



## REPORT/RECOMMENDATION

<b>To:</b> <b>MAYOR AND COUNCIL</b>	<b>Agenda Item</b> <u><b>Item No. VIII.D</b></u>
<b>From:</b> <b>Cary Teague, Community Development Director</b>	<input type="checkbox"/> <b>Action</b>  <input checked="" type="checkbox"/> <b>Discussion</b>  <input type="checkbox"/> <b>Information</b>
<b>Date:</b> <b>September 4, 2012</b>	
<b>Subject:    Sketch Plan Review, 6500 France Avenue.</b>	
<b>Deadline    No Deadline for a City Decision:</b>	

**ACTION REQUESTED:**

Provide comment regarding the proposed Sketch Plan.

**INFORMATION/BACKGROUND:**

As a result of the City Council's recommendation to deny to the two phase 4-6-story medical building at 6500 France Avenue, the applicant is requesting consideration of a new sketch plan proposal for the site.

The revised plan proposes a one-phase 5-story building with the mechanical equipment to be located inside the building. The overall height would not exceed the height of the mechanical equipment on the roof of the previously proposed four-story building. The site plan is generally similar to the previous plan; access to the site would remain from 65<sup>th</sup> Street, with a secondary right out on France.

The following are the differences in the proposed plans from the previous plans:

- Five (5)-story building with no roof top mechanical equipment, 62 feet tall. (Previous building was six (6) stories and measured 88 feet to the top of the mechanical equipment.)
- Attached parking ramp. (Previous ramp was detached.)
- 5-level parking ramp. (Previous ramp was 4-levels.)

- Proposed building has a rounded grand building entry appearance at 65<sup>th</sup> & France. (Previous building had a traditional sharp building corner at 65<sup>th</sup> and France.)
- Green roof on top of the building. (Previous plan had a green roof only on the two building podiums.)

Planning Commission Review: On August 22, 2012, the Planning Commission reviewed the proposed Sketch Plan. The Planning Commission generally like the plans, and believed it was an improvement from the previous proposal. (See the attached minutes for specific comments.)

**ATTACHMENTS:**

- Draft minutes from the August 22, 2012 Edina Planning Commission meeting
- Planning Commission Memo, August 22, 2012

## Motion

~~Commissioner Scherer moved to recommend Site Plan approval based on staff findings and subject to staff conditions including stacking Option B as provided by Chuck Rickart of WSB. Commissioner Forrest seconded the motion.~~

~~Commissioner Schroeder suggested an amendment to the motion to include the screening of the transformer, ensuring all roof top mechanicals are screened, along with the relocation of the trash enclosure and that all conduits are masked. Commissioners Scherer and Forrest accepted that amendment.~~

~~Ayes; Scherer, Forrest, Potts, Platteter, Carpenter, Grabiell. Nay; Staunton. Motion carried.~~

~~Kathy Alexander told the Commission with regard to the transformer that State Code requires an opening on one side of the transformer for access and that all electrical boxes, conduits are positioned on the wall; however, they will be painted to match the building.~~

~~Commissioner Platter requested that the transformer be screened from the lot and not the building. Alexander agreed.~~

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## **VII. REPORTS**

### **A. Sketch Plan, Mount Properties, 6500 France Avenue**

#### **Planner Presentation**

Planner Teague reported that the Planning Commission was asked to consider a new sketch plan proposal to redevelop the property at 6500 France Avenue. Teague noted the Planning Commission recommended approval of a previous proposal for a total build out of six stories; however, the applicant withdrew the request, prior to the City Council taking final action. Teague explained that the revised plan proposes a one phase 5-story building with the mechanical equipment to be located inside the building. The overall height would not exceed the height of the mechanical equipment on the roof of the previously proposed four-story building.

Teague said the specific proposal is to tear down the existing office building and build a new five-story medical office building with retail use on the first level. The parking ramp would be attached to the building. The site plan and building are generally similar to the previous plan; access to the site would remain from 65th Street, with a secondary right out on France.

Teague explained that some of the differences in the proposed plans from the previous plans include the following:

- Five (5)-story building with no roof top mechanical equipment, 62 feet tall. (Previous building was six (6) stories and measured 88 feet to the top of the mechanical equipment.)
  - Attached parking ramp.
  - 5-level parking ramp. (Previous ramp was 4-levels.)
- Proposed building has a rounded grand building entry appearance at 65<sup>th</sup> & France. (Previous building had a traditional sharp building corner at 65<sup>th</sup> and France.)
  - Green roof on top of the building. (Previous plan had a green roof only on the two building podiums.)

Planner Teague concluded that the applicant would again like to request a rezoning of this site from Planned Office District -1, (POD-1) to Planned Unit Development (PUD).

### **Appearing for the Applicant**

Stephen Michals, Mount Development Co. and Ed Farr, Edward Farr Architects, and Mr. Bernardi, property owner.

### **Applicant Presentation**

Stephen Michals addressed the Commission and said he was very enthusiastic about the architectural changes that occurred to the building as the result of this revision. With graphics Michals highlighted the changes:

- Reduced building height down from 89 feet to 62 feet
- Elimination of the basement level of the parking garage to allow for basement mechanical room
- Upgrade in building façade
- Inclusion of a green roof on the roof top vs. the green on the podium roof
- Extensive landscaping and screening.
- Redesign of the parking ramp that will better complement the office façade.
- The corner and front of the building has been enhanced to better serve pedestrians and address France Avenue.

Concluding, Michals said one change that they are proud of is the rounded corner of the building. Michals explained that the building corner was rounded and “pushed back” to create an upgraded corner design that enhances the pedestrian experience. The corner plaza seating area will also include decorative surfacing treatment and protective bollards behind the curb to protect pedestrians.

## Discussion

Commissioners expressed their support for the project as presented; noting with each revision the project gets better. Commissioners expressed pleasure with the redesign of the loading zones, handicap access, ramp and building alignment, green roof, better presence on France Avenue, better outdoor space and improved interior vehicle circulation including the one way out (south bound) entrance onto France Avenue.

Some concern was expressed that the project maybe too aggressive market wise, noting the first phase of the previous plan was for a 4-story building with the potential for a “build out” of two (2) more stories if the market was strong. In response, Mr. Bernardi acknowledged there is risk in the build out at 5-stories; however, the team will work hard to fill the additional square footage.

Chair Grabiell commented that in his opinion this is a very important corner and project for the City.

Commissioners thanked the development team for their revisions; reiterating it's an improved project.

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**Date:** August 22, 2012

**To:** Planning Commission

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

**Re:** Sketch Plan Review – 6500 France Avenue

The Planning Commission is asked to consider a new sketch plan proposal to redevelop the property at 6500 France Avenue. (See property location on pages A1–A2.) The previously proposed plan for a two phase, 4-6 story building was to be denied by the City Council. (See attached City Council minutes on pages A47–A48.) The Council did not support the height of a six story building. The applicant withdrew the request, prior to the City Council taking final action.

The revised plan proposes a one phase 5-story building with the mechanical equipment to be located inside the building. The overall height would not exceed the height of the mechanical equipment on the roof of the previously proposed four-story building.

The specific proposal is to tear down the existing office building and build a new five-story medical office building with retail use on the first level. The parking ramp would be attached to the building. (See the applicant's revised narrative, building rendering and site plan on pages A16–A46.) The site plan and building are generally similar to the previous plan; access to the site would remain from 65th Street, with a secondary right out on France.

Some of the differences in the proposed plans from the previous plans include:

- Five (5)-story building with no roof top mechanical equipment, 62 feet tall. (Previous building was six (6) stories and measured 88 feet to the top of the mechanical equipment.)
- Attached parking ramp. (Previous ramp was detached.)
- 5-level parking ramp. (Previous ramp was 4-levels.)
- Proposed building has a rounded grand building entry appearance at 65<sup>th</sup> & France. (Previous building had a traditional sharp building corner at 65<sup>th</sup> and France.)



- Green roof on top of the building. (Previous plan had a green roof only on the two building podiums.)

The applicant would again like to request a rezoning of this site from Planned Office District -1, (POD-1) to Planned Unit Development (PUD).

This property is located within an area of the City that is designated as a “Potential Area of Change” within the 2008 Comprehensive Plan. (See page A4.) The Comprehensive Plan states that within the Potential Areas of Change, “A development proposal that involves a Comprehensive Plan Amendment or a rezoning will require a Small Area Plan study prior to planning application. However, the authority to initiate a Small Area Plan rests with the City Council.”

The site is guided in the Comprehensive Plan for “Regional Medical – RM.” Therefore, the proposed use would be consistent with the existing Comprehensive Plan designation. The Council did not find that a small area plan was required with the previous request.

The compliance table on the following page demonstrates how the proposed new building would comply with the POD-1 Zoning Ordinance Standards. Should the City decide to rezone these sites to PUD, the proposed setbacks, height of the building and number of parking stalls would become the standards for the lots. Please note that several of the City Standards are not met under conventional zoning.



**Compliance Table**

	<b>City Standard (PCD-1)</b>	<b>Proposed</b>
<p><b><u>Building Setbacks</u></b>                      Front – France Avenue                      Front – 65<sup>th</sup> Street                      Side – West                      Rear – South</p> <p><b><u>Parking Structure Setbacks</u></b>                      Front – France Avenue                      Front – North                      Side – West                      Rear – South</p>	<p>62 feet                      62 feet                      62 feet                      62 feet</p> <p>52 feet                      52 feet                      58 feet                      58 feet</p>	<p><b>25 &amp; 35 feet*</b>  <b>25 &amp; 35 feet*</b>                      100+ feet  <b>30 feet*</b></p> <p>80+ feet  <b>25 feet*</b>  <b>15 feet*</b>  <b>20 feet*</b></p>
<p>Building Height</p> <p>Parking Ramp Height</p>	<p>Four Stories or 48 feet whichever is less</p> <p>48 feet</p>	<p><b>Five Stories &amp; 62 feet*</b></p> <p>4-5 levels &amp; 40-52*  <b>north side</b>                      4-5 levels &amp; 46-58 feet*  <b>south side</b></p>
Building Coverage	30%	<b>59%*</b>
Maximum Floor Area Ratio (FAR)	50%	<b>100%*</b>
Parking Stalls	548 – Based on 95,478 s.f. medical (27 doctors) and 7,000 s.f. general retail	<b>428* proof of parking to 544*</b>
Parking Stall Size	8.5' x 18'	8.5 x 18'
Drive Aisle Width	24 feet	24 feet

***\*Would require Variances if no PUD***



Per Section 850.04. Subd. 4 D provides the following regulations for a PUD:

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



## 2. Applicability/Criteria

- a. **Uses.** All permitted uses, permitted accessory uses, conditional uses, and uses allowed by administrative permit contained in the various zoning districts defined in Section 850 of this Title shall be treated as potentially allowable uses within a PUD district, provided they would be allowable on the site under the Comprehensive Plan. Property currently zoned R-1, R-2 and PRD-1 shall not be eligible for a PUD.
- b. **Eligibility Standards.** To be eligible for a PUD district, all development should be in compliance with the following:
  - i. where the site of a proposed PUD is designated for more than one (1) land use in the Comprehensive Plan, the City may require that the PUD include all the land uses so designated or such combination of the designated uses as the City Council shall deem appropriate to achieve the purposes of this ordinance and the Comprehensive Plan;
  - ii. any PUD which involves a single land use type or housing type may be permitted provided that it is otherwise consistent with the objectives of this ordinance and the Comprehensive Plan;
  - iii. permitted densities may be specifically stated in the appropriate planned development designation and shall be in general conformance with the Comprehensive Plan; and
  - iv. the setback regulation, building coverage and floor area ratio of the most closely related conventional zoning district shall be considered presumptively appropriate, but may be departed from to accomplish the purpose and intent described in #1 above.

As with the last proposal, this development would be a huge improvement over the existing buildings and uses on the site. The building would be pulled up to the street, and provide a more defined street corner on 65<sup>th</sup> and France. The revised plans have been improved on the corner. With limited retail on the first level, including a coffee shop, there would be opportunity for greater activity along the street.

Through the use of the PUD zoning, the city could provide protections in ensuring that the building proposed is actually constructed. Similar to the last proposal, staff is supportive of the request.







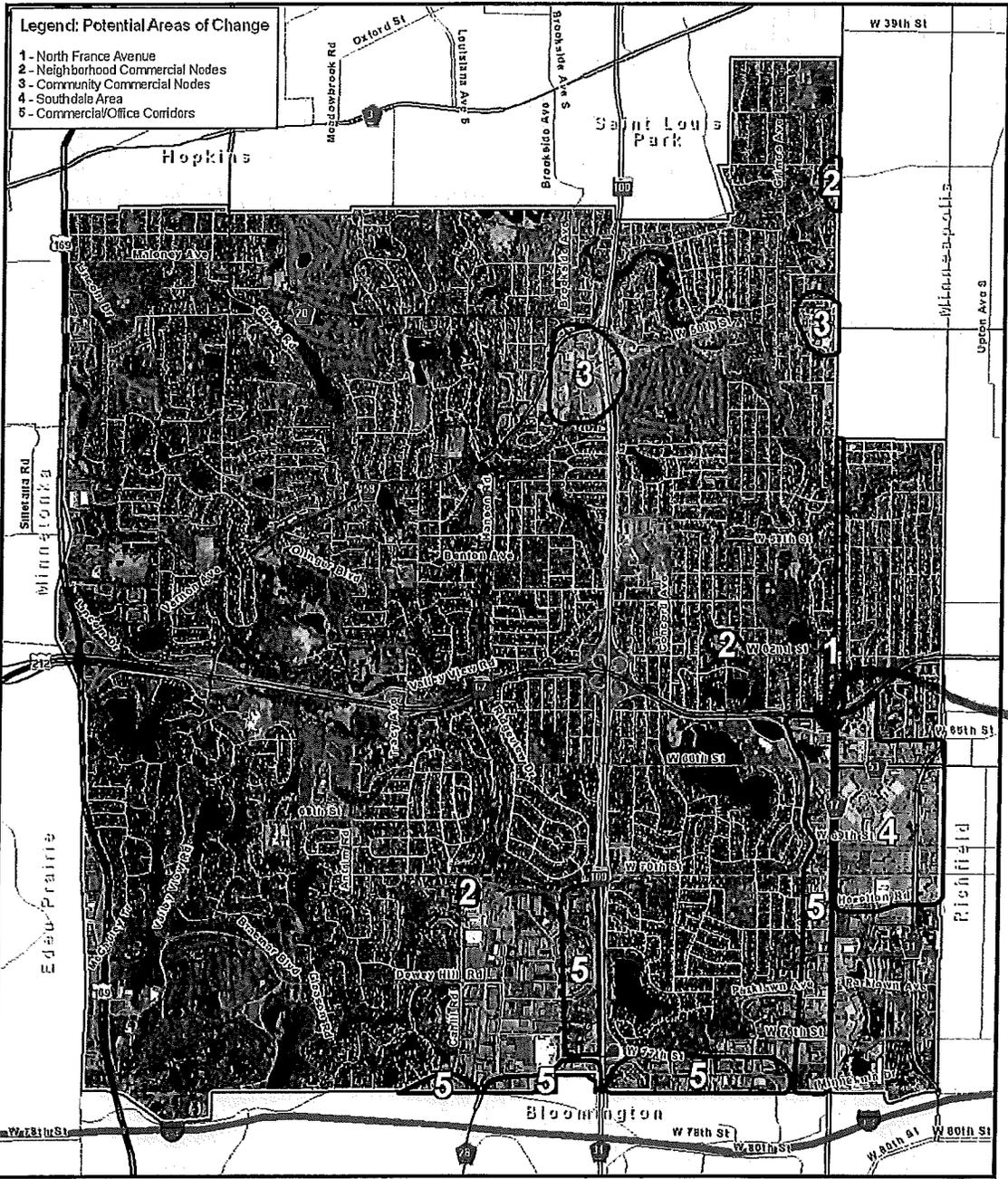
Nonresidential and Mixed Use Categories	Description, Land Uses	Development Guidelines	Density Guidelines
RM Regional Medical	Hospitals, medical and dental offices and clinics, and laboratories for performing medical or dental research, diagnostic testing, analytical or clinical work, having a direct relationship to the providing of health services. General office uses are permitted.	Form-based design standards for building placement, massing and street-level treatment. Pedestrian circulation and open space amenities should be provided for larger sites.	Floor to Area Ratio - Per current Zoning Code: maximum of 1.0
OSP Open Space and Parks	Applies to major parks and protected open space that is publicly owned. May not include all small parks, since some are included in residential land use districts.	Performance and buffering standards for intensive outdoor recreation, parking.	N/A
PSP Public/Semi-Public	Applies to schools, large institutional uses (churches, cemeteries) and semi-public uses such as country clubs. Some small uses of these types may be integrated into other land use districts.	Performance and buffering standards for intensive outdoor recreation, parking.	To be determined - may require review of large-scale development or institutional expansion
LAH Limited Access Highway	Expressways and access ramps for two regional arterial highways (TH 62 and TH 100) occupy land within the City to serve local and regional travel needs.	NA	NA



\*Floor-to-area ratio, or FAR, refers to the ratio of a building's floor area to the size of its lot. Thus, an FAR of 1.0 could mean a two-story building covering 50% of the lot; a 3-story building on one-third of the lot, etc.

**Potential Areas of Change**

Among its many purposes, the Comprehensive Plan functions as a long range tool that attempts to anticipate where change and growth will occur in the City. Identifying those potential areas of change is an initial stage in the process of guiding new construction and redevelopment when it is proposed by private property owners. It is not an attempt to stimulate change, but to acknowledge that it may occur and be proactive in shaping it. Locations identified in this section appear to be areas where change may occur during the life of this Plan. Many of these areas were identified in a group exercise at Public Meeting #2 as



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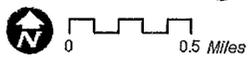
Figure 4.4



**City of Edina**  
2008 Comprehensive Plan Update

Date of Aerial Photography: August 2006

**Conceptual Land Use Framework:  
Potential Areas of Change**



A9



between offices and residential buildings. Edinborough is linked with the Centennial Lakes project by a network of pedestrian greenways.

The following guidelines are directed toward creating successful mixed use environments. (Also see the citywide standards for movement patterns, public spaces and built form earlier in this section.)

**Building Placement and Design.** Where appropriate, building facades should form a consistent street wall that helps to define the street and enhance the pedestrian environment. On existing auto-oriented development sites, encourage placement of liner buildings close to the street to encourage pedestrian movement.

- Locate prominent buildings to visually define corners and screen parking lots.
- Locate building entries and storefronts to face the primary street, in addition to any entries oriented towards parking areas.
- Encourage storefront design of mixed-use buildings at ground floor level, with windows and doors along at least 50% of the front façade.

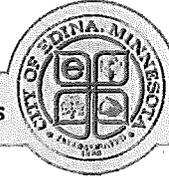


### Movement Patterns.

- Provide sidewalks along primary streets and connections to adjacent neighborhoods along secondary streets or walkways.
- Limit driveway access from primary streets while encouraging access from secondary streets.
- Encourage enhanced transit stops, including shelters, shade and seating where feasible.
- Provide pedestrian amenities, such as wide sidewalks, street trees, pedestrian-scale lighting, and street furnishings (benches, trash receptacles, etc).



**Appropriate Parking Standards.** Mixed use developments often produce an internal capture rate. This refers to residents and workers who obtain goods and services from within the development without making additional vehicle trips. Parking ratios for mixed use development should reflect the internal capture rate and the shared parking opportunities this type of development offers.



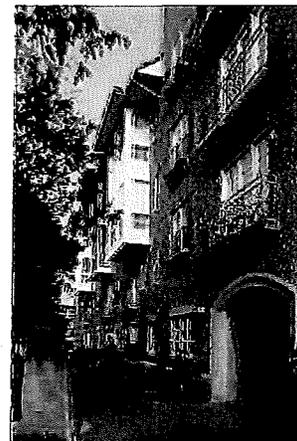
### 3. Improve Connectivity in Large-scale Superblock Development.

**Internal and external connectivity.** As part of redevelopment or expansion of large-scale sites, reintroduce an internal local street and pathway network that connects through the site and to suitable entry points at the perimeter. The goal is to encourage pedestrians to reach the site and drivers upon arriving to continue all further movement by foot. As a result, the capacity of internal roads can be reduced and more area devoted to amenities, providing still more incentives to walk. Bicycle facilities should allow residents in surrounding neighborhoods to bike safely to the site. Transit stops should be provided in visible and central locations.

**“Edge” or transitional uses.** Moderately sized liner buildings should be encouraged to soften the edge of large-scale superblock development. Medium-density housing types such as townhouses combined with structured parking may also be an appropriate transitional use.



**4. Provide appropriate transitions between land uses.** Rather than discouraging movement between adjacent land uses with berms and fences, focus on creating elegant and attractive transitions between adjacent uses. Transitional areas include well-landscaped pedestrian walkways, seating areas, arcades, and other spaces that encourage public use, rather than separation.



**5. Buildings Frame the Street.** Building placement and heights can serve to define the streetscape and visually reduce the apparent width of the street. Generally speaking, wider streets can accommodate taller buildings subject to the height limitations described elsewhere in this Chapter.

**6. Façade Articulation.** Primary facades should be designed with a well-defined base, middle and top, providing visual interest at ground level. Building entries and access points should be clearly visible from the primary street. Long building facades should be divided into smaller increments using contrasting materials, textures, detailing, setbacks or similar techniques.





**7. Transparency and Natural Surveillance.** Building forms and facades should provide an awareness of the activity within the buildings through frequent doors and windows oriented toward public streets and open space.

**8. Variety of Building Forms.** Encourage an integrated mix of building types, heights and footprints within blocks, rather than single buildings or building groups.

**9. Building Height Transitions.** Taller buildings (generally four stories or higher) should step down to provide a height transition to surrounding residential buildings, including buildings across a street or pathway, and to avoid excessive shadowing of sidewalks, parks and public spaces.



**10. Building Heights.** The question of building height is particularly significant in a largely developed community, where any new building has the potential to block views or cast shadows on established neighborhoods and land uses. The design guidelines above, as well as the recommended building heights in Figures 4.6A, 4.6B, and 4.6C, provide general guidance for buildings that exceed the typical residential height of 2.5 stories:

Edina already has many tall buildings, but not all of them provide the kind of transition outlined in Principle 9 above. Building height should be considered within the larger urban design context as illustrated in the photos below.





## Building Height Issues

1. **Visual Impacts**  
*City Image / Landmarks / Views*
2. **Aesthetic Scale / Proportions**
3. **Light Access**
4. **Shadow Impacts**
5. **Density**
6. **Traffic Capacity**
7. **Utility Capacity**
8. **Cost of Land**
9. **Market Conditions**
10. **Developer Investment / Building Technology**

Visual / Aesthetics



Capacity



Financial

Because of the limited number of locations where tall buildings can be sited, and the need for sensitivity to surrounding uses, the following Height Maps have been established for those parts of the city with potential for higher density development. The maps were developed to specify the following height measurements:



**Podium Height:** 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.



**Standard Height:** This height measurement extends to the top of the building (building height is measured as specified in the Zoning Ordinance).

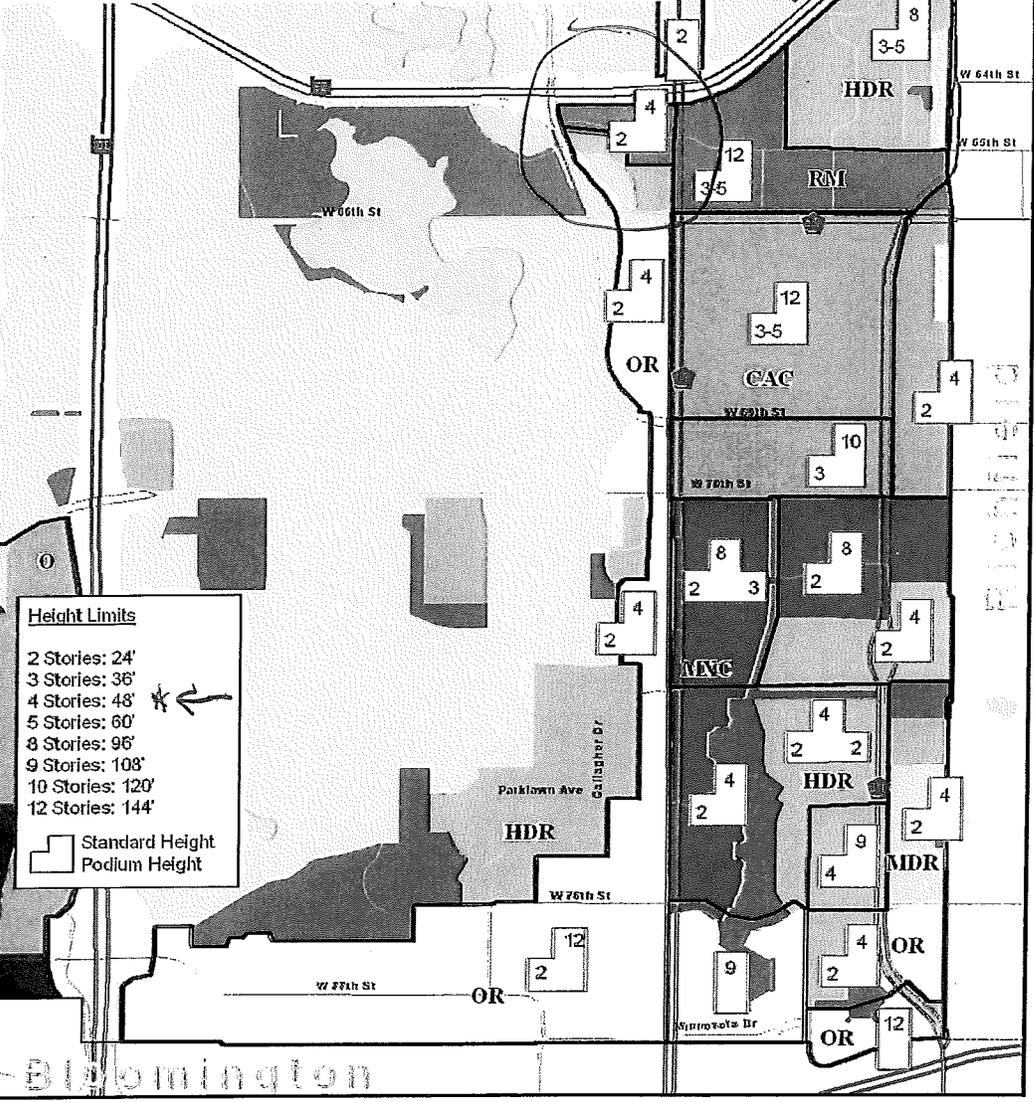


*"Podium height" building examples*

**Legend**

- |   |                                 |                              |
|---|---------------------------------|------------------------------|
| LDR - Low Density Residential           | OR - Office Residential         | RM - Regional Medical        |
| LDAR - Low Density Attached Residential | O - Office                      | OSP - Open Space and Parks   |
| MDR - Medium Density Residential        | MXC - Mixed Use Center          | PSP - Public/Semi-Public     |
| HDR - High Density Residential          | CAC - Community Activity Center | LAH - Limited Access Highway |
| NC - Neighborhood Commercial            | I - Industrial                  |                              |

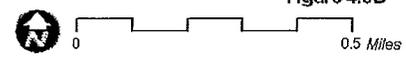
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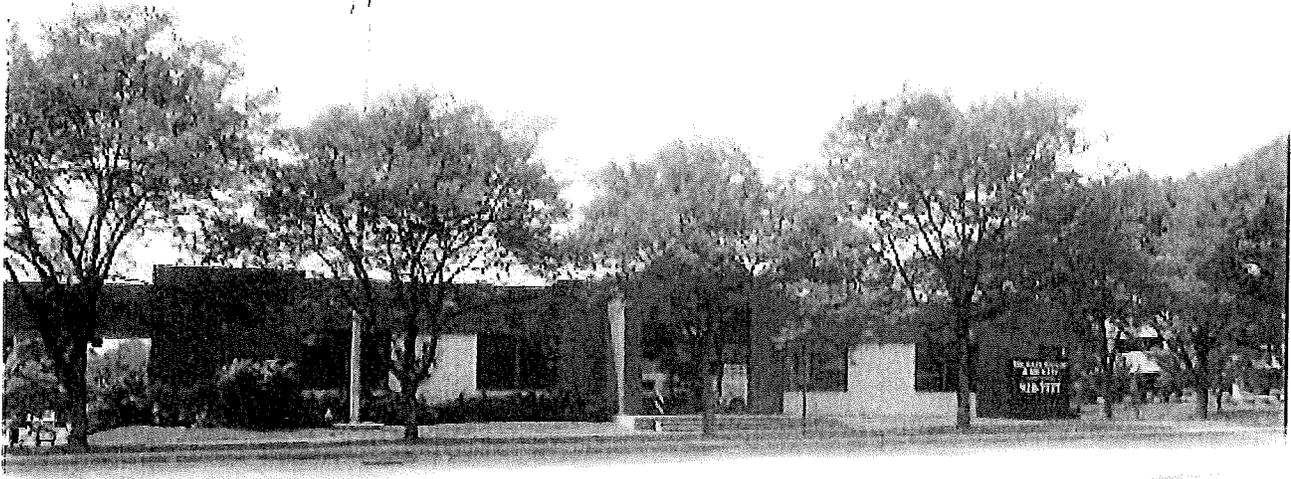
**City of Edina**  
2008 Comprehensive Plan Update

**Future Land Use Plan with Building Heights**  
Southeast Quadrant  
Figure 4.6B

Data Source: URS



111



6500 France

A12



4005 65<sup>th</sup> Street W.

A13



A14



A15

EDINA MEDICAL PLAZA  
6500 France Avenue South

PROJECT SUMMARY

August 10, 2012

Our development team is looking forward to working with the City of Edina to obtain the necessary approvals for the **Edina Medical Plaza**. Everyone will strive to make this building an outstanding addition to this regional medical area.

**Development Team**

These professionals are local business owners that live in the community.

**Architect:** Edward Farr Architects  
Long established firm that is strong on design concepts.  
Past projects include Normandale Lakes Office Park and  
Two Twelve Medical Center

**Civil Engineering:** Alliant Engineering, Mark Rausch

**Developer:** Mount Development Co., Stephen Michals  
Five medical buildings have been completed in the past 6  
years for Ridgeview Medical Center.

**Owner:** Aurora Investments, LLC, Luigi Bernardi  
Current medical building ownership;  
All "class A" buildings  
7373 France Avenue, Edina  
212 Medical Center, Chaska  
Multiple Buildings in Wisconsin

Please contact Stephen Michals with any questions on this new building.



**Site Area** = 102,965 sq ft / 2.34 acres

**Property Guided:** RM Regional Medical, no change proposed

**Property Zoned:** POD-1, proposed to P.U.D.

**Proposed Redevelopment:** New Medical Office Building and Parking Ramp  
5 stories, 102,478 gross sq ft / 96,500 rentable sq ft\* with 4 level parking ramp.  
Proof of Parking, if needed – add 1 additional level (5 total) on parking ramp.  
\*Not including partial basement mechanical equipment room.

**Proposed Occupancy:**

Medical Offices -	95,478 gross sq ft to 102,478 gross sq ft (93% - 100%)
Medical Retail -	7,000 gross sq ft to 0 gross sq ft (7% - 0%)
Total -	102,478 gross sq ft (100%)

**Proposed Parking:**

Levels 1 - 4 =	428 stalls	4.17/1000 gsf
Proof of Pkg: 1 add'l level =	116 stalls	5.30/1000 gsf
Total possible parking =	544 stalls	

**Building Setbacks:**

	<u>Med Office Bldg</u>	<u>Parking Ramp</u>
North	25'-0"/35'-0"***	25'-0"
South	30'-0"	20'-0"
East	25'-0"/35'-0"***	225'-0"
West	226'-0"	15'-0"

\*\* 35'-0" setback is above podium level

**Overview:** Our newly revised submittal reduces the height of the medical building down from 89 ft (six stories bldg plus HVAC equipment) down to 62 ft (five story building without rooftop HVAC\*). Note that our new five story / 62 ft bldg height is comparable in height to the previous submittal's Phase I / four story building height (including HVAC equipment); since the City Council recommended that we shouldn't build taller than that Phase 1 / four story proposal. Another difference in this submittal is that the project will no longer be 'phased'; we intend to construct the entire five story building all at once. The building area remains similar, with our F.A.R. slightly below the 1.0 maximum identified for this Regional Medical District. To reduce the number of stories from six to five, we increased the size of each floor plan westward, towards the parking ramp, leaving room underneath for our service drive on grade.

Also per the City Council's suggestion, we eliminated the basement level of our parking ramp, and raised that level up above grade. The cost savings of eliminating that basement parking ramp level help offset some of the excess development costs that we are spending on the office façade, green roof, office basement mechanical room, and other upgraded features included in our proposal. The parking ramp will be constructed at four levels / 428 stalls to meet our anticipated parking demand. However, the ramp is expandable by one more level (adding 116 cars) for a total of five levels / 544 cars in the unlikely event that more parking is required (proof-of-parking compliance).

**Planning Concept:** As per our earlier application, joining the two parcels (6500 France & 4005 W 65<sup>th</sup> St) offer many advantages to the site layout. We are still adopting an urban, pedestrian-friendly, streetscape along France Ave by bringing the building forward to the street; as well as incorporating a 'podium' design effect by setting the building back above 2<sup>nd</sup> floor to maintain a comfortably-scaled pedestrian experience. The streetscape includes: saving the many large over-story trees along the right-of-way, a 10 ft wide sidewalk and decorative

planters that contain colorful plantings (annuals, perennials and low evergreen shrubs). Vehicular ingress is available at two driveways along 65<sup>th</sup> St W.; and vehicular egress is available at three points from the site, dispersing the traffic more effectively. The main public vehicular entrance off of W 65<sup>th</sup> St leads to a visitor entry drop-off circle at the front door, as well as a dedicated delivery area / loading zone for the building.

**Building Design:** The building design will be an attractive façade using multiple colors of face brick, warm-toned architectural precast concrete wall panels with a variety of surface finishes, reflective bronze-tone Low-e glass in champagne painted aluminum frames and a small amount of EIFS decorative cornice trim. The main entrance located off of W 65<sup>th</sup> St serves as a visitor drop-off area for patients, and features a distinctive glazed crown with backlighting at night. The NE building corner at France Ave and W 65<sup>th</sup> St is still an important point of identity for the building, and has been redesigned with the upgraded corner design treatment as suggested in earlier city reviews. The corner plaza area will offer outdoor seating, and also coordinates with the City’s initiative to upgrade the pedestrian experience at these corners. The plaza will have decorative surfacing treatment and protective bollards behind the curb to protect pedestrians.

**Visual Screening for the Adjacent Properties:** We will supplement the already mature landscape buffer between Point of France and our site with new coniferous trees and over-story trees along our south yard. The ash trees along this borderline with Point of France are approx. 35’ – 50’ tall, providing excellent screening for most months of the year. On the west, we will be improving the visual screening buffer for the apartment occupants by adding more evergreen and deciduous trees there. The existing outdoor trash dumpsters will be placed inside a dedicated trash & recycling room, screened from public view.

**Parking:** The ramp has been re-designed slightly to better complement the office façade with a compatible multi-colored architectural precast concrete façade. We are proposing to build four levels / 428 cars initially, which we feel will serve the building based on our experience. Later, if demand requires, we could build one more ramp level (Level 5 / 116 more cars), for a total possible parking count of 544. However, we are promoting many forms of alternative transportation in order to reduce conventional car parking demand; refer to our list at the end of this narrative. This will be a Pay-Park facility, similar to the Fairview Southdale Hospital ramp. Up to 10% of the parking may be compact car size; but we have not yet shown striping for these smaller stalls on our plan. New to our application is the alignment of the parking ramp levels to the medical building floors, in order to offer convenient pedestrian / wheelchair access from most levels of the ramp directly into the building.

**Required Parking - w/ Retail option:**

Retail, 1st Floor - 7,000 GSF: $8/1000 + (6/1000 \times 6000 \text{ GSF}) =$	44 Stalls
Medical Office - 95,478 GSF: $1/200 + 1/3500 \text{ (Doctors)} =$	504 Stalls
<b>Total Required Parking = 548 Stalls</b>	

**Required Parking - no Retail:**

Medical Office - 102,478 GSF: $1/200 + 1/3500 \text{ (Doctors)} =$	542 Stalls
<b>Total Required Parking = 542 Stalls</b>	

**Provided Parking:**

Levels 1 - 4 Ramp	428
Level 5 Ramp (proof of pkg)	116
<hr/>	
Total Possible	<b>544</b>

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**Sanitary Sewer and Watermain:** The existing properties located at 4005 65<sup>th</sup> St. W. and 6500 France Ave So. are currently encumbered by two public utilities; an existing 12" ductile iron water main and 12" ductile iron sanitary sewer in the south quarter of the property. The existing water main and sanitary sewer referenced serve other properties and thus the continuity of those mains is required. A second 8" sanitary sewer line is located within the boundary of both properties but that line is in use only by the two existing buildings and thus does not need to remain if the proposed project is constructed.

The existing 12" sanitary sewer along the southern property line of the 6500 France Ave property will remain as is. The proposed development does not require any modification to that line. The proposed plan is to construct a new sanitary service wye in the existing line to provide an 8" service to the new building. The existing 8" sanitary service line to the 4005 building will be 'cut off' at the west side of the proposed parking ramp and will then be connected to the parking ramp for servicing the floor drains in the lower level of the ramp.

The existing 12" watermain loop cutting through the site will be relocated and re-routed to the north side of the properties. A new 12" main will be installed northerly along France Ave., then westerly just to the north of the proposed building and ramp to the western edge of the property, then southerly back to the existing watermain completed the new loop. It is currently proposed to directional bore install the northerly and southerly aligned watermain to avoid removal of the existing trees in those locations. The east to west watermain will be installed via direct bury as its proposed location can be installed without removal of the existing trees along W 65<sup>th</sup> St. An 8" water service is proposed from a tee off the re-routed 12" watermain just north of the proposed building entrance. The proposed building service will enter the building in the corner west of the main building entrance. A new hydrant is proposed in the central entrance area of the new building off the proposed 8" service line.

**Stormwater Management:** The proposed stormwater management storage facilities proposed for the Edina Medial Plaza project meets the requirements of Nine Mile Creek Watershed and the City of Edina. The three primary requirements that have been met are:

1. Volume retention onsite equivalent to 1" of runoff over the entire proposed site impervious surface. (Accomplished via underground storage and filtration via perforated piping and rock bedding).
2. Water quality volume from entire site equivalent to runoff from 2" type II storm event and 25 year sediment storage. (Retention volume counts towards WQ volume and remainder accomplished via additional underground storage and filtration via perforated piping and rock bedding).
3. Discharge rate control shall be provided so the proposed conditions do not exceed existing conditions for the 2, 10, and 100 yr storm events. The proposed site plan reduces by 4.7% the amount of impervious surface and thus proposed discharge rates are decreased automatically.

The proposed plan is to maintain the same point of stormwater discharge from the properties as is currently present. A private storm sewer collection system will be routed from north to south through the central portion of the site collecting the majority of site runoff. The storm sewer will drain to the proposed underground storage system at the southern end of the site which will ultimately overflow to the existing flared end that will then continue to drain southerly to the Point of France pond.

ACG

**Landscape Design Strategies:** The landscape design provides a mix of over-story, coniferous and ornamental trees, shrubs and perennials to create a vibrant display of color and foliage. Four existing Honeylocust trees are to be preserved along France Avenue and eight of the boulevard Ash trees along W 65<sup>th</sup> St are also to be saved. Raised curbed planters are to be provided along France Avenue that will be planted with colorful, annual flowers. The perimeter of the Medical Office Building will be planted with a mixture of plant types to soften and compliment the building architecture. The parking ramp will be screened by existing and proposed conifers on the west and south sides. The diversity of plantings will provide color variety and year round interest. In addition, the project is proposing to provide a green roof system on top, covering approximately 1/3 of our roof. This sustainable initiative will help reduce the heat island effect, reduce stormwater runoff quantity, as well as providing a nicer view down on our roof from the residents of Point of France building.

**Site Lighting:** Decorative wall mounted lighting along France Av and W 65<sup>th</sup> St frontages, and around the main entry area; metal halide pole lights on top of the parking ramp with low-height, sharp cutoff features to eliminate light spill off our property.

**Site Signage:** Building name / address at corner of France & W 65<sup>th</sup> St., and address above front entry. Possible tenant names on façade based on City code. Directional signs at both entries along W 65<sup>th</sup> St.

**Hours of Use:** Normal Business Hours anticipated. Possible retail tenants at street level with extended and/or weekend hours.

**Zoning:** Planned Office District 1 (POD-1), proposing to PUD, due to variances requested for building setbacks, building height and Floor Area Ratio (F.A.R.).

**Green Building Practices:** Throughout all phases of the project - *Design, Construction and Operation*, we will use best practices of environmental awareness. All clinics and vendors will be educated on *Reduce-Recycle-Reuse* operations. We have a Green Building Practices Narrative with our submission. New to our proposal is the inclusion of two green roof areas at podium level where our building façade steps back.

### **Community Benefits from the New Project**

1. Our application is for a new five level medical office building. The 6500 France building and 4005 W. 65th Street buildings will be removed. Both law firms will relocate in the community and retain the current jobs.
2. This site provides outstanding visibility for medical clinics offering service to our community and support to the regional medical presence of the SW suburbs. This is consistent with the City Guide Plan of medical buildings along France Avenue which is an address easily recognized for patients.
3. The building is sized to have a critical mass of providers to allow cross referrals among the clinics. This is a key factor for the success of each clinic.
4. Edward Farr Architects are known for creating special building design features. This building is more than a traditional medical building. The focal point will be the glass and brick detail of the main entry corner. Numerous surface changes occur on each side of

the building to create interest and shadow elements. City code specifies brick and glass.

5. We are striving to create a pedestrian environment along France Avenue with extensive flower gardens. TangleTown Gardens is the designer of these features, and their passion for unique colorful plants is shown in the enclosed photos. Colored concrete walks and accent lighting will make this area a pleasant visual experience.
6. Green Building Practices will be implemented for the three phases: *building design, construction phase and long term operation* of the clinics. The General Contractor has compiled a summary of the *Green Practices* we will pursue for each phase of the project.
7. The adjacent 4005 W. 65th land parcel will be included for a consistent regional medical master plan. This took substantial effort and negotiation with the building owner.
8. A portion of the building roof will have a vegetated green roof, to enhance the view down onto the roof from the neighboring Point of France building, as well as reducing our heat island effect and improving our stormwater runoff quantity.
9. There will be ongoing seminars with the clinics to evaluate methods and new technology for their clinics – *Reduce* consumption, *Re-use* materials, and *Recycle* waste. The benefit to the building will be reduced operating expenses and good stewardship of our business resources.
10. Alternative transportation is a key element of any project. A tangible goal will be to reduce the number of cars coming to the building which will reduce the parking stalls required to service the clinics. We have provided several successful alternate transportation systems:

Designated premium parking spaces for "smart cars"

Scooter, motorcycle, bike parking will be an enclosed space that is secure, well lit, and air tempered. We want these employees or patients to know they are recognized for their efforts.

Employees may participate in the ZAP chip monitor system which will provide a monthly printout of number of rider days. There will be a calculation of carbon footprint poundage saved to each participant.

Hour Car business has been evaluated for rental cars parked in the ramp. The established bus system will support the need around the hospital and shopping center for the hourly car rental.

The MTC #6 bus line services multiple stops within 1 block of the building. Additional routes around Southdale are 515, 538, 539, 578, 579, 684. See the attached graphic

11. The estimated real estate taxes will be over two times the current revenue. The two existing buildings pay \$144,000 and the fully assessed medical building will likely pay in excess of \$380,000.

12. There will be over 70 new medical staff positions in the building. In addition, there will be 40-60 construction jobs over 12 months.
13. Storm water management will be improved through *rate control* and *water quality*, including our green roof. The current site has direct, unrestricted runoff. There is 8% less hard surface area in the new plan than the current buildings, which mean more green space for the community.
14. The current buildings have substantial deferred maintenance. The building exterior, landscaping and parking lot are ready for redevelopment.
15. The new development is using existing utilities and roads in the community. Urban planning considers this good stewardship to reuse existing sites with current infrastructure.
16. The new building exterior has been enhanced over code to create a significant *Gateway* image on this corner.
  - A focal point is the W 65th Street pedestrian corner
  - Detailed brick design on all four sides
  - Accent lighting along public street frontages
  - Special landscaping from *Tangletown Gardens*
17. Every business has a carbon footprint. We will provide information to each clinic to establish a "Carbon Impact Analysis." For the first two years we plan to have seminars for clinic managers discussing ways to reduce their impact and manage more efficiently. *PayitGreen Company* has set the model to challenge companies to purchase local products to reduce paper correspondence and conserve operational materials.
18. Ramp Enhancements
  - All columns are clad in architectural precast panels
  - Architectural features add interest and shadow lines
  - Three colors and finishes to the precast panels create a variety of textures
19. The entrance traffic circle will have an area for a significant piece of art on the center area. We are planning a special commissioning for this feature.

### **Final comment for the approval of the project**

The building size at 102,478 sq ft over five stories is very important to create a successful project.

Market rents set the overall budget. We are projecting rents to be 20% higher than other buildings in area to absorb the land cost. Redevelopment is difficult when you are purchasing two older buildings. The value for the Developer on the acquisition of the two older buildings is the land. The viability of the development is based on the approval of the 102,478 sq ft project.

Thank you for your review and consideration of this project.

We are ready to move forward on this outstanding new medical building which will be an enhancement to your Regional Medical Area.

122

TO: Carey Teague  
FROM: Stephen Michals  
RE: Narrative Edina Medical Building  
DATE: August 15, 2012

We would like to make the following clarifications and highlights to our plans:

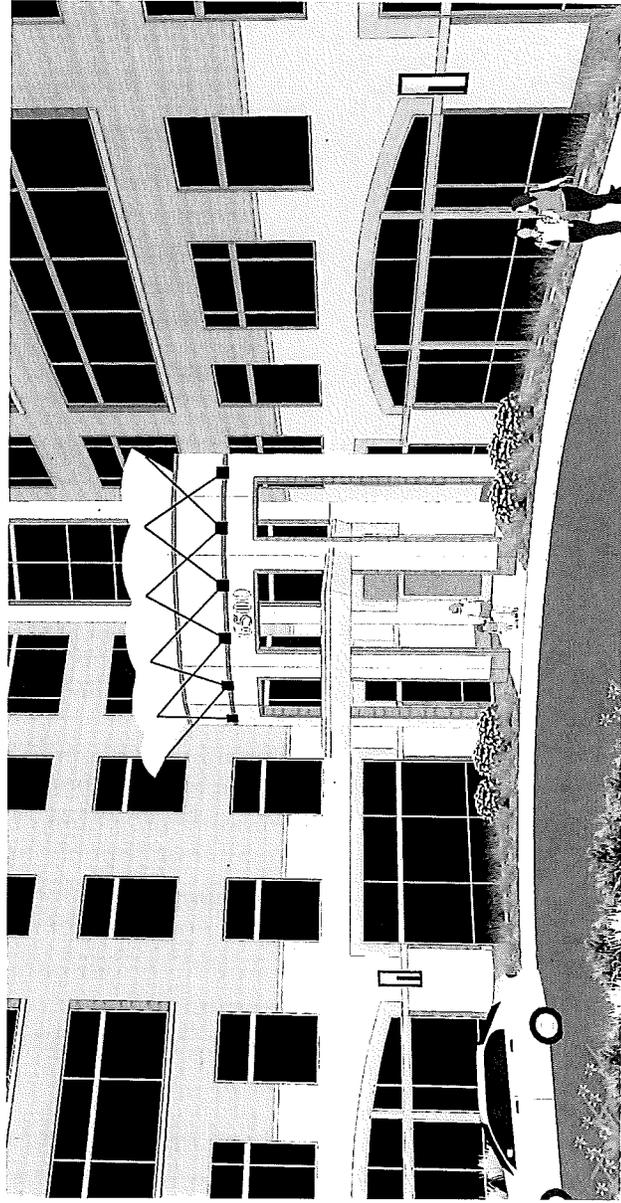
1. There are metal screens in the opening of the ramp in the following areas:

South Side:	All openings
West Side:	All openings
East Side:	None
North Side:	Vertical openings only; none on horizontal

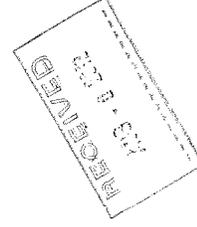
This is shown on the plans as color changes from light to dark brown.

2. All green roof foliage is on the top roof area only.
3. Light pole heights have been reduced.

## Re-Zoning Submittal



August 10, 2012



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# EDINA MEDICAL PLAZA

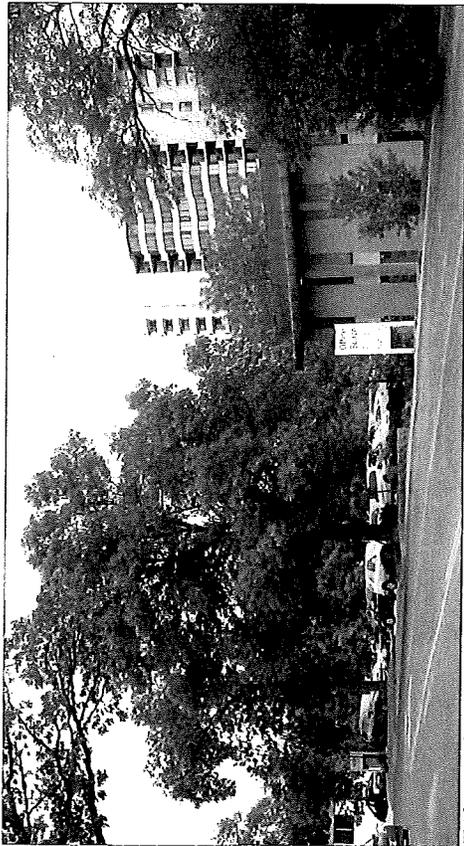
## Table of Contents

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- Existing Conditions Photos
- Colored Site Plan
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- Rendering of Parking Ramp Entry
- Rendering of View from Northeast Corner
- Rendering of View from Southeast Corner
- Rendering of View from Northwest Corner
- Rendering of Northwest Aerial
- Pedestrian Sidewalk / Podium Setback
- Building Height Comparison
- Planting Concepts
- Building Height Comparison - Cornelia Place Apartments
- Building Height Comparison - Fairview Southdale Hospital
- Building Height Comparison - Point of France
- Building Height Comparison - Southdale Medical Center
- Building Height Comparison - Southdale Office Centre
- Building Height Comparison - Twin City Orthopedics
- Bus Routes
- Zap and Bike File
- Hour Car and Smart Expressions

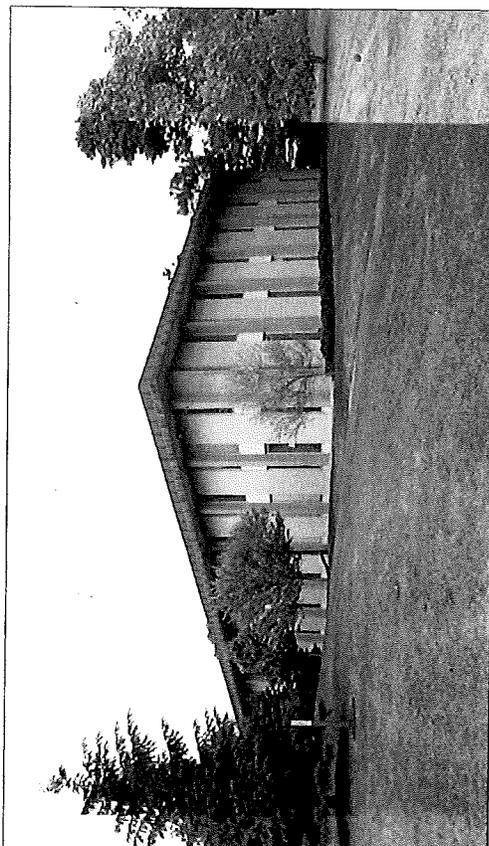
A24

6500 France Avenue

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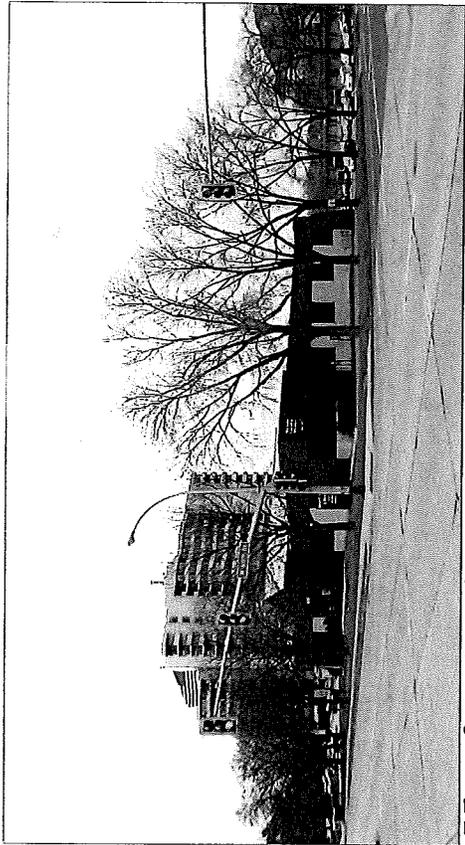
View from Northwest showing 4005 W 65th St. Bldg.



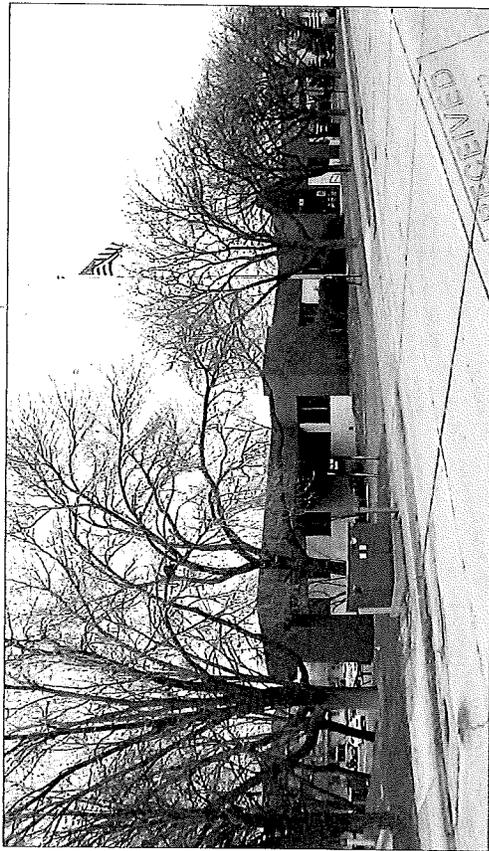
View from Southwest showing 4005 W 65th St. Bldg.

Existing Conditions

A26



View from Northeast showing 6500 France Building



View from Southeast showing 6500 France Building

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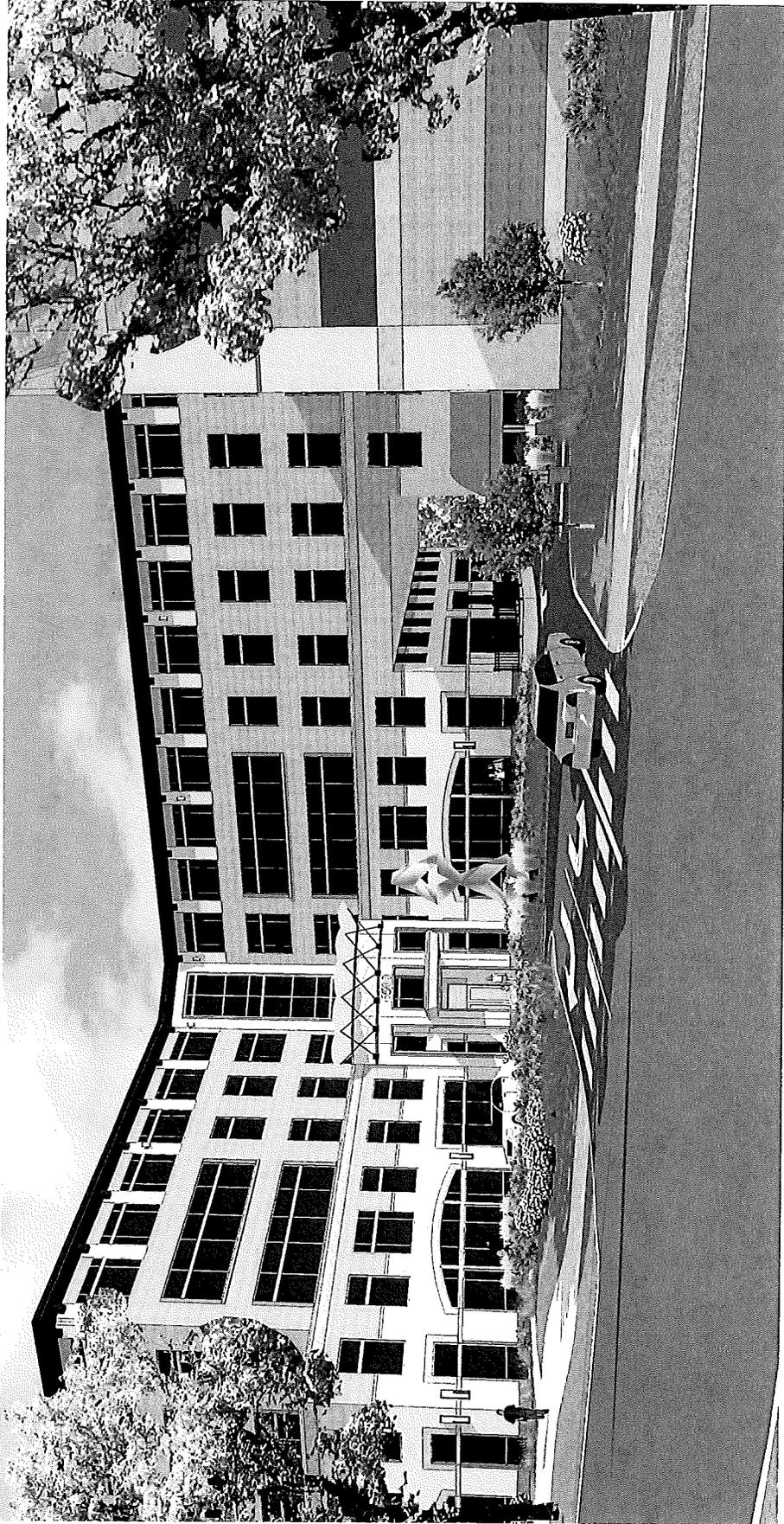
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Regional Map

A25





A24

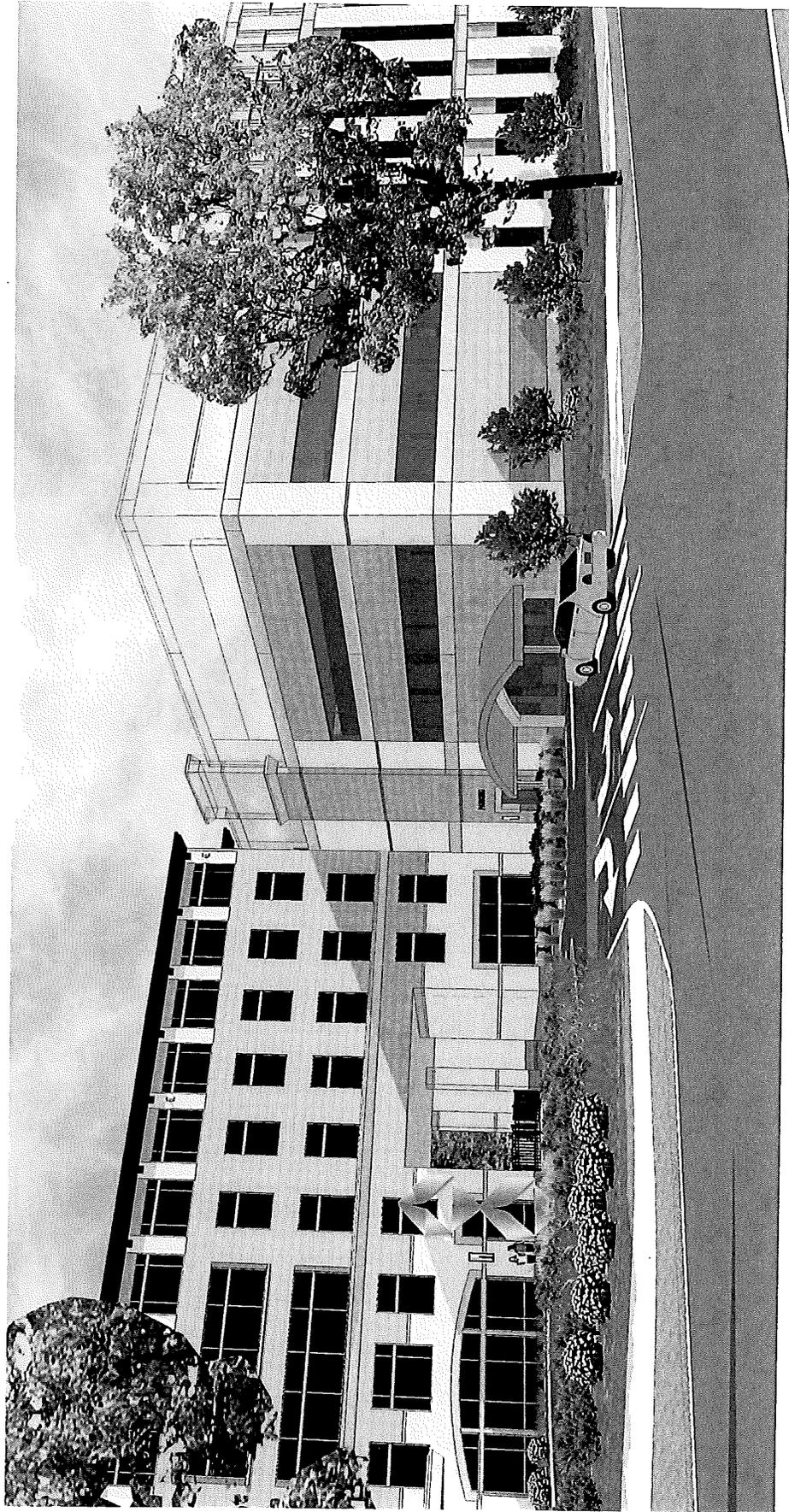
Main Entry

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A-29

Parking Ramp Entry

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A30

View from Northeast Corner

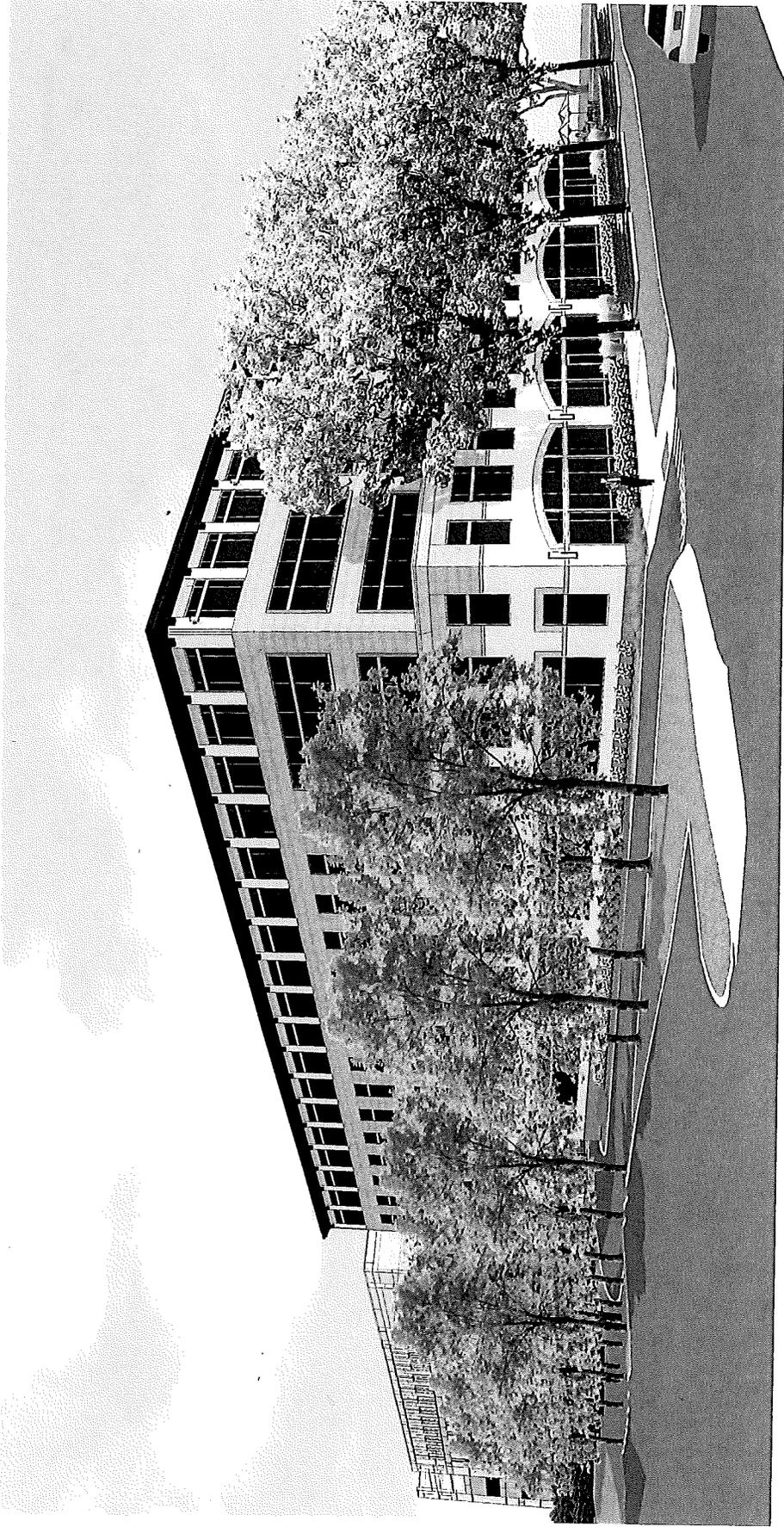
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*[Signature]*

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*[Logo]*  
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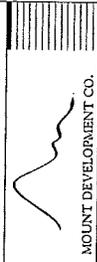
View from Southeast Corner

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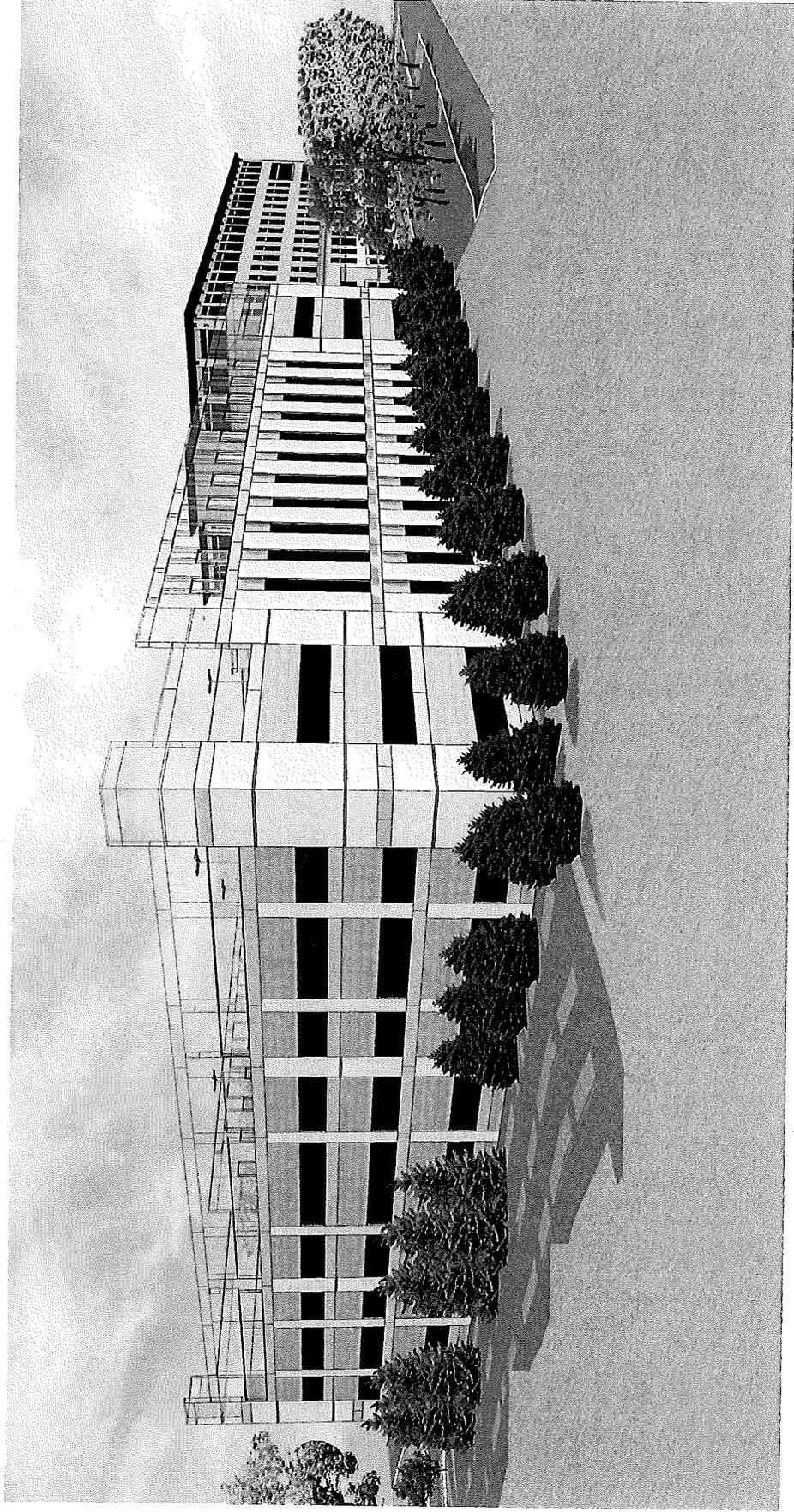
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A32

View from Southwest Corner

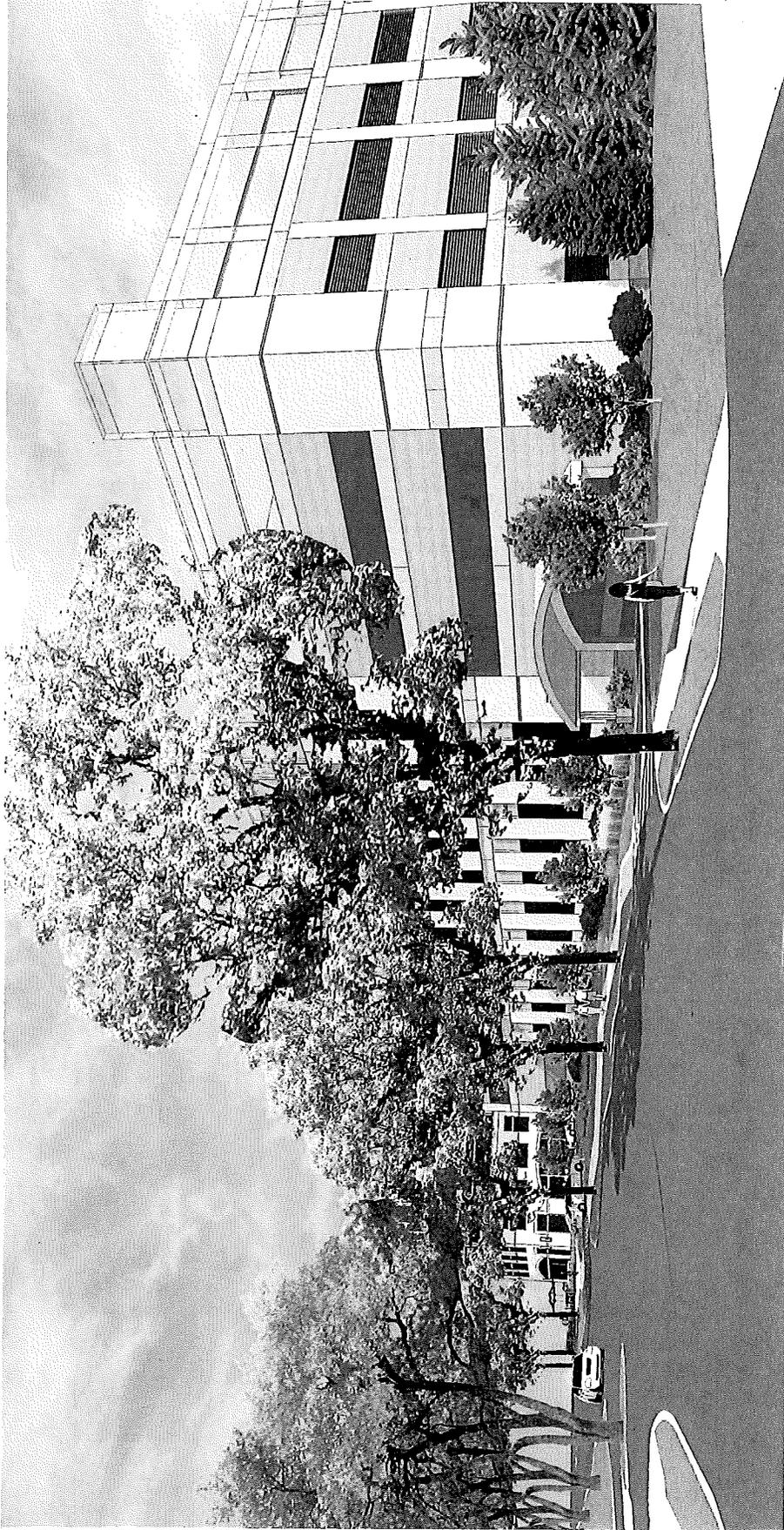
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View from Northwest Corner

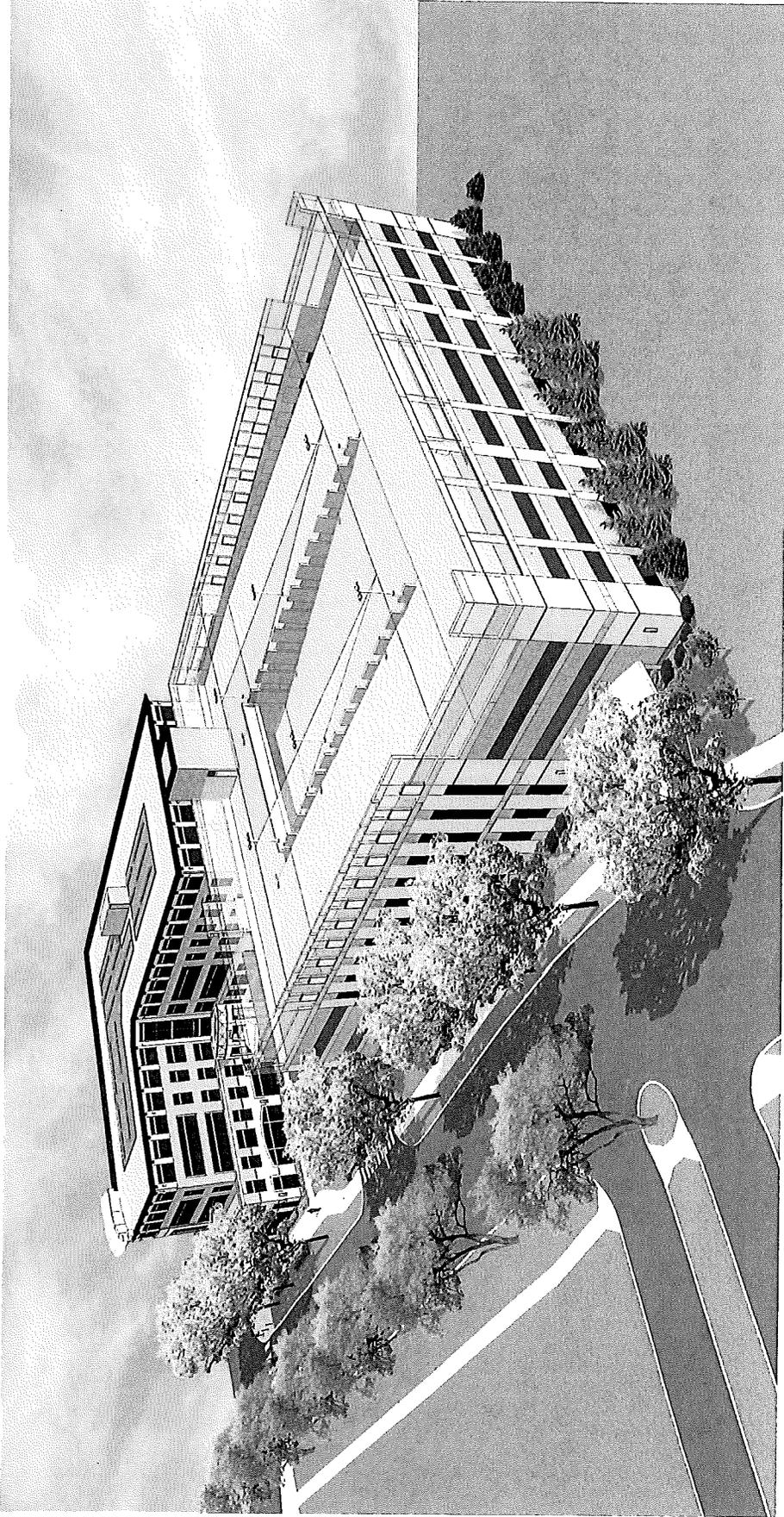
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A34

Northwest Aerial

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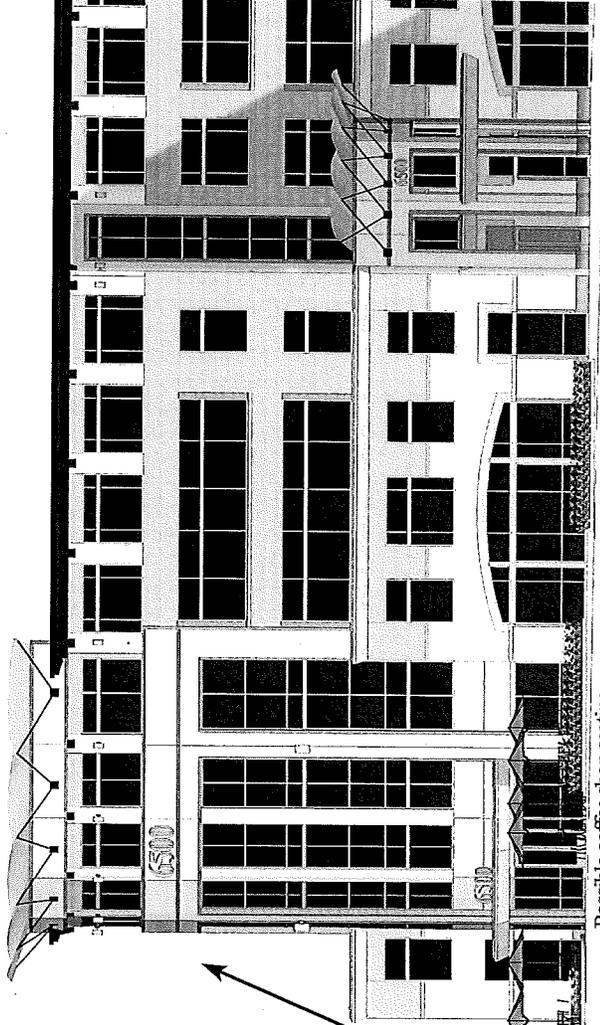
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PR



10.5' Additional building setback for "Podium Effect" which visually shields upper stories

Existing Honeylocust trees to remain

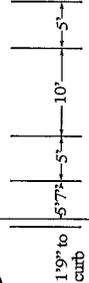
Architectural wall lighting

Possible coffee shop seating

Decorative sidewalk

southbound France Ave.

5' wide raised planting area for annuals, perennials and low shrubs see TangleTown Gardens detail page



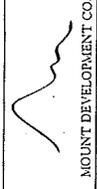
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Pedestrian sidewalk at France Avenue looking south

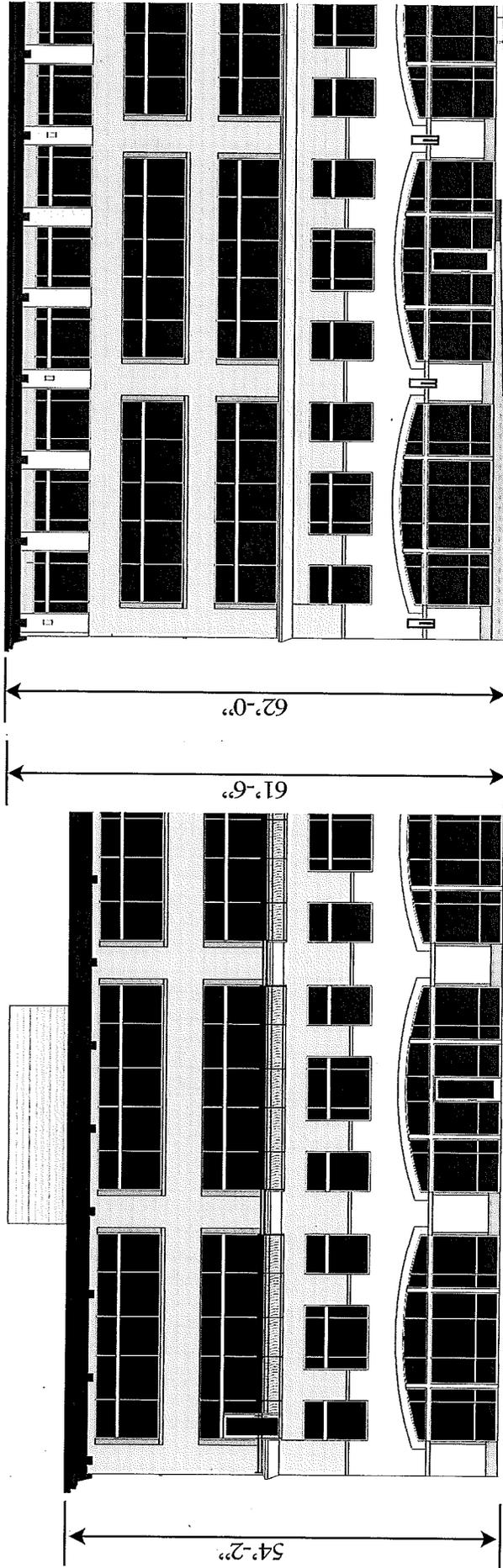
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135



Phase 1: 4 Story with RTU's  
(Previous Submittal)

Proposed: 5 Story w/o RTU's

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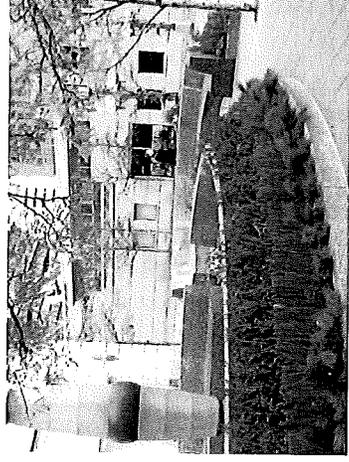
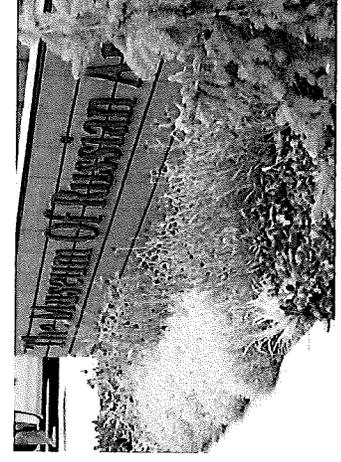
Building Height Comparison

August 10, 2012

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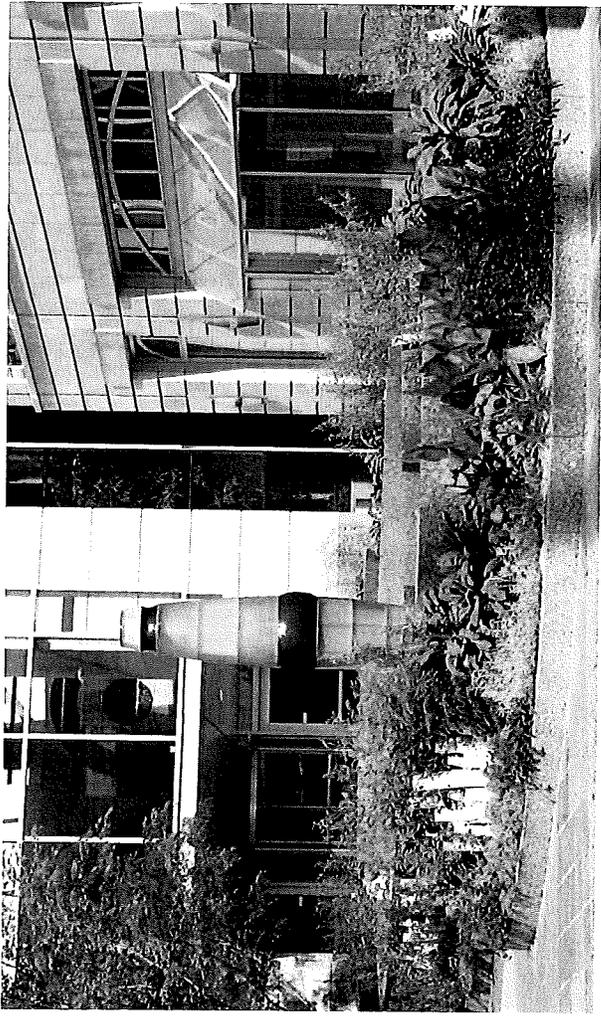
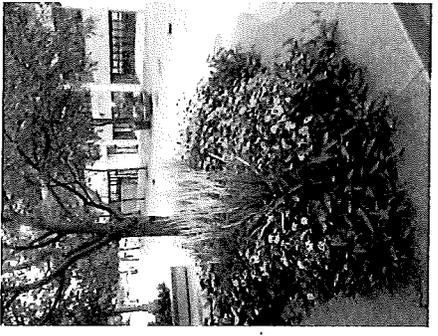
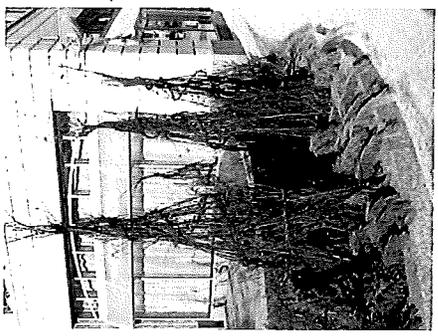
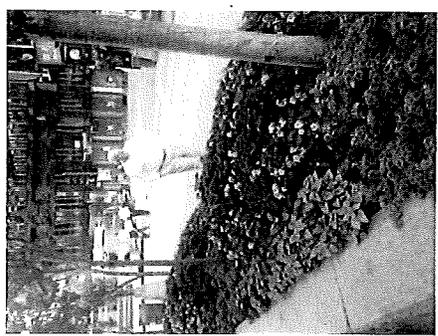
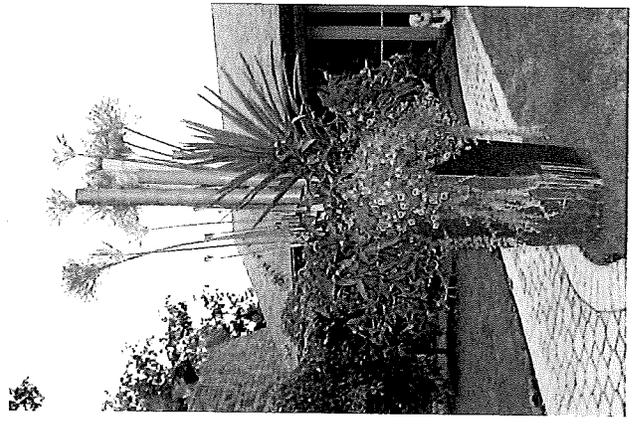
EDINA MEDICAL PLAZA





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6500 France Ave. Medical Plaza  
Dean Engelmann & Scott Endre, Principals  
Olivia Spyra, Landscape Designer

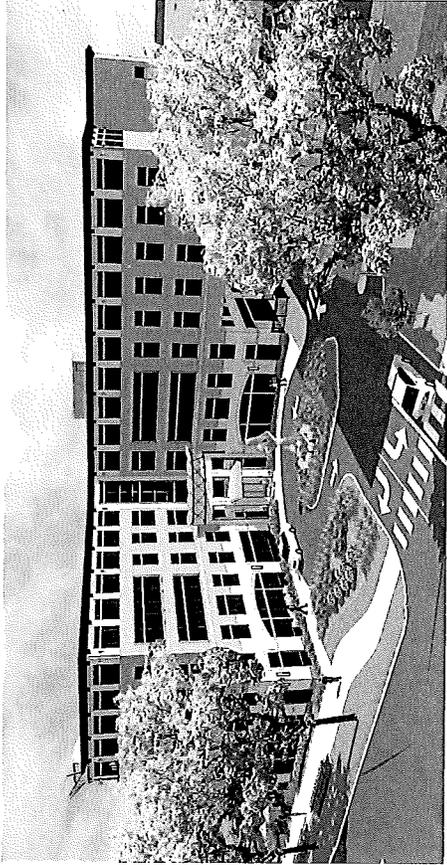


6500 France Ave.  
Dean Engelmann & Scott Endre, Principals  
Olivia Spyra, Landscape Designer

A37

Planting Concepts  
for public sidewalk  
planter areas

Edina Medical Plaza

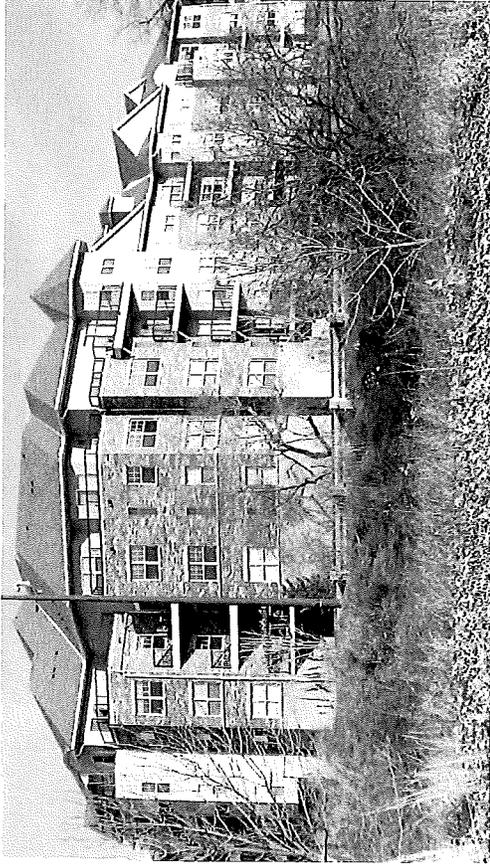


6500 France Avenue South  
5 Stories - 62'

Building measurements to the highest point

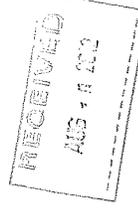
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Cornelia Place Apartments



4105 W. 65th Street  
4 Stories - 79'  
(4 level building including gable roof)

A34



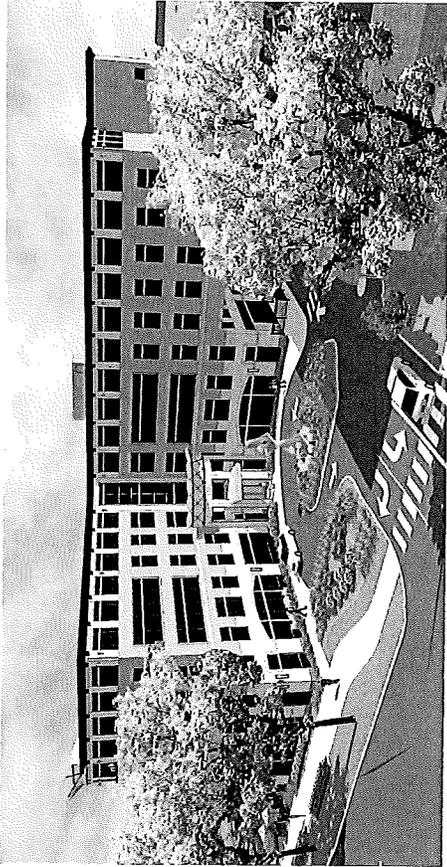
August 10, 2012

EDINA MEDICAL PLAZA



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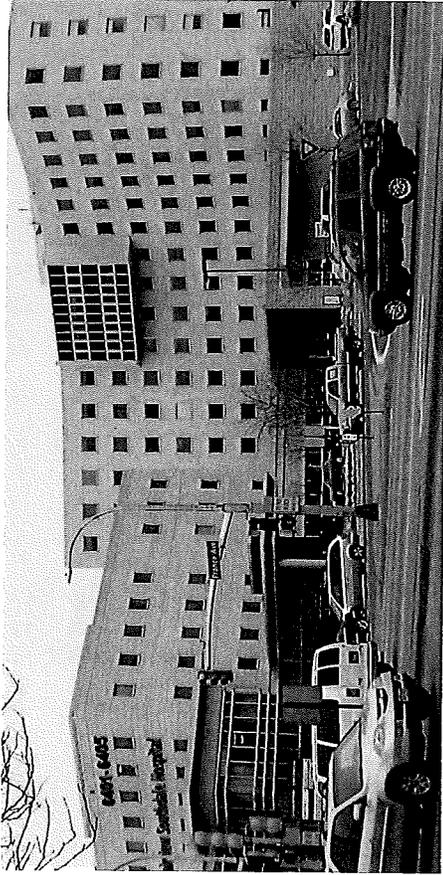
Edina Medical Plaza



6500 France Avenue South  
5 Stories - 62'

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Fairview Southdale Hospital



6401 - 6405 France Avenue South  
4 & 8 Stories - 124'



Building measurements to the highest point

August 10, 2012

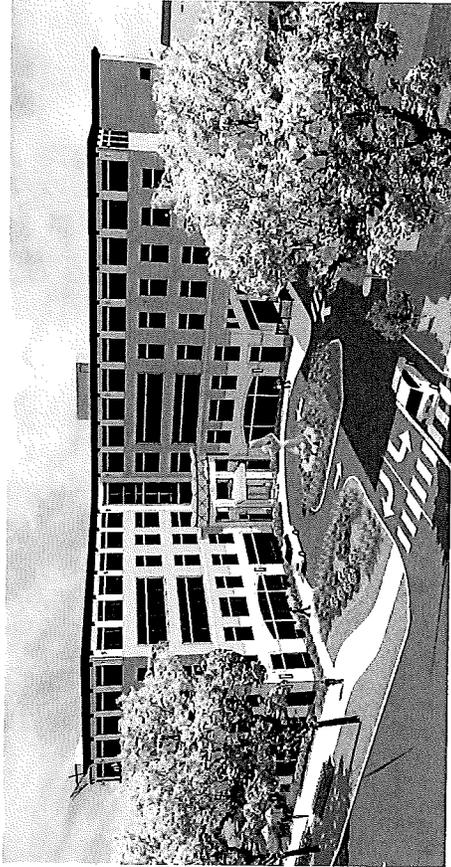
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EDINA MEDICAL PLAZA

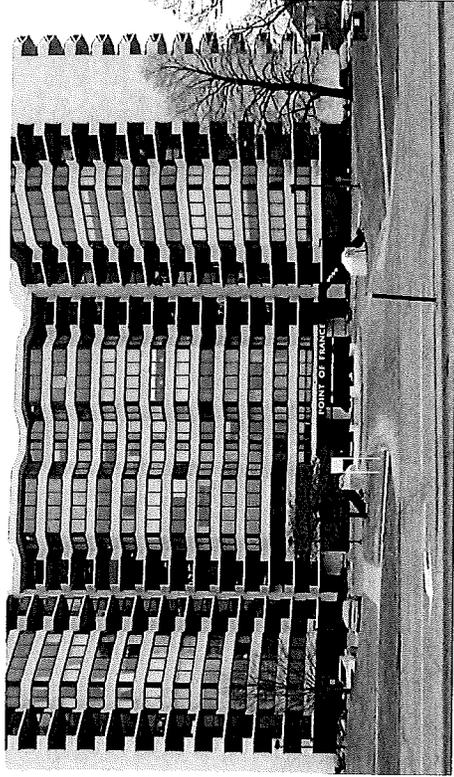


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Edina Medical Plaza

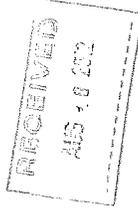


Point of France



6500 France Avenue South  
5 Stories - 62'

6566 France Avenue South  
13 Stories - 123'



Building measurements to the highest point

August 10, 2012

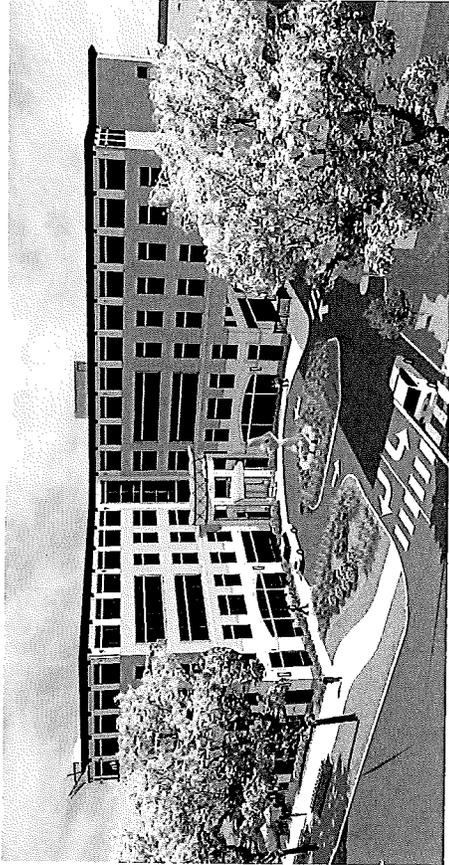
EDWARD FARR  
ARCHITECTS INC

EDINA MEDICAL PLAZA



MOUNT DEVELOPMENT CO.

Edina Medical Plaza



6500 France Avenue South  
5 Stories - 62'

141

Building measurements to the highest point

EDWARD FARR  
ARCHITECTS INC

Southdale Medical Center



6545 France Avenue South  
6 Stories - 92'

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August 10, 2012

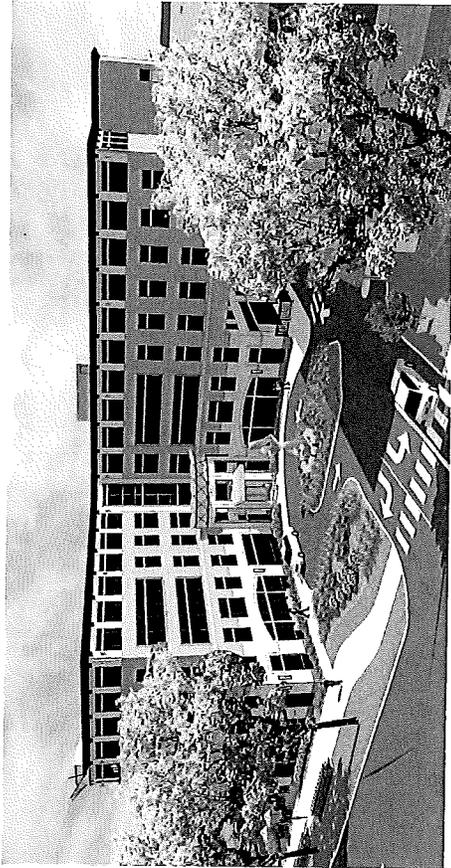
EDINA MEDICAL PLAZA

EDWARD FARR  
ARCHITECTS INC



MOUNT DEVELOPMENT CO.

Edina Medical Plaza



6500 France Avenue South  
5 Stories - 62'

Southdale Office Centre



6600 & 6800 France Avenue South  
6 & 7 Stories - 99'

Building measurements to the highest point

August 10, 2012

EDWARD FARR  
ARCHITECTS INC

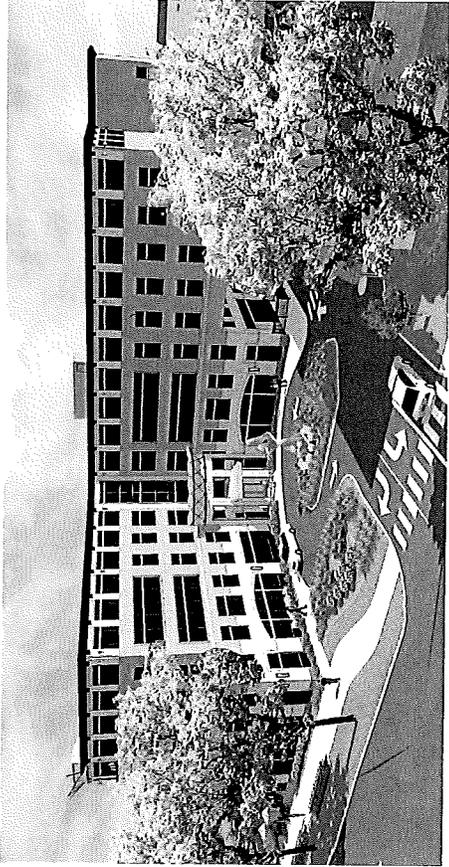
EDINA MEDICAL PLAZA



MOUNT DEVELOPMENT CO.

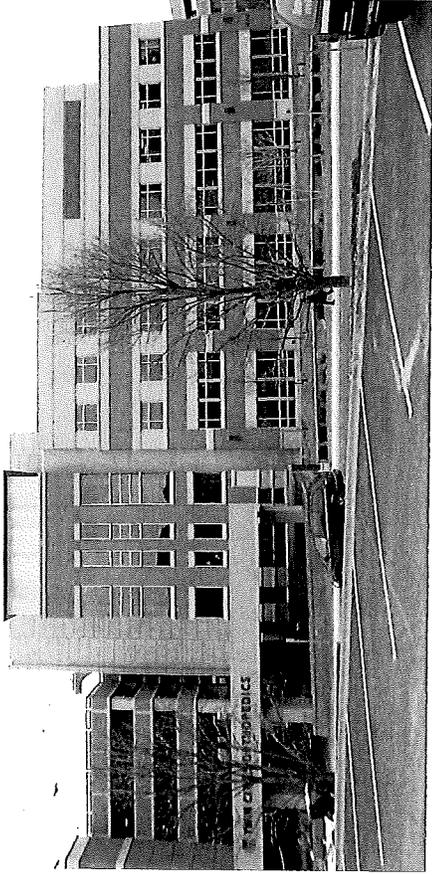
A42

Edina Medical Plaza



6500 France Avenue South  
5 Stories - 62'

Twin City Orthopedics



4010 West 65th Street  
4 Stories - 82' & 85'

Building measurements to the highest point

August 10, 2012

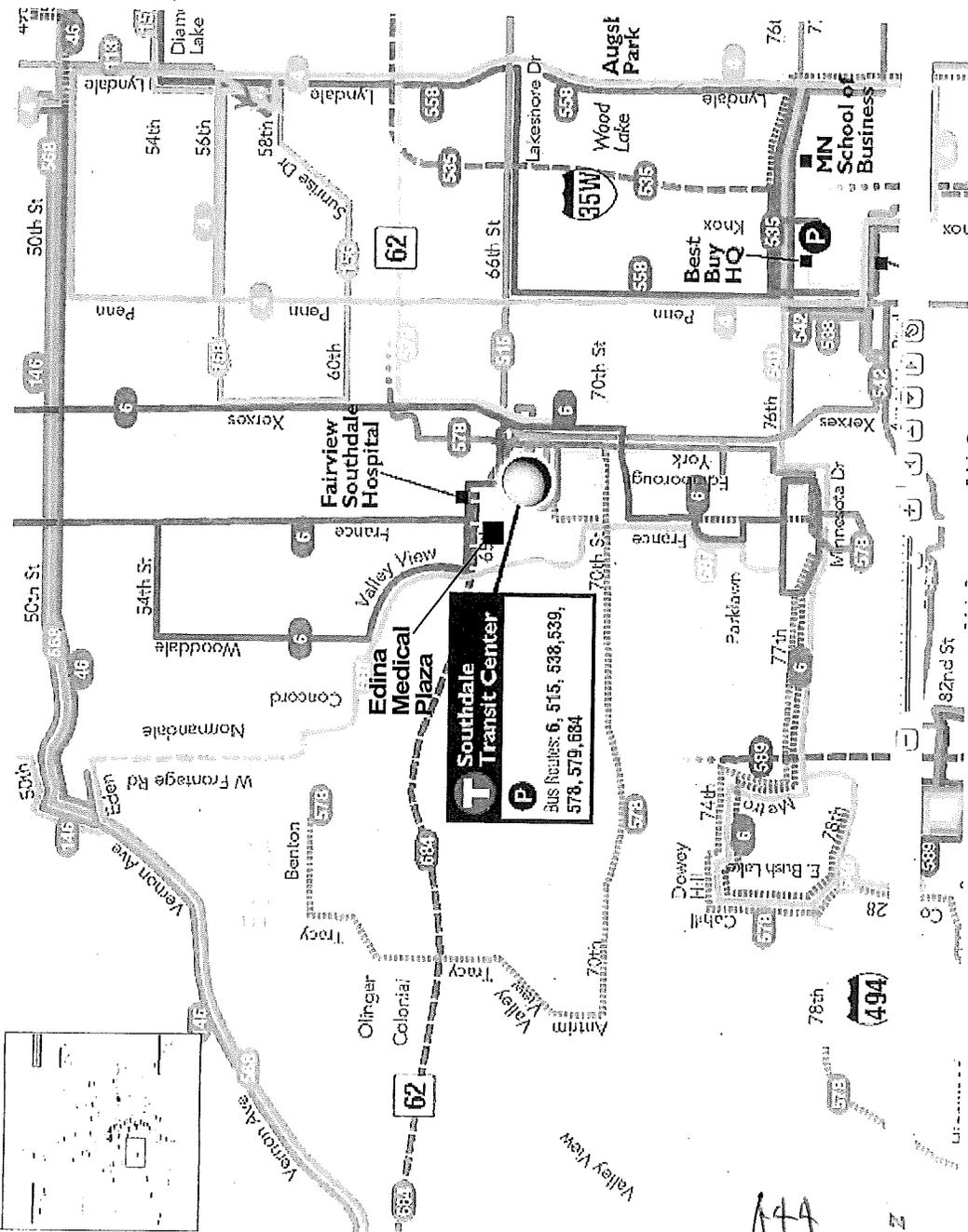
EDWARD FARR  
ARCHITECTS INC

EDINA MEDICAL PLAZA



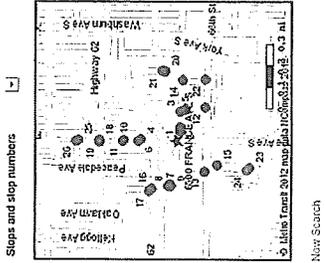
MOUNT DEVELOPMENT CO.

EF



# Bus Routes

- 1 - 65 St W & Southdale Medical Bldg  
 Stop ID: 1156
  - Route 6 - South
- 2 - 65 St W & Fairview Hospital  
 Stop ID: 4539
  - Route 6 - North
- 3 - 65 St W & Drew Av S  
 Stop ID: 1153
  - Route 6 - North
- 4 - France Av S & Hwy E2  
 Stop ID: 4790
  - Route 6 - North
- 5 - Drew Av S & 65 St W  
 Stop ID: 49110
  - Route 6 - South
- 6 - France Av S & #5317 #5316  
 Stop ID: 41156
  - Route 6 - South
- 7 - 65 St W & Valley View Rd  
 Stop ID: 52654
  - Route 6 - South
- 8 - 65 St W & Valley View Rd  
 Stop ID: 52653
  - Route 6 - North
- 9 - Valley View Rd & 65 St W  
 Stop ID: 11276
  - Route 577 (Express) - North
  - France Av S & Hwy 62 / 65 St W  
 Stop ID: 47701
- 10 - France Av S & Hwy 62 / 65 St W  
 Stop ID: 47701
  - Route 6 - North
- 11 - France Av S & #4226  
 Stop ID: 44197
  - Route 6 - South
- 12 - 65 St W & Drew Av S  
 Stop ID: 4370
  - Route 6 - North
- 13 - Valley View Rd & 65 St W  
 Stop ID: 1251
  - Route 577 (Express) - South
  - Route 6 - South
- 14 - Barne Rd & 65 St W  
 Stop ID: 4567
  - Route 6 - North
- 15 - Valley View Rd & 65 St W  
 Stop ID: 41099
  - Route 578 (Express) - North
  - Route 577 (Express) - North
- 16 - Valley View Rd & Brookview Av  
 Stop ID: 1117
  - Route 6 - North
- 17 - Valley View Rd & Brookview Av  
 Stop ID: 1279
  - Route 6 - South
- 18 - France Av S & 62 St W  
 Stop ID: 1152
  - Route 6 - South



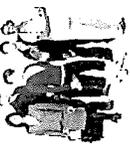
144

## Why ZAP?



### Easy to Use

With ZAP, it's as easy as riding a bicycle. The ZAP system is designed to be user-friendly and intuitive, allowing anyone to use it with minimal training. The ZAP system is designed to be user-friendly and intuitive, allowing anyone to use it with minimal training.



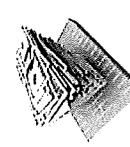
### An Ounce of Prevention

With ZAP, you can prevent theft before it starts. The ZAP system is designed to be user-friendly and intuitive, allowing anyone to use it with minimal training. The ZAP system is designed to be user-friendly and intuitive, allowing anyone to use it with minimal training.



### Save the Planet

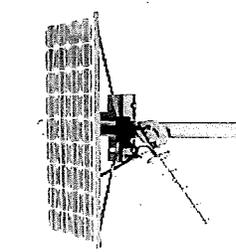
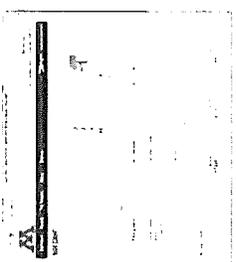
With ZAP, you can save the planet. The ZAP system is designed to be user-friendly and intuitive, allowing anyone to use it with minimal training. The ZAP system is designed to be user-friendly and intuitive, allowing anyone to use it with minimal training.



### Car Parking is Expensive

With ZAP, you can save money on parking. The ZAP system is designed to be user-friendly and intuitive, allowing anyone to use it with minimal training. The ZAP system is designed to be user-friendly and intuitive, allowing anyone to use it with minimal training.

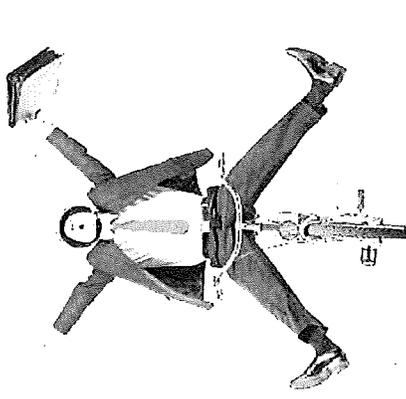
## How Does It Work?



As the user approaches the ZAP unit, the solar panel on the bicycle automatically powers up the ZAP unit. The ZAP unit then sends a signal to the ZAP system, which identifies the user and allows them to use the bicycle.

The ZAP system is designed to be user-friendly and intuitive, allowing anyone to use it with minimal training. The ZAP system is designed to be user-friendly and intuitive, allowing anyone to use it with minimal training.

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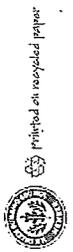


## ZAP

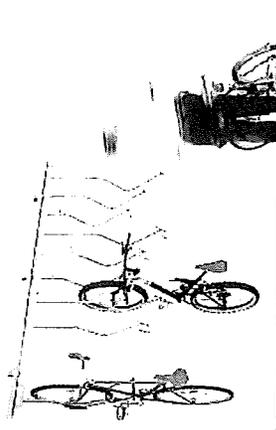
Many organizations in the private, public and non-profit sectors want to promote commuting by bike as an environmentally friendly and healthful transportation alternative. To get bike commuting rolling they need a practical way to tally and manage bike trip data. Dero has the solution — Dero ZAP.

Dero ZAP is a solar-powered, automated RFID (Radio Frequency Identification) system with integrated hardware and software. Via a web-based interface to the Dero ZAP system software, participants are enrolled and registered with a unique RFID tag. The tamper-proof tags are attached to the spokes of each participant's bike's front wheel. ZAP units mounted on steel poles around your campus identify registered bikes from up to 30 feet away.

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## BIKE FILE

The Bike File is our most space efficient u-lock compatible product. Sturdy sliding hangers allow nine bikes to be securely stored in an eight-foot section while allowing for easy loading and unloading of bikes.

Ceiling mount, wall mount and floor mount options are available.

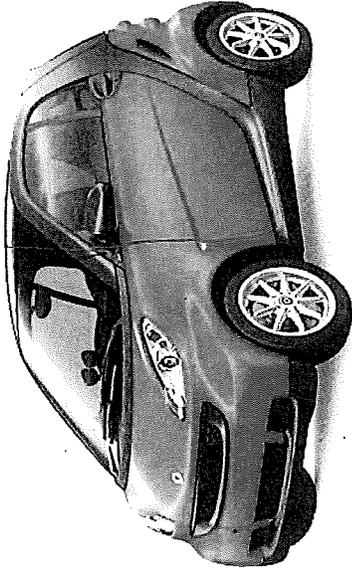
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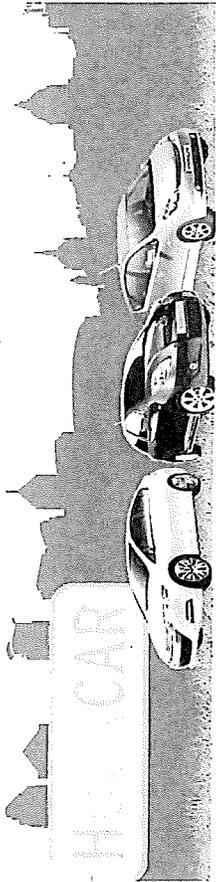
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# smart Expressions



**smart**  
open your mind.

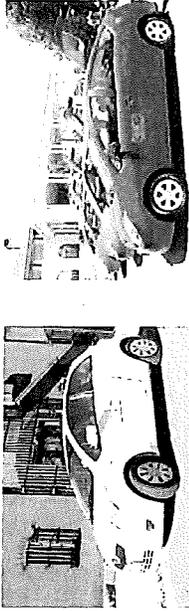
**smart for two electric drive**  
>> the next generation of smart



Car ownership is so yesterday. With HOURCAR you can reserve a car when you need it, drive it where you want to, let someone else worry about car payments, parking, insurance, gas, and maintenance, and be an environmental superstar. At the same time!

**HOURCAR is the smart way to drive.**

HOURCAR offers 32 cars (locations) in Minneapolis and Saint Paul. Find out where your nearest HOURCAR lives, and sign up. [/join](#) to drive today.



**HOURCAR Co-Sponsors "Revenge of the Electric Car" Screening**

[/news/2011/11/hourcar-co-sponsors-revenge-of-the-electric-car-screening](#)

November 2, 2011

On Monday, November 14, HOURCAR is co-sponsoring a special screening [/film/fresh-car](#) of the new film [/film/fresh-car](#) "Revenge of the Electric Car" [/film/fresh-car](#) (sequel to the hit documentary "Who Killed the Electric Car?" Sponsored by Fresh Energy [/film/fresh-energy](#), this special event includes a pre-screening reception and a panel discussion after the film with director Chris Paine and Fresh Energy Executive Director Michael Noble.



**New Plug-In HOURCARs Join Saint Paul Fleet**

[/news/2011/10/new-plug-in-hourcars-join-saint-paul-fleet](#)

October 4, 2011

A46

Minutes/Edina City Council/July 17, 2012

Member Swenson made a motion, seconded by Member Sprague, to approve a new On-Sale and Sunday Sale Liquor Licenses for P.F. Chang's China Bistro, Inc. dba P.F. Chang's China Bistro, 2700 Southdale Center, for the period beginning July 18, 2012, and ending March 31, 2013.

Ayes: Bennett, Brindle, Sprague, Swenson, Hovland  
Motion carried.

**VI.B. COMPREHENSIVE PLAN AMENDMENT REGARDING BUILDING HEIGHT, PRELIMINARY REZONING FROM POD-1 TO PUD AND PRELIMINARY DEVELOPMENT PLAN FOR 4005 WEST 65<sup>TH</sup> STREET AND 6500 FRANCE AVENUE FOR MOUNT PROPERTIES – DENIED**

Assistant Planner Presentation

Assistant Planner Aaker presented the request of Mount Properties to tear down the existing office buildings at 4005 West 65<sup>th</sup> Street and 6500 France Avenue to build a new six-story, 81-foot tall, 102,406 square foot medical office/retail building with a podium height of two stories and detached five-level parking ramp. It was noted the project was proposed to be developed in two phases with the first phase construction of a four-story, 69,456 square foot medical office with a three-level detached parking ramp and the second phase construction of two levels to each structure. The site was located in a "Potential Area of Change" within the Comprehensive Plan. Ms. Aaker described the approval process and indicated the Council was being asked to determine if a Small Area Plan was needed prior to rezoning. She concluded presentation of the application and enumerated the considerations before the Council. Ms. Aaker advised the Planning Commission unanimously recommended that a Small Area Plan was not needed in this case since the proposed use was consistent with the Comprehensive Plan and recommended approval subject to conditions as detailed in the staff report.

Proponent Presentation

Luigi Bernardi, Aurora Investments, stated they were excited about this project and hoped it would be approved by the Council.

Stephen Michals, Mount Development Company, commented on the review process and stated agreement with the staff report and recommendation. He noted this was a gateway location to the Southdale area, valuable land, and deserved a high profile building. Mr. Michals stated the adjacent land was purchased to provide better circulation, created relatively small floor plates on the sixth level building, and noted the five adjacent buildings were equal or greater in height as certified by Alliant Technologies.

Edward Farr, Farr Architects, presented features of the site and landscaping plans as well as exterior building and parking structure elements. He advised that depending on the tenant mix, the fifth level of the parking structure might not be constructed. Mr. Farr indicated that phase one would be 54 feet in height to the cornice line. The phase two build out would have six stories and be about 1.5 floors above the tree line. Mr. Farr displayed and described the exterior building materials board.

With regard to the height of Cornelia Place, Mr. Michals explained the view depicted in packet materials dated July 6 were taken from the curb line on Valley. The Council discussed the proposed project and asked questions of the proponents. Support was stated for the building design, drop off area, generous sidewalk width, corner pavilion area, proposed lighting, and upscale landscaping. Suggestions were made to assure the parking lot discouraged cut-through traffic, provide a public access off France Avenue leading to the internal corridor system, enhanced stormwater retention strategies since it was an impaired water body, and the option of a green roof. It was agreed that if approved, Metro Transit should be informed of the need for a stop at this location.

Mayor Hovland opened the public hearing at 7:46 p.m.

Public Testimony

Marilyn Kemme, 6566 France Avenue S., #1206, Point of France Association Board President, addressed the Council.

John Windhorst, 6566 France Avenue S, #204, Point of France Association Board Member and Legal Chair, addressed the Council.

Stacy Gallup, speaking on behalf of the 6500 France building owners, addressed the Council.

Peter Pustorino, 4005 West 56<sup>th</sup> Street building owner, addressed the Council.

**Member Swenson made a motion, seconded by Member Brindle, to close the public hearing.**

Ayes: Bennett, Brindle, Sprague, Swenson, Hovland

Motion carried.

Members Sprague, Swenson, and Bennett concurred that they would support a maximum building height of four stories, or 62 feet. However, they were unwilling to consider a Comp Plan amendment to allow for the proposed building height of six stories, or 81 feet in this case. Support was also expressed to allow all parking levels to be constructed above grade to lower redevelopment costs.

Member Brindle and Mayor Hovland advocated for the project as unanimously recommended for approval by the Planning Commission. That recommendation found a Small Area Plan was not needed and supported a Comprehensive Plan height amendment. It was noted adjacent buildings were taller than four stories, the proposed use was consistent with PUD to allow more creativity and flexibility in site plan design, and density was needed to accommodate high land costs.

Mr. Michals explained that additional tenants would be required to trigger Phase 2 and due to the high land cost, the project was not feasible unless approved for six stories. Mr. Michals stated the project needed 102,000 feet floor to area ratio at 1.0 or else the high land costs could not be absorbed into the project. He noted the proponent had been forthright on that perspective from the beginning.

**Motion by Member Sprague, seconded by Member Swenson, directing staff to prepare a resolution, with the City Attorney's assistance, with findings for denial of the Comprehensive Plan amendment requested by Mount Properties.**

Ayes: Bennett, Sprague, Swenson

Nays: Brindle, Hovland

Motion carried.

**Motion by Member Sprague, seconded by Member Swenson, directing staff to prepare a resolution, with the City Attorney's assistance, with findings for denial of the Preliminary Rezoning and Preliminary Development Plan requested by Mount Properties.**

Ayes: Bennett, Sprague, Swenson

Nays: Brindle, Hovland

Motion carried.

**VI.C. AGREEMENT OF UNDERSTANDING WITH DRIVE FOR THE HIVE, LLC – APPROVED**

**Director of Parks Presentation**

Director of Parks and Recreation Okeprius presented the Hornets Nest Agreement creating a public-private partnership for an estimated \$3 million project. The Drive would donate \$750,000 cash plus 25% of additional costs above \$3 million. The City would contribute \$2,250,000 plus 75% of additional costs above \$3 million. The project would be a 26,450 sq. ft. addition to the north side of West Arena, lower level locker rooms, with a training facility and retail on the upper level. He displayed concept drawings and reviewed the terms of the agreement, noting it would be conditioned on the following: the City receiving