REPORT / RECOMMENDATION

To: MAYOR AND COUNCIL

Agenda Item #: VI.C.

From: Cary Teague, Community Development Director

Action [X]
Discussion [ ]
Information [ ]

Date: November 5, 2012

Subject: PUBLIC HEARING – Comprehensive Plan Amendment, Preliminary Rezoning from POD-1 to PUD, and Preliminary Development Plan for 4005 West 65th Street and 6500 France Avenue for Mount Properties, Resolution No. 2012-147 and Resolution No. 2012-148.

Action Requested:

Adopt the attached Resolutions approving the Comprehensive Plan Amendment, Preliminary Rezoning and Preliminary Development Plan.

Information / Background:

Mount Properties is proposing to tear down the existing office buildings at 4005 West 65th Street and 6500 France Avenue to build a new five-story, 62-foot tall, 102,478 square foot medical office/retail building with an attached 4-5 level parking ramp.

The City Council previously considered redevelopment of this site for a two phase, 4-6 story building. That proposal was to be denied by the City Council. (See attached City Council minutes on pages A111–A112 of the Planning Commission Staff Report.) The applicant withdrew the request, prior to City Council final action.

The revised plan now proposes a one phase five-story building with the mechanical equipment to be located inside the building and on the ground along the south lot line. 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 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-story building with no roof top mechanical equipment, 62 feet tall. (Previous building was six stories and measured 88 feet to the top of the mechanical equipment.) The result of no rooftop equipment is to locate the mechanical equipment (chiller) setback six feet from the south lot line. (See pages A47 and A33.)

- Attached parking ramp. (Previous ramp was detached.)

- Five-level parking ramp. (Previous ramp was four-levels.)

- Proposed building has a rounded grand building entry appearance at 65th & France. (Previous building had a traditional sharp building corner at 65th and France.)

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

The first floor of the new building would contain 7,000 square feet of medical/retail space that may include a coffee shop. The next remaining 95,478 square feet would contain medical office use.

In order to obtain the above-mentioned approvals, the applicant must go through a two-step process.

The first step in the process is to obtain the following approvals:

1. A Comprehensive Plan Amendment to allow a building height of five stories and 62 feet on this site. The Comprehensive Plan requires a maximum height of four stories or 48 feet; (This requires a four-fifths vote of the City Council for approval.)

2. Preliminary Rezoning from POD-1, Planned Office District to PUD, Planned Unit Development; and

3. Preliminary Development Plan.

If the Comprehensive Plan Amendment, Preliminary Rezoning and Preliminary Development Plan are approved by the City Council, the following is required for the second step:

1. Final Development Plan and Final Rezoning to PUD.

2. Zoning Ordinance Amendment establishing the PUD.

Planning Commission Recommendation: On October 10, 2012, the Planning Commission unanimously recommended approval the Planning Commission unanimously recommended approval of the request. Vote: 9 Ayes and 0 Nays. (See the attached minutes.)

ATTACHMENTS:

- Resolution No. 2012-147 approving the Comprehensive Plan Amendment
- Resolution No. 2012-148 approving the Preliminary Rezoning and Preliminary Development Plan
- Planning Commission Staff Report, October 10, 2012
- Draft minutes from the October 10, 2012 Edina Planning Commission meeting

RESOLUTION NO. 2012-148
APPROVING PRELIMINARY REZONING FROM POD-1, PLANNED OFFICE DISTRICT TO PUD, PLANNED UNIT DEVELOPMENT AND PRELIMINARY DEVELOPMENT PLAN FOR 6500 FRANCE AND 4005 WEST 65TH STREET FOR MOUNT PROPERTIES

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

Section 1. BACKGROUND.

1.01 Mount Properties is requesting a rezoning from POD-1, Planned Office District-1 to PUD, Planned Unit Development to allow a five-story, 62-foot tall medical building with an attached parking ramp to be built at 6500 France Avenue and 4005 West 65th Street.

1.02 The property is legally described as follows:

All of Lot 4 and the Easterly 56.44 feet of Lot 3, Block 2 Southdale Office Park Second Addition, Hennepin County, Minnesota.

And

Lot 3, Block 2, except the Easterly 58.44 feet thereof, Southdale Office Park Second Addition, Hennepin County Minnesota.

1.03 On October 10, 2012, the Planning Commission recommended approval of the Preliminary Rezoning and Preliminary Development Plan. Vote: 9 Ayes and 0 Nays.

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 site layout would be an improvement over a site layout required by standard zoning; the building is brought up to the street, provides podium height, and front door entries toward the street, includes sidewalks to encourage a more pedestrian friendly environment along the street.

3. The design of the building is of a high quality brick, glass and concrete. A five story building would be generally consistent with the four story buildings on West 65th Street.

4. Traffic would be improved in the area by eliminating the right-in and out access on France Avenue.

5. Based on the traffic study done by WSB, the existing roadways can support the proposed development.

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

   a. 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.
      - Encourage or require placement of surface parking to the rear or side of buildings, rather than between buildings and the street.

   b. 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.
      - Provide pedestrian amenities, such as wide sidewalks, street trees, pedestrian-scale lighting, and street furnishings (benches, trash receptacles, etc.)

   c. Encourage infill/redevelopment opportunities that optimize use of city infrastructure and that complement area, neighborhood, and/or corridor context and character.

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 and Preliminary Development Plan subject to the following conditions:

1. The Final Development Plan must be generally consistent with approved Preliminary Development Plans dated September 10, 2012.

2. A noise study must be done to demonstrate that the proposed mechanical equipment meets all noise regulations.

3. Sustainable design. The design and construction of the entire project must be done with the Sustainable Initiatives as outlined in the applicant's narrative within the Planning Commission staff report.

4. All buildings must be built with sprinkler systems, subject to review and approval of the fire marshal.

5. The mechanical equipment/chiller must be relocated to meet the required 20-foot side yard setback or screened so not to be visible from all lot lines.

6. Compliance with all of the conditions outlined in the director of engineering's memo dated October 4, 2012.

7. As part of a Developers Agreement the property owner would be required to participate in appropriate cost sharing for signal improvements at 65th Street and France Avenue.

8. Adoption and compliance with a PUD Ordinance for the site.

9. As part of any final approval, the applicant must enter into a Proof-of-Parking Agreement to add more parking if needed.

Adopted by the city council of the City of Edina, Minnesota, on November 5, 2012.

ATTEST:_____ _____
Debra A. Mangen, City Clerk 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 November 5, 2012, and as recorded in the Minutes of said Regular Meeting.

WITNESS my hand and seal of said City this ____ day of _____, 2012.

_____
City Clerk

RESOLUTION NO. 2012-147
RESOLUTION APPROVING A GUIDE PLAN AMENDMENT FROM 4 STORIES AND 48 FEET TO 5 STORIES AND 62 FEET AT 6500 FRANCE AVENUE AND 4005 WEST 65TH STREET FOR MOUNT PROPERTIES

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

Section 1. BACKGROUND.

1.01 Mount Properties is requesting Comprehensive Guide Plan Amendment to allow a five-story, 62-foot tall medical building to be built at 6500 France Avenue and 4005 West 65th Street.

1.02 The Edina Comprehensive Plan currently allows buildings to be a maximum of four-stories and 48 feet tall for these properties.

1.03 On October 10, 2012, the Planning Commission recommended approval of the Guide Plan Amendment. Vote: 9 Ayes and 0 Nays.

Section 2. FINDINGS

2.01 Approval is subject to the following findings:

1. The proposed height is consistent with adjacent buildings to the south and east. To the south, the Point of France building is 13 stories and 123 feet tall. To the east, Fairview Southdale Hospital is 8 stories and 124 feet tall, and Southdale Medical Center is 6 stories and 92 feet tall.

2. The building includes a podium height of two-stories along the street, which would give pedestrians on the sidewalk in front, a feeling that the building is not as tall.

3. The proposed plan would meet the density requirement of a 1.0 floor area ratio.

Section 3. APPROVAL

NOW THEREFORE, it is hereby resolved that the City Council of the City of Edina, approves the guide plan amendment for the following described property:

All of Lot 4 and the Easterly 56.44 feet of Lot 3, Block 2 Southdale Office Park Second Addition, Hennepin County, Minnesota.

And

Lot 3, Block 2, except the Easterly 58.44 feet thereof, Southdale Office Park Second Addition, Hennepin County Minnesota.

Approval is subject to the following condition:

1. Final Rezoning to PUD and Final Development Plan approval for a medical building.

ATTEST:_____ _____
Debra A. Mangen, City Clerk 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 November 5, 2012, and as recorded in the Minutes of said Regular Meeting.

WITNESS my hand and seal of said City this ____ day of _____, 2012.

_____
City Clerk

Oct 10, 2012
P.C. Minutes

Planner Presentation

Planner Teague reported that Mount Properties is proposing to tear down the existing office buildings at 4005 West 65th Street and 6500 France Avenue to build a new five-story, 62-foot tall, 102,478 square foot medical office/retail building with an attached 4-5 level parking ramp.

Teague reminded the Planning Commission they previously considered redevelopment of this site for a two phase, 4-6 story building. That proposal was to be denied by the City Council. 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.

Teague explained the revised plan now proposes a one phase five-story building with the mechanical equipment to be located inside the building and on the ground along the south lot line. 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 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 outlined the differences between proposals as following:

- Five-story building with no roof top mechanical equipment, 62 feet tall. The result of no rooftop equipment is to locate the mechanical equipment (chiller) setback six feet from the south lot line.
- Attached parking ramp. (Previous ramp was detached.)
- Five-level parking ramp. (Previous ramp was four-levels.)
- Proposed building has a rounded grand building entry appearance at 65th & France. (Previous building had a traditional sharp building corner at 65th and France.)
- Green roof on top of the building. (Previous plan had a green roof only on the two building podiums.)

Continuing, Teague said the first floor of the new building would contain 7,000 square feet of medical/retail space that may include a coffee shop. The next remaining 95,478 square feet would contain medical office use. In order to obtain the above-mentioned approvals, the applicant must go through a two-step process.

The first step in the process is to obtain the following approvals:

1. A Comprehensive Plan Amendment to allow a building height of five stories and 62 feet on this site. The Comprehensive Plan requires a maximum height of four stories or 48 feet; (This requires a four-fifths vote of the City Council for approval.)
2. Preliminary Rezoning from POD-1, Planned Office District to PUD, Planned Unit Development; and
3. Preliminary Development Plan.

If the Comprehensive Plan Amendment, Preliminary Rezoning and Preliminary Development Plan are approved by the City Council, the following is required for the second step:

1. Final Development Plan and Final Rezoning to PUD.
2. Zoning Ordinance Amendment establishing the PUD.

Yes. Staff believes the proposed height increase is reasonable for the site for the following reasons:

1. The proposed height is consistent with adjacent buildings to the south and east. To the south, the Point of France building is 13 stories and 123 feet tall. To the east, Fairview Southdale Hospital is eight stories and 124 feet tall, and Southdale Medical Center is six stories and 92 feet tall. Therefore, the proposed five-story, 62-foot tall building would be in character with the adjacent buildings.
2. The building includes a podium height of two stories along the street, which would give pedestrians on the sidewalks in front a feeling that the building is not as tall. Comprehensive Plan Contemplates allowing a maximum of four stories with a podium height of two stories at the street
3. The proposed plan would meet the density requirement of a 1.0 floor area ratio in the RMD, Regional Medical District.

- **Is the proposed rezoning to PUD appropriate for the site?**

Yes. Staff believes the proposal to rezone the site to PUD is reasonable for the site for the following reasons:

1. The proposed uses would fit in to the neighborhood. As mentioned, this site is guided in the Comprehensive Plan for "Regional Medical," which allows medical uses, and limited retail. Through the PUD rezoning, the City has the ability to specifically limit the uses on the site to be consistent with limited retail uses per the PCD-1 Zoning District to ensure that the uses can be supported by the parking provided.
2. The proposal would create a more efficient and creative use of the property. The building would be pulled up close to the street with a podium height of two-stories, with sidewalks in front, and separated from the street by green space to promote a more walkable environment. Parking would be located in back. Landscaping and patios are also proposed in front, with store fronts opening toward France Avenue. The applicant is also proposing to utilize sustainable design principals, including a green roof
3. A floor area ratio of 1.0 or 100% would be consistent with the buildings and floor area ratios on the west side of France on 65th Street.

4. The existing roadways would support the project. WSB conducted a traffic impact study based on the proposed development, and concluded that the traffic generated from the project would not impact the adjacent driveways or intersections. No additional improvements other than those shown on the site plan would be required to accommodate the site redevelopment.
5. Ensure that the building proposed would be the only building built on the site, unless an amendment to the PUD is approved by City Council.
6. The proposed project would meet the following goals and policies of the Comprehensive Plan:

    a. 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.
        - Encourage or require placement of surface parking to the rear or side of buildings, rather than between buildings and the street.

Approval is also subject to the following findings:

1. The proposed height is consistent with adjacent buildings to the south and east. To the south, the Point of France building is 13 stories and 123 feet tall. To the east, Fairview Southdale Hospital is eight stories and 124 feet tall, and Southdale Medical Center is six stories and 92 feet tall.
2. The building includes a podium height of two stories along the street, which would give pedestrians on the sidewalk in front, a feeling that the building is not as tall.
3. The proposed plan would meet the density requirement of a 1.0 floor area ratio.

Recommend that the City Council approve the Preliminary Rezoning from POD-1, Planned Office District to PUD, Planned unit development, and the Preliminary Development Plan.

Preliminary Rezoning to Planned Unit Development & Preliminary Development Plan
Preliminary Rezoning and Preliminary Development Plan approval is based on the following findings:

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

2. The site layout would be an improvement over a site layout required by standard zoning; the building is brought up to the street, provides podium height, and front door entries toward the street, includes sidewalks to encourage a more pedestrian friendly environment along the street.
3. The design of the building is of a high quality brick, glass and concrete. A five story building would be generally consistent with the four story buildings on West 65th Street.
4. Traffic would be improved in the area by eliminating the right-in and out access on France Avenue.
5. Based on the traffic study done by WSB, the existing roadways can support the proposed development.
6. The proposed project would meet the following goals and policies of the Comprehensive Plan:

   a. 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.
      - Encourage or require placement of surface parking to the rear or side of buildings, rather than between buildings and the street.

   b. 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.
      - Provide pedestrian amenities, such as wide sidewalks, street trees, pedestrian-scale lighting, and street furnishings (benches, trash receptacles, etc.)

   c. Encourage infill/redevelopment opportunities that optimize use of city infrastructure and that complement area, neighborhood, and/or corridor context and character.

Preliminary approval is subject to the following conditions:

DRAFT

1. The Final Development Plan must be generally consistent with approved Preliminary Development Plans dated September 10, 2012.
2. A noise study must be done to demonstrate that the proposed mechanical equipment meets all noise regulations.
3. Sustainable design. The design and construction of the entire project must be done with the Sustainable Initiatives as outlined in the applicant's narrative within the Planning Commission staff report.
4. All buildings must be built with sprinkler systems, subject to review and approval of the fire marshal.
5. The mechanical equipment/chiller must be relocated to meet the required 20-foot side yard setback or screened so not to be visible from all lot lines.
6. Compliance with all of the conditions outlined in the director of engineering's memo dated October 4, 2012.
7. As part of a Developers Agreement the property owner would be required to participate in appropriate cost sharing for signal improvements at 65th Street and France Avenue.
8. Adoption and compliance with a PUD Ordinance for the site.
9. As part of any final approval, the applicant must enter into a Proof-of-Parking Agreement to add more parking if needed.

Appearing for the Applicant

Stephen Michals, Mount Properties, Ed Farr, Edward Farr Architects

Discussion

Chair Grabiel asked if the proposed building is acceptable to the Transportation Committee and their vision for France Avenue. Planner Teague responded in the affirmative.

Applicant Presentation

Mr. Michals addressed the Commission and stated the building as proposed creates new jobs and adds to Edina's tax base, adding that the building also offers enhanced environmental benefits. Michals introduced Ed Farr to speak to the building revisions.

Ed Farr noted a change in chiller location, adding the chiller would now be located on the south side of the building. Farr explained that the chiller would be heavily screened and a gazebo has been introduced next to the pond with a path to the gazebo per Council.

Discussion

Commissioner Scherer noted the change asked if the 4th level of the ramp was enclosed. Continuing, Scherer asked about lighting from the ramp, roof and "crown". Mr. Farr said the 4th ramp level is open and the lighting on the top roof deck (including "crown") would be on timers.

Commissioner Forrest told the applicant it is important that the chiller be adequately screened and that every effort is made to minimize noise spillover from the chiller. Forrest acknowledged there is noise from other chillers; however, she pointed out this chiller now faces a residential neighborhood. Farr agreed and said he believes the landscaping proposed to screen the chiller will help buffer the noise and that they will implement everything possible to reduce ambient noise. Forrest asked if a noise study was done. Farr responded that a noise study was not done.

Commissioner Potts commented that in general he likes the revised plan. Potts asked if there is space to expand the bike area if the need arises. Farr responded that there is room to increase bike storage

Public Comment

John Windhorst. 6566 France Avenue (Point of France) addressed the Commission and told them that in general he was very pleased with the evolution of the building. Windhorst said the change in chiller location is new so the association has been unable to discuss it. He added he has aesthetic and acoustic concerns about the new location for the chiller and added other locations for the chiller should be reviewed.

Mary Kramer, 6566 France Avenue (Point of France), commented that she doesn't think the "revision" is significantly superior to the last submittal. Kramer said she still has concerns with traffic, "crown" height and chiller location. Kramer also noted there could also be an issue with vehicle head lights and noise from the ramp. Concluding, Kramer wondered if there really is a need for bicycle storage.

Peter Pustorino, 4005 65th Street West (property owner), told the Commission that in his opinion it would be wise to listen to the traffic consultant and his findings on traffic volumes, circulation and the impact of this development. Pustorino noted he has worked in the subject building for 32 years and understands that change is hard. Concluding, Pustorino said in his opinion this development is an excellent opportunity for not only the City but its residents.

Chair Grabiel asked if anyone else would like to speak to the proposal being none; Commissioner Carpenter moved to close the public hearing. Commissioner Potts seconded the motion. All voted aye; motion carried.

Chuck Rickart gave a brief overview of his traffic analysis.

Discussion

Chair Grabiel noted that one of the concerns expressed by Point of France residents was the height of the "crown". Grabiel asked the height of the crown. Mr. Farr said the crown is approximately 6-feet high. The top of the building is 62-feet high. Farr also noted the light in the "crown" is on a timer. Grabiel asked about ramp lighting and head light "spill". Farr responded the ramp levels will be louvered and as previously mentioned all "roof" lighting will be on timers. Continuing, Grabiel asked Farr to comment on the need for bike storage. Farr explained that the applicant; like the City supports alternative transportation methods and has implemented in the design bike storage areas.

Commissioner Scherer asked if the louvers would be installed on all sides of the ramp. Farr responded that the intent is to only have louvers on the south side of the ramp.

Commissioner Carpenter said it was previously suggested that the chiller be moved; possibly to the ramp and asked if that is a viable option. Farr responded he wasn't sure. He explained that the chiller needs air flow and with regard to noise it was thought that locating the chiller on the ground with added landscaping around it would minimize noise emitted from the chiller.

Commissioner Fischer asked if the exterior materials presented on the sample board remain the same. Farr responded in the affirmative.

Motion

Commissioner Staunton moved to recommend amending the Comprehensive Plan, based on staff findings and subject to staff conditions. Commissioner Forrest seconded the motion. All voted aye; motion carried.

Commissioner Staunton moved to recommend Preliminary Rezoning from POD-1, Planned Office District to PUD, Planned Unit Development based on staff findings and subject to staff conditions. Commissioner Scherer seconded the motion. All voted aye; motion carried 9-0.

VII. REPORTS

No reports

VIII. CORRESPONDENCE AND PETITIONS

PLANNING COMMISSION STAFF REPORT

Originator	Meeting Date	Agenda #
Cary Teague **Community Development Director**	**October 10, 2012**	**VI.B**

INFORMATION/BACKGROUND

Project Description

Mount Properties is proposing to tear down the existing office buildings at 4005 West 65th Street and 6500 France Avenue to build a new five-story, 62-foot tall, 102,478 square foot medical office/retail building with an attached 4-5 level parking ramp. (See site location, applicant narrative and plans on pages A1–A73.)

The Planning Commission previously considered redevelopment of this site for a two phase, 4-6 story building. That proposal was to be denied by the City Council. (See attached City Council minutes on pages A111–A112.) 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 now proposes a one phase five-story building with the mechanical equipment to be located inside the building and on the ground along the south lot line. 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 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-story building with no roof top mechanical equipment, 62 feet tall. (Previous building was six stories and measured 88 feet to the top of the mechanical equipment.) The result of no rooftop equipment is to locate the mechanical equipment (chiller) setback six feet from the south lot line. (See pages A47 and A33.)

- Attached parking ramp. (Previous ramp was detached.)

- Five-level parking ramp. (Previous ramp was four-levels.)

- Proposed building has a rounded grand building entry appearance at 65th & France. (Previous building had a traditional sharp building corner at 65th and France.)

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

The first floor of the new building would contain 7,000 square feet of medical/retail space that may include a coffee shop. The next remaining 95,478 square feet would contain medical office use.

In order to obtain the above-mentioned approvals, the applicant must go through a two-step process.

The first step in the process is to obtain the following approvals:

1. A Comprehensive Plan Amendment to allow a building height of five stories and 62 feet on this site. The Comprehensive Plan requires a maximum height of four stories or 48 feet; (This requires a four-fifths vote of the City Council for approval.)

2. Preliminary Rezoning from POD-1, Planned Office District to PUD, Planned Unit Development; and

3. Preliminary Development Plan.

If the Comprehensive Plan Amendment, Preliminary Rezoning and Preliminary Development Plan are approved by the City Council, the following is required for the second step:

1. Final Development Plan and Final Rezoning to PUD.

2. Zoning Ordinance Amendment establishing the PUD.

Surrounding Land Uses

Northerly:	Fairview Hospital parking ramp; zoned APD, Automobile Parking District
Easterly:	Fairview Hospital; zoned and guided Regional Medical District.
Southerly:	Point of France condos; Zoned PRD-4, Planned Residential District & High Density Residential
Westerly:	Cornelia Place Apartments; zoned PRD-4, High Density Residential; and guided High Density Residential

Existing Site Features

The subject property is 2.34 acres in size, is relatively flat and contains two office buildings. (See pages A1–A3.)

Planning

Guide Plan designation:	Regional Medical. (See pages A5–A14.)
Zoning:	POD-1, Planned Office District. (See page A4.)

Comprehensive Guide Plan

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 A7.) 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 Council did not require a small area plan as part of the recent request for development of the six-story building on this site.

The site is guided in the Comprehensive Plan for "Regional Medical – RM." (See pages A5–A6.) Therefore, the proposed use would be consistent with the existing Comprehensive Plan designation.

The Comprehensive Plan requires a maximum height of four stories and 48 feet tall, with a podium height of two stories. (See page A14.) As mentioned, the applicant is requesting a Comprehensive Plan Amendment to allow a five-story 62-foot tall building on the site.

Rezoning to PUD

The applicant is requesting a rezoning of this site from Planned Office District-1, (POD-1) to Planned Unit Development (PUD). The Planned Office District allows for medical office buildings up to a floor area ratio of .5 (50%). Under current zoning a 51,482 square foot office building would be permitted. The proposed 102,478 square foot building would have a floor area ratio of 1.0.

The site is currently guided for Regional Medical use; therefore, the proposed use is consistent with the Comprehensive Plan. The Regional Medical Zoning District allows a floor area ratio of 1.0 (100%).

Within a PUD District, 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 of the PUD.

The table on the following page demonstrates a comparison of the base zoning compared to the proposed.

Compliance Table

	City Standard (PCD-1)	Proposed
Building Setbacks Front – France Avenue Front – 65th Street Side – West Rear – South **Parking Structure Setbacks** Front – France Avenue Front – North Side – West Rear – South **Chiller Setback**	 62 feet 62 feet 62 feet 62 feet 52 feet 52 feet 58 feet 58 feet 20 feet	 ***25 & 35 feet**** ***25 & 35 feet**** 100+ feet ***30 feet**** 80+ feet ***25 feet**** ***15 feet**** ***20 feet**** ***6 feet****
Building Height Parking Ramp Height	Four Stories or 48 feet whichever is less 48 feet	***Five Stories & 62 feet**** 4-5 levels & 40-***52**** ***north side*** 4-5 levels & 46-***58 feet**** ***south side***
Building Coverage	30%	***59%****
Maximum Floor Area Ratio (FAR)	50%	***100%****
Parking Stalls	548 – Based on 95,478 s.f. medical (27 doctors) and 7,000 s.f. general retail	***423**** proof of parking to 548
Parking Stall Size	8.5' x 18'	8.5 x 18'
Drive Aisle Width	24 feet	24 feet

Would require Variances if no PUD

As a comparison, the following variances were required for Twin City Orthopedic:

1. Front building setback variance from 74 feet to 52 feet. (A 22-foot variance.)
2. Rear building setback variance from 74 feet to 20 feet. (A 54-foot variance.)
3. Side building setback variance from 74 feet to 20 feet. (A 54-foot variance.)
4. Front parking structure setback variance from 67 feet to 18 feet. (A 49-foot variance.)
5. Rear parking structure setback variance from 67 feet to 20 feet. (A 47-foot variance.)
6. Side parking structure setback variance from 57 feet to 10 feet. (A 47-foot variance.)
7. A side yard drive-aisle setback variance from 10 feet to 3 feet. (A 6.7-foot variance.)
8. Minimum tract area variance from 10 acres to 2 acres. (An 8 acre variance.)
9. A parking stall variance from 393 stalls to 373 stalls. (A 20-stall variance.)

(The FAR for Twin City Orthopedic was .85 or 85%)
(The FAR for the Fairview Hospital Campus is 1.16 116%)

Rezoning to 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.**

The applicant is proposing a development that would be consistent with the Comprehensive Plan. The Plan guides this site as Regional Medical; therefore, the proposed medical office with complementary retail uses would be consistent with the Comprehensive Plan. The proposal would create a more efficient and creative use of the property. The building would be pulled up close to the street, with sidewalks in front, and separated from the street by green space to promote a more walkable environment. Parking would be located in back in the ramp. Landscaping and patios are also proposed in front, with store fronts opening toward France Avenue. The applicant is also proposing to utilize sustainable design principals. Green building practices are suggested, and green roofs are proposed. (See pages A24–A26, of the applicant's narrative that explains how this project meets the above purpose and intent of the PUD Ordinance.)

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.***

This site would be envisioned to allow uses permitted within the Regional Medical District, as this site is guided Regional Medical in the Comprehensive Plan. The Zoning Ordinance amendment on pages A102–A110 lists the uses that would be allowed on this site. WSB and Associates did a parking analysis that determined that the proposed parking would support the uses proposed. (See pages A74–A101.)

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;***

The site is guided in the Comprehensive Plan for "Regional Medical," which allows medical offices as a permitted use. The current site is

zoned POD-1, and guided for Regional Medical. Within the Regional Medical District, 10% of an office building may contain retail uses allowed in the PCD-1 and PCD-2 Zoning District, as long as the primary function of the uses is to serve the office users. The proposed uses would be consistent with that standard. (See pages A107–A110 for a list of uses allowed within the PCD-1 and PCD-2 Districts.)

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;

As mentioned above, the proposed uses would be medical office and limited retail, consistent with 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

The proposed building density would have an FAR of 1.0 or 100%. The Floor Area Ratio contemplated in the Comprehensive Plan and Zoning Ordinance is 1.0 or 100%.

As a comparison, the TCO building has an FAR of 8.5 or 85%, and the Fairview Hospital campus has an FAR of 1.16 or 116%.

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

The proposed project does not closely relate to the conventional zoning district. Ten (10) variances would be required and a Comprehensive Plan Amendment necessary to accommodate the proposal. However, the request is similar to the request made by Twin City Orthopedic, and FAR now complies with the contemplated land use designation of Regional Medical in the Comprehensive Plan.

Site Access

The primary access to the site would remain off of 65th Street West. There would be a right-out only onto France. (See page A33.)

Parking & Traffic

Per Section 850.08 Subd. 1, the following are the parking requirements: One space per 200 square feet for medical office and 1 space per doctor. The retail requirement is 8 spaces for the first 1,000 square feet and six spaces for each additional 1,000 square feet. The medical office would be 95,478 square feet, and would have 27 doctors (1 doctor for each 3,500 square feet of medical office.); the retail space would be 7,000 square feet. Based on the above, 548 parking stalls are required. The applicant is proposing 548 spaces with proof-of-parking. A parking study was done by WSB which concludes that the proposed parking would support the uses. (See pages A73a–A73c.) Should parking ever become a problem, the City of Edina could require the proof-of-parking stalls to be built.

A traffic study was also done by WSB, which concludes that the existing roadways support the proposed uses. (See traffic study on pages A73a–A101.) However, as was conditioned in the approvals for Twin City Orthopedic, should signal improvements be deemed necessary at 65th Street and France Avenue, the property owner would be required to participate in appropriate cost sharing for signal improvements. This would be a requirement in the Developer's Agreement.

Landscaping

Based on the perimeter of the site, 34 overstory trees and a full complement of understory trees and shrubs are required. The applicant is proposing to plant 58 overstory trees around the perimeter of the site & 250+ understory trees and shrubs. (See landscape plan on page A65.) Final landscape plans shall be reviewed more closely during the review of the Final Development Plan.

Grading & Utilities

The city engineer has reviewed the plans and found them generally acceptable and offered comments. (See page A113.)

A more detailed review would be done as part of the Final Development Plan and Final Rezoning.

Noise Study

During the Sketch Plan review, the Planning Commission requested information regarding noise. A noise study was done by Kvernstoen, Ronnholm and Associates, which concludes that the noise generated by the rooftop mechanical equipment will not add to the noise levels currently on the site. (See pages A27–A29.) With the proposed location of the chiller now being on the ground, this study should be updated as part of the final development plan review, if the

Comprehensive Plan Amendment and Preliminary Rezoning and Plans are approved by the City Council.

Signage

Signage would be allowed per the requirements of the Regional Medical District within the Zoning Ordinance Amendment for the PUD. (See draft on pages A102–A104.)

PRIMARY ISSUES/STAFF RECOMMENDATION

Primary Issues

- **Is the proposed Comprehensive Plan Amendment to allow greater height reasonable for this site?**

Yes. Staff believes the proposed height increase is reasonable for the site for the following reasons:

1. The proposed height is consistent with adjacent buildings to the south and east. To the south, the Point of France building is 13 stories and 123 feet tall. To the east, Fairview Southdale Hospital is eight stories and 124 feet tall, and Southdale Medical Center is six stories and 92 feet tall. Therefore, the proposed five-story, 62-foot tall building would be in character with the adjacent buildings.

2. The building includes a podium height of two stories along the street, which would give pedestrians on the sidewalks in front a feeling that the building is not as tall. (See page A46.) Comprehensive Plan Contemplates allowing a maximum of four stories with a podium height of two stories at the street. (See graphic on page A14.)

3. The proposed plan would meet the density requirement of a 1.0 floor area ratio in the RMD, Regional Medical District.

- **Is the proposed rezoning to PUD appropriate for the site?**

Yes. Staff believes the proposal to rezone the site to PUD is reasonable for the site for the following reasons:

1. The proposed uses would fit in to the neighborhood. As mentioned, this site is guided in the Comprehensive Plan for "Regional Medical," which allows medical uses, and limited retail. Through the PUD rezoning, the City has the ability to specifically limit the uses on the site to be consistent with limited

retail uses per the PCD-1 Zoning District to ensure that the uses can be supported by the parking provided.

2. The proposal would create a more efficient and creative use of the property. The building would be pulled up close to the street with a podium height of two-stories, with sidewalks in front, and separated from the street by green space to promote a more walkable environment. Parking would be located in back. Landscaping and patios are also proposed in front, with store fronts opening toward France Avenue. The applicant is also proposing to utilize sustainable design principals, including a green roof. (See pages A24–A26, of the applicant's narrative that explains how this project meets the above purpose and intent of the PUD Ordinance.)

3. A floor area ratio of 1.0 or 100% would be consistent with the buildings and floor area ratios on the west side of France on 65th Street.

4. The existing roadways would support the project. WSB conducted a traffic impact study based on the proposed development, and concluded that the traffic generated from the project would not impact the adjacent driveways or intersections. No additional improvements other than those shown on the site plan would be required to accommodate the site redevelopment. (See traffic study on pages A73a–A101.)

5. Ensure that the building proposed would be the only building built on the site, unless an amendment to the PUD is approved by City Council.

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

   a. 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.
      - Encourage or require placement of surface parking to the rear or side of buildings, rather than between buildings and the street.

b. 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.
- Provide pedestrian amenities, such as wide sidewalks, street trees, pedestrian-scale lighting, and street furnishings (benches, trash receptacles, etc.)

c. Encourage infill/redevelopment opportunities that optimize use of city infrastructure and that complement area, neighborhood, and/or corridor context and character.

Staff Recommendation

Comprehensive Plan Amendment
Recommend that the City Council approve the request for a Comprehensive Plan Amendment to allow a 5-story, 62-foot tall building on the site.

Approval is subject to the following findings:

1. The proposed height is consistent with adjacent buildings to the south and east. To the south, the Point of France building is 13 stories and 123 feet tall. To the east, Fairview Southdale Hospital is eight stories and 124 feet tall, and Southdale Medical Center is six stories and 92 feet tall.

2. The building includes a podium height of two stories along the street, which would give pedestrians on the sidewalk in front, a feeling that the building is not as tall.

3. The proposed plan would meet the density requirement of a 1.0 floor area ratio.

Preliminary Rezoning to Planned Unit Development & Preliminary Development Plan
Recommend that the City Council approve the Preliminary Rezoning from POD-1, Planned Office District to PUD, Planned unit development, and the Preliminary Development Plan.

Approval is based on the following findings:

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

2. The site layout would be an improvement over a site layout required by standard zoning; the building is brought up to the street, provides podium

height, and front door entries toward the street, includes sidewalks to encourage a more pedestrian friendly environment along the street.

3. The design of the building is of a high quality brick, glass and concrete. A five story building would be generally consistent with the four story buildings on West 65th Street.

4. Traffic would be improved in the area by eliminating the right-in and out access on France Avenue.

5. Based on the traffic study done by WSB, the existing roadways can support the proposed development.

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

   a. 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.
      - Encourage or require placement of surface parking to the rear or side of buildings, rather than between buildings and the street.

   b. 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.
      - Provide pedestrian amenities, such as wide sidewalks, street trees, pedestrian-scale lighting, and street furnishings (benches, trash receptacles, etc.)

   c. Encourage infill/redevelopment opportunities that optimize use of city infrastructure and that complement area, neighborhood, and/or corridor context and character.

Preliminary approval is subject to the following conditions:

1. The Final Development Plan must be generally consistent with approved Preliminary Development Plans dated September 10, 2012.

2. A noise study must be done to demonstrate that the proposed mechanical equipment meets all noise regulations.

3. Sustainable design. The design and construction of the entire project must be done with the Sustainable Initiatives as outlined in the applicant's narrative within the Planning Commission staff report.

4. All buildings must be built with sprinkler systems, subject to review and approval of the fire marshal.

5. The mechanical equipment/chiller must be relocated to meet the required 20-foot side yard setback or screened so not to be visible from all lot lines.

6. Compliance with all of the conditions outlined in the director of engineering's memo dated October 4, 2012. (Page A113.)

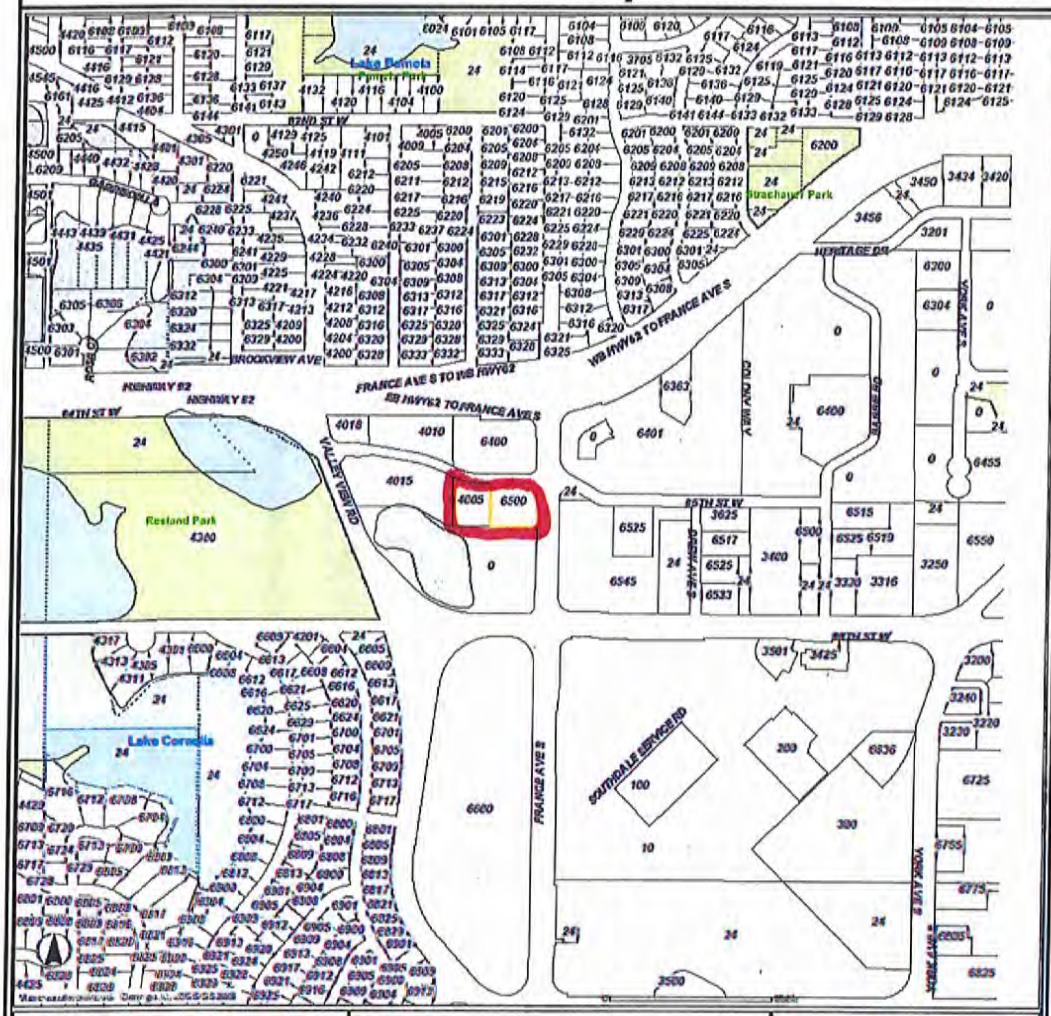
7. As part of a Developers Agreement the property owner would be required to participate in appropriate cost sharing for signal improvements at 65th Street and France Avenue.

8. Adoption and compliance with a PUD Ordinance for the site.

9. As part of any final approval, the applicant must enter into a Proof-of-Parking Agreement to add more parking if needed.

Deadline for a city decision: January 1, 2012

City of Edina



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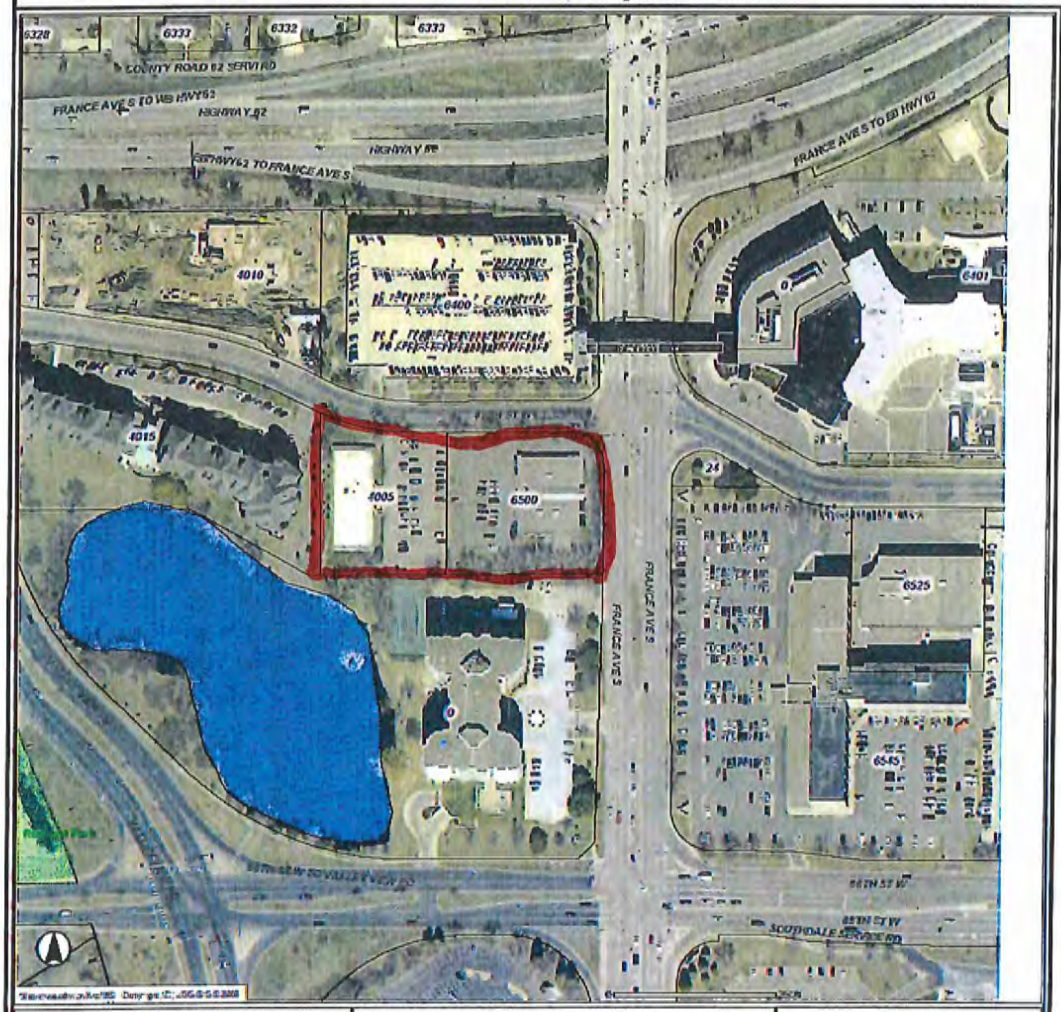
Edina, MN 55435

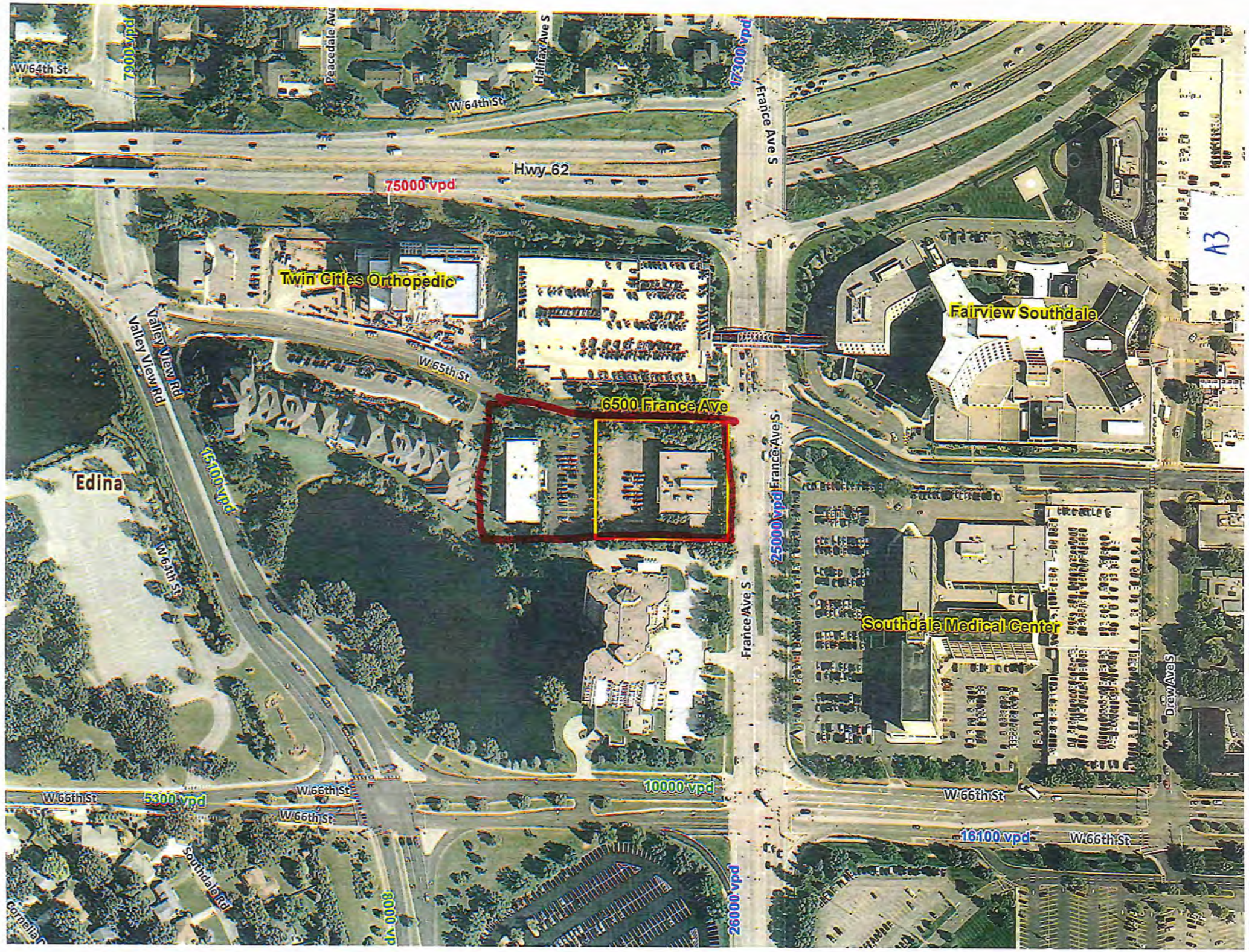
City of Edina



Legend
House Number Labels
Street Name Labels
City Limits
Creeks
Lake Names
Lakes
Parks
Parcels
2009 Aerial Photo

PID: 3002824140008

6500 France Ave S
Edina, MN 55435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Peacedale Ave
Halifax Ave S
W 64th St
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France Ave S
Hwy 62
75000 vpd
Twin Cities Orthopedic
Fairview Southdale
Valley View Rd
Valley View Rd
W 65th St
6500 France Ave
Edina
15100 vpd
W 64th St
25000 vpd
France Ave S
France Ave S
Southdale Medical Center
Drew Ave S
W 66th St
5300 vpd
W 66th St
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10000 vpd
W 66th St
16100 vpd
W 66th St
Southdale Rd
8000 vpd
26000 vpd
A3

City of Edina

Legend

House Number Labels
Street Name Labels
City Limits
Creeks
Lake Names
Lakes
Parks
Zoning

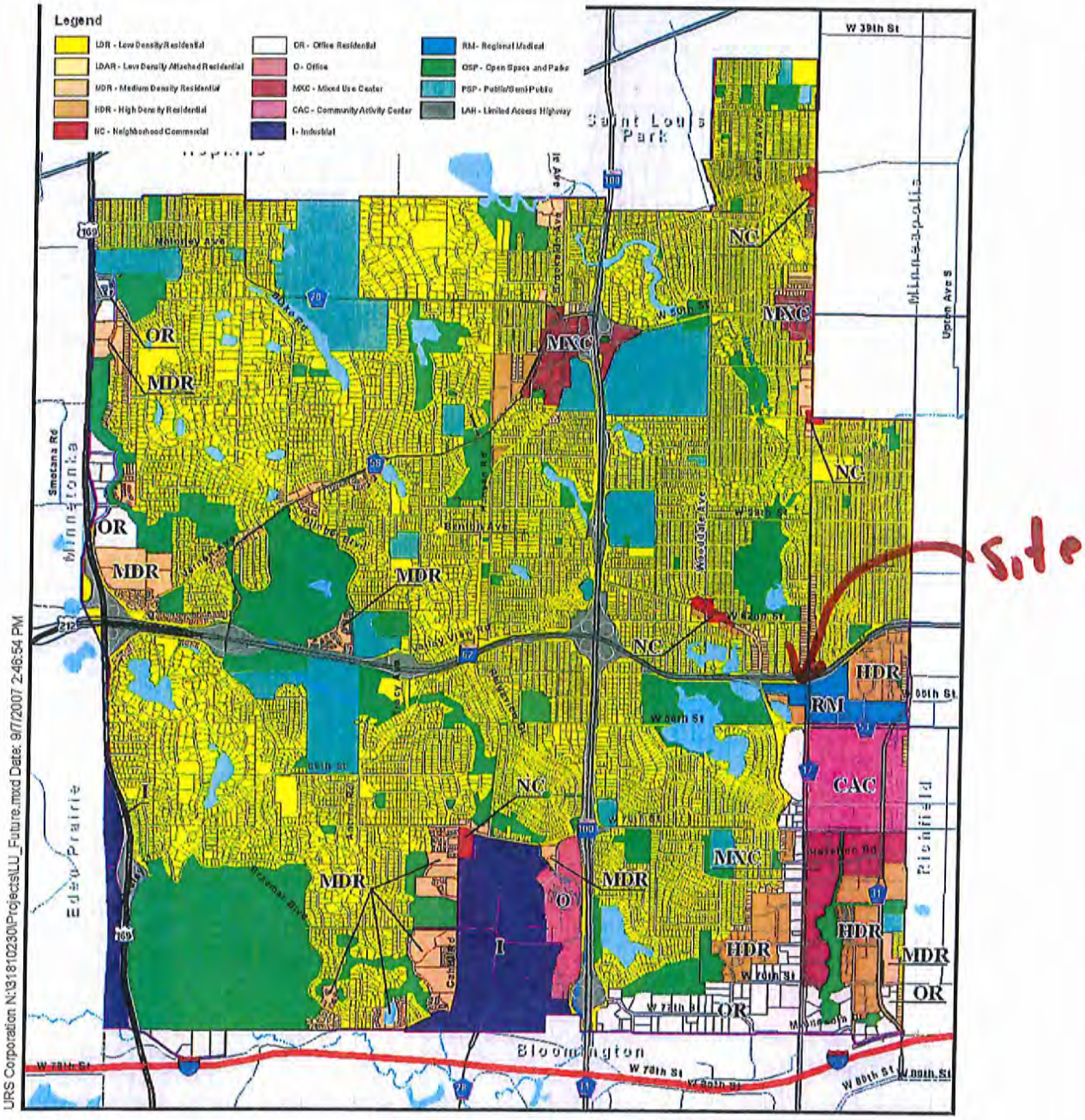
- APD (Automobile Parking District)
- MDD-4 (Mixed Development District)
- MDD-5 (Mixed Development District)
- MDD-6 (Mixed Development District)
- PCD-1 (Planned Commercial District)
- PCD-2 (Planned Commercial District)
- PCD-3 (Planned Commercial District)
- PCD-4 (Planned Commercial District)
- PID (Planned Industrial District)
- POD-1 (Planned Office District)
- POD-2 (Planned Office District)
- PRD-1 (Planned Residential District)
- PRD-2 (Planned Residential District)
- PRD-3 (Planned Residential District)
- PRD-4 (Planned Residential District)
- PRD-5 (Planned Residential District)
- PSR-4 (Planned Senior District)
- R-1 (Single Dwelling Unit)
- R-2 (Double Dwelling Unit)
- RMD (Regional Medical District)

Parcels

2009 Aerial Photo

PID: 3002824140008

6500 France Ave S
Edina, MN 55435



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City of Edina
2008 Comprehensive Plan Update

Data Source: URS

Figure 4.3

Future Land Use Plan

0 0.5 Miles

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

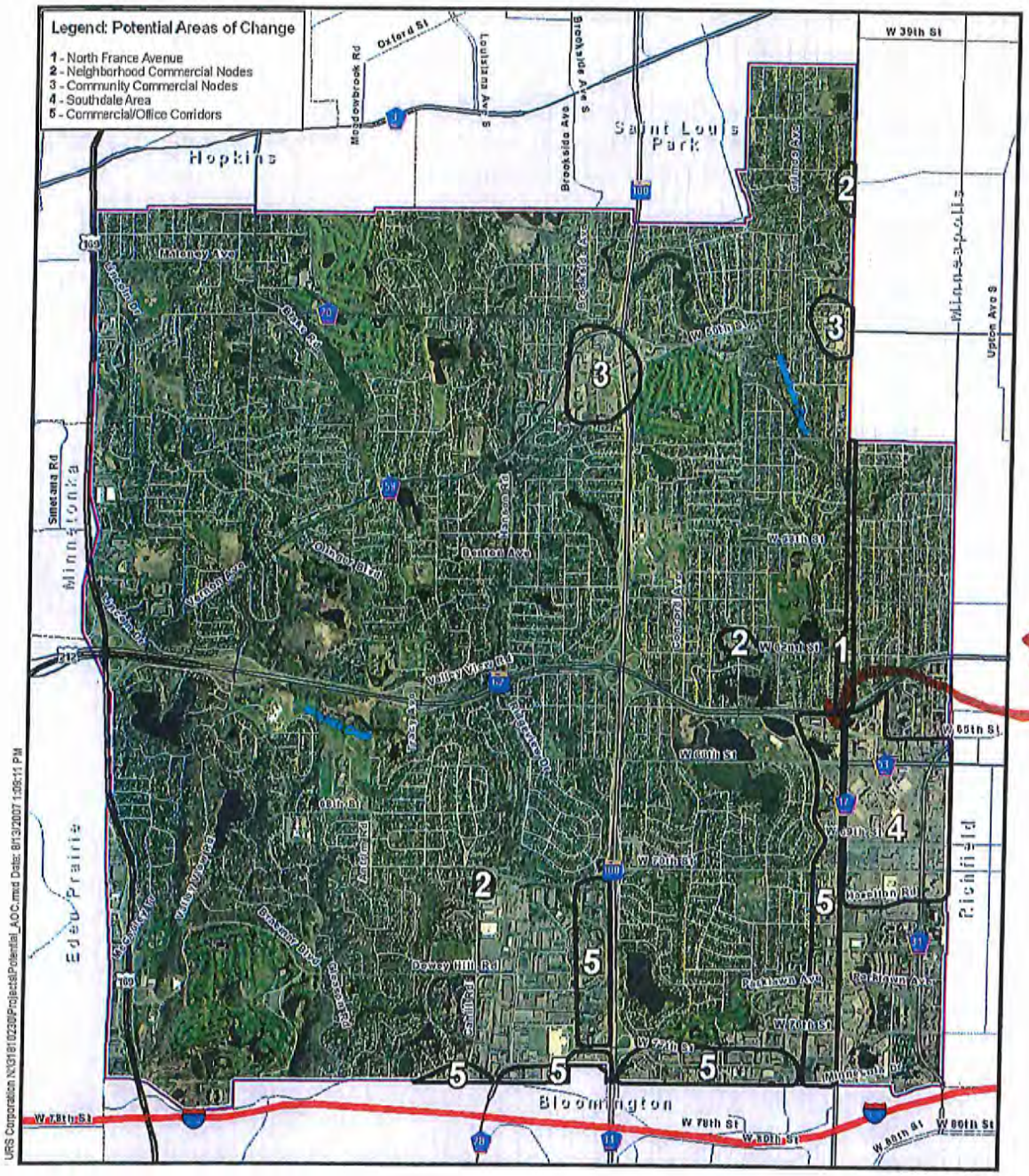

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Figure 4.4

City of Edina
2008 Comprehensive Plan Update

Conceptual Land Use Framework: Potential Areas of Change

Date of Aerial Photography: August 2006

0 0.5 Miles

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:

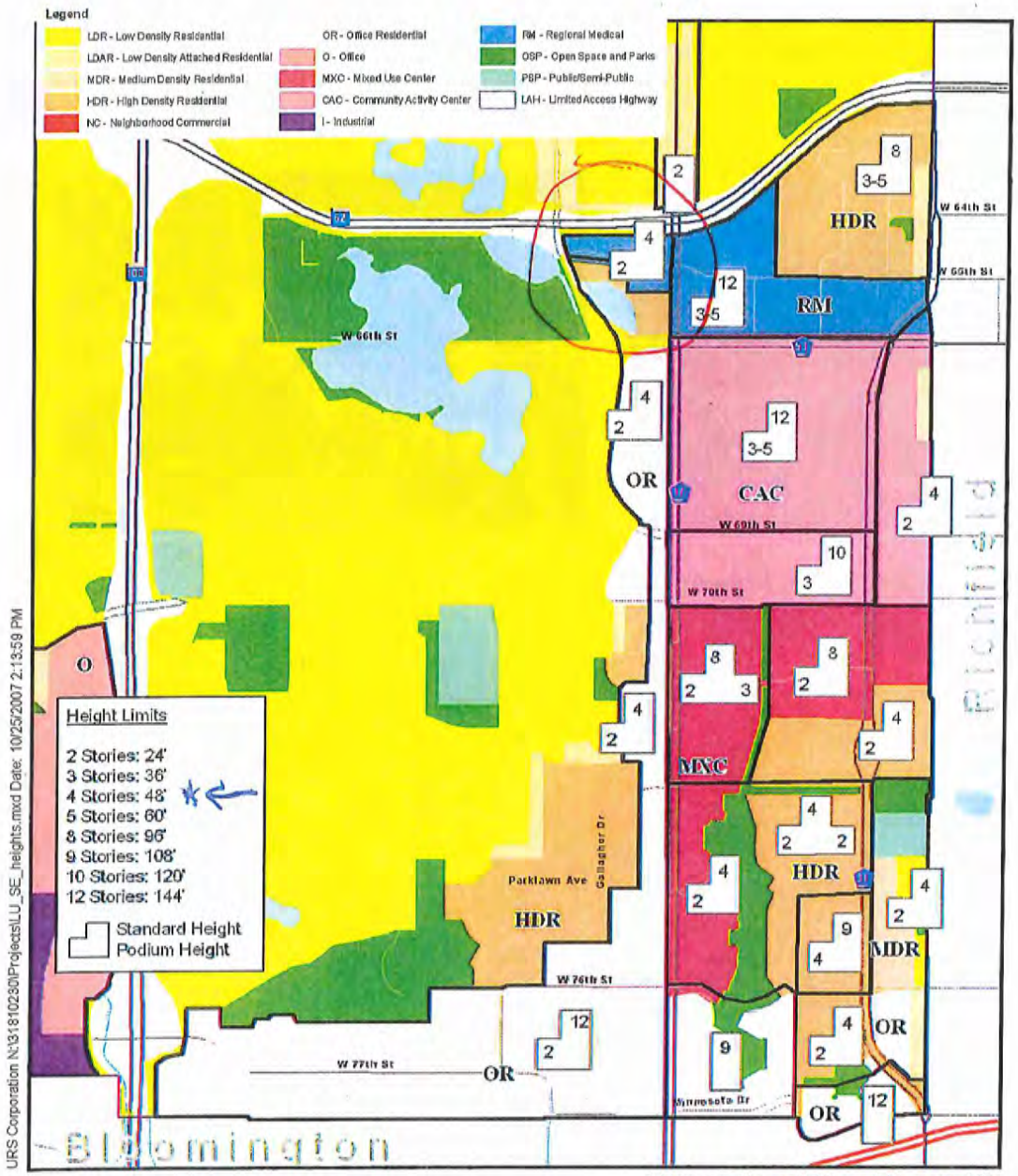
Edina already has many tall buildings, but not all of them provide the kind of transition outlined in Principle 9 above. Building height should be considered within the larger urban design context as illustrated in the photos below.

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



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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

0 0.5 Miles

View from Northwest

View from Northeast

A19

View from Southwest

View from Southeast

Existing Conditions

file

PLANNING DEPARTMENT
MAR 28 2012
CITY OF EDINA

March 28, 2012

EDWARD FARR
ARCHITECTS INC

EDINA MEDICAL PLAZA

MOUNT DEVELOPMENT CO.

APPLICANT NARRATIVE

EDINA MEDICAL PLAZA
6500 France Avenue South

PROJECT SUMMARY
September 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 and work in the community.

Architect: Edward Farr Architects, Ed Farr
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
Multi-disciplinary consulting firm focusing on transportation and land development services representing the public and private sectors.

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 - 952-941-1383.

RECEIVED
SEP 10
Staff

Site Area = 102,965 sq ft / 2.34 acres

Property Guided per Comp. Guide Plan: 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 =	423 stalls	4.13/1000 gsf
Proof of Pkg: 1 add'l level =	125 stalls	5.35/1000 gsf
Total possible parking =	548 stalls	

Building Setbacks:

	Med Office Bldg	Parking Ramp
North	25'-0"/35'-0"**	varies: 25'-0" min / 50'-0" max.
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 revised submittal reduces the height of the medical building down from 89 ft (six stories bldg plus rooftop HVAC equipment) down to 62 ft (five story building with no 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. 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 have eliminated the basement level of our parking ramp, and raised that level up above grade. The parking ramp will be constructed at four levels / 423 stalls to meet our anticipated parking demand. However, the ramp is expandable by one more level (+ 125 cars) for a total of five levels / 548 cars for proof-of-parking compliance.

Planning Concept: As per our earlier application, joining the two parcels (6500 France & 4005 W 65th 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 2nd floor to maintain a comfortably-scaled pedestrian experience. The streetscape includes 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 65th 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 65th 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 65th 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 65th 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, planting areas and bollards behind the curb.

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 trees. 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 to better complement the office façade with a compatible multi-colored architectural precast concrete façade. We are proposing to build four levels / 423 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 / 125 more cars), for a total possible parking count of 548. 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 20% 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 X 6000 GSF) =	44 Stalls
Medical Office - 95,478 GSF: 1/200 + 1/3500 (Doctors) =	504 Stalls
Total Required Parking =	**548 Stalls**

Required Parking - no Retail:

Medical Office - 102,478 GSF: 1/200 + 1/3500 (Doctors) =	542 Stalls
Total Required Parking =	**542 Stalls**

Provided Parking:

Levels 1 - 4 Ramp	423
Level 5 Ramp (proof of pkg)	125
Total Possible	**548**

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Sanitary Sewer and Watermain: The existing properties located at 4005 65th 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 lowest level of the ramp.

The existing 12" water main 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 water main completed the new loop. It is currently proposed to directional bore install the water main on the east end of the site to avoid removal of the existing trees in that location. The east to west water main will be installed via direct bury as its proposed location can be installed without removal of the existing trees along W 65th St. An 8" water service is proposed from a tee off the re-routed 12" water main 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 infiltration via perforated piping and rock bedding).
2. Water quality volume from entire site equivalent to runoff from the 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 8.5% 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 through a pretreatment device 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.

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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. We will attempt to preserve the four existing Honeylocust trees along France Avenue and eight of the boulevard Ash trees along W 65th St. 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. A trail and a gazebo will overlook the Point of France Pond to the south of the parking garage. 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 65th 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; these are on timers.

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

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 a green roof area on top of our building, which can be enjoyed by residents on the north side of Point of France.

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 is 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.

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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, with native wild flowers and sedum, 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 100 new medical staff positions in the building. In addition, there will be 40-60 construction jobs over 12 months.

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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 almost 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.

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KVERNSTOEN, RÖNNHOLM & ASSOCIATES, INC.
CONSULTANTS IN ARCHITECTURAL ACOUSTICS

27 March 2012

PLANNING DEPARTMENT
MAR 28 2012
CITY OF EDINA

Steve Michals
Mount Development Co.
10400 Viking Dr. Suite 160
Eden Prairie, MN. 55344

NOISE MONITORING REPORT: 6500 FRANCE AVENUE SOUTH

Kvernstoen, Rönnholm & Associates, Inc. was retained by Mount Development Co. to measure noise levels at the property lines at the 6500 France location, and to verify the sound levels produced by the Rooftop Units (RTU's) on the proposed new building.

To that end I traveled to the site on 3/16/2012 to perform statistical noise measurements at the locations shown on Fig. 1.

Procedure

Each measurement period was 30 minutes. The microphone was set on a tripod at the locations shown on Fig 1. The meter used was a Larson-Davis precision noise level meter (SN #150) equipped with logging functions and a wind screen for the microphone. The meter was field-calibrated directly before and after the measurements. The temperature was 79 degree F, with very light breezes from the South. Barometric pressure was 29.3 inches Hg.

Results

Measurement results are shown in Table 1 on the next page. I have included several statistical measurements in order to show the variability of the traffic noise, although the only important number is the L_{50} metric. The L_{xx} numbers

2444 BRYANT AVENUE SOUTH, SUITE 300 · MINNEAPOLIS, MN 55405
TEL 612.374.3800 · FAX 612.374.3133 · eMAIL info@kracoustics.com

refer to the percentage of time that the noise level was exceeded for that percentage of time. For example, the L_{50} of at the corner of 65th and France was 68.8 dBA, means that for 50% of the time the noise level was above 68.8 dBA.

Results are as shown below:

Loc'n	L_1	L_5	L_{10}	L_{50}	L_{90}	L_{95}	L_{99}
1.	76.0	74.1	72.9	**67.0**	58.4	57.2	55.2 dBA
2.	61.5	59.5	58.5	**55.6**	53.1	52.7	52.2
3.	76.0	74.2	73.0	**68.8**	62.7	61.5	59.5

Only the noise level at location #2 is within the MPCA rules as expressed in Minnesota Rule 7030. The rules are as follows:

Daytime (7:00 AM – 10:00 PM): 60 dBA
Nighttime (10:00 PM – 7:00 AM): 50 dBA

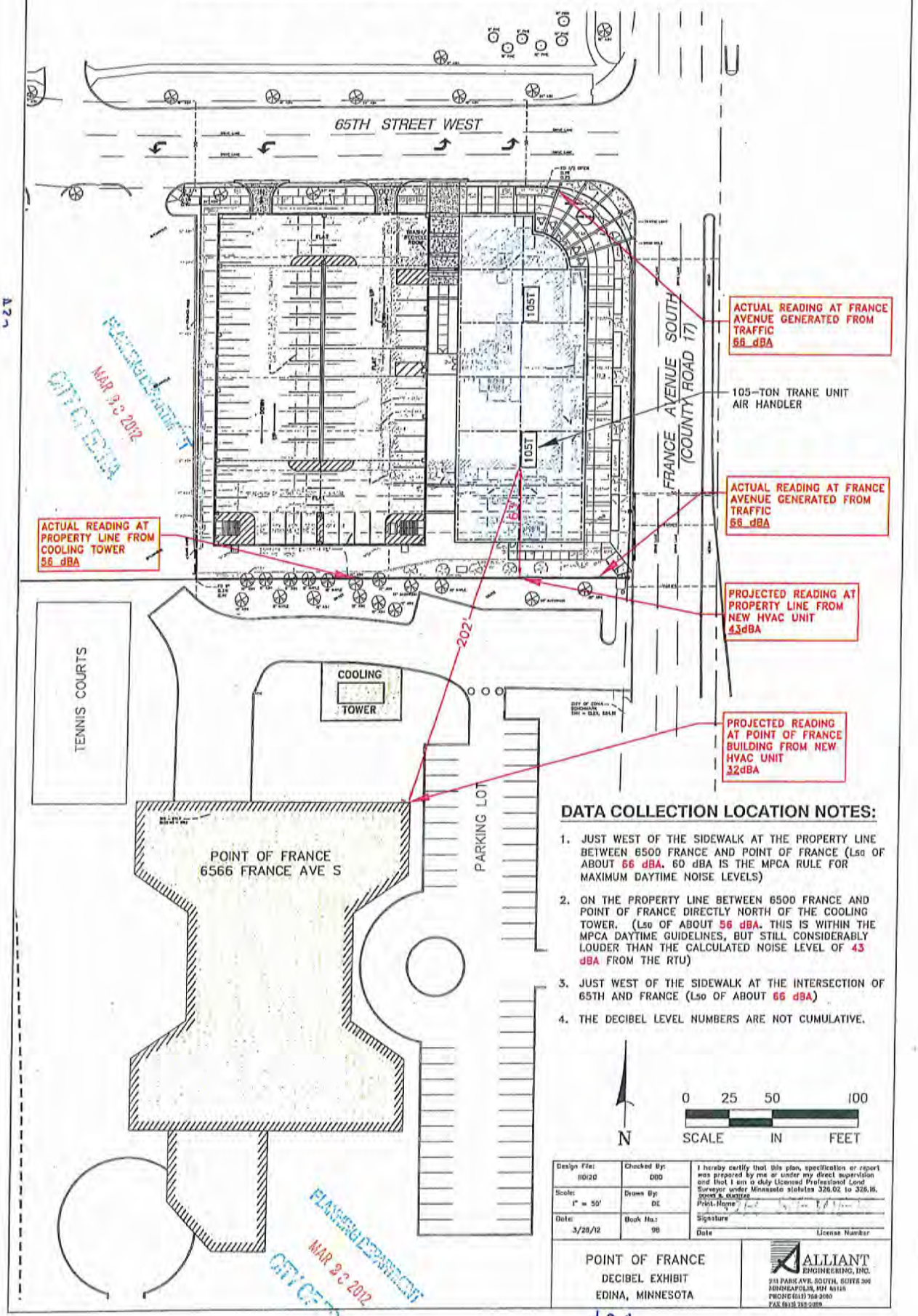
I also verified the projected sound levels at the south property line of 6500 France due to the two RTU's that will be located on the roof. This sound level is calculated directly in a horizontal line from the RTU's, or approximately 3 – 4 stories in the air. Sound levels on the ground would be somewhat lower because of shielding by the roof and parapet of the 6500 France building. My calculations of noise levels from the two RTU's corroborate those made earlier by the project mechanical engineer of 43 dBA at the closest property line to the South.

The 43 dBA sound level at the property line is well within the daytime and nighttime MPCA rules. Given that the measured L_{50} is 55.6 dBA at that location, and that the spectrum from the RTU's will be similar to that of the traffic noise, the RTU's will not add at all to the noise levels currently on the site.

Steven Kvernstoen

PLANNING DEPARTMENT
MAR 28 2012
CITY OF EDINA

DECIBEL LEVEL GRAPHIC



DATA COLLECTION LOCATION NOTES:

1. JUST WEST OF THE SIDEWALK AT THE PROPERTY LINE BETWEEN 6500 FRANCE AND POINT OF FRANCE (Lso OF ABOUT 66 dBA. 60 dBA IS THE MPCA RULE FOR MAXIMUM DAYTIME NOISE LEVELS)
2. ON THE PROPERTY LINE BETWEEN 6500 FRANCE AND POINT OF FRANCE DIRECTLY NORTH OF THE COOLING TOWER. (Lso OF ABOUT 56 dBA. THIS IS WITHIN THE MPCA DAYTIME GUIDELINES, BUT STILL CONSIDERABLY LOUDER THAN THE CALCULATED NOISE LEVEL OF 43 dBA FROM THE RTU)
3. JUST WEST OF THE SIDEWALK AT THE INTERSECTION OF 65TH AND FRANCE (Lso OF ABOUT 66 dBA)
4. THE DECIBEL LEVEL NUMBERS ARE NOT CUMULATIVE.

Design File: 10120	Checked By: DBD	I hereby certify that this plan, specification or report was prepared by me or under my direct supervision and that I am a duly Licensed Professional Land Surveyor under Minnesota statutes 326.02 to 326.15.
Scale: 1" = 50'	Drawn By: DE	Print Name
Date: 3/28/12	Book No.: 98	Signature
		Date License Number

POINT OF FRANCE
DECIBEL EXHIBIT
EDINA, MINNESOTA

ALLIANT ENGINEERING, INC.
233 PARK AVE. SOUTH, SUITE 300
MINNEAPOLIS, MN 55415
PHONE (612) 758-2080
FAX (612) 758-2089

Preliminary Development Plan, Comprehensive Guide Plan Amendment and Re-Zoning Permit Submittal

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6500 France Avenue

September 10, 2012

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EDINA MEDICAL PLAZA

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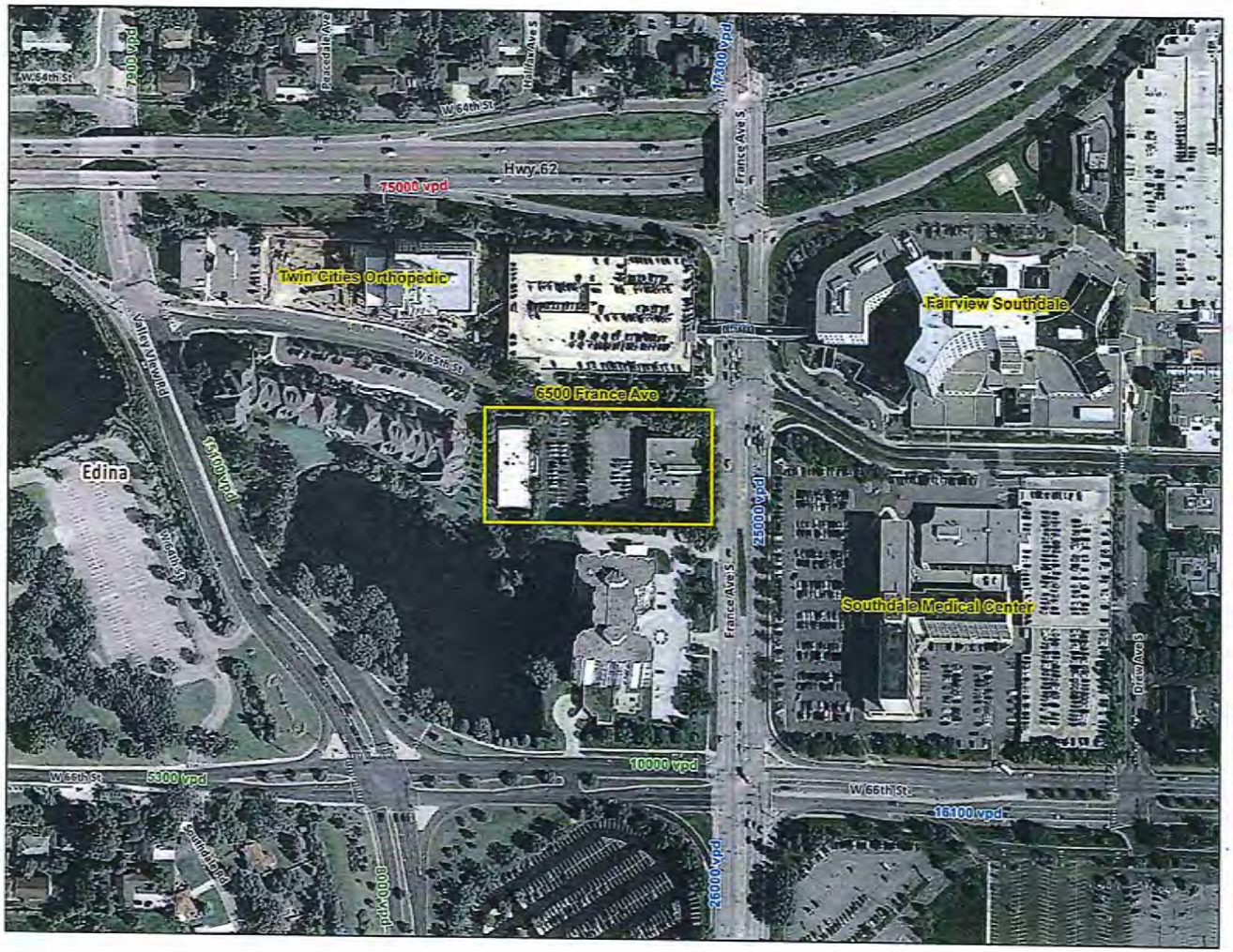
MOUNT DEVELOPMENT CO.



Regional Map

September 10, 2012

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

View from Northeast showing 6500 France Building

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

View from Southeast showing 6500 France Building

Existing Conditions

September 10, 2012

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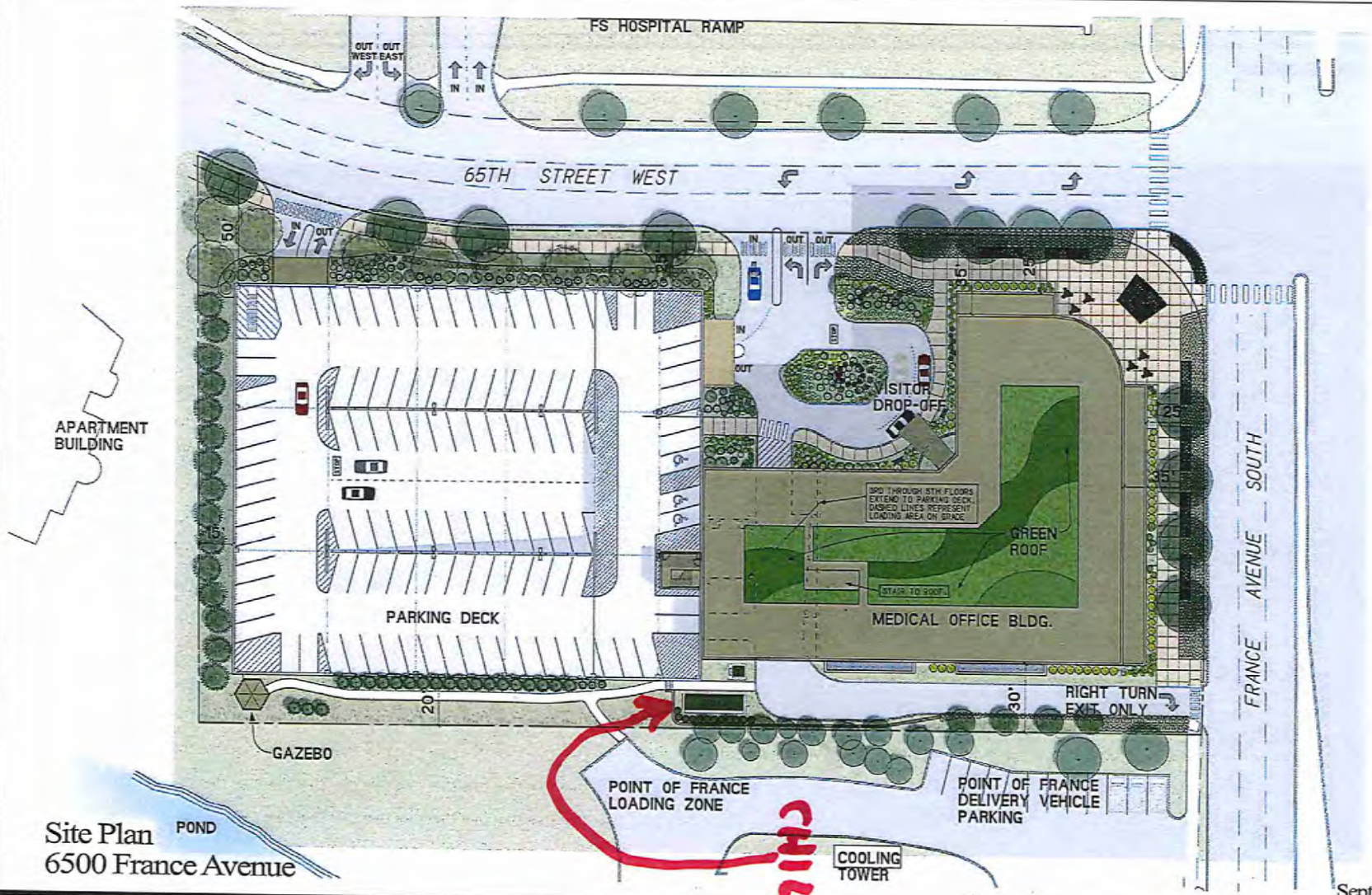

Site Plan
6500 France Avenue

September 10, 2012

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CHILLER

Main Entry

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Parking Ramp Entry

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View from Northeast Corner

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View from Southeast Corner

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View from Southwest Corner

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View from Northwest Corner

September 10, 2012

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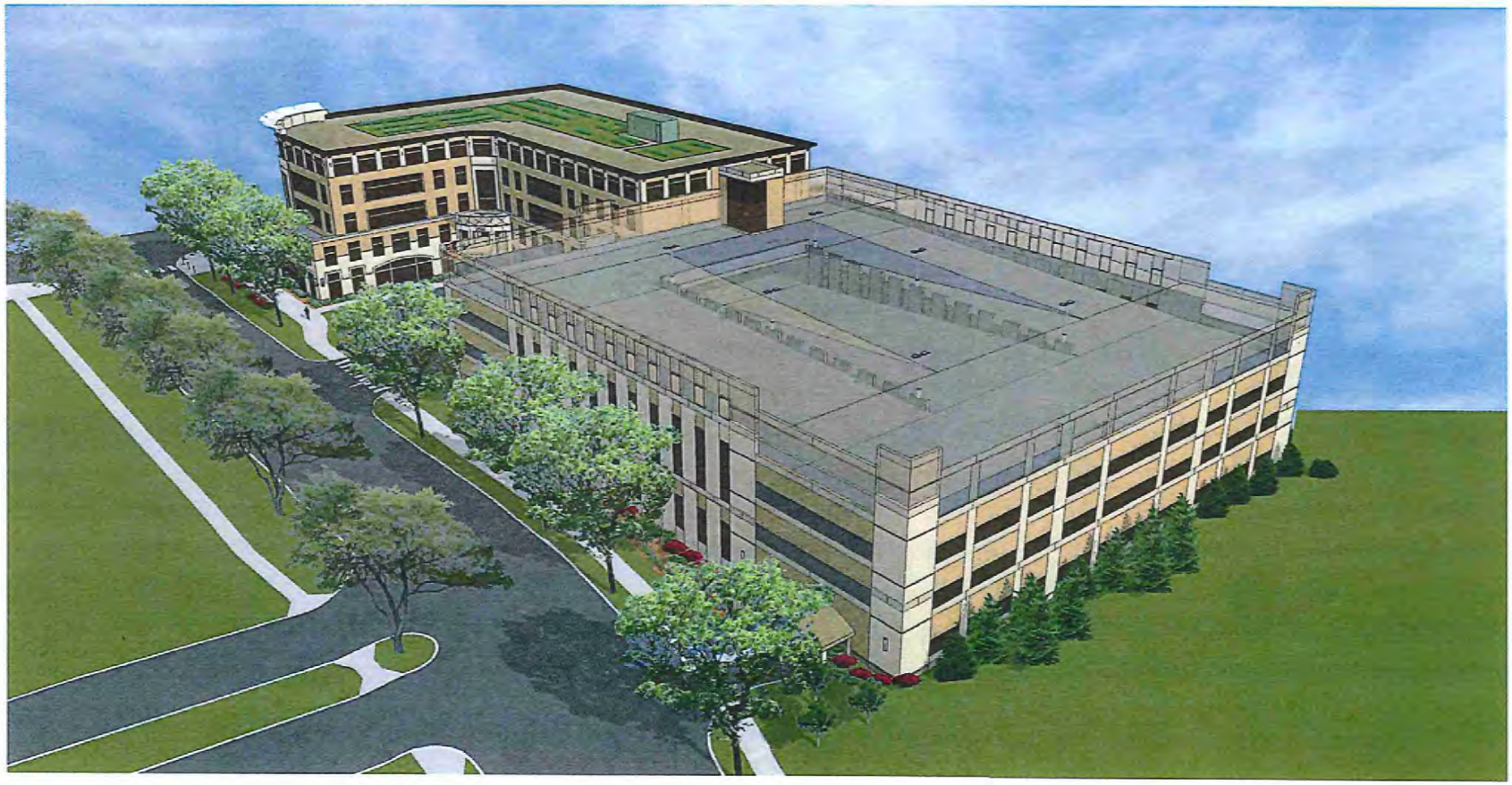

Northwest Aerial

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Northeast Aerial

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Main Entry Aerial

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1 (A5.1) NORTH ELEVATION - WITH TREES
SCALE: 1/16"=1'-0"

2 (A5.1) NORTH ELEVATION - WITHOUT TREES
SCALE: 1/16"=1'-0"

443

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

Edward A. Farr

Date _____ Reg. No. 16362

Project Manager

MATERIALS LEGEND

1 FACE BRICK #1 - FIELD
2 FACE BRICK #2 - BASE
3 FACE BRICK #3 - ACCENT
4 EIFS CORNICE
5 PRECAST (PC) CORNICE
6 BRONZE REFLECTIVE GLASS IN CHAMPAGNE ALUM FRAMES
7 ARCH'L PC CONC - LIMESTONE
8 STRUCT PC CONC #1 - EXP AGG TO MATCH BRICK #1
9 STRUCT PC CONC #2 - ACID ETCH TO MATCH BRICK #2
10 STRUCT PC CONC #3 - ACID ETCH TO MATCH BRICK #3
11 PC CONC #4 TO MATCH PRECAST CORNICE
12 PREFINISHED LOUVER
13 DECORATIVE WALL LIGHT
14 TRANSLUSCENT CROWN W/ STAINLESS STEEL SUPPORT
15 BUILDING ADDRESS NUMBERS
16 LIGHT POLES, METAL HALIDE
17 PREFINISHED METAL PANELS
18 ORNAMENTAL GUARDRAIL

EDWARD FARR ARCHITECTS INC

AURORA Investments, LLC

Client

MOUNT DEVELOPMENT CO.

Project

EDINA MEDICAL PLAZA
RE-ZONING SUBMITTAL

Location

6500 FRANCE AVENUE SOUTH
EDINA, MINNESOTA

Issued For	Date
CITY SUBMITTAL	9/10/2012

Sheet Title

NORTH ELEVATIONS

Project Number: 11.064

Sheet Number: A5.1

1 / A5.2 SOUTH ELEVATION - WITH TREES
SCALE: 1/16"=1'-0"

2 / A5.2 SOUTH ELEVATION - WITHOUT TREES
SCALE: 1/16"=1'-0"

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

Edward A. Farr

Date _____ Reg. No. 16352

Project Manager

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MATERIALS LEGEND◇

1 FACE BRICK #1 - FIELD
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10 STRUCT PC CONC #3 - ACID ETCH TO MATCH BRICK #3
11 PC CONC #4 TO MATCH PRECAST CORNICE
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EDWARD FARR ARCHITECTS INC

AURORA Investments, LLC

Client

MOUNT DEVELOPMENT CO.

Project

EDINA MEDICAL PLAZA RE-ZONING SUBMITTAL

Location

6500 FRANCE AVENUE SOUTH
EDINA, MINNESOTA

Issued For	Date
CITY SUBMITTAL	9/10/2012

Sheet Title

SOUTH ELEVATIONS

Project Number: 11.064

Sheet Number: A5.2

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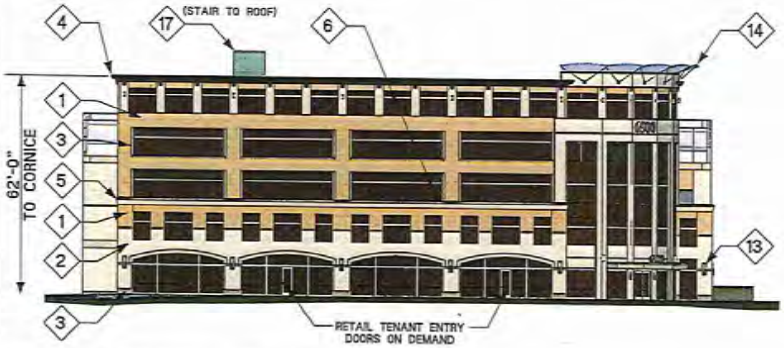
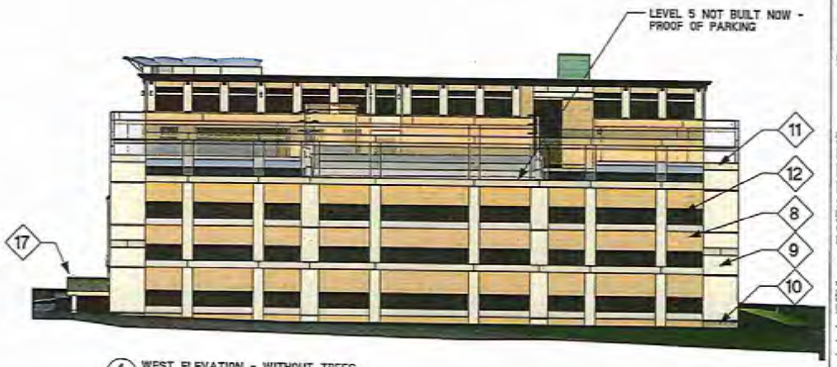
1 A5.3 EAST ELEVATION - WITH TREES
SCALE: 1/16"=1'-0"

2 A5.3 WEST ELEVATION - WITH TREES
SCALE: 1/16"=1'-0"



3 A5.3 EAST ELEVATION - WITHOUT TREES
SCALE: 1/16"=1'-0"



4 A5.3 WEST ELEVATION - WITHOUT TREES
SCALE: 1/16"=1'-0"

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

Edward A. Farr

Date _____ Reg. No. 16352

Project Manager

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MATERIALS LEGEND◇

1 FACE BRICK #1 - FIELD
2 FACE BRICK #2 - BASE
3 FACE BRICK #3 - ACCENT
4 EIFS CORNICE
5 PRECAST (PC) CORNICE
6 BRONZE REFLECTIVE GLASS IN CHAMPAGNE ALUM FRAMES
7 ARCH'L PC CONC - LIMESTONE
8 STRUCT PC CONC #1 - EXP AGG TO MATCH BRICK #1
9 STRUCT PC CONC #2 - ACID ETCH TO MATCH BRICK #2
10 STRUCT PC CONC #3 - ACID ETCH TO MATCH BRICK #3
11 PC CONC #4 TO MATCH PRECAST CORNICE
12 PREFINISHED LOUVER
13 DECORATIVE WALL LIGHT
14 TRANSLUSCENT CROWN W/ STAINLESS STEEL SUPPORT
15 BUILDING ADDRESS NUMBERS
16 LIGHT POLES, METAL HALIDE
17 PREFINISHED METAL PANELS
18 ORNAMENTAL GUARDRAIL

EDWARD FARR ARCHITECTS INC

AURORA Investments, LLC

Client

MOUNT DEVELOPMENT CO.

Project

EDINA MEDICAL PLAZA RE-ZONING SUBMITTAL

Location

6500 FRANCE AVENUE SOUTH
EDINA, MINNESOTA

Issued For	Date
CITY SUBMITTAL	9/10/2012

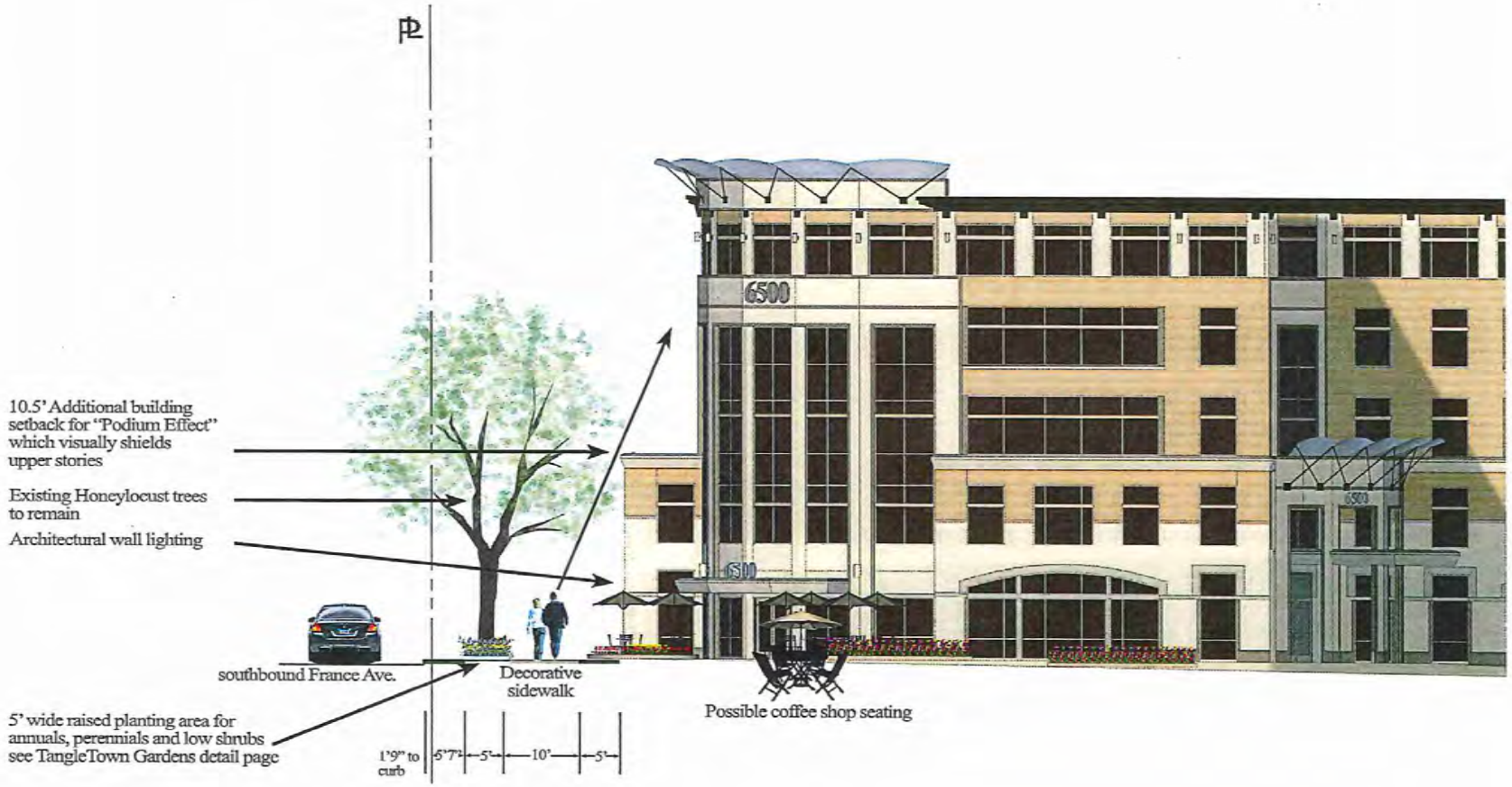
Sheet Title

EAST AND WEST ELEVATIONS

Project Number 11.064

Sheet Number A5.3

145



Pedestrian sidewalk at France Avenue looking south

September 10, 2012

EDWARD FARR ARCHITECTS INC

EDINA MEDICAL PLAZA

AURORA Investments, LLC

MOUNT DEVELOPMENT CO.

A-46

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

Proposed: 5 Story w/o RTU's

Building Height Comparison

September 10, 2012

EDWARD FARR
ARCHITECTS INC

EDINA MEDICAL PLAZA

AURORA
Investments, LLC

MOUNT DEVELOPMENT CO.

147

Planting Concepts
for public sidewalk
planter areas

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

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

Edina Medical Plaza

6500 France Avenue South
5 Stories - 62'

Cornelia Place Apartments

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

Building measurements to the highest point

September 10, 2012

EDWARD FARR
ARCHITECTS INC

EDINA MEDICAL PLAZA

AURORA
Investments, LLC

MOUNT DEVELOPMENT CO.

A49

Edina Medical Plaza

6500 France Avenue South
5 Stories - 62'

Fairview Southdale Hospital

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

Building measurements to the highest point

September 10, 2012

EDWARD FARR
ARCHITECTS INC

EDINA MEDICAL PLAZA

AURORA
Investments, LLC

MOUNT DEVELOPMENT CO.

A50

Edina Medical Plaza

6500 France Avenue South
5 Stories - 62'

Point of France

6566 France Avenue South
13 Stories - 123'

Building measurements to the highest point

September 10, 2012

EDWARD FARR
ARCHITECTS INC

EDINA MEDICAL PLAZA

AURORA
Investments, LLC

MOUNT DEVELOPMENT CO.

151

Edina Medical Plaza

6500 France Avenue South
5 Stories - 62'

Southdale Medical Center

6545 France Avenue South
6 Stories - 92'

Building measurements to the highest point

September 10, 2012

EDWARD FARR
ARCHITECTS INC

EDINA MEDICAL PLAZA

AURORA
Investments, LLC

MOUNT DEVELOPMENT CO.

A52

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

September 10, 2012

EDWARD FARR
ARCHITECTS INC

EDINA MEDICAL PLAZA

AURORA
Investments, LLC

MOUNT DEVELOPMENT CO.

153

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

September 10, 2012

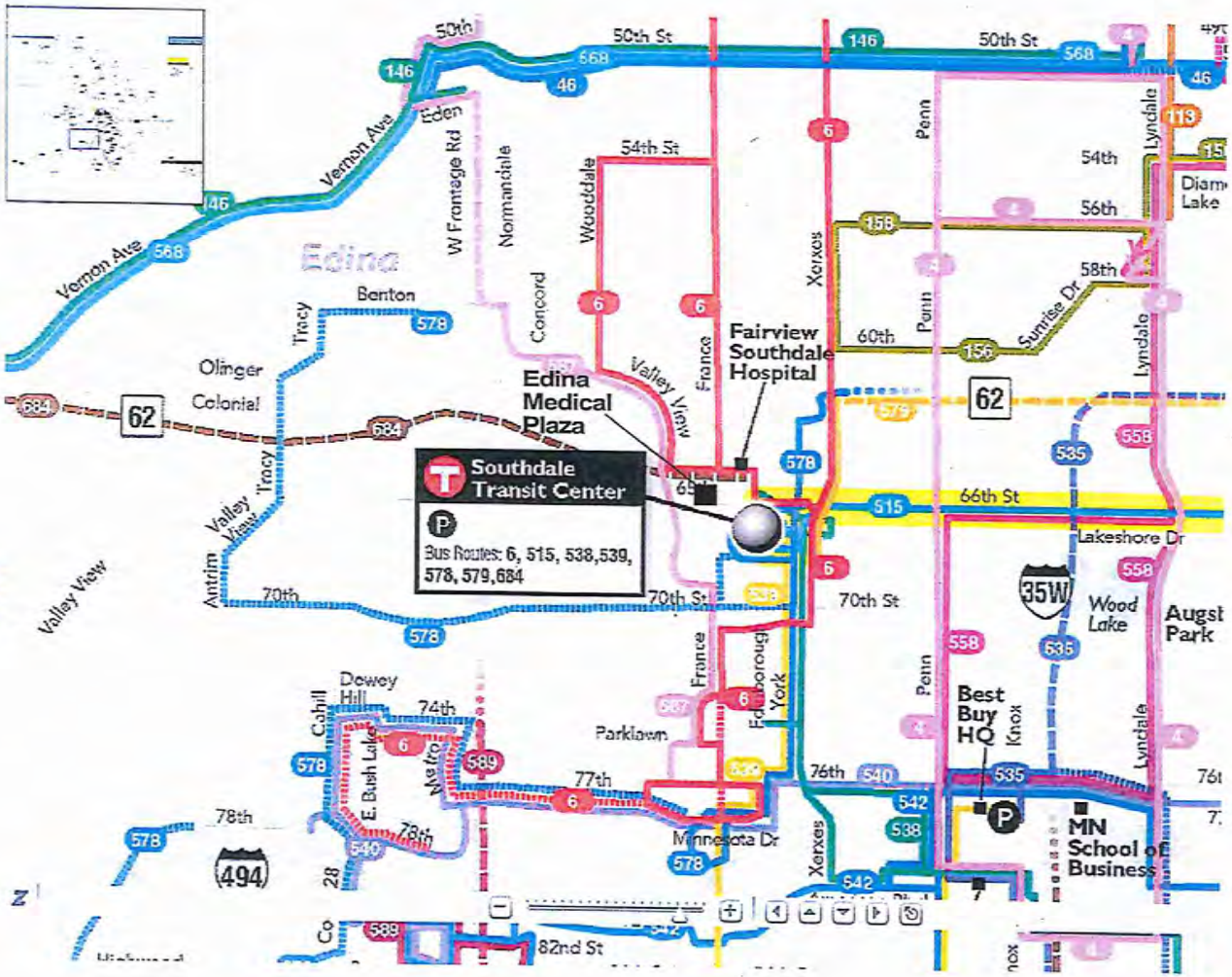
EDWARD FARR
ARCHITECTS INC

EDINA MEDICAL PLAZA

AURORA
Investments, LLC

MOUNT DEVELOPMENT CO.

454



Bus Routes

Metro Transit

1 - 65 St W & Southdale Medical Bldg
Stop ID: 1156
• Route 6 - South

2 - 66 St W & Fairview Hospital
Stop ID: 4369
• Route 6 - North

3 - 55 St W & Drew Av S
Stop ID: 1183
• Route 6 - North

4 - France Av S & Hwy 62
Stop ID: 47790
• Route 6 - North

5 - Drew Av S & 65 St W
Stop ID: 49110
• Route 6 - South
• Route 578 (Express) - South

6 - France Av S & #6314 / #6316
Stop ID: 44198
• Route 6 - South

7 - 55 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: 1170
• Route 587 (Express) - North

10 - France Av S & Hwy 62 / 62 St W
Stop ID: 47791
• Route 6 - North

11 - France Av S & #6226
Stop ID: 44197
• Route 6 - South

12 - 66 St W & Drew Av S
Stop ID: 4370
• Route 6 - North

13 - Valley View Rd & 66 St W
Stop ID: 1281
• Route 587 (Express) - South

14 - Barrie Rd & 65 St W
Stop ID: 4367
• Route 578 (Express) - North

15 - Valley View Rd & 66 St W
Stop ID: 41099
• Route 587 (Express) - North

16 - Valley View Rd & Brookview Av
Stop ID: 1177
• Route 6 - North
• Route 587 (Express) - North

17 - Valley View Rd & Brookview Av
Stop ID: 1279
• Route 6 - South
• Route 587 (Express) - South

18 - France Av S & 62 St W
Stop ID: 1250
• Route 6 - North

19 - France Av S & 62 St W
Stop ID: 1153
• Route 6 - South

20 - Barrie Rd & #6417-6447
Stop ID: 4946
• Route 578 (Express) - South

21 - Barrie Rd & #6417-6447
Stop ID: 4945
• Route 578 (Express) - North

22 - 65 St W & Barrie Rd
Stop ID: 4366
• Route 6 - North
• Route 515 - West

23 - Valley View Rd & 68 St W
Stop ID: 6136
• Route 587 (Express) - North

24 - Valley View Rd & 68 St W
Stop ID: 6135
• Route 587 (Express) - South

25 - France Av S & Halifax Av
Stop ID: 44196
• Route 6 - North

26 - France Av S & Halifax Av
Stop ID: 1152
• Route 6 - South

Stops and stop numbers

New Search

Why ZAP?

Easy to Use

Dero ZAP makes it easy to track and reward bike commuting with automated RFID counting of trips and a powerful web application for viewing and exporting data.

An Ounce of Prevention

A modest amount of exercise every day helps prevent painful and expensive medical problems. Keep your employees fit and productive while lowering overall health care costs.

Save the Planet

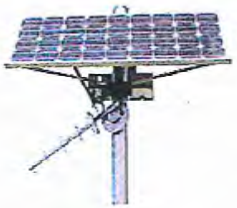
Cycling is a zero-emission mode of transportation. Encouraging employees to commute by bicycle instead of by car leaves the air cleaner for us all to breathe.

Car Parking is Expensive

The average car parking space costs $4,000 - $8,000. The rapidly-developing campus that ends up accommodating increasing bike use can save you hundreds of thousands of dollars.

How Does It Work?

An RFID tag like the one pictured above is affixed to the spokes of each commuter's bike wheel. The tag is tamper-proof and will be damaged if removed.



One or more ZAP stations are placed at your facility. The stations are solar powered and wireless, requiring no hardwiring.

When a commuter rides by the station, an audible and visual signal indicates the ride is counted.

Users log into Dero's system to view bike data. Commuters may view their own data, and administrators may view statistics for their entire organization. The web application allows the data to be sorted, filtered and exported to a CSV file for further manipulation.

Your organization may reward bike commuters by any number of ways, from rides to cash disbursements to discounts on their health insurance premiums.

DERO ZAP

www.dero.com

DERO BIKE RACKS

www.dero.com 1.888.337.6729

ZAP

RFID Technology for Bike Commuting Tracking

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.

www.dero.com 1.888.337.6729

printed on recycled paper

DERO BIKE FILE

- U-lock compatible
- Highly efficient space saver
- Modular design for easy installation

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.

www.dero.com 1.888.337.6729

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454

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.

A57

Latest News

(/news/2011/11/hourcar-co-sponsors-revenge-electric-car-screening)

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

(/news/2011/11/hourcar-co-sponsors-revenge-electric-car-screening)

November 2, 2011

On Monday, November 14, HOURCAR is co-sponsoring a special screening (http://fresh-energy.org/2011/11/revenge/) of the new film Revenge of the Electric Car (http://www.revengeoftheelectriccar.com/index.html), the sequel to the hit documentary "Who Killed the Electric Car?" Sponsored by Fresh Energy (http://fresh-energy.org/), 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.

(/news/2011/10/new-plug-hourcars-join-saint-paul-fleet)

New Plug-In HOURCARs Join Saint Paul Fleet

(/news/2011/10/new-plug-hourcars-join-saint-paul-fleet)

October 4, 2011

smart Expressions

smart

open your mind.

smart fortwo electric drive

>> the next generation of smart

PROJECT DATA

Site Area = 102,965 sq ft / 2.36 acres

Property Guided: MR Regional Medical, no change proposed

Property Zoned: PDD-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 (92% – 100%)	
Medical Retail –	7,000 gross sq ft to 0 gross sq ft (7% – 0%)	
Total –	102,478 gross sq ft	(100%)

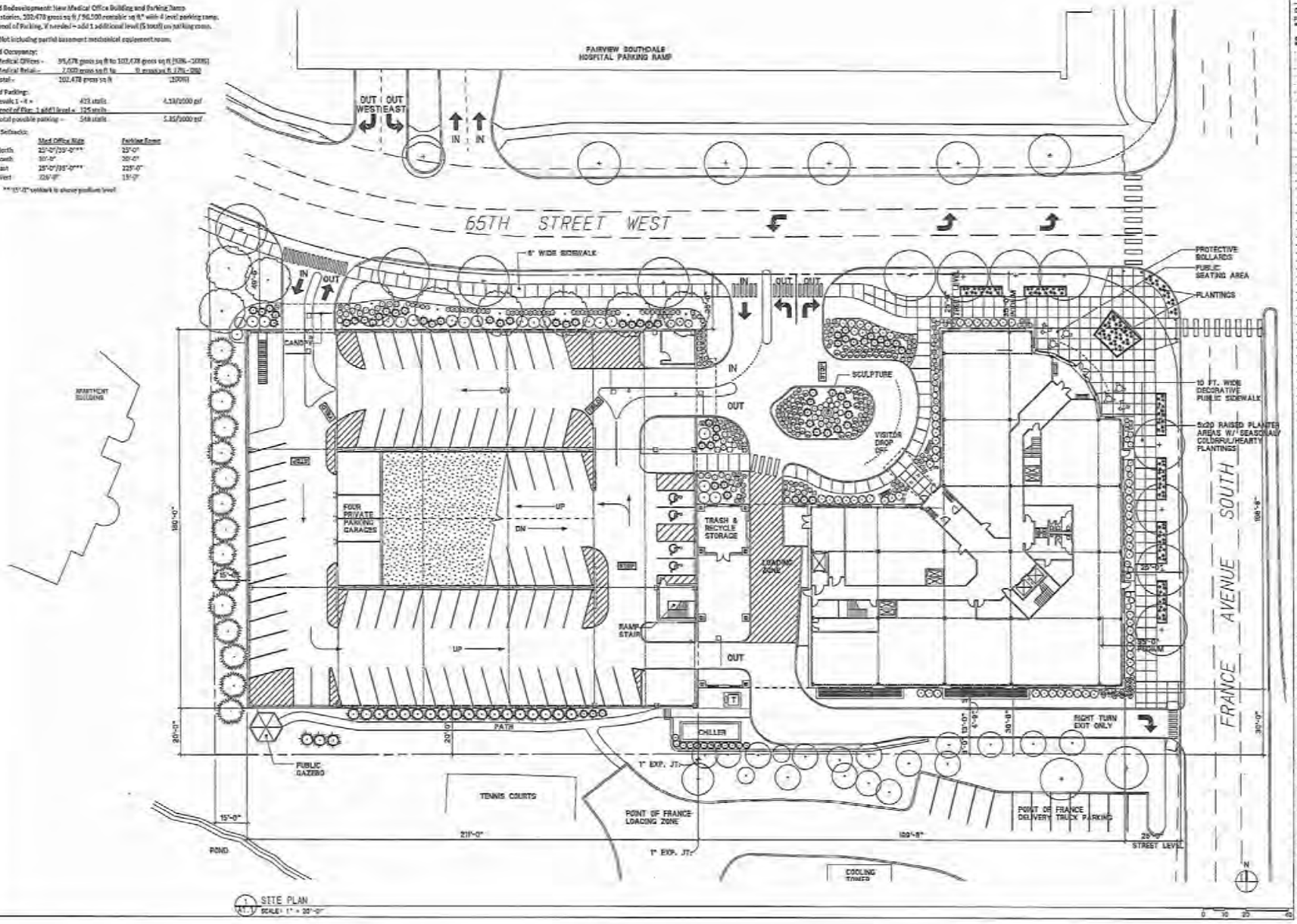
Proposed Parking:

Levels 1 – 4 =	423 stalls	4.13/1000 gsf
Proof of Plan, 1 add'l level =	125 stalls	
Total possible parking =	548 stalls	5.35/1000 gsf

Building Setbacks:

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

**15'-0" setback to above podium level



1 SITE PLAN
A1.1 SCALE: 1" = 20'-0"

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

Edward A. Farr

Date _____ Reg. No. 16362

Project Manager:

Draftsman:

DRAWING INDEX

- A1.1 Architectural Site Plan
- ALTA Survey
- C1.0 Existing Conditions/Site Demolition Plan
- C2.0 Details
- C3.0 Civil Site Plan
- C4.0 Grading, Drainage, Erosion Control
- C5.0 Utility Plan
- C6.0 Landscape Plan
- A2.0 Basement Floor Plan
- A2.1 First Floor Office and Parking Level 1
- A2.2 Second Floor Office and Parking Level 2
- A2.3 Typical Floor Plans 3 – 5
- A4.1 Roof Plan
- A5.1 North Elevation
- A5.2 South Elevation
- A5.3 East and West Elevations

EDWARD FARR ARCHITECTS INC.

AURORA Investments, LLC

Client:

MOUNT DEVELOPMENT CO.

Project

EDINA MEDICAL PLAZA RE-ZONING SUBMITTAL

Location

6500 FRANCE AVENUE SOUTH
EDINA, MINNESOTA

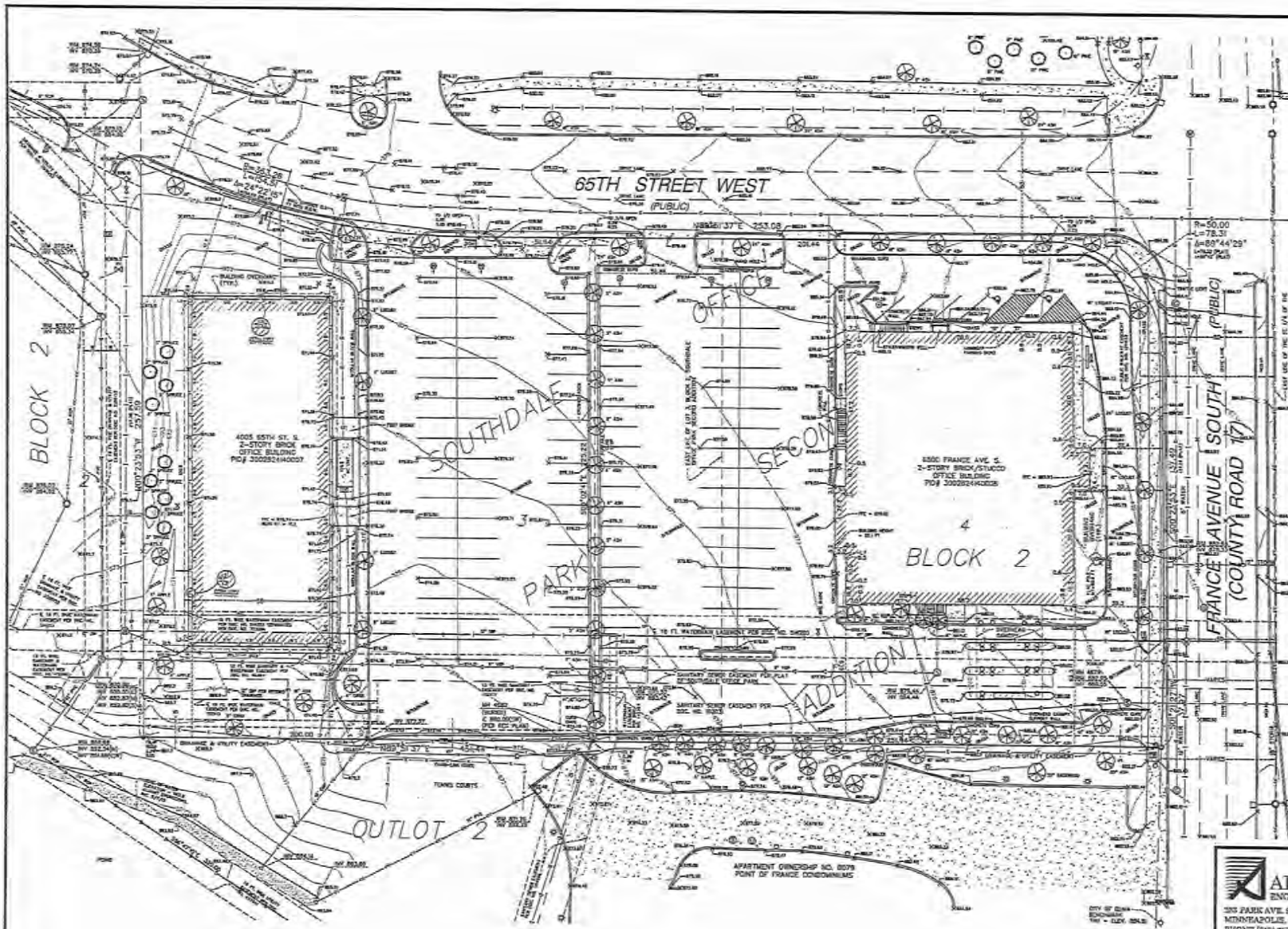
Issued For:	Date
CITY SUBMITTAL	07/10/2012

Sheet Title

SITE PLAN

Project Number: 11.064

Sheet Number: A1.1



LEGAL DESCRIPTION

All in Lot 4 and the Easterly 50.44 feet of Lot 3, Block 2, Southdale Office Park Second Addition, Hennepin County, Minnesota.

Torrens Property
Certificate No. 1234789

And

Lot 3, Block 2, except the Easterly 50.44 feet thereof, Southdale Office Park Second Addition, Hennepin County, Minnesota.

Torrens Property
Certificate No. 1234789

Notes:

1. The locations of overground utilities are approximate based on Gopher State One Call, available city maps, records and field locations and may not be exact. Verify actual utilities prior to construction or design.
2. The scale of drawings is unknown.
3. All dimensions are in feet.
4. This survey was prepared from legal descriptions supplied and not from a title opinion and may not reflect all easements, encumbrances or encroachments affecting the property.
5. The described property contains approximately 132,745 s.f. or 3.048 acres.
6. There are 124 regular parking stalls and 2 handicapped parking stalls.
7. Basis Bear
1. Rim Nut of Hydrant located in the northwest quadrant of France Avenue and 65th Street West has an elevation of 884.24
2. Top Nut of Hydrant located on the west side of France Avenue, 8±1 feet south of 65th Street West has an elevation of 884.31

LEGEND

- SET IRON MONUMENT
- SET IRON MONUMENT WITH WASHER
- FOUND IRON MONUMENT
- HYDRANT
- WATER VALVE
- SANITARY MANHOLE
- CATCH BASIN
- STORM MANHOLE
- WATER MANHOLE
- GAS MANHOLE
- UTILITY MANHOLE
- TRANSFORMER
- BOLLARD
- LIGHT
- SPOT ELEVATION
- GAS
- SANITARY SEWER
- STORM SEWER
- WATERMAIN
- UNDERGROUND ELECTRIC
- CONCRETE
- BITUMINOUS

N

0 10 20 40
SCALE IN FEET

ALLIANT ENGINEERING, INC.
225 PARK AVE. SOUTH, SUITE 300
MINNEAPOLIS, MN 55415
PHONE (612) 738-2080
FAX (612) 738-2081

I hereby certify that this plan, specification or report was prepared by me or under my direct supervision and that I am a duly Licensed Professional Land Surveyor under Minnesota statutes 326.02 to 326.15.

DONNIE R. SCHUTZKO
Print Name

Signature

05-25-12
Date

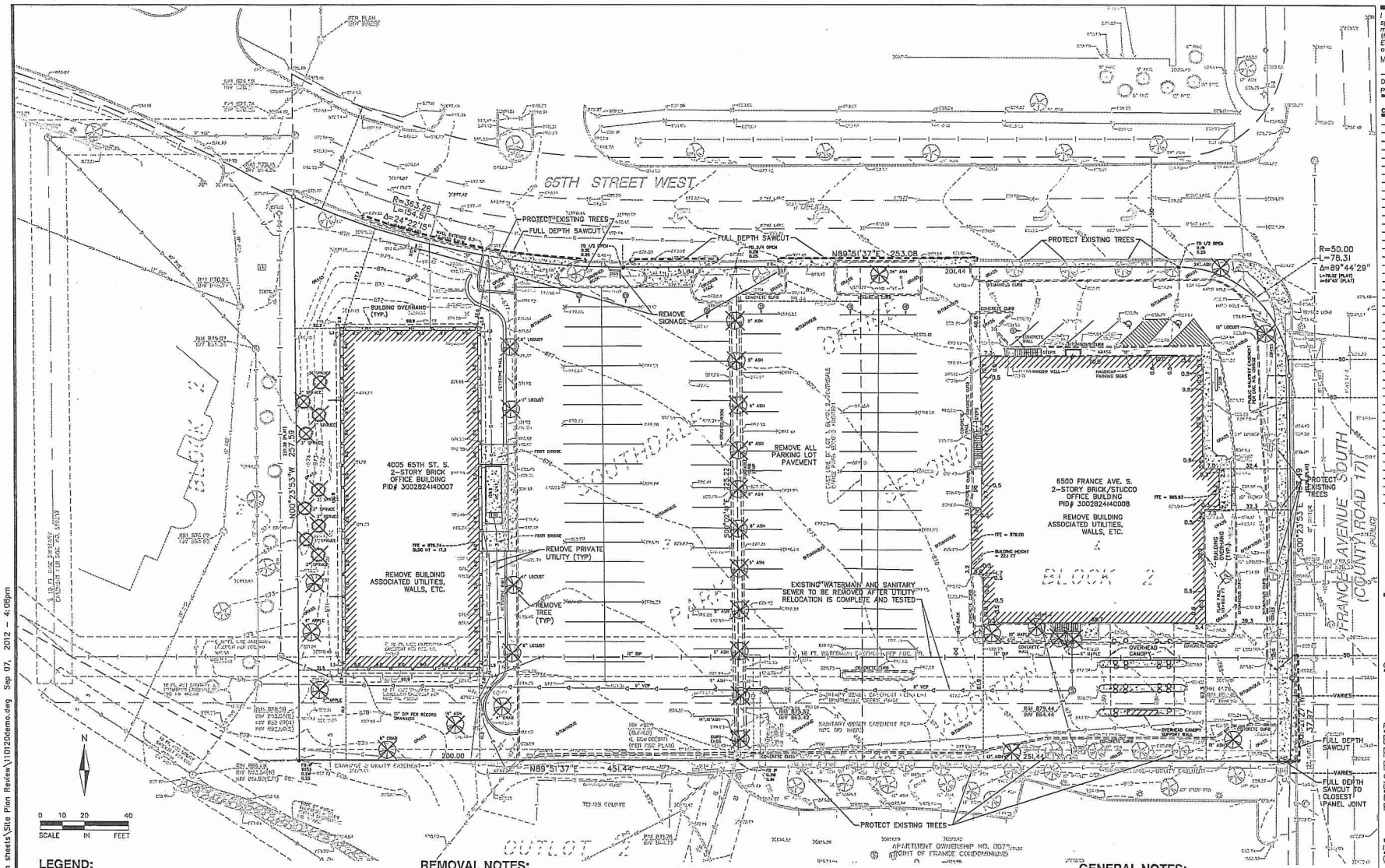
18415
License Number

EDINA MEDICAL PLAZA

6500 FRANCE AVENUE S
EDINA, MINNESOTA

DRAWN BY	DS
CHECKED BY	DRS
DATE ISSUED	5/25/12
SCALE	1"=20'
JOB NO.	110120
BOOK	88

Drawing name: X:\2011\110120\survey\existing conditions\110120survey.dwg May 25, 2012 - 12:47pm



LEGEND:

- EXISTING SANITARY SEWER
- EXISTING STORM SEWER
- EXISTING WATERMAIN
- EXISTING SANITARY MANHOLE
- EXISTING CATCH BASIN
- EXISTING HYDRANT
- EXISTING WELL
- EXISTING TRANSFORMER
- EXISTING GATE VALVE
- CONCRETE SIDEWALK REMOVAL
- EXISTING GAS LINE
- EXISTING OVERHEAD ELECTRIC
- EXISTING TELEPHONE
- EXISTING UNDERGROUND ELECTRIC
- EXISTING LIGHT POLE
- EXISTING CURB & GUTTER TO REMAIN
- CURB & GUTTER TO BE REMOVED
- EXISTING PROPERTY LINE
- TREES TO REMAIN
- TREE TO BE REMOVED
- EXISTING EASEMENT

REMOVAL NOTES:

1. PRIOR TO STARTING CONSTRUCTION, THE CONTRACTOR SHALL BE RESPONSIBLE TO MAKE SURE THAT ALL REQUIRED PERMITS AND APPROVALS HAVE BEEN OBTAINED. NO CONSTRUCTION OR FABRICATION SHALL BEGIN UNTIL THE CONTRACTOR HAS RECEIVED AND THOROUGHLY REVIEWED ALL PLANS AND OTHER DOCUMENTS APPROVED BY ALL OF THE PERMITTING AUTHORITIES.
2. NOTIFY GOPHER STATE ONE CALL 48 HOURS PRIOR TO START OF CONSTRUCTION.
3. PRIOR TO STARTING CONSTRUCTION, ALL PERIMETER EROSION CONTROL DEVICES MUST BE INSTALLED IN ACCORDANCE WITH GRADING & EROSION CONTROL PLAN, NINE MILE CREEK WATERSHED DISTRICT AND THE CITY OF EDINA.
4. REMOVAL CONTRACTOR SHALL BE RESPONSIBLE FOR PROPERLY LOCATING AND PROTECTING ALL UTILITY LINES PRIOR TO DIGGING AND DEMOLITION. OWNER AND ENGINEER SHALL NOT BE HELD RESPONSIBLE FOR PUBLIC OR PRIVATE UTILITY LOCATIONS.
5. DEMOLITION CONTRACTOR IS RESPONSIBLE FOR DISPOSAL OF ALL REMOVED MATERIALS.
6. REMOVAL CONTRACTOR SHALL BE RESPONSIBLE FOR THE DEVOLUTION AND REMOVAL OF ALL EXISTING STRUCTURES AND OBJECTS THAT INTERFERE WITH THE PROPOSED CONSTRUCTION AS SHOWN IN THIS DRAWING PACKAGE.
7. ALL WORK SHALL BE PERFORMED IN ACCORDANCE WITH THESE PLANS AND SPECIFICATIONS AND THE REQUIREMENTS AND STANDARDS OF THE CITY OF EDINA.
8. ALL WORK WITHIN THE PUBLIC R.O.W. STALL COMPLY WITH THE CITY OF EDINA OR HENNEPIN COUNTY ENGINEERING DESIGN STANDARDS.
9. CONTRACTOR SHALL FIELD VERIFY THE LOCATIONS AND ELEVATIONS OF EXISTING UTILITIES AND TOPOGRAPHIC FEATURES, SUCH AS EXISTING GUTTER GRADES AT THE PROPOSED DRIVEWAYS CONNECTIONS, PRIOR TO THE START OF SITE WORK. THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE ENGINEER OF ANY DISCREPANCIES OF VARIATIONS FROM THE PLANS.
10. CONTRACTOR SHALL PROVIDE TRAFFIC CONTROL DURING DEMOLITION OF EXISTING CURBOUT ACCESS ON PUBLIC R.O.W.
11. CONTRACTOR SHALL BE HELD FULLY RESPONSIBLE TO PREVENT AND ELIMINATE ANY DUST NUISANCE OCCASIONED BY AND DURING CONSTRUCTION, UNTIL THE PROJECT HAS BEEN COMPLETED.
12. CONTRACTOR SHALL PROTECT ADJOINING PROPERTIES AND STRUCTURES FROM HAZARDS ASSOCIATED WITH HIS CONSTRUCTION ACTIVITIES AND SHALL BE RESPONSIBLE FOR ALL DAMAGES TO PROPERTIES AND STRUCTURES THAT OCCUR AS A RESULT OF THESE ACTIVITIES.
13. CONTRACTOR SHALL NOT IMPEDE EXISTING TRAFFIC CIRCULATION TO ADJACENT BUSINESSES.
14. ANY AFFECTED OR REMOVED PUBLIC R.O.W. PAVEMENT AND CURBING SHALL BE REPLACED WITH THE EQUIVALENT PAVEMENT SECTION.
15. CONTRACTOR IS RESPONSIBLE FOR THE REMOVAL AND DISPOSAL OF THE EXISTING BITUMINOUS. BITUMINOUS SHALL BE SAWCUT OR JACK HAMMERED FOR STRAIGHT EDGES. TACK SHALL BE USED ON BITUMINOUS EDGE PRIOR TO PATCHING. MATCH EXISTING GRADES.
16. CONTRACTOR SHALL COORDINATE PRIVATE/PUBLIC UTILITIES RELOCATES, SUCH AS TRAFFIC SIGNAL HANDHOLES, AND WRHD , ETC.

FOR REVIEW ONLY
PRELIMINARY
NOT FOR CONSTRUCTION

GENERAL NOTES:

1. ALL DIMENSIONS, GRADES, EXISTING AND PROPOSED INFORMATION SHOWN ON THE PLANS SHALL BE FIELD VERIFIED BY THE CONTRACTOR PRIOR TO CONSTRUCTION. CONTRACTOR SHALL NOTIFY THE CONSTRUCTION MANAGER IF ANY DISCREPANCIES EXIST PRIOR TO PROCEEDING WITH CONSTRUCTION FOR NECESSARY PLAN OR GRADE CHANGES. NO EXTRA COMPENSATION SHALL BE PAID TO THE CONTRACTOR FOR WORK HAVING TO BE REDONE DUE TO INFORMATION SHOWN INCORRECTLY ON THESE PLANS IF SUCH NOTIFICATION HAS NOT BEEN GIVEN.
2. PROTECT EXISTING CONCRETE SIDEWALKS AND CURBING AND BITUMINOUS TRAILS AND PARKING LOT PAVEMENT TO REMAIN DURING ALL PHASES OF CONSTRUCTION. CONTRACTOR TO REPLACE ANY CRACKED OR BROKEN CONCRETE PANELS OR DAMAGED BITUMINOUS PAVEMENTS CAUSED BY SITE CONSTRUCTION.
3. CONTRACTOR SHALL PERFORM SWEEPING ON PRIVATE PARKING AREAS AND PUBLIC STREETS AT LEAST ONCE A WEEK, ONCE A DAY IF NEEDED.
4. CONTRACTOR SHALL PROVIDE TEMPORARY STREET SIGNS, LIGHTING, AND ADDRESSES DURING CONSTRUCTION PERIOD.
5. ALL CONSTRUCTION AND POST CONSTRUCTION PARKING SHALL BE ON-SITE, NO ON-STREET PARKING/LOADING/UNLOADING ALLOWED.
6. ALL PUBLIC SIDEWALKS AND TRAILS SHALL NOT BE OBSTRUCTED.
7. STORAGE OF MATERIALS OR EQUIPMENT SHALL NOT BE ALLOWED ON PUBLIC STREETS OR WITHIN PUBLIC RIGHT OF WAY.
8. CONTRACTOR TO PROVIDE TEMPORARY TRAFFIC CONTROL IN COMPLIANCE WITH MnDOT "TEMPORARY TRAFFIC ZONE LAYOUTS – FIELD MANUAL DATED JANUARY 2007, FOR CONSTRUCTION WITHIN PUBLIC RIGHT OF WAY.

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

Mark Rousch, PE

Date _____ Reg. No.43480

Project Manager

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ALLIANT ENGINEERING, INC.
233 PARK AVE. SOUTH, SUITE 300
MINNEAPOLIS, MN 55415
PHONE (612) 758-3080
FAX (612) 758-3099

Client

MOUNT DEVELOPMENT CO.

Project

EDINA MEDICAL PLAZA
RE-ZONING SUBMITTAL

Location

6500 FRANCE AVENUE SOUTH
EDINA, MINNESOTA

Issued For	*Date*
CITY SUBMITTAL	9/10/2012

Sheet Title

EXISTING CONDITIONS AND DEMO PLAN

Project Number	*Sheet Number*
11.064	C1.0

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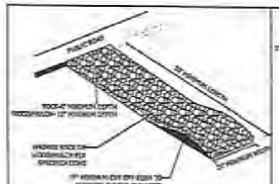
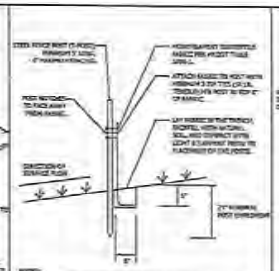
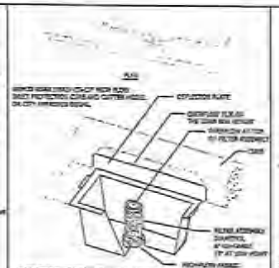


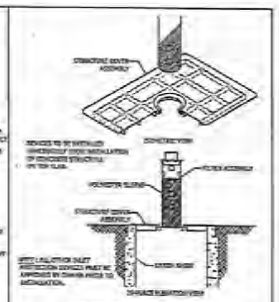
ROCK CONSTRUCTION ENTRANCE



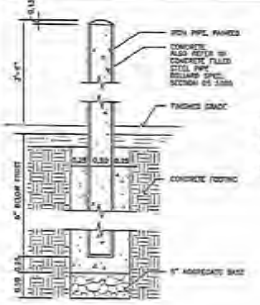
STANDARD SILT FENCE



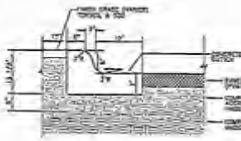
INLET PROTECTION – CATCH BASIN INSERT AFTER CURB CONSTRUCTION



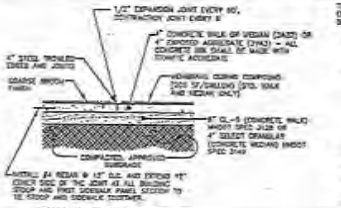
INLET PROTECTION FOR CATCH BASIN BEFORE CURB CONSTRUCTION



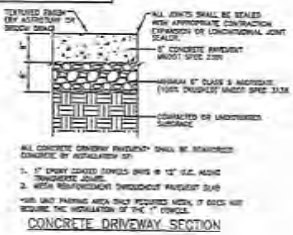
6" BOLLARD DETAIL



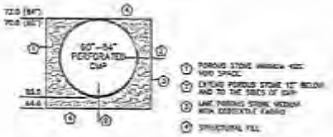
B612 CURB AND GUTTER



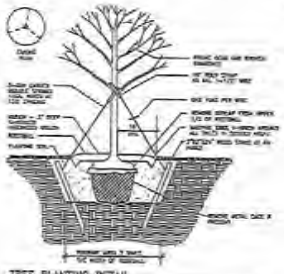
CONCRETE WALK SECTION



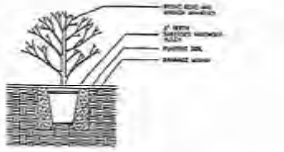
CONCRETE DRIVEWAY SECTION



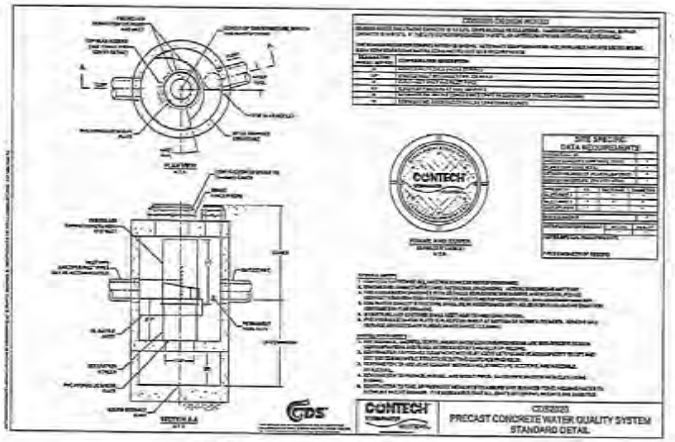
TYPICAL CMP ROCK BEDDING DETAIL



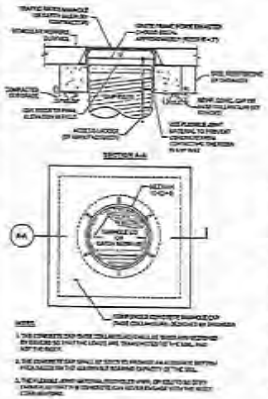
TREE PLANTING DETAIL



SHRUB PLANTING DETAIL



WATER QUALITY MANHOLE 6 DETAIL (WQMH-6)



CMP RISER DETAIL

EROSION CONTROL GENERAL NOTES

EROSION AND SEDIMENT CONTROL MAINTENANCE PROGRAM

SEDIMENT CONTROL PRACTICES

EROSION CONTROL SCHEDULE/SEQUENCING

FINAL STABILIZATION

POLLUTION PREVENTION MANAGEMENT MEASURES

EROSION CONTROL RESPONSIBLE PARTIES

DEVELOPER

MOUNT DEVELOPMENT
7200 WARNE DRIVE #150
EDEN PRAIRIE, MN 55344

CONTRACTOR

N/A AT THIS TIME

SWPP SUPERVISOR

CONTRACTOR REPRESENTATIVE

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

Mark Rousch, PE

Date _____ Reg. No. 43480

Project Manager _____

ALLIANT ENGINEERING, INC.
333 PARK AVE. SOUTH, SUITE 200
MINNEAPOLIS, MN 55419
PHONE (612) 752-0000
FAX (612) 752-0299

Client

MOUNT DEVELOPMENT CO.

Project

EDINA MEDICAL PLAZA
RE-ZONING SUBMITTAL

Address

6500 FRANCE AVENUE SOUTH
EDINA, MINNESOTA

Issued For	Date
CITY SUBMITTAL	9/10/2012

Sheet Title

DETAILS

Project Number 11.064

Sheet Number C2.0

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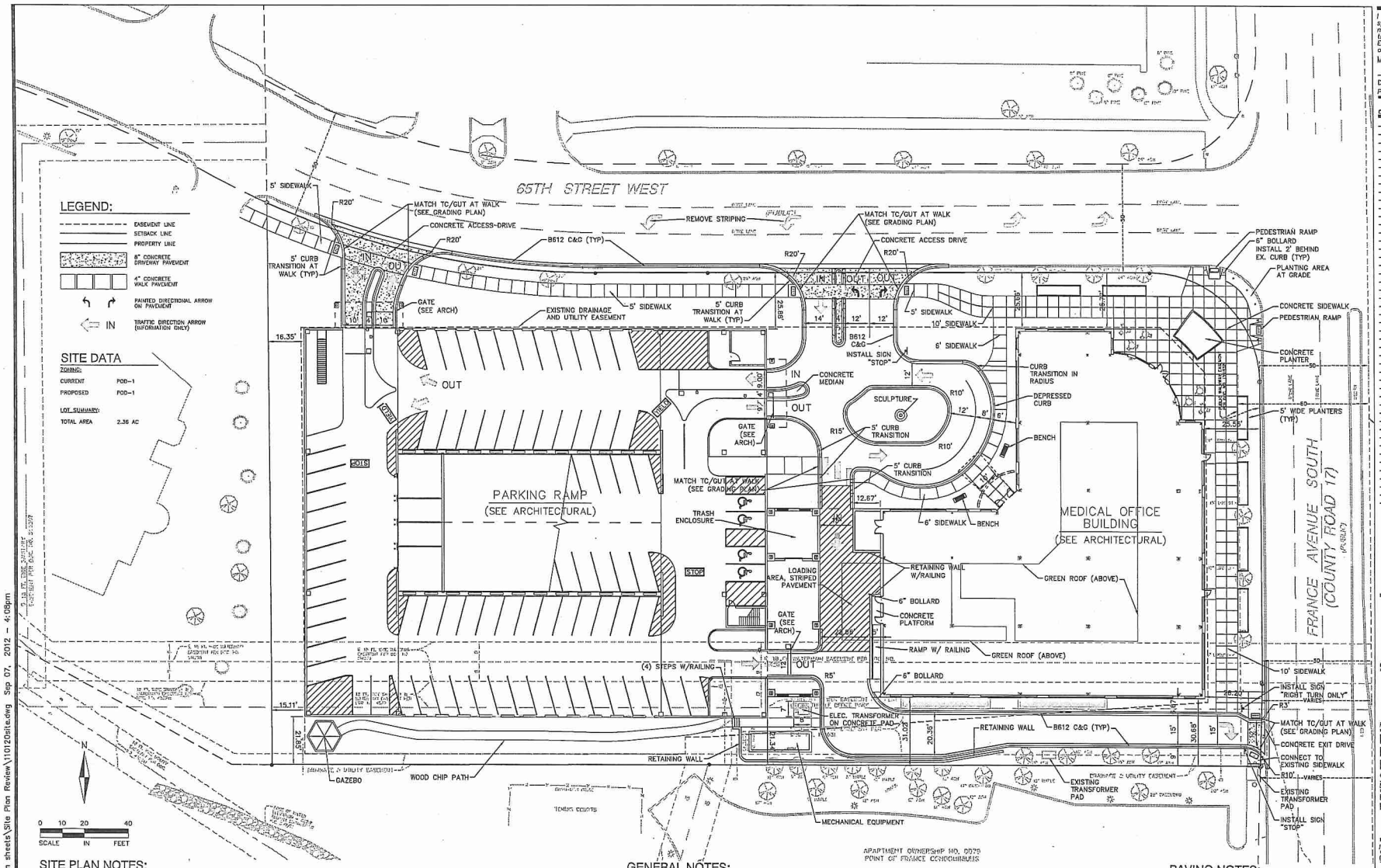

SITE PLAN NOTES:

1. ALL DIMENSIONS ARE TO FACE OF BUILDING AND/OR FACE OF CURB.
2. REFER TO ARCHITECTURAL DRAWINGS FOR CONCRETE STOOPS ADJACENT TO PROPOSED BUILDING.
3. CONTINUOUS CONCRETE CURB AND GUTTER WHICH CHANGES TYPE SHALL HAVE A FIVE FOOT TRANSITION.
4. ALL CONCRETE CURB AND GUTTER ADJACENT TO CONCRETE WALK BE SEPARATED BY A 1/2 INCH EXPANSION JOINT AND CAULKED.
5. STRIPING SHALL BE 4 INCH WHITE UNLESS NOTED OTHERWISE.
6. ALL WORK WITHIN THE 65TH STREET WEST AND FRANCE AVENUE SOUTH ROW SHALL COMPLY WITH THE CITY OF EDINA AND/OR HENNEPIN COUNTY ENGINEERING DESIGN STANDARDS.
7. ALL CURB AND GUTTER TO BE CONCRETE B612 CURB EXCEPT THE CURB RETURN PORTIONS AT THE EMERGENCY VEHICLE ACCESS WHICH SHALL TRANSITION TO SURMOUNTABLE CURB AND GUTTER.
8. CONTRACTOR SHALL FIELD VERIFY THE LOCATIONS AND ELEVATIONS OF EXISTING UTILITIES AND TOPOGRAPHIC FEATURES, SUCH AS EXISTING GUTTER GRADES AT THE PROPOSED DRIVEWAY, PRIOR TO THE START OF SITE GRADING. THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE ENGINEER OF ANY DISCREPANCIES OR VARIATIONS FROM THE PLANS.
9. REFER TO PHOTOMETRIC PLAN FOR LIGHTING LOCATIONS, FOOTCANDLE CALCULATIONS AND SPECIFICATIONS.
10. REFER TO ARCHITECTURAL SIGNAGE PLAN FOR MONUMENT SIGN DETAILS (I.E. ELECTRICAL CONNECTIONS).
11. INSTALL CURB AND GUTTER JOINTS AS FOLLOWS:
    1. ALIGN JOINTS ACROSS ABUTTING SIDEWALKS, CURBS, AND PAVEMENTS PAYING PARTICULAR ATTENTION TO SPACING OF EXPANSION JOINTS AND SPECIAL SCORING PATTERNS INDICATED ON PLANS.
    2. DIVIDE PANELS INTO NORMALLY EQUAL AREAS WITH CONTRACTION JOINTS UNLESS INDICATED OTHERWISE.
    3. SAWN JOINTS ARE PERMITTED ONLY AS INDICATED ON THE PLANS OR TO INCREASE THE DEPTH OF TOOLED CONTRACTION JOINTS FOR THE CONTRACTOR'S CONVENIENCE.
    A. EXPANSION JOINTS
    1. INSTALL TRANSVERSE JOINTS AT THE FOLLOWING NOMINAL INTERVALS
        a. SIDEWALKS AND MAINTENANCE STRIPS: 40 FEET
        b. CURBS: 60 FEET, 5 FEET EACH SIDE OF CURB DRAIN INLETS, END OF CURVED SECTIONS
    2. INSTALL LATERAL JOINTS AGAINST ABUTTING SURFACES WHERE PRACTICAL TO PREVENT MOVEMENT OR PENETRATION WITH RIGID STRUCTURES OF FUNDAMENTAL DESIGN, SUCH AS BUILDINGS AND STOOPS, PLANTERS, POLE SUPPORTS OR BASES, UTILITIES AND SLEEVES, THICKER PAVEMENT SECTIONS, ETC.
    B. CONTRACTION JOINTS
    1. INSTALL JOINTS AT THE FOLLOWING NOMINAL INTERVALS.
        a. SIDEWALKS AND MAINTENANCE STRIPS: 5 FEET
        b. CURBS AND APRONS: 10 FEET, 6 FEET ON CURVED SECTIONS
    2. TOOL OR SAW JOINTS TO 1/3 THE NOMINAL THICKNESS OF THE PAVEMENT SECTION OR CURB.
12. ALL CONCRETE EQUIPMENT PADS SHALL HAVE A SUBBASE INCLUDING 4 FEET OF FREE DRAINING GRANULAR MATERIAL MEETING UNDOT SPEC 3149.
13. CONTRACTOR SHALL COORDINATE PRIVATE/PUBLIC UTILITIES RELOCATES, SUCH AS TRAFFIC SIGNAL HANDHOLES, AND WIRING , ETC.

GENERAL NOTES:

1. PRIOR TO STARTING CONSTRUCTION, THE CONTRACTOR SHALL BE RESPONSIBLE TO MAKE SURE THAT ALL REQUIRED PERMITS AND APPROVALS HAVE BEEN OBTAINED. NO CONSTRUCTION OR FABRICATION SHALL BEGIN UNTIL THE CONTRACTOR HAS RECEIVED AND THOROUGHLY REVIEWED ALL PLANS AND OTHER DOCUMENTS APPROVED BY ALL OF THE PERMITTING AUTHORITIES.
2. ALL WORK SHALL BE PERFORMED IN ACCORDANCE WITH THESE PLANS AND SPECIFICATIONS AND THE REQUIREMENTS AND STANDARDS OF THE LOCAL GOVERNING AUTHORITY.
3. CONTRACTOR IS RESPONSIBLE FOR DEMOLITION AND REMOVAL OF ALL EXISTING STRUCTURES WHICH INTERFERE WITH NEW WORK AS SHOWN.
4. ALL DIMENSIONS, GRADES, EXISTING AND PROPOSED INFORMATION SHOWN ON THE PLANS SHALL BE FIELD VERIFIED BY THE CONTRACTOR PRIOR TO CONSTRUCTION. CONTRACTOR SHALL NOTIFY THE CONSTRUCTION MANAGER IF ANY DISCREPANCIES EXIST PRIOR TO PROCEEDING WITH CONSTRUCTION FOR NECESSARY PLAN OR GRADE CHANGES. NO EXTRA COMPENSATION SHALL BE PAID TO THE CONTRACTOR FOR WORK HAVING TO BE REDONE DUE TO INFORMATION SHOWN INCORRECTLY ON THESE PLANS IF SUCH NOTIFICATION HAS NOT BEEN GIVEN.
5. CONTRACTOR SHALL PROTECT ADJOINING PROPERTIES AND STRUCTURES FROM HAZARDS ASSOCIATED WITH HIS CONSTRUCTION ACTIVITIES & SHALL BE RESPONSIBLE FOR ALL DAMAGES TO PROPERTIES AND STRUCTURES THAT OCCUR AS A RESULT OF THESE ACTIVITIES.
6. CONTRACTOR SHALL NOT IMPEDE EXISTING TRAFFIC CIRCULATION TO ADJACENT PROPERTIES.
7. CONTRACTOR SHALL PERFORM SWEEPING ON PRIVATE PARKING AREAS AND PUBLIC STREETS AT LEAST ONCE A WEEK, IF NEEDED.
8. CONTRACTOR SHALL BE HELD FULLY RESPONSIBLE TO PREVENT AND ELIMINATE ANY DUST NUISANCE OCCASIONED BY AND DURING CONSTRUCTION, UNTIL THE PROJECT HAS BEEN COMPLETED AND
9. CONTRACTOR SHALL PROVIDE TEMPORARY STREET SIGNS, LIGHTING, AND ADDRESSES DURING CONSTRUCTION PERIOD.
10. ALL CONSTRUCTION AND POST CONSTRUCTION PARKING SHALL BE ON-SITE, NO ON-STREET PARKING/LOADING/UNLOADING ALLOWED.
11. ALL PUBLIC TRAILS SHALL NOT BE OBSTRUCTED DURING CONSTRUCTION UNLESS APPROVED BY CITY ENGINEER.
12. STORAGE OF MATERIALS OR EQUIPMENT SHALL NOT BE ALLOWED ON PUBLIC STREETS OR WITHIN PUBLIC RIGHT OF WAY.
13. CONTRACTOR TO PROVIDE TEMPORARY TRAFFIC CONTROL IN COMPLIANCE WITH MnDOT "TEMPORARY TRAFFIC CONTROL ZONE LAYOUT-FIELD MANUAL, LATEST EDITION, FOR ANY CONSTRUCTION IN PUBLIC ROW.
14. A FIELD INSPECTION BY OWNERS REPRESENTATIVE, OR 3RD PARTY INSPECTOR OF ALL CURB, SIDEWALK AND PAVEMENT SUBGRADE, STRING LINES AND FORM WORK BY GENERAL CONTRACTOR OR OTHER APPROVED REPRESENTATIVE IS REQUIRED PRIOR TO ANY PAVEMENT INSTALLATION.

PAVING NOTES:

1) AGGREGATE BASE SHALL BE COMPACTED USING SPECIFIED DENSITY METHOD.
2) A FIELD INSPECTION BY OWNERS REPRESENTATIVE, OR 3RD PARTY INSPECTOR OF ALL CURB, SIDEWALK AND PAVEMENT SUBGRADE, STRING LINES AND FORM WORK BY GENERAL CONTRACTOR OR OTHER APPROVED REPRESENTATIVE IS REQUIRED PRIOR TO ANY PAVEMENT INSTALLATION.

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

Mark Rausch, PE

Date _____ Reg. No.43480

Project Manager

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ALLIANT ENGINEERING, INC.
233 PARK AVE. SOUTH, SUITE 300
MINNEAPOLIS, MN 55415
PHONE (612) 758-3080
FAX (612) 758-3099

Client

MOUNT DEVELOPMENT CO.

Project

EDINA MEDICAL PLAZA RE-ZONING SUBMITTAL

Location

6500 FRANCE AVENUE SOUTH
EDINA, MINNESOTA

Issued For	*Date*
CITY SUBMITTAL	9/10/2012

Sheet Title

SITE PLAN

Project Number	*Sheet Number*
11.064	C3.0

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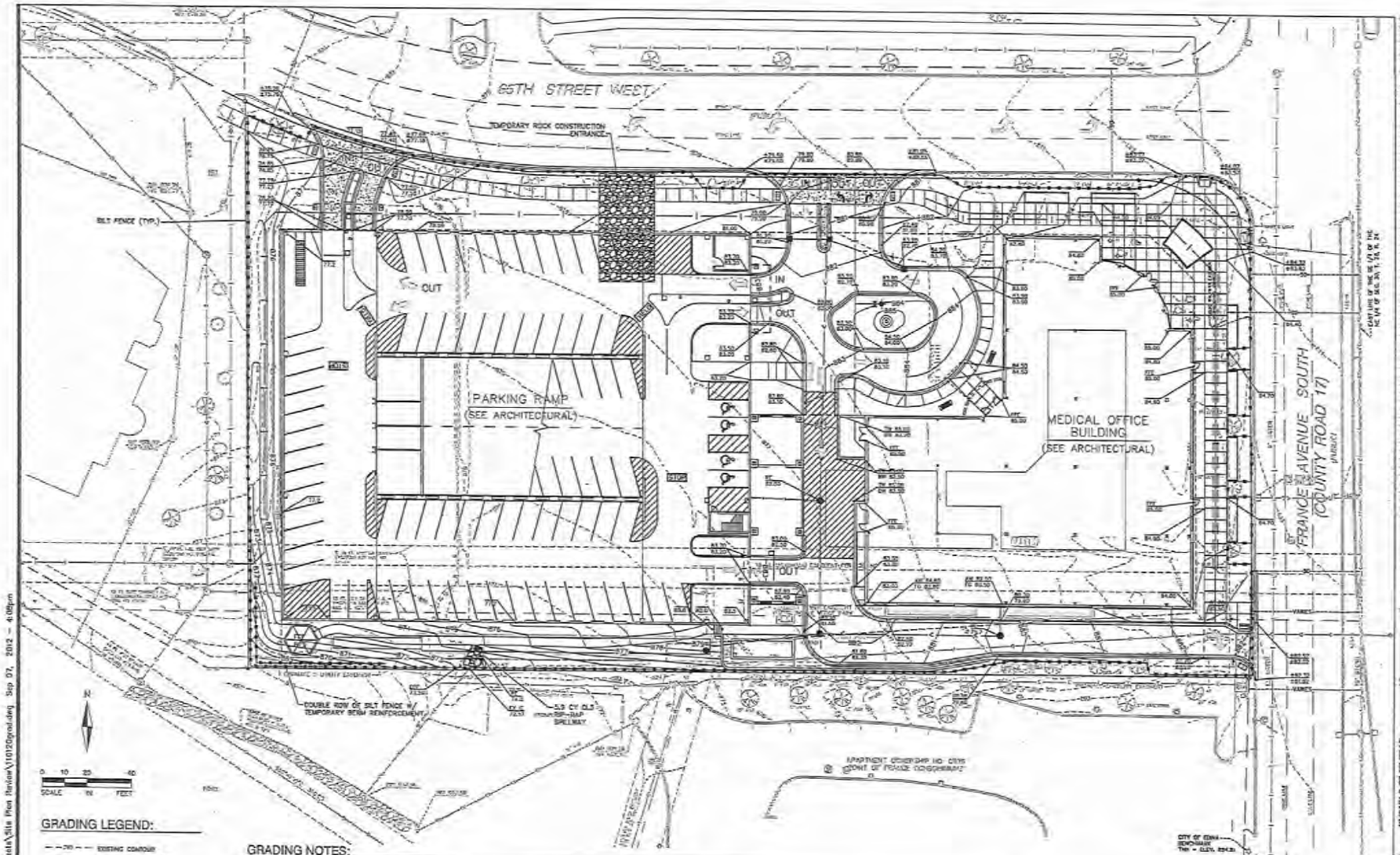

GRADING LEGEND:

- EXISTING CONTOUR
- PROPOSED CONTOURS
- CATCH BASINS
- PROPOSED SPOT ELEVATION
- DRAINAGE ROUTING
- TBM OR BENCHMARK ELEVATION
- EMERGENCY FLOOD ROUTING
- PROPOSED STORM SEWER
- EXISTING STORM SEWER
- SILT FENCE/CONSTRUCTION LIMITS
- TOP OF CURB ELEVATION / GUTTER ELEVATION
- PROPERTY LINE
- INLET PROTECTION

GRADING NOTES:

1. ALL FINISHED GRADES SHALL SLOPE AWAY FROM PROPOSED BUILDINGS AT MINIMUM GRADE OF 2.0% (WHERE FEASIBLE).
2. THE CONTRACTOR SHALL KEEP THE ADJACENT ROADWAYS FREE OF DEBRIS AND PREVENT THE OFF-SITE TRACKING OF SOIL IN ACCORDANCE WITH THE REQUIREMENTS OF THE CITY AND MNDOT.
3. NOTIFY GOPHER STATE ONE CALL AT (800)252-1166, 48 HOURS PRIOR TO START OF CONSTRUCTION.
4. ALL IMPROVEMENTS TO CONFORM WITH CITY OR STATE CONSTRUCTION STANDARDS SPECIFICATION, LATEST EDITION.
5. ROCK CONSTRUCTION ENTRANCES SHALL BE PROVIDED AT ALL CONSTRUCTION ACCESS POINTS.
6. CONTRACTOR TO KEEP A COPY OF THE EROSION CONTROL PLAN ON SITE AT ALL TIMES.
7. REFER TO GEOTECHNICAL REPORT FOR SOIL CORRECTION, TESTING REQUIREMENTS AND FOR PAVEMENT RECOMMENDATIONS AND SUBCUT RECOMMENDATIONS.
8. STRIP TOPSOIL PRIOR TO ANY CONSTRUCTION. REUSE STOCKPILE ON SITE. (WHERE FEASIBLE).
9. PRIOR TO STARTING CONSTRUCTION, THE CONTRACTOR SHALL BE RESPONSIBLE TO MAKE SURE THAT ALL REQUIRED PERMITS AND APPROVALS HAVE BEEN OBTAINED. NO CONSTRUCTION OR FABRICATION SHALL BEGIN UNTIL THE CONTRACTOR HAS RECEIVED AND THOROUGHLY REVIEWED ALL PLANS AND OTHER DOCUMENTS APPROVED BY ALL OF THE PERMITTING AUTHORITIES.
10. IMMEDIATELY FOLLOWING GRADING OF (3:1 OR GREATER) SIDE SLOPES AND DRAINAGE SWALES, WOOD FIBER BLANKET OR OTHER APPROVED SOIL STABILIZING METHOD (APPROVED BY ENGINEER) SHALL BE APPLIED OVER APPROVED SEED MIXTURE AND A MINIMUM OF 4" TOPSOIL.
11. THE GENERAL CONTRACTOR MUST DISCUSS DEWATERING PLANS WITH ALL SUBCONTRACTORS TO VERIFY NOTES RECOMMENDATIONS. IF DEWATERING IS REQUIRED DURING CONSTRUCTION CONTRACTOR SHOULD CONSULT WITH EROSION CONTROL INSPECTOR AND ENGINEER TO DETERMINE APPROPRIATE METHOD.
12. HAUL ROUTES AND DISPOSAL AREAS SHOULD BE DISCUSSED WITH CITY OF EDINA PRIOR TO EXPORTING MATERIAL OFFSITE.
13. ALL UTILITY INSTALLATION BACKFILL SHALL BE PLACED AND COMPACTED IN ACCORDANCE WITH SOIL TESTING AGENCY REQUIREMENTS AND/OR SPECIFICATIONS. SOILS REPORT RECOMMENDATIONS INCLUDE PLACING BACKFILL AND FILL IN LIFTS NOT EXCEEDING 8 INCHES IN THICKNESS. THE COMPACTED DENSITY OF THE FILL SHALL BE THE FOLLOWING PERCENTAGES OF STANDARD PROCTOR:
   - BELOW FOUNDATIONS AND INTERIOR SLABS = 98%
   - BELOW EXTERIOR SLABS = 95%
   - WITHIN 3 FEET OF PAVEMENT = 100%
   - BELOW 3 FEET OF PAVEMENT = 95%
   - BELOW LANDSCAPE SURFACES = 90%

   FILL SHOULD BE WITHIN 2 PERCENTAGE POINTS OF ITS OPTIMUM MOISTURE CONTENT. HOWEVER, CLAYEY FILL SHOULD BE PLACED WITHIN 3 PERCENTAGE POINTS ABOVE AND 1 PERCENT BELOW ITS OPTIMUM MOISTURE CONTENT.
14. EROSION CONTROL NOTES AND PROCEDURES SHALL BE INCLUDED IN THE CONSTRUCTION DOCUMENTS.
15. CONTRACTOR SHALL COORDINATE PRIVATE/PUBLIC UTILITIES RELOCATES, SUCH AS TRAFFIC SIGNAL HANDHOLES, AND WIRING, ETC.

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

Mark Rausch, PE

Date _____ Reg. No. 43480

Project Manager

ALLIANT ENGINEERING, INC.
510 PARK AVE. SOUTH, SUITE 300
MINNEAPOLIS, MN 55415
PHONE (612) 338-2860
FAX (612) 338-2290

Client

MOUNT DEVELOPMENT CO.

Project

EDINA MEDICAL PLAZA
RE-ZONING SUBMITTAL

Location

6500 FRANCE AVENUE SOUTH
EDINA, MINNESOTA

Issued For	Date
CITY SUBMITTAL	9/10/2012

Sheet Title

GRADING, EROSION, AND SEDIMENT CONTROL PLAN

Project Number	Sheet Number
11.064	C4.0

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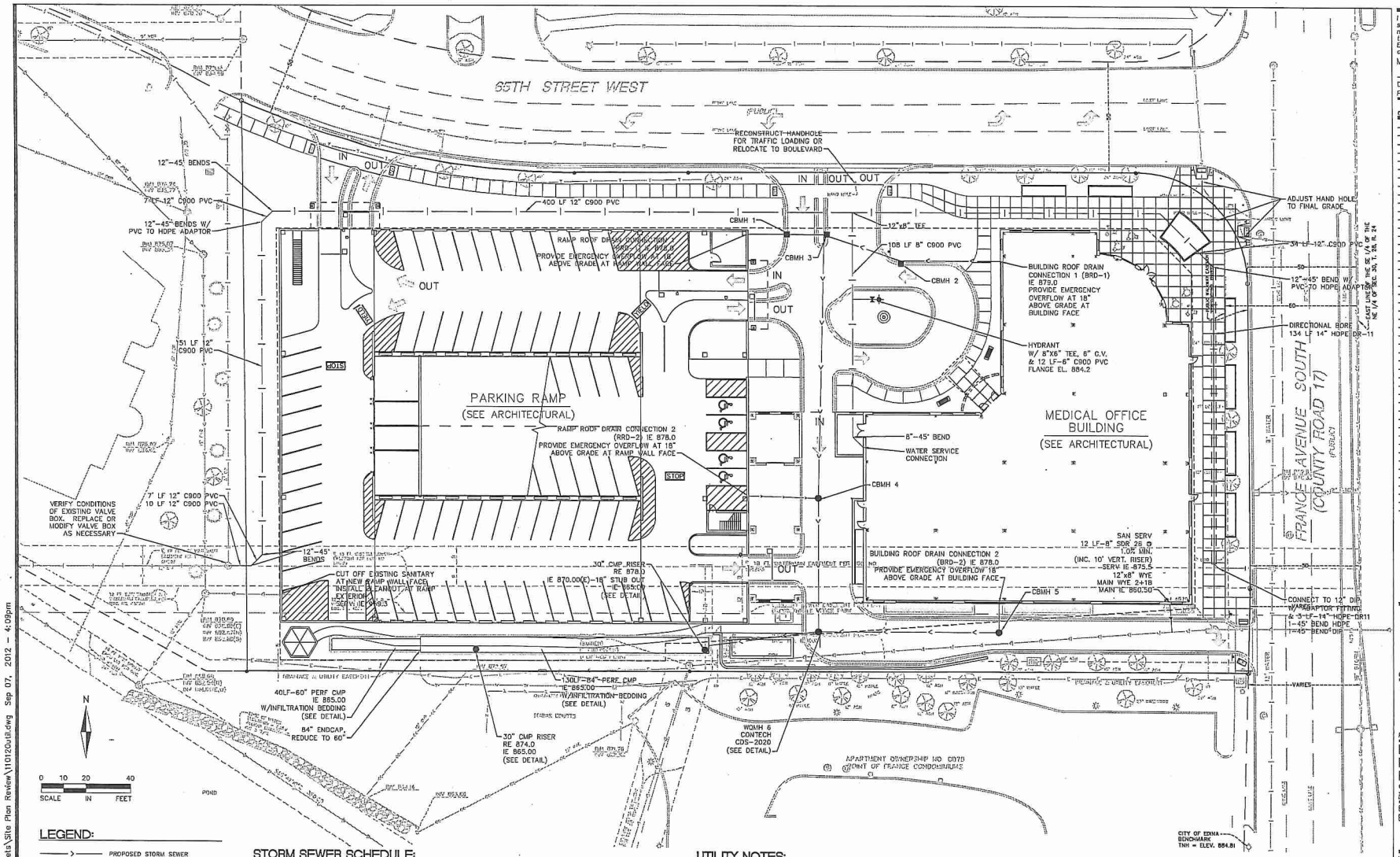

LEGEND:

- PROPOSED STORM SEWER
- PROPOSED SANITARY SEWER
- PROPOSED WATERMAIN
- PROPOSED CATCH BASIN
- PROPOSED SANITARY MANHOLE
- EXISTING SANITARY MANHOLE
- EXISTING STORM MANHOLE/CATCH BASIN
- EXISTING HYDRANT AND VALVE
- EXISTING UNDERGROUND ELECTRIC
- EXISTING STORM SEWER
- EXISTING SANITARY SEWER
- EXISTING WATERMAIN
- EXISTING UNDERGROUND FIBER OPTIC
- EXISTING UNDERGROUND TELEPHONE
- EXISTING UNDERGROUND GAS

STORM SEWER SCHEDULE:

MH/CB FROM	TO	PIPE DIA	PIPE SLOPE S	PIPE LENGTH	INVERT FROM	INVERT TO	RIM ELEV	STRUCTURE TYPE	PIPE TYPE	CASTING
RRD-1	CBMH-1	12	0.0100	16.00	876.00	875.84	881.00	NA	N-12 ADS	NA
CBMH-1	CBMH-2	15	0.0050	18.00	875.64	875.55	881.10	48	N-12 ADS	3067-V
BRD-1	CBMH-2	10	0.0150	44.00	879.00	878.34	884.00	NA	N-12 ADS	NA
CBMH-2	CBMH-3	12	0.0200	36.00	878.14	877.42	883.10	48	N-12 ADS	3067-V
CBMH-3	CBMH-4	15	0.0070	119.00	875.45	874.62	881.40	48	N-12 ADS	3067-V
RRD-2	CBMH-4	12	0.0100	31.00	878.00	877.69	883.00	NA	N-12 ADS	NA
CBMH-4	WQMH-6	15	0.0150	60.00	874.52	873.62	882.00	48	N-12 ADS	2501
BRD 2	CBMH-5	12	0.0200	13.00	876.00	875.74	882.00	RD	N-12 ADS	RD
CBMH-5	WQMH-6	12	0.0100	81.00	875.64	874.83	879.70	48	N-12 ADS	2501
WQMH-6	RISER 1	18	0.0100	50.00	870.50	870.00	881.90	CDS-2020	N-12 ADS	SEE DETAIL

UTILITY NOTES:

1. EXISTING UTILITIES, SERVICE LOCATIONS AND ELEVATIONS SHALL BE VERIFIED IN FIELD PRIOR TO CONSTRUCTION.
2. MAINTAIN A MIN 18" VERTICAL SEPARATION AT ALL PIPE CROSSINGS.
3. PROVIDE POLYSTYRENE (4" THICK) INSULATION FOR ALL WATERMAIN AND STORM SEWER CROSSINGS WHERE VERTICAL OR HORIZONTAL SEPARATION IS LESS THAN 6'.
4. ALL UTILITY WORK WITHIN PUBLIC ROAD ROW SHALL COMPLY WITH THE CITY ENGINEERING DESIGN STANDARDS. ALL UTILITIES WORK WITHIN FRANCE AVENUE ROW SHALL COMPLY WITH MNDOT ENGINEERING DESIGN STANDARDS.
5. CONTRACTOR TO PROVIDE COORDINATION FOR TELEPHONE, GAS, AND ELECTRIC SERVICE CONNECTION WITH THE RESPECTIVE SERVICE COMPANY.
6. IF DEWATERING IS REQUIRED DURING CONSTRUCTION CONTRACTOR SHOULD CONSULT WITH EROSION CONTROL INSPECTOR AND ENGINEER TO DETERMINE APPROPRIATE METHOD.
7. ALL UTILITY INSTALLATIONS SHALL COMPLY WITH EDINA STANDARD DETAILS AND ENGINEERING GUIDELINES.
8. ALL PROJECT RELATED UTILITIES WILL BE PRIVATELY OWNED.
9. ALL UTILITY INSTALLATION BACKFILL SHALL BE PLACED AND COMPACTED IN ACCORDANCE WITH SOIL TESTING AGENCY REQUIREMENTS AND/OR SPECIFICATIONS. SOILS REPORT RECOMMENDATIONS INCLUDE PLACING BACKFILL AND FILL IN LIFTS NOT EXCEEDING 8 INCHES IN THICKNESS. THE COMPACTED DENSITY OF THE FILL SHALL BE THE FOLLOWING PERCENTAGES OF STANDARD PROCTOR:
   - BELOW FOUNDATIONS AND INTERIOR SLABS = 98%
   - BELOW EXTERIOR SLABS = 95%
   - WITHIN 3 FEET OF PAVEMENT = 100%
   - BELOW 3 FEET OF PAVEMENT = 95%
   - BELOW LANDSCAPE SURFACES = 90%

   FILL SHOULD BE WITHIN 3 PERCENTAGE POINTS OF ITS OPTIMUM MOISTURE CONTENT, HOWEVER, CLAYEY FILL SHOULD BE PLACED WITHIN 3 PERCENTAGE POINTS ABOVE AND 1 PERCENT BELOW ITS OPTIMUM MOISTURE CONTENT.
10. ALL HDPE PIPE SHALL BE ADS N-12 SMOOTH INTERIOR PIPE OR EQUIVALENT.
11. STORM SEWER CASTINGS SHALL BE NEENAH OR EQUIVALENT. CATCH BASINS IN CURB TO BE 3067-V, CATCH BASINS IN PAVEMENT TO BE 2501, AND MANHOLES IN PAVEMENT TO BE 1642-B.

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MARK RAUSCH., PE

Date _____ Reg. No. 43480

Project Manager

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ALLIANT ENGINEERING, INC.
233 PARK AVE. SOUTH, SUITE 300
MINNEAPOLIS, MN 55415
PHONE (612) 758-3080
FAX (612) 758-3099

Client

MOUNT DEVELOPMENT CO.

Project

EDINA MEDICAL PLAZA RE-ZONING SUBMITTAL

Location

6500 FRANCE AVENUE SOUTH
EDINA, MINNESOTA

Issued For	Date
CITY SUBMITTAL	9/10/2012

Sheet Title

UTILITY PLAN

Project Number	Sheet Number
11.064	C5.0

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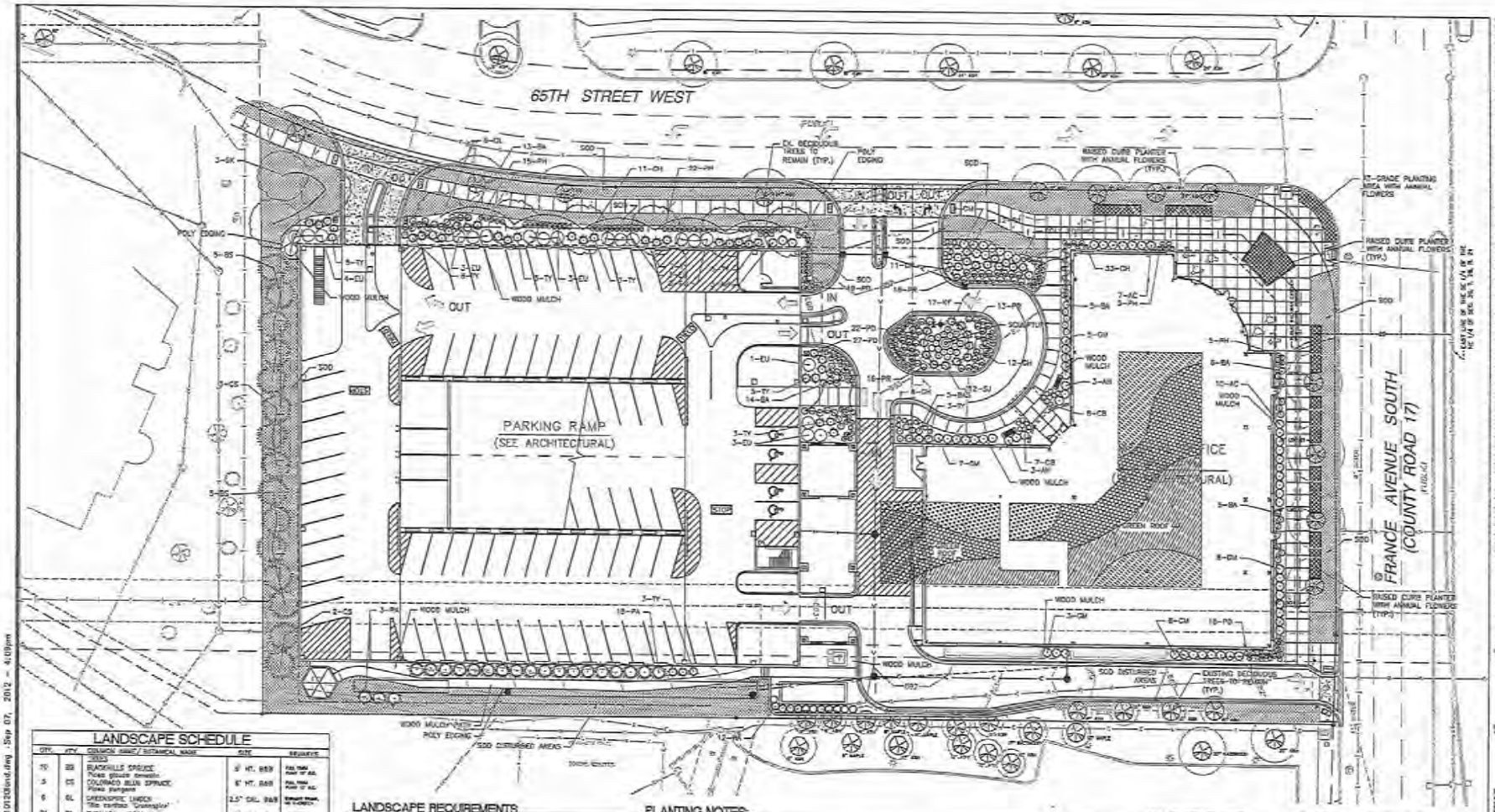

LANDSCAPE SCHEDULE

QTY.	KEY	COMMON NAME / BOTANICAL NAME	SIZE	REMARKS
		TREES		
10	BS	BLACKHILLS SPRUCE *Picea glauca densata*	8' HT. B&B	FULL TREE, PLANT AT ALL
3	CS	COLORADO BLUE SPRUCE *Picea pungens*	8' HT. B&B	FULL TREE, PLANT AT ALL
6	GL	GREENSPIRE LINDEN *Tilia cordata 'Greenspire'*	2.5" CAL. B&B	STAKED TREE, NO FLAGGING
21	PA	PYRAMIDAL ARBORVITAE *Thuja occidentalis 'Pyramidalis'*	6' HT. B&B	FULL TREE, PLANT 8' O.C.
3	SK	SKYLINE HONEYLOCUST *Gleditsia triacanthos var. inermis 'Skyline'*	4.5" CAL. B&B	STAKED TREE, NO FLAGGING
		SHRUBS		
17	AC	ALPINE CURRANT *Ribes alpinum*	18" HT., CONT.	MIN. 5 STEMS AT GR. SPEC
8	AH	ANNABELLE HYDRANGEA *Hydrangea arborescens 'Annabelle'*	18" HT. CONT.	MIN. 5 STEMS AT GR. SPEC
30	CU	DWARF WINGED EUONYMUS *Euonymus alatus 'Compactus'*	24" HT. CONT.	MIN. 5 STEMS AT GR. SPEC
40	CM	COLORADO SPIREA *Spiraea japonica 'Goldmound'*	18" HT. CONT.	MIN. 5 STEMS AT GR. SPEC
12	HA	HOLMSTRUP ARBORVITAE *Thuja occidentalis 'Holmstrup'*	8' HT. B&B	
24	SJ	SCANDIA JUNIPER *Juniperus sabina 'Scandia'*	24" DIA. CONT.	MIN. 3 STEMS AT GR. SPEC
26	TY	TAUNTON YEW *Taxus x media 'Taunton'*	24" DIA. CONT.	MIN. 3 STEMS AT GR. SPEC
		PERENNIALS		
44	BA	BLUE ANGEL HOSTA *Hosta 'Blue Angel'*	1 GAL., CONT.	
15	CB	CORAL BELLS *Heuchera 'Ruby Wedding'*	1 GAL., CONT.	
75	DH	DUNCHOOLE HOSTA *Hosta 'Duncheole'*	1 GAL., CONT.	
17	KF	KARL FOERSTER GRASS *Calamagrostis x acutiflora 'Karl Foerster'*	3 GAL., CONT.	
47	PR	PRAIRIE DROPSEED *Sporobolus heterolepis*	1 GAL., CONT.	
47	PW	PARADISE WE SMILE *Hosta 'Paradigm'*	1 GAL., CONT.	
66	PD	PARDON ME DAISY *Monarda x 'Pardon Me'*	1 GAL., CONT.	

LANDSCAPE REQUIREMENTS

OVERSTORY TREES REQUIRED = 30
OVERSTORY TREES SHALL NOT BE LESS THAN THE PERIMETER OF THE LOT AS MEASURED IN FEET DIVIDED BY 40 = 1350/40 = 30.

MINIMUM REQUIREMENT	REQUIRED TREES:	PROVIDED TREES:
SITE ORNAMENTAL (<21' BS)	1.5	0
SITE COMPLIMENTARY (2.5"DB+)	10	26
SITE ACCENT (3.5"DB+)	5	0
SITE PRIMARY (4.5"DB+)	3	3
SITE FULL (5.5"DB+)	1.5	0
TOTAL TREES	30	29
EXISTING TREES ALONG PERIMETER OF SITE TO REMAIN =		16
TOTAL TREES ON SITE =		55

GREEN ROOF

GREEN ROOF AREA = 5,592 SF

GREEN ROOF TO BE PLANTED WITH LIVEROOF INVISIBLE MODULAR GREEN ROOF SYSTEM (LIVEROOF STANDARD). PLANTING SOIL TO BE 4 1/4" DEEP. PLANTINGS WILL INCLUDE A VARIETY OF COLORFUL SEDUMS AND SUCCULENT GROUND COVERS. DETAILED PLANT SPECIES TO BE DETERMINED.

SCHEDULE NOTES:

1. PERENNIALS TO BE PLANTED IN STAGGERED ROWS, UNLESS SHOWN OTHERWISE ON PLAN.
2. QUANTITIES ON PLAN SUPERSEDE LIST QUANTITIES IN EVENT OF DISCREPANCY.

PLANTING NOTES:

1. LANDSCAPE CONTRACTOR SHALL VISIT SITE PRIOR TO SUBMITTING BID TO BECOME COMPLETELY FAMILIAR WITH SITE CONDITIONS.
2. INSTALL 4" MIN. BLACK DIRT TO ALL SOD, SEED AND SHRUB AREAS. CONTRACTOR RESPONSIBLE FOR FINE GRADING OF SOD AREAS.
3. CONTRACTOR WILL STAKE OR MARK ALL PLANT MATERIAL LOCATIONS PRIOR TO INSTALLATION. CONTRACTOR SHALL HAVE OWNERS REPRESENTATIVE APPROVE ALL STAKING PRIOR TO INSTALLATION.
4. ALL SHRUB AREAS UNLESS SPECIFIED AS OTHER, TO BE SOD MULCHED WITH 2" DEPTH OF DEPTH SHREDDED HARDWOOD MULCH, GOLDEN COLOR, OVER WEED BARRIER. POLY-EDGER TO BE VALLEY VIEW BLACK DIAMOND OR APPROVED EQUAL.
5. ALL PERENNIAL BEDS TO BE SOD MULCHED WITH 3" DEPTH OF DEPTH SHREDDED HARDWOOD MULCH, GOLDEN COLOR.
6. INSTALL 4-6" DEPTH SHREDDED HARDWOOD MULCH AROUND ROOT GRATES OF ALL TREES ISOLATED FROM PLANT BEDS.
7. PLANTING SOIL SHALL CONSIST OF 50% SELECT STRIP TOPSOIL, 25% PEAT MOSS, 25% PE RUM SAND.
8. CONTRACTOR WILL COMPLETELY COMPLETE ALL WORK FOR A PERIOD OF TWO YEARS (24 MONTHS) BEGINNING AT THE DATE OF SUBSTANTIAL COMPLETION. CONTRACTOR WILL MAKE ALL REPLACEMENTS PROMPTLY (AS PER DIRECTION OF OWNER).
9. ANY MATERIAL WHICH DIES, OR DEVELOPES PRIOR TO ACCEPTANCE OF THE WORK WILL BE PROMPTLY REMOVED AND REPLACED.
10. THE OWNERS REPRESENTATIVE RESERVES THE RIGHT TO REJECT ANY PLANT MATERIAL NOT MEETING SPECIFICATIONS.
11. ALL MATERIAL SHALL COMPLY WITH THE LATEST EDITION OF THE AMERICAN STANDARD FOR NURSERY STOCK, AMERICAN ASSOCIATION OF NURSERYMEN.
12. ALL TREE TRUNKS SHALL BE WRAPPED WITH BROWN CREPE TREE WRAP. APPLY WRAP IN NOVEMBER AND REMOVE IN APRIL.
13. LANDSCAPE CONTRACTOR TO WATER AND MAINTAIN ALL PLANT MATERIALS AND SOD UNTIL FINAL ACCEPTANCE.
14. REPAIR AT NO COST TO OWNER ALL DAMAGE TO PROPERTY RESULTING FROM LANDSCAPE WORK.
15. CONTRACTOR IS RESPONSIBLE FOR CALLING GOPHER STATE ONE AT 454-1002 AND FOR LOCATING ALL UNDERGROUND UTILITIES AND SHALL AVOID DAMAGE TO UTILITIES DURING THE COURSE OF THE WORK. CONTRACTOR IS RESPONSIBLE FOR REPAIRING ANY DAMAGE TO UTILITIES, SITE STRUCTURES, ETC., RESULTING FROM LANDSCAPE CONSTRUCTION.
16. LANDSCAPE CONTRACTOR IS TO BE RESPONSIBLE FOR WATERING ALL PLANT MATERIALS UNTIL THE TIME THE PERMANENT IRRIGATION SYSTEM IS FULLY FUNCTIONAL.
17. CHEMICAL WEED CONTROL MUST BE APPLIED TO ALL LANDSCAPE AREAS PRIOR TO ANY PLANT INSTALLATION.
18. LANDSCAPE CONTRACTOR TO COORDINATE INSTALLATION WITH GENERAL CONTRACTOR.
19. STAKING AND CUTTING OF TREES OPTIONAL. LANDSCAPE CONTRACTOR SHALL WARRANT FLUSHNESS OF TREES FOR DURATION OF WARRANTY PERIOD.
20. SWEEP AND WASH ALL PAVED SURFACES AND REMOVE ALL DEBRIS RESULTING FROM LANDSCAPE OPERATIONS.
21. CONTRACTOR TO SUPPLY DESIGN AND INSTALLATION OF AN IRRIGATION PLAN WITH 100% COVERAGE FOR SHRUB BEDS, SOD, PLANTING AREAS AND ALL GREEN SPACE. THE SOD, PLANT AND SHRUB AREAS TO BE ON SEPARATE ZONES. USE RAINBIRD OR APPROVED EQUAL. COORDINATE WITH PROPERTY OWNER.
22. IRRIGATION DESIGN SHALL BE COORDINATED WITH OWNER.

SALT TOLERANT PLANT MATERIAL

Statements are based since sources for dry, poor soil and salt from the winter. The following plants are recommended for their ability to live and flourish in these challenging urban sites.

Annuals include: Geraniums, Zinnia, Marigolds, Petunia, Cosmos, Sweetwort, Dusty Miller, Impatiens, Lobelia.

Perennials include: Astilbe, Bluebells, Calimeria, Fleeceflower, Echinacea purpurea, Fescue, Hosta, Immortelle, Lamb's Ear, Liriope, Iris germanica, Monarda didyma, Nepeta, Agapanthus, Russian Sage, Rudbeckia fulgida, Phlox.

Evergreens include: Juniper, Blue Spruce, Jack Pine.

Shrubs include: Serviceberry, Indigo dwarf, Japanese Barberry, Dogwood and Ribbon bark birch, Cotoneaster, Ninebarks, Hydrangea, Forsythia, Shrubby, and Dogbane. Viburnum, Alpine Currant, Blackberry, Blue Elderberry.

Trees include: Swamp White, Serviceberry, Kentucky Coffeetree, Hackberry, Quercus macrocarpa (oak), Japanese Tree Lilac.

LANDSCAPE LEGEND

- PROPOSED CURB AND GUTTER
- EXISTING CURB AND GUTTER
- SOD
- ANNUAL FLOWERS
- GREEN ROOF PLANTINGS
- POLY EDGING

FOR REVIEW ONLY
PRELIMINARY
NOT FOR CONSTRUCTION

N

0 10 20 40
SCALE 40' FEET

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

Mark Kronbeck, ASLA

Date: _____ Reg. No. _____

Project Manager

Observation Log

ALLIANT ENGINEERING, INC.
533 PARK AVE. SOUTH, SUITE 500
MINNEAPOLIS, MN 55415
PHONE (612) 338-2050
FAX (612) 338-5600

Client

MOUNT DEVELOPMENT CO.

Project

EDINA MEDICAL PLAZA
RE-ZONING SUBMITTAL

Location

6500 FRANCE AVENUE SOUTH
EDINA, MINNESOTA

Issued For	Date
CITY SUBMITTAL	9/10/2012

Sheet Title

LANDSCAPE PLAN

Project Number: 11.064

Sheet Number: C6.0

Drawing name: K:\2011\11012\Plan sheets\Site Plan Review\11012Sind.dwg - Sep 07, 2012 - 4:08pm

PARKING DECK ABOVE
(NO LOWER LEVEL)

A66

1 LOWER LEVEL PLAN
A2.0 SCALE: 3/16"=1'-0"

N

0 8 16 32

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Edward A. Farr

Date _____ Reg. No. 15352

Project Manager

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EDWARD FARR ARCHITECTS INC

AURORA Investments, LLC

Client

MOUNT DEVELOPMENT CO.

Project

EDINA MEDICAL PLAZA RE-ZONING SUBMITTAL

Location

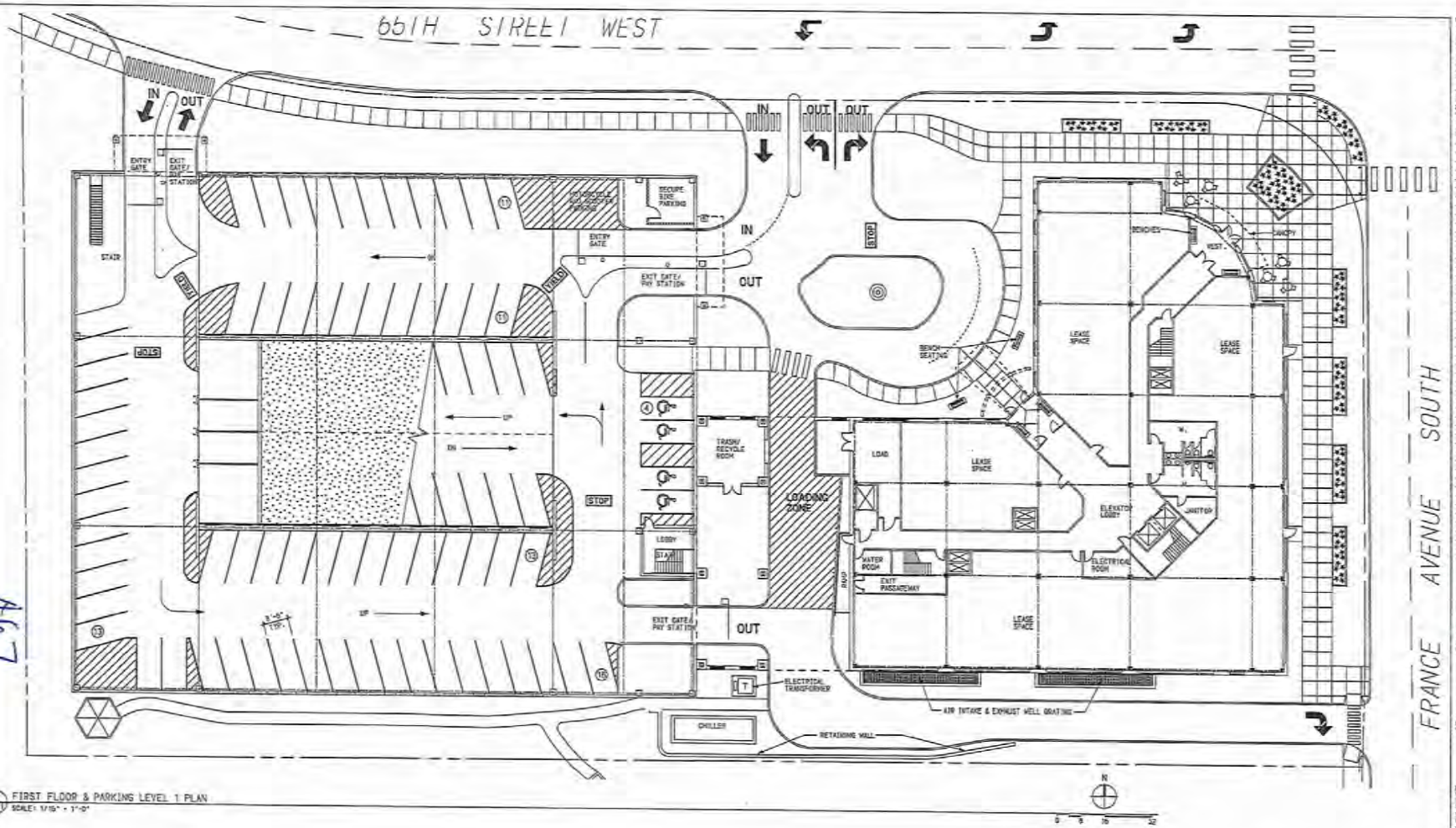
6500 FRANCE AVENUE SOUTH
EDINA, MINNESOTA

Issued For	Date
CITY SUBMITTAL	9/30/2012

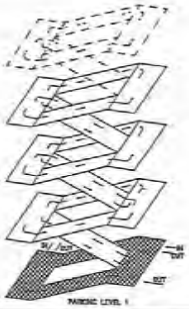
Sheet Title

LOWER LEVEL PLAN

Project Number	Sheet Number
11.064	A2.0



1 FIRST FLOOR & PARKING LEVEL 1 PLAN
A2.1 SCALE: 1/16" = 1'-0"



PARKING TABULATION

Required Parking - w/ Retail option:

Retail, 1st Floor - 7,000 GSF: 8/1000 + (6/1000 X 6000 GSF) = 44 Stalls
Medical Office - 95,478 GSF: 1/200 + 1/3500 (Doctors) = 504 Stalls

Total Required Parking = 548 Stalls

Required Parking - no Retail:

Medical Office - 103,478 GSF: 1/200 + 1/3500 (Doctors) = 542 Stalls

Total Required Parking = 542 Stalls

Provided Parking:

Level 1 (on grade)	74 (includes 4 accessible)
Level 2 (ramp)	127 (no accessible)
Level 3 (ramp)	116 (includes 3 accessible)
Level 4 (ramp)	116 (includes 3 accessible)
Level 5 Ramp (proof of skip)	125 (includes 1 accessible)
Total Possible	548

Refer to Narrative for parking reduction strategies included in the project: bicycle room/showers / lockers, Zip-car-program, motorcycle/scooter parking and more.

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Edward A. Farr

Date _____ Reg. No. 16382

Project Manager

Draftsman

EDWARD FARR ARCHITECTS INC

AURORA Investments, LLC

Client

MOUNT DEVELOPMENT CO.

Project

EDINA MEDICAL PLAZA RE-ZONING SUBMITTAL

Location

6500 FRANCE AVENUE SOUTH
EDINA, MINNESOTA

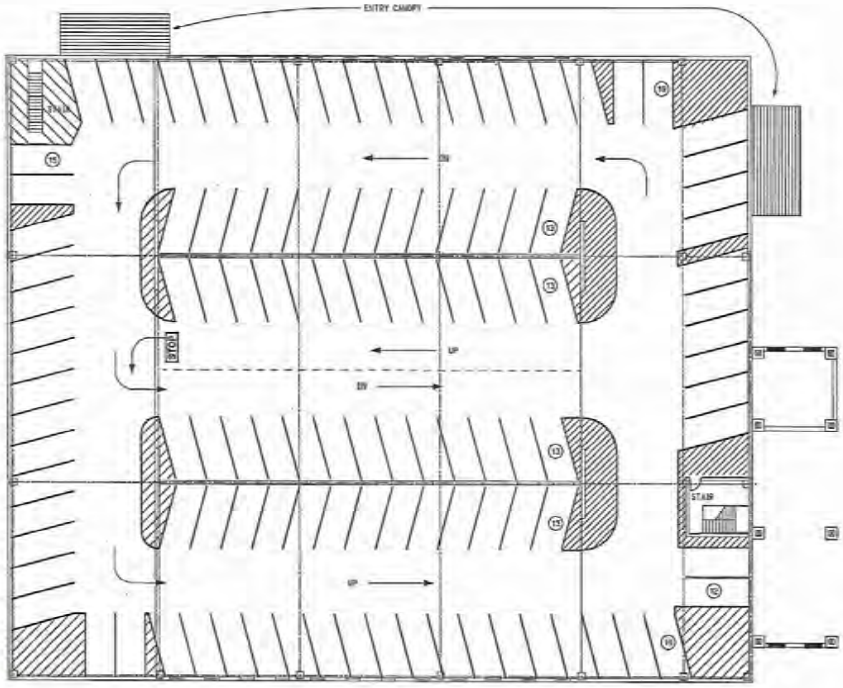
Issued For	Date
CITY SUBMITTAL	9/10/2012

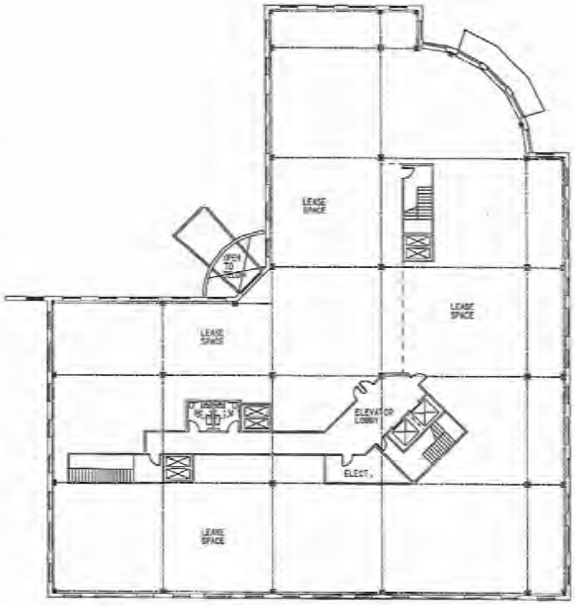
Sheet Title

FIRST FLOOR PLAN

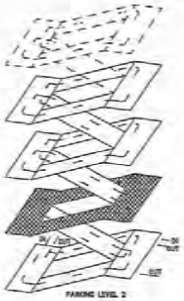
Project Number: 11.064

Sheet Number: A2.1





1 SECOND FLOOR & PARKING LEVEL 2 PLAN
SCALE: 1/16" = 1'-0"



PARKING LEVEL 2

PARKING TABULATION

Required Parking - w/ Retail option:

Retail, 1st Floor - 7,000 GSF: 8/1000 + (6/1000 X 6000 GSF) = 44 Stalls
Medical Office - 95,478 GSF: 1/300 + 1/3500 (Doctors) = 504 Stalls

Total Required Parking = 548 Stalls

Required Parking - no Retail:

Medical Office - 102,478 GSF: 1/300 + 1/3500 (Doctors) = 542 Stalls

Total Required Parking = 542 Stalls

Provided Parking:

Level 1 (on grade)	74 (includes 4 accessible)
Level 2 (ramp)	117 (no accessible)
Level 3 (ramp)	116 (includes 3 accessible)
Level 4 (ramp)	116 (includes 3 accessible)
Level 5 Ramp (exact of pkg)	125 (includes 1 accessible)
Total Possible	548

Refer to Narrative for parking reductions strategies included in the project: bicycle room/showers /lockers, Zip-car program, motorcycle/scooter parking and more.

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Edward A. Farr

Date _____ Reg. No. 16362

Project Manager

EDWARD FARR ARCHITECTS INC

AURORA Investments, LLC

MOUNT DEVELOPMENT CO.

Project
EDINA MEDICAL PLAZA RE-ZONING SUBMITTAL

Location
6500 FRANCE AVENUE SOUTH
EDINA, MINNESOTA

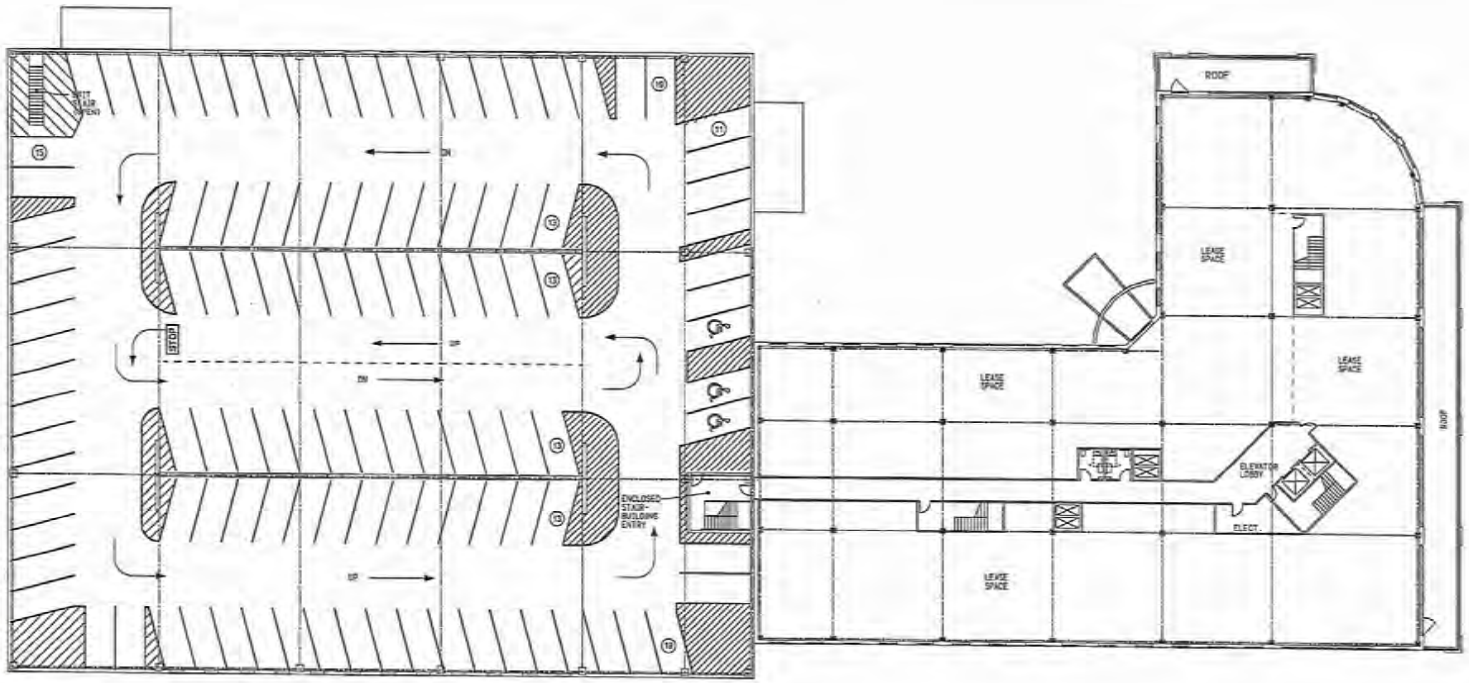
Issued For	Date
CITY SUBMITTAL	8/10/2012

Sheet Title
SECOND FLOOR PLAN

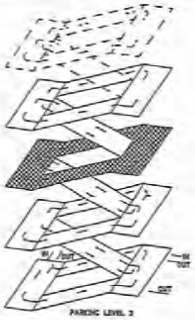
Project Number 11.064

Sheet Number A2.2

A68



1 TYPICAL UPPER FLOOR PLAN
SCALE: 1/16"=1'-0"



PARKING LEVEL 3

PARKING TABULATION

Required Parking - w/ Retail option:

Retail, 1st Floor - 7,000 GSF: 8/1000 + (8/1000 X 6000 GSF) = 44 Stalls
Medical Office - 98,478 GSF: 1/200 + 1/3500 (Doctors) + 506 Stalls

Total Required Parking = 548 Stalls

Required Parking - no Retail:

Medical Office - 102,478 GSF: 1/200 + 1/3500 (Doctors) = 542 Stalls

Total Required Parking = 542 Stalls

Provided Parking:

Level 1 (on grade)	74 (includes 4 accessible)
Level 2 (ramp)	117 (no accessible)
Level 3 (ramp)	116 (includes 5 accessible)
Level 4 (ramp)	116 (includes 5 accessible)
Level 5 Ramp (proof of pkg)	125 (includes 1 accessible)
Total Possible	548

Refer to Narrative for parking reductions strategies included in the project: bicycle room/showers / lockers, Zip-car program, motorcycle/scooter parking and more.

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Edward A. Farr

Date _____ Reg. No. 16352

Project Manager

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AURORA Investments, LLC

Client

MOUNT DEVELOPMENT CO.

Project

EDINA MEDICAL PLAZA RE-ZONING SUBMITTAL

Location

6500 FRANCE AVENUE SOUTH
EDINA, MINNESOTA

Issued For	Date
CITY SUBMITTAL	9/10/2012

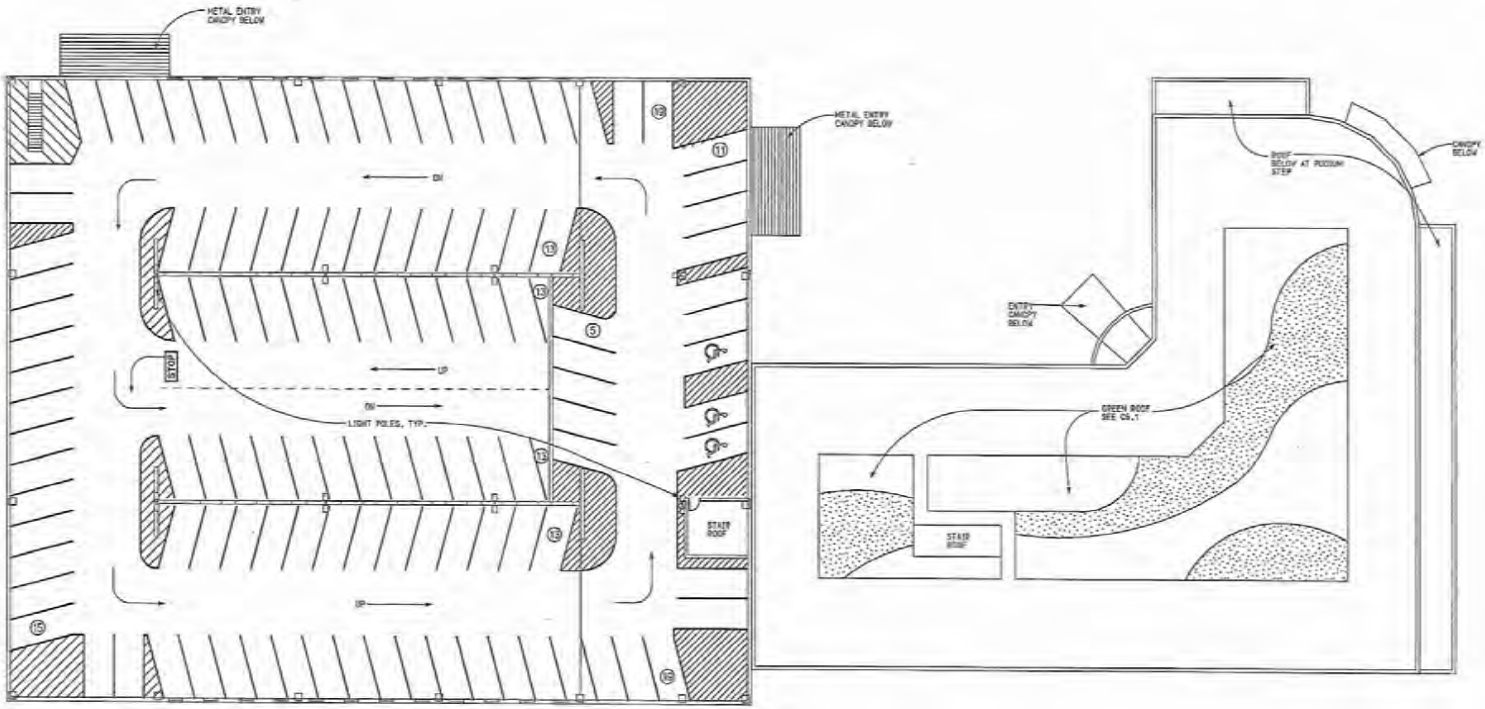
Sheet Title

TYPICAL UPPER FLOOR PLAN, 3 - 5

Project Number 11.064

Sheet Number A2.3

469



1 ROOF PLAN
A4.1 SCALE: 1/16"=1'-0"

N

0 8 16 32

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Edward A. Farr

Date _____ Reg. No. 16352

Project Manager

Comment log

EDWARD FARR ARCHITECTS INC.

AURORA Investments, LLC

Client

MOUNT DEVELOPMENT CO.

Project

EDINA MEDICAL PLAZA
RE-ZONING SUBMITTAL

Location

6500 FRANCE AVENUE SOUTH
EDINA, MINNESOTA

Issued For: CITY SUBMITTAL
Date: 07/09/2012

Sheet Title

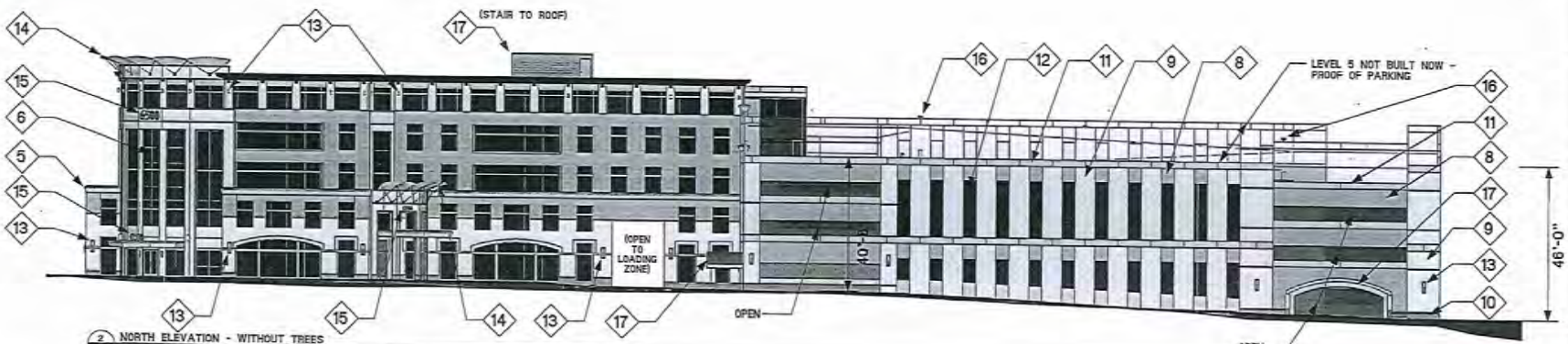
ROOF PLAN

Project Number: 11.064

Sheet Number: A4.1

A-20

1 A5.1 NORTH ELEVATION - WITH TREES
SCALE: 1/16"=1'-0"



2 A5.1 NORTH ELEVATION - WITHOUT TREES
SCALE: 1/16"=1'-0"

A71

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Edward A. Farr

Date _____ Reg. No. 15362
Project Manager

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MATERIALS LEGEND◇

1 FACE BRICK #1 - FIELD
2 FACE BRICK #2 - BASE
3 FACE BRICK #3 - ACCENT
4 EIFS CORNICE
5 PRECAST (PC) CORNICE
6 BRONZE REFLECTIVE GLASS IN CHAMPAGNE ALUM FRAMES
7 ARCH'L PC CONC - LIMESTONE
8 STRUCT PC CONC #1 - EXP AGG TO MATCH BRICK #1
9 STRUCT PC CONC #2 - ACID ETCH TO MATCH BRICK #2
10 STRUCT PC CONC #3 - ACID ETCH TO MATCH BRICK #3
11 PC CONC #4 TO MATCH PRECAST CORNICE
12 PREFINISHED LOUVER
13 DECORATIVE WALL LIGHT
14 TRANSLUSCENT CROWN W/ STAINLESS STEEL SUPPORT
15 BUILDING ADDRESS NUMBERS
16 LIGHT POLES, METAL HALIDE
17 PREFINISHED METAL PANELS
18 ORNAMENTAL GUARDRAIL

Client

Project
EDINA MEDICAL PLAZA RE-ZONING SUBMITTAL

Location
6500 FRANCE AVENUE SOUTH
EDINA, MINNESOTA

Issued For	Date
CITY SUBMITTAL	9/10/2012

Sheet Title
NORTH ELEVATIONS

Project Number	Sheet Number
11.064	A5.1

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1 (A5.2) SOUTH ELEVATION - WITH TREES
SCALE: 1/16"=1'-0"

2 (A5.2) SOUTH ELEVATION - WITHOUT TREES
SCALE: 1/16"=1'-0"

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Project Manager

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MATERIALS LEGEND ⊙

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16 LIGHT POLES, METAL HALIDE
17 PREFINISHED METAL PANELS
18 ORNAMENTAL GUARDRAIL

EDWARD FARR ARCHITECTS INC

AURORA Investments, LLC

Client

MOUNT DEVELOPMENT CO.

Project

EDINA MEDICAL PLAZA RE-ZONING SUBMITTAL

Location

6500 FRANCE AVENUE SOUTH
EDINA, MINNESOTA

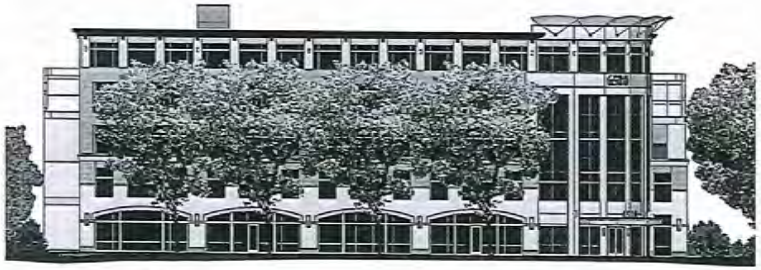
Issued For	Date
CITY SUBMITTAL	9/10/2012

Sheet Title

SOUTH ELEVATIONS

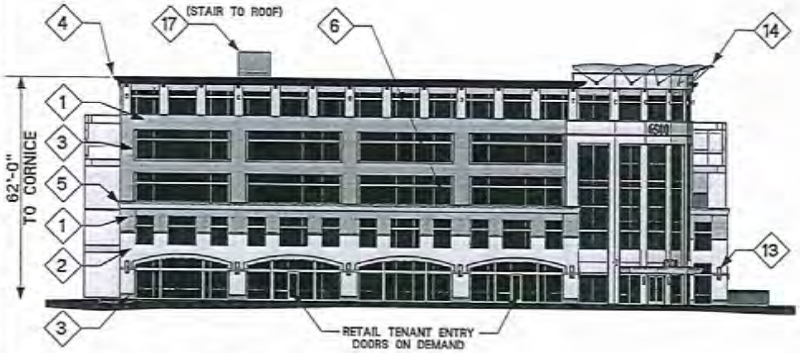
Project Number	Sheet Number
11.064	A5.2

472

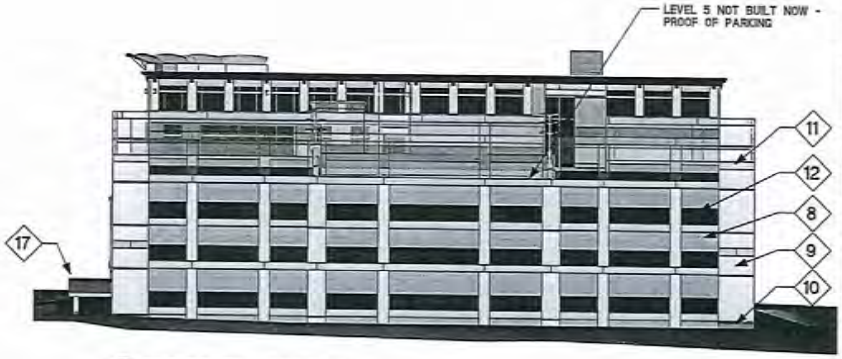


1 A5.3 EAST ELEVATION - WITH TREES
SCALE: 1/16"=1'-0"

2 A5.3 WEST ELEVATION - WITH TREES
SCALE: 1/16"=1'-0"



3 A5.3 EAST ELEVATION - WITHOUT TREES
SCALE: 1/16"=1'-0"



4 A5.3 WEST ELEVATION - WITHOUT TREES
SCALE: 1/16"=1'-0"

A23

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Edward A. Farr

Date _____ Reg. No. 16362
Project Manager

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MATERIALS LEGEND ◇

1 FACE BRICK #1 - FIELD
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3 FACE BRICK #3 - ACCENT
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5 PRECAST (PC) CORNICE
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15 BUILDING ADDRESS NUMBERS
16 LIGHT POLES, METAL HALIDE
17 PREFINISHED METAL PANELS
18 ORNAMENTAL GUARDRAIL

EDWARD FARR
ARCHITECTS INC
7700 Golden Triangle Drive
Eden Prairie, Minnesota
55344
Tel. 952-943-0080
Fax 952-943-0083
www.edwardfarrarch.com

AURORA
Investments, LLC

Client

MOUNT DEVELOPMENT CO.

Project

EDINA MEDICAL
PLAZA
RE-ZONING
SUBMITTAL

Location

6500 FRANCE AVENUE SOUTH
EDINA, MINNESOTA

Issued For	Date
CITY SUBMITTAL	9/10/2012

Sheet Title

EAST AND WEST
ELEVATIONS

Project Number	Sheet Number
11.064	A5.3

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WSB & Associates, Inc.
Infrastructure ■ Engineering ■ Planning ■ Construction
701 Xenia Avenue South
Suite #300
Minneapolis, MN 55416
Tel: 763 541-4800
Fax: 763 541-1700

Memorandum

DATE: *October 5, 2012*

TO: *Mr. Cary Teague, Planning Director*
Mr. Wayne Houle, Public Works Director
City of Edina

FROM: *Charles Rickart, P.E., PTOE*

RE: *Revised Edina Medical Plaza – 6500 France Avenue*
Traffic and Parking Study
City of Edina, MN
WSB Project No. 1686-29

Background

Traffic and Parking Studies were completed in April and June 2012 documenting the anticipated traffic impacts the proposed redevelopment of the 6500 France Avenue site redevelopment would have on the adjacent roadway system. The site and proposed redevelopment has again been revised. This memorandum provides an updated review of the traffic and parking impacts, based on the revised site plan and development proposal.

The proposed site redevelopment has been revised to include reconstruction of both the 6500 France Avenue site and the 4005 65th Avenue site with a five story 102,000 sf leasable medical office building with an attached 3 story parking structure. The previous ultimate full build-out proposal included the same building area in a six story structure and a 5 level parking ramp.

All access to the development site will be the same as the previous proposal and will be provided from two full movement access locations on 65th Street and one right-out access location to France Avenue.

Traffic Impact Analysis

The traffic impacts of the existing and anticipated redevelopment were evaluated at the site access locations as well as the primary impacted intersections and driveway along 65th Street between France Avenue and Valley View Road. The analysis completed with the previous study would apply to the current proposal. The results from that study documented in the June 20th, 2012 traffic analysis memo are outlined below.

- The proposed site redevelopment includes primarily medical office and supporting uses. The ultimate full build of the site is anticipated to generate 3227 trips in a day, 352 trips in the AM peak hour and 305 trips in the PM peak hour.

- Traffic operations at the intersections and driveway on 65th Street between France Avenue and Valley View Road will remain the same with or without the proposed ultimate site development.

- Traffic operations at the proposed site driveways will operate at overall LOS A in the AM and PM peak hours with the worst movement operating at a LOS C.

- The queuing analysis indicates that no significant impact to the adjacent driveways or intersections will occur as a result of the proposed ultimate site development.

Parking Demand Analysis

The parking demand for the proposed redevelopment was analyzed based on the anticipated uses on the site. The parking generation rates used to estimate the parking demand was based on surveys of the parking generation for other similar land uses as documented in the Institute of Transportation Engineers *Parking Generation Manual, 4th* Edition.

Table 1 below shows a summary of each potential uses, the estimated parking generation rate and what the anticipated peak parking demand would be for a typical weekday. This would represent the worst case condition for the parking on the site assuming the proposed uses.

The current City Code would require a total of 548 parking spaces for the proposed ultimate development. Currently the proposed site development plan includes 423 spaces in a three (3) level parking ramp. Additional "proof of parking" of 125 spaces is proposed by adding one level to the parking ramp. Reviewing the ITE Parking Generation summary in ***Table 1***, the proposed development plan will be providing approximately 40 parking spaces fewer than that recommended for the proposed uses. It should be noted that the generation rate for the Coffee Shop and Medical Retail does not include "dual purpose" trips, which would result in a reduction of up to 80% of total trips to these uses based on ITE data or approximately 44 spaces, bringing the total parking spaces required at approximately 419 spaces.

Table 1 – Site Parking Demand

Use	Size	Rate	Spaces
Full Build			
Medical Office	95,478 sf	4.27 spaces/ksf	408
Medical Retail	5,800 sf	5.40 spaces/ksf	32
Coffee Shop	1,200 sf	19.31 spaces/ksf	23
Total Full Build			**463 (419)**

(xxx) = Total with dual purpose trips

In addition parking the parking demand was also analyzed for a mix of medical office, medical retail and general retail or 100% medical office on the site assuming the ultimate build out of the development. ***Table 2*** shows a summary of the potential alternative uses and what the anticipated parking demand would be for each on a typical weekday. The total

Table 2 – Alternative Use Parking Demand

Use	Size	Rate	Spaces
Alternative 1			
Medical Office	95,478 sf	4.27 spaces/ksf	408
Medical Retail	7,000 sf	5.40 spaces/ksf	38
Total Alternative 1			**446 (416)**
Alternative 2			
Medical Office	95,478 sf	4.27 spaces/ksf	408
General Retail	7,000 sf	3.16 spaces/ksf	23
Total Alternative 2			**431 (413)**
Alternative 3			
Medical Office	95,478 sf	4.27 spaces/ksf	408
Bank	7,000 sf	5.67 spaces/ksf	40
Total Alternative 3			**448 (418)**
Alternative 4			
Medical Office	102,478 sf	4.27 spaces/ksf	437
Total Alternative 4			**437**

(xxx) = Total with dual purpose trips

The results of the parking analysis, assuming that parking for the dual purpose trips would not be needed concludes that the parking proposed with the redevelopment site plan (423 spaces) would be adequate for any mix of medical office and medical / general retail uses on the site. However, if the site was 100% medical office the site would require an additional 14 spaces.

WSB & Associates, Inc.
Infrastructure ■ Engineering ■ Planning ■ Construction
701 Xenia Avenue South
Suite #300
Minneapolis, MN 55416
Tel: 763 541-4800
Fax: 763 541-1700

Memorandum

DATE: *June 20, 2012*

TO: *Mr. Cary Teague, Planning Director*
Mr. Wayne Houle, Public Works Director
City of Edina

FROM: *Charles Rickart, P.E., PTOE*

RE: *Revised Edina Medical Plaza – 6500 France Avenue*
Traffic and Parking Study
City of Edina, MN
WSB Project No. 1686-29

Background

Traffic and Parking Studies were completed in April 2012 documenting the anticipated traffic impacts the proposed redevelopment of the 6500 France Avenue site would have on the adjacent roadway system. The site and proposed redevelopment has now been expanded to include the 4005 65th Avenue site located to the west of 6500 France Avenue. This memorandum provides an updated review of the traffic impacts, based on the revised site plan and development proposal.

Access to the existing sites is currently provided at two (2) full movement driveway locations from 65th Street to each property (four driveways). The project location is shown on ***Figure 1***.

The proposed site redevelopment includes reconstruction of both the 6500 France Avenue site and the 4005 65th Avenue site to provide a six story 102,406 sf (96,500 sf leasable) medical office building with an attached 5 story parking structure. The primary uses in the building will include 90% medical office and 10% medical related retail. It is proposed that the development will be constructed in phases. The first phase will include 4 stories of the medical office building and 3 stories of the parking structure. The traffic analysis included in this study evaluated the ultimate build of the site as a worst case condition. The parking demand includes an analysis of both phase 1 and the ultimate development scenario.

All access to the new development site will be provided from two full movement access locations on 65th Street and one right-out access location to France Avenue. The proposed site plan is shown on ***Figure 2***.

The traffic impacts of the existing and anticipated development were evaluated at the site access locations as well as the primary impacted intersections and driveway along 65th Street between France Avenue and Valley View Road. The following sections of this report document the analysis and anticipated impacts of the proposed redevelopment.

Existing Traffic Characteristics

The existing lane configuration and traffic control include:

65th Street is an east-west city street with numerous access driveways. The existing roadway configuration includes a single lane in each direction with a continuous center left turn lane (three lane section). All the driveway access points are controlled with stop signs, stopping the exiting movements from the developments.

The two primary intersections along the 65th Street corridor are at France Avenue and Valley View Road. Both France Avenue and Valley View Road are classified as "A" Minor Arterials providing regional access to the area. Both intersections are controlled with Traffic Control Signals. The lane configurations at each are as follows.

65th Street at France Avenue
SB France Ave approaching 65th St – one through/right, two through, one left
NB France Ave approaching 65th St – one through/right, two through, one left
EB 65th St approaching France Ave – one through/right, one left
WB 65th St approaching France Ave – one right, one through/left

65th Street/TH 62 off ramp at Valley View Road
SB Valley View Rd approaching 65th St – one through, one left
NB Valley View Rd approaching 65th St – one through/right, two through
EB TH 62 off ramp approaching Valley View Rd – one free right, one through/left
WB 65th St approaching Valley View Rd – one right/left

AM and PM peak hour turning movement counts were conducted along 65th Street at each access driveway, the intersection of France Avenue at 65th Street and the intersection of Valley View Road at 65th Street/TH 62 off ramp the week of February 20th, 2012.

Figure 3 shows the intersections and driveways along the corridor that were analyzed as part of this traffic study and, **Figure 4** shows the existing 2012 AM and PM peak hour traffic volumes with the existing lane configuration. The traffic count data is included in the ***Appendix***.

Site Trip Generation

The estimated trip generation from the proposed ultimate redevelopment is shown below in ***Table 1***. The trip generation rates used to estimate the proposed site traffic are based on extensive surveys of the trip-generation rates for other similar land uses as documented in the Institute of Transportation Engineers *Trip Generation Manual, 8th* Edition. The table shows the total daily, AM peak hour and PM. peak hour trip generation for the proposed site.

It was also assumed that the makeup of the development will be services that complement the primary proposed medical office use, such as the coffee shop, barber shop and medical supply uses. For this reason, the development traffic generation was adjusted for internal dual purpose trips. It was also assumed that all the traffic from the site would be new traffic to the roadway system and no pass-by/diverted trip factors were considered.

Table 1 - Estimated Site Trip Generation

Use	Size (KSF)	ADT			AM Peak			PM Peak		
		Total	In	Out	Total	In	Out	Total	In	Out
Coffee Shop	1.20	492	246	246	141	72	69	49	24	24
Barber Shop	1.00	22	11	11	1	1	0	1	0	1
Audiology	3.50	126	63	63	8	6	2	12	3	9
Medical Goods	4.00	360	180	180	13	8	5	34	17	17
Medical Office	86.80	3136	1568	1568	200	158	42	300	81	219
Dual Purpose Trip Reduction		910	455	455	11	7	4	91	29	62
Total New Trips		**3227**	**1613**	**1613**	**352**	**237**	**114**	**305**	**97**	**208**

Source: Institute of Transportation Engineers Trip Generation Manual, 8th Edition

Background Traffic Growth

Traffic growth in the vicinity of a proposed development will occur between existing conditions and any given future year due to other growth and development within the region. This background growth must be accounted for and included in future year traffic forecasts. Reviewing the historical traffic counts on in the area traffic has stayed constant or dropped in the past few years. In order to account for some background growth in traffic a .05% per year factor was applied to the through traffic on 65th Street, France Avenue and Valley View Road.

Trip Distribution

Site-generated trips were distributed to the adjacent roadway system based on the population distribution relative to the site and the travel sheds for the major routes that serve it. The Trip Distribution was assumed as follows:

25% north on France Avenue
20% south on France Avenue
10% from the Hospital across France Avenue
10% north on Valley View Road
5% south on Valley View Road
30% from west on TH 62

Future Year Traffic Forecasts

Traffic forecasts were prepared for the year 2014, which is the year after the proposed site would be fully developed. The traffic forecasts were prepared by adding the projected annual background traffic to the existing 2012 traffic counts then adding the anticipated site traffic to the system based on the traffic distribution outlined above. ***Figure 5*** shows the projected 2014 AM and PM peak hour traffic volume.

Traffic Operations

Existing and/or forecasted traffic operations were evaluated for the intersections of 65th Street at France Avenue, 65th Street at Valley View Road, the existing driveways on 65th Street, the proposed development site driveways on 65th Street and the right-out only site access to France Avenue. This section describes the methodology used to assess the operations and provides a summary of traffic operations.

Analysis Methodology

The traffic operations analysis is derived from established methodologies documented in the *Highway Capacity Manual 2000* (HCM). The HCM provides a series of analysis techniques that are used to evaluate traffic operations.

Intersections are given a Level of Service (LOS) grade from "A" to "F" to describe the average amount of control delay per vehicle as defined in the HCM. The LOS is primarily a function of peak traffic hour turning movement volumes, intersection lane configuration, and the traffic controls at the intersection. LOS A is the best traffic operating condition, and drivers experience minimal delay at an intersection operating at that level. LOS E represents the condition where the intersection is at capacity, and some drivers may have to wait through more than one green phase to make it through an intersection controlled by traffic signals. LOS F represents a condition where there is more traffic than can be handled by the intersection, and many vehicle operators may have to wait through more than one green phase to make it through the intersection. At a stop sign-controlled intersection, LOS F would be characterized by exceptionally long vehicle queues on each approach at an all-way stop, or long queues and/or great difficulty in finding an acceptable gap for drivers on the minor legs at a through-street intersection.

The LOS ranges for both signalized and un-signalized intersections are shown in ***Table 2***. The threshold LOS values for un-signalized intersections are slightly less than for signalized intersections. This variance was instituted because drivers' expectations at intersections differ with the type of traffic control. A given LOS can be altered by increasing (or decreasing) the number of lanes, changing traffic control arrangements, adjusting the timing at signalized intersections, or other lesser geometric improvements. LOS also changes as traffic volumes increase or decrease.

Table 2 - Intersection Level of Service Ranges

	Control Delay (Seconds)	
	Signalized	**Un-Signalized**
A	≤ 10	≤ 10
B	10 – 20	10 – 15
C	20 – 35	15 – 25
D	35 – 55	25 – 35
E	55 – 80	35 – 50
F	> 80	> 50

Source: HCM

LOS, as described above, can also be determined for the individual legs (sometimes referred to as "approaches") or lanes (turn lanes in particular) of an intersection. It should be noted that a LOS E or F might be acceptable or justified in those cases where a leg(s) or lane(s) has a very low traffic volume as compared to the volume on the other legs. For example, improving LOS on such low-volume legs by converting a two-way stop condition to an all-way stop, or adjusting timing at a signalized intersection, could result in a significant penalty for the many drivers on the major road while benefiting the few on the minor road. Also, geometric improvements on minor legs, such as additional lanes or longer turn lanes, could have limited positive effects and might be prohibitive in terms of benefit to cost.

Although LOS A represents the best possible level of traffic flow, the cost to construct roadways and intersection to such a high standard often exceeds the benefit to the user. Funding availability might also lead to acceptance of intersection or roadway designs with a lower LOS. LOS D is generally accepted as the lowest acceptable level in urban areas. LOS C is often considered to be the desirable minimum level for rural areas. LOS D or E may be acceptable for limited durations or distances, or for very low-volume legs of some intersections.

The LOS analysis was performed using Synchro/SimTraffic:

- Synchro, a software package that implements Highway Capacity Manual (HCM) methodologies, was used to build each signalized intersection and provide an input database for turning-movement volumes, lane geometrics, and signal design and timing characteristics. In addition, Synchro was used to optimize signal timing parameters for future conditions. Output from Synchro is transferred to SimTraffic, the traffic simulation model.

- SimTraffic is a micro-simulation computer modeling software that simulates each individual vehicle's characteristics and driver behavior in response to traffic volumes, intersection configuration, and signal operations. The model simulates drivers' behaviors and responses to surrounding traffic flow as well as different vehicle types and speeds. It outputs estimated vehicle delay and queue lengths at each intersection being analyzed.

Existing Level of Service Summary

Table 3, below, summarizes the existing LOS at the two primary intersections on 65th Street as well as the existing site driveways and adjacent development driveway based on the current lane geometry and traffic volumes. The table shows that all intersection are operation at LOS C or better during both the AM and PM peak hours with all movements operating at LOS D or better. A table showing the LOS and delays by approach is included in the ***Appendix***.

Table 3 - Existing Level of Service

Intersection	AM Peak Hour		PM Peak Hour	
	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)
65th Street at France Ave	C (D)	24	B (D)	17
65th Street at Valley View Rd	B (D)	13	B (D)	11
65th Street at 6500 Site Driveway	A (A)	1	A (B)	1
65th Street at 4005 Site Driveway	A (A)	1	A (A)	2
65th Street at Adjacent Development Driveways	A (A)	2	A (A)	2

C = Overall LOS, (D) = Worst movement LOS Source: WSB & Associates, Inc.

Forecast Traffic Operations

A capacity and LOS analysis was completed for the area for 2014 which represents the year after the proposed redevelopment is planned for completion. The results of the analysis are shown below in ***Table 4.*** All of the intersections are expected to continue to operate at similar levels of service after the redevelopment as prior to the redevelopment. A table showing the LOS and delays by approach is included in the ***Appendix***.

Table 4 – Full Build (2014) Redevelopment Level of Service

Intersection	AM Peak Hour		PM Peak Hour	
	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)
65th Street at France Ave	C (D)	25	C (D)	20
65th Street at Valley View Rd	B (D)	15	B (D)	16
65th Street at West Site Driveway	A (B)	2	A (B)	4
65th Street at East Site Driveway	A(C)	3	A (C)	4
France Ave at Right-out Site Driveway	A (A)	2	A (A)	2
65th Street at Adjacent Development Driveways	A (B)	2	A (B)	2

C = Overall LOS, (D) = Worst movement LOS Source: WSB & Associates, Inc.

In addition the study area analysis, the anticipated site traffic was added to the City's Southeast Area Transportation Model to determine if any regional impacts would occur with the proposed redevelopment. The projected traffic was distributed to the regional roadway system and no additional traffic operation issues were identified as a result of this proposed development.

Vehicle Queuing Analysis

A queuing analysis for both the existing and future 2014 conditions was prepared evaluating the anticipated vehicle queuing impacts at the driveways and intersections on 65th Street between France Avenue and Valley View Road. The analysis was conducted using the SimTraffic simulation software.

The results found that during both the AM and PM peak hours, for the existing and future 2014 conditions, the average queues in the corridor do not exceed any of the available turn lanes storage. In some cases however, the maximum queues were exceeded. The maximum queue represents the longest length of queue that was observed during the analysis period. The observations were identified just one time during the peak periods with an extremely short duration of less than 2 seconds. In most cases the queues exceed the storage in the continuous left turn lane, therefore only blocking the adjacent driveway and not impacting through traffic.

Based on the analysis none of the anticipated average queues or maximum queues on 65th Street will back up or block either the France Ave or the Site Access intersections. Tables showing the average and maximum queue lengths by movement and approach are included in the ***Appendix***.

Parking Demand

The parking demand for the proposed development was analyzed based on proposed uses on the site for phase 1 and the ultimate development of the site. The parking generation rates used to estimate the parking demand was based on surveys of the parking generation for other similar land uses as documented in the Institute of Transportation Engineers *Parking Generation Manual, 4th* Edition.

Table 5 below shows a summary of each potential uses, the estimated parking generation rate and what the anticipated peak parking demand would be for a typical weekday. This would represent the worst case condition for the parking on the site assuming the proposed uses.

The current City Code would require a total of 382 parking spaces for phase 1 and 563 parking spaces for the proposed ultimate development. Currently the proposed site includes 306 spaces in a three (3) level parking ramp with the phase 1 initial development. Additional "proof of parking" of 234 spaces is proposed by adding two (2) levels to the parking ramp with the full build out of the site. The ultimate total parking available would be 540 parking spaces. Reviewing the ITE Parking Generation summary in ***Table 5***, sufficient spaces would be available for the anticipated site parking demand for phase 1 and full build out of the site with the additional two parking levels.

Table 5 – Site Parking Demand

Use	Size	Rate	Spaces
Phase 1			
Medical Office	58,950 sf	4.27 spaces/ksf	252
Medical Retail	6,550 sf	5.40 spaces/ksf	36
Total Phase 1			**288**
Full Build			
Medical Office	86,850 sf	4.27 spaces/ksf	371
Medical Retail	9,650 sf	5.40 spaces/ksf	53
Total Full Build			**424**

In addition parking the parking demand was also analyzed for a mix of medical office and general retail or 100% medical office on the site assuming the ultimate build out of the development. ***Table 6*** shows a summary of the potential alternative uses and what the anticipated parking demand would be for each on a typical weekday.

Table 6 – Alternative Use Parking Demand

Use	Size	Rate	Spaces
Alternative 1			
Medical Office	86,850 sf	4.27 spaces/ksf	371
General Retail	9,650 sf	3.16 spaces/ksf	31
Total Alternative 1			**402**
Alternative 2			
Medical Office	86,850 sf	4.27 spaces/ksf	371
Bank	9,650 sf	5.67 spaces/ksf	55
Total Alternative 2			**426**
Alternative 3			
Medical Office	96,500 sf	4.27 spaces/ksf	413
Total Alternative 3			**413**

The results of the parking analysis conclude that the parking proposed with the site plan would be adequate for any mix of medical office and general retail uses on the site, for both phase 1 development and the ultimate planned 540 parking spaces and proposed building size.

Conclusions / Recommendation

Based on the analysis documented in this memorandum, WSB has concluded the following:

- The proposed site redevelopment is proposed to constructed in two phases and include primarily medical office and supporting uses. The ultimate full build of the site is anticipated to generate 3227 trips in a day, 352 trips in the AM peak hour and 305 trips in the PM peak hour.

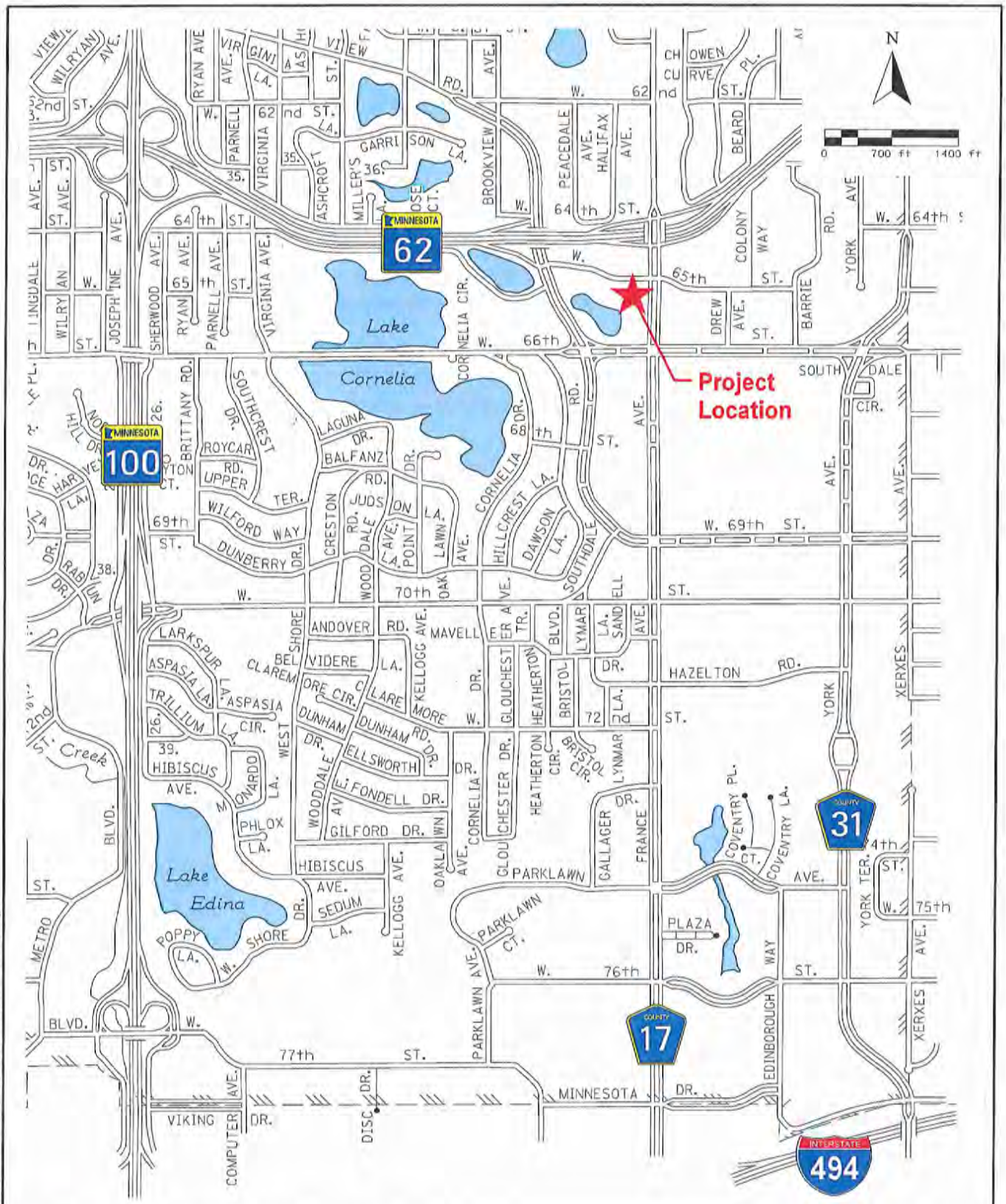
- Traffic operations at the intersections and driveway on 65th Street between France Avenue and Valley View Road will remain the same with or without the proposed ultimate site development.

- Traffic operations at the proposed site driveways will operate at overall LOS A in the AM and PM peak hours with the worst movement operating at a LOS C.

- The queuing analysis indicates that no significant impact to the adjacent driveways or intersections will occur as a result of the proposed ultimate site development.

- Although the available parking does not meet the City's Code, based on ITE parking generation estimates the phase 1 development parking of 306 spaces and ultimate development parking of 540 spaces will be adequate for the anticipated site parking demand.

Based on these conclusions no additional improvements other than those shown on the site plan would be required to accommodate the proposed site redevelopment.



Traffic Impact Study
Revised Edina Medical Plaza (6500 France Avenue)
City of Edina, Minnesota

Figure 1

Project Location Map

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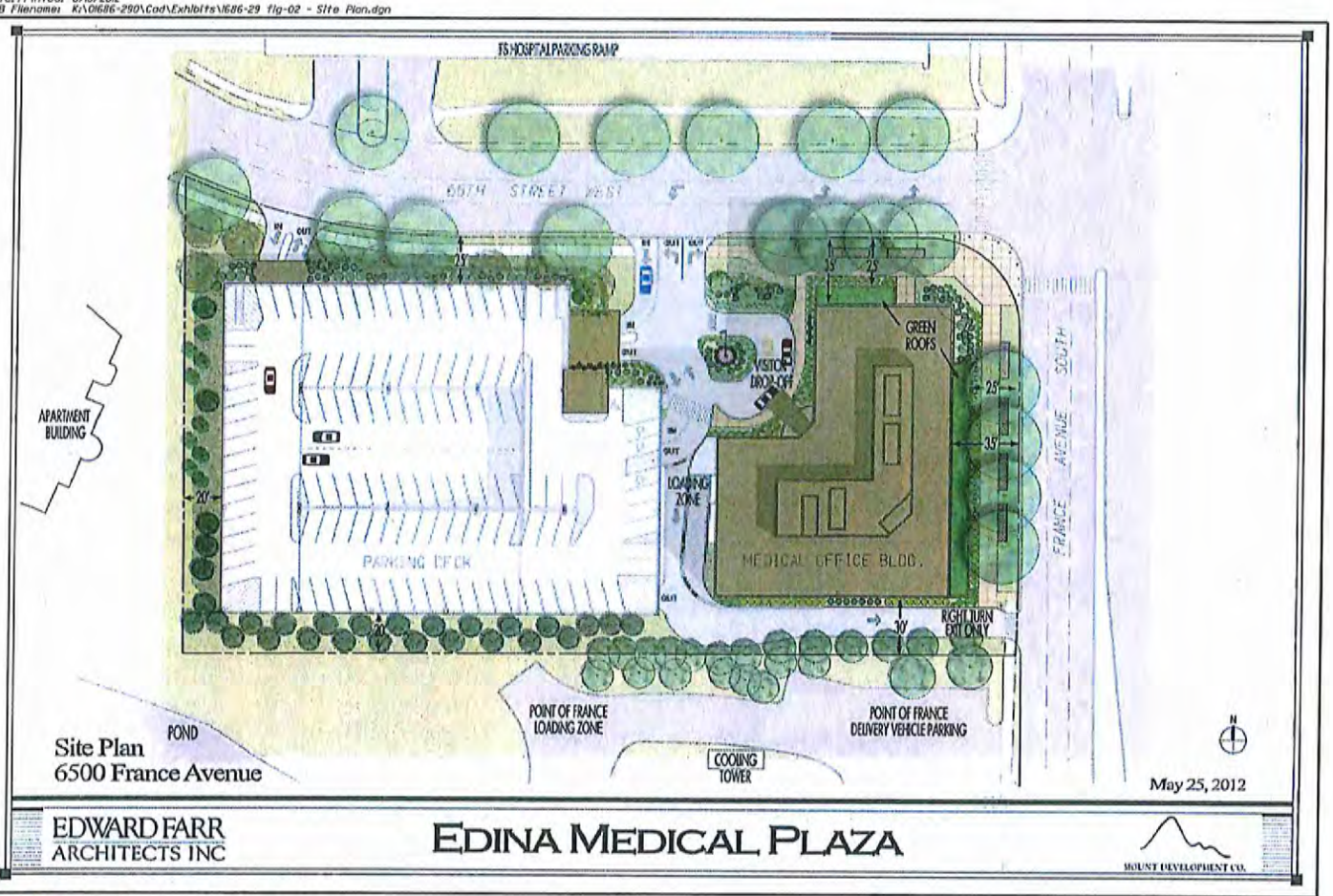
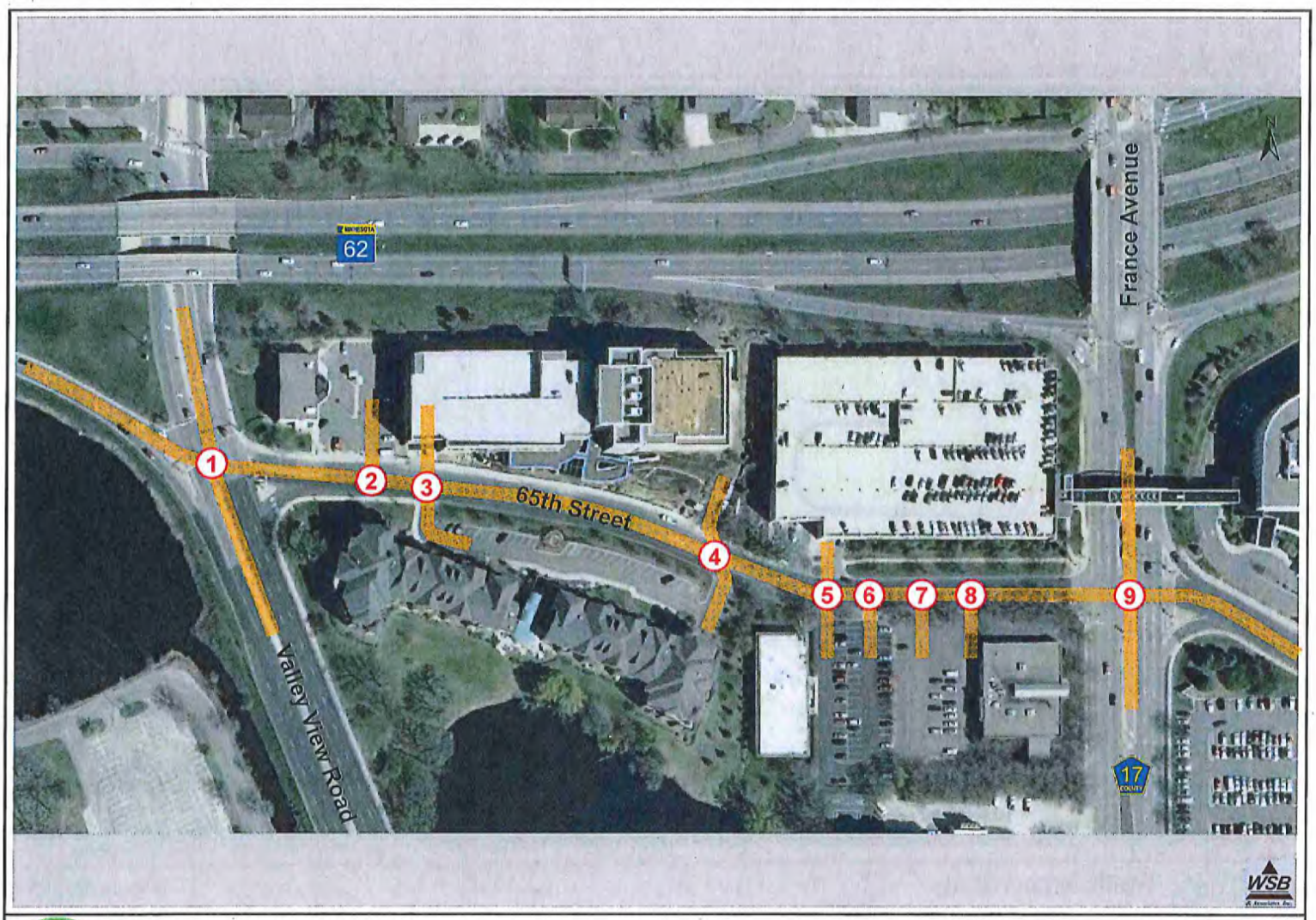


Traffic Impact Study
Revised Edina Medical Plaza (6500 France Avenue)
City of Edina, Minnesota

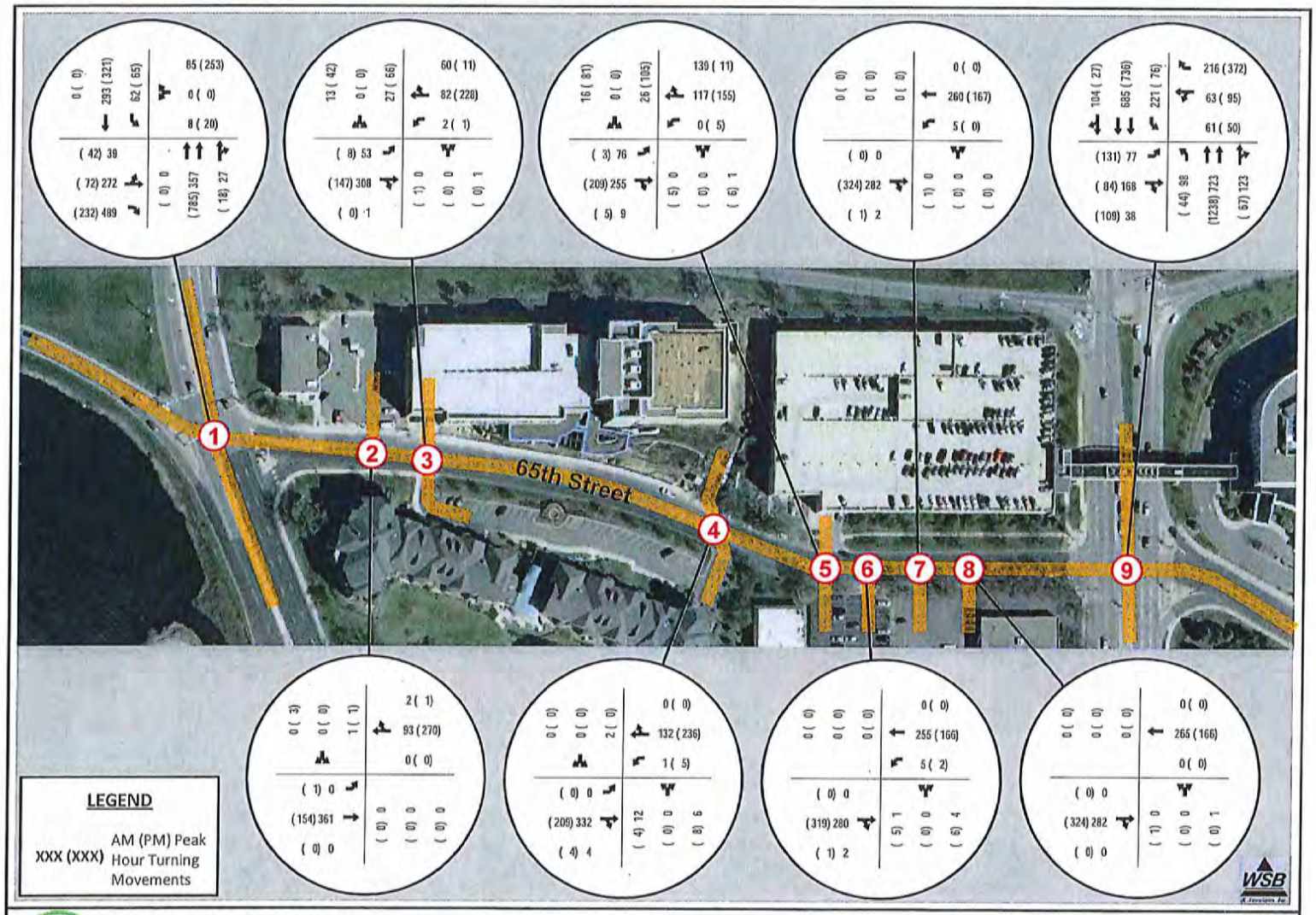
Figure 2

Proposed Site Plan



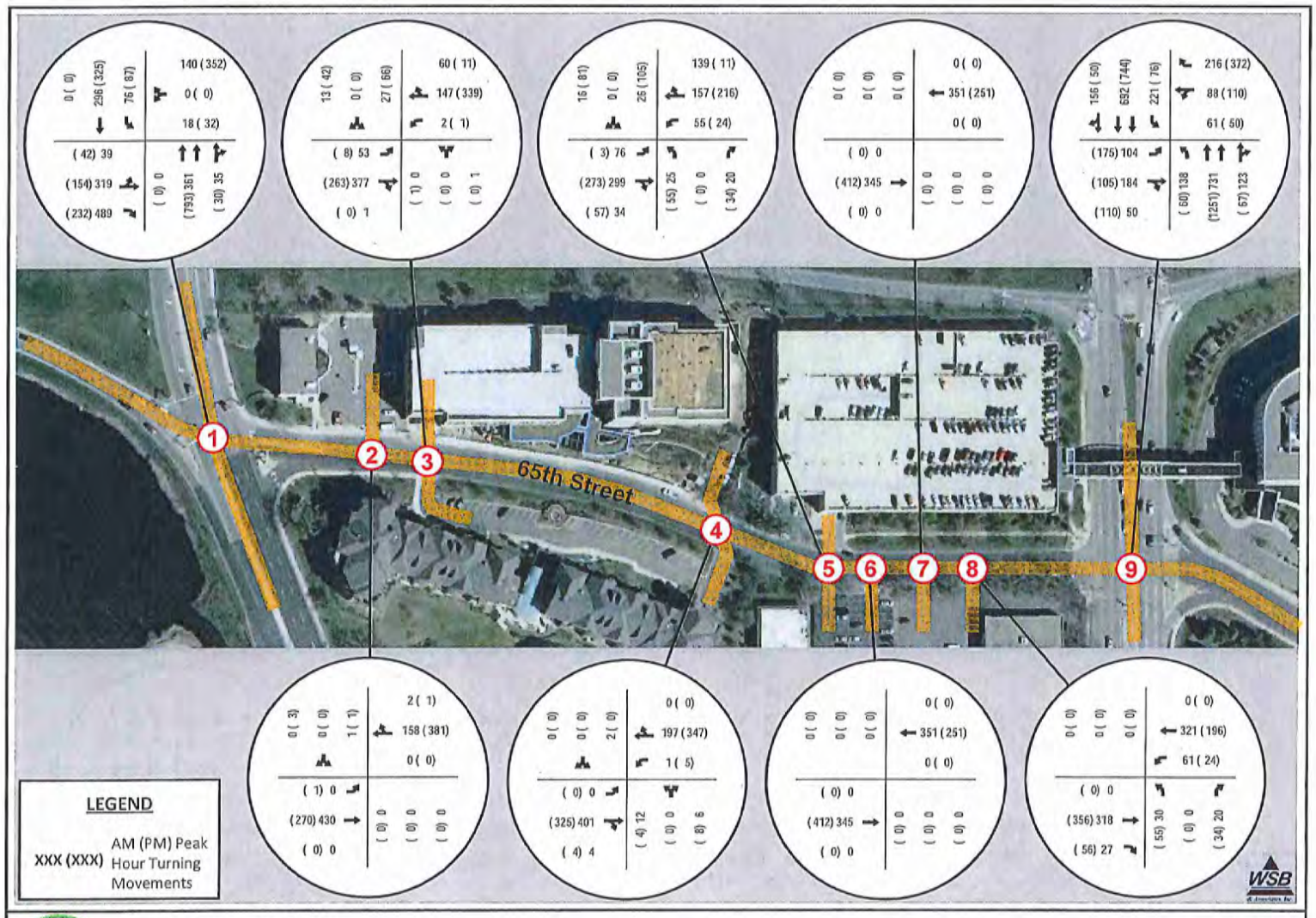
Traffic Impact Study
Revised Edina Medical Office Plaza (6500 France Avenue)
City of Edina, Minnesota

Figure 3
Intersection Location Map



Traffic Impact Study
Revised Edina Medical Office Plaza (6500 France Avenue)
City of Edina, Minnesota

Figure 4
Existing Peak Hour Turning Movements



Traffic Impact Study
Revised Edina Medical Office Plaza (6500 France Avenue)
City of Edina, Minnesota

Figure 5
2014 Peak Hour Turning Movements

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2012 AM

Intersection			Total Delay by Movement (Sec/Veh)			Level of Service by Movement			LOS by Approach (Sec/Veh)		LOS by Intersection (Sec/Veh)			Average & Maximum Traffic Queueing (feet)							
Control	Location	Appr	L	T	R	L	T	R	Delay	LOS	Delay	LOS	Appr	Left-Turn			Through		Right-Turn		
														Ave Queue	Max Queue	Storage	Ave Queue	Max Queue	Ave Queue	Max Queue	Storage
Signalized	1: 65th Street & Valley View Rd	NB	0	10	2	A	B	A	9	A	13	B	NB				18	63			
		WB	31	0	4	C	A	A	7	A			WB	24	94						
		SB	42	7	0	D	A	A	13	B			SB	45	102	150	71	172			
		EB	32	31	4	C	C	A	15	B			EB				168	414			
Unsignalized	2: 65th Street & Bank DW	NB	0	0	0	A	A	A	0	A	2	A	NB								
		WB	0	0	0	A	A	A	0	A			WB								
		SB	6	0	0	A	A	A	6	A			SB	2	30						
		EB	0	3	0	A	A	A	3	A			EB					12			
Unsignalized	3: 65th Street & Crosstown Medical Ramp	NB	0	0	3	A	A	A	3	A	1	A	NB	2	28						
		WB	3	1	0	A	A	A	1	A			WB		10	25		3			
		SB	6	0	3	A	A	A	5	A			SB	22	54						
		EB	2	1	0	A	A	A	1	A			EB	6	27	25	1	20			
Unsignalized	4: 65th Street & Condo Garage	NB	9	0	5	A	A	A	7	A	1	A	NB	14	32						
		WB	0	1	0	A	A	A	1	A			WB								
		SB	8	0	0	A	A	A	8	A			SB	2	28						
		EB	0	1	0	A	A	A	1	A			EB								
Unsignalized	5: 65th Street & Fairview Ramp	NB	0	0	8	A	A	A	8	A	1	A	NB	1	17						
		WB	0	1	0	A	A	A	0	A			WB					6			
		SB	8	0	3	A	A	A	6	A			SB	22	54						
		EB	3	1	0	A	A	A	1	A			EB	11	43	25					
Unsignalized	6: 65th Street & 4005 - East DW	NB	0	0	3	A	A	A	3	A	1	A	NB	3	29						
		WB	3	1	0	A	A	A	1	A			WB	2	24	25					
		SB	0	0	0	A	A	A	0	A			SB								
		EB	0	0	0	A	A	A	0	A			EB					6			
Unsignalized	7: 65th Street & 6600 - West DW	NB	0	0	0	A	A	A	0	A	0	A	NB								
		WB	3	0	0	A	A	A	0	A			WB	2	25	25					
		SB	0	0	0	A	A	A	0	A			SB								
		EB	0	0	0	A	A	A	0	A			EB				1	16			
Unsignalized	8: 65th Street & 6500 - East DW	NB	0	0	0	A	A	A	0	A	1	A	NB		6						
		WB	0	1	0	A	A	A	1	A			WB								
		SB	0	0	0	A	A	A	0	A			SB								
		EB	0	1	0	A	A	A	1	A			EB				9	95			
Signalized	9: 65th Street & France Ave	NB	43	23	12	D	C	B	24	C	24	C	NB	67	145	160	98	186			
		WB	45	41	2	D	D	A	17	B			WB				85	182			
		SB	47	16	15	D	B	B	23	C			SB	139	210	160	83	213			
		EB	38	37	25	D	D	C	36	D			EB	53	111	75	121	192			

2014 AM – REVISED

Intersection			Total Delay by Movement (Sec/Veh)			Level of Service by Movement			LOS by Approach (Sec/Veh)		LOS by Intersection (Sec/Veh)			Average & Maximum Traffic Queueing (feet)							
Control	Location	Appr											Appr	Left-Turn			Through		Right-Turn		
			L	T	R	L	T	R	Delay	LOS	Delay	LOS		Ave Queue	Max Queue	Storage	Ave Queue	Max Queue	Ave Queue	Max Queue	Storage
Signalized	1: 65th Street & Valley View Rd	NB	0	14	4	A	B	A	13	B	15	B	NB				24	73			
		WB	35	0	7	D	A	A	10	B			WB	40	137						
		SB	42	10	0	D	B	A	16	B			SB	52	127	150	81	193			
		EB	33	30	5	C	C	A	16	B			EB				189	474			
Unsignalized	2: 65th Street & Bank DW	NB	0	0	0	A	A	A	0	A	1	A	NB								
		WB	0	0	0	A	A	A	0	A			WB					4			
		SB	6	0	0	A	A	A	6	A			SB	1	18						
		EB	0	2	0	A	A	A	2	A			EB				1	30			
Unsignalized	3: 65th Street & Crosstown Medical Ramp	NB	0	0	0	A	A	A	0	A	1	A	NB		10						
		WB	2	1	0	A	A	A	1	A			WB		10	25					
		SB	6	0	3	A	A	A	5	A			SB	22	48						
		EB	3	1	0	A	A	A	1	A			EB	9	26	25	1	10			
Unsignalized	4: 65th Street & Condo Garage	NB	8	0	6	A	A	A	7	A	1	A	NB	12	32						
		WB	0	1	0	A	A	A	1	A			WB								
		SB	7	0	0	A	A	A	7	A			SB	2	17						
		EB	0	1	0	A	A	A	1	A			EB					2			
Unsignalized	5: 65th Street & Fairview Ramp	NB	11	0	5	B	A	A	8	A	2	A	NB	16	41				15	44	
		WB	4	2	1	A	A	A	2	A			WB	13	47	100	2	22			
		SB	11	0	4	B	A	A	9	A			SB	24	59						
		EB	3	1	0	A	A	A	1	A			EB	13	55	25		3			
Unsignalized	#N/A	NB	0	0	0	A	A	A	0	A	0	A	NB								
		WB	0	0	0	A	A	A	0	A			WB								
		SB	0	0	0	A	A	A	0	A			SB								
		EB	0	0	0	A	A	A	0	A			EB								
Unsignalized	#N/A	NB	0	0	0	A	A	A	0	A	0	A	NB								
		WB	0	0	0	A	A	A	0	A			WB								
		SB	0	0	0	A	A	A	0	A			SB								
		EB	0	0	0	A	A	A	0	A			EB								
Unsignalized	8: 65th Street & 6500 - East DW	NB	16	0	15	C	A	C	16	C	3	A	NB	22	54				15	52	
		WB	9	1	0	A	A	A	2	A			WB	21	79	50					
		SB	0	0	0	A	A	A	0	A			SB								
		EB	0	3	1	A	A	A	3	A			EB				14	118	1	30	75
Signalized	9: 65th Street & France Ave	NB	44	24	11	D	C	B	25	C	25	C	NB	90	186	160	97	195			
		WB	42	37	2	D	D	A	17	B			WB				99	199			
		SB	48	19	18	D	B	B	25	C			SB	135	218	160	105	282			
		EB	37	35	24	D	D	C	34	C			EB	63	100	75	137	190			

2012 PM

Control	Intersection Location	Appr	Total Delay by Movement (Sec/Veh) L	T	R	Level of Service by Movement L	T	R	LOS by Approach (Sec/Veh) Delay	LOS	LOS by Intersection (Sec/Veh) Delay	LOS	Appr	Average & Maximum Traffic Queueing (feet) Left-Turn Ave Queue	Max Queue	Storage	Through Ave Queue	Max Queue	Right-Turn Ave Queue	Max Queue	Storage
Signalized	1: 65th Street & Valley View Rd	NB	0	9	4	A	A	A	9	A	11	B	NB				49	137			
		WB	36	0	12	D	A	B	14	B			WB	88	193						
		SB	42	6	0	D	A	A	12	B			SB	44	114	150	66	173			
		EB	36	35	2	D	D	A	13	B			EB				66	153			
Unsignalized	2: 65th Street & Bank DW	NB	0	0	0	A	A	A	0	A	1	A	NB								
		WB	0	1	0	A	A	A	1	A			WB				2	29			
		SB	0	0	5	A	A	A	5	A			SB	3	18						
		EB	6	2	0	A	A	A	2	A			EB	1	17	60	2	38			
Unsignalized	3: 65th Street & Crosstown Medical Ramp	NB	5	0	0	A	A	A	5	A	1	A	NB	1	23						
		WB	0	0	0	A	A	A	0	A			WB		5	25					
		SB	6	0	4	A	A	A	5	A			SB	37	65						
		EB	2	0	0	A	A	A	0	A			EB	1	26	25					
Unsignalized	4: 65th Street & Condo Garage	NB	6	0	3	A	A	A	4	A	0	A	NB	8	31						
		WB	2	0	0	A	A	A	0	A			WB		12	25					
		SB	0	0	0	A	A	A	0	A			SB								
		EB	0	0	0	A	A	A	0	A			EB								
Unsignalized	5: 65th Street & Fairview Ramp	NB	6	0	5	A	A	A	6	A	2	A	NB	8	28						
		WB	3	0	0	A	A	A	0	A			WB	4	23	25	2	27			
		SB	8	0	5	A	A	A	7	A			SB	48	102						
		EB	1	0	0	A	A	A	0	A			EB								
Unsignalized	6: 65th Street & 4005 - East DW	NB	9	0	3	A	A	A	6	A	0	A	NB	8	37						
		WB	2	0	0	A	A	A	0	A			WB	1	18	25	1	17			
		SB	0	0	0	A	A	A	0	A			SB								
		EB	0	0	0	A	A	A	0	A			EB				1	7			
Unsignalized	7: 65th Street & 6500 - West DW	NB	9	0	0	A	A	A	9	A	0	A	NB	1	12						
		WB	0	0	0	A	A	A	0	A			WB								
		SB	0	0	0	A	A	A	0	A			SB								
		EB	0	0	0	A	A	A	0	A			EB								
Unsignalized	8: 65th Street & 6500 - East DW	NB	12	0	0	B	A	A	12	B	1	A	NB	1	24						
		WB	0	1	0	A	A	A	1	A			WB								
		SB	0	0	0	A	A	A	0	A			SB								
		EB	0	1	0	A	A	A	1	A			EB				2	34			
Signalized	9: 65th Street & France Ave	NB	46	18	12	D	B	B	18	B	17	B	NB	33	92	160	138	264			
		WB	39	35	4	D	D	A	13	B			WB				88	206	21	188	
		SB	51	12	11	D	B	B	16	B			SB	60	136	160	67	143			
		EB	33	28	15	C	C	B	25	C			EB	70	111	75	98	186			

2014 PM – REVISED

Control	Intersection Location	Appr	Total Delay by Movement (Sec/Veh) L	T	R	Level of Service by Movement L	T	R	LOS by Approach (Sec/Veh) Delay	LOS	LOS by Intersection (Sec/Veh) Delay	LOS
Signalized	1: 65th Street & Valley View Rd	NB	0	16	8	A	B	A	16	B	16	B
		WB	34	0	17	C	A	B	19	B		
		SB	43	9	0	D	A	A	16	B		
		EB	27	27	2	C	C	A	13	B		
Unsignalized	2: 65th Street & Bank DW	NB	0	0	0	A	A	A	0	A	2	A
		WB	0	2	0	A	A	A	2	A		
		SB	0	0	21	A	A	C	21	C		
		EB	0	2	0	A	A	A	2	A		
Unsignalized	3: 65th Street & Crosstown Medical Ramp	NB	12	0	0	B	A	A	12	B	2	A
		WB	0	1	1	A	A	A	1	A		
		SB	11	0	6	B	A	A	9	A		
		EB	5	0	0	A	A	A	0	A		
Unsignalized	4: 65th Street & Condo Garage	NB	6	0	5	A	A	A	5	A	1	A
		WB	2	0	0	A	A	A	0	A		
		SB	0	0	0	A	A	A	0	A		
		EB	0	1	0	A	A	A	1	A		
Unsignalized	5: 65th Street & Fairview Ramp	NB	10	0	5	B	A	A	8	A	4	A
		WB	4	1	0	A	A	A	1	A		
		SB	12	0	7	B	A	A	10	A		
		EB	3	1	0	A	A	A	1	A		
Unsignalized	#N/A	NB	0	0	0	A	A	A	0	A	0	A
		WB	0	0	0	A	A	A	0	A		
		SB	0	0	0	A	A	A	0	A		
		EB	0	0	0	A	A	A	0	A		
Unsignalized	#N/A	NB	0	0	0	A	A	A	0	A	0	A
		WB	0	0	0	A	A	A	0	A		
		SB	0	0	0	A	A	A	0	A		
		EB	0	0	0	A	A	A	0	A		
Unsignalized	8: 65th Street & 6500 - East DW	NB	18	0	18	C	A	C	18	C	4	A
		WB	11	1	0	B	A	A	2	A		
		SB	0	0	0	A	A	A	0	A		
		EB	0	2	1	A	A	A	2	A		
Signalized	9: 65th Street & France Ave	NB	45	20	12	D	C	B	21	C	20	C
		WB	35	39	3	D	D	A	13	B		
		SB	50	15	11	D	B	B	18	B		
		EB	34	27	15	C	C	B	27	C		

Appr	Average & Maximum Traffic Queueing (feet) Left-Turn Ave Queue	Left-Turn Max Queue	Left-Turn Storage	Through Ave Queue	Through Max Queue	Right-Turn Ave Queue	Right-Turn Max Queue	Right-Turn Storage
NB				75	178			
WB	131	208						
SB	63	149	150	86	224			
EB				97	205			
NB								
WB				13	117			
SB	6	43						
EB		8	60		12			
NB	1	23						
WB				3	75			
SB	40	88						
EB	3	26	25					
NB	10	33						
WB	1	16	25		3			
SB								
EB								
NB	28	63				20	43	
WB	7	32	100					
SB	54	122						
EB	1	17	25		2			
NB								
WB								
SB								
EB								
NB								
WB								
SB								
EB								
NB	32	85				23	70	
WB	11	49	50					
SB								
EB				14	134		10	75
NB	49	153	160	139	266			
WB				97	216	16	167	
SB	58	133	160	75	144			
EB	83	100	75	120	190			

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WSB & Associates

701 Xenia Ave S
Minneapolis, MN

Valley View Rd & W 65th St (ramp)
6:30-9:30 am and 3:30-6:30 pm
Edina, MN
sunny, 30's

File Name : valley view rd & w 65th st-eb ramp
Site Code : 00000004
Start Date : 2/22/2012
Page No : 1

Groups Printed- Unshifted

	Valley View Rd From North					W 65th St From East					Valley View Rd From South					TH 62 off ramp From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:30 AM	0	15	8	0	23	3	0	0	0	3	5	27	0	0	32	43	73	1	0	117	175
06:45 AM	0	23	8	0	31	5	0	1	0	6	8	34	0	0	42	78	70	5	0	153	232
Total	0	38	16	0	54	8	0	1	0	9	13	61	0	0	74	121	143	6	0	270	407
07:00 AM	0	38	13	0	51	7	0	1	0	8	4	53	0	0	57	50	72	10	0	132	248
07:15 AM	0	73	11	0	84	14	0	0	0	14	10	80	0	0	90	89	66	10	0	165	353
07:30 AM	0	80	19	0	99	27	0	1	0	28	13	91	0	0	104	105	56	11	0	172	403
07:45 AM	0	81	20	0	101	16	0	2	0	18	4	87	0	0	91	123	80	4	0	207	417
Total	0	272	63	0	335	64	0	4	0	68	31	311	0	0	342	367	274	35	0	676	1421
08:00 AM	0	55	10	0	65	18	0	2	0	20	3	93	0	0	96	141	83	10	0	234	415
08:15 AM	0	77	15	0	92	24	0	3	0	27	8	86	0	0	94	120	63	14	0	197	410
08:30 AM	0	61	17	0	78	28	0	1	0	29	10	68	0	0	78	101	56	10	0	167	352
08:45 AM	0	39	14	0	53	14	0	1	0	15	7	60	0	0	67	131	50	14	0	195	330
Total	0	232	56	0	288	84	0	7	0	91	28	307	0	0	335	493	252	48	0	793	1507
09:00 AM	0	60	8	0	68	28	0	1	0	29	9	80	0	0	89	110	37	12	0	159	345
09:15 AM	0	48	10	0	58	21	0	3	0	24	3	55	0	0	58	103	46	16	0	165	305
Total	0	108	18	0	126	49	0	4	0	53	12	135	0	0	147	213	83	28	0	324	650
03:30 PM	0	72	11	0	83	70	0	6	0	76	1	145	0	0	146	90	34	12	0	136	441
03:45 PM	0	69	4	0	73	59	0	2	0	61	1	158	0	0	159	81	25	16	0	122	415
Total	0	141	15	0	156	129	0	8	0	137	2	303	0	0	305	171	59	28	0	258	856
04:00 PM	0	55	14	0	69	68	0	8	0	76	5	159	0	0	164	81	24	16	0	121	430
04:15 PM	0	52	13	0	65	38	0	3	0	41	4	158	0	0	162	72	19	15	0	106	374
04:30 PM	0	74	11	0	85	75	0	1	0	76	2	194	0	0	196	62	14	12	0	88	445
04:45 PM	0	75	11	0	86	48	0	9	0	57	2	163	0	0	165	71	10	11	0	92	400
Total	0	256	49	0	305	229	0	21	0	250	13	674	0	0	687	286	67	54	0	407	1649
05:00 PM	0	82	10	0	92	65	0	5	0	70	7	224	0	0	231	52	14	7	0	73	466
05:15 PM	0	90	12	0	102	41	0	3	0	44	1	204	0	0	205	47	10	12	0	69	420
05:30 PM	0	77	13	0	90	39	0	3	0	42	2	146	0	0	148	43	8	9	0	60	340
05:45 PM	0	90	11	0	101	30	0	1	0	31	4	160	0	0	164	78	11	7	0	96	392
Total	0	339	46	0	385	175	0	12	0	187	14	734	0	0	748	220	43	35	0	298	1618
06:00 PM	0	56	6	0	62	31	0	2	0	33	2	137	0	0	139	68	11	13	0	92	326
06:15 PM	0	55	7	0	62	22	0	1	0	23	2	116	0	0	118	74	8	17	0	99	302
Grand Total	0	1497	276	0	1773	791	0	60	0	851	117	2778	0	0	2895	2013	940	264	0	3217	8736
Apprch %	0	84.4	15.6	0		92.9	0	7.1	0		4	96	0	0		62.6	29.2	8.2	0		
Total %	0	17.1	3.2	0	20.3	9.1	0	0.7	0	9.7	1.3	31.8	0	0	33.1	23	10.8	3	0	36.8	

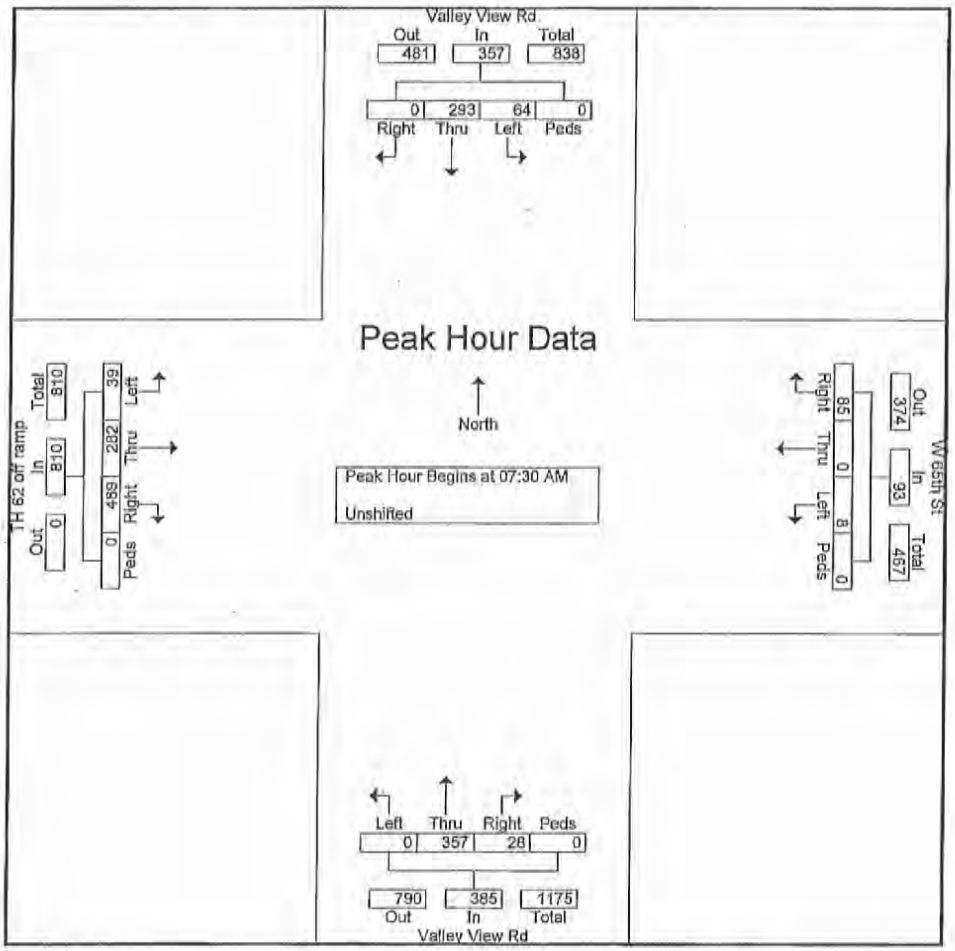
WSB & Associates

701 Xenia Ave S
Minneapolis, MN

Valley View Rd & W 65th St (ramp)
6:30-9:30 am and 3:30-6:30 pm
Edina, MN
sunny, 30's

File Name : valley view rd & w 65th st-eb ramp
Site Code : 00000004
Start Date : 2/22/2012
Page No : 2

	Valley View Rd From North					W 65th St From East					Valley View Rd From South					TH 62 off ramp From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	0	80	19	0	99	27	0	1	0	28	13	91	0	0	104	105	56	11	0	172	403
07:45 AM	0	81	20	0	101	16	0	2	0	18	4	87	0	0	91	123	80	4	0	207	417
08:00 AM	0	55	10	0	65	18	0	2	0	20	3	93	0	0	96	141	83	10	0	234	415
08:15 AM	0	77	15	0	92	24	0	3	0	27	8	86	0	0	94	120	63	14	0	197	410
Total Volume	0	293	64	0	357	85	0	8	0	93	28	357	0	0	385	489	282	39	0	810	1645
% App. Total	0	82.1	17.9	0		91.4	0	8.6	0		7.3	92.7	0	0		60.4	34.8	4.8	0		
PHF	.000	.904	.800	.000	.884	.787	.000	.667	.000	.830	.538	.960	.000	.000	.925	.867	.849	.696	.000	.865	.986



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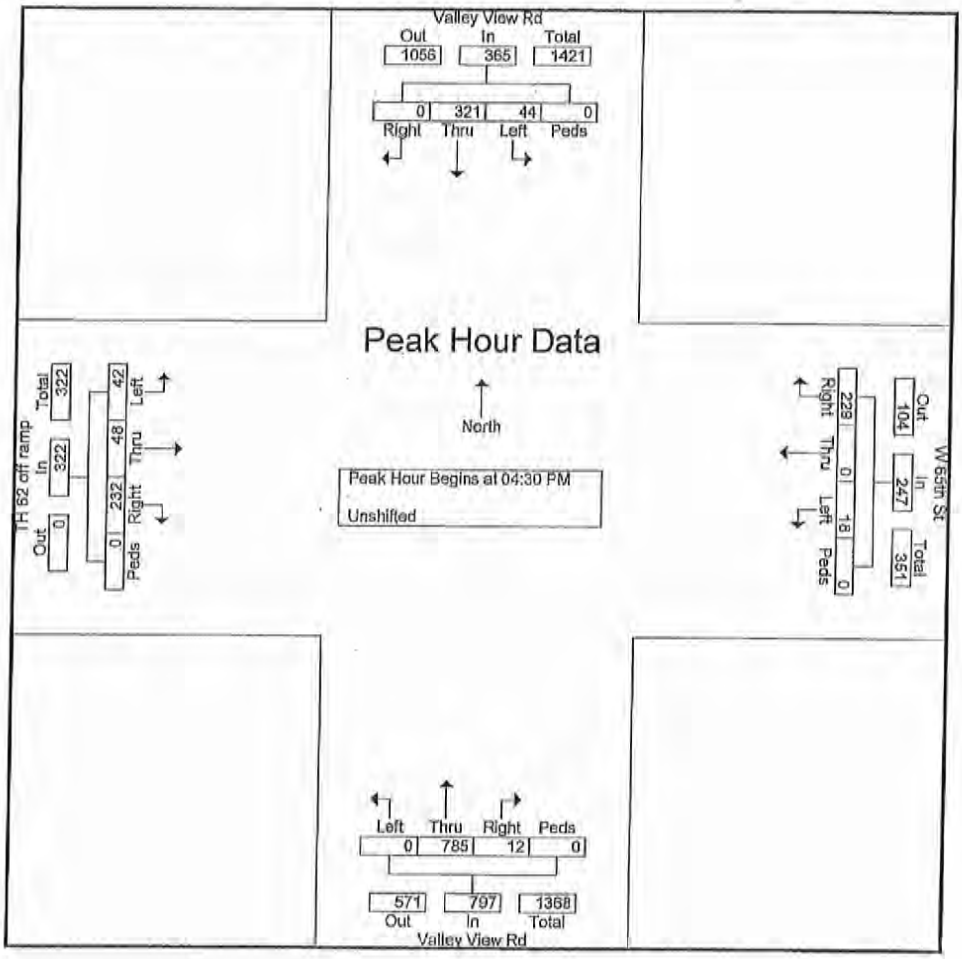
WSB & Associates

701 Xenia Ave S
Minneapolis, MN

Valley View Rd & W 65th St (ramp)
6:30-9:30 am and 3:30-6:30 pm
Edina, MN
sunny, 30's

File Name : valley view rd & w 65th st-eb ramp
Site Code : 00000004
Start Date : 2/22/2012
Page No : 3

	Valley View Rd From North					W 65th St From East					Valley View Rd From South					TH 62 off ramp From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 06:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	0	74	11	0	85	**75**	0	1	0	**76**	2	194	0	0	196	62	**14**	**12**	0	88	445
04:45 PM	0	75	11	0	86	48	0	**9**	0	57	2	163	0	0	165	**71**	10	11	0	**92**	400
05:00 PM	0	82	10	0	92	65	0	5	0	70	**7**	**224**	0	0	**231**	52	14	7	0	73	**466**
05:15 PM	0	**90**	**12**	0	**102**	41	0	3	0	44	1	204	0	0	205	47	10	12	0	69	420
Total Volume	0	321	44	0	365	229	0	18	0	247	12	785	0	0	797	232	48	42	0	322	1731
% App. Total	0	87.9	12.1	0		92.7	0	7.3	0		1.5	98.5	0	0		72	14.9	13	0		
PHF	.000	.892	.917	.000	.895	.763	.000	.500	.000	.813	.429	.876	.000	.000	.863	.817	.857	.875	.000	.875	.929



WSB & Associates

701 Xenia Ave S
Minneapolis, MN

France Ave & 65th St
6:30-9:30 am and 3:30-6:30 pm
Edina, MN
30's

File Name : france ave & 65th st
Site Code : 00000001
Start Date : 2/22/2012
Page No : 1

Groups Printed- Unshifted

	France Ave From North					65th St From East					France Ave From South					65th St From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:30 AM	35	63	61	0	159	10	4	1	0	15	8	41	17	0	66	2	17	4	0	23	263
06:45 AM	40	72	84	0	196	15	4	4	0	23	15	72	19	0	106	2	32	5	0	39	364
Total	75	135	145	0	355	25	8	5	0	38	23	113	36	0	172	4	49	9	0	62	627
07:00 AM	19	93	48	0	160	29	3	1	0	33	12	77	14	0	103	6	35	14	0	55	351
07:15 AM	27	132	68	0	227	33	8	3	0	44	23	76	20	0	119	3	43	20	0	66	456
07:30 AM	18	134	56	0	208	45	12	2	0	59	18	93	34	0	145	9	42	13	0	64	476
07:45 AM	19	172	64	0	255	36	13	5	0	54	29	115	34	0	178	4	54	15	0	73	560
Total	83	531	236	0	850	143	36	11	0	190	82	361	102	0	545	22	174	62	0	258	1843
08:00 AM	19	143	51	0	213	38	15	5	0	58	20	116	25	0	161	9	52	11	0	72	504
08:15 AM	26	173	54	0	253	52	13	15	0	80	26	124	27	1	178	6	50	22	0	78	589
08:30 AM	24	161	58	0	243	54	12	15	0	81	30	123	13	0	166	13	51	21	0	85	575
08:45 AM	21	156	54	0	231	49	9	19	0	77	35	139	16	0	190	9	35	13	1	58	556
Total	90	633	217	0	940	193	49	54	0	296	111	502	81	1	695	37	188	67	1	293	2224
09:00 AM	23	195	55	0	273	61	18	12	0	91	32	141	16	0	189	9	24	17	0	50	603
09:15 AM	26	157	60	0	243	60	10	13	1	84	33	137	14	0	184	8	36	21	0	65	576
Total	49	352	115	0	516	121	28	25	1	175	65	278	30	0	373	17	60	38	0	115	1179
03:30 PM	14	171	44	0	229	98	30	15	0	143	15	241	19	0	275	24	45	39	0	108	755
03:45 PM	11	190	29	0	230	100	29	19	1	149	27	268	15	0	310	20	25	25	0	70	759
Total	25	361	73	0	459	198	59	34	1	292	42	509	34	0	585	44	70	64	0	178	1514
04:00 PM	14	163	34	0	211	100	26	20	0	146	10	258	13	0	281	26	29	44	0	99	737
04:15 PM	6	180	24	0	210	83	17	19	2	121	22	270	8	0	300	20	27	31	0	78	709
04:30 PM	6	178	19	0	203	110	36	14	0	160	14	251	12	0	277	26	26	43	0	95	735
04:45 PM	10	196	27	0	233	92	16	9	0	117	18	309	12	0	339	23	17	26	0	66	755
Total	36	717	104	0	857	385	95	62	2	544	64	1088	45	0	1197	95	99	144	0	338	2936
05:00 PM	6	165	18	0	189	102	25	15	2	144	16	334	10	0	360	38	23	33	0	94	787
05:15 PM	5	197	12	0	214	68	18	12	0	98	19	344	10	0	373	21	18	29	0	68	753
05:30 PM	6	194	12	0	212	56	22	8	0	86	9	274	17	0	300	13	13	19	0	45	643
05:45 PM	5	212	15	0	232	47	3	11	0	61	5	248	11	0	264	8	15	21	0	44	601
Total	22	768	57	0	847	273	68	46	2	389	49	1200	48	0	1297	80	69	102	0	251	2784
06:00 PM	6	168	15	1	190	33	3	1	0	37	6	275	8	0	289	15	12	23	0	50	566
06:15 PM	7	193	17	0	217	51	7	3	0	61	10	289	5	0	304	10	3	15	0	28	610
Grand Total	393	3858	979	1	5231	1422	353	241	6	2022	452	4615	389	1	5457	324	724	524	1	1573	14283
Apprch %	7.5	73.8	18.7	0		70.3	17.5	11.9	0.3		8.3	84.6	7.1	0		20.6	46	33.3	0.1		
Total %	2.8	27	6.9	0	36.6	10	2.5	1.7	0	14.2	3.2	32.3	2.7	0	38.2	2.3	5.1	3.7	0	11	

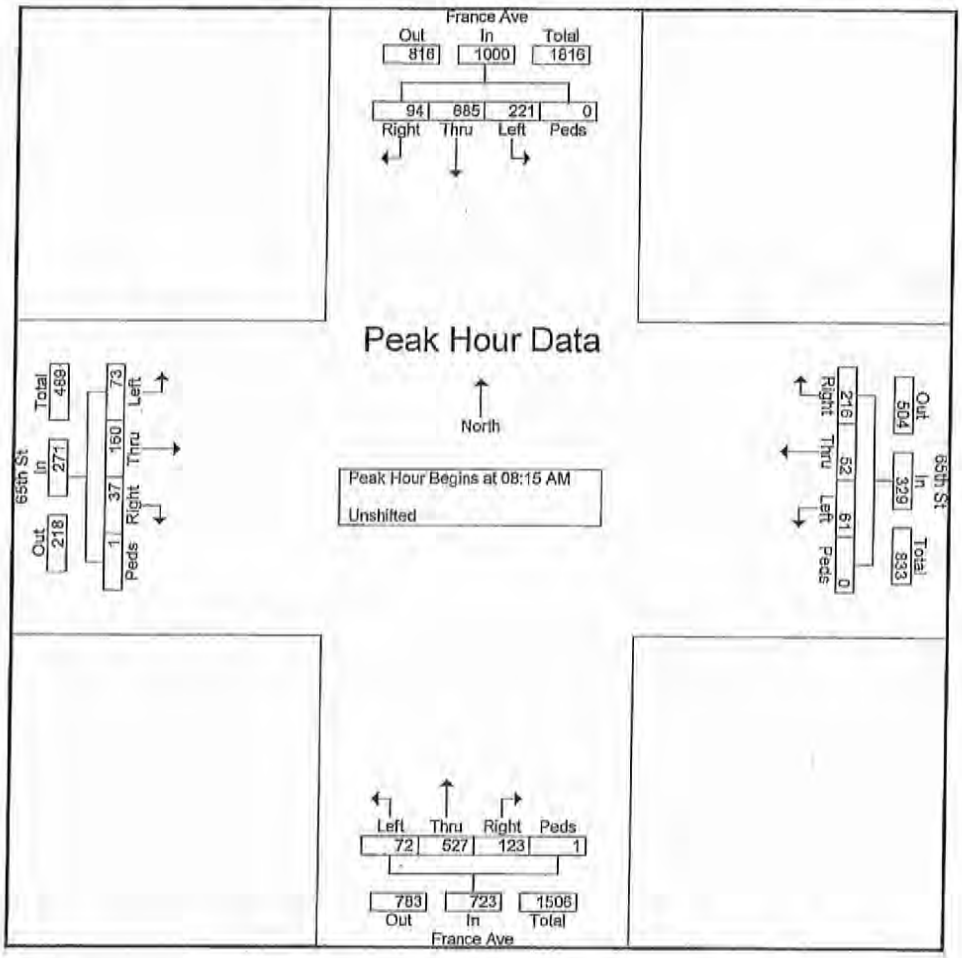
WSB & Associates

701 Xenia Ave S
Minneapolis, MN

France Ave & 65th St
6:30-9:30 am and 3:30-6:30 pm
Edina, MN
30's

File Name : france ave & 65th st
Site Code : 00000001
Start Date : 2/22/2012
Page No : 2

	France Ave From North					65th St From East					France Ave From South					65th St From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:15 AM																					
08:15 AM	**26**	173	54	0	253	52	13	15	0	80	26	124	**27**	1	178	6	50	**22**	0	78	589
08:30 AM	24	161	**58**	0	243	54	12	15	0	81	30	123	13	0	166	**13**	**51**	21	0	**85**	575
08:45 AM	21	156	54	0	231	49	9	**19**	0	77	**35**	139	16	0	**190**	9	35	13	1	58	556
09:00 AM	23	**195**	55	0	**273**	**61**	**18**	12	0	**91**	32	**141**	16	0	189	9	24	17	0	50	**603**
Total Volume	94	685	221	0	1000	216	52	61	0	329	123	527	72	1	723	37	160	73	1	271	2323
% App. Total	9.4	68.5	22.1	0		65.7	15.8	18.5	0		17	72.9	10	0.1		13.7	59	26.9	0.4		
PHF	.904	.878	.953	.000	.916	.885	.722	.803	.000	.904	.879	.934	.667	.250	.951	.712	.784	.830	.250	.797	.963



A46

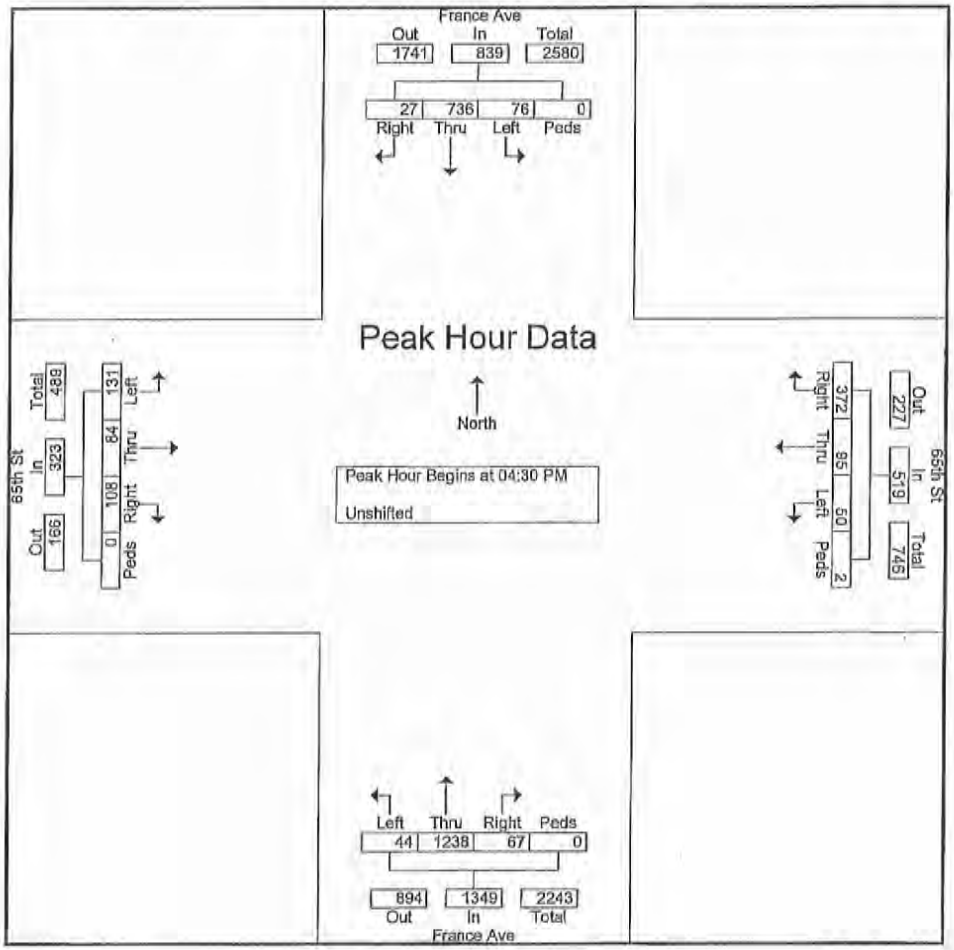
WSB & Associates

701 Xenia Ave S
Minneapolis, MN

France Ave & 65th St
6:30-9:30 am and 3:30-6:30 pm
Edina, MN
30's

File Name : france ave & 65th st
Site Code : 00000001
Start Date : 2/22/2012
Page No : 3

	France Ave From North					65th St From East					France Ave From South					65th St From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 06:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	6	178	19	0	203	**110**	**36**	14	0	**160**	14	251	**12**	0	277	26	**26**	**43**	0	**95**	735
04:45 PM	**10**	196	**27**	0	**233**	92	16	9	0	117	18	309	12	0	339	23	17	26	0	66	755
05:00 PM	6	165	18	0	189	102	25	**15**	**2**	144	16	334	10	0	360	**38**	23	33	0	94	**787**
05:15 PM	5	**197**	12	0	214	68	18	12	0	98	**19**	**344**	10	0	**373**	21	18	29	0	68	753
Total Volume	27	736	76	0	839	372	95	50	2	519	67	1238	44	0	1349	108	84	131	0	323	3030
% App. Total	3.2	87.7	9.1	0		71.7	18.3	9.6	0.4		5	91.8	3.3	0		33.4	26	40.6	0		
PHF	.675	.934	.704	.000	.900	.845	.660	.833	.250	.811	.882	.900	.917	.000	.904	.711	.808	.762	.000	.850	.963



A97

Report Id - CustomList-94
Site Name - 65th ST-EAST OF VALLEY VIEW RD
Description - Edina, MN
Direction - North East South West

AB=WESTBOUND
BA=EASTBOUND

Wednesday, February 22, 2012

Time	Total	Total AB	Total BA
12:00 AM	7	5	2
1:00 AM	7	4	3
2:00 AM	2	1	1
3:00 AM	3	2	1
4:00 AM	14	3	11
5:00 AM	64	19	45
6:00 AM	282	53	229
7:00 AM	436	111	325
8:00 AM	471	152	319
9:00 AM	378	137	241
10:00 AM	344	107	237
11:00 AM	324	127	197
12:00 PM	293	134	159
1:00 PM	382	176	206
2:00 PM	425	176	249
3:00 PM	486	273	213
4:00 PM	437	241	196
5:00 PM	333	174	159
6:00 PM	179	79	100
7:00 PM	116	56	60
8:00 PM	83	34	49
9:00 PM	56	29	27
10:00 PM	47	15	32
11:00 PM	42	41	1
00:00	5211	2149	3062

Thursday, February 23, 2012

Time	Total	Total AB	Total BA
12:00 AM	6	3	3
1:00 AM	3	1	2
2:00 AM	5	2	3
3:00 AM	5	2	3
4:00 AM	17	7	10
5:00 AM	58	18	40
6:00 AM	281	55	226
7:00 AM	480	121	359
8:00 AM	445	119	326
9:00 AM	327	126	201
10:00 AM	344	109	235
11:00 AM	300	121	179
12:00 PM	287	119	168
1:00 PM	373	150	223
2:00 PM	415	181	234
3:00 PM	454	245	209
4:00 PM	388	221	167
5:00 PM	366	175	191
6:00 PM	191	77	114
7:00 PM	85	48	37
8:00 PM	61	22	39
9:00 PM	45	22	23
10:00 PM	45	15	30
11:00 PM	45	38	7
00:00	5026	1997	3029

* Wednesday, February 22, 2012 - Total=5211, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
7	7	2	3	14	64	282	436	471	378	344	324	293	382	425	486	437	333	179	116	83	56	47	42	
4	0	0	2	2	11	39	92	117	101	82	69	63	88	95	102	132	114	61	25	26	23	10	6	1
1	3	1	0	3	11	58	109	134	96	90	97	70	107	100	128	83	86	48	27	17	15	7	7	2
2	3	0	0	3	12	93	113	126	83	99	73	74	89	110	146	125	74	32	32	15	8	17	21	3
0	1	1	1	6	30	92	122	94	98	73	85	86	98	120	110	97	59	38	32	25	10	13	8	0

AM Peak 0745 - 0845 (499), AM PHF=0.93 PM Peak 1515 - 1615 (516), PM PHF=0.88

* Thursday, February 23, 2012 - Total=5026, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
6	3	5	5	17	58	281	480	445	327	344	300	287	373	415	454	388	366	191	85	61	45	45	45	
1	0	3	2	1	9	29	95	117	93	89	77	76	106	85	92	107	117	59	25	20	19	7	11	-
2	2	1	1	3	12	59	127	112	77	85	68	65	89	107	123	95	93	60	17	11	11	10	8	-
3	1	0	1	8	13	88	122	114	83	85	73	72	80	108	132	100	89	39	25	15	7	17	18	-
0	0	1	1	5	24	105	136	102	74	85	82	74	98	115	107	86	67	33	18	15	8	11	8	-

AM Peak 0715 - 0815 (502), AM PHF=0.92

Report Id - CustomList-93
Site Name - 65th St - West of France Ave
Description - Edina MN
Direction - North East South West

AB= WESTBOUND
BA=EASTBOUND

Wednesday, February 22, 2012

Time	Total	Total AB	Total BA
12:00 AM	12	3	9
1:00 AM	8	4	4
2:00 AM	1	0	1
3:00 AM	5	3	2
4:00 AM	17	12	5
5:00 AM	76	57	19
6:00 AM	304	205	99
7:00 AM	441	211	230
8:00 AM	470	208	262
9:00 AM	403	183	220
10:00 AM	393	155	238
11:00 AM	365	145	220
12:00 PM	368	180	188
1:00 PM	409	194	215
2:00 PM	437	188	249
3:00 PM	507	221	286
4:00 PM	456	167	289
5:00 PM	354	141	213
6:00 PM	196	79	117
7:00 PM	107	32	75
8:00 PM	98	41	57
9:00 PM	69	24	45
10:00 PM	44	17	27
11:00 PM	37	7	30
00-00	5577	2477	3100

Thursday, February 23, 2012

Time	Total	Total AB	Total BA
12:00 AM	17	3	14
1:00 AM	3	0	3
2:00 AM	4	1	3
3:00 AM	4	3	1
4:00 AM	24	15	9
5:00 AM	80	61	19
6:00 AM	308	214	94
7:00 AM	464	222	242
8:00 AM	451	197	254
9:00 AM	376	163	213
10:00 AM	380	147	233
11:00 AM	347	131	216
12:00 PM	376	161	215
1:00 PM	425	179	246
2:00 PM	448	201	247
3:00 PM	479	185	294
4:00 PM	394	146	248
5:00 PM	375	137	238
6:00 PM	221	96	125
7:00 PM	108	39	69
8:00 PM	79	25	54
9:00 PM	62	25	37
10:00 PM	56	22	34
11:00 PM	43	5	38
00-00	5524	2378	3146

A10-0

* Wednesday, February 22, 2012 - Total=5577, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
12	8	1	5	17	76	304	441	470	403	393	365	368	409	437	507	456	354	196	107	98	69	44	37	
4	1	0	2	4	10	48	89	111	101	103	81	77	96	91	102	134	124	54	29	29	26	11	5	4
3	3	1	1	1	17	71	105	140	104	101	97	94	113	102	130	103	91	55	26	23	22	5	10	5
3	3	0	0	6	14	90	121	113	82	104	88	107	100	118	138	115	77	47	30	18	8	18	17	5
2	1	0	2	6	35	95	126	106	116	85	99	90	100	126	137	104	62	40	22	28	13	10	5	3

AM Peak 0730 - 0830 (498), AM PHF=0.89 PM Peak 1515 - 1615 (539), PM PHF=0.98

* Thursday, February 23, 2012 - Total=5524, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
17	3	4	4	24	80	308	464	451	376	380	347	376	425	448	479	394	375	221	108	79	62	56	43	
4	0	2	2	4	9	38	89	114	103	93	95	99	107	87	100	114	108	68	29	30	27	9	16	-
5	2	1	0	5	15	65	113	130	97	87	83	92	104	120	120	100	111	59	22	13	15	13	6	-
5	1	0	1	11	24	98	123	97	89	101	77	89	90	121	125	96	86	51	33	19	12	21	14	-
3	0	1	1	4	32	107	139	110	87	99	92	96	124	120	134	84	70	43	24	17	8	13	7	-

AM Peak 0730 - 0830 (506), AM PHF=0.91

Draft - Draft

ORDINANCE NO. 2012-__

AN ORDINANCE AMENDING THE ZONING ORDINANCE TO ESTABLISH A PUD, PLANNED UNIT DEVELOPMENT DISTRICT AT 6500 FRANCE AVENUE

The City Of Edina Ordains:

Section 1. Subsection 850 is hereby amended to add the following Planned Unit Development (PUD) District:

850.23 Planned Unit Development Districts (PUD)

Subd. 2. Planned Unit Development District-2 (PUD-2) – Edina Medical Building

A. Legal Description:

All of Lot 4 and the Easterly 56.44 feet of Lot 3, Block 2, Southdale Office Park Second Addition. Hennepin County, Minnesota.

And,

Lot 3, Block 2, except the Easterly 56.44 feet thereof, Southdale Office Park Second Addition, Hennepin County, Minnesota.

B. Approved Plans. Incorporated herein by reference are the 6500 France Edina Medical Building plans received by the City on _____, 2012, except as amended by City Council Resolution No. 2012-___, on file in the Office of the Planning Department under file number 2012-003.12a.

C. Principal Uses:

All principal uses allowed in the Regional Medical District (RMD) Zoning District, except drive-through uses.

Existing text – XXXX
Stricken text – ~~XXXX~~
Added text – **XXXX**

D. Accessory Uses:

Off-street parking facilities

Produce stands pursuant to permit issued by the City Manager.

Signs allowed per the Regional Medical District.

E. Conditional Uses:

None

F. Development Standards. Development standards per the RMD Zoning District, except the following:

Building Setbacks

Front – France Avenue	25 feet
Front – 65th Street	25 feet
Side – West	100 feet
Rear – South	30 feet

Parking Ramp Setbacks

Front – France Avenue	80 feet
Front – 65th Street	25 feet
Side – West	15 feet
Rear – South	20 feet

Building Height	six stories and 80.5 feet
Maximum Floor Area Ratio	100%

Chiller/Mechanical Equipment Setbacks

If the footprint is larger than 36 square feet in area or 6 feet in height, utility and/or mechanical equipment shall be required to meet the above Front Setback requirements. The Side and Rear setback requirements shall be 6 feet. Mechanical Equipment must also meet the following conditions:

1. All mechanical equipment accessory to any building, shall be screened from all lot lines and streets in accordance with Section 850.10. Subd. 2.C.

Existing text – XXXX
Stricken text – ~~XXXX~~
Added text – **XXXX**

A103

2. Noise from mechanical equipment shall be subject to the City's Noise regulations in accordance with Section 1040.

Section 3. This ordinance is effective immediately upon its passage and publication.

First Reading:

Second Reading:

Published:

ATTEST:

Debra A. Mangen, City Clerk

James B. Hovland, Mayor

Please publish in the Edina Sun Current on:

Send two affidavits of publication.

Bill to Edina City Clerk

CERTIFICATE OF CITY CLERK

I, the undersigned duly appointed and acting City Clerk for the City of Edina do hereby certify that the attached and foregoing Ordinance was duly adopted by

b. the permit shall be applied for only by the owner of the principal building, the intention being that each lessee within the mini-storage building shall not be eligible individually for a temporary retail sales permit.

3. Only non-perishable and non-volatile products may be stored.

850.18 Regional Medical District (RMD)

Subd. 1 **Principal Uses.**

A. Hospitals.

B. Medical and dental offices and clinics.

C. Laboratories for performing medical or dental research, diagnostic testing, analytical or clinical work, having a direct relationship to the providing of health services, including, but not limited to, medical research, radiology, hematology, serology, immunology, allergy, biochemistry, basal metabolism, microbiology, parasitology, pathology, histology, cytology, toxicology and pharmacology. Laboratories engaged in the production or manufacture of goods or products for commercial sale or distribution shall not be considered laboratories within the meaning and intent of this paragraph.

Subd. 2 **Accessory Uses.**

A. Living quarters and recreational and educational facilities for nurses, interns, staff members, hospital employees and volunteers, if the uses are located within or are contiguous to the principal building.

B. Off-street parking facilities for ambulances, service trucks and automobiles owned by tenants, employees, patients and visitors.

C. Within principal buildings having a gross floor area of 40,000 square feet or more, ten percent of the floor area may be occupied by retail uses allowed in the PCD-1 and PCD-2 subdistricts, if the primary function of the uses is to serve the needs of occupants of, and visitors to, the principal use.

D. Helistops for use by helicopters involved in emergency rescue operations.

Subd. 3 **Requirements for Building Coverage, Setbacks and Height.**

A. FAR: 1.0.

B. Setbacks.

Front Street	Side Street	Interior Side Yard	Rear Yard
35'*	35'*	20'*	20'*

* or the building height if greater.

C. Building Height. See Section 850.22, Building Height Overlay District and Appendix A of the City's Official Zoning Map.

D. Minimum Tract Area. No tract of land shall be transferred to the Regional Medical District unless the tract measures at least ten acres in area or is contiguous to other land in the Regional Medical District.

4105

b. the permit shall be applied for only by the owner of the principal building, the intention being that each lessee within the mini-storage building shall not be eligible individually for a temporary retail sales permit.

3. Only non-perishable and non-volatile products may be stored.

850.18 Regional Medical District (RMD)

Subd. 1 **Principal Uses.**

A. Hospitals.

B. Medical and dental offices and clinics.

C. Laboratories for performing medical or dental research, diagnostic testing, analytical or clinical work, having a direct relationship to the providing of health services, including, but not limited to, medical research, radiology, hematology, serology, immunology, allergy, biochemistry, basal metabolism, microbiology, parasitology, pathology, histology, cytology, toxicology and pharmacology. Laboratories engaged in the production or manufacture of goods or products for commercial sale or distribution shall not be considered laboratories within the meaning and intent of this paragraph.

Subd. 2 **Accessory Uses.**

A. Living quarters and recreational and educational facilities for nurses, interns, staff members, hospital employees and volunteers, if the uses are located within or are contiguous to the principal building.

B. Off-street parking facilities for ambulances, service trucks and automobiles owned by tenants, employees, patients and visitors.

C. Within principal buildings having a gross floor area of 40,000 square feet or more, ten percent of the floor area may be occupied by retail uses allowed in the PCD-1 and PCD-2 subdistricts, if the primary function of the uses is to serve the needs of occupants of, and visitors to, the principal use.

D. Helistops for use by helicopters involved in emergency rescue operations.

Subd. 3 **Requirements for Building Coverage, Setbacks and Height.**

A. FAR: 1.0.

B. Setbacks.

Front Street	Side Street	Interior Side Yard	Rear Yard
35'*	35'*	20'*	20'*

* or the building height if greater.

C. Building Height. See Section 850.22, Building Height Overlay District and Appendix A of the City's Official Zoning Map.

D. Minimum Tract Area. No tract of land shall be transferred to the Regional Medical District unless the tract measures at least ten acres in area or is contiguous to other land in the Regional Medical District.

2. All subsequent additions, exterior alterations and accessory buildings constructed after the erection of an original building or buildings shall be constructed of materials comparable to those used in the original construction and shall be designed in a manner conforming to the original architectural design and general appearance.

850.16 Planned Commercial District (PCD).

Subd. 1 **Subdistricts.** The Planned Commercial District shall be divided into the following subdistricts:

Planned Commercial District - 1	(PCD-1)
Planned Commercial District - 2	(PCD-2)
Planned Commercial District - 3	(PCD-3)
Planned Commercial District - 4	(PCD-4)

Subd. 2 **Principal Uses in PCD-1.**

Antique shops.

Art galleries.

Art studios.

Bakeries, provided the room or rooms containing the preparation and baking process shall not have a gross floor area in excess of 2,500 square feet.

Barber shops.

Beauty parlors.

Bicycle stores, including rental, repair and sales.

Book and stationery stores.

Camera and photographic supply stores.

Candy and ice cream stores.

Clothes pressing and tailoring shops.

Clothing stores not exceeding 2,500 square feet of gross floor area.

Clubs, lodge halls and meeting rooms, offices and other facilities for non-profit organizations not exceeding 2,500 square feet of gross floor area.

Coin and philatelic stores.

Day care.

Drug stores.

Dry cleaning establishments and laundries.

Employment agencies.

A107

Financial institutions, but excluding drive-through facilities and pawn shops.

Florist shops.

Food, grocery, meat, fish, bakery and delicatessen stores.

Garden supply, tool and seed stores.

Gift shops.

Handball courts, racquetball courts and exercise and reducing salons.

Hardware stores.

Hobby shops for the sale of goods to be assembled and used off the premises.

Household furnishings, fixtures and accessory stores not exceeding 2,500 square feet of gross floor area.

Interior decorating establishments.

Jewelry stores.

Launderettes.

Leather goods stores.

Liquor stores, municipally owned, off-sale.

Locksmith shops.

Medical and dental clinics.

Music and video sales and rental stores.

Musical instruments stores and repair shops.

Newsstands.

Offices, including both business and professional.

Optical stores.

Paint and wallpaper stores not exceeding 2,500 square feet of gross floor area.

Personal apparel stores not exceeding 2,500 square feet of gross floor area.

Picture framing and picture stores.

Repair stores and "fix-it" shops which provide services for the repair of home, garden, yard and personal use appliances.

Restaurants, but excluding "drive-ins" and drive-through facilities, other than as allowed in Section 850.07, Subd. 14.F

Schools.

Second-hand stores not exceeding 2,500 square feet of gross floor area, but excluding pawn shops.

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Shoe sales or repair stores.

Sporting and camping goods stores not exceeding 2,500 square feet of gross floor area.

Tailor shops.

Tobacco shops.

Toy shops.

Travel bureaus and transportation ticket offices.

Variety, gift, notion and soft goods stores.

Vending machines which are coin or card operated, but excluding amusement devices.

Subd. 3 **Principal Uses in PCD-2.**

Any principal use permitted in PCD-1.

Amusement and recreation establishments such as amusement arcades, commercial bowling alleys and pool halls.

Animal hospitals and kennels, but excluding establishments with outside runs.

Automotive accessory stores, but excluding repair and service garages.

Blueprinting, printing and Photostatting establishments.

Business machine sales and service shops.

Catering establishments.

Clothing stores.

Clubs, lodge halls and meeting rooms, offices and other facilities for non-profit organizations.

Commercial kennels as defined by Subsection 300.01 of the City Code.

Currency exchanges as defined in M.S. 53A.

Department stores not exceeding 40,000 square feet of gross floor area.

Dry goods stores.

Electrical and household appliance stores, including radio and television sales and service.

Exterminating offices.

Fabric stores.

Frozen food stores including the rental of lockers in conjunction therewith.

Furniture stores including upholstering when conducted as an incidental part of the principal use.

Fraternal, philanthropic and charitable institution offices and assembly halls.

Furrier shops including the storage and conditioning of furs when conducted as an incidental part of the principal use.

Home repair, maintenance and remodeling stores and shops.

Hotels, motels and motor inns.

Household furnishings, fixtures and accessories stores.

Laboratories, medical and dental.

Office supplies stores.

Orthopedic and medical appliance stores, but excluding the manufacturing or assembly of appliances or goods.

Paint and wallpaper stores.

Personal apparel stores.

Pet shops.

Photography studios.

Post offices.

Public utility service stores.

Rental agencies for the rental only of clothing, appliances, automobiles, cartage trailers, and household fixtures, furnishings and accessories, excluding pawn shops.

Schools for teaching music, dance or business vocations.

Sporting and camping goods stores.

Taxidermist shops.

Telegraph offices.

Theaters, but excluding outdoor or "drive-in" facilities.

Ticket agencies.

Trading stamps redemption stores.

Undertaking and funeral home establishments.

Subd. 4. Principal Uses in PCD-3.

Any principal use permitted in PCD-2, except offices requiring the issuance of a conditional use permit.

Department stores or shopping centers exceeding 40,000 square feet of gross floor area.

Transit stations.

Publicly owned uses.

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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 65TH 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 65th 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

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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 56th 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 caseSupport 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 OKeprios 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

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MEMO

Date: **October 4, 2012**

To: **Cary Teague – Community Development Director**

From: **Wayne Houle – Director of Engineering**

Re: **Edina Medical Plaza**
Dated September 10, 2012

Engineering has reviewed the above stated proposed plan and offer the following comments:

- A Nine Mile Creek Watershed permit will be required, along with other agency permits such as Hennepin County Public Works, MNDH, MPCA, MCES.
- A developer's agreement will be required for realigning of the public watermain and also the installation of the sidewalk on both West 65th Street and France Avenue.
- Provide plan that shows pedestrian lighting for the public sidewalks. Use City standard pedestrian lighting for this area of the City.

Sheet C3.0:

- Retaining wall is encroaching on new drainage and easement; provide elevation and details of retaining wall.
- Old utility easements must be vacated and new easements executed for new utility and public sidewalk alignments.
- Mechanical equipment along southerly property line does not meet 50' setback and limits maintenance access to underground sediment capture device and to existing sanitary sewer manhole.
- Provide intersection detail of West 65th Street and France Avenue. Indicate improvements to the pedestrian crosswalk across France Avenue and how it will affect the traffic signals / median. Incorporate same design features as the France Avenue Pedestrian Crossing Project that staff is currently designing.

Sheet C5.0:

- Provide detail and hydrologic design for downstream outlet pipe along western portion of south property line and how connection is made. Proposal for overland connection is not feasible. Confirm public easement or private agreement to access downstream 15" pipe. Assess condition of pipe and propose upgrade if required.
- Provide a fire hydrant mid-property along West 65th Street and also one along France Avenue – locations to be determined by City Engineer and Fire Marshal.

Staff will require a more detail review of the Civil Plans if this project is approved by the City Council. Please contact me if you have any questions regarding this review.

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