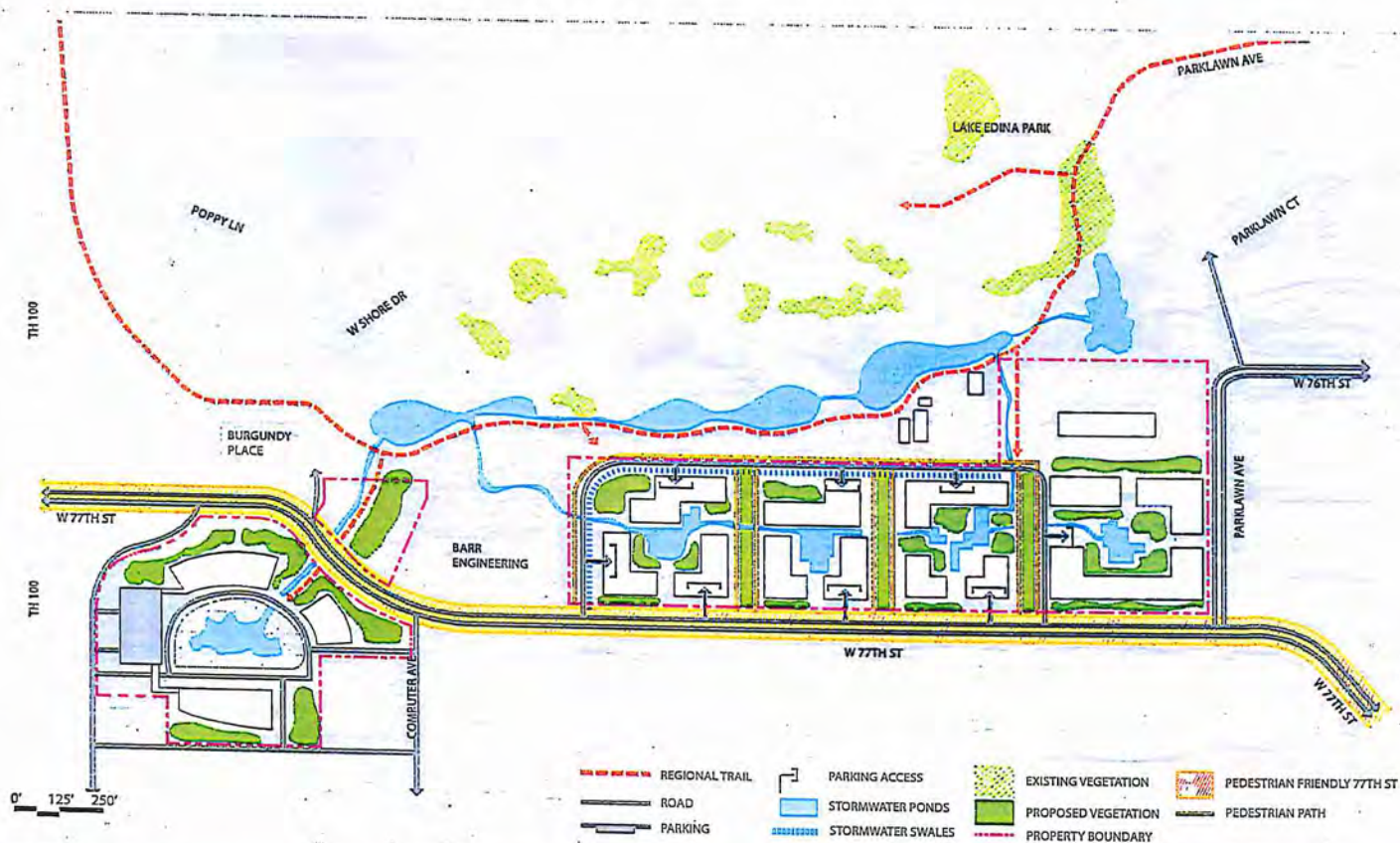
EXHIBIT 18  
DAMON FARBER ASSOCIATES  
BOB CLOSE STUDIO, LLC

CONCEPT DIAGRAMS  
EDINA, MN - DECEMBER 9, 2013

PENTAGON PARK







## CHAIN OF LAKES CONCEPT

- Multiple shared amenities
- A parkway is located north of site, increasing connectivity
- Multiple water bodies are located north of the site, separating the neighborhood from the development
- Small stormwater ponds are located on the interior of the development and manage water in concert with larger ponds to the north
- Flexibility in block size (market-driven)
- A regional trail is located north of the site between the park and development
- W 77th St to be pedestrian friendly with trees, stormwater management, and improved sidewalks
- Multiple parking strategies - below-grade, on-street and architecturally integrated with buildings

AERIAL OF THE CHAIN OF LAKES



WETLAND AREA ADJACENT TO LAKE CALHOUN



TWO-WAY PARKWAY WITH PARKING BAYS ADJACENT OF LAKE CALHOUN



STORMWATER SWALE ADJACENT TO PATH



STORMWATER SWALE BETWEEN PATHS



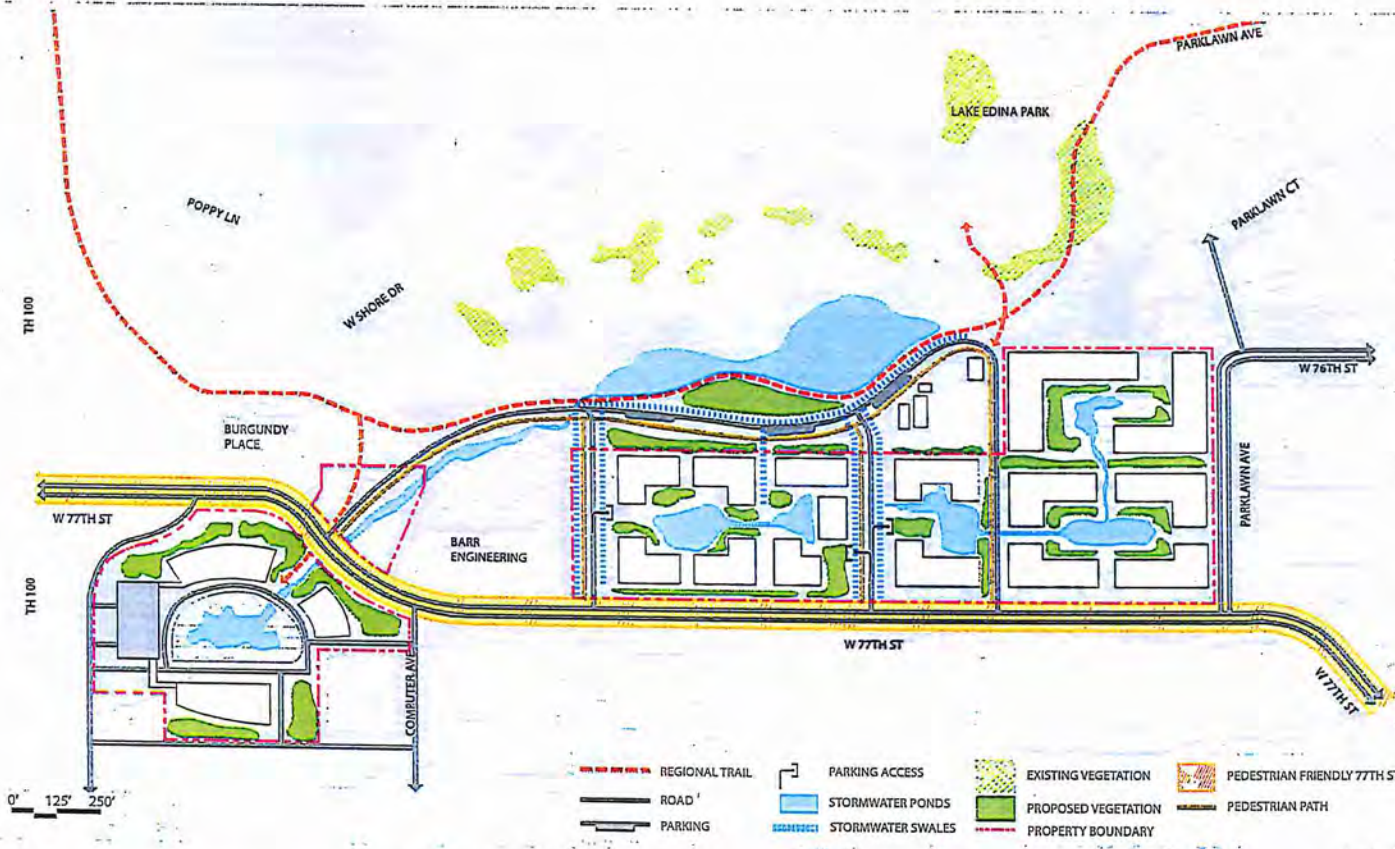
EXHIBIT 19  
DAMON FARBER ASSOCIATES  
BOB CLOSE STUDIO, LLC

CONCEPT DIAGRAMS  
EDINA, MN - DECEMBER 9, 2013

PENTAGON PARK







## CENTENNIAL LAKES CONCEPT

- A central water feature is located north of the site separating the neighborhood from the development
- Stormwater ponds are natural amenities within the development
- A parkway provides public access and bay parking to the park
- A flexible grid of streets (market driven) with parallel parking connects W 77th St to the parkway north of the site
- A regional trail is located north of the site, with two connections from trail to W 77th St
- W 77th St to be pedestrian friendly with trees, stormwater management, and improved sidewalks
- Multiple parking strategies - below-grade, on-street and architecturally integrated with buildings



EXHIBIT 20  
DAMON FARBER ASSOCIATES  
BOB CLOSE STUDIO, LLC



ONE-WAY LOOP WITH PARKING BAYS



NATURAL VEGETATION



CENTENNIAL LAKES



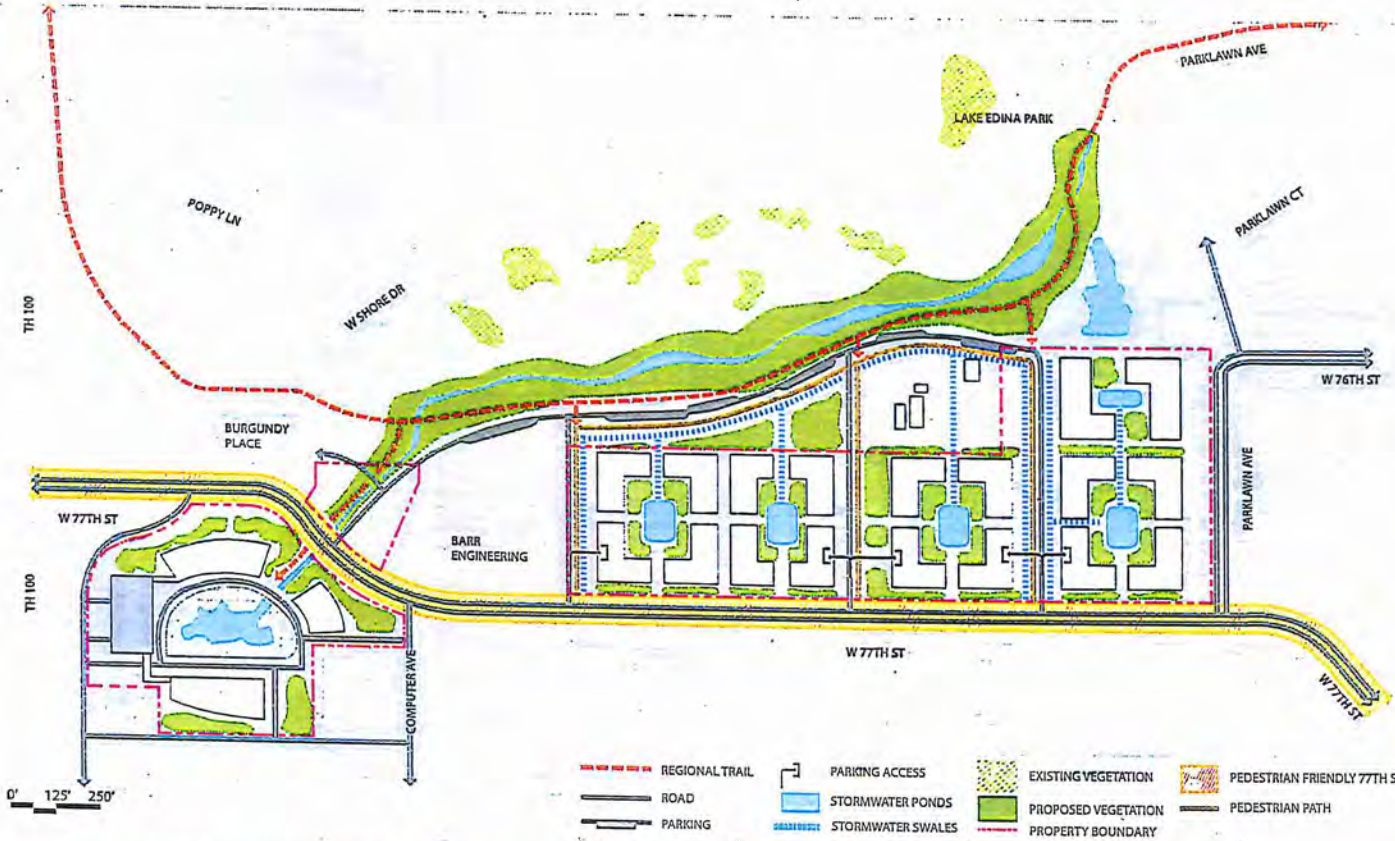
STORMWATER LINKS TO DEVELOPMENT

CONCEPT DIAGRAMS  
EDINA, MN - DECEMBER 9, 2013

PENTAGON PARK







## MINNEHAHA CREEK CONCEPT

- A naturalized corridor with vegetation and a spine of water is located north of the site separating the neighborhood from the development
- Small stormwater ponds are located on the interior of the development buildings
- A parkway with parking bays is located between the naturalized corridor and new development
- A flexible grid of streets (market driven) with parallel parking connects W 77th St to the parkway north of the site
- A regional trail is located north of the site, with two connections from trail to W 77th St
- W 77th St to be pedestrian friendly with trees, stormwater management, and improved sidewalks
- Multiple parking strategies - below-grade, on-street and architecturally integrated with buildings

MINNEHAHA CREEK THROUGH EDINA COUNTRY CLUB DISTRICT



COLORPLAST US HEADQUARTERS IN MINNEAPOLIS



PEDESTRIAN PATH OVER MINNEHAHA CREEK



PARKWAY ALONG MINNEHAHA CREEK



PATH ADJACENT TO PARKWAY



EXHIBIT 21  
DAMON FARBER ASSOCIATES  
BOB CLOSE STUDIO, LLC

CONCEPT DIAGRAMS  
EDINA, MN - DECEMBER 9, 2013

PENTAGON PARK







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**RESOLUTION NO. 2014-29**  
**APPROVING PRELIMINARY REZONING FROM MDD-6, MIXED DEVELOPMENT**  
**DISTRICT TO PUD, PLANNED UNIT DEVELOPMENT, & OVERALL DEVELOPMENT**  
**PLAN FOR PENTAGON PARK**

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

**Section 1. BACKGROUND.**

- 1.01 Pentagon Revival is requesting a Preliminary Rezoning from MDD-6 to PUD, Planned Unit and an Overall Development Plan for Pentagon Park.
- 1.02 The property is legally described as follows:  
  
See attached Legal Descriptions
- 1.03 On February 26, 2014, the Planning Commission recommended approval of the Preliminary Rezoning to PUD and Overall Development Plan. Vote 8 Ayes, 0 Nays and 1 abstention.

**Section 2. FINDINGS**

- 2.01 Approval is based on the following findings:
  - 1. The proposed land uses are consistent with the Comprehensive Plan.
  - 2. The proposal would meet the purpose and intent of the PUD. The site is guided in the Comprehensive Plan as "Office Residential," which is seen as a transitional area between higher intensity districts and residential districts. Primary uses include: offices, housing, limited service uses, limited industrial, parks and open space. Vertical mixed uses are encouraged.
  - 3. The proposal would create a more efficient and creative use of the property. Better vehicle and pedestrian connections would be created; enhanced green space and ponding would be created; a mixture of land use is envisioned; there would be improved architecture and sustainability; shared parking would be created, including with the public use to the north.
  - 4. The proposed project would meet the following goals and policies of the Comprehensive Plan:
    - a. Design public open and green linkages that bring both amenity and positive image to neighborhoods, corridors, and business precincts.
    - b. Design public streets to serve not only vehicles but also pedestrians, people with mobility aids, and bicycles, balancing the spatial needs of existing and future users



within the right-of-way. Address both mobility and recreational needs and opportunities.

- c. Create walkable streets that foster an active public life; streets that are energized by their proximity to a vibrant mix of activity-generating uses.
- d. Preserve and make accessible natural areas and features as part of a comprehensive open space network.
- e. Within larger redevelopment sites, promote a fine-grained and interconnected network of local streets and paths, encouraging pedestrian circulation and providing a choice of access points.
- f. Encourage infill/redevelopment opportunities that optimize use of city infrastructure and that complement area, neighborhood, and/or corridor context and character.
- g. Podium Height. Where it is appropriate, the applicant has committed to the podium height concept, defined in the Edina Comprehensive Plan as follows: The "podium" is that part of the building that abuts the street, or that provides the required transition to residential neighborhoods, parks, and other sensitive uses. The podium height concept is intended to create a consistent street wall envelope and a comfortable pedestrian environment.

### **Section 3. APPROVAL**

NOW THEREFORE, it is hereby resolved by the City Council of the City of Edina, approves the Preliminary Rezoning to PUD, Planned Unit Development & an Overall Development Plan for Pentagon Park, subject to the following conditions:

1. Final Development Plans must be generally consistent with the Preliminary/ Overall Development Plans dated January 22, 2014. Option 1 is the Overall Development Plan. Exhibit 14 is not included. Exhibit 15 is approved but shall not include the "12+ Story" category.
2. The Final Landscape Plan must meet all minimum landscaping requirements per Section 850.04 of the Zoning Ordinance.
3. The Final Lighting Plan must meet all minimum landscaping requirements per Section 850.04 of the Zoning Ordinance.
4. Submittal of a sign plan with Final Development Plan application for each phase of the overall development. Each signage plan submittal should include monument sign locations and size, way finding signage, and wall signage. Signage shall be consistent throughout the PUD.
5. The 77<sup>th</sup> Street Improvements must be completed by the applicant/land owner when 100,000 square feet of development has been constructed. The 77<sup>th</sup> Street improvements



must be consistent with the plans date stamped January 22, 2014, and are subject to review and approval of city staff before construction.

6. The Parkway and Living Streets, as shown on the Preliminary/Overall Development Plan, date stamped January 22, 2014, must be built.
7. Final Development Plans must create a recreational system that promotes walking, health and wellness.
8. Connections shall be made from the property south of 77<sup>th</sup> Street to the property north of 77<sup>th</sup> Street through or adjacent to the "Walsh Title" site and Fred Richards golf course.
9. Pedestrian connections must also be made between buildings, along 77<sup>th</sup> Street, to Burgundy Place, to the anticipated Regional Trail, and to the new Living Streets; the design of which is conditioned on factors, including without limitation, the future use of Fred Richards.
10. All crosswalks shall be marked with "duraprint" type stamping, or whatever is the city standard at the time of installation, to clearly identify the pedestrian crossings.
11. Where applicable and required pursuant to the Final Development Plan, all public utility, public roadway and public sidewalk easements shall be granted or dedicated to the City upon Final Development Plan approval for each phase.
12. Bike storage and bike shower facilities shall be provided within the development. Bike racks shall be provided within each phase of the development.
13. A majority of the storm water retention shall be developed as an amenity and integrated into the overall development.
14. Overall, the development must include at least 20% of green space/storm water retention in the aggregate.
15. Any Park Dedication fees due under Section 32 of the City code shall be collected at the time of the issuance of a building permit for any portion of the property that is re-platted.
16. New buildings shall utilize the podium height concept, as defined in the Edina Comprehensive Plan, where appropriate.
17. Attempts shall be made to meet an energy savings goal of 15% over state energy code guidelines. Building designs shall be similar to and reasonably consistent with LEED standards.
18. All buildings must be constructed of high quality materials and architecture. Building materials shall be of, but not limited to high quality brick, stone, precast concrete, and glass building. No building shall contain aluminum or metal siding as the primary finish material.



19. All parking structures shall be designed to be integrated into and complement the architecture of newly constructed buildings. Shared parking strategies shall be employed, where applicable.
20. Public art shall be incorporated within each phase of development.
21. Final Rezoning is subject to a Zoning Ordinance Amendment creating the PUD, Planned Unit Development for this site. Final PUD Zoning must meet the criteria required for a PUD.
22. Compliance with the issues/conditions outlined in the director of engineering's memo dated January 22, 2014.
23. Sketch Plan review shall be required for each phase of development.

Adopted by the city council of the City of Edina, Minnesota, on March 18, 2014.

ATTEST: \_\_\_\_\_  
Debra A. Mangen, City Clerk

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James B. Hovland, Mayor

STATE OF MINNESOTA           )  
COUNTY OF HENNEPIN        )SS  
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 March 18, 2014, and as recorded in the Minutes of said Regular Meeting.

WITNESS my hand and seal of said City this \_\_\_\_ day of \_\_\_\_\_, 2014.

\_\_\_\_\_  
City Clerk