REPORT / RECOMMENDATION

To: MAYOR AND COUNCIL

Agenda Item #: VI.D.

From: Cary Teague, Community Development Director

Action ☒
Discussion ☐
Information ☐

Date: December 4, 2012

Subject: PUBLIC HEARING – Site Plan Review, Conditional Use Permit, Front Yard Setback Variance, Parking Stall Variance and Subdivision, 10 Southdale Center for Stuart Development Company, Resolution Nos. 2012-160, 2012-161 and 2012-162

Action Requested:
Adopt the attached resolutions approving the requests.

Information / Background:
(Deadline for a City Council Decision – December 18, 2012)
Stuart Development Company and Simon Properties are proposing to develop the southeast corner of the Southdale site with a 232-unit luxury rental apartment and townhome development. The site is currently an overflow parking lot for Southdale and is used by park-n-riders for Metro Transit. The applicant is proposing to develop the site with an upscale 10 & 6-story apartment building; and a 3-4 story townhouse building. A 5.1 acre site would be created on the Southdale site.

To accommodate the above request, the following is requested:

1. Site Plan Review.
2. Conditional Use Permit to allow the residential use.
3. Front Yard Setback Variance from 115 feet to 63 and 42 feet.
4. Parking Stall Variance from 6,747 to 6,442 spaces.
5. Re-Plat of the Southdale Site. To reconfigure the existing lots.

Planning Commission Recommendation: On September 12, 2012, the Planning Commission unanimously recommended approval of the requests subject to the findings and conditions in the Planning Commission staff report, with the added condition that a direct pedestrian access to both Southdale and the new transit facility be provided.

Since the review of the proposed plans by the Planning Commission, the applicant has met with residents of the Westin, and provided them the attached renderings of the proposed buildings from the Westin date stamped 11-27-12.

Additionally, in response to the Planning Commission's added conditions, the applicant has proposed the attached pedestrian connection plan. Note that the plan does not include the direct connection recommended by staff and the Planning Commission from the apartments to Southdale, rather, they are recommending the connection be made from the pathway leading to the transit station along York Avenue.

ATTACHMENTS:

- Resolution No. 2012-160, 2012-161, and 2012-162
- Minutes from the September 12, 2012 Edina Planning Commission meeting
- Planning Commission Staff Report, September 12, 2012
- Revised memo from the director of engineering dated November 28, 2012
- Building renderings from the Westin
- Proposed pedestrian connections

RESOLUTION NO. 2012-160
RESOLUTION APPROVING A SITE PLAN WITH A FRONT YARD SETBACK VARIANCE FROM 115 FEET TO 63 AND 42 FEET AND A PARKING STALL VARIANCE FROM 6,747 SPACES TO 6,442 SPACES FOR SOUTHDALE APARTMENTS

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

Section 1. BACKGROUND.

1.01 Stuart Development Company and Simon Properties are proposing to develop the southeast corner of the Southdale site with a 232-unit luxury rental apartment and townhome development.

The property is legally described as follows:

See attached Exhibit A

1.02 The applicant is proposing to develop the site with an upscale 10 & 6-story apartment building; and a 3-4 story townhouse building. A 5.1 acre site would be created on the Southdale site. Parking would be primarily provided underneath the apartments and within two-stall attached garages for the townhomes. Visitor surface parking is provided north and south of the buildings. Primary access would be off of 69th Street and from the Southdale frontage road. Proposed density would be 45 units per acre.

1.03 To accommodate the above request, a Site Plan and Front Yard Setback Variance from 115 feet to 63 is required for the 10-story building and 42 feet. Additionally, a Parking Stall Variance from 6,747 to 6,442 spaces is required for the entire Southdale Site.

1.04 On September 12, 2012 the Planning Commission recommended approval of the Site Plan and the proposed Variances. Vote: 9 Ayes, 0 Nays.

Section 2. FINDINGS

Approval is subject to the following findings:

1. With the exception of the proposed variances, the proposal meets all minimum City Code requirements.

2. The proposal is consistent with the Edina Comprehensive Plan. 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 linier buildings close to the street to encourage pedestrian movement.

b. Locate prominent buildings to visually define corners and screen parking lots.

c. Locate building entries and storefronts to face the primary street, in addition to any entries oriented towards parking areas.

d. Provide sidewalks along primary streets and connections to adjacent neighborhoods along secondary streets or walkways.

e. Limit driveway access from primary streets while encouraging access from secondary streets.

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

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

h. Support and enhance commercial areas that serve the neighborhoods, the city, and the larger region.

i. Increase mixed use development where supported by adequate infrastructure to minimize traffic congestion, support transit, and diversify the tax base.

j. Increase pedestrian and bicycling opportunities and connections between neighborhoods, and with other communities, to improve transportation infrastructure and reduce dependence on the car.

k. Create walkable streets that foster an active public life; streets that are energized by their proximity to a vibrant mix of activity-generating uses.

l. Within larger redevelopment sites, promote a fine-grained and interconnected network of local streets and paths, encouraging pedestrian circulation and providing a choice of access points.

m. Within corridors served by existing or planned transit, orient buildings toward sidewalks and paths that lead to mixed use destinations and transit stops.

3. The Southdale site is under developed in terms of the allowed (FAR) floor area ratio allowed on the site. The allowed FAR is 1.0. The existing and proposed uses only total .43.

4. The proposed buildings would fit the character of the area. The variety of height and building sizes blend in well in the area.

5. The traffic study done by WSB and Associates concludes that subject to conditions, the existing roadways and intersections would support the new development.

6. The proposal meets the variance criteria.

7. The City encourages buildings to be brought up to the street, rather than having large parking lots in front of the building from the adjacent streets. Section 850.16. Subd. 12. C. of the Zoning Ordinance states that the City Council will consider exceptions to the setback requirements if the use creates an active pedestrian and streetscape environment.

8. The applicant is proposing a sidewalk along York Avenue and would provide an active pedestrian and streetscape environment.

9. The City's code requirement for buildings to be setback an equal distance to the height creates difficulty in developing the site. The setback requirement encourages parking lots to be built in front of buildings, and does not encourage an active pedestrian environment suggested in the Comprehensive Plan.

10. The Southdale site is unique in the PCD-3 zoning district. There are no other 80 acre sites held in common ownership and zoned the same within the City.

11. The proposed setback is similar to the Westin and CVS pharmacy, which were also brought up closer to the street than allowed by City Code.

12. The parking study done by WSB Associates concludes that the City Code required parking is not necessary for the Southdale site. Based on the study, 5,952 stalls are adequate for the site. The proposed development would provide 6,442 spaces.

13. A variance was granted to Southdale for a shortage of 759 stalls; over the past 10+ years, Southdale has operated very well without the code required parking.

Section 3. APPROVAL

NOW THEREFORE, it is hereby resolved by the City Council of the City of Edina, approves the Site Plan and Variances at 10 Southdale Center.

Approval is subject to the following Conditions:

1. Subject to staff approval, the site must be developed and maintained in substantial conformance with the following plans, unless modified by the conditions below:

   - Site plan date stamped August 17, 2012.

- Grading plan date stamped August 17, 2012.
- Utility plan date stamped August 17, 2012.
- Landscaping plan date stamped August 17, 2012.
- Building elevations date stamped August 17, 2012 and November 27, 2012
- Pedestrian connections plan date stamped August 24, 2012 and November 29, 2012
- Building materials board as presented at the Planning Commission and City Council meeting.

2. Prior the issuance of a building permit, a final landscape plan must be submitted, subject to staff approval. Additionally, a performance bond, letter-of-credit, or cash deposit must be submitted for one and one-half times the cost amount for completing the required landscaping, screening, or erosion control measures.

3. Prior to issuance of a building permit, a final pedestrian connection plan must be submitted to provide an additional direct pedestrian connection from the apartments to a main Southdale entrance. The final connection plan shall be subject approval of city staff.

4. The property owner is responsible for replacing any required landscaping that dies.

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

6. Compliance with the conditions required by the city engineer in his memo dated November 28, 2012.

7. Compliance with the conditions required by the fire marshal in his memo dated August 30, 2012.

8. A direct pedestrian connection to Southdale Mall must be provided; and it is preferred that no existing trees are eliminated to accommodate the new pedestrian connection.

9. The project must ensure that there is a public sidewalk to the new transit station.

Adopted by the City Council of the City of Edina, Minnesota, on December 4, 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 December 4, 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

Exhibit A

That part of Tract G, Registered Land Survey No. 432, Hennepin County, Minnesota, lying Easterly of the following described line: Beginning at a point on the Easterly line of Tract C, Registered Land Survey No. 1641, Hennepin County, Minnesota, distant 281.80 feet North of the Southeast corner of said Tract; thence Southerly along said Easterly line and its Southerly extension a distance of 285.00 feet; thence Southerly to the Northeast corner of Tract D, said Registered Land Survey No. 1641 and there terminating.

and

Tracts G & H, Registered Land Survey No. 629.

and

Tract B, Registered Land Survey No. 1641.

and

Tracts A & B, Registered Land Survey No. 1642.

RESOLUTION NO. 2012-161
RESOLUTION APPROVING A CONDITIONAL USE PERMIT TO ALLOW A RESIENTIAL USE AT SOUTHDALE

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

Section 1. BACKGROUND.

1.01 Stuart Development Company and Simon Properties are proposing to develop the southeast corner of the Southdale site with a 232-unit luxury rental apartment and townhome development.

The property is legally described as follows:

See attached Exhibit A

1.02 The applicant is proposing to develop the site with an upscale 10 & 6-story apartment building; and a 3-4 story townhouse building. A 5.1 acre site would be created on the Southdale site. Parking would be primarily provided underneath the apartments and within two-stall attached garages for the townhomes. Visitor surface parking is provided north and south of the buildings. Primary access would be off of 69th Street and from the Southdale frontage road. Proposed density would be 45 units per acre.

1.03 To accommodate the above request, a Conditional Use Permit is required to allow the residential use.

1.04 On September 12, 2012 the Planning Commission recommended approval of the Conditional Use Permit. Vote: 9 Ayes, 0 Nays.

Section 2. FINDINGS

Approval is subject to the following findings:

1. The proposal is consistent with the Edina Comprehensive Plan.

2. With the inclusion of additional pedestrian connections, the proposal meets the Conditional Use Permit Criteria.

3. With the exception of the proposed variances, the proposal meets all minimum City Code requirements.

4. The Southdale site is under developed in terms of the allowed (FAR) floor area ratio allowed on the site. The allowed FAR is 1.0. The existing and proposed uses only total .43.

5. The proposed buildings would fit the character of the area. The variety of height and building sizes blend in well in the area.

6. The traffic study done by WSB and Associates concludes that subject to conditions, the existing roadways and intersections would support the new development.

Section 3. APPROVAL

NOW THEREFORE, it is hereby resolved by the City Council of the City of Edina, approves the Conditional Use Permit.

Approval is subject to the following Conditions:

1. Subject to staff approval, the site must be developed and maintained in substantial conformance with the following plans, unless modified by the conditions below:

   - Site plan date stamped August 17, 2012.
   - Grading plan date stamped August 17, 2012.
   - Utility plan date stamped August 17, 2012.
   - Landscaping plan date stamped August 17, 2012.
   - Building elevations date stamped August 17, 2012 and November 27, 2012
   - Pedestrian connections plan date stamped August 24, 2012 and November 29, 2012
   - Building materials board as presented at the Planning Commission and City Council meeting.

2. Prior the issuance of a building permit, a final landscape plan must be submitted, subject to staff approval. Additionally, a performance bond, letter-of-credit, or cash deposit must be submitted for one and one-half times the cost amount for completing the required landscaping, screening, or erosion control measures.

3. Prior to issuance of a building permit, a final pedestrian connection plan must be submitted to provide a direct pedestrian connection from the apartments to a main Southdale entrance. The final connection plan shall be subject approval of city staff.

4. The property owner is responsible for replacing any required landscaping that dies.

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

6. Compliance with the conditions required by the city engineer in his memo dated November 28, 2012.

7. Compliance with the conditions required by the fire marshal in his memo dated August 30, 2012.

8. A direct pedestrian connection to Southdale Mall must be provided; and it is preferred that no existing trees are eliminated to accommodate the new pedestrian connection.

9. The project must ensure that there is a public sidewalk to the new transit station.

Adopted by the City Council of the City of Edina, Minnesota, on December 4, 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 December 4, 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

Exhibit A

That part of Tract G, Registered Land Survey No. 432, Hennepin County, Minnesota, lying Easterly of the following described line: Beginning at a point on the Easterly line of Tract C, Registered Land Survey No. 1641, Hennepin County, Minnesota, distant 281.80 feet North of the Southeast corner of said Tract; thence Southerly along said Easterly line and its Southerly extension a distance of 285.00 feet; thence Southerly to the Northeast corner of Tract D, said Registered Land Survey No. 1641 and there terminating.

and

Tracts G & H, Registered Land Survey No. 629.

and

Tract B, Registered Land Survey No. 1641.

and

Tracts A & B, Registered Land Survey No. 1642.

RESOLUTION NO. 2012-162
APPROVING A RE-PLAT OF THE SOUTHDALE PROPERTY

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

Section 1. BACKGROUND.

1.01 Stuart Development Company and Simon Properties are requesting a Re-Plating of the entire Southdale site.

1.02 The parcels are described as follows:

See attached Exhibit A

1.03 No new lot is being created. Lot lines are simply being shifted to accommodate a new residential development in the southeast corner of the site.

1.04 On September 12, 2012, the Planning Commission recommended approval of the Re-Plat on a Vote of 9-0.

Section 2. APPROVAL

NOW THEREFORE, it is hereby resolved by the City Council of the City of Edina, approves the Re-Platting of Southdale.

Adopted this 4th day of December, 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 December 4, 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

CITY OF EDINA

MEMO

Engineering Department • Phone 952-826-0371
Fax 952-826-0392 • www.CityofEdina.com

Date: November 28, 2012

To: Cary Teague – Community Development Director

From: Wayne D. Houle – Director of Engineering

Re: Revised Memo
Review of Planning Submittal for
Southdale Housing

Engineering has reviewed the plans for the above stated project 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.
- It appears that all storm water is treated on-site; provide all storm water calculations that indicate this.
- A developer's agreement will be required for the revisions to 69th Street West – enhanced pedestrian crossing at easterly entrance. Other items that need to be included are the public sidewalks along York Avenue and also along 69th Street West, and the intersection improvements at York Avenue and the entrance into Cub Foods. All of these items will be at the cost of the developer.
- All improvements along West 69th Street will need to meet Municipal State Aid standards and along York Avenue will need to meet County State Aid standards.
- Provide sidewalk easement over all public sidewalks along York Avenue and 69th Street West.
- Provide better pedestrian walkway between project and Southdale Center.

Sheet C2.1 Site Plan:

- Provide plans and install an enhanced pedestrian crossing through the median island between the easterly entrance of Southdale Center and Galleria to the south. The Promenade Crossing at Hazelton Road should be the template for the design of this pedestrian crossing.

- Provide a "No U-Turn" sign in the westbound 69th Street West left turn bay at the Galleria entrance. This will prevent vehicles from exiting the right-out exit at the apartments and weaving across two through lanes to then go east bound on 69th Street West; the route to go eastbound would be to use the internal roadway system of Southdale Center to access York Avenue.

- Provide an updated intersection detail for the intersection improvements at York Avenue and the entrance into Southdale / Cub Foods. The intersection improvements should include enhanced pedestrian crossings similar to what is being proposed on France Avenue at 66th Street West, 70th Street West, or 76th Street West.

- Eliminate boardwalk on sidewalk along York Avenue. The sidewalks along York Avenue and 69th Street West will become public sidewalks where the City will be maintaining these sidewalks. Provide 8-ft wide sidewalks with a minimum of 8-ft wide boulevards in these locations.

- The attached turning radius indicates that an ambulance can maneuver through the turn-around.

Sheet C4.1Utility Plan:

- Staff has analyzed both public utility systems to be certain that this development will not burden the public system. Short Elliot Hendrickson (SEH) reviewed the existing water main system. SEH determined through the water main computer model that the existing water main has capacity to provide water service, irrigation, and fire flow protection to the 232 units while still maintaining the same level of protection to the City. Barr Engineering (BARR) reviewed the existing sanitary sewer system. The additional sanitary flow generated from the proposed 232 unit development was incorporated into the sanitary sewer model. BARR determined that there is sufficient capacity in the existing sanitary sewer lines to accommodate the proposed development.

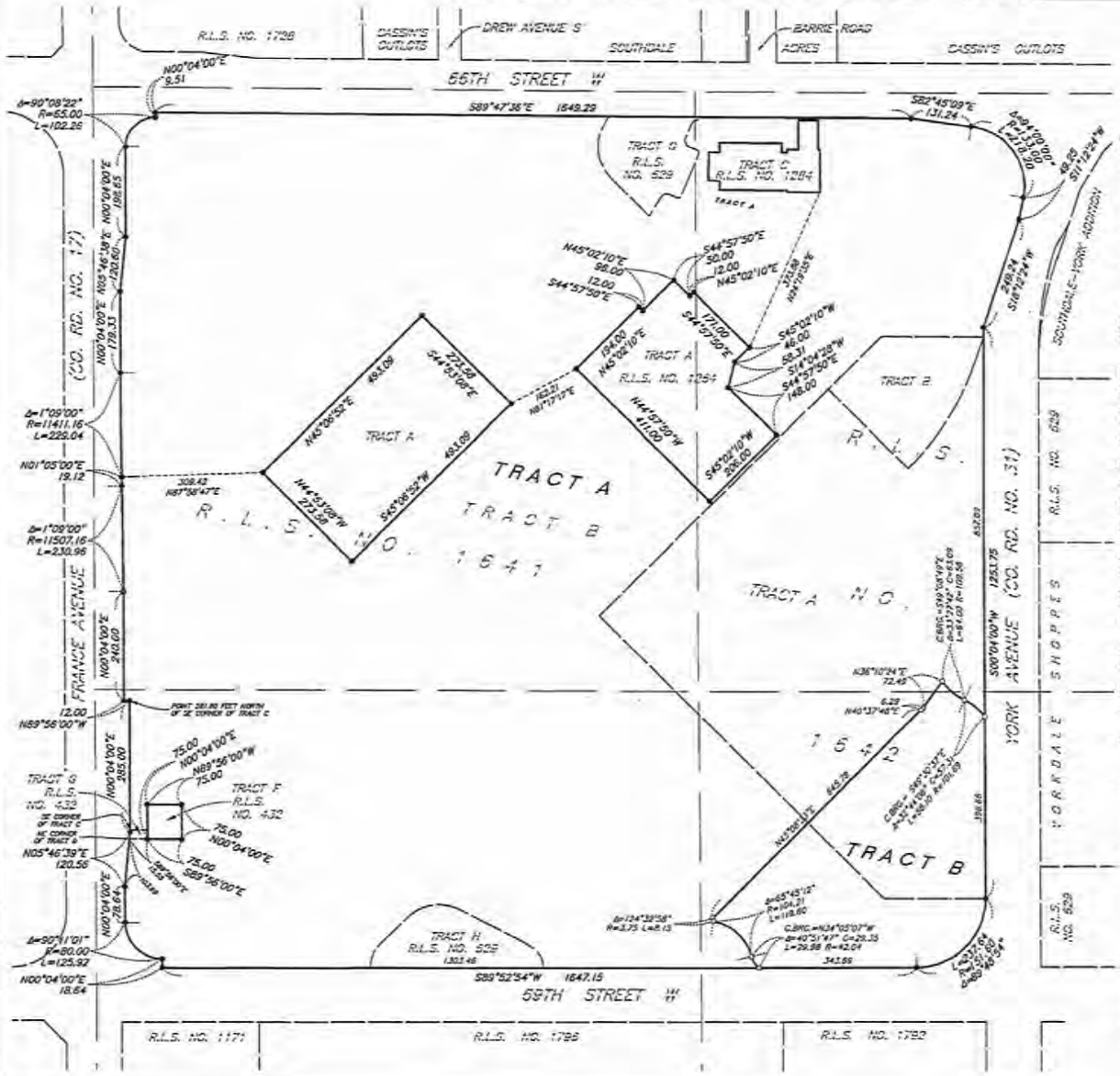
- There is a note below the Utility Notes that states the developer is analyzing a "Living Machine Sanitary Sewer System" in lieu of connecting into the sanitary sewer system. Staff does not recommend that this system be approved until staff can be reassured that the Metropolitan Council of Environmental Services along with the Minnesota Department of Health and the Minnesota Pollution Control Agency approve such treatment.

- Indicate on plan that all utilities shown are "Private".

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 first review.

G:\PW\ADMIN\COMM\EXTERNAL\GENERAL CORR BY STREETS\S Streets\Southdale Center\2012 Apartments\20120906 WH-Edina Review Southdale Housing.doc

REGISTERED LAND SURVEY NO. _____



O DENOTES IRON MONUMENT SET, MARKED WITH R.L.S. 15480

● DENOTES IRON MONUMENT FOUND, MARKED WITH R.L.S. 15480, UNLESS OTHERWISE SHOWN.

( ) DENOTES BEARING FOR DESCRIPTION.

FOR THE PURPOSES OF THIS REGISTERED LAND SURVEY, THE EAST LINE OF THE SEC. 6, TWP. 117, RGE. 22 IS ASSUMED TO HAVE A BEARING OF S00°13'21"E.

N

SCALE 120 0 120 240 IN FEET

I hereby certify that in accordance with the provisions of Chapter 508, Minnesota Statutes of 1949, as amended, I have surveyed the following described property attached in the County of Hennepin, State of Minnesota to wit:

That part of Tract C, Registered Land Survey No. 432, Hennepin County, Minnesota, lying Easterly of the following described line: Beginning at a point on the Easterly line of Tract C, Registered Land Survey No. 1641, Hennepin County, Minnesota, distant 281.80 feet North of the Southeast corner of said Tract; thence Southerly along said Easterly line and its Southerly extension a distance of 285.00 feet; thence Southerly to the Northeast corner of Tract D, said Registered Land Survey No. 1641 and there terminating.

and

Tracts G & H, Registered Land Survey No. 629.

and

Tract B, Registered Land Survey No. 1641.

and

Tracts A & B, Registered Land Survey No. 1642.

I hereby certify that this Registered Land Survey is a correct representation of the property described hereon; that all Registered Land Survey was prepared by me or under my direct supervision and that I am a duly Licensed Land Surveyor under the laws of the State of Minnesota. Dated this _____ day of _____ 20____

_____
Mark S. Hanson, Land Surveyor, Minnesota License No. 15480

EDINA, MINNESOTA

This Registered Land Survey was approved and accepted by the City Council of Edina, Minnesota, at a regular meeting thereof held this _____ day of _____ 20____

CITY COUNCIL OF EDINA, MINNESOTA

BY: _____ _____Mayor BY: _____Clerk

TAXPAYER SERVICES DEPARTMENT, Hennepin County, Minnesota

I hereby certify that taxes payable in 20____ and prior years have been paid for land described on this Registered Land Survey, dated this _____ day of _____ 20____

Mark V. Chapin, Hennepin County Auditor

BY: _____Deputy

SURVEY DIVISION, Hennepin County, Minnesota

Pursuant to MN. STAT. Sec. 383B.565 (1969), this Registered Land Survey has been approved this _____ day of _____ 20____

William P. Brown, Hennepin County Surveyor

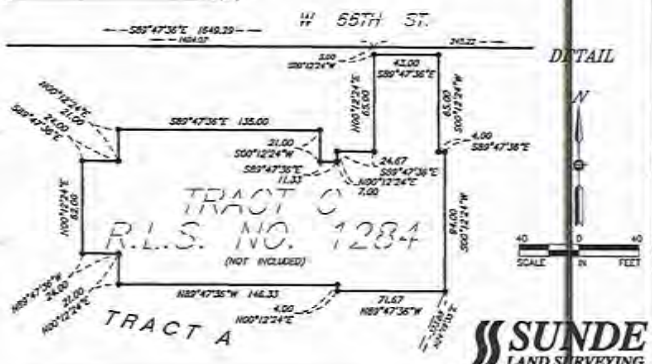
BY: _____

REGISTRAR OF TITLES, Hennepin County, Minnesota

I hereby certify that the within Registered Land Survey No. _____ was filed in this office this _____ day of _____ 20____ at _____ o'clock ____M.

Martin F. McCormick, Registrar of Titles

BY: _____Deputy



SUNDE LAND SURVEYING

MINUTES
CITY OF EDINA, MINNESOTA
PLANNING COMMISSION
CITY COUNCIL CHAMBERS
SEPTEMBER 12, 2012
7:00 P.M.

I. CALL TO ORDER

Chair Grabiel called the meeting to order at 7:00 PM

II. ROLL CALL

Answering the roll call were Commissioners Scherer, Forrest, Schroeder, Kilberg, Potts, Platteter, Cherkassky, Carpenter, Staunton, Fischer Grabiel.

Chair Grabiel welcomed the student members and gave a special welcome to new student member Benjamin Kilberg.

III. APPROVAL OF MEETING AGENDA

Meeting Agenda was approved as submitted.

IV. APPROVAL OF CONSENT AGENDA

The minutes of the August 22, 2012, meeting was filed as submitted.

V. COMMUNITY COMMENT

None

VI. PUBLIC HEARINGS

A Side Yard Setback Variance for Jim and Crissy Field, 7312 Wooddale Avenue, Edina, MN. Tabled indefinitely.

B. Site Plan and Front Yard Setback Review for Stuart Company, 10 Southdale Center, Edina, MN

Planner Presentation

Stuart Development Company and Simon Properties are proposing to develop the southeast corner of the Southdale site with a 232-unit luxury rental apartment and townhome development. The site is currently an overflow parking lot for Southdale and is

used by park-n-riders for Metro Transit. The applicant is proposing to develop the site with an upscale 10 & 6-story apartment building; and a 3-4 story townhouse building. A 5.1 acre site would be created on the Southdale site. Parking would be primarily provided underneath the apartments and within two-stall attached garages for the townhomes. Visitor surface parking is provided north and south of the buildings. Primary access would be off of 69th Street and from the Southdale frontage road. Proposed density would be 45 units per acre.

The site plan, building footprints and site circulation have not changed significantly from the plans reviewed by the Planning Commission and City Council as part of the sketch plan review. The one-story podium structure on the first level has been reduced in size from the Sketch Plan proposal. The buildings have been specifically designed, and landscaping has been upgraded. Additionally, a pedestrian connection has been added along 69th Street to the existing sidewalk connection that exists from the Galleria to south side of the restaurant area, specifically in front of the Cheesecake Factory.

To accommodate the above request, the following is requested:

1. Site Plan Review.
2. Conditional Use Permit to allow the residential use.
3. Front Yard Setback Variance from 115 feet to 63 and 42 feet.
4. Parking Stall Variance from 6,747 to 6,442 spaces.
5. Re-Plat of the Southdale Site. To reconfigure the existing lots.

Teague with graphics delivered a power point presentation highlighting the proposal.

Planner Teague concluded that staff recommends that the City Council approve the Site Plan with Front Yard Setback Variance from 115 feet to 63 feet and Parking Stall Variance from 6,747 spaces to 6,442 spaces based on the following findings:

1. With the exception of the proposed variances, the proposal meets all minimum City Code requirements.
2. The proposal is consistent with the Edina Comprehensive Plan. 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 linier buildings close to the street to encourage pedestrian movement.
    b. Locate prominent buildings to visually define corners and screen parking lots.
    c. Locate building entries and storefronts to face the primary street, in addition to any entries oriented towards parking areas.

d. Provide sidewalks along primary streets and connections to adjacent neighborhoods along secondary streets or walkways.
e. Limit driveway access from primary streets while encouraging access from secondary streets.
f. Provide pedestrian amenities, such as wide sidewalks, street trees, pedestrian-scale lighting, and street furnishings (benches, trash receptacles, etc.)
g. Encourage infill/redevelopment opportunities that optimize use of city infrastructure and that complement area, neighborhood, and/or corridor context and character.
h. Support and enhance commercial areas that serve the neighborhoods, the city, and the larger region.
i. Increase mixed use development where supported by adequate infrastructure to minimize traffic congestion, support transit, and diversify the tax base.
j. Increase pedestrian and bicycling opportunities and connections between neighborhoods, and with other communities, to improve transportation infrastructure and reduce dependence on the car.
k. Create walkable streets that foster an active public life; streets that are energized by their proximity to a vibrant mix of activity-generating uses.
l. Within larger redevelopment sites, promote a fine-grained and interconnected network of local streets and paths, encouraging pedestrian circulation and providing a choice of access points.
m. Within corridors served by existing or planned transit, orient buildings toward sidewalks and paths that lead to mixed use destinations and transit stops.

3. The Southdale site is under developed in terms of the allowed (FAR) floor area ratio allowed on the site. The allowed FAR is 1.0. The existing and proposed uses only total .43.
4. The proposed buildings would fit the character of the area. The variety of height and building sizes blend in well in the area.
5. The traffic study done by WSB and Associates concludes that subject to conditions, the existing roadways and intersections would support the new development.
6. The proposal meets the variance criteria.
7. The City encourages buildings to be brought up to the street, rather than having large parking lots in front of the building from the adjacent streets. Section 850.16. Subd. 12. C. of the Zoning Ordinance states that the City Council will consider exceptions to the setback requirements if the use creates an active pedestrian and streetscape environment.
8. The applicant is proposing a sidewalk along York Avenue and would provide an active pedestrian and streetscape environment.
9. The City's code requirement for buildings to be setback an equal distance to the height creates difficulty in developing the site. The setback requirement encourages parking lots to be built in front of buildings, and does not encourage an active pedestrian environment suggested in the Comprehensive Plan.

10. The Southdale site is unique in the PCD-3 zoning district. There are no other 80 acre sites held in common ownership and zoned the same within the City.
11. The proposed setback is similar to the Westin and CVS pharmacy, which were also brought up closer to the street than allowed by City Code.
12. The parking study done by WSB Associates concludes that the City Code required parking is not necessary for the Southdale site. Based on the study, 5,952 stalls are adequate for the site. The proposed development would provide 6,442 spaces.
13. A variance was granted to Southdale for a shortage of 759 stalls; over the past 10+ years, Southdale has operated very well without the code required parking.

Approval is also subject to the following conditions:

1. Subject to staff approval, the site must be developed and maintained in substantial conformance with the following plans, unless modified by the conditions below:

    - Site plan date stamped August 17, 2012.
    - Grading plan date stamped August 17, 2012.
    - Utility plan date stamped August 17, 2012.
    - Landscaping plan date stamped August 17, 2012.
    - Building elevations date stamped August 17, 2012
    - Pedestrian connections plan date stamped August 24, 2012
    - Building materials board as presented at the Planning Commission and City Council meeting.

2. Prior the issuance of a building permit, a final landscape plan must be submitted, subject to staff approval. Additionally, a performance bond, letter-of-credit, or cash deposit must be submitted for one and one-half times the cost amount for completing the required landscaping, screening, or erosion control measures.
3. Prior to issuance of a building permit, a final pedestrian connection plan must be submitted to provide an additional direct pedestrian connection from the apartments to a main Southdale entrance. The final connection plan shall be subject approval of city staff.
4. The property owner is responsible for replacing any required landscaping that dies.
5. Submit a copy of the Nine Mile Creek Watershed District permit. The City may require revisions to the approved plans to meet the district's requirements.
6. Compliance with the conditions required by the city engineer in his memo dated September 7, 2012.
7. Compliance with the conditions required by the fire marshal in his memo dated August 30, 2012.
8. The construction of an eastbound left turn lane at 69th Street and the Southdale West access.

Teague also recommended that the City Council approve the Conditional Use Permit to allow a residential use on this Southdale site based on the following findings:

1. The proposal is consistent with the Edina Comprehensive Plan.
2. The proposal meets the Conditional Use Permit Criteria.
3. With the exception of the proposed variances, the proposal meets all minimum City Code requirements.
4. The Southdale site is under developed in terms of the allowed (FAR) floor area ratio allowed on the site. The allowed FAR is 1.0. The existing and proposed uses only total .43.
5. The proposed buildings would fit the character of the area. The variety of height and building sizes blend in well in the area.
6. The traffic study done by WSB and Associates concludes that subject to conditions, the existing roadways and intersections would support the new development.

Approval is also subject to the following conditions:

1. Subject to staff approval, the site must be developed and maintained in substantial conformance with the following plans, unless modified by the conditions below:

    - Site plan date stamped August 17, 2012.
    - Grading plan date stamped August 17, 2012.
    - Utility plan date stamped August 17, 2012.
    - Landscaping plan date stamped August 17, 2012.
    - Building elevations date stamped August 17, 2012
    - Pedestrian connections plan date stamped August 24, 2012
    - Building materials board as presented at the Planning Commission and City Council meeting.

2. Prior the issuance of a building permit, a final landscape plan must be submitted, subject to staff approval. Additionally, a performance bond, letter-of-credit, or cash deposit must be submitted for one and one-half times the cost amount for completing the required landscaping, screening, or erosion control measures.
3. Prior to issuance of a building permit, a final pedestrian connection plan must be submitted to provide a direct pedestrian connection from the apartments to a main Southdale entrance. The final connection plan shall be subject approval of city staff.
4. The property owner is responsible for replacing any required landscaping that dies.
5. Submit a copy of the Nine Mile Creek Watershed District permit. The City may require revisions to the approved plans to meet the district's requirements.
6. Compliance with the conditions required by the city engineer in his memo dated September 7, 2012.
7. Compliance with the conditions required by the fire marshal in his memo dated August 30, 2012.
8. The construction of an eastbound left turn lane at 69th Street and the Southdale West access.

Planner Teague stated staff also recommends that the City Council approve the proposed re-plat.

Appearing for the Applicant

David Motzenbecker, BKV Group and Stuart Nolan, Stuart Co.

Comments/Questions

Chair Grabiel asked Planner Teague if staff had any issues with the re-plat. Teague responded there are no issues with the re-plat.

Commissioner Fischer observed that the re-plat doesn't include Parkland Dedication and asked Teague why this request doesn't trigger payment of Parkland Dedication. Teague explained that this request is only shifting lot lines. No new lot is being created. Parkland Dedication is triggered by creation of another lot.

Chuck Rickart, WSB was asked to present his report on parking and traffic.

Mr. Rickart addressed the Commission and explained when analyzing traffic and parking he looked at the whole site fully developed. This included the proposed 232-unit apartment building(s) and a future restaurant (outlot).

Continuing, Rickart explained two Build alternatives. Build Alternative 1 included a right-in/right-out on 69th Street and a full movement access from York Avenue so the Southdale Site. Build Alternative 2 includes roundabout for the two Southdale site access locations on 69th Street.

Applicant Presentation

Stuart Nolan addressed the Commission informing them this project excites him. He said the location is "Triple-A" and his market research shows a need in this area for high quality rental apartment and townhouse units.

David Motzenbecker with graphics presented the proposal highlighting the following:

- Enhanced greenspace. By reducing impervious surfaces we have created places to help infiltrate stormwater.
- Addition of extensive publicly-accessible sidewalk adjacent to the development on both York and 69th Street. Extend sidewalk west along West 69th Street connecting with the existing crosswalk to the Galleria (the same connection will also connect to one of the Southdale Mall entries).
- Bike parking racks will be added to the front and rear of the buildings and will also be located in the underground parking garage.
- Promote environments that make it safe and convenient for people to integrate physical activity into their daily life. The site will provide a fitness room, club room,

central courtyard with swimming pool, bocce ball court and the connected walkways.
- Green roofs.

Motzenbecker introduced Mike Krych with BKV to further address the Commission.

Mr. Krych explained to the Commission the Westin established the level of quality the development team wanted to incorporate into this development. Krych said their approach was to achieve a sophisticated , timeless, fresh look. The idea being that this site is at the center of an active vibrant retail area.

Krych presented the materials board pointing out the exterior building materials are contemporary but timeless. He added when one views the buildings no two sides are exactly alike, creating buildings that appear to change and move. Krych also noted that the green roofs also add energy to the site. Concluding Krych said the goal has been to create a unique housing experience within a very animated friendly pedestrian environment.

Discussion

Chair Grabiel thanked the applicants for their presentation and asked them if they are amenable to staffs condition to relocate the pedestrian connection to the Southdale Mall. Grabiel said in his opinion the shortest distance is a straight line adding he believes staff's recommendation/condition makes sense and would be the "path" used. Mr. Motzenbecker responded they have been working with Simon on making a connection to the Southdale Mall, adding some concern was expressed over the possibility of losing parking spaces and trees if the connection is made per staff's recommendation.

Chair Grabiel questioned if there actually is a market for luxury apartments in this area.

Mr. Nolan responded that his company operates a large number of apartment units adding the rents in some of those buildings are as high as 5-thousand per month. Nolan explained that many of the apartment buildings in the area were constructed in the 1960's and 1970's and with the addition of a new 21st century building this would create choices at another level. Nolan stated he is confident in his research that in this specific area luxury apartment and townhomes are needed.

Commissioner Carpenter asked with respect to the referred demand for luxury units was that determined from an outside or internal study, adding what was found. Nolan reiterated he is very confident with the research done on this product by his staff reaffirming that the market analysis indicates a demand for this type of mixed rental living; townhomes and apartments. Commissioner Carpenter asked Mr. Nolan his vacancy rates. Nolan responded vacancy rates are 2%. Concluding, Nolan stated at this time his company is renting units that are still under construction.

Commissioner Schroeder commented that in the past the Commission has granted setback variances to allow buildings to be built closer to the street if an active pedestrian

environment was created. Schroder said usually that meant that the building had active operable doors on the street. He pointed out in this instance there is a buffer between the building and sidewalk with no active storefronts addressing the street. Mr. Motzenbecker acknowledged that point. Continuing, Motzenbecker said what this project is trying to accompli is striking a balance. He explained this is not a mixed use project, adding they are attempting to achieve an active environment by creating layers. Motzenbecker said it is his hope that this would be a catalyst for the area; noting this proposal will create more of an active pedestrian environment than what is there today. Concluding, Motzenbecker said it is their belief that the main focal piece is the entrance, adding he believes that's where all the energy starts creating a more active York Avenue and West 69th Street.

Commissioner Platteter said what he doesn't want to see is this development becoming an island. Platteter said he wants the "path" to the Mall to be more direct (as per staff) and he also wants a viable connection to the new transit facility. Continuing, Platteter said the attractive thing about this project is that the residents won't need a vehicle (if they don't want one). With this proposal its entirely possible amenities including a bus to work, medical care, etc. can be accessed without using a car. Concluding, Platteter stressed the importance of enhanced pedestrian connections.

Chair Grabiel said in his opinion Southdale Mall is very important to Edina. Grabiel said during the past several years there appears to have been a decline at Southdale Mall. Grabiel asked if anything else was being done to rejuvenate the Mall.

Laurie Van Dalen, of Simon Group (Southdale Mall) explained that at this time the entire Mall is being rejuvenated. She reported 18 stores are under construction, along with a new "food court". Van Dalen noted the rejuvenating process is a continuing process and important to Simon. She also reported that crime at the Mall is down 30%. Concluding, it was noted that this development proposal was a "key piece" in the redevelopment puzzle pointing out that the proposal adds permanent residents to the area further "knitting" the area together.

Commissioner Forrest said when reviewing the plans she had difficulty locating the connection to new transit facility. Mr. Motzenbecker with graphics referred to the access to "bus stops" on York Avenue and West 69th Street and explained that part of the approved Southdale Transit Plan calls for Southdale to provide "connections" to the Transit Center. Forrest said as previously mentioned by Commissioner Platteter, she doesn't want this connection to be forgotten; it's important.

Public Testimony

Bill Lindberg, 3209 Galleria, told the Commission he lives on the 9th floor of the Westin facing north . He said from the discussion thus far he was somewhat reassured. He added his concern was if building setback variances were granted loss of greenspace/vegetation would occur. Lindberg said that presently he views greenspace, adding he doesn't want to lose that.

Les Wanninger, 3209 Galleria told the Commission his concern is with the traffic and traffic flow along West 69th Street between France and York Avenues. Wanninger said he understands the differing traffic scenarios but wants the Commission to ensure safety for both cars and pedestrians.

Commissioner Staunton asked Mr. Wanninger if he ever walks to Cub, CVS, etc. Wanninger responded in the summer he walks; however, in the winter he drives. Waninger commented that in his opinion the round-about on West 70th Street has been successful, adding as mentioned "Build 2" (Round-about) could also be successful on West 69th Street.

Chair Grabiel asked if anyone else would like to address this proposal; being none Commissioner Fischer moved to close the public hearing. Commissioner Platteter seconded the motion. All voted aye; motion carried.

Commissioner Forrest asked for procedural clarification if the Commission hears this request once. Planner Teague responded in the affirmative.

Commissioner Staunton said in his opinion the proposed 232-unit development with Conditional Use Permit allowing residential makes sense.

Commissioner Potts said he agrees with Commissioner Staunton adding he supports the Site Plan and Conditional Use Permit to achieve this project, adding in his opinion in this area an increase in density is a good thing. Continuing, Potts also stated he supports the variance, adding he doesn't want to see the building pulled back farther from the street.

Commissioner Scherer asked what the applicant believes is the age of the average renter. Mr. Nolan responded that in his opinion the majority of the tenants would be empty nesters; however, he believes the product will appeal to everyone.

Commissioner Platteter echoed Commissioners comments and stressed he doesn't want to miss an opportunity to provide connectivity in this area.

Commissioner Schroeder added he also supports the project noting on the Southdale campus this area is the least used. Schroeder said he would also like the Commission to further study and define what we believe is an active pedestrian environment.

Commissioner Fischer said he agrees with previous comments adding if one looks at Edina as a whole this intersection is in the top five as far as high visibility goes. Continuing, Fischer said this project also aids in breaking up the "super block", adding he likes the project. Concluding, Fischer stated this corner is strong and there is great value in keeping the corner residential, active and green.

Motion

Commissioner Fischer moved to recommend Site Plan approval to include a front yard setback variance from 115 feet to 63 feet and parking stall variance from 6,747

spaces to 6,442 spaces based on staff findings and subject to staff conditions. Fischer also recommended that approval is to include direct pedestrian access to the Southdale Mall via a 45 degree angle and to also include pedestrian access to the transit facility. (Fischer also asked that special thought be given to find a way to preserve the trees along that access route). Commissioner Potts seconded the motion. Ayes; Scherer, Forrest, Schroeder, Potts, Platteter, Carpenter, Staunton, Fischer and Grabiel. Motion carried 9-0.

Commissioner Staunton moved to recommend Conditional Use Permit approval based on staff findings and subject to staff conditions to include direct pedestrian access to the Southdale Mall via a 45 degree angle and to also include pedestrian access to the transit facility. Commissioner Scherer seconded the motion. All voted aye; Scherer, Forrest, Schroeder, Potts, Platteter, Carpenter, Staunton, Fischer and Grabiel. Motion carried 9-0.

Commissioner Carpenter moved to recommend re-plat approval. Commissioner Potts seconded the motion. All voted aye; Scherer, Forrest, Schroeder, Potts, Platteter, Carpenter, Staunton, Fischer and Grabiel. Motion carried 9-0.

VII. REPORTS

A. Sketch Plan, Frauenshuh, 7700 France Avenue, Edina, MN

Planner Presentation

Planner Teague reported that the Planning Commission is being asked to consider a sketch plan proposal to develop the northeast corner of the 7700 France with a single-story, 7,500 square foot "fine-dining" restaurant building. The site is 17 acres in size and contains a six-story 319,000 square foot office building and a 7,623 square foot single story office building in the southeast corner of the site.

The restaurant would be designed for seating up to 250 people, and would provide 93 dedicated parking spaces in addition to the shared parking with the office buildings.

Teague said the proposed building would be made of high quality stone, glass and metal. An area for outdoor dining would also be provided, however, is not guaranteed to be utilized.

Teague asked the Commission to note that the primary issues with this request is that a free-standing restaurant is not a permitted use in the POD-2 zoning district; however, a restaurant is a permitted accessory use within an office building.

Teague said if the Commission and Council are receptive to allowing a restaurant in this location the applicant would needs to decide on two options; 1) a PUD rezoning and 2) Ordinance amendment to allow restaurants as a permitted use in the POD-2 zoning district.

SOUTHDALE HOUSING

VIEW FROM 8TH FLOOR

10/11/2012

BKV GROUP
Architecture
Interior Design
Landscape Architecture
Engineering

STUARTCO
YOUR HOME. OUR COMMITMENT.

RECEIVED
11-27-12

SOUTHDALE HOUSING

VIEW FROM 9TH FLOOR

10/11/2012

BKV GROUP
Architecture
Interior Design
Landscape Architecture
Engineering

STUARTCO
YOUR HOME. OUR COMMITMENT.

RECEIVED
11-27-12

SOUTHDALE HOUSING

VIEW FROM 9TH FLOOR

10/11/2012

BKV GROUP
Architecture
Interior Design
Landscape Architecture
Engineering

STUARTCO
YOUR HOME. OUR COMMITMENT.

RECEIVED
11-27-12

SOUTHDALE HOUSING

VIEW FROM 9TH FLOOR

10/11/2012

BKV GROUP
Architecture
Interior Design
Landscape Architecture
Engineering

STUART CO
YOUR HOME. OUR COMMITMENT.

RECEIVED
11-27-12

SOUTHDALE HOUSING

VIEW FROM 14TH FLOOR

10/11/2012

BKV GROUP
Architecture
Interior Design
Landscape Architecture
Engineering

STUARTCO
YOUR HOME. OUR COMMITMENT.

RECEIVED
11-27-12

12-story concept
(NOT PROPOSED)

SOUTHDALE HOUSING

VIEW FROM 9TH FLOOR

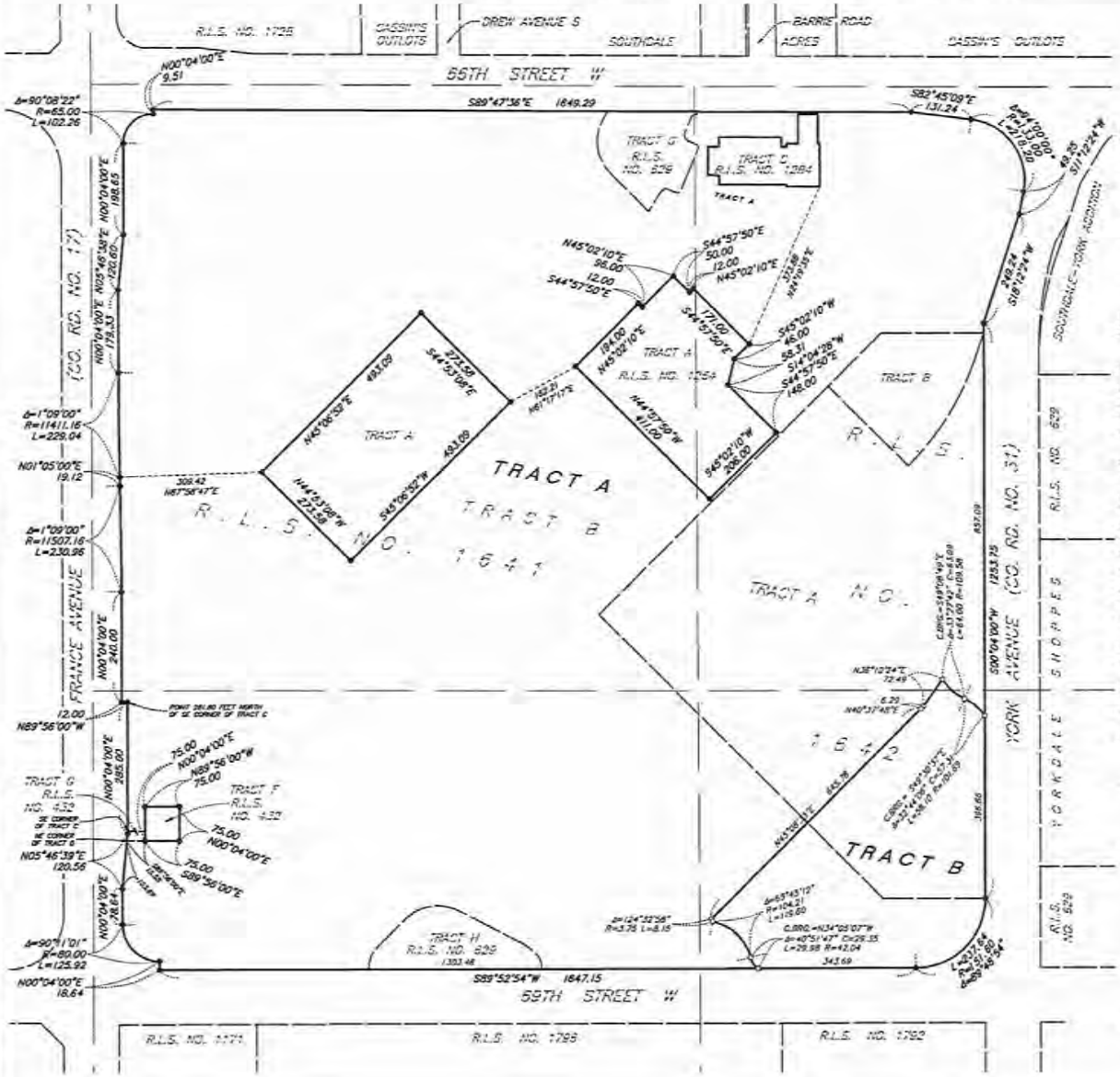
10/11/2012

BKV GROUP
Architecture
Interior Design
Landscape Architecture
Engineering

STUARTCO
YOUR HOME. OUR COMMITMENT.

RECEIVED
11-27-12

REGISTERED LAND SURVEY NO. _____



○ DENOTES IRON MONUMENT SET, MARKED WITH R.L.S. 15480

● DENOTES IRON MONUMENT FOUND, MARKED WITH R.L.S. 15480, UNLESS OTHERWISE SHOWN.

( ) DENOTES BEARING PER DESCRIPTION.

FOR THE PURPOSES OF THIS REGISTERED LAND SURVEY, THE EAST LINE OF THE SEC. 8, TWP. 117, RGE. 22 IS ASSUMED TO HAVE A BEARING OF S00°25'21"E.

N

120 0 120 240
SCALE IN FEET

I hereby certify that in accordance with the provisions of Chapter 505, Minnesota Statutes of 1949, as amended, I have surveyed the following described property situated in the County of Hennepin, State of Minnesota to wit:

That part of Tract C, Registered Land Survey No. 432, Hennepin County, Minnesota, lying Easterly of the following described line: Beginning at a point on the Easterly line of Tract C, Registered Land Survey No. 1641, Hennepin County, Minnesota, distant 281.80 feet North of the Southeast corner of said Tract; thence Southerly along said Easterly line and its Southerly extension a distance of 285.00 feet; thence Southerly to the Northeast corner of Tract D, said Registered Land Survey No. 1641 and there terminating.

and

Tracts G & H, Registered Land Survey No. 629.

and

Tract B, Registered Land Survey No. 1641.

and

Tracts A & B, Registered Land Survey No. 1642.

I hereby certify that this Registered Land Survey is a correct representation of the property described hereon; that this Registered Land Survey was prepared by me or under my direct supervision and that I am a duly Licensed Land Surveyor under the laws of the State of Minnesota. Dated this _____ day of _____, 20____.

_____
Mark S. Hanson, Land Surveyor, Minnesota License No. 15480

EDINA, MINNESOTA

This Registered Land Survey was approved and accepted by the City Council of Edina, Minnesota, at a regular meeting thereof held this _____ day of _____, 20____.

CITY COUNCIL OF EDINA, MINNESOTA

BY: _____ _____ Mayor BY: _____ Clerk

TAXPAYER SERVICES DEPARTMENT, Hennepin County, Minnesota

I hereby certify that taxes payable in 20____ and prior years have been paid for land described on this Registered Land Survey, dated this _____ day of _____, 20____.

Mark V. Chopin, Hennepin County Auditor

BY: _____ Deputy

SURVEY DIVISION, Hennepin County, Minnesota

Pursuant to MN. STAT. Sec. 383B.565 (1969), this Registered Land Survey has been approved this _____ day of _____, 20____.

William P. Brown, Hennepin County Surveyor

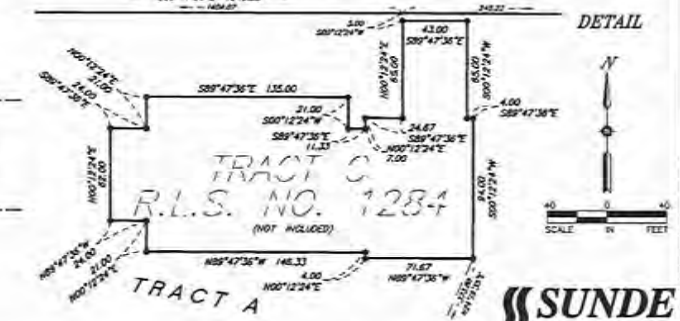
BY: _____

REGISTRAR OF TITLES, Hennepin County, Minnesota

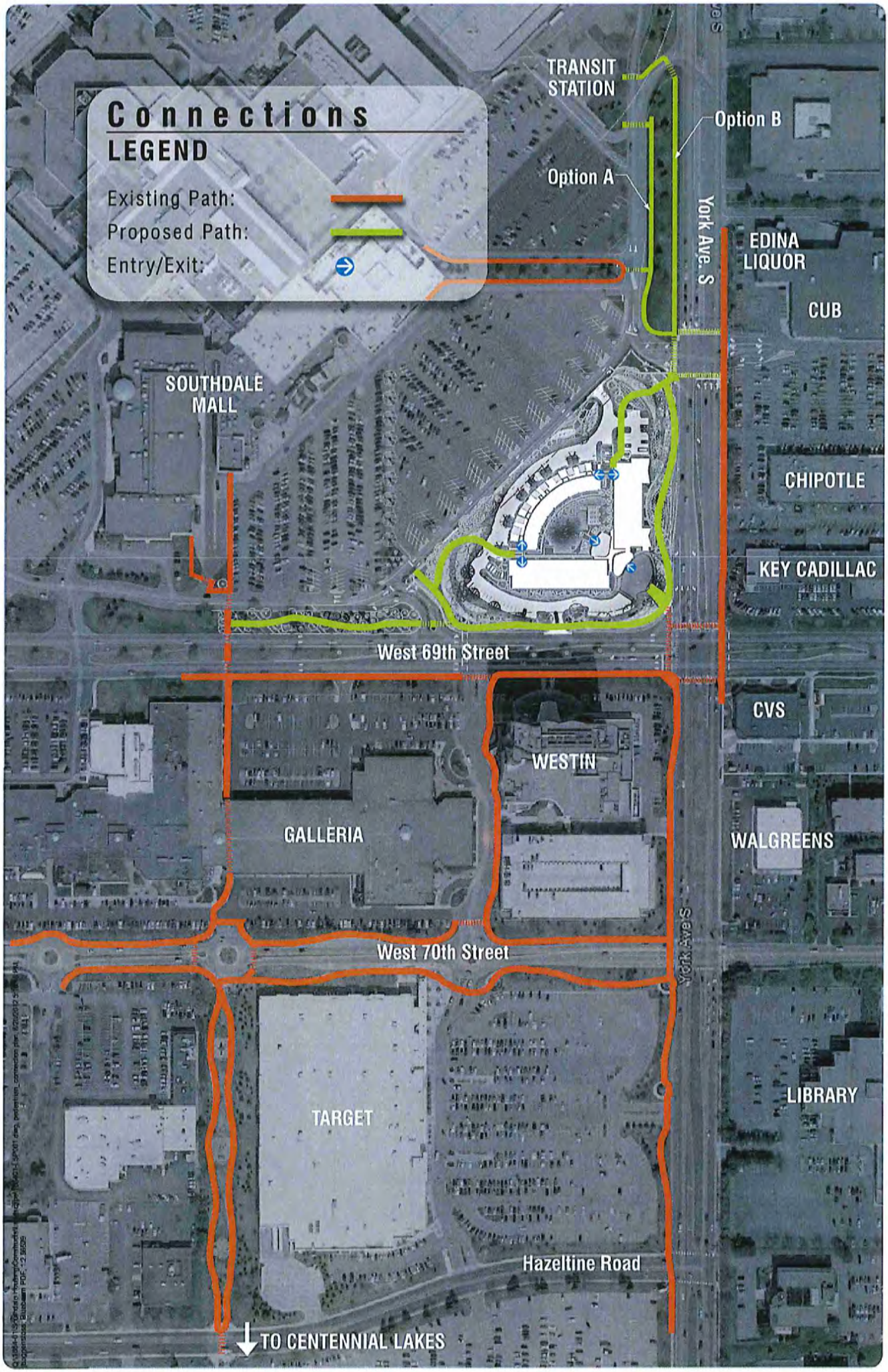
I hereby certify that the within Registered Land Survey No. _____ was filed in this office this _____ day of _____, 20____ at _____ o'clock ____M.

Martin F. McCormick, Registrar of Titles

BY: _____ Deputy



SUNDE LAND SURVEYING


Connections
LEGEND
Existing Path:
Proposed Path:
Entry/Exit:
TRANSIT STATION
Option B
Option A
York Ave. S
EDINA LIQUOR
CUB
SOUTHDALE MALL
CHIPOTLE
KEY CADILLAC
West 69th Street
CVS
WESTIN
GALLERIA
WALGREENS
West 70th Street
York Ave S
LIBRARY
TARGET
Hazeltine Road
TO CENTENNIAL LAKES

PLANNING COMMISSION STAFF REPORT

Originator	Meeting Date	Agenda #
Cary Teague **Community Development Director**	**September 12, 2012**	**VI.B**

INFORMATION/BACKGROUND

Project Description

Stuart Development Company and Simon Properties are proposing to develop the southeast corner of the Southdale site with a 232-unit luxury rental apartment and townhome development. (See property location on pages A1–A4.) The site is currently an overflow parking lot for Southdale and is used by park-n-riders for Metro Transit. The applicant is proposing to develop the site with an upscale 10 & 6-story apartment building; and a 3-4 story townhouse building. (See the attached packet of plans & the narrative and plans on page A8–A59.) A 5.1 acre site would be created on the Southdale site. Parking would be primarily provided underneath the apartments and within two-stall attached garages for the townhomes. Visitor surface parking is provided north and south of the buildings. Primary access would be off of 69th Street and from the Southdale frontage road. Proposed density would be 45 units per acre.

The site plan, building footprints and site circulation have not changed significantly from the plans reviewed by the Planning Commission and City Council as part of the sketch plan review. The one-story podium structure on the first level has been reduced in size from the Sketch Plan proposal. The buildings have been specifically designed, and landscaping has been upgraded. Additionally, a pedestrian connection has been added along 69th Street to the existing sidewalk connection that exists from the Galleria to south side of the restaurant area, specifically in front of the Cheesecake Factory. (See pages A58–A59.)

To accommodate the above request, the following is requested:

1. Site Plan Review.
2. Conditional Use Permit to allow the residential use.
3. Front Yard Setback Variance from 115 feet to 63 and 42 feet.
4. Parking Stall Variance from 6,747 to 6,442 spaces.
5. Re-Plat of the Southdale Site. To reconfigure the existing lots.

Surrounding Land Uses

Northerly:	Southdale Parking Lot; zoned PCD-3, Planned Commercial District and guided CAC, Community Activity Center
Easterly:	Key Cadillac; zoned PCD-3, Planned Commercial District and guided CAC, Community Activity Center
Southerly:	The Westin; Zoned PCD-3, Planned Commercial District and guided CAC, Community Activity Center
Westerly:	Southdale Shopping Center; zoned PCD-3, Planned Commercial District and guided CAC, Community Activity Center

Existing Site Features

The subject property is 5.1 acres in size, is relatively flat and contains surface parking. The overall size of the Southdale Parcel is 80.5 acres. (See pages A1–A4.)

Planning

Guide Plan designation:	CAC, Community Activity Center (See page A5–A7.)
Zoning:	PCD-3, Planned Commercial District–3. (See page A2.)

Building Material

The proposed building would be made of prefinished metal and aluminum siding, painted cement siding and composite wood panel siding. These uses are consistent with allowed building materials in the PCD-3 district. (See materials on page A23.) The applicant will have a materials board at the Planning Commission and City Council meeting.

Comprehensive Guide Plan

The site is guided in the Comprehensive Plan for "CAC, Community Activity Center." (See pages A5–A7.) The Comprehensive Plan describes this area as "The most intense district in terms uses, height and coverage." "Primary uses include: retail, office, lodging, entertainment and residential uses, combined or in separate buildings." "Mixed use should be encouraged, and may be required on larger sites." (See page A7.) Therefore, the proposed use would be consistent with the existing Comprehensive Plan designation. This would be the first residential component on the 80 acre Southdale site.

The Comprehensive Plan requires a maximum height of four (12) stories and 144 feet tall, and a podium height of 3-5 stories. (See page A6.)

which would connect into the pedestrian connection from The Galleria which leads to the south end of the restaurants (Cheesecake Factory), and not a main entrance to the mall. (See page A60–A62.)

Section 850.07. Subd. 24. states: "In order to promote and provide safe and effective sidewalks and trails in the City and encourage the use of bicycles for recreation and transportation, the following improvements are required, as a condition of approval, on developments requiring the approval of a Final Development Plan or the issuance of a conditional use permit pursuant to Subsection 850.04. The expense of such improvements shall be borne by the applicant.

A. It is the policy of the City to require the construction of sidewalks and trails wherever feasible so as to encourage pedestrian and bicycle connectivity throughout the City. Therefore, developments shall provide sidewalks and trails which adjoin the applicant's property i) in locations shown on the City's sidewalk and trail plan and ii) in other locations where the Council finds that the provision of such sidewalks and trails enhance public access to mass transit facilities or connections to other existing or planned sidewalks, trails or public facilities.

B. Developments shall provide sidewalks between building entrances and sidewalks or trails which exist or which will be constructed pursuant to this Subd.

C. Developments shall provide direct sidewalk and trail connections with adjoining properties where appropriate.

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

E. Design standards for sidewalks and trails shall be prescribed by the Engineer.

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

Based on the above Zoning Ordinance requirement, a direct connection from the apartments to a Southdale entrance should be required as a condition of

approval. The pictures on pages A63–A66 demonstrate an example of a possible pedestrian connection that could be made to the new entrance to the mall. Both the Planning Commission and City Council emphasized the importance of pedestrian connections during the Sketch Plan review for this project. While the proposed sidewalks are great, this additional connection should also be made. Staff would recommend a direct connection be required as a condition of approval of the project.

This additional connection would meet the following Principle of the Comprehensive Plan:

> *"Within larger redevelopment sites, promote a fine-grained and interconnected network of local streets and paths, encouraging pedestrian circulation and providing a choice of access points."*

The city engineer has also reviewed the pedestrian connections plans, and has offered additional comments and conditions in his review memo dated September 7, 2012. (See page A155–A157.)

Transit

As shown on page A158–A163, the apartments would be located south of the future Southdale Transit Center, which as indicated in the applicant narrative, there are seven different routes (3 express) that connect bus users to downtown Minneapolis, the U of M, Normandale, the Mall of America, Bloomington, Minneapolis, Richfield, and Eden Prairie.

Traffic & Parking

WSB & Associates conducted a parking and traffic study. (See pages A67–A149.) The Study concludes that the proposed development could be supported by the existing roads subject to conditions. The level of service on adjacent roadways and intersections would remain the same. (See pages A79–A80 of the Study.) The Study does however recommend the construction of an eastbound left turn lane at 69th Street and the Southdale West access. (See page A80.) This should be made a condition of approval.

The Study further concludes that Southdale would have adequate parking, despite the parking stalls being removed to provide for the development. (See page A78–A80.) Based on the square footage of the retailer at the Southdale site, the number of seats in the existing restaurants and theater, as Southdale, 6,747 spaces are required for parking. The applicant is proposing 6,442 spaces as a result of the proposed development. Therefore, a variance of 305 stalls is requested. Based on information from the (ITE) Institute of Traffic Engineers Trip Generation Manual, the WSB traffic study concludes that 5,952 parking spaces

are adequate to support Southdale. Therefore, there would be an excess of 490 stalls at Southdale.

Previously a 759 stall variance was granted to Southdale in 2001, when the restaurants were added on to Southdale. (See pages A150–A153.) The parking stall shortage at Southdale has not been a problem over the past 10+ years. The existing parking stalls have suited Southdale well over the years. If the shortage of parking were ever to be a problem at Southdale, a structured parking ramp could always be added.

Landscaping

Based on the perimeter of the site, 54 overstory trees and a full complement of understory trees and shrubs are required. The landscape plan shows 135 existing and proposed overstory trees around the perimeter of the site & 400+ understory trees and shrubs. (See landscape plan on pages A40–A42.)

Grading & Utilities

The city engineer has reviewed the plans and found them generally acceptable and offered comments in the attached memo. (See pages A155–A157.) The engineer's comments and recommendations within the memo shall be made a condition of approval.

Conditional Use Permit

Per Section 850.04 Subd. 5.E, the City Council shall not grant a Conditional Use Permit unless it finds that the establishment, maintenance and operation of the use:

1. ***Does not have an undue adverse impact on governmental facilities, utilities, services or existing or proposed improvements;***

The existing utilities are adequate to serve the proposed use. A traffic study was done by WSB, which concludes that the existing roadways can support the proposed development. As a condition of approval of the project the applicant will be required to construct an eastbound left turn lane at 69th Street and the Southdale West access. (See pages A79–A80 of the traffic study.)

2. ***Will generate traffic within the capacity of the streets serving the property;***

WSB conducted a traffic study to determine the impact of the proposed development on the existing roadways. As demonstrated on page A79 of the

study, the level of service on the adjacent roadways and intersections would remain the same.

3. *Does not have an undue adverse impact on the public health, safety or welfare;*

This site is located in the CAC, Community Activity Center, which is described in the Comprehensive Plan as "the most intense district in terms of uses, height and coverage. Primary uses include, retail, office, lodging, entertainment and residential uses, combined or in separate buildings." In terms of the size of the Southdale site, it is underdeveloped. The allowed floor area ratio (FAR) on the Southdale site is 1.0 of the tract. With the proposed development, the FAR would be just .43.

4. *Will not impede the normal and orderly development and improvement of other property in the vicinity;*

The development fits in very well on the site. It would be located within an under-utilized parking lot for Southdale. The park and riders that currently use this area would be relocated to the new bus transit area in the northeast corner of the Southdale site. (See transit station "draft" plans on pages A158–A163.) The size of the proposed buildings would fit in well with the 18-story Westin hotel and condominiums to the south, York Place Apartments to the east, and Southdale to the west. (See page A31.)

5. *Conforms to the applicable restrictions and special conditions of the district in which it is located as imposed by this Section; and*

With the exception of the variances that are requested, the plans meet all city code provisions and are consistent with the Comprehensive Plan. As mentioned above, as a conditionally permitted use within the PCD-3 District, which is primarily a commercial retail zoning district; a residential use should be integrated into the development where it is located.

As proposed, the applicant is proposing to add pedestrian walkways around the perimeter of the building, and along 69th Street. (See pages A58–A59.) The connection on 69th Street is the proposed pedestrian connection for residents to Southdale. This connection from 69th leads to the Cheesecake Factory, and the south side of the restaurants. (See page A60.) If a resident wanted to go to Southdale they would have to pass in front of all the restaurants in that area before reaching a door to Southdale. While this is a nice connection to the area, especially for residents of the Westin or the apartments at 69th and York, an additional and more direct connection should be made for these residents. The pictures on pages A63–A66 demonstrate an example of a pedestrian connection that could be made to the new entrance to the mall. Both the Planning Commission and City Council emphasized the

importance of pedestrian connections during the Sketch Plan review for this project. Staff would recommend this or some type of direct connection be made a condition of approval of the project. The city engineer has offered additional comments and conditions in regard to pedestrian connections on pages A155–A157.

6. Is consistent with the Comprehensive Plan.

As mentioned previously, the proposed use and density of the proposal is consistent with the Comprehensive Plan. The Comprehensive Plan describes this area as "The most intense district in term, lodging, entertainment and residential uses, combined or in separate buildings. Mixed use should be encouraged, and may be required on larger sites." The floor area ratio for the Southdale tract is just .43, when 1.0 is allowed by Ordinance.

Variance – Building Setback

Per the Zoning Ordinance, a variance should not be granted unless it is found that the enforcement of the Ordinance would cause practical difficulties in complying with the Zoning Ordinance and that the use is reasonable. As demonstrated below, staff believes the proposal does meet the variance standards, when applying the three conditions:

Minnesota Statues and Edina Ordinances require that the following conditions must be satisfied affirmatively. The Proposed Variance will:

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

Reasonable use does not mean that the applicant must show the land cannot be put to any reasonable use without the variance. Rather, the applicant must show that there are practical difficulties in complying with the code and that the proposed use is reasonable. "Practical difficulties" may include functional and aesthetic concerns.

Staff believes the proposed variance is reasonable. The building could be located on the site to meet the required setback. However, the City Code Section 850.16. Subd. 12. C. states that the City Council will consider exceptions to the setback requirements if the use creates an active pedestrian and streetscape environment. The applicant is proposing a sidewalk along York Avenue that would provide an active pedestrian and streetscape environment. (See pages A58–A59.) The City's code requirement for buildings to be set back an equal distance to the height creates difficulty in developing the site. The setback requirement encourages parking lots to be built in front of buildings, and does not encourage an active pedestrian and streetscape environment. The City

Code requirement for height and some of the goals for development in the Comprehensive Plan are in conflict.

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

Yes. The Southdale site is unique in the PCD-3 zoning district. There are no other 80 acre sites held in common ownership and zoned the same within the City. The City encourages buildings to be brought up to the street, rather than having large parking lots in front of the building from the adjacent streets.

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

No. The proposed building is not as tall as The Westin, located to the south. The proposed setback is also generally similar to the Westin and the CVS Pharmacy that was also brought up to the street. The building would add to the character of the neighborhood.

Variance – Parking Stalls

Per the Zoning Ordinance, a variance should not be granted unless it is found that the enforcement of the Ordinance would cause practical difficulties in complying with the Zoning Ordinance and that the use is reasonable. As demonstrated below, staff believes the proposal does meet the variance standards, when applying the three conditions:

Minnesota Statues and Edina Ordinances require that the following conditions must be satisfied affirmatively. The Proposed Variance will:

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

Reasonable use does not mean that the applicant must show the land cannot be put to any reasonable use without the variance. Rather, the applicant must show that there are practical difficulties in complying with the code and that the proposed use is reasonable. "Practical difficulties" may include functional and aesthetic concerns.

Staff believes the proposed parking stall variance is reasonable. The parking study done by WSB Associates concludes that the City Code required parking is not necessary for the Southdale site. Based on the study, 5,952 stalls are adequate for the site. The proposed development would provide 6,442 spaces.

A variance was granted to Southdale for a shortage of 759 stalls; over the past 10+ years, Southdale has operated very well without the code required parking. The City of Edina does not want to require unnecessary paving for parking stalls that are not needed. The City would rather have additional green space and building if applicable. This proposed project would add both.

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

   Yes. The Southdale site is unique in the PCD-3 zoning district. It is the only regional shopping mall in Edina. There are no other 80 acre sites held in common ownership and zoned the same within the City. Again, the City would rather see green space and development rather than large parking lots that are not needed.

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

   No. The alternative to the variance would be to require the applicant to construct a structured parking ramp. Based on the parking study done by WSB, this parking would not be needed

Subdivision

The applicant is proposing to re-plat the entire Southdale property to create a parcel on which the proposed development would be located. There are currently nine lots on the site. With the proposed re-plat, there would also be nine lots. Because there are no new lots being created, no park dedication can be required by the City of Edina. To accomplish the re-plat, existing Parcel 4 would get combined with Parcel 3, and Tract B would be created from parts of Parcel 3 and Parcel 5. (See pages A35–A36.)

Compliance Table

	City Standard (PCD-3)	Proposed
Building Setbacks 10-story building Front – York Front – West 69th Street Side – West Side – North	 115 feet 115 feet 115 feet 115 feet	 ***63 feet**** 140 feet 150+ feet 200+ feet
Building Setbacks 6-story building Front – York Front – West 69th Street Side – East Side – North	 65 feet 65 feet 65 feet 65 feet	 127 feet 86 feet 165 feet 200+ feet
Building Height	Twelve Stories or 144 feet whichever is less	Ten Stories & 115 feet
Building Coverage	30%	26%
Maximum Floor Area Ratio (FAR)	1.0 of the tract Tract size = 80.4 acres or 3,499,610 s.f.	.43 of the tract Gross s.f. = 1,522,275 s.f.
Density	12+ units per acre	45 units per acre
Parking Stalls (Site)	232 enclosed – Based on 232 units	287 enclosed & 55 surface
Parking Stalls (Southdale)	6,747 spaces (based on 1,194,731 square feet of retail,1,957 seats of restaurant, 3,447 seats of theater and 232 units of apartments	***6,442 spaces****
Parking Stall Size	8.5' x 18'	8.5 x 18'
Drive Aisle Width	24 feet	24 feet

*** Requires Variance***

PRIMARY ISSUES/STAFF RECOMMENDATION

Primary Issues

- **Is the proposed development reasonable for this site?**

Yes. Staff believes the proposal is reasonable for the following reasons:

Staff Recommendation

Site Plan with Front Yard Setback Variance from 115 feet to 63 feet and Parking Stall Variance from 6,747 spaces to 6,442 spaces.

Recommend that the City Council approve the Site Plan with Front Yard Setback Variance from 115 feet to 63 feet and Parking Stall Variance from 6,747 spaces to 6,442 spaces.

Approval is subject to the following findings:

1. With the exception of the proposed variances, the proposal meets all minimum City Code requirements.

2. The proposal is consistent with the Edina Comprehensive Plan. 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 linier buildings close to the street to encourage pedestrian movement.

    b. Locate prominent buildings to visually define corners and screen parking lots.

    c. Locate building entries and storefronts to face the primary street, in addition to any entries oriented towards parking areas.

    d. Provide sidewalks along primary streets and connections to adjacent neighborhoods along secondary streets or walkways.

    e. Limit driveway access from primary streets while encouraging access from secondary streets.

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

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

    h. Support and enhance commercial areas that serve the neighborhoods, the city, and the larger region.

i. Increase mixed use development where supported by adequate infrastructure to minimize traffic congestion, support transit, and diversify the tax base.

j. Increase pedestrian and bicycling opportunities and connections between neighborhoods, and with other communities, to improve transportation infrastructure and reduce dependence on the car.

k. Create walkable streets that foster an active public life; streets that are energized by their proximity to a vibrant mix of activity-generating uses.

l. Within larger redevelopment sites, promote a fine-grained and interconnected network of local streets and paths, encouraging pedestrian circulation and providing a choice of access points.

m. Within corridors served by existing or planned transit, orient buildings toward sidewalks and paths that lead to mixed use destinations and transit stops.

3. The Southdale site is under developed in terms of the allowed (FAR) floor area ratio allowed on the site. The allowed FAR is 1.0. The existing and proposed uses only total .43.

4. The proposed buildings would fit the character of the area. The variety of height and building sizes blend in well in the area.

5. The traffic study done by WSB and Associates concludes that subject to conditions, the existing roadways and intersections would support the new development.

6. The proposal meets the variance criteria.

7. The City encourages buildings to be brought up to the street, rather than having large parking lots in front of the building from the adjacent streets. Section 850.16. Subd. 12. C. of the Zoning Ordinance states that the City Council will consider exceptions to the setback requirements if the use creates an active pedestrian and streetscape environment.

8. The applicant is proposing a sidewalk along York Avenue and would provide an active pedestrian and streetscape environment.

9. The City's code requirement for buildings to be setback an equal distance to the height creates difficulty in developing the site. The setback requirement encourages parking lots to be built in front of buildings, and

does not encourage an active pedestrian environment suggested in the Comprehensive Plan.

10. The Southdale site is unique in the PCD-3 zoning district. There are no other 80 acre sites held in common ownership and zoned the same within the City.

11. The proposed setback is similar to the Westin and CVS pharmacy, which were also brought up closer to the street than allowed by City Code.

12. The parking study done by WSB Associates concludes that the City Code required parking is not necessary for the Southdale site. Based on the study, 5,952 stalls are adequate for the site. The proposed development would provide 6,442 spaces.

13. A variance was granted to Southdale for a shortage of 759 stalls; over the past 10+ years, Southdale has operated very well without the code required parking.

Approval is subject to the following conditions:

1. Subject to staff approval, the site must be developed and maintained in substantial conformance with the following plans, unless modified by the conditions below:

    - Site plan date stamped August 17, 2012.
    - Grading plan date stamped August 17, 2012.
    - Utility plan date stamped August 17, 2012.
    - Landscaping plan date stamped August 17, 2012.
    - Building elevations date stamped August 17, 2012
    - Pedestrian connections plan date stamped August 24, 2012
    - Building materials board as presented at the Planning Commission and City Council meeting.

2. Prior the issuance of a building permit, a final landscape plan must be submitted, subject to staff approval. Additionally, a performance bond, letter-of-credit, or cash deposit must be submitted for one and one-half times the cost amount for completing the required landscaping, screening, or erosion control measures.

3. Prior to issuance of a building permit, a final pedestrian connection plan must be submitted to provide an additional direct pedestrian connection from the apartments to a main Southdale entrance. The final connection plan shall be subject approval of city staff.

4. The property owner is responsible for replacing any required landscaping that dies.

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

6. Compliance with the conditions required by the city engineer in his memo dated September 7, 2012.

7. Compliance with the conditions required by the fire marshal in his memo dated August 30, 2012.

8. The construction of an eastbound left turn lane at 69th Street and the Southdale West access

Conditional Use Permit to allow the residential use.

Recommend that the City Council approve the Conditional Use Permit to allow a residential use on this Southdale site.

Approval is subject to the following findings:

1. The proposal is consistent with the Edina Comprehensive Plan.

2. The proposal meets the Conditional Use Permit Criteria.

3. With the exception of the proposed variances, the proposal meets all minimum City Code requirements.

4. The Southdale site is under developed in terms of the allowed (FAR) floor area ratio allowed on the site. The allowed FAR is 1.0. The existing and proposed uses only total .43.

5. The proposed buildings would fit the character of the area. The variety of height and building sizes blend in well in the area.

6. The traffic study done by WSB and Associates concludes that subject to conditions, the existing roadways and intersections would support the new development.

Approval is subject to the following conditions:

1. Subject to staff approval, the site must be developed and maintained in substantial conformance with the following plans, unless modified by the conditions below:

    - Site plan date stamped August 17, 2012.
    - Grading plan date stamped August 17, 2012.
    - Utility plan date stamped August 17, 2012.
    - Landscaping plan date stamped August 17, 2012.
    - Building elevations date stamped August 17, 2012
    - Pedestrian connections plan date stamped August 24, 2012
    - Building materials board as presented at the Planning Commission and City Council meeting.

2. Prior the issuance of a building permit, a final landscape plan must be submitted, subject to staff approval. Additionally, a performance bond, letter-of-credit, or cash deposit must be submitted for one and one-half times the cost amount for completing the required landscaping, screening, or erosion control measures.

3. Prior to issuance of a building permit, a final pedestrian connection plan must be submitted to provide a direct pedestrian connection from the apartments to a main Southdale entrance. The final connection plan shall be subject approval of city staff.

4. The property owner is responsible for replacing any required landscaping that dies.

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

6. Compliance with the conditions required by the city engineer in his memo dated September 7, 2012.

7. Compliance with the conditions required by the fire marshal in his memo dated August 30, 2012.

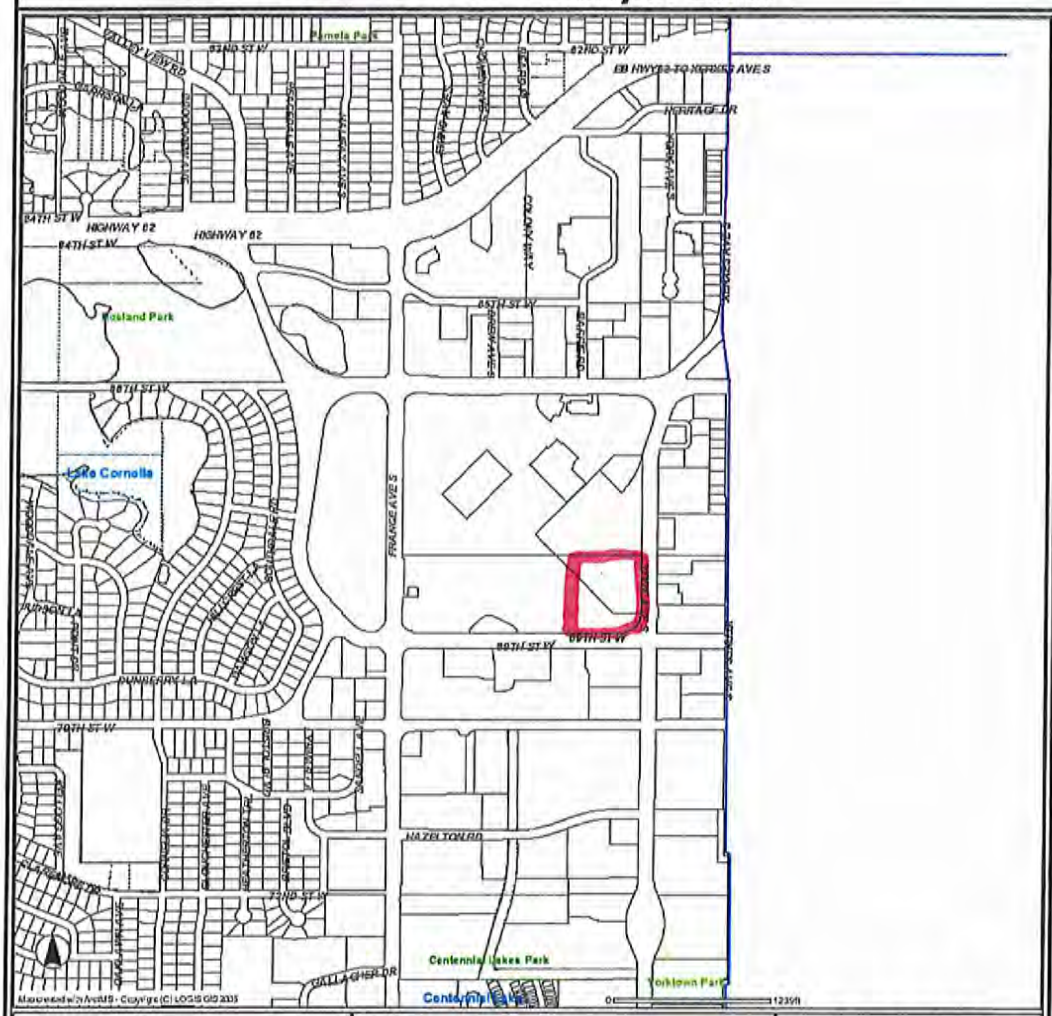
8. The construction of an eastbound left turn lane at 69th Street and the Southdale West access

Re-Plat of the Southdale Site.

Recommend that the City Council approve the proposed re-plat.

Deadline for a city decision: December 18, 2012

City of Edina



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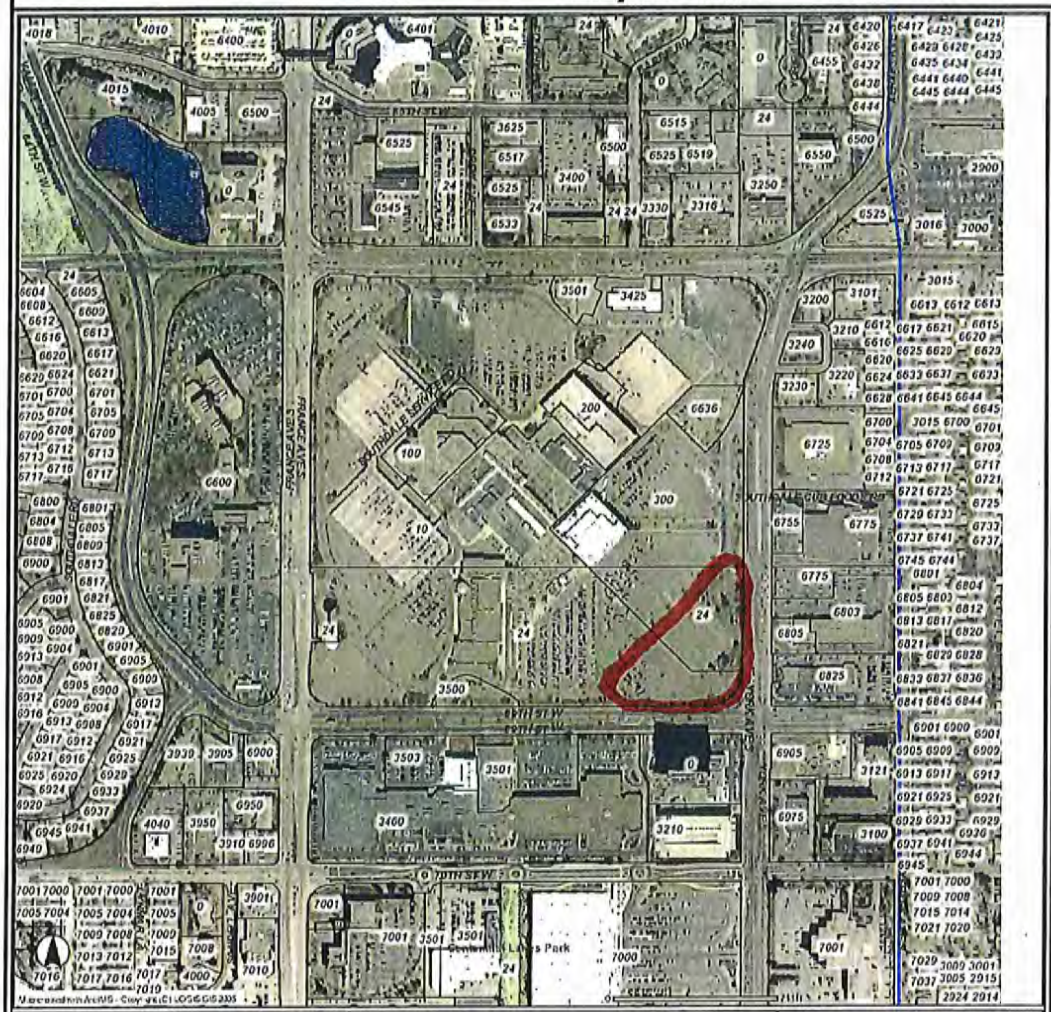

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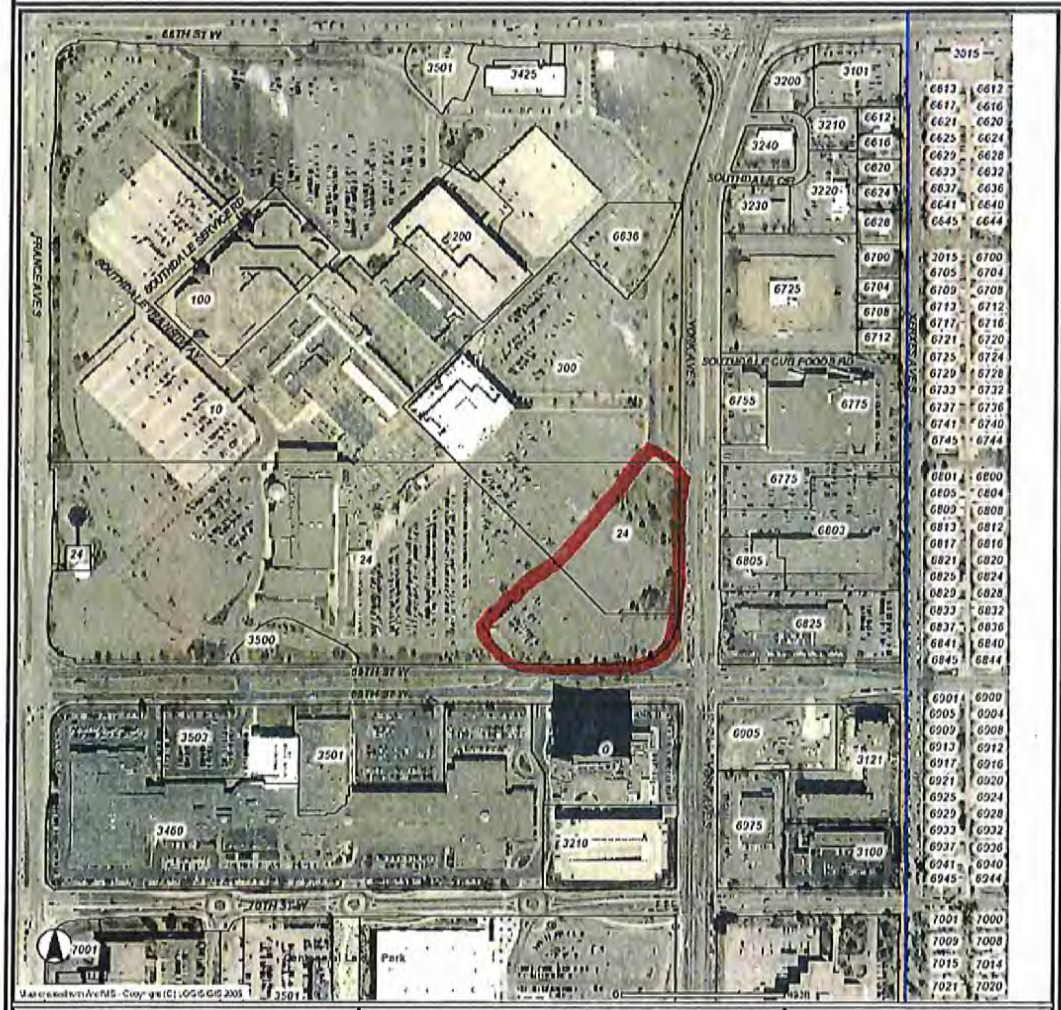
City of Edina



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Edina, MN 55435

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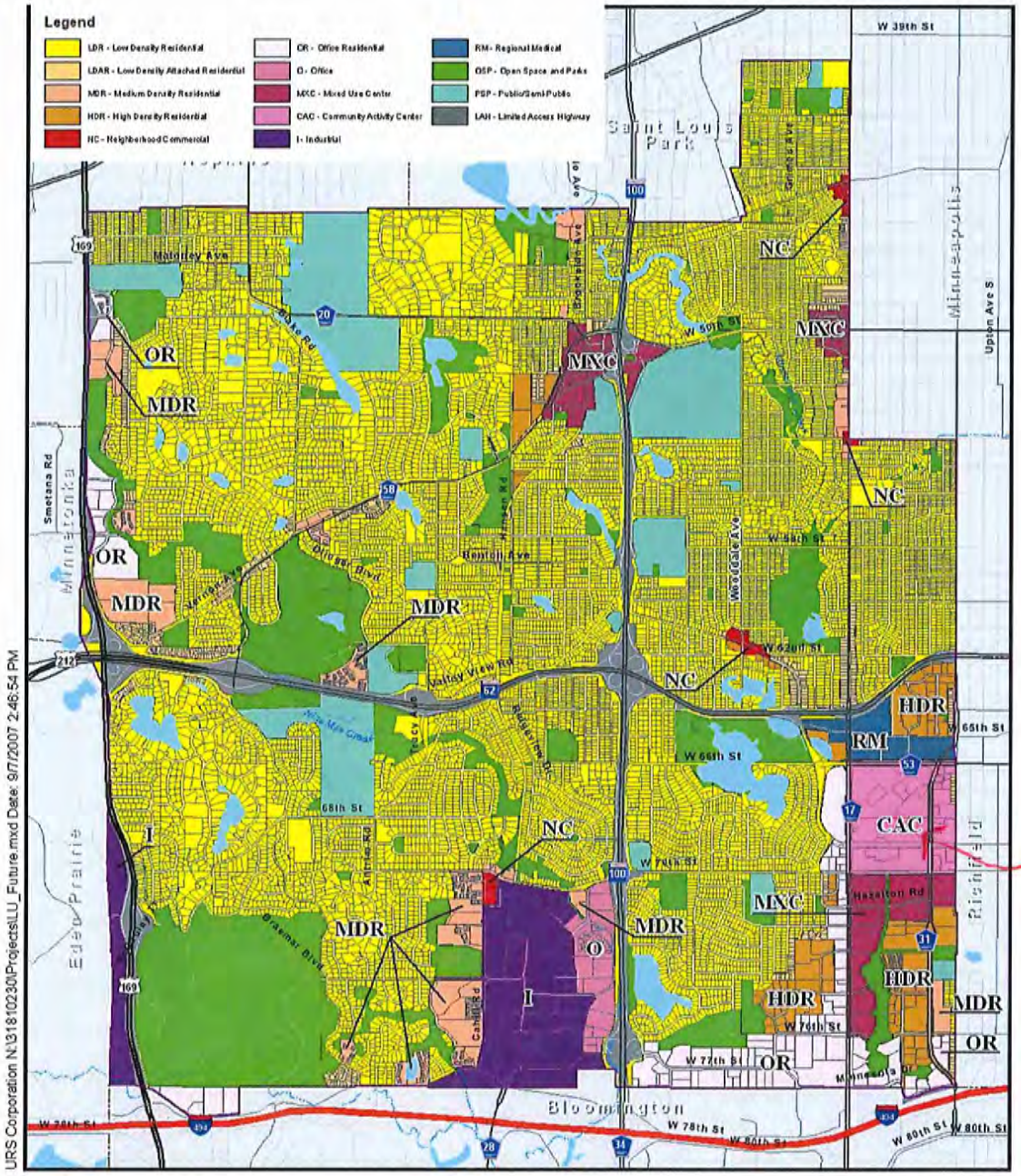

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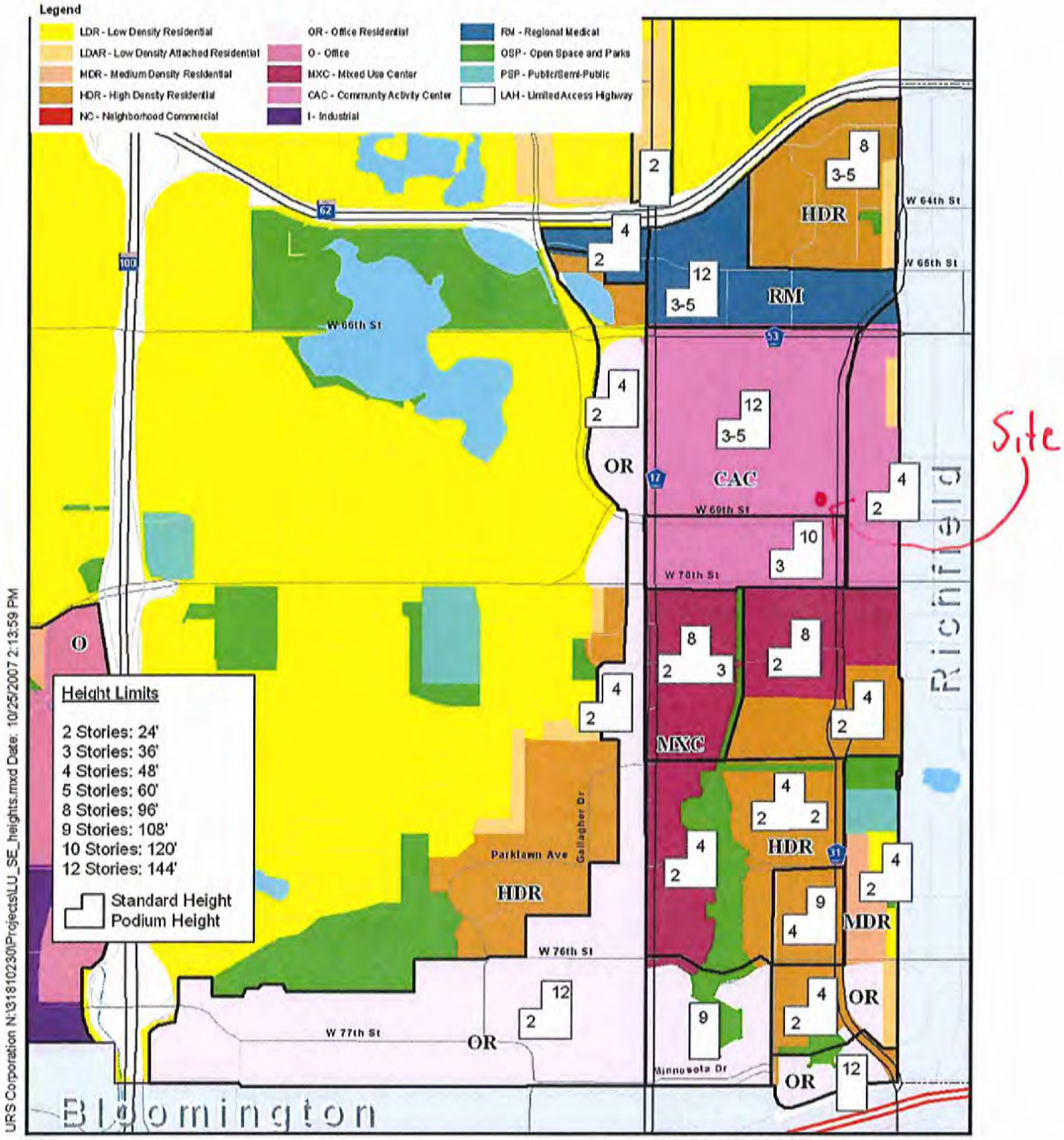
City of Edina
2008 Comprehensive Plan Update

Data Source: URS

Figure 4.3

Future Land Use Plan

0 0.5 Miles



City of Edina
2008 Comprehensive Plan Update

Data Source: URS

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

0 0.5 Miles

Nonresidential and Mixed Use Categories	Description, Land Uses	Development Guidelines	Density Guidelines
MXC **Mixed-Use Center** Current examples: • 50th and France • Grandview	Established or emerging mixed use districts serving areas larger than one neighborhood (and beyond city boundaries). Primary uses: Retail, office, service, multifamily residential, institutional uses, parks and open space. Vertical mixed use should be encouraged, and may be required on larger sites.	Maintain existing, or create new, pedestrian and streetscape amenities; encourage or require structured parking. Buildings "step down" in height from intersections. 4 stories at 50th & France; 3-6 stories at Grandview	**Floor to Area Ratio-Per current Zoning Code: maximum of 1.5** 1 - 2 units/acre
CAC **Community Activity Center** Example: Greater Southdale area (not including large multi-family residential neighborhoods such as Centennial Lakes)	The most intense district in terms of uses, height and coverage. Primary uses: Retail, office, lodging, entertainment and residential uses, combined or in separate buildings. Secondary uses: Institutional, recreational uses. Mixed use should be encouraged, and may be required on larger sites.	Form-based design standards for building placement, massing and street-level treatment. Buildings should be placed in appropriate proximity to streets to create pedestrian scale. Buildings "step down" at boundaries with lower-density districts and upper stories "step back" from street. More stringent design standards for buildings > 5 stories. Emphasize pedestrian circulation; re-introduce finer-grained circulation patterns where feasible.	**Floor to Area Ratio-Per current Zoning Code: maximum of 0.5 to 1.0*** 2 - 3 units/acre
I **Industrial**	Applies to existing predominantly industrial areas within the City. Primary uses: industrial, manufacturing. Secondary uses: limited retail and service uses.	Performance standards to ensure compatibility with adjacent uses; screening of outdoor activities.	**Floor to Area Ratio: Per Zoning Code: 0.5***

APPLICANT NARRATIVE

BKV
GROUP

Architecture
Interior Design
Landscape Architecture
Engineering

Boarman
Kroos
Vogel
Group
Inc.

222 North Second Street
Minneapolis, MN 55401
Telephone: 612.339.3752
Facsimile: 612.339.6212
www.bkvgroup.com
EOE

MEMORANDUM

PROJECT: Southdale Residential Development

TO: Cary Teague, City of Edina

FROM: David Motzenbecker, BKV Group

CLIENT / FIRM NAME: Stuart Co. **COMM. NO.:** 1884.01

DATE: 08.17.12

RE: Project Narrative for Land Use Application Package (Site Plan Review, Variances) - Edina CPC Hearing 9.12.12 and Council Hearing 10.2.12.

SITE PLAN APPLICATION - INTRODUCTION

The Southdale Residential Development is anticipated to be a 232-unit Luxury Rental Apartments and Townhome development on the parcel of land located at the northwest corner of the intersection of W. 69th Street and York Avenue South. The parcels total 223,838 square feet (5.1 acres) in size and are zoned PCD-3. The current zoning allows 12 stories/144'. We are proposing three buildings – one 3 & 4 story building for townhomes and flats, one at 6 stories/65' and one at 10 stories/115'. We envision 378 parking spaces for the 232 units, inclusive of both resident and guest parking. The development proposes 45 units per acre – a number highlighted by both the Planning Commission and the Southdale Land Use Plan as acceptable – and a Floor Area Ration (FAR) of 1.14.

The development is envisioned to meet the demands of young professionals and empty-nesters alike. The City of Edina deserves the alternative of a sumptuous and convenient housing community located in such a key, vibrant district of the city. It offers an option for those who want to stay in Edina, downsize their homes, and be closer to shops, restaurants and activity. This site is 'ground zero' for higher density, more animated and pedestrian-focused residential developments to complement the ongoing improvements that both the city and Southdale Center are implementing. This is where people want to be, and we aim to fulfill this need with a development of exceptional quality and desirability.

By adding an enhanced pedestrian realm with connections to both Southdale itself; as well as tying into existing connections south to the Galleria, Target, and Centennial Lakes, this development is acting as a catalyst for turning the focus away from the current auto-centric environment. The proposed development wants to jumpstart a stronger, better-connected, and more walkable pedestrian realm for this area of the city.

Enhanced green space on site offers a respite from the surrounding impervious parking lots and creates places to help sustainably infiltrate stormwater. Extensive tree plantings will help clean the air and replenish oxygen.

Planned high quality unit finishes including large open floor plans, oversized windows, granite countertops and 9' ceilings. Additional project amenities include green courtyard with outdoor pool, community room, and a cyber café.

SITE PLAN APPLICATION – CONSISTENCY WITH COMP PLAN

We believe this development is a good fit with the 2008 Edina Comprehensive Plan Update and many of its guidelines.

As the plan states, *"redevelopment projects should dynamically respond to the rigors of the marketplace, provide excellence in design and offer clear community benefits."* We feel that adding a development of this density at this location is incredibly responsive to the current market and will bring public value to the City. The comprehensive plan projects that the acreage of high-density residential will increase from 229 acres in 2010 to 237 acres in 2015. This development will provide approximately 64% of that growth projection with an addition of 5.1 acres. Public value for the City comes from adding 232 units of housing in a vibrant and desirable location that cater to empty-nesters looking to downsize, transit-oriented young people, and families; the improvement of the under-utilized impervious parking lots with an extensive amount of green spaces, pedestrian connections and amenities.

Another question the plan asks is: *How can the land use plan foster transportation options for residents and workers who desire an alternative to the private automobile?*

By zoning this area for the height and mass associated with high-density development, the city is creating positive opportunities for transit-oriented developments, such as this, to be put in place. With its location near Hwys. 62, 100 and Interstate 494, the development allows easy vehicular access for those who have cars. However, the site also sits amongst excellent transit options – currently a bus stop exists on the corner of the property, paired with the Park & Ride use of this lot. With the lot moving nearer the JC Penney's, so too will the bus stop, however, the Southdale Transit Center is close to the site and services 7 different routes (3 express) connecting users to DT Mpls, the U of MN, Bloomington, Richfield, Normandale, MOA, and Eden Prairie.

Walkability is also essential to enlivening this location – which is situated near the center of multiple ¼ mile pedestrian catchment areas – as outlined on page 20 in the Greater Southdale Plan. However, pedestrian improvements are necessary. One of the key elements of our site plan is how we are connecting the development to the greater Southdale area. We are planning to add public sidewalks to the York and 69th right-of-ways adjacent to the site. This will help connect our development to existing crosswalks and sidewalks, and to the shops, restaurants and amenities of the area.

The comp plan points out the needs of Edina's aging population – *how can we offer seniors recreational opportunities and a flexible transportation network?* Both of these options are met with the proposed development. By siting the development at York and 69th, residents have their choice of numerous restaurants, retail, lifestyle shopping, groceries, movie theaters, and more that are all within a 10-15 minute walk from home. As cited above – the Southdale Transit Center, and frequent bus service along York allows for a flexible, less auto-dependent transportation network.

Edina's *scarcity of land* drives the need to re-use viable, underused parcels in vibrant areas. By redeveloping this particular corner, we are bringing people, tax-base, spending power, green space and vitality to a location that is now an underused parking lot. We hope you would agree that the proposed development is a higher and better use for such precious land resources, bringing more value to the city in its proposed form.

By adding pedestrian connections, proposing reconfigured intersections, and adding extensive landscaping and greenspace; we are hoping to create highly improved pedestrian realm that is safer and provides better access to the immediate surroundings.

We feel confident that the development, as proposed, meets the following goals of the *Future Land Use Plan & Community Design Guidelines (p.21)*:

1. *Protect and preserve the essential character of existing residential neighborhoods.* By redeveloping in an area zoned for high-density, we are keeping our development in context with its surroundings and protecting the essential character of surrounding lower-density, single-family neighborhoods.

2. *Facilitate the development of new housing and recreation facilities that accommodate the special needs of aging City residents.* By siting the development at York and 69th, residents have their choice of numerous restaurants, retail, lifestyle shopping, groceries, movie theaters, and more that are all within a 10-15 minute walk from home. As cited above – the Southdale Transit Center, and frequent bus service along York allows for a flexible, less auto-dependent transportation network.

3. *Encourage infill/redevelopment opportunities that optimize the use of city infrastructure and that complement area, neighborhood, and/or corridor context and character.* See statements for #1 and #2 above.

4. *Support and enhance commercial areas that serve the neighborhoods, the city, and the larger region.* By siting this development adjacent to Southdale, the Galleria, and other surrounding commercial areas – we

anticipate that the residents will, in turn, support the local businesses present nearby.

5. *Increase pedestrian and bicycling opportunities and connections between neighborhoods, and with other communities, to improve transportation infrastructure and reduce dependence on the car.* This development has proposed the addition of extensive publicly-accessible sidewalk adjacent to the development on both York and 69th, where there currently is none. We are also proposing an extension of the sidewalk west along 69th to connect to the existing crosswalk to the Galleria and beyond. This same connection also brings users to one of the Southdale Mall entries.

6. *Ensure that public realm corridor design is contextual, respectful of adjacent neighborhood character, supportive of adjacent commercial and/or mixed use development, promotes community identity and orientation, and creates the highest quality experience for pedestrians, cyclists, and transit users.* The proposed development's high-quality design and materials will become an icon for the City, helping to promote community identity and in turn creating an excellent pedestrian environment.

7. *Incorporate principles of sustainability and energy conservation into all aspects of design, construction, renovation and long-term operation of new and existing development.* Sustainable principles are essential to the quality of the proposed development. There will be extensive stormwater infiltration opportunities via rain gardens and the possibility of pervious asphalt drive lanes; we are exploring the possibility of a "Living Machine" to treat wastewater on-site; we are adding extensive large-scale trees and plantings to help with heating/cooling, evapotranspiration, and the calming effect that green space can have on the human psyche. Building materials will strive for sustainable principles and provenance wherever possible.

Continuing on in the comprehensive plan to the section focused on *Citywide Movement Patterns and Public Spaces (p.36)*, we feel that the development, as proposed, meets the following principles:

1. *Design public open and green linkages that bring both amenity and positive image to neighborhoods, corridors, and business precincts.* This development has proposed the addition of extensive publicly-accessible sidewalk adjacent to the development on both York and 69th, where there currently is none. We are also proposing an extension of the sidewalk west along 69th to connect to the existing crosswalk to the Galleria and beyond. This same connection also brings users to one of the Southdale Mall entries. These additions will be extensively planted, creating green corridors adjacent to impervious streets.

2. *Create walkable streets that foster an active public life; streets are energized by their proximity to a vibrant mix of activity-generating uses.* By adding pedestrian connections and greening them, residents have the ability to now walk, unhindered and safely, to their choice of numerous restaurants, retail, lifestyle shopping, groceries, movie theaters, and more. This addition of activity and eyes on the street adds to the energy and vibrancy of the Southdale locale.

3. *Protect and improve the urban forest, including street trees and related landscaping, in order to provide shade and shelter for pedestrians and screening for parking and service uses.* The intent is to protect/re-use as many of the existing mature trees on-site as is possible. In addition, we propose to add a large number of planted berms, new trees and plantings that will offer pedestrians a safe and calming environment, as well as screening vehicular uses. The development is also reducing impervious surface on site.

4. *Create and promote environments that make it safe and convenient for people to integrate physical activity into their daily routines.* By offering recreational opportunities internal to the development, such as a fitness room and swimming pool; as well as the addition of pedestrian connections to the surrounding city and its amenities, this development brings the safety and convenience of physical activity to the forefront.

5. *Recognize and integrate Edina's historic landscape features, such as its stone walls and gateways, into the design and redesign of streets, paths, and pedestrian ways.* The development has taken some cues from Edina's stone walls and is showcasing that material in portions of the building and on-site.

6. *Within larger redevelopment sites, promote a fine-grained and interconnected network of local streets and paths, encouraging pedestrian circulation and providing a choice of access points.* By adding pedestrian connections and greening them, residents have the ability to now walk, unhindered and safely, to their choice of numerous restaurants, retail, lifestyle shopping, groceries, movie theaters, and more.

7. *Within corridors served by existing or planned transit, orient buildings toward sidewalks and paths that lead to mixed use destinations and transit stops.* The added pedestrian connections provided by this development offer safe, pleasant, and easy opportunities for residents to access nearby transit stops and mixed-use destinations.

8. *Encourage design of building entrances that open up and link directly to sidewalks and pedestrian and bike paths.* The proposed development presents a strong central entry court at the corner of York and 69th that opens directly to the surrounding sidewalk network.

9. *Open spaces within new development should be attractive, interesting, comfortable, and functional for pedestrians.* The proposed development will offer both an internal and external open space environment that acts as an attractive, interesting, comfortable, and functional respite for its users.

Additionally, the plan section focused on *Buildings, Site Design + Interconnecting Spaces (p.41)*, we feel that the development, as proposed, meets all five of the principles outlined:

1. *Design buildings to provide human scale, interest and variety that will encourage and support a pedestrian-scaled streetscape, as expressed through building massing, façade articulation, materials and details.* The way the building meets the ground, its materiality provide interest and variety. The building design provides a one-level podium level that projects beyond the main building façade. The podium façade is differentiated from the upper building through the use of storefront windows and materials. The landscaping mediates the building scale with the pedestrian realm in a thoughtful and unique manner.

2. *Recognize that diverse architectural styles can be employed to achieve City-building goals.* The proposed development uses a modern architectural style, highlighting traditional building materials of wood, stone, and metal that reflect and complement its surrounding context, while contributing to the Edina's city building goals.

3. *Locate and orient buildings to fit with their existing and/or planned context by framing and complementing adjacent streets, parks and open spaces.* The proposed development is located to fit into the existing context of the surrounding Southdale area, orienting the 10-story and 6-story buildings parallel with existing adjacent streets and arcing the townhomes to present a pedestrian-scale façade towards the Southdale parking lot.

4. *Locate and orient vehicle parking, vehicular access, service areas and utilities to minimize their visual impact on the property and on adjacent/surrounding properties, without compromising the safety and attractiveness of adjacent streets, parks and open spaces.* All surface parking lots and loading for the proposed development are screening with planted earthen berms and/or dense plantings that make up the adjacent streetscape. The site also utilizes the existing curb cut along 69th Street as an access drive that winds around the site, incorporating a second access point at the north end of the site to distribute traffic equally and provide additional access for fire and emergency vehicles.

5. *Regulate scale, massing, and height to provide complementary transitions to adjacent sites and nearby neighborhoods and areas.* Scale and massing work in a complementary manner with the Westin to the south and the mass and scale of Southdale to the north and west. Paired with the Westin, the proposed development provides a gateway to 69th and Southdale. The use of 10-story, 6-story, and 3- and 4-story massing allows the development to dramatically bridge the scale of the pedestrian realm up to the taller height of the Westin and the varying project heights directly adjacent to this property.

And finally, in the *High Density Residential Design (p.45)* section focused on a "pedestrian-friendly environment", we feel that the development, as proposed, addresses the following guidelines:

1. *Provide visual screening and privacy to buffer cars from people, provide visual relief and allow stormwater infiltration in parking lots. Permeable hardscape, where appropriate, is preferred over blacktop or traditional paving. Vertical "living walls" (trellis, vine-covered fences) are preferable to materials that absorb and reflect heat.*
2. *Encourage or require placement of surface parking to the rear or side of buildings, rather than between buildings and the street.*
3. *Landscaping is essential to screen parking areas, buffer adjacent residential uses and create a pedestrian-friendly environment along streets.* Porous asphalt is being considered to enhance stormwater infiltration. Surface parking has been consciously placed to the rear and sides of the proposed development and hidden behind planted earthen berms and plantings. Resident parking is found in two underground levels.

4. *Design surface parking to maximize stormwater infiltration and allow for groundwater recharge, using infiltration swales, pervious pavement or similar techniques.* Porous asphalt is being considered to enhance stormwater infiltration. Rain gardens and green space are also being designed into the project for sustainable infiltration capacity.

5. *Use striping, curbs and landscape treatments, centralized walkway medians and islands, and textured paving to clearly define walking spaces within parking areas and adjacent to vehicular circulation.* The proposed development has created strongly defined pedestrian circulation paths around the site, as well as connecting to the front entry, and for residents, to the courtyard. Paving treatments, sculptural walls, and bollards define the boundary between vehicular and pedestrian environments at the main entry drop-off court. "Cuts" through the earth berms offer a unique pedestrian experience as they move about the site.

SITE PLAN APPLICATION – CONSISTENCY WITH REQUIRED FINDINGS

1. *The development as proposed will not be detrimental to properties surrounding the tract.* We feel that the proposed development will enhance the surrounding properties, bringing more land use diversity and residents to the area enhances the tax base, and the vitality of the surrounding businesses.

2. *The development will not result in an overly-intensive land use.* The proposed development fits within the zoning code requirements for height and density at this site. 232 units of housing at this site will be a positive addition for the surrounding area.

3. *The development will not result in undue traffic congestion or traffic hazards.* A traffic study is underway to determine the proposed development's impact on the surrounding traffic patterns. At this time we anticipate that the development will not result in undue congestion or hazards to traffic.

4. *The development conforms to the provisions of this Section and other applicable provisions of this Code (850.04).* The development adheres to the provisions of this Section and other provisions of the Edina City Code.

5. *The development provides a proper relationship between the proposed improvements, existing structures, open space and natural features.* The proposed development's scale, massing, site improvements and landscaping create a strong, positive relationship with the surrounding context of the Southdale area. The results will enhance the existing use to a higher and better use that will be a positive contribution to the City and the community.

VARIANCE APPLICATION A – FRONT YARD SETBACK FROM YORK AVENUE

CONSISTENCY WITH REQUIRED FINDINGS

The proposed development is requesting a variance of the required front yard setback along York Ave S from 115 feet to 63 feet for the main building and 42 feet for the podium level.

1. *That strict enforcement of the ordinance would cause practical difficulties because of circumstances unique to the petitioner's property.* Due to the unique triangular shape of the lot, a factor not created by the applicant, practical difficulties exist in the limited amount of building configurations that can be sited on the lot. Currently the development is proposing adding extensive green space and pedestrian amenities along the outer

edges of the parcel. Strict adherence to the ordinance would limit the footprint available for the building, causing a large elimination of desirable green space on-site.

2. *That the granting of the variance will correct extraordinary circumstances applicable to this property, but not applicable to other property in the vicinity or zoning district.* Due to the unique triangular shape of the lot, limited amount of building configurations that can be sited on the parcel. Other properties in the vicinity do not have the unique situation of concurrent placement within the outline of the Southdale Mall boundaries. Currently the development is proposing adding extensive green space and pedestrian amenities along the outer edges of the parcel. Strict adherence to the ordinance would limit the footprint available for the building, causing a large elimination of desirable green space on-site and underutilization of the property. The proposed development does not have an adverse impact on the surrounding properties, since it is surrounded by large expanses of parking lots and buffered from other properties by both York and 69th.

3. *That the granting of the variance is in keeping with the spirit and intent of the ordinance.* Granting this variance would be in the spirit and intent of the ordinance, as the development is exceeding the setback requirements on the other three sides. The intent of the setbacks is to provide an adequate buffer for taller buildings against the street. The proposed development is creating public pedestrian connections where there currently are none existing. These connections will be extensively landscaped with trees and plantings that will mediate the scale of the podium and building beyond with the pedestrian scale of the walkways. This design keeps the buffering intention of the ordinance, but addresses it in an alternative manner.

4. *Would not alter the essential character of the neighborhood.* Granting this variance would not alter the essential character of the neighborhood. In fact, granting this variance would improve the essential character of the surrounding neighborhood and commercial district by providing green space and housing where there is currently an underused surface lot. Similar to Key Cadillac and the recently added CVS across York to the southeast, the proposed development would sit closer to York, reinforcing a strong urban form and helping to create a strong architectural node at the intersection of York and 69th.

VARIANCE APPLICATION B –
PARKING REQUIREMENTS FOR SOUTHDALE

CONSISTENCY WITH REQUIRED FINDINGS

The proposed development is requesting a variance of the required parking stalls for Southdale from 6,774 spaces to 6,239 spaces – a reduction of 535 stalls. This is effectively the number of stalls that are present on the 5.1 acre parcel slated for the proposed development.

1. *That strict enforcement of the ordinance would cause practical difficulties because of circumstances unique to the petitioner's property.* Due to the 5.1 acre parcel in question being divided from the greater Southdale parcel, practical difficulties exist in that the space for the 535 cars is being subsumed by the new proposed development. There is no ability to replace those spots at other locations on the existing Southdale site without constructing structured parking.

2. *That the granting of the variance will correct extraordinary circumstances applicable to this property, but not applicable to other property in the vicinity or zoning district.* Due to the 5.1 acre parcel in question being divided from the greater Southdale parcel, practical difficulties exist in that the space for the 535 cars is being subsumed by the new proposed development. There are not other properties in the immediate vicinity that would need a variance of such size, as they are not parking for a land use such as Southdale.

3. *That the granting of the variance is in keeping with the spirit and intent of the ordinance.* Granting this variance would be in the spirit and intent of the ordinance, as the development, in conjunction with Southdale, feels that a reduction in parking adheres to the goals set forth in the comprehensive plan related to advancing a more transit-oriented means of transportation. The lot in question is under-utilized and the loss of 535 stalls out of nearly 7000 would not affect the usability of Southdale.

4. *Would not alter the essential character of the neighborhood.* Granting this variance would not alter the essential character of the neighborhood. In fact, granting this variance would improve the essential character of the surrounding neighborhood and commercial district by providing green space and housing where there is currently an underused surface lot. The existing park and ride will be relocated on the Southdale site, so the use would remain and not be altered significantly.

SUBDIVISION APPLICATION

The Southdale Residential Development is anticipated to be a 232-unit Luxury Rental Apartments and Townhome development on the parcel of land located at the northwest corner of the intersection of W. 69th Street and York Avenue South. The parcels total 223,838 square feet (5.1 acres) in size and are zoned PCD-3. The current zoning allows 12 stories/144'. We are proposing three buildings – one 3 & 4 story building for townhomes and flats, one at 6 stories/65' and one at 10 stories/115'. We envision 378 parking spaces for the 232 units, inclusive of both resident and guest parking. The development proposes 45 units per acre – a number highlighted by both the Planning Commission and the Southdale Land Use Plan as acceptable – and a Floor Area Ration (FAR) of 1.14.

The development is envisioned to meet the demands of young professionals and empty-nesters alike. The City of Edina deserves the alternative of a sumptuous and convenient housing community located in such a key, vibrant district of the city. It offers an option for those who want to stay in Edina, downsize their homes, and be closer to shops, restaurants and activity. This site is 'ground zero' for higher density, more animated and pedestrian-focused residential developments to complement the ongoing improvements that both the city and Southdale Center are implementing. This is where people want to be, and we aim to fulfill this need with a development of exceptional quality and desirability.

By adding an enhanced pedestrian realm with connections to both Southdale itself; as well as tying into existing connections south to the Galleria, Target, and Centennial Lakes, this development is acting as a catalyst for turning the focus away from the current auto-centric environment. The proposed development wants to jumpstart a stronger, better-connected, and more walkable pedestrian realm for this area of the city.

Enhanced green space on site offers a respite from the surrounding impervious parking lots and creates places to help sustainably infiltrate stormwater. Extensive tree plantings will help clean the air and replenish oxygen.

Planned high quality unit finishes including large open floor plans, oversized windows, granite countertops and 9' ceilings. Additional project amenities include green courtyard with outdoor pool, community room, and a cyber café.

Granting this subdivision would be in the spirit and intent of the ordinance, as the development feels that a tradeoff of a luxury, high-density residential development on this corner of the Southdale site for an elimination of a small percentage of impervious surface parking adheres to city goals set forth in the comprehensive plan and outlined previously in this application.

This change would allow this developer to improve the essential character of the surrounding neighborhood and commercial district by providing green space and housing where there is currently an underused surface lot.

DEVELOPER & DESIGN FIRM INFORMATION

StuartCo

StuartCo was founded in 1970, and over the past 40+ years has been involved in the development of 10,000 multi-family units, with a portfolio today that includes more than 5,000 units in Minnesota, Wisconsin, and Omaha, NE. We currently own/manage a diverse array of properties including market rate apartments and townhomes, a senior housing campus that includes Memory Care, Independent Living and Assisted Living, affordable housing, and commercial.

Local examples of some of our latest work includes:

- **Genesee** - A 234 unit class A project at the corner of Penn and American Blvd in Bloomington, is a three building project -22 townhomes, 60 apartments over retail and 152 units in the 8 story building. All buildings are connected by 2-story underground parking. The last building comes to market September 2012.

- **The View** - 124 unit class A apartments in New Brighton opened July 1st 2012.

- **York Plaza** - StuartCo owns and manages this property of 260 units in Edina, just down the road from the proposed site on York Ave S.

- StuartCo also owns/manages 650+units in neighboring Hopkins and Minnetonka.

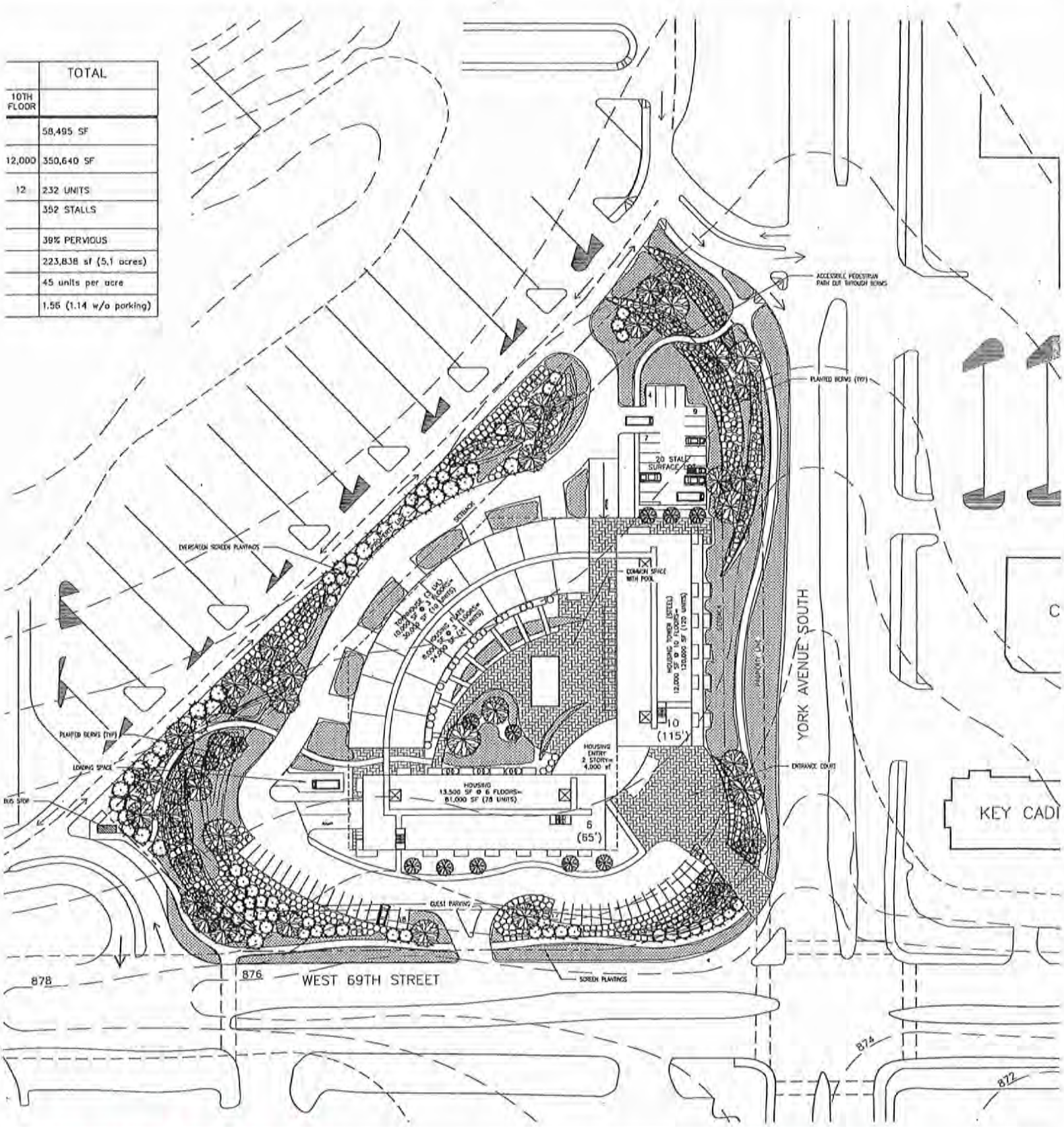
Our investors align themselves with our values to improve both their asset and the quality of life for the residents we service. We are diligent in our approach to deliver experience, consistency, value, and trust to our owners and our residents. Our commitment to these values has earned us a reputation as one of the most respected property management firms in the upper Midwest. We attract highly qualified employees and vendors, and as a result, we retain loyal residents who continue to renew and refer others to StuartCo properties.

BKV Group

Boarman Kroos Vogel Group (BKV Group), founded in 1978, is a full-service architectural, interior design, landscape architecture, engineering and construction administration firm with offices located in Minneapolis, Chicago and Washington, DC. Collectively we represent a practice whose expertise is cross-disciplinary and team-focused; and offers our clients a design-oriented approach to create architectural solutions. Knowing that our ultimate responsibility is to our clients, we design and provide services that satisfy the needs of each client's building program, schedule and budget. With each project, our firm continues to grow in breadth and depth, responsiveness and flexibility. As creative design professionals we engage our clients in the process of creating enduring designs that enhance our environment.

Some of those enduring designs can be seen close to home – Edina City Hall sits at the forefront; a new residential development at West End in St. Louis Park, Silver Lake Village/St. Anthony, and numerous new high-quality developments in Minneapolis – both Downtown and Uptown, such as: 1800 Lake, Flux, Blue, Eitel Building City Apartments, and Mill District City Apartments.

	TOTAL
10TH FLOOR	
	58,495 SF
12,000	350,640 SF
12	232 UNITS
	352 STALLS
	39% PERVIOUS
	223,838 sf (5.1 acres)
	45 units per acre
	1.56 (1.14 w/o parking)



SKETCH PLAN

A21

RECEIVED 5-15-12

Southdale Residential Development

RECEIVED
AUG 1 7 2012
Staff

A22

Land Use Application Package - 09.12.12
City of Edina, Minnesota

BKV

STUART CO
YOUR HOME. OUR COMMITMENT.

Prefinished Metal Panel/ Painted Fiber Cement

Black

Champagne

Silver

Fiber Cement Siding

Composite Wood Panel

Color -1

Color -2

Color -3

Cast Stone

Southdale Residential Development

Land Use Application Package - 09.12.12

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A24

Southdale Residential Development Land Use Application Package - 09.12.12 BKV STUART CO

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Southdale Residential Development Land Use Application Package - 09.12.12 BKV STUARTCO

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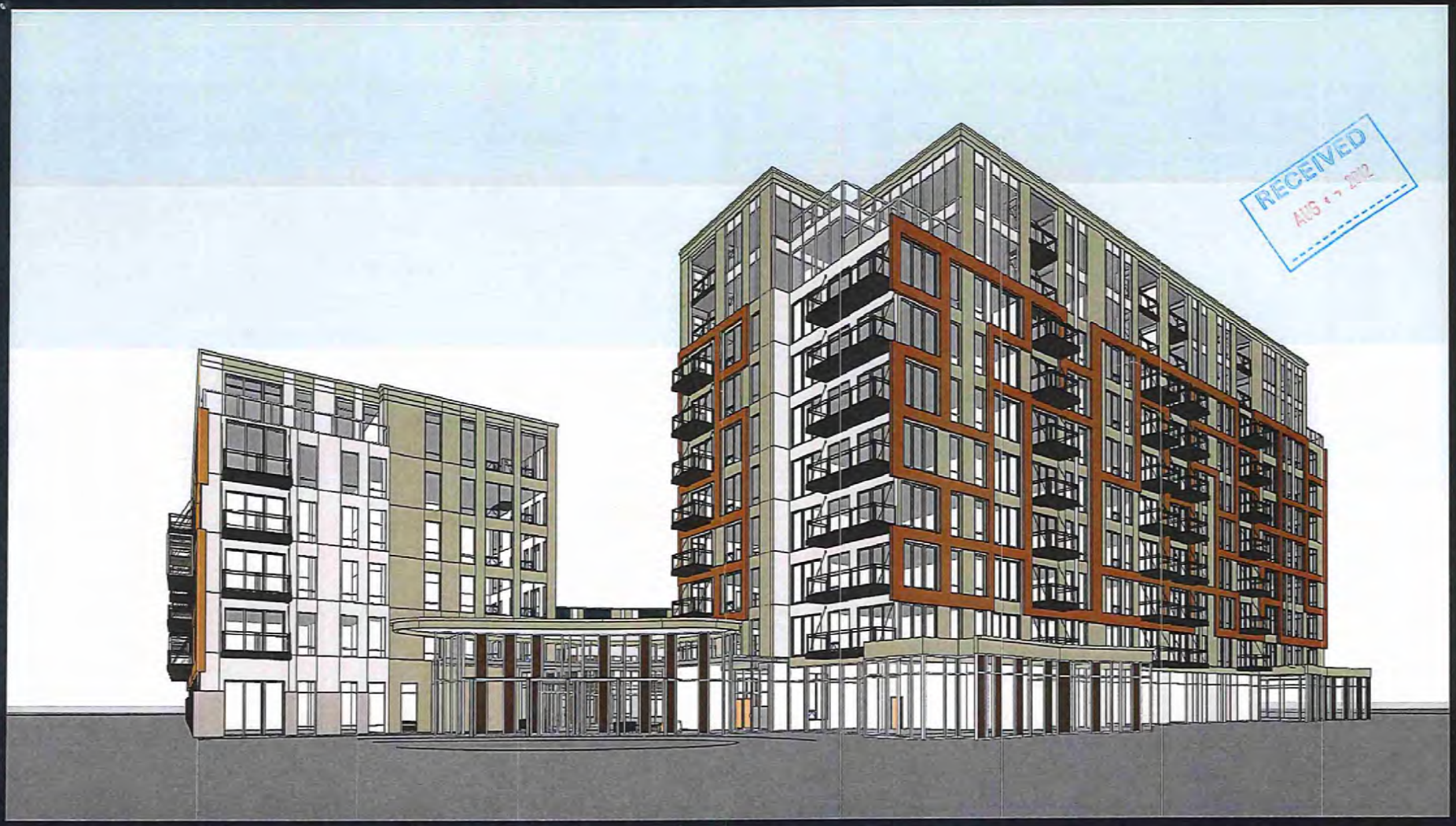
Southdale Residential Development Land Use Application Package - 09.12.12 BKV STUARTCO

A30



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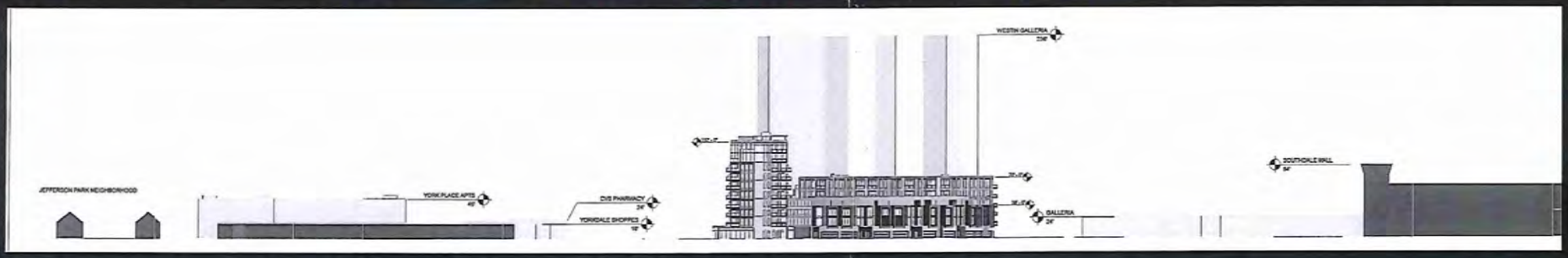
AUG 1 2 2012

Southdale Residential Development Land Use Application Package - 09.12.12 BKV STUARTCO YOUR HOME. OUR COMMITMENT.

A31


WESTIN GALLERIA
JEFFERSON PARK NEIGHBORHOOD
YORK PLACE APTS
DIS PHARMACY
YORKDALE SHOPPES
GALLERIA
SOUTHDALE MALL

Southdale Residential Development

Land Use Application Package - 09.12.12

B.K.V

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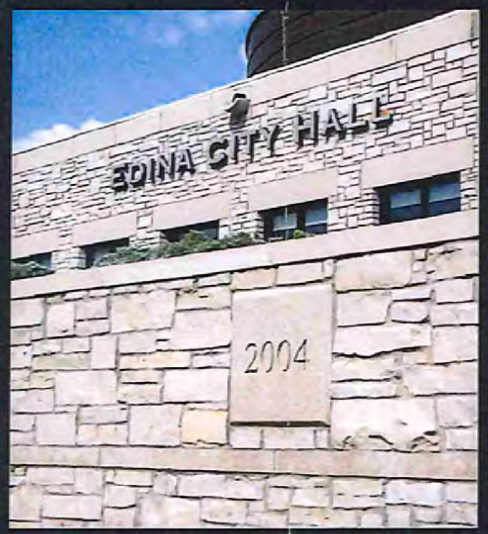
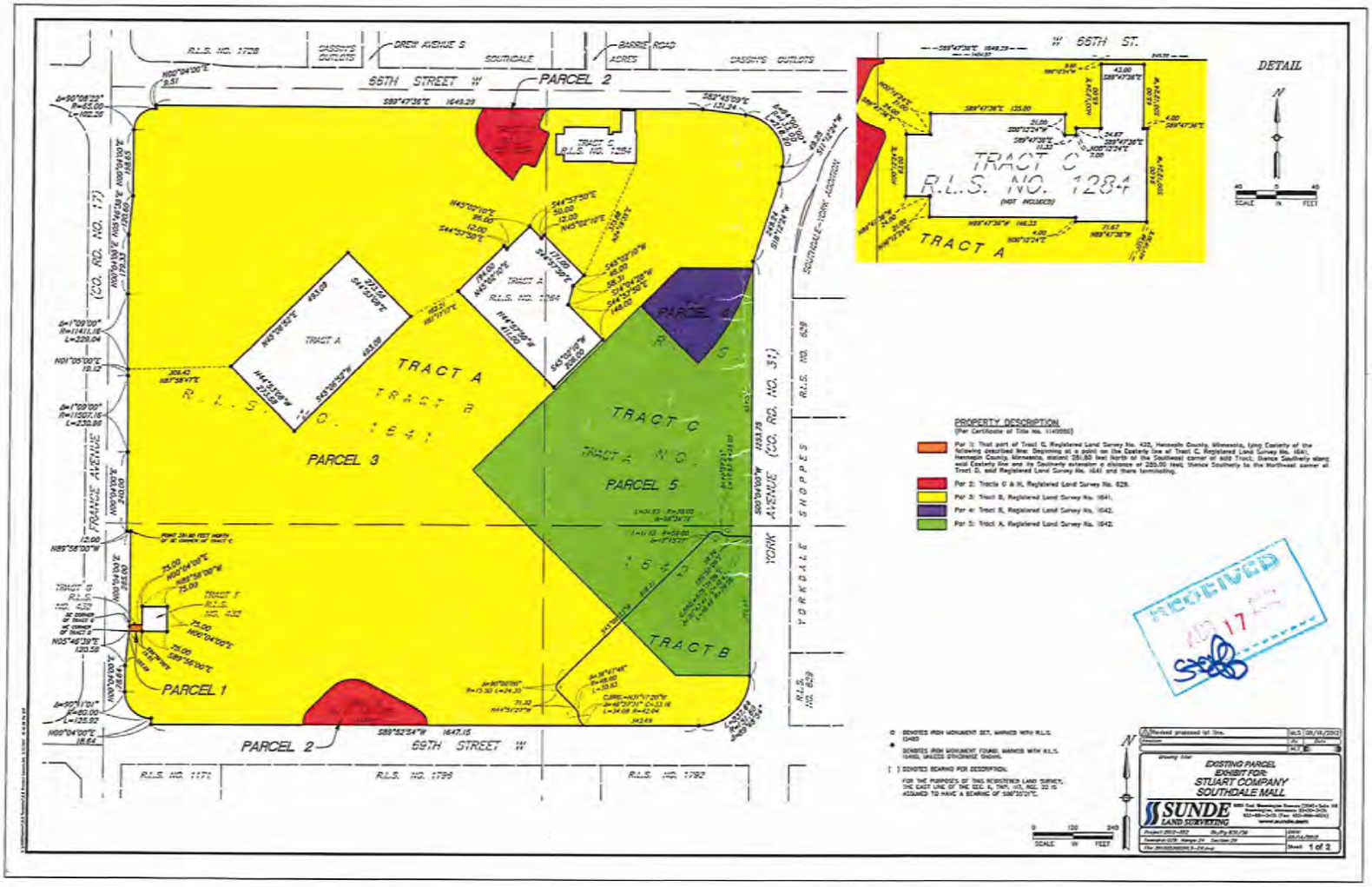
A33

Southdale Residential Development Land Use Application Package - 09.12.12 BKV STUARTCO

B4

Site Materials





A35

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

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CERTIFICATION

Date

License Number

REVISIONS	No.	DATE

DATE	08-17-12
DRAWN BY	XXX
CHECKED BY	XXX
COMMISSION NO.	1994.01

SURVEY

L001

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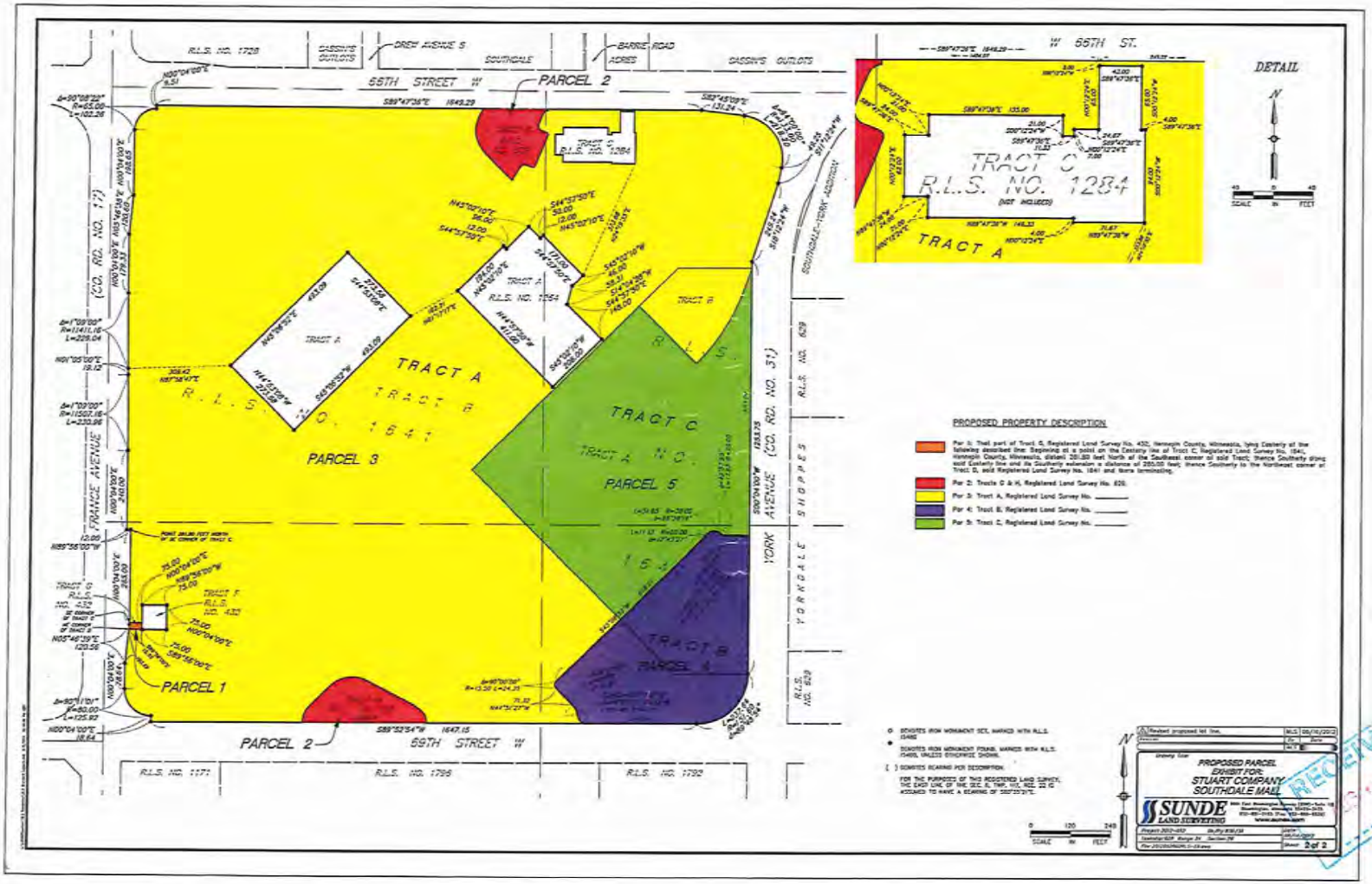

A36

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Minneapolis MN 55401
Telephone: 612-339-3752
Facsimile: 612-339-6212
www.bkvgroup.com

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Southdale Housing

CERTIFICATION

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

Date

License Number

REVISIONS	No.	DATE

DATE	08-17-12
DRAWN BY:	XXX
CHECKED BY	XXX
COMMISSION NO.	188420

SURVEY

L002

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A37

PROPERTY DESCRIPTION

That part of Tract C, Registered Land Survey No. 432, Hennepin County, Minnesota, lying Easterly of the following described line: Beginning at a point on the Easterly line of Tract C, Registered Land Survey No. 1641, Hennepin County, Minnesota, distant 261.82 feet North of the Southeast corner of said Tract; thence Southwesterly along said Easterly line and its Southerly extension a distance of 255.00 feet; thence Southerly to the Northeast corner of Tract D, said Registered Land Survey No. 1641 and there terminating.

and

Tracts G & H, Registered Land Survey No. 832.

and

Tract D, Registered Land Survey No. 1641.

and

Tracts A & B, Registered Land Survey No. 1642.

PLAT RECORDING INFORMATION

Registered Land Survey No. 1641 was filed of record on 12/20/1997 as Document No. 3142008. Registered Land Survey No. 1642 was filed of record on 12/21/1998 as Document No. 3146154.

TITLE COMMITMENT

This survey was prepared without the benefit of current title work. Easements, encumbrances, and encumbrances may exist in addition to those shown hereon. This survey is subject to revision upon receipt of a current title insurance commitment or attorney's title opinion.

GENERAL NOTES

1.) Survey coordinate & bearing basis: Hennepin County

2.) No indication of wetland delineation by a qualified wetland specialist has been located or observed on site.

3.) Parking: 421 Regular Spaces
2 Handicap Spaces
423 Total Spaces

4.) Property is also subject to R/W Easements for sewer (Metro) Sewer per Doc. No. 3474123 and street purposes.

UTILITY NOTES

1.) Utility information from plans and markings was combined with observed evidence of utilities to develop a view of the underground utilities shown hereon. However, locating excavations, the exact location of underground features cannot be accurately completely and reliably depicted. Where additional or more detailed information is required, excavation may be recommended.

2.) Other underground utilities of which we are unaware may exist. Verify all utilities utilized in construction or design.

3.) Some underground utility locations are shown as marked onsite by those utility companies whose locations responded to our Gopher State One Call, Ticket Number 123270005.

4.) Contact GOPHER STATE ONE CALL at 651-454-0002 (800-252-1166) for precise onsite location of utilities prior to any excavation.

AREAS

Area = 255,376 sq. ft. or 5.862 acres

BENCH MARKS (BM)

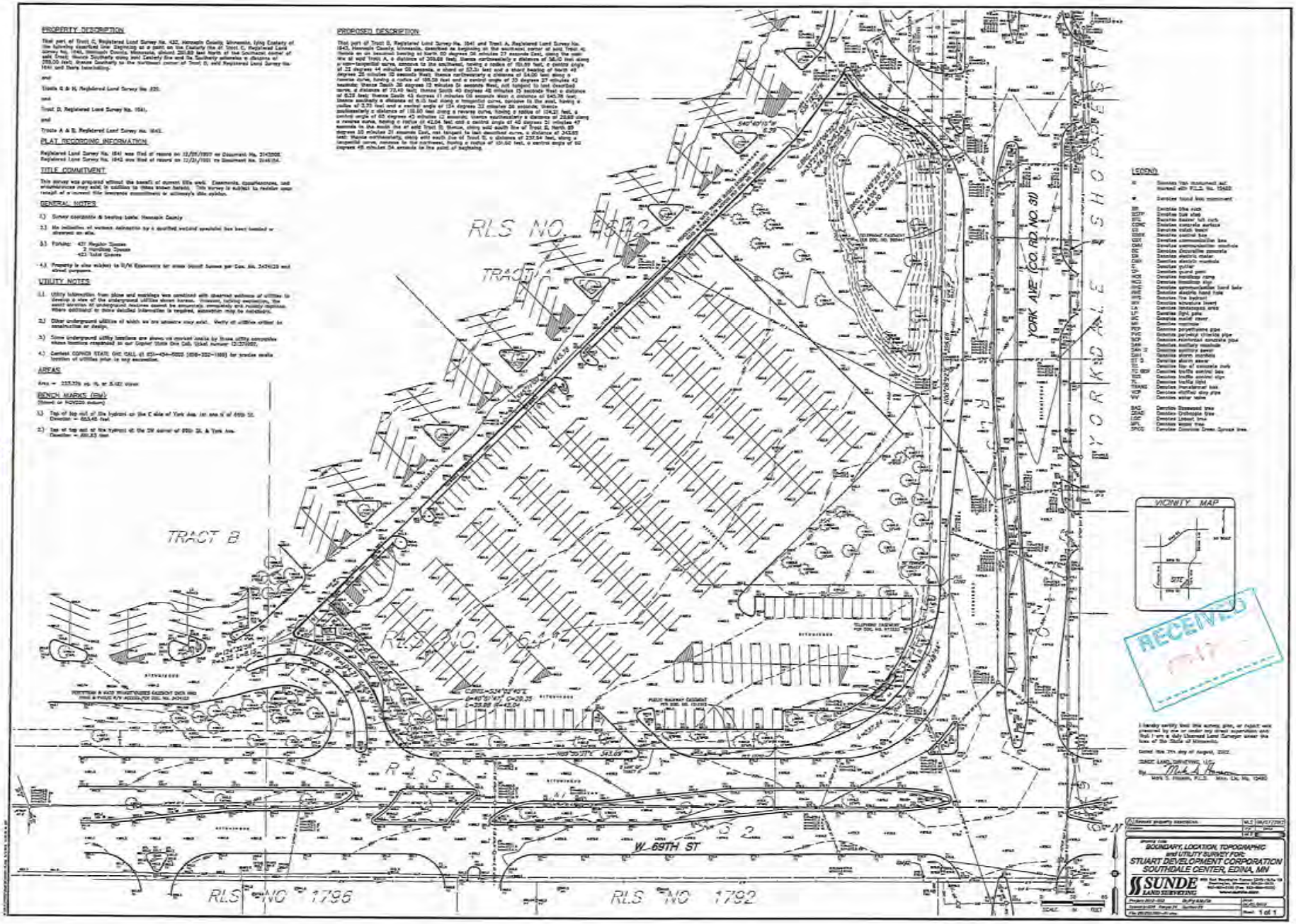
(Based on NGVD29 datum)

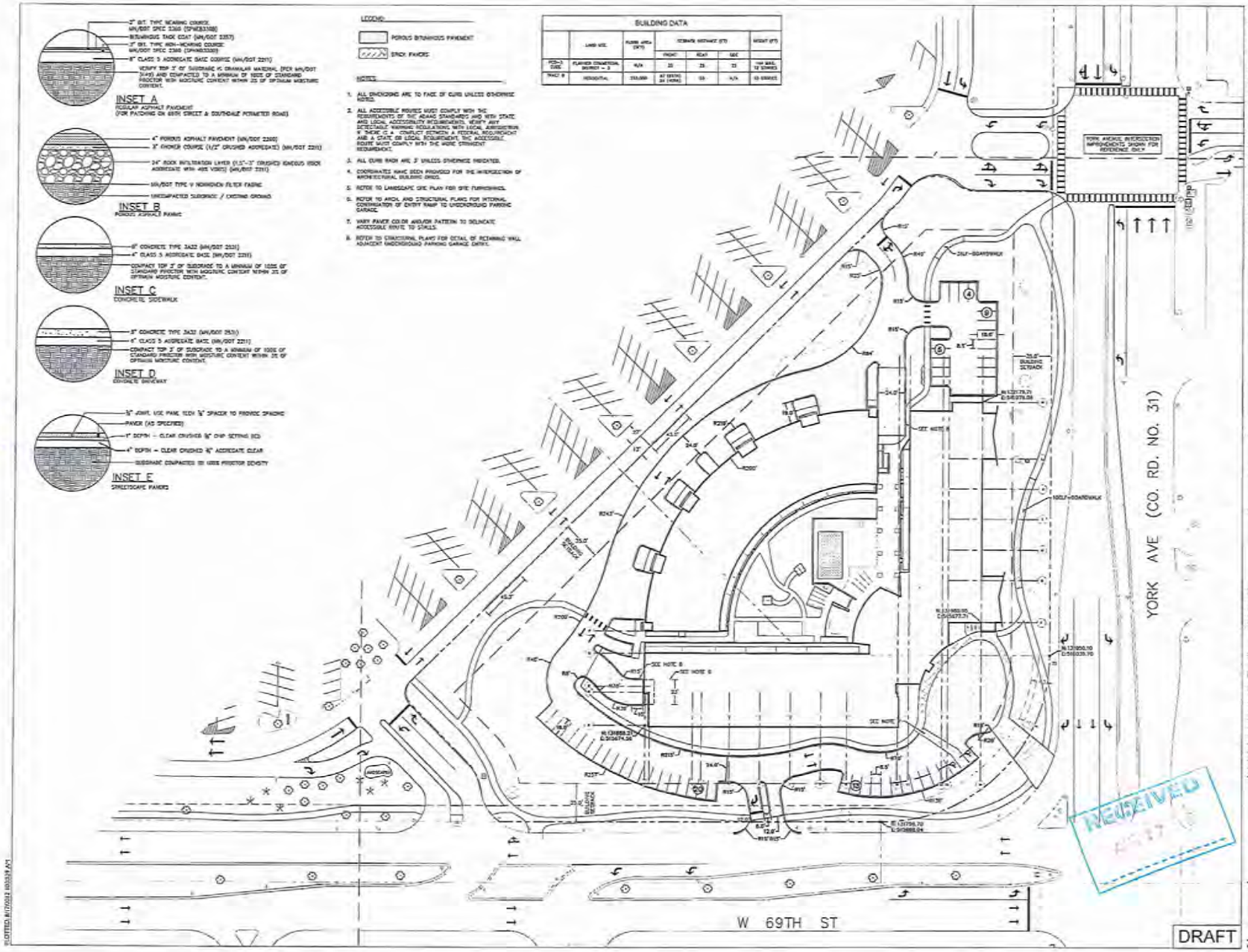
1.) Top of bop nut of the hydrant on the E side of York Ave. (at ave.) of 69th St. Elevation = 823.45 feet

2.) Top of bop nut of the hydrant at the SW corner of 69th St. & York Ave. Elevation = 821.33 feet

PROPOSED DESCRIPTION

That part of Tract D, Registered Land Survey No. 1641 and Tract A, Registered Land Survey No. 1642, Hennepin County, Minnesota, described as beginning at the southeast corner of said Tract A; thence on an assumed bearing of North 00 degrees 00 minutes 27 seconds East, along the east line of said Tract A, a distance of 200.00 feet; thence northwesterly a distance of 58.10 feet along a non-tangential curve, concave to the southwest, having a radius of 151.50 feet, a central angle of 22 degrees 44 minutes 03 seconds, a chord of 57.71 feet and a chord bearing of North 49 degrees 25 minutes 30 seconds West; thence northwesterly a distance of 34.00 feet along a reverse curve, having a radius of 185.50 feet and a central angle of 10 degrees 27 minutes 42 seconds; thence South 38 degrees 13 minutes 51 seconds West, not tangent to last described curve, a distance of 73.40 feet; thence South 40 degrees 42 minutes 13 seconds West a distance of 8.28 feet; thence South 43 degrees 11 minutes 06 seconds West a distance of 145.78 feet; thence southerly a distance of 6.11 feet along a tangential curve, concave to the east, having a radius of 3.75 feet and a central angle of 134 degrees 32 minutes 26 seconds; thence southeasterly a distance of 151.50 feet along a reverse curve, having a radius of 104.23 feet, a central angle of 83 degrees 43 minutes 12 seconds; thence southeasterly a distance of 23.83 feet along a reverse curve, having a radius of 41.04 feet and a central angle of 40 degrees 21 minutes 47 seconds to the south line of said Tract D; thence, along said south line of Tract D, North 89 degrees 55 minutes 31 seconds East, not tangent to last described curve, a distance of 243.55 feet; thence northeasterly, along said south line of Tract D, a distance of 237.54 feet, along a tangential curve, concave to the northwest, having a radius of 151.50 feet, a central angle of 90 degrees 48 minutes 34 seconds to the point of beginning.





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Kimley-Horn and Associates, Inc.

Southdale Housing

SITE PLAN

C2.1

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PROJECT SUMMARY	FLOOR												TOTAL
	LL-1 PKG	LL-2 PKG	1ST FLOOR	2ND FLOOR	3RD FLOOR	4TH FLOOR	5TH FLOOR	6TH FLOOR	7TH FLOOR	8TH FLOOR	9TH FLOOR	10TH FLOOR	
BUILDING FOOTPRINT	58,495												58,495 SF
FLOOR AREA	49,711	48,512	44,342	45,564	45,564	37,029	27,297	26,357	12,701	12,701	11,887	11,821	380,166 SF
DWELLING UNITS													232 UNITS
PARKING-SITE	104	142	51 (surface)										367 STALLS
PARKING-TOWNHOME			20 (driveway) 20 (garage)										
PERVIOUS	83,370 SF												42% PERVIOUS
LOT SIZE	221,718 SF												221,718 sf (5.1 acres)
UNIT DENSITY	232 units / 5.1 acres												45 units per acre
FLOOR AREA RATIO	257,140 sf / 223,838 sf												1.56 (1.14 w/o parking)

KEY NOTES

1. LANDSCAPE DETAILS (SEE CIVIL)
2. CORTEN STEEL RETAINING WALLS
3. INTEGRATED CLIMBING STRUCTURE
4. 6' CONCRETE WALKWAY
5. 5' CONCRETE WALKWAY
6. BIKE RACKS
7. CORTEN STEEL SCREEN WALL FEATURE
8. PERVIOUS PAVERS
9. PERVIOUS ASPHALT
10. BOLLARDS
11. ENTRY SITE FEATURE
12. RAIN GARDEN
13. PEDESTRIAN BOARDWALK-BRIDGE
14. SANDSTONE WALL
15. RAISED CORTEN STEEL ENTRY PLANTER
16. PEDESTRIAN CONNECTION TO SOUTHDALE AND GALLERIA

LEGEND

GREEN ROOF

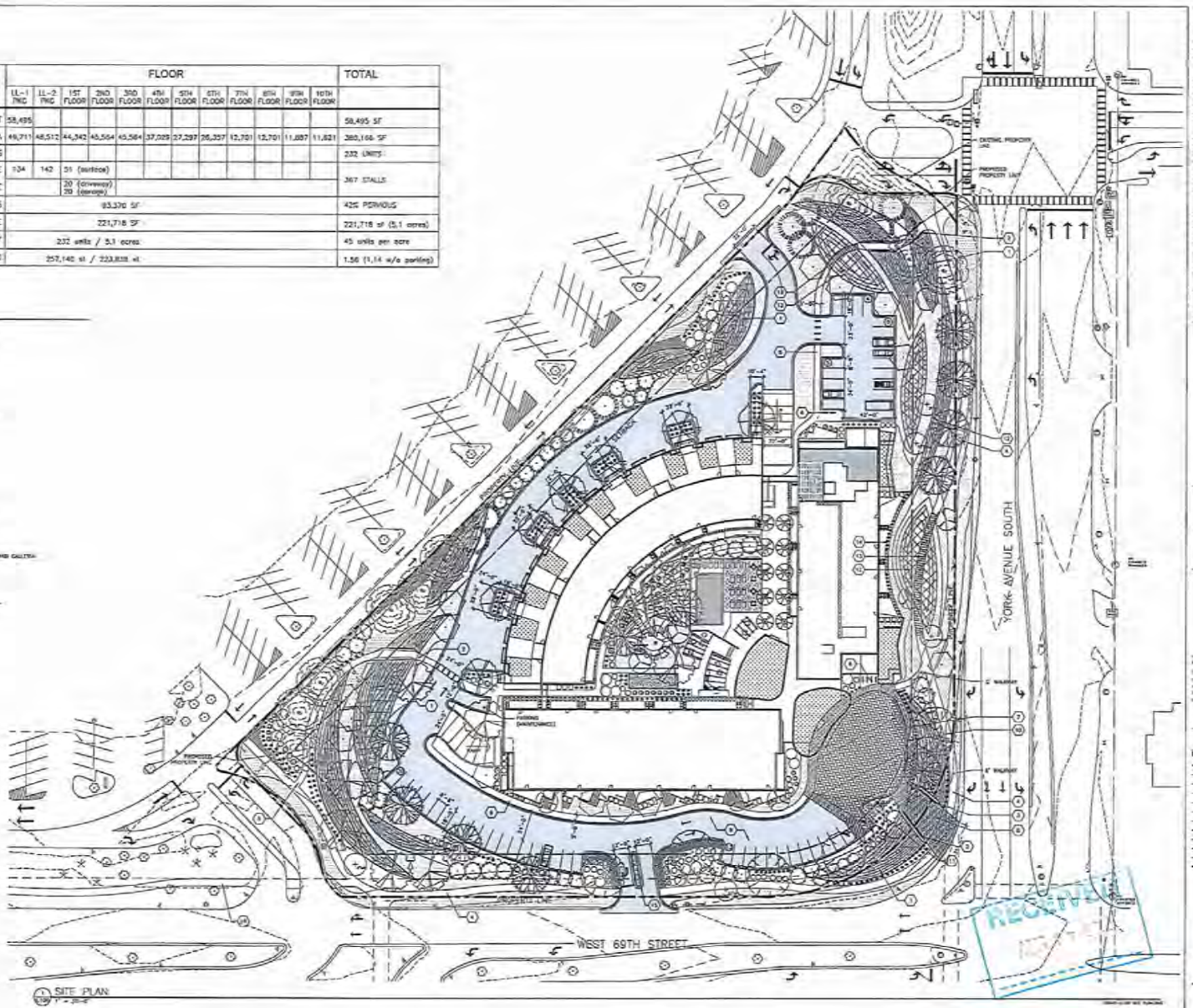
TURF

RAIN GARDEN

LANDSCAPE DETAIL

PAVERS

PAVERS (B)



1 SITE PLAN
1/32" = 1'-0"

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Landscape Architecture
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Southdale Housing

CERTIFICATION

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Date

License Number

REVISIONS	No.	DATE

DATE	08-17-12
DRAWN BY	JCD
CHECKED BY	DMM
COMMISSION NO.	08-001

SITE PLAN

L100

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PLOTTED: 8/17/2012 3:33:33 PM

A3A

PROPOSED PLANT SCHEDULE

KEY	QTY.	ABR.	COMMON NAME	DESCRIPTIVE NAME	SIZE	TYPE	COMMENTS
TREES – PROPOSED (TOTAL 156)							
DECIDUOUS – TOTAL 4							
[illegible]	4	DE	[illegible]	N/A	[illegible]	N/A	[illegible]
[illegible]	1	DE	[illegible]	N/A	14" CAL.	N/A	[illegible]
[illegible]	1	DE	[illegible]	N/A	12" CAL.	N/A	[illegible]
PROPOSED SHRUBS (TOTAL 1,000)							
[illegible]	5	D	[illegible]	[illegible]	5-6' OAL.	B&B	PLANT PER PLAN
PROPOSED ORNAMENTAL GRASSES							
[illegible]	10	C	[illegible]	[illegible]	4-5' OAL.	B&B	PLANT PER PLAN
PERENNIALS AND BULBS							
[illegible]	6	B	[illegible]	[illegible]	3-4" OAL.	B&B	PLANT PER PLAN
[illegible]	7	C	[illegible]	[illegible]	3-4" OAL.	B&B	PLANT PER PLAN
PROPOSED GROUNDCOVER							
[illegible]	2	C	[illegible]	[illegible]	2-3" OAL.	B&B	PLANT PER PLAN
[illegible]	11	F	[illegible]	[illegible]	3-4" OAL.	B&B	PLANT PER PLAN
[illegible]	10	A	[illegible]	[illegible]	4-5" HGT.	B&B	PLANT PER PLAN
PROPOSED BULBS FOR ORNAMENTAL							
[illegible]	12	J	[illegible]	[illegible]	1-2" CAL.	B&B	PLANT PER PLAN
[illegible]	11	L	[illegible]	[illegible]	1-2" CAL.	B&B	PLANT PER PLAN
PROPOSED ACCENT PLANTS							
[illegible]	2	G	[illegible]	[illegible]	2" CAL.	B&B	PLANT PER PLAN
[illegible]	15	N	[illegible]	[illegible]	2" CAL.	B&B	PLANT PER PLAN
[illegible]	27	K	[illegible]	[illegible]	6-8' HGT.	B&B	PLANT PER PLAN
[illegible]	7	L	[illegible]	[illegible]	6-8' HGT.	B&B	PLANT PER PLAN
PROPOSED MASS PLANTING SHRUBS – TOTAL: 2,127							
[illegible]	127	H	[illegible]	[illegible]	#5	CONT.	PLANT PER PLAN
[illegible]	56	J	[illegible]	[illegible]	#5	CONT.	PLANT PER PLAN
[illegible]	21	O	[illegible]	[illegible]	#5	CONT.	PLANT PER PLAN
[illegible]	49	P	[illegible]	[illegible]	#5	CONT.	PLANT PER PLAN
[illegible]	21	Q	[illegible]	[illegible]	#15	CONT.	PLANT PER PLAN
[illegible]	21	R	[illegible]	[illegible]	#5	CONT.	PLANT PER PLAN
PERENNIALS / GRASSES / VINES – TOTAL: 1,555							
[illegible]	183	S	[illegible]	[illegible]	#2	CONT.	PLANT PER PLAN
[illegible]	134	T	[illegible]	[illegible]	#2	CONT.	PLANT PER PLAN
[illegible]	83	V	[illegible]	[illegible]	#2	CONT.	PLANT PER PLAN
[illegible]	165	X	[illegible]	[illegible]	#2	CONT.	PLANT PER PLAN
PER PLAN	100 OF EACH	PG	[illegible]	[illegible]	#1	CONT.	1. Layout all plantings in mass areas.
			[illegible]	[illegible]	#1	CONT.	
			[illegible]	[illegible]	#1	CONT.	
			[illegible]	[illegible]	#1	CONT.	2. All plants to be present in mass areas.
			[illegible]	[illegible]	#1	CONT.	
			[illegible]	[illegible]	#1	CONT.	3. Plants spaced at 18" O.C.C.W.

KEY	QTY.	ABR.	COMMON NAME	DESCRIPTIVE NAME	SIZE	TYPE	COMMENTS
SHORELINE PLANTS							
PER PLAN	4,000 SF	NSA	[illegible]	[illegible]	[illegible]	CONT.	600
PER PLAN	2,000	OCB	[illegible]	[illegible]	4"-18"	CONT.	12" O.C.C.W.
PER PLAN	6,487	OCC	[illegible]	[illegible]	4"-18"	CONT.	12" O.C.C.W.
PARK GARDEN MIX							
PER PLAN	200 OF EACH	PG	[illegible]	[illegible]	#1	CONT.	1. Layout all plantings in mass areas.
			[illegible]	[illegible]	#1	CONT.	
			[illegible]	[illegible]	#1	CONT.	
			[illegible]	[illegible]	#1	CONT.	2. All plants to be present in mass areas.
			[illegible]	[illegible]	#1	CONT.	
			[illegible]	[illegible]	#1	CONT.	3. Plants spaced at 18" O.C.C.W.
			[illegible]	[illegible]	#1	CONT.	
			[illegible]	[illegible]	#1	CONT.	
			[illegible]	[illegible]	#1	CONT.	
			[illegible]	[illegible]	#1	CONT.	
			[illegible]	[illegible]	#1	CONT.	
			[illegible]	[illegible]	#1	CONT.	
			[illegible]	[illegible]	#1	CONT.	
			[illegible]	[illegible]	#1	CONT.	

PROJECT DATA:

[illegible]

LEGEND

CONCRETE

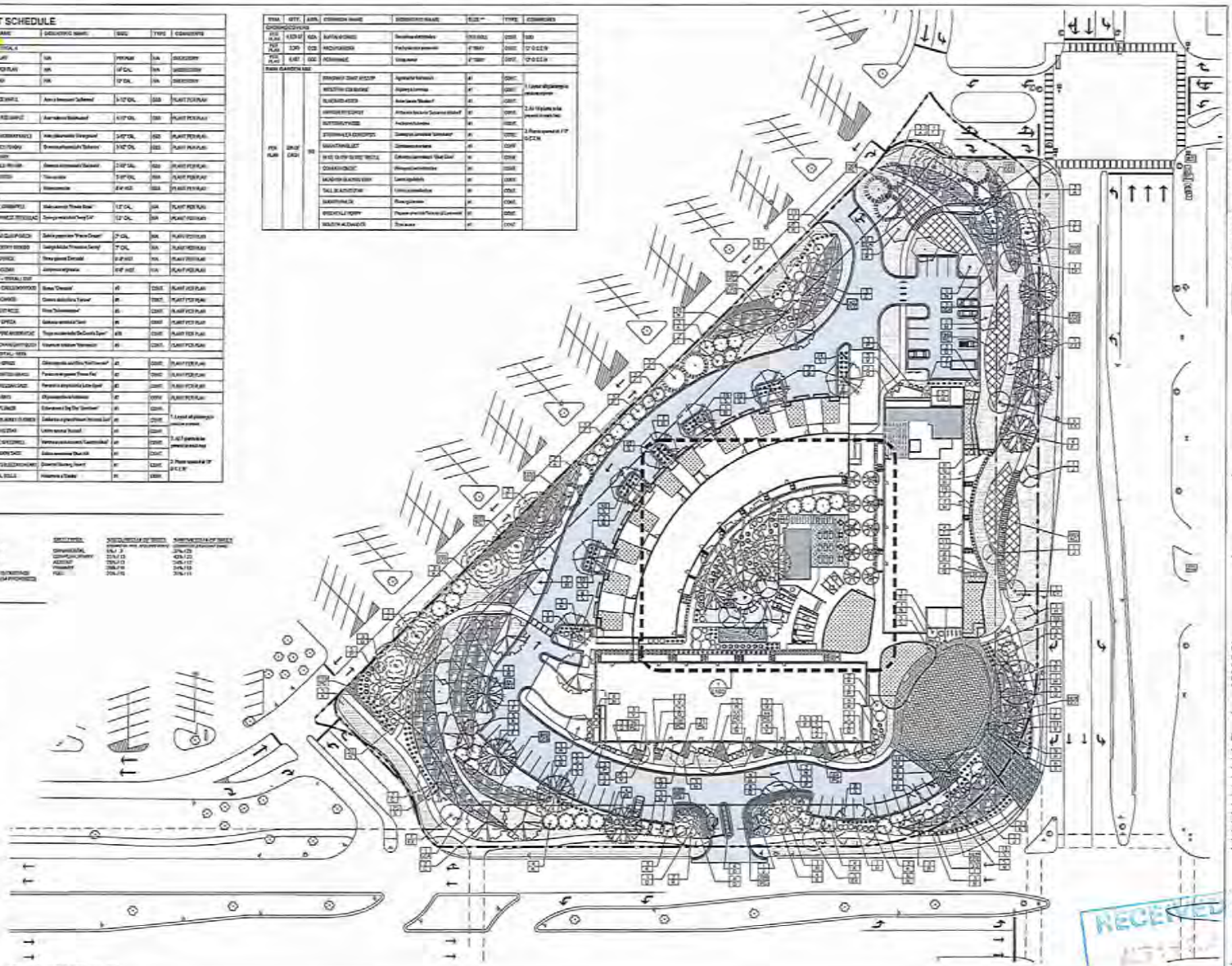
TURF

PARK GARDEN

LANDSCAPE EDGING

PAVERS

PAVERS



1 LANDSCAPE PLAN
1/16" = 1'-0"

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Southdale Housing

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COMPUTER NO.	108435

LANDSCAPE PLAN

L101

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A40

PLOT DATE: 8/19/2011 3:14 PM

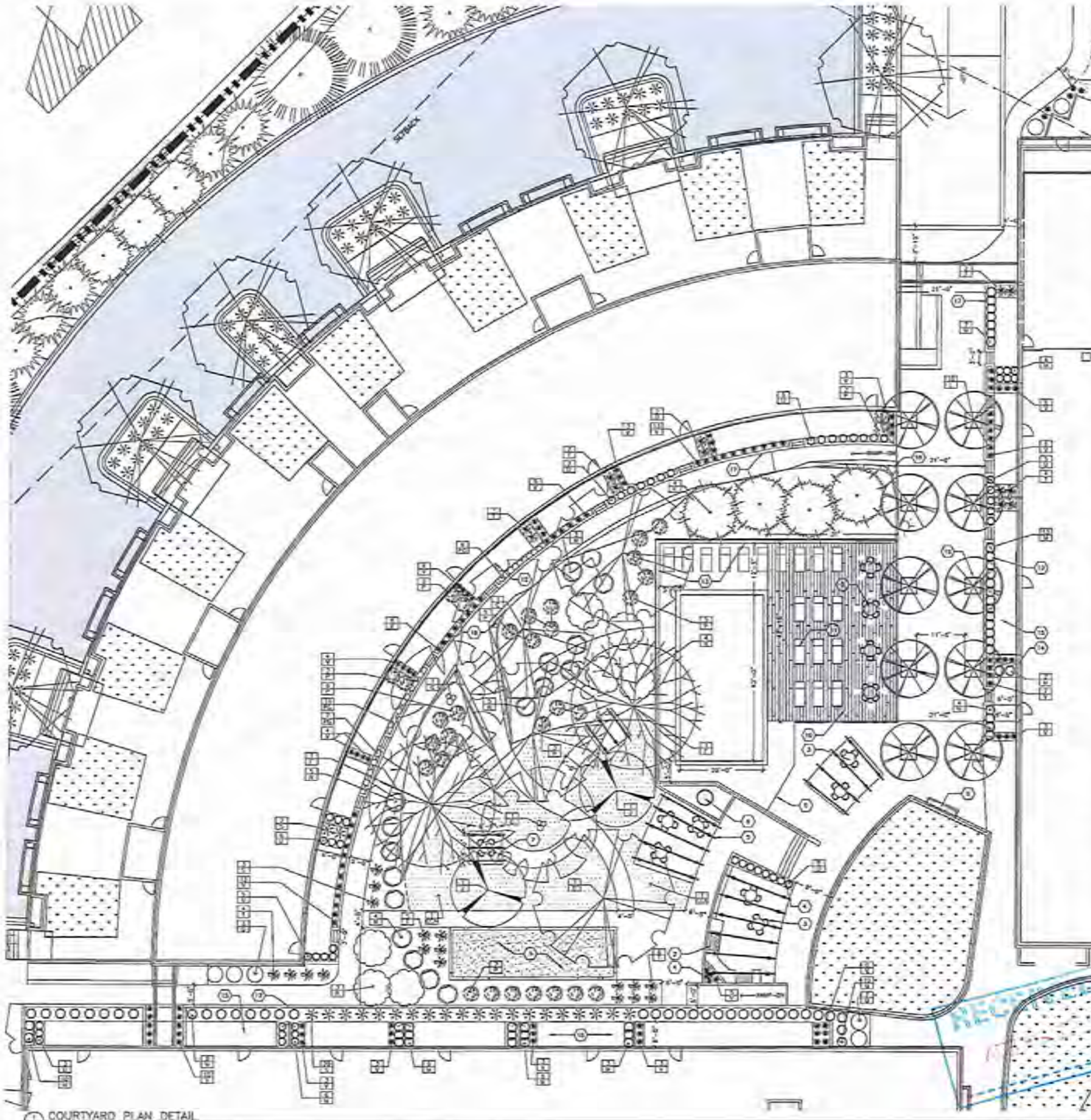
PROPOSED PLANT SCHEDULE

SYM.	QTY.	KEY	COMMON NAME	SCIENTIFIC NAME	SIZE	TYPE	COMMENTS
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

KEY NOTES

1. BOCCE BALL COURT
2. OUTDOOR KITCHEN/BBQ STATION
3. MOVEABLE TABLE AND CHAIRS
4. RAISED FLAGSTONE PLANTER
5. PERGOLA, TYP.
6. ART
7. FOREST PERGOLA
8. FENCING
9. ART WALL
10. [illegible]
11. CHAISE LOUNGE
12. PLANTER
13. POOL RETAINING WALL
14. SCREEN WALL
15. RESIDENTIAL PATIO, TYP.
16. FREE-STANDING PLANTER
17. LIMESTONE WALL
18. CORTEN STEEL RETAINING WALL

LEGEND



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DETAIL PLAN 1

L102

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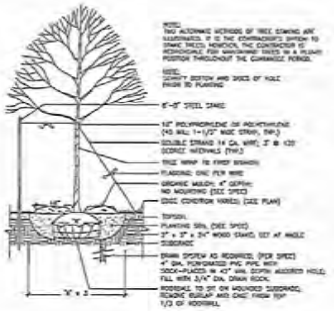
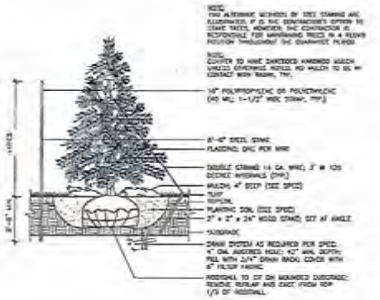
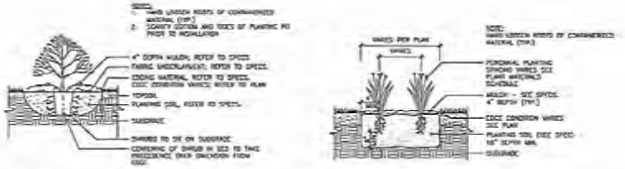


1 TYPICAL DECIDUOUS TREE PLANTING DETAIL



2 TYPICAL CONIFEROUS TREE PLANTING DETAIL



3 TYPICAL SHRUB/PERENNIAL PLANTING DETAILS

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COMMISSION NO.	108431

LANDSCAPE DETAILS

L103

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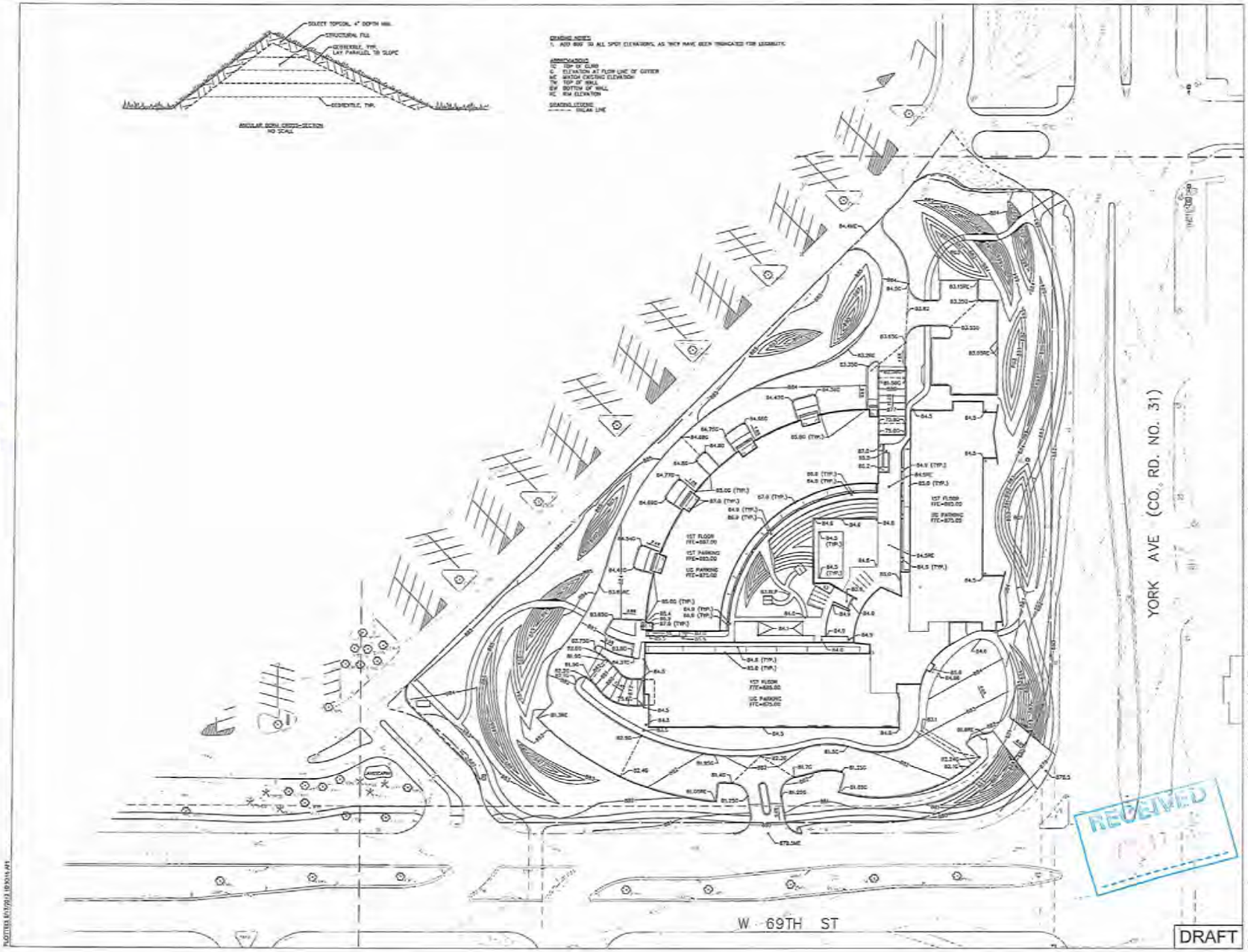

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NORTH

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0 15 30 60

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Thomas J. Lincoln — Date 8/15/12
21473
License Number

REVISIONS	No.	DATE

DATE	8/15/12
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CHECKED BY	TL
COMMISSION NO.	[illegible]

GRADING PLAN
SWPPP PH. 2

C3.1

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444

EXISTING STORM STRUCTURE TABLE	
STRUCTURE NAME:	DETAILS:
EXSTRM-39	48" CB RIM: 884.94 INV OUT: 884.50
EXSTRM-40	48" CB RIM: 884.29 INV IN: 878.80 INV OUT: 878.40
EXSTRM-41	48" MH RIM: 881.82 INV OUT: 876.50
EXSTRM-42	48" MH RIM: 875.03 INV IN: 874.40 INV IN: 872.40 INV OUT: 872.40
EXSTRM-43	48" MH RIM: 875.67 INV IN: 872.60 INV IN: 875.40 INV OUT: 872.00
EXSTRM-44	48" MH RIM: 875.30 INV IN: 872.05 INV OUT: 871.50
EXSTRM-45	48" MH RIM: 875.05 INV IN: 871.70 INV IN: 872.80 INV OUT: 871.60
EXSTRM-46	48" MH RIM: 876.41 INV IN: 871.60 INV IN: 871.60 INV OUT: 871.50
EXSTRM-47	48" MH RIM: 880.79 INV IN: 875.80 INV IN: 875.05 INV OUT: 875.00
EXSTRM-48	48" MH RIM: 883.57 INV IN: 875.30 INV OUT: 875.20
EXSTRM-49	48" MH RIM: 882.43 INV IN: 876.20
EXSTRM-50	48" MH RIM: 881.83 INV IN: 871.60 INV OUT: 871.50
EXSTRM-51	CONNECT TO EX. STRM RIM: 883.20 INV IN: 877.79
EXSTRM-65	48" CB RIM: 882.78 INV OUT: 880.40
EXSTRM-66	48" MH RIM: 882.17 INV IN: 876.80 INV OUT: 876.50
EXSTRM-67	48" MH RIM: 881.90 INV IN: 877.60 INV OUT: 877.50
EXSTRM-68	48" CB RIM: 881.56 INV IN: 873.70 INV OUT: 873.40
EXSTRM-69	48" CB RIM: 881.70 INV IN: 872.10 INV OUT: 872.00
EXSTRM-70	48" CB RIM: 880.71 INV IN: 872.60 INV IN: 872.00 INV OUT: 872.00
EXSTRM-71	48" CB RIM: 880.57 INV OUT: 874.60
EXSTRM-72	48" CB RIM: 880.40 INV OUT: 876.30
EXSTRM-74	48" CB RIM: 879.00 INV OUT: 873.20
EXSTRM-75	48" CB RIM: 877.73 INV IN: 874.20 INV OUT: 873.90
EXSTRM-77	CONNECT TO EX. STORM RIM: 880.50 INV OUT: 875.80
EXSTRM-78	48" CB RIM: 879.21 INV OUT: 876.80
EXSTRM-80	

STORM STRUCTURE TABLE	
STRUCTURE NAME:	DETAILS:
STRM-08	CONNECT TO EXIST STORM RIM: 883.09 INV IN: 874.50 INV IN: 879.40
STRM-09	48" MH RIM: 883.00 INV IN: 876.74 INV IN: 876.30 INV OUT: 876.74
STRM-14	72" MH W/ GRATE RIM: 881.20 INV IN: 877.31 INV IN: 877.31 INV OUT: 877.00
STRM-15	72" MH W/ GRATE RIM: 882.40 INV IN: 872.00 INV OUT: 872.00
STRM-16	72" MH W/ GRATE RIM: 874.40 INV IN: 877.31 INV OUT: 872.05
STRM-18	48" MH RIM: 882.37 INV IN: 877.70 INV OUT: 877.60
STRM-20	CLEAN-OUT RIM: 884.10 INV IN: 878.38 INV OUT: 878.28
STRM-21	CLEAN-OUT RIM: 884.50 INV IN: 878.80 INV OUT: 878.50
STRM-24	72" MH RIM: 880.83 INV IN: 875.83 INV IN: 876.02 INV IN: 876.02 INV OUT: 875.88
STRM-53	48" CO RIM: 885.00 INV OUT: 880.14
STRM-54	12" FES RIM: 882.75 INV IN: 880.00
STRM-55	48" CB RIM: 884.00 INV IN: 880.15 INV OUT: 880.11
STRM-57	30" GCS RIM: 883.85 INV IN: 881.00 INV IN: 881.00 INV OUT: 881.00
STRM-58	12" FES RIM: 882.75 INV IN: 881.00
STRM-59	30" GCS RIM: 883.00 INV OUT: 874.50
STRM-60	48" CB RIM: 884.53 INV OUT: 880.80
STRM-61	48" CB RIM: 883.65 INV OUT: 878.87
STRM-62	CONNECT TO PLUMBING RIM: 884.50 INV OUT: 880.73
STRM-63	6" FES RIM: 880.89 INV IN: 880.50
STRM-64	30" GCS RIM: 882.00 INV OUT: 879.50

STORM STRUCTURE TABLE	
STRUCTURE NAME:	DETAILS:
STRM-83	AREA DRAIN, 6" SQUARE CONNECT TO PLUMBING RIM: 884.50
STRM-84	AREA DRAIN, 6" DOME RIM: 885.00 INV OUT: 877.70
STRM-85	AREA DRAIN, 6" SQUARE CONNECT TO PLUMBING RIM: 884.50
STRM-89	CONNECT TO PLUMBING RIM: 884.50 INV OUT: 878.87
STRM-90	CONNECT TO PLUMBING RIM: 885.00 INV OUT: 878.45
STRM-92	12" FES RIM: 883.19 INV OUT: 881.11
STRM-100	CLEAN-OUT RIM: 876.87 INV IN: 877.10 INV OUT: 877.00
STRM-107	CONNECT TO PLUMBING RIM: 885.00 INV IN: 877.05
STRM-108	TRENCH DRAIN CONNECT TO PLUMBING RIM: 875.00
STRM-109	TRENCH DRAIN CONNECT TO PLUMBING RIM: 875.00
STRM-110	48" CB RIM: 881.30 INV OUT: 876.43

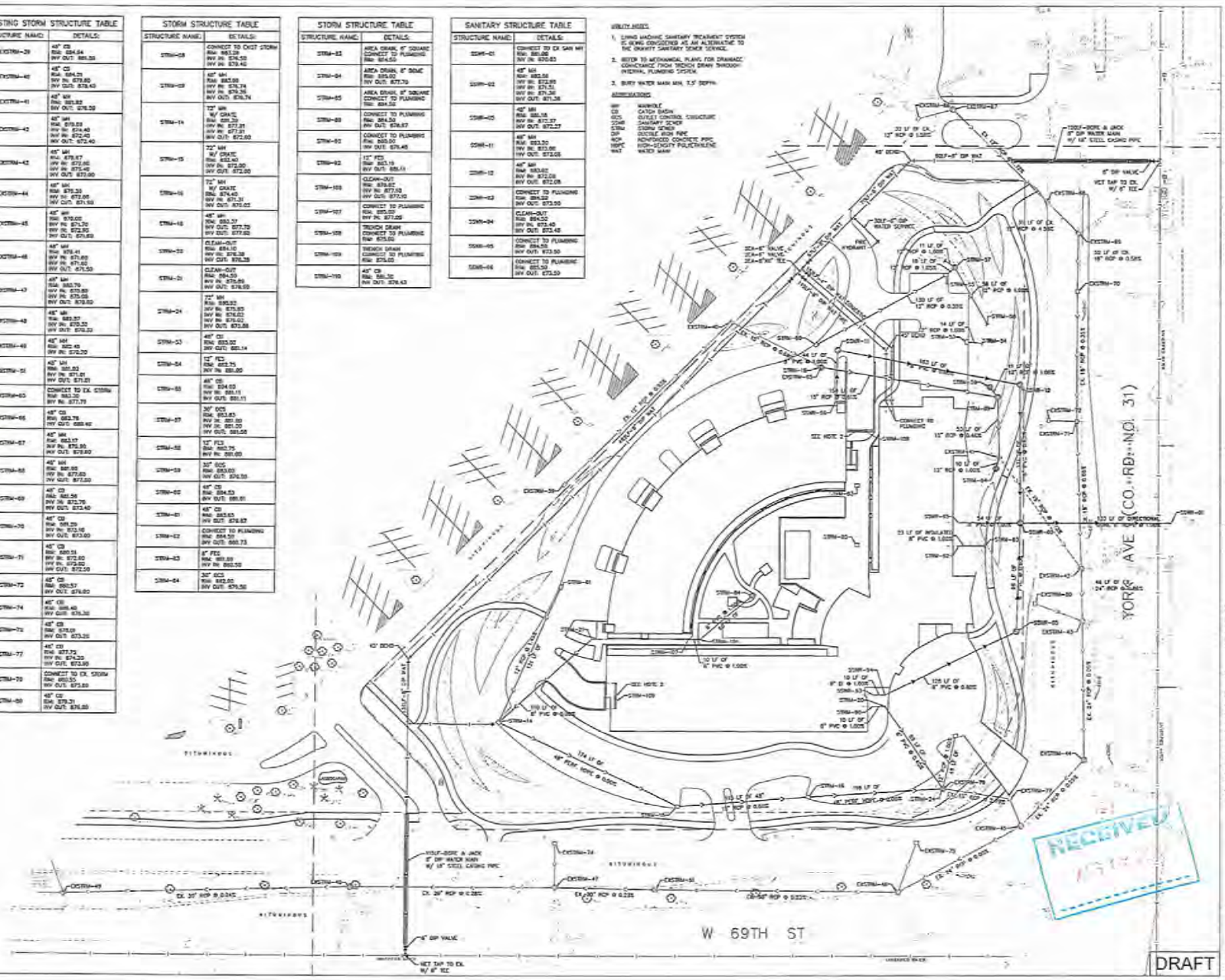
SANITARY STRUCTURE TABLE	
STRUCTURE NAME:	DETAILS:
SSMH-01	CONNECT TO EX SAN MH RIM: 881.00 INV IN: 870.83
SSMH-02	48" MH RIM: 882.56 INV IN: 872.90 INV IN: 871.51 INV IN: 871.30 INV OUT: 871.30
SSMH-05	48" MH RIM: 880.10 INV IN: 872.37 INV OUT: 872.27
SSMH-11	48" MH RIM: 883.30 INV IN: 873.00 INV OUT: 872.00
SSMH-12	48" MH RIM: 883.60 INV IN: 872.06 INV OUT: 872.06
SSMH-23	CONNECT TO PLUMBING RIM: 884.50 INV OUT: 873.00
SSMH-24	CLEAN-OUT RIM: 884.50 INV IN: 873.40 INV OUT: 873.40
SSMH-105	CONNECT TO PLUMBING RIM: 884.50 INV OUT: 873.50
SSMH-106	CONNECT TO PLUMBING RIM: 885.50 INV OUT: 873.50

UTILITY NOTES:

1. LIVING MACHINE SANITARY TREATMENT SYSTEM IS BEING CONSIDERED AS AN ALTERNATIVE TO THE GRAVITY SANITARY SEWER SERVICE.
2. REFER TO MECHANICAL PLANS FOR DRAINAGE CONCRETE FROM TRENCH DRAIN THROUGH INTERNAL PLUMBING SYSTEM.
3. BURY WATER MAIN MIN. 7.5' DEPTH.

ABBREVIATIONS

MH	MANHOLE
CB	CATCH BASIN
OCS	OUTLET CONTROL STRUCTURE
SSMH	SANITARY SEWER
STRM	STORM SEWER
DIP	DUCTILE IRON PIPE
RCP	REINFORCED CONCRETE PIPE
HDPE	HIGH-DENSITY POLYETHYLENE
WMT	WATER MAIN



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Thomas J. Lincoln — Date 8/10/12
License Number 21433

REVISIONS	No.	DATE

DATE	8/10/12
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CHECKED BY	TJL
COMMISSION NO.	[illegible]

UTILITY PLAN

C4.1

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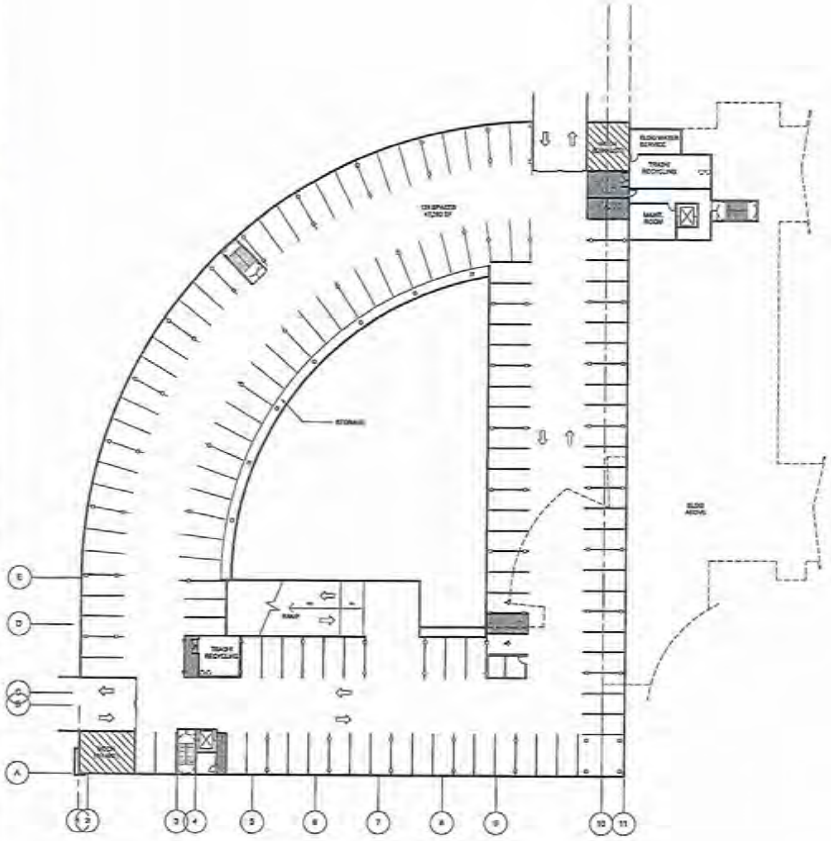
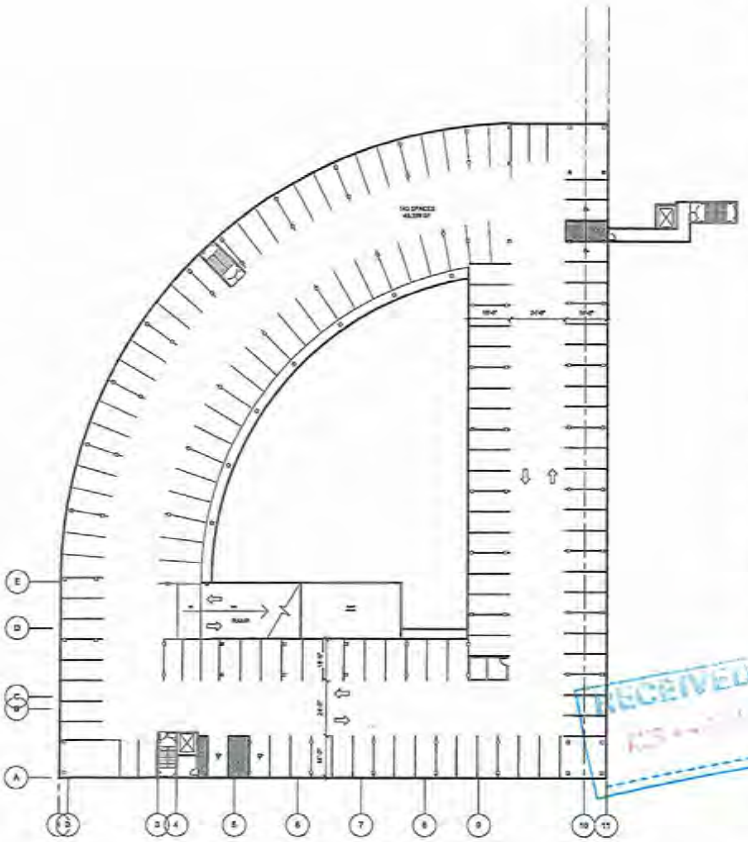


LEVEL P1 PLAN



LEVEL P2 PLAN

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CONSULTANTS

NOT FOR CONSTRUCTION

ISSUANCE:

08-13-12

PROJECT TITLE

SOUTHDALE HOUSING

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PARKING LEVEL 1 & 2

SHEET NUMBER

P1 & 2

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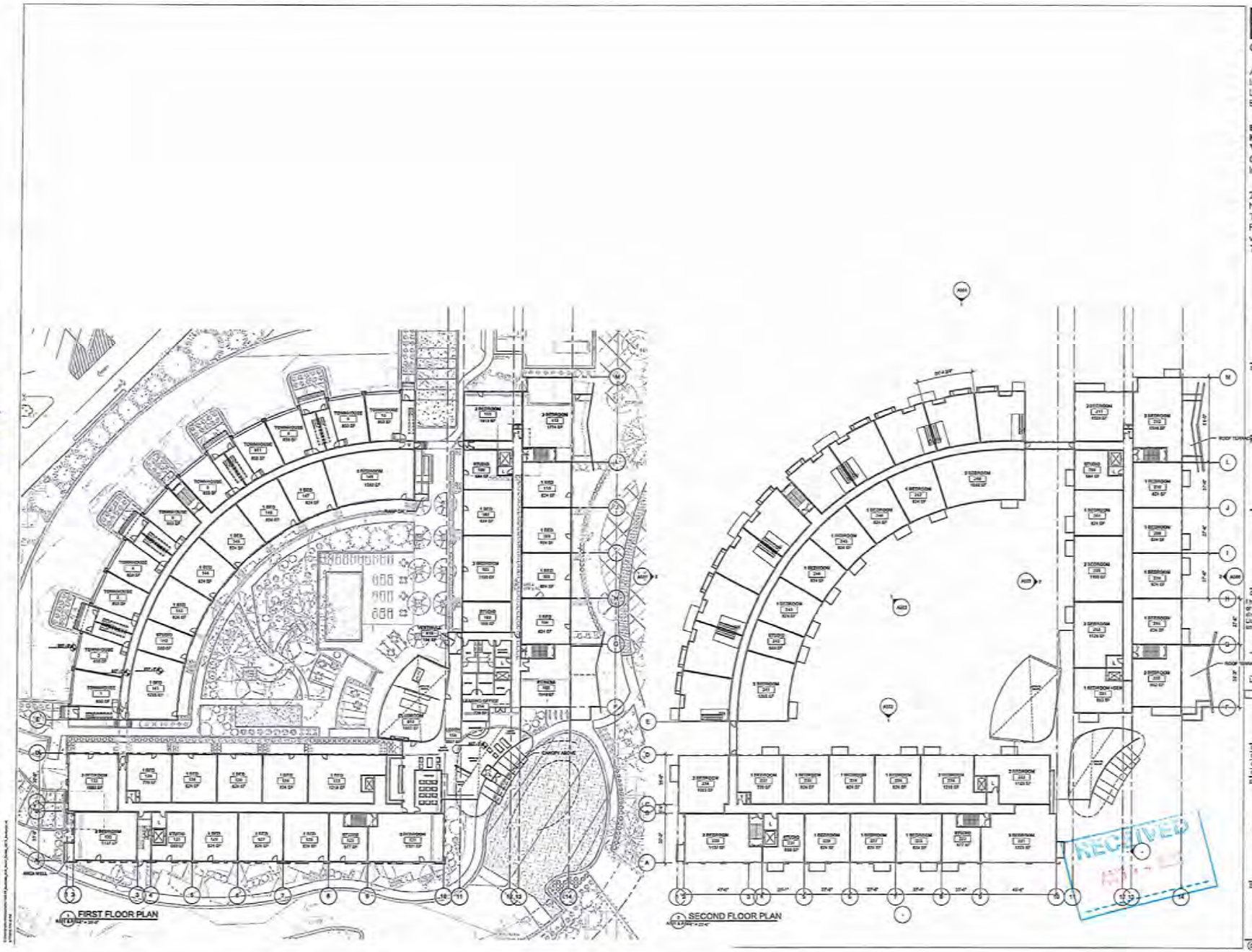

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PROJECT TITLE

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License Number

REVISION	DATE

DATE	08-13-12
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SHEET TITLE

1st & 2nd FLOOR PLANS

SHEET NUMBER

A101 & A102

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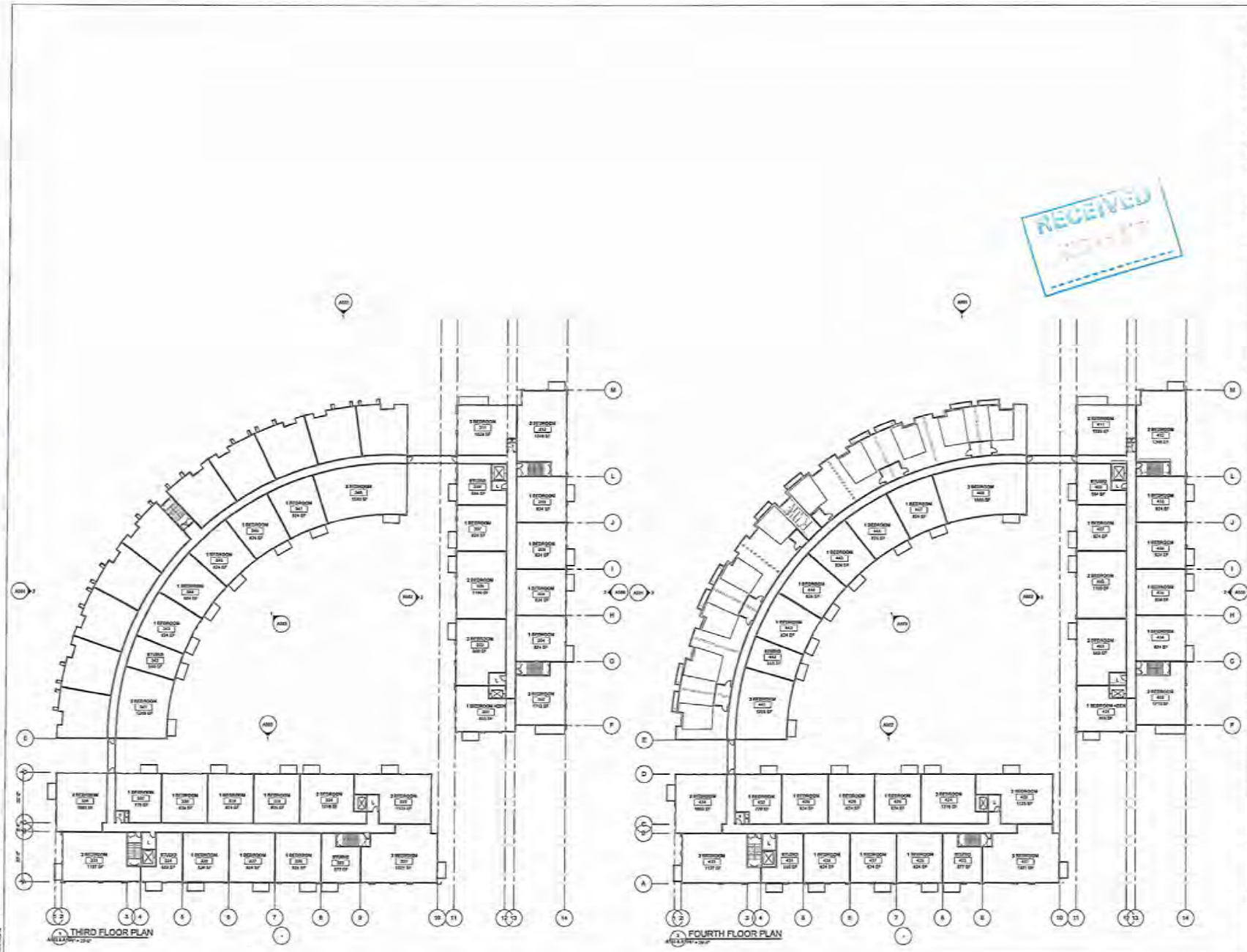

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SHEET TITLE

2nd & 3rd FLOOR PLANS

SHEET NUMBER

A103 & A104

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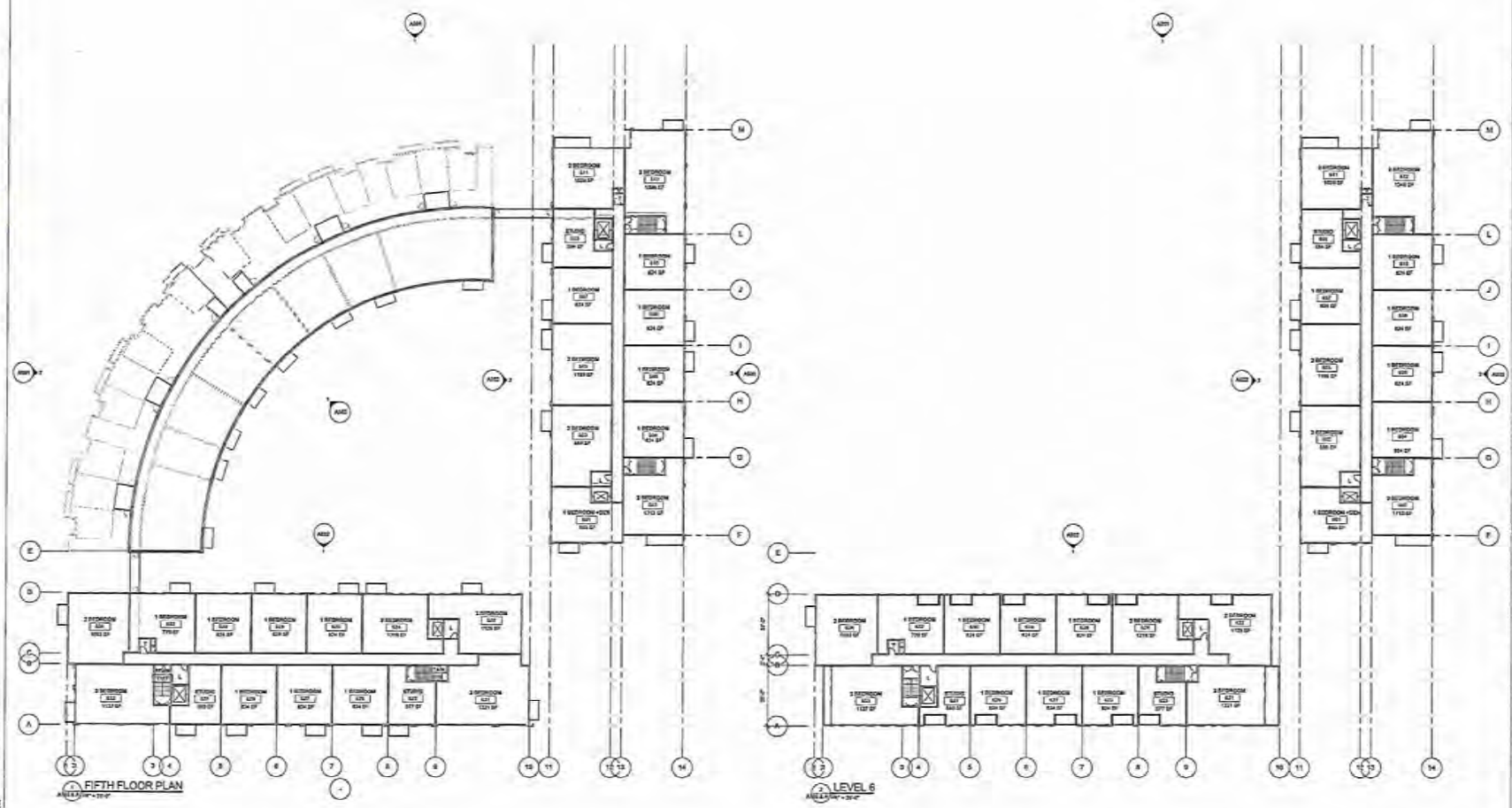
A44



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ISSUANCE

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PROJECT TITLE

SOUTHDALE HOUSING

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SHEET TITLE

5th and 6th FLOOR PLANS

SHEET NUMBER

A105 & A106

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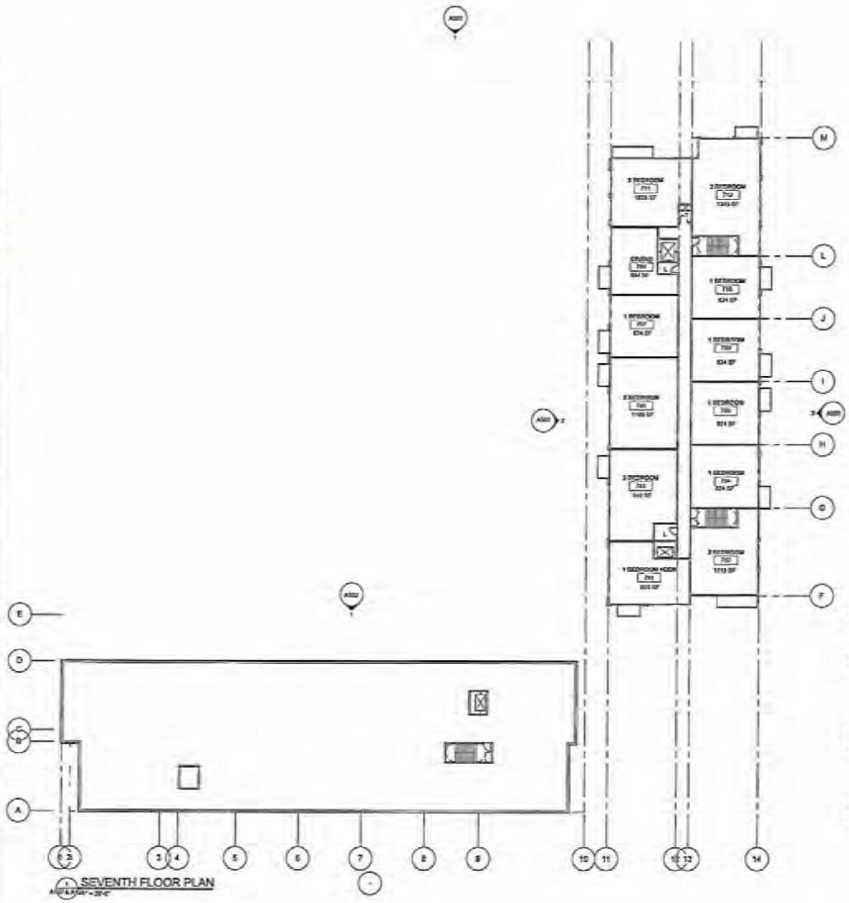
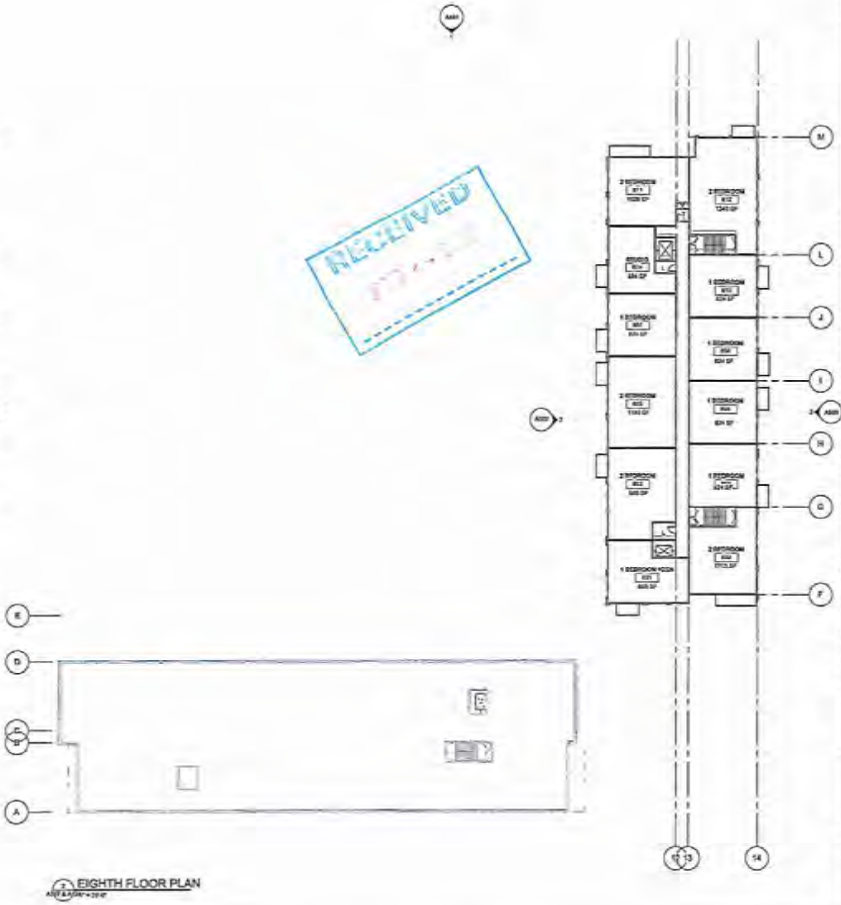


SEVENTH FLOOR PLAN



EIGHTH FLOOR PLAN

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SHEET TITLE

7th and 8th FLOOR PLANS

SHEET NUMBER

A107 & A108

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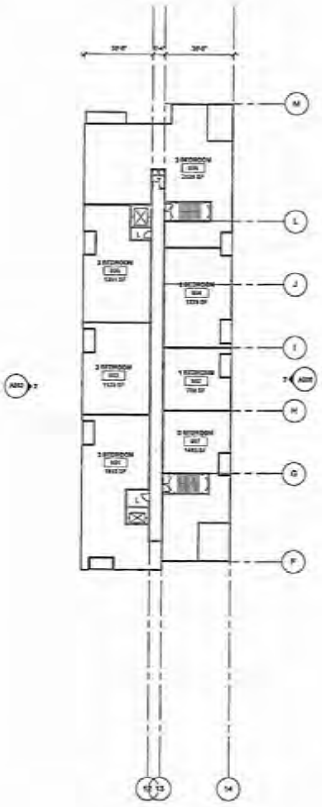
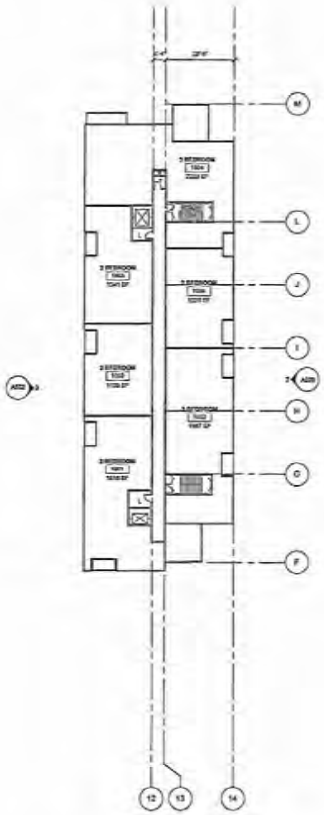
144



NINTH FLOOR PLAN



TENTH FLOOR PLAN

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SHEET TITLE

9th & 10th FLOOR PLANS

SHEET NUMBER

A109 & A110

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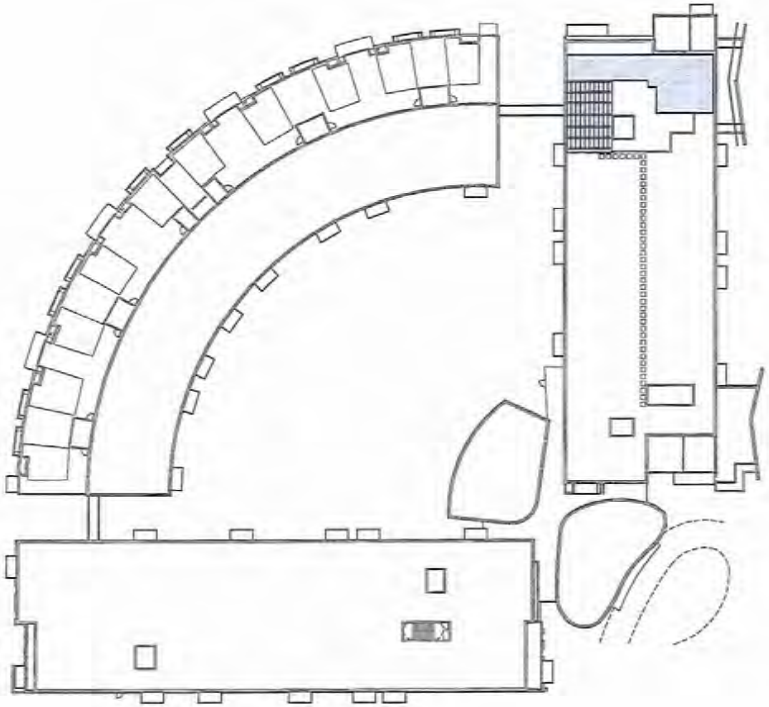

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SHEET TITLE

ROOF PLAN

SHEET NUMBER

ARP

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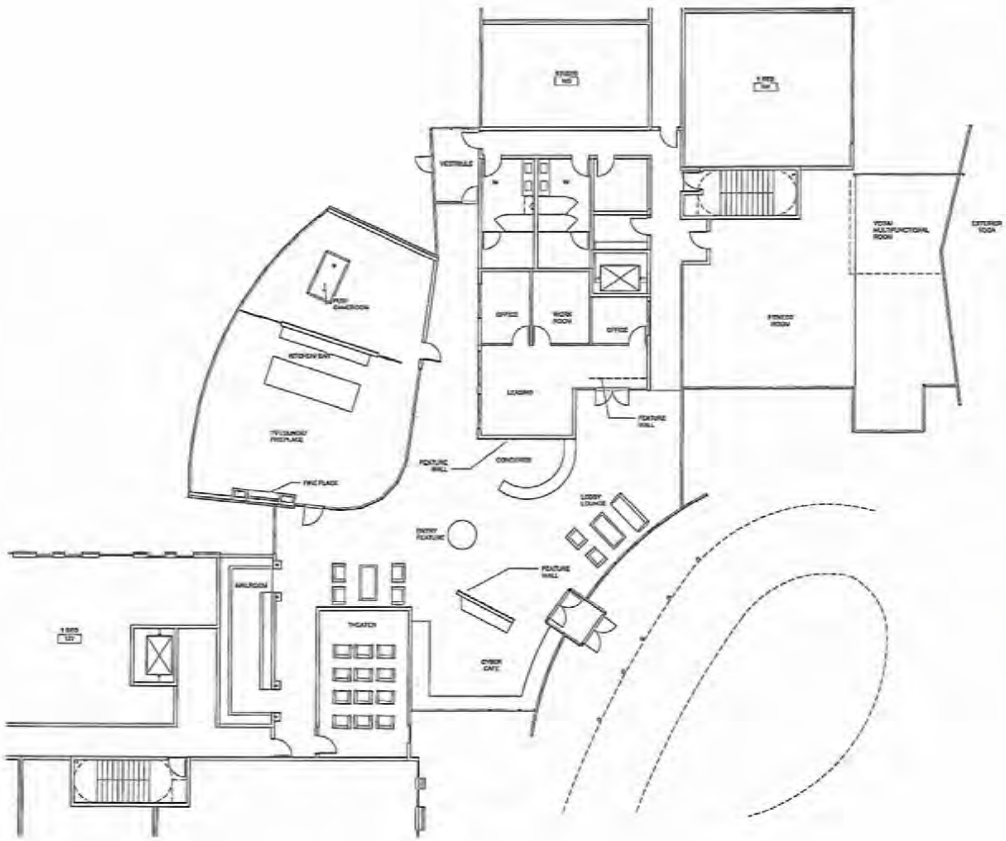
A5.1

A52



1 LOBBY/CLUB ROOM - OPT A

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SHEET TITLE

ENTRY/CLUB ROOM FLOORPLAN A

SHEET NUMBER

A200

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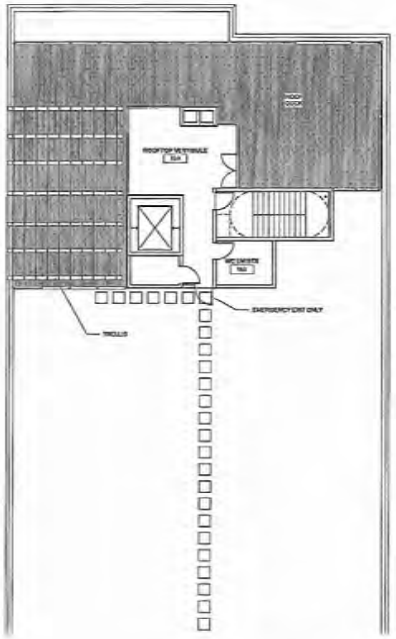

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SHEET TITLE

ROOF DECK

SHEET NUMBER

A210

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A54

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SHEET TITLE

SOUTH & EAST ELEVS

SHEET NUMBER

A500

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SHEET TITLE

NORTH AND WEST ELEVS

SHEET NUMBER

A501

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WEST COURTYARD ELEV

NORTH COURTYARD ELEV

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SHEET TITLE

WEST & NORTH CTYD ELEVS

SHEET NUMBER

A502

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SHEET TITLE

SOUTHEAST CTYD ELEV

SHEET NUMBER

A503

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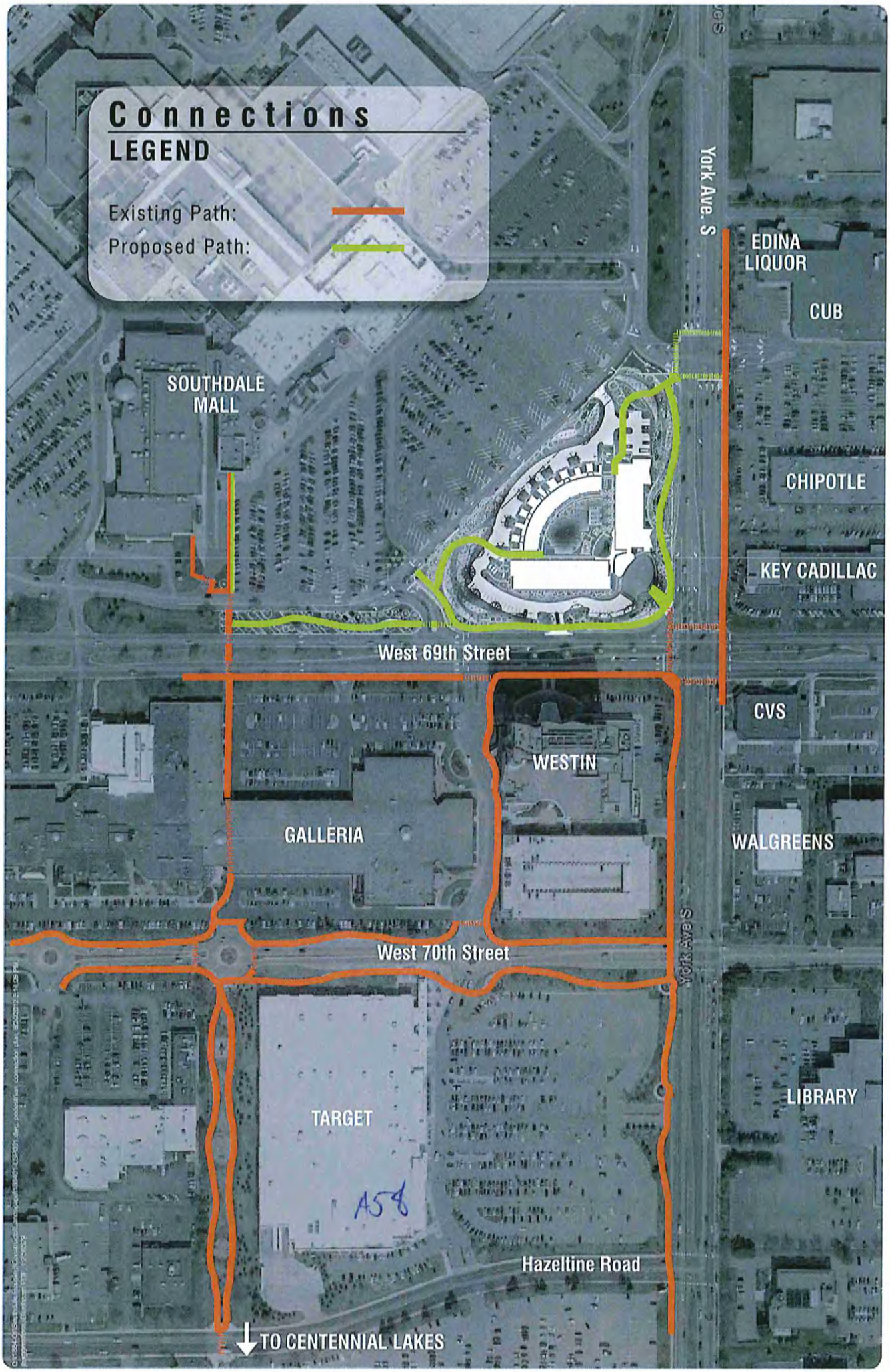
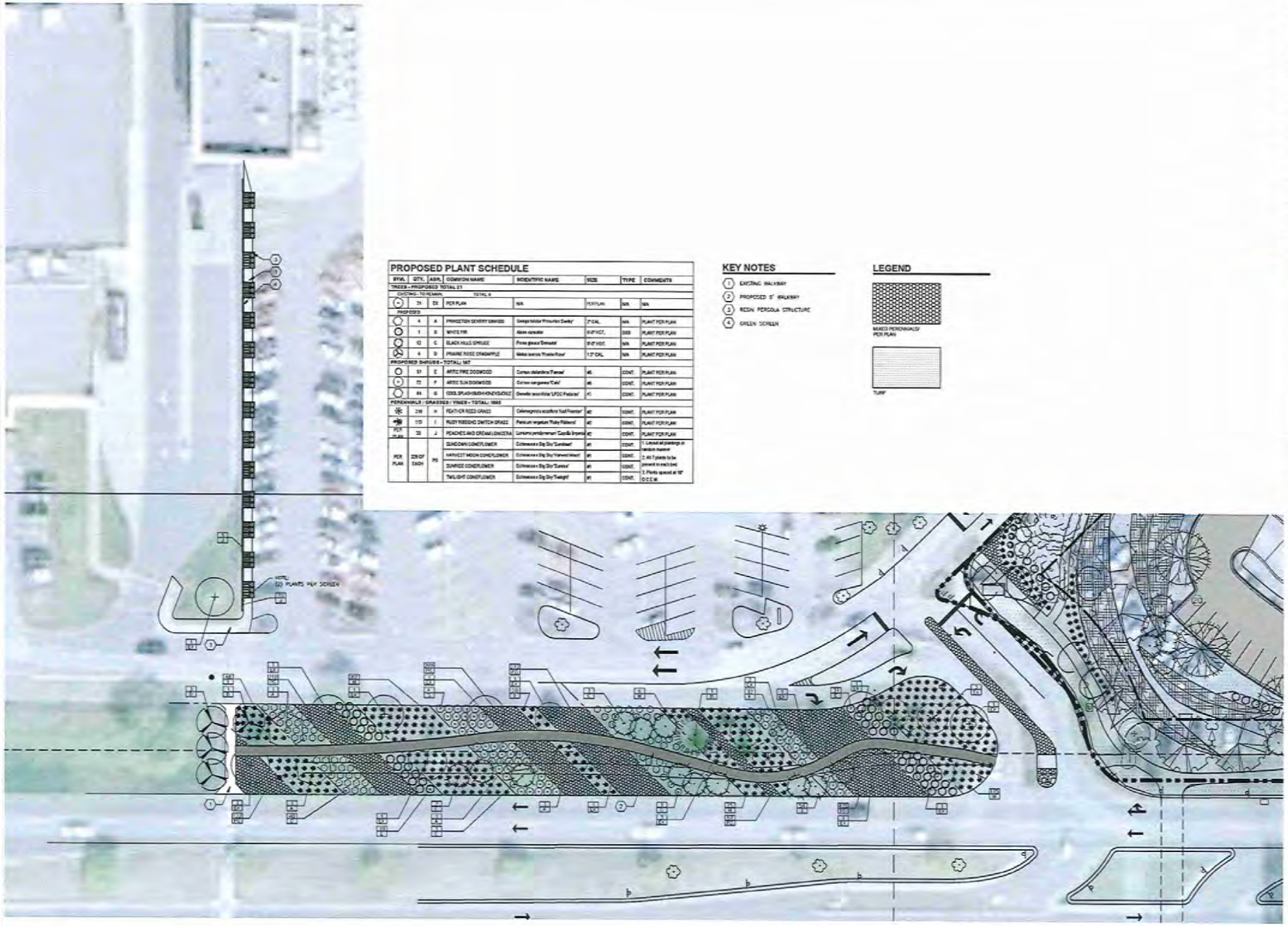

Connections
LEGEND
Existing Path:
Proposed Path:
SOUTHDALE MALL
EDINA LIQUOR
CUB
CHIPOTLE
KEY CADILLAC
CVS
WALGREENS
LIBRARY
WESTIN
GALLERIA
TARGET
West 69th Street
West 70th Street
Hazeltine Road
York Ave. S
TO CENTENNIAL LAKES
A58

A59



PROPOSED PLANT SCHEDULE

SYM.	QTY.	ABR.	COMMON NAME	SCIENTIFIC NAME	SIZE	TYPE	COMMENTS
TREES - PROPOSED TOTAL 21							
EXISTING - TO REMAIN:			TOTAL 8				
	21	EX	PER PLAN	N/A	PER PLAN	N/A	N/A
PROPOSED							
	4	A	PRINCETON SENTRY GINKGO	Ginkgo biloba 'Princeton Sentry'	2" CAL.	N/A	PLANT PER PLAN
	1	B	WHITE FIR	Abies concolor	8'-9" HGT.	DBB	PLANT PER PLAN
	12	C	BLACK HILLS SPRUCE	Picea glauca 'Densata'	8'-9" HGT.	N/A	PLANT PER PLAN
	4	D	PRAIRIE ROSE CRABAPPLE	Malus ioensis 'Prairie Rose'	1.5" CAL.	N/A	PLANT PER PLAN
PROPOSED SHRUBS - TOTAL: 167							
	51	E	ARTIC FIRE DOGWOOD	Cornus alaskensis 'Farrow'	#5	CONT.	PLANT PER PLAN
	72	F	ARTIC SUN DOGWOOD	Cornus sanguinea 'Cole'	#5	CONT.	PLANT PER PLAN
	84	G	COOL SPLASH/SMOKE/HONEYSUCKLE	Diervilla sessilifolia 'LPDC Podaras'	#3	CONT.	PLANT PER PLAN
PERENNIALS / GRASSES / VINES - TOTAL: 1895							
	218	H	FEATHER REED GRASS	Calamagrostis acutifora 'Karl Foerster'	#2	CONT.	PLANT PER PLAN
	1113	I	RUBY RIBBONS SWITCH GRASS	Panicum virgatum 'Ruby Ribbons'	#2	CONT.	PLANT PER PLAN
PER PLAN	20	J	PEACHES AND CREAM LONICERA	Lonicera pendemerium 'Cupidia Imperia'	#2	CONT.	PLANT PER PLAN
PER PLAN	229 OF EACH	PG	SUNDOWN CONEFLOWER	Echinacea x Big Sky 'Sundown'	#1	CONT.	1. Layout all plantings in random manner. 2. All 7 plants to be present in each bed. 3. Plants spaced at 18" O.C.E.M.
			HARVEST MOON CONEFLOWER	Echinacea x Big Sky 'Harvest Moon'	#1	CONT.	
			SUNRISE CONEFLOWER	Echinacea x Big Sky 'Sunrise'	#1	CONT.	
			TWILIGHT CONEFLOWER	Echinacea x Big Sky 'Twilight'	#1	CONT.	

KEY NOTES

1. EXISTING WALKWAY
2. PROPOSED 5' WALKWAY
3. RESIN PERGOLA STRUCTURE
4. GREEN SCREEN

LEGEND

MIXED PERENNIALS/ PER PLAN

TURF

1 COURTYARD PLAN DETAIL

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STUARTCO

Southdale Housing

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COMMISSION NO.	1884.01

PEDESTRIAN CONNECTION EXHIBIT

EXH-01

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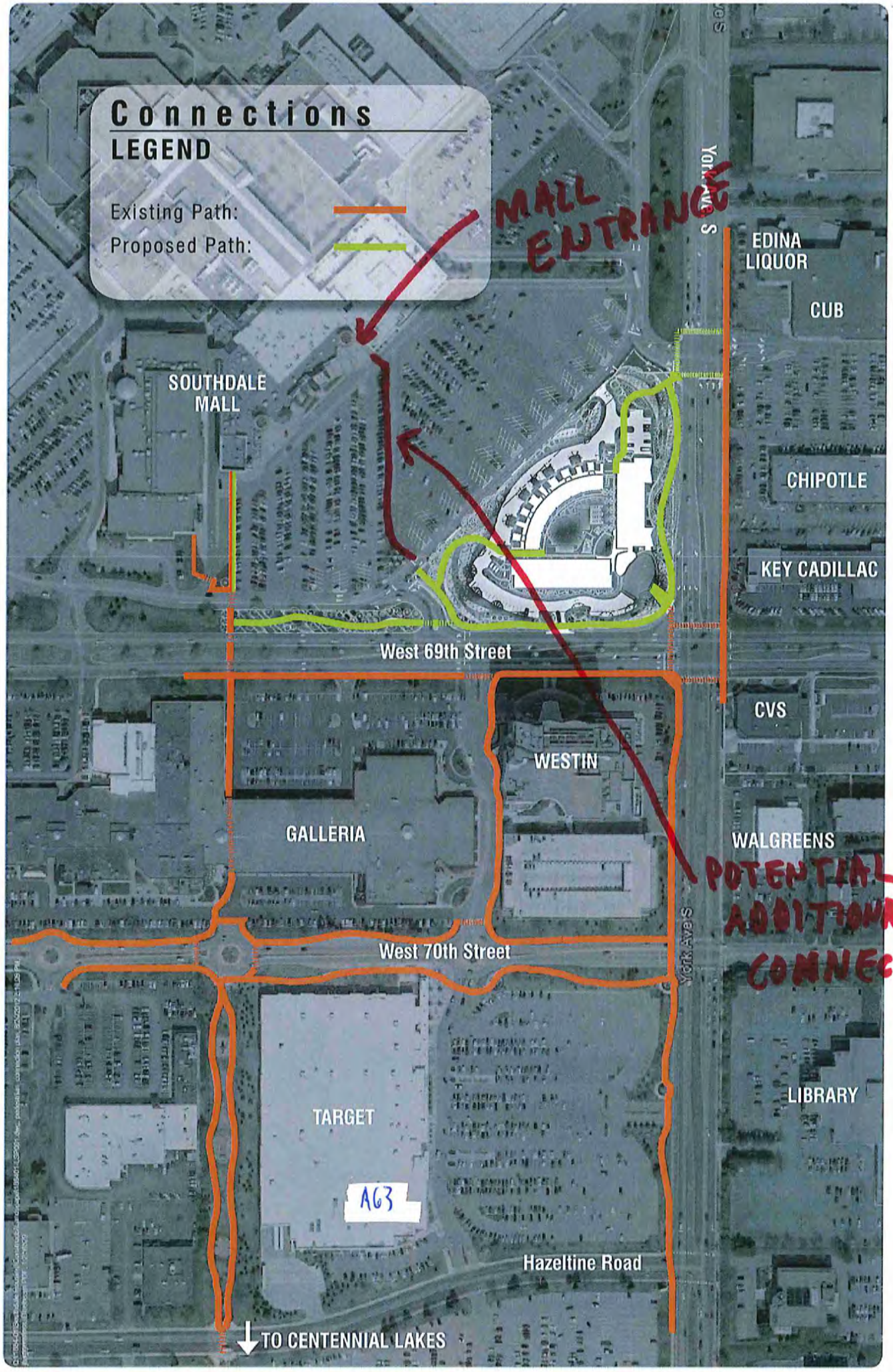
PROPOSED PEDESTRIAN
ENTRANCE
A60

A61
ONLY

A-2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LEGEND
Existing Path:
Proposed Path:
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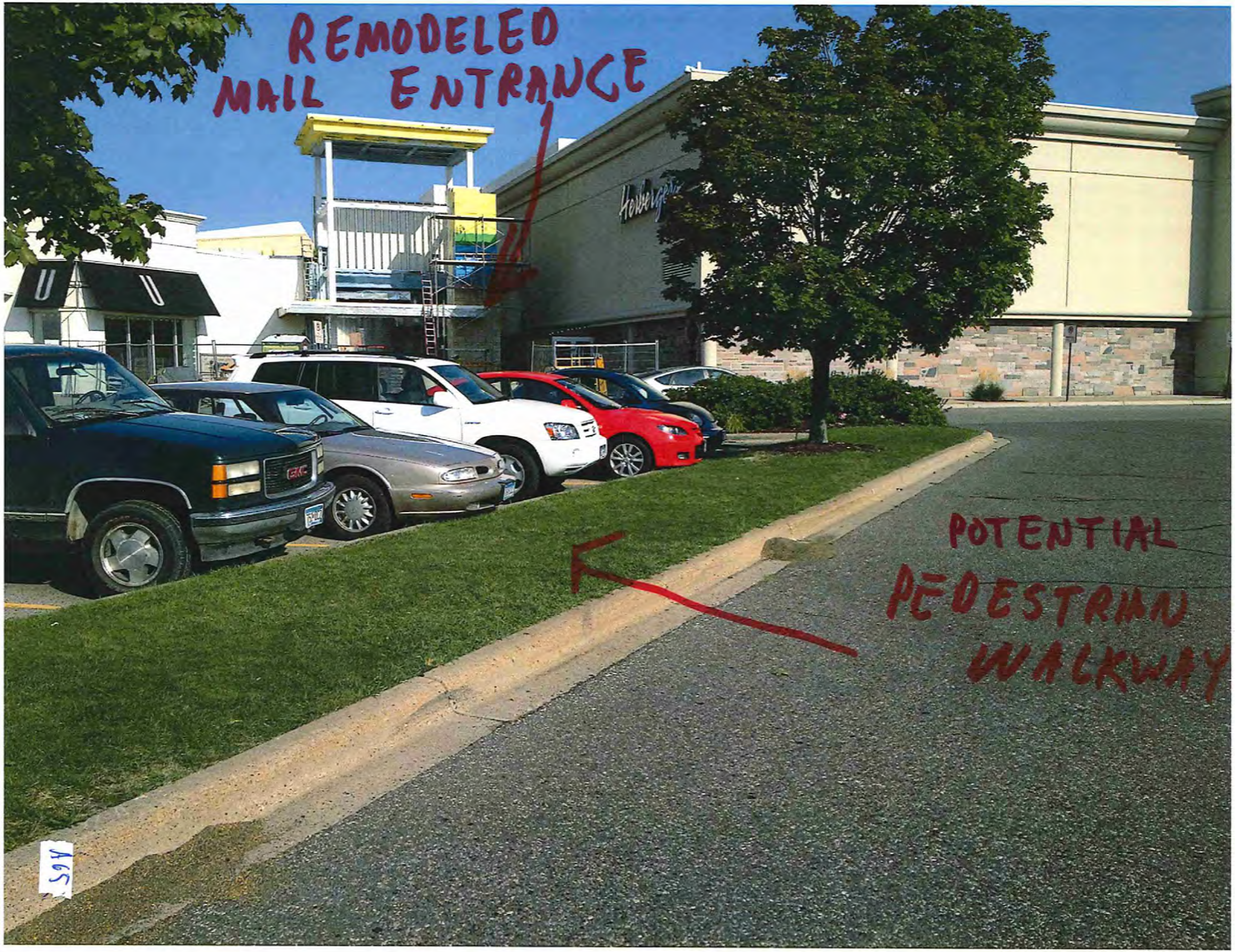
SOUTHDALE MALL
EDINA LIQUOR
CUB
CHIPOTLE
KEY CADILLAC
West 69th Street
CVS
WESTIN
GALLERIA
WALGREENS
POTENTIAL ADDITIONAL CONNECTION
West 70th Street
York Ave S
LIBRARY
TARGET
A63
Hazeltine Road
TO CENTENNIAL LAKES

A64

Southdale Residential Development Land Use Application Package - 09.12.12 BKV STUARTCO



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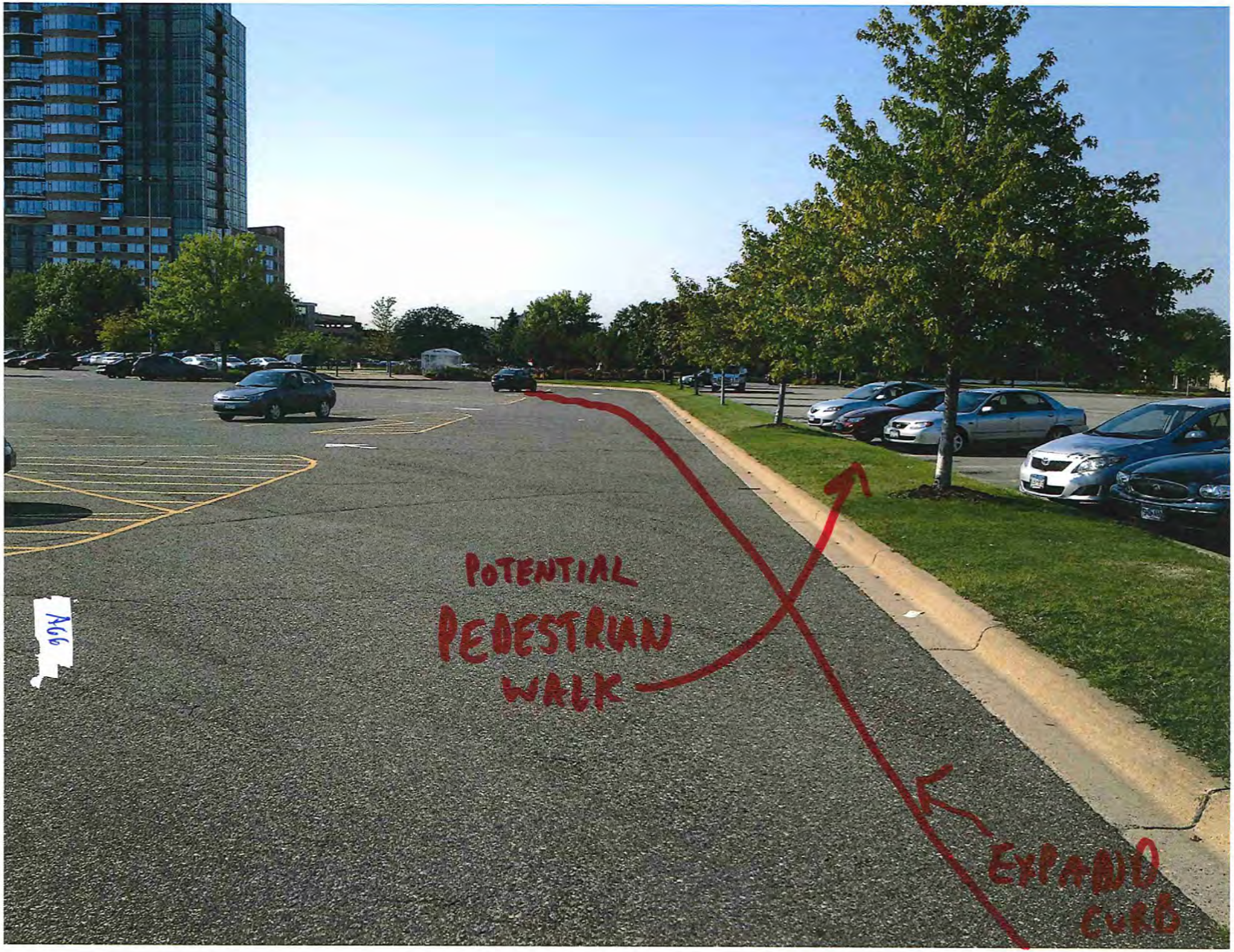
POTENTIAL
PEDESTRIAN
WALK
EXPAND
CURB
A66