PLANNING COMMISSION STAFF REPORT

Originator	Meeting Date	Agenda #
Cary Teague **Community Development Director**	**July 12, 2013**	**VI.A**

INFORMATION/BACKGROUND

Project Description

The Planning Commission is asked to consider a change to the proposal to redevelop the property at 6500 France Avenue. (See property location on pages A1–A4.) The previously approved plan for the site was a five-story, 62-foot tall, 102,478 square foot medical office/retail building with an attached 4-5 level parking ramp. (See previously approved plans on pages A13a–A13c.)

Mount Development and Aurora Investments, LLC are requesting consideration of a change in use to 111 units of senior assisted living; 68 units of traditional care/skilled nursing and memory care beds and 18 care suites. The "care" suites would include short term stays by patients that have had surgery at Fairview Hospital or Twin City Orthopedic (TCO). The building would be similar in style from the previously approved building and still be five stories in height. A pedestrian skyway would connect the building to the hospital parking ramp to the north. The previously approved parking ramp would be removed and replaced with housing. The parking would be provided underground. There would be a 15,000 square foot reduction in the structure footprint from the previous plan. (See applicant narrative and plans on pages A14–A62.)

To accommodate the request, an amendment to the Comprehensive Plan and an amendment PUD Zoning District would be required.

The density of the development including all of the different types of units (197 total) would be 84 units per acre; which is a density higher than any development currently existing in Edina. The transitional care could be seen as an extension of the regional medical uses of the hospital and TCO; if they were not included, the density would be 76 units per acre.

The site is guided in the Comprehensive Plan for "Regional Medical – RM." Senior Housing is not an allowed use within the RM designation. (See pages A5–A6.) Therefore, the proposed use requires a Comprehensive Guide Plan

amendment. The applicant is requesting a Guide Plan amendment that would allow Senior Assisted Living Housing as a permitted use within the Regional Medical District. The transitional care units are already allowed in the RM District.

The first floor of the new building would contain uses accessory to the senior housing, including a pub, barber shop/beauty salon, and fitness center.

This development proposal is subject to a two-step review process. The first step in the process is to obtain the following approvals:

1. A Comprehensive Plan Amendment to allow senior housing as a permitted use in the Regional Medical District. (This requires a four-fifths vote of the City Council for approval.)

2. Preliminary Rezoning to amend the PUD, Planned Unit Development-3 Zoning District; and

3. Preliminary Development Plan.

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

1. Final Development Plan and Final Rezoning to amend the PUD-3 District.

2. Zoning Ordinance Amendment establishing the PUD.

Surrounding Land Uses

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

Existing Site Features

The subject property is 2.34 acres in size, is relatively flat. (See pages A1–A3.)

Planning

Guide Plan designation: RM, Regional Medical. (See pages A5–A6.)

Zoning: PUD-3, Planned Unit Development District.

Comprehensive Guide Plan/Density

As mentioned, the Comprehensive Plan guides this site for RM, Regional Medical Use. Senior Housing is not allowed in the RM District, and there is a maximum 1.0 maximum floor area ratio requirement. The floor area ratio requirement for the RM District is geared toward medical office and hospital use.

The applicant is requesting an amendment to the Guide Plan to allow Senior Housing as a permitted use, and to address the FAR requirement as it relates to Senior Housing.

As requested by the City Council, the applicant has submitted a density comparison of similar developments that have been built in the City of Minneapolis. (See pages A26–A27.) Please note that the FAR of these developments range from 2.0 to 4.1; and the units per acre are all over 100 units per acre, well over the 84 units per acre proposed here.

Additionally, staff has offers the following suburban examples of high density regulation and development in cities adjacent to Edina:

St. Louis Park. St. Louis Park allows densities within a PUD to be up to 75 units per acre in high density and mixed-use districts. Additionally, for PUD's in an office district, if there is a housing component as part of a mixed-use PUD, the City may remove the upper limit on residential density on a case-by-case basis. This happened recently within The West End Redevelopment project. "The Flats at the West End" has a density of 111 units per acre. It is 119 units on a 1.07 acre site. (See page A28.)

Minnetonka. Minnetonka does not have a density cap within their Comprehensive Plan. They define high density residential as anything over 12 units per acre. Developments are then considered on a case by case basis. Factors that go in to the consideration include: environmental impacts/conditions such as wetlands, floodplain, steep slopes and trees; type of housing; provision of affordable housing; traffic impact; site plan; and surrounding area. Minnetonka does not have an example project similar to the one proposed here. Minnetonka is primarily made up of large lots, with mature trees wetlands and open space. However, their Comprehensive Plan does allow consideration of dense development.

Bloomington. The City of Bloomington allows up to 50 units per acre in general; however, in areas that are designated as "High Intensity Mixed Use with Residential" (HX-R District) an FAR minimum 1.5 with a max of 2.0) is required. The density may be increased if the following is provided: Below grade parking;

provision of a plaza or park; affordable housing; sustainable design principles; provision of public art. With the exception of the park/plaza; the applicant is proposing all of the other items.

Bloomington has had three recent projects that have exceeded a 2.0 FAR: The Reflections condominiums along 34th Ave (95 units per acre); Summer House senior apartments at 98th and Lyndale (59 units per acre); and Genesee apartments at Penn and American Boulevard. (73 units per acre)

Given these examples of high density residential development in our surrounding cities, it would seem reasonable to allow greater density than currently allowed in the Comprehensive Plan for senior housing on a case by case basis. That gives the City the ultimate discretion as to when density may be appropriate.

Based on the above information, the following is the suggested Comprehensive Plan Amendment language as recommended by staff. The text highlighted in red would be added to the existing text. Staff is further suggesting flexibility in regard to density for senior housing in the HDR District, as well as the RM District.

Nonresidential and Mixed Use Categories	Description, Land Uses	Development Guidelines	Density Guidelines
RM **Regional Medical**	Hospitals, senior housing*, medical and dental offices and clinics, and laboratories for performing medical or dental research, diagnostic testing, analytical or clinical work, having a direct relationship to the providing of health services. General office uses are permitted. * Senior housing may include: independent living, assisted living, memory care, and skilled nursing.	Form-based design standards for building placement, massing and street-level treatment. Pedestrian circulation and open space amenities should be provided for larger sites.	**Floor to Area Ratio - Per current Zoning Code: maximum of 1.0 for medical office uses. Density for senior housing shall be based on proximity to hospitals, proximity to low density uses, utilities capacity, level of transit service available, and impact on adjacent roads. Other desired items to allow greater density would include: Below grade parking, provision of park or open space, affordable housing, sustainable design principles, and provision of public art.**
HDR High-Density Residential	Existing "high-rise" and other concentrated multi-family residential, some of which may contain a mixed use component. May also include limited office, service or	Provide incentives for updating older multifamily buildings. Work to create an attractive, pedestrian-friendly street edge and provide convenient	**12 - 30 units/acre Density for senior housing may be increased, based on proximity to hospitals, proximity to low density uses, utilities capacity, level of transit service**

HDR High-Density Residential	institutional uses primarily to serve residents' needs, parks and open space	access to transit, schools, parks, and other community destinations.	**available, and impact on adjacent roads. Other desired items to allow greater density for senior housing would include: Below grade parking, provision of park or open space, affordable housing, sustainable design principles, and provision of public art.** Floor to Area Ratio: per current Zoning Code*

Using the above amended text as a basis for review of the subject project, a case could be made to support the proposed high density through the PUD Zoning process.

The proposed project would be connected to the Fairview Hospital by the second level skyway. Residents would not have to go outside to go to appointments at the hospital. Based on the traffic study by WSB, (See pages A64–A90) the use would generate less traffic than would a 102,000 square foot medical office building with retail uses on the first level. (See comparison on pages A73 and A91.) There is adequate sewer capacity to serve the project, and water is available to the site. Convenient transit service is available for workers and residents. The MTC #6 bus is available at the building. Additional routes in the Southdale area are the 515, 538, 539, 578, 579 and 684. (See attached MTC route map on page A63.) The building would include sustainable design principles, public art is proposed, and affordable housing is offered. Primary parking would be below grade.

Amending the PUD-3 District

The applicant is requesting a rezoning of this site to amend the PUD-3 District to allow Senior Independent and Assisted Living/Nursing Home along with Transitional Care associated with the adjacent hospital and other facilities performing surgery. (See attached draft PUD Ordinance.)

Within a PUD District, the setback regulation, building coverage and floor area ratio of the most closely related conventional zoning district shall be considered presumptively appropriate, but may be departed from to accomplish the purpose and intent of the PUD.

The table on the following page demonstrates a comparison of the base zoning (PUD-3) compared to the proposed.

Compliance Table

	City Standard (PUD-3)	Proposed (PUD-3)
Building Setbacks		
Front – France Avenue	25 feet	25 & 35 feet
Front – 65th Street	25 feet	25 & 35 feet
Side – West	100 feet	NA (100'+)
Rear – South	30 feet	30 feet
Parking Structure Setbacks (Now Senior Housing)		
Front – France Avenue	80 feet	NA (80'+)
Front – North (65th)	25 feet	25 feet
Side – West	15 feet	42 feet
Rear – South	20 feet	20 feet
Building Height	Five-Stories and 62 feet	Five-Stories & 62 feet
Maximum Floor Area Ratio (FAR)	1.0%	***2.2%****
Parking Stalls	139 – Based on: .5 exposed stalls per unit (56) .25 enclosed stall per unit (28) 1 per employee (30) 1 per 4 residents – nursing/memory/care (25)	145 Provided
Parking Stall Size	8.5' x 18'	8.5 x 18'
Drive Aisle Width	24 feet	24 feet

****Would require Variance from Previous approved PUD***

As demonstrated above, the proposed building complies with all setback requirements of the previously approved PUD. The only change proposed is in regard to the FAR.

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

1. **Purpose and Intent. The purpose of the PUD District is to provide comprehensive procedures and standards intended to allow more creativity and flexibility in site plan design than would be possible under a conventional zoning district. The decision to zone property to PUD is a public policy decision for the City Council to make in its legislative capacity. The purpose and intent of a PUD is to include most or all of the following:**

   a. provide for the establishment of PUD (planned unit development) zoning districts in appropriate settings and

situations to create or maintain a development pattern that is consistent with the City's Comprehensive Plan;

b. promote a more creative and efficient approach to land use within the City, while at the same time protecting and promoting the health, safety, comfort, aesthetics, economic viability, and general welfare of the City;

c. provide for variations to the strict application of the land use regulations in order to improve site design and operation, while at the same time incorporate design elements that exceed the City's standards to offset the effect of any variations. Desired design elements may include: sustainable design, greater utilization of new technologies in building design, special construction materials, landscaping, lighting, stormwater management, pedestrian oriented design, and podium height at a street or transition to residential neighborhoods, parks or other sensitive uses;

d. ensure high quality of design and design compatible with surrounding land uses, including both existing and planned;

e. maintain or improve the efficiency of public streets and utilities;

f. preserve and enhance site characteristics including natural features, wetland protection, trees, open space, scenic views, and screening;

g. allow for mixing of land uses within a development;

h. encourage a variety of housing types including affordable housing; and

i. ensure the establishment of appropriate transitions between differing land uses.

The general land uses would be consistent with land uses allowed in the area. The adjacent sites to the south and west are guided High Density Residential. If Senior Housing were a permitted use in the Regional Medical District, the land uses would be consistent. Staff believes the proposed land uses, Senior Housing and Transitional Care associated with the hospital would be better use of land than the previously approved Medical Office.

As with the previously approved medical project for the site, this proposal would create a more efficient and creative use of the property. The building would be

pulled up close to the street, with sidewalks in front, and separated from the street by green space to promote a more walkable environment. This project would go a step further and provide a skyway pedestrian link to the Fairview Southdale Hospital. (See pages A32 & A34.)

Parking would be located under the proposed housing; and would not be visible. The previous approved plans included a large parking ramp setback just 15 feet to the west lot line. The new building would expand that setback to 42 feet. (See pages A33–A33a.) Landscaping and balconies are proposed in front along France Avenue. The corner of the building still opens up to France and 65th. The individual store fronts have been eliminated; however, the large store-front type windows remain. Uses on this side of the building would be a barber, pharmacy and fitness room; so activity within these spaces will be evident from the street.

The applicant is again proposing to utilize sustainable design principals. Green building practices are suggested, and green roofs are proposed. (See pages A23–A24, of the applicant's narrative that explains how this project meets the above purpose and intent of the PUD Ordinance.)

The applicant is also proposing to provide four (4) units of affordable housing through the Elderly Waiver program. The Planning Commission and City Council may wish to consider requiring additional affordable housing units, perhaps 10% of all the senior housing units, which would be a total of eighteen (18) units.

Transitional Care area of the building would be set up as a licensed Nursing Home. It would be both Medicare and Medicaid certified so that persons needing these services would have access to these government payers for their healthcare needs. Ebenezer has indicated that Medicaid is the equivalent of Elderly Waiver.

2. ***Applicability/Criteria***

   a. ***Uses. All permitted uses, permitted accessory uses, conditional uses, and uses allowed by administrative permit contained in the various zoning districts defined in Section 850 of this Title shall be treated as potentially allowable uses within a PUD district, provided they would be allowable on the site under the Comprehensive Plan. Property currently zoned R-1, R-2 and PRD-1 shall not be eligible for a PUD.***

   If City Council amends the Comprehensive Plan to allow senior housing, this site would otherwise be envisioned to allow uses permitted within the Regional Medical District. The Zoning Ordinance amendment, which follows this staff report, lists the uses that would be allowed on this site. WSB and Associates did a parking analysis that determined that the proposed parking would support the uses proposed, and the traffic

generated would actually be less than the previously approved medical office. (See pages A73 and A91.)

b. Eligibility Standards. To be eligible for a PUD district, all development should be in compliance with the following:

i. where the site of a proposed PUD is designated for more than one (1) land use in the Comprehensive Plan, the City may require that the PUD include all the land uses so designated or such combination of the designated uses as the City Council shall deem appropriate to achieve the purposes of this ordinance and the Comprehensive Plan;

The proposal would include a mixture of land uses. It would include senior housing, nursing home/assisted living type housing, memory care, and care suites associated with the adjacent hospital. Retail would also be provided as an accessory use to the residents of the building. A skyway connection is proposed to connect the uses to Fairview Southdale Hospital.

ii. any PUD which involves a single land use type or housing type may be permitted provided that it is otherwise consistent with the objectives of this ordinance and the Comprehensive Plan;

As mentioned above, the proposed uses would be senior housing, care suites and limited retail, consistent with Comprehensive Plan is senior housing is acceptable in the Regional Medical District.

iii. permitted densities may be specifically stated in the appropriate planned development designation and shall be in general conformance with the Comprehensive Plan; and

The proposed building density would have an FAR of 2.2. The Floor Area Ratio contemplated in the Comprehensive Plan and Zoning Ordinance is 1.0. However, floor area ratio is this instance is tied to retail or medical office type uses. Density in the Comprehensive Plan limits high density residential to 30 units per acre. The Plan does not make a distinction between all-age apartments and senior housing. Senior housing typically does not generate as much traffic as an all age apartment or medical office. Density is typically tied to proximity to low density residential areas, availability to provide utilities to the site (sewer and water), proximity to transit service and impact on roadways.

This site is adequately served by public utilities, there is adequate sewer capacity, the use would generate less traffic that the previously approved office building, and transit service is available on France and 65th. Staff believes the density is appropriate for this site given the adjacent high density land uses, proximity to the hospital, the provision of the skyway connection tying the land uses together and the lesser impact on the roads than the approved medical office. Additional items that might warrant higher density would be the underground parking, affordable housing element, and public art proposed.

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

The proposed project does closely relate to the already approved PUD setbacks for the site as demonstrated on page 6 above. For the reasons stated above, staff believes the purpose and intend of the PUD Ordinance is met.

Site Access

The primary access to the site would remain off of 65th Street West. There would no right-out only onto France, as was allowed in the previous PUD. (See pages A13a and A33.)

Parking

Per Section 850.08 Subd. 1, the following are the parking requirements: Senior Housing – 5 exposed stalls per unit; .25 enclosed stalls per unit and one exposed stall per employee & company vehicle. Nursing, Convalescent & Rest Home – 1 enclosed stall per 4 residents. Based on this requirement the project is to provide 54 enclosed spaces and 85 exposed for a total of 139 spaces. The applicant is proposing to provide 135 enclosed and 10 exposed spaces. Residents, employees and visitors can all access the underground parking by an audio/video intercom system. (See pages A17–A18 of the applicant narrative.)

A parking study was done by WSB which concludes that the proposed parking would support the uses. (See pages A64–A90.) The total demand for parking is anticipated to be 125 spaces.

Traffic

A traffic study was also done by WSB, which concludes that the existing roadways support the proposed uses. (See traffic study on pages A64–A90.) The proposed use would generate less traffic than the approved medical office. (See page A73 of the current traffic study and page A91 of the previous traffic study.) The medical office was anticipated to generate 279 trips in the AM peak hour and 216 trips in the PM peak hour. The proposed use would generate 27 trips in the AM peak hour and 40 trips in the PM peak hour.

However, as was conditioned in the approvals for Twin City Orthopedic and Fairview Southdale Hospital, should signal improvements be deemed necessary at 65th Street and France Avenue, the property owner would be required to participate in appropriate cost sharing for signal improvements. This would be a requirement in the Developer's Agreement.

Landscaping

Based on the perimeter of the site, 34 overstory trees and a full complement of understory trees and shrubs are required. The applicant is proposing to plant 44 overstory trees around the perimeter of the site & 200+ understory trees and shrubs. (See landscape plan on pages A33 and A53.)

Grading & Utilities

The city engineer has reviewed the plans and found them generally acceptable and offered comments. (See page A92.)

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

Noise Study

Two outside chillers are proposed on the west side of the building in the loading area. They would be screened from the adjacent property to the west. (See pages A33, A40 and A53.) During the Sketch Plan review, the Planning Commission requested information regarding noise. A noise study is to be completed to demonstrate that the project would conform to the noise ordinance.

Signage

Signage would be allowed per the requirements of the Regional Medical District within the Zoning Ordinance Amendment for the PUD. (See attached draft Ordinance.) This would be consistent with the previous PUD approval.

PRIMARY ISSUES/STAFF RECOMMENDATION

Primary Issues

- **Is the proposed Comprehensive Plan Amendment to allow senior housing as a permitted use in the RMD District reasonable?**

Yes. Staff believes the proposed Comprehensive Plan Amendment is reasonable for the site for the following reasons:

1. Senior Housing would be a compatible use with the Regional Medical District. It would provide seniors a large benefit of having medical facilities within close proximity.

2. Densities for Senior Housing within the RMD & HDR District would be determined on a case by case basis, allowing the City some discretion as to when high density for senior housing may be appropriate. The proposed language suggests that densities for senior housing would be based on proximity to hospitals, proximity to low density uses, utilities capacity, level of transit service available, and impact on adjacent roads. Additional desired items to allow greater density include: Below grade parking, affordable housing, sustainable design principles, and provision of public art.

3. In general Senior Housing generates less traffic than medical office use.

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

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

1. The proposal would create a more efficient and creative use of the property. The building would be pulled up close to the street with a podium height of two-stories, with sidewalks in front, and separated from the street by green space to promote a more walkable environment. The skyway connection adds an element of connectivity not found in the previous project, providing a convenient pedestrian connection for residents of the proposed building and patients of the hospital.

2. Parking would be located under the proposed housing; and would not be visible. The previous approved plans included a large parking ramp setback just 15 feet to the west lot line. This building expands that setback to 42 feet. (See pages A13a and A33a.) Landscaping and balconies are proposed in front along France Avenue. The corner of the building still opens up to France and 65th. The individual store fronts have been eliminated; however, the large store-front type windows remain. Uses on this side of the building

would be a barber, pharmacy and fitness room; so activity within these spaces will be evident from the street.

3. The applicant is again proposing to utilize sustainable design principals. Green building practices are suggested, and green roofs are proposed. (See pages A23–A24, of the applicant's narrative that explains how this project meets the above purpose and intent of the PUD Ordinance.)

4. The building includes a podium height of two-stories along the street, which would give pedestrians on the sidewalks in front a feeling that the building is not as tall. Comprehensive Plan contemplates allowing a maximum podium height of two-stories at the street. This two-story podium was also a part of the previously approved medical office plans.

5. The proposed uses would be an even better fit in to the neighborhood. The residential component is consistent with the high density residential apartments to the south and west. The transitional care is consistent with the medical uses to the north and east.

6. The existing roadways would support the project. WSB conducted a traffic impact study based on the proposed development, and concluded that the traffic generated from the project would not impact the adjacent driveways or intersections. In fact the proposed uses would actually generate less traffic than the previously approved medical building. No additional improvements other than those shown on the site plan would be required to accommodate the site redevelopment. (See traffic study on pages A64–A90.)

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

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

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

        - Locate prominent buildings to visually define corners and screen parking lots.
        - Locate building entries and storefronts to face the primary street, in addition to any entries oriented towards parking areas.

- Encourage storefront design of mixed-use buildings at ground floor level, with windows and doors along at least 50% of the front façade.
- Encourage or require placement of surface parking to the rear or side of buildings, rather than between buildings and the street.

b. Movement Patterns.

- Provide sidewalks along primary streets and connections to adjacent neighborhoods along secondary streets or walkways.
- Limit driveway access from primary streets while encouraging access from secondary streets.
- Provide pedestrian amenities, such as wide sidewalks, street trees, pedestrian-scale lighting, and street furnishings (benches, trash receptacles, etc.)

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

9. Higher densities are justified for the following reasons: The project would be connected to the Fairview Hospital by the second level skyway, tying the project to the Hospital; Senior Housing would generate less traffic than the approved medical building with retail on the site; existing roadways would support the project; adequate utilities are available to the site; convenient transit service is available for workers and residents; the building would include sustainable design principles; public art is proposed; affordable housing is offered; and primary parking would be below grade.

Staff Recommendation

Comprehensive Plan Amendment
Recommend that the City Council approve the request for a Comprehensive Plan Amendment to allow senior housing in the RMD District; and to potentially allow greater for senior housing development under certain circumstances on a case by case basis.

Approval is subject to the following findings:

1. Senior Housing is a compatible use with the Regional Medical District. It would provide seniors a benefit of having medical facilities within close proximity.

2. Densities for Senior Housing within the RMD & HDR Districts would be determined on a case by case basis, allowing the City some discretion as to

when high density for senior housing may be appropriate. Densities for senior housing would be based on proximity to hospitals, proximity to low density uses, utilities capacity, level of transit service available, and impact on adjacent roads. Other desired items to allow greater density include: Below grade parking, provision of park or open space, affordable housing, sustainable design principles, and provision of public art.

3. In general, senior housing generates less traffic than all-age housing or medical office facilities.

Preliminary Rezoning to Amend the Planned Unit Development-3 District & Preliminary Development Plan

Recommend that the City Council approve the Preliminary Rezoning to amend the PUD-3 District, and approve the Preliminary Development Plan.

Approval is based on the following findings:

1. The proposed land uses are consistent with the Comprehensive Plan, assuming the Comprehensive Plan Amendment is approved.

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

3. The design of the building is of a high quality brick, architectural precast concrete, and glass, and is compatible with previously approved medical building.

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

5. Based on the traffic study done by WSB, the existing roadways can support the proposed development. Traffic generated by the proposed project would be less than the approved medical building for the site.

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

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

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

b. Movement Patterns.

- Provide sidewalks along primary streets and connections to adjacent neighborhoods along secondary streets or walkways.
- Limit driveway access from primary streets while encouraging access from secondary streets.
- Provide pedestrian amenities, such as wide sidewalks, street trees, pedestrian-scale lighting, and street furnishings (benches, trash receptacles, etc.)

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

7. Higher densities are justified for the following reasons: The project would be connected to the Fairview Hospital by the second level skyway, tying the project to the Hospital; Senior Housing would generate less traffic than the approved medical building with retail on the site; existing roadways would support the project; adequate utilities are available to the site; convenient transit service is available for workers and residents; the building would include sustainable design principles; public art is proposed; affordable housing is offered; and primary parking would be below grade.

Preliminary approval is subject to the following conditions:

1. The Final Development Plan must be generally consistent with approved Preliminary Development Plans dated June 6, 2013; including construction of the skyway connection to the Fairview Hospital parking ramp.

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

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

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

5. Compliance with all of the conditions outlined in the director of engineering's memo dated July 2, 2013. (Page A92.)

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

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

Deadline for a city decision: October 1, 2013

ORDINANCE NO. 2012-

AN ORDINANCE AMENDING THE ZONING ORDINANCE TO AMEND THE PUD-3, PLANNED UNIT DEVELOPMENT-3 DISTRICT AT 6500 FRANCE AVENUE

The City Of Edina Ordains:

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

850.23 Planned Unit Development Districts (PUD)

Subd. 2. Planned Unit Development District-3 (PUD-3) – ~~Edina Medical Building~~ Aurora on France

A. Legal Description:

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

And,

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

B. Approved Plans. Incorporated herein by reference are the Aurora on France Senior Housing ~~6500 France Edina Medical Building~~ plans received by the City on _____~~November 6,~~ 2012~~3~~, except as amended by City Council Resolution No. 2012-~~176~~___, on file in the Office of the Planning Department under file number ~~2012-003.12a.~~ 2013.014.13a.

C. Principal Uses:

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

Senior Independent & Assisted Living/Nursing Home.

D. Accessory Uses:

All accessory uses allowed in the Regional Medical District (RMD)

Off-street parking facilities

Produce stands pursuant to permit issued by the City Manager.

Signs allowed per the Regional Medical District.

E. Conditional Uses:

None

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

Building Setbacks

Front – France Avenue	25 feet
Front – 65th Street	25 feet
Side – West	~~100~~ 42 feet
Rear – South	20 & 30 feet

~~**Parking Ramp Setbacks**~~

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

Building Height	five stories and 62 feet
Maximum Floor Area Ratio	~~100%~~ 220%

Chiller/Mechanical Equipment Setbacks

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

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

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

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

First Reading:

Second Reading:

Published:

ATTEST:

_____ _____

Debra A. Mangen, City Clerk James B. Hovland, Mayor

Please publish in the Edina Sun Current on:

Send two affidavits of publication.

Bill to Edina City Clerk

CERTIFICATE OF CITY CLERK

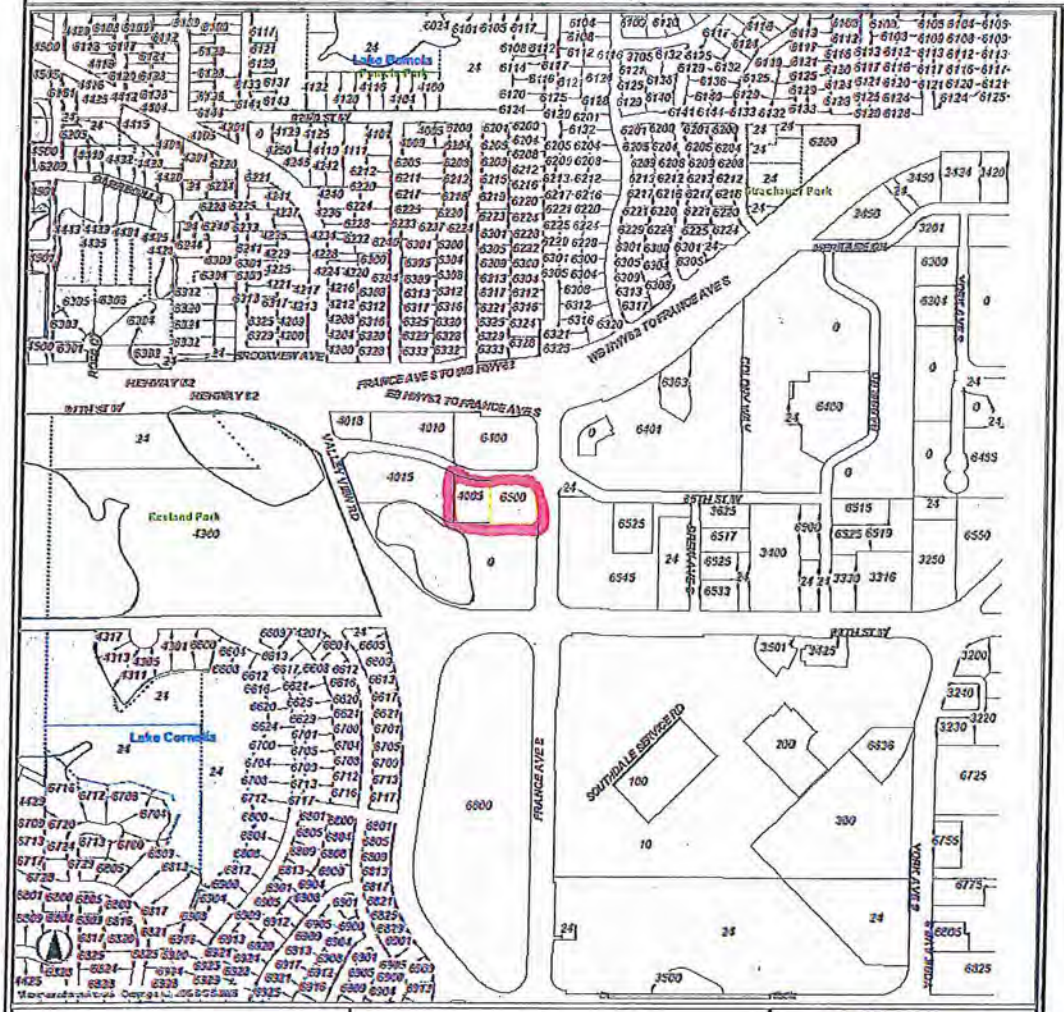
I, the undersigned duly appointed and acting City Clerk for the City of Edina do hereby certify that the attached and foregoing Ordinance was duly adopted by the Edina City Council at its Regular Meeting of_____, 2013, and as recorded in the Minutes of said Regular Meeting.

WITNESS my hand and seal of said City this _____ day of _____, 2013.

_____

City Clerk

City of Edina



Legend
- Highlighted Feature
- House Number Labels
- Street Name Labels
- City Limits
- Creeks
- Lake Names
- Lakes
- Parks
- Parcels

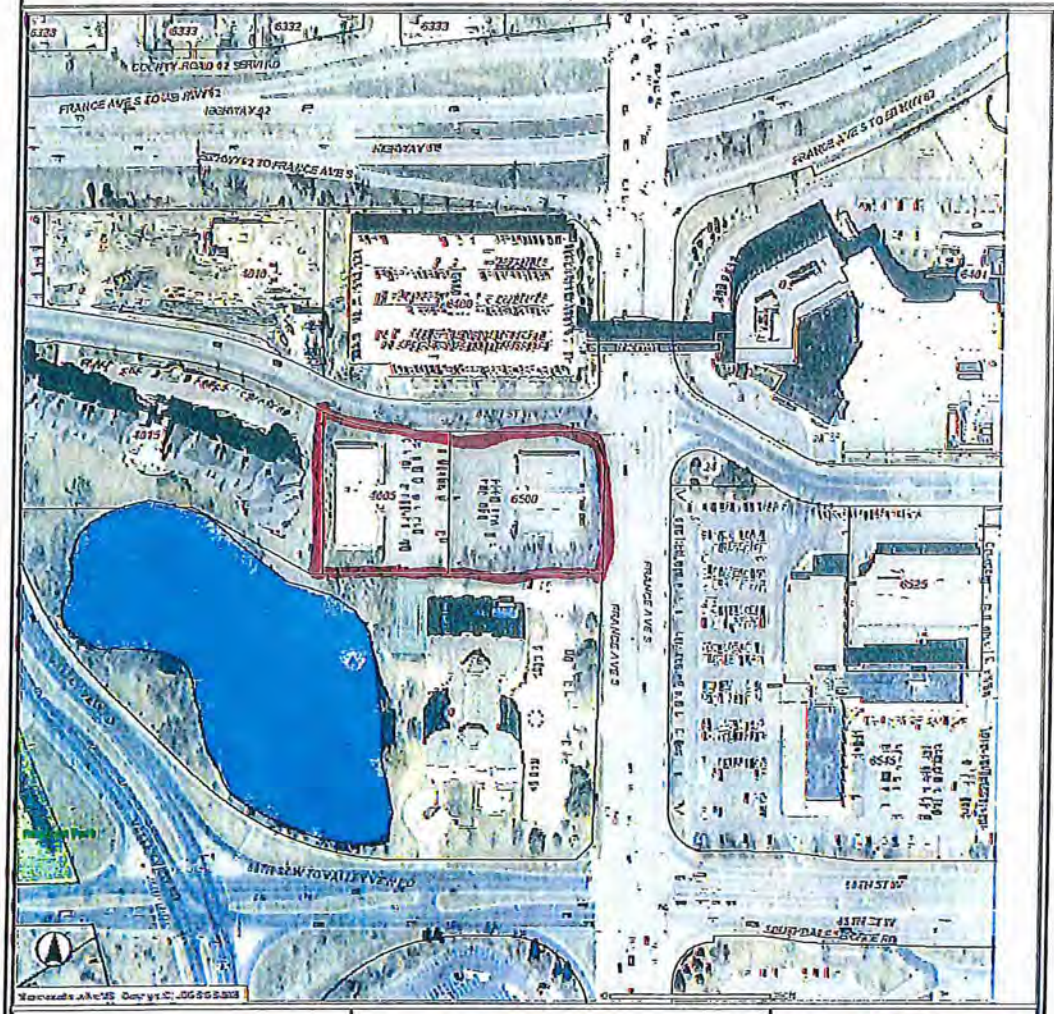
PID: 3002824140008

6500 France Ave S
Edina, MN 55435

CITY OF EDINA, MINNESOTA

A1

City of Edina



PID: 3002824140008

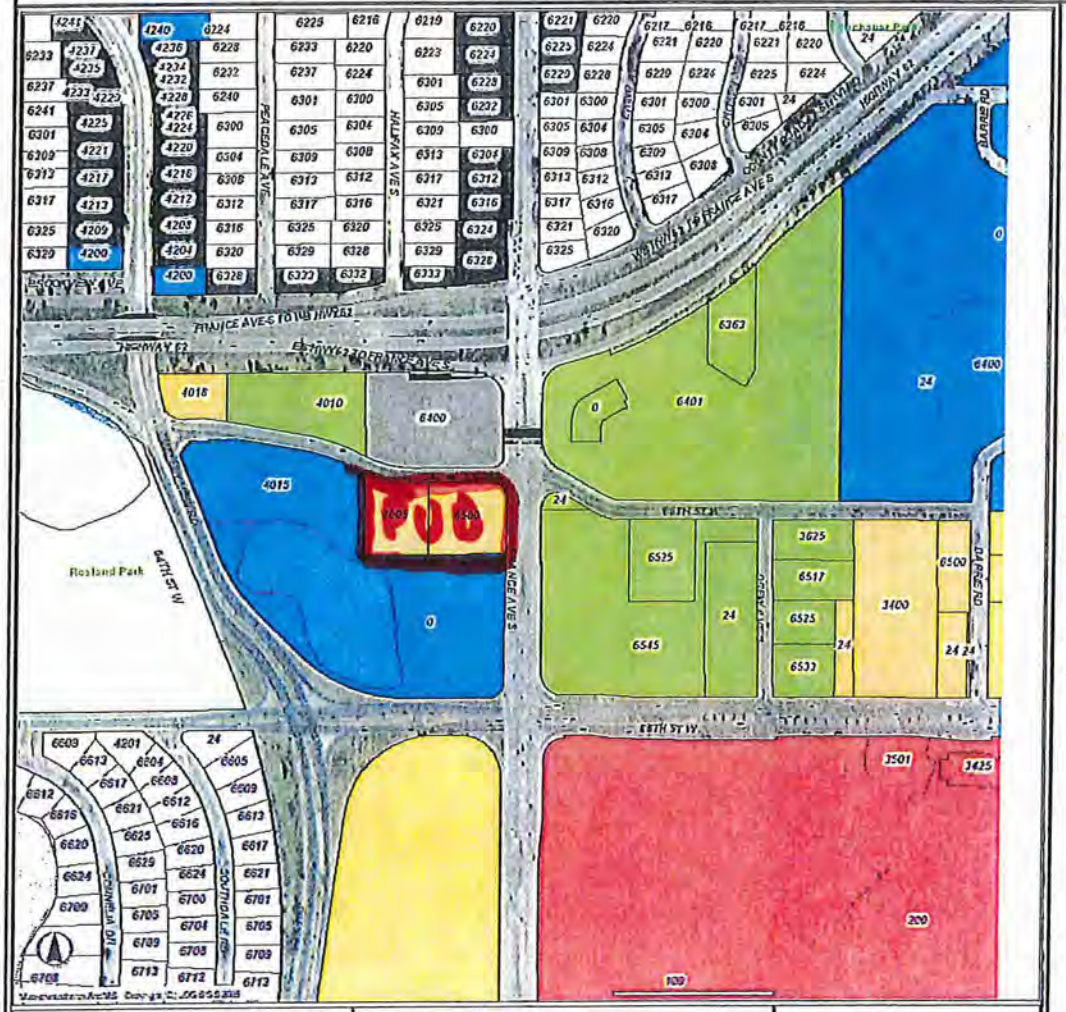
6500 France Ave S
Edina, MN 55435

CITY OF EDINA · MINNESOTA

A2

Edina
Valley View Rd
W 64th St
Southdale Rd
W 66th St
5300 vpd
15100 vpd
7900 vpd
Twin Cities Orthopedic
75000 vpd
Peacedale Ave
Halifax Ave S
Hwy 62
6500 France Ave
10000 vpd
26000 vpd
France Ave S
25000 vpd
17300 vpd
Southdale Medical Center
Fairview Southdale
16100 vpd
Drew Ave S
A3

City of Edina



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6500 France Ave S
Edina, MN 55435

CITY OF EDINA, MINNESOTA

AA

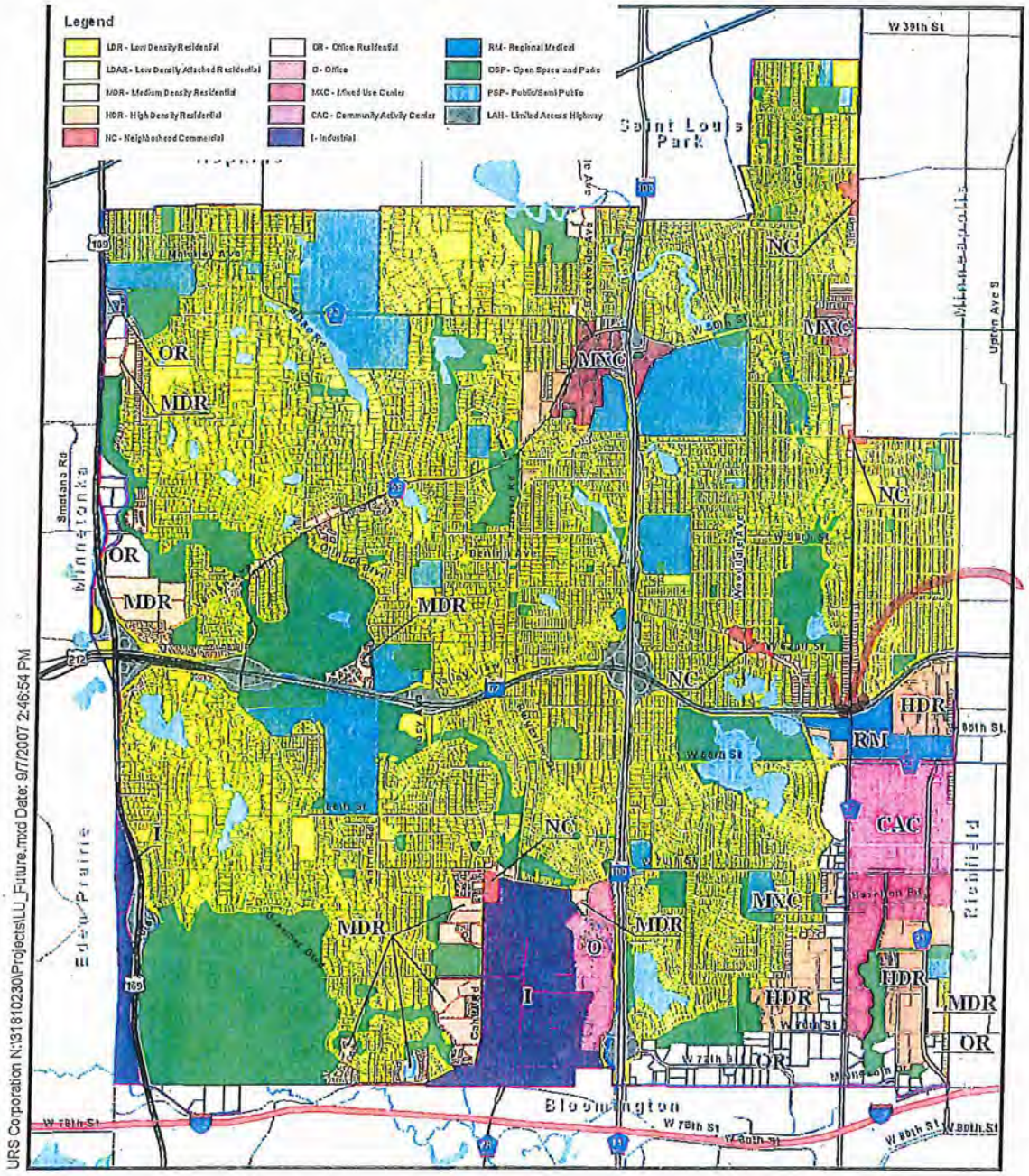


Figure 4.3

City of Edina
2008 Comprehensive Plan Update

Future Land Use Plan

Data Source: URS

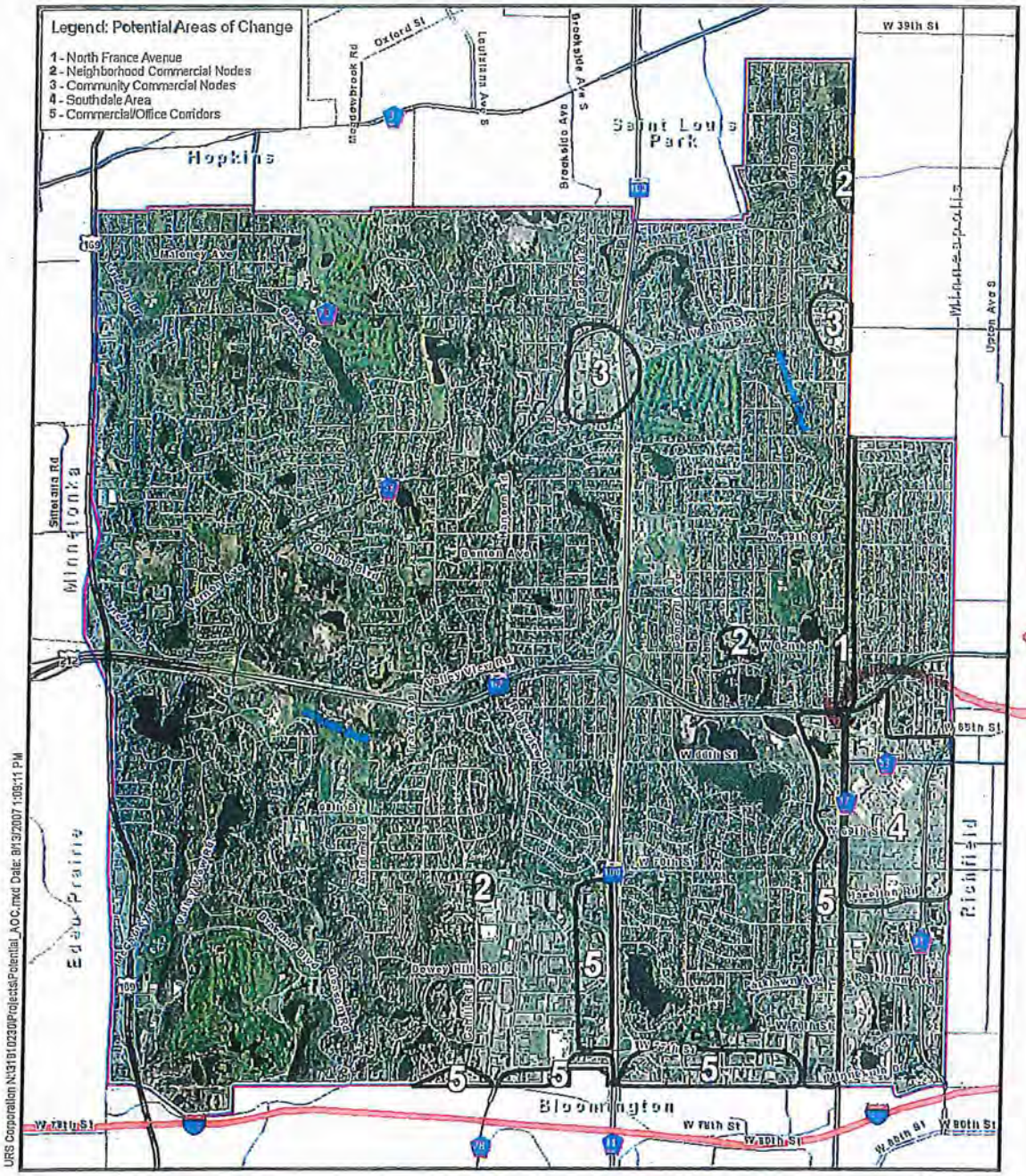
0 0.5 Miles

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

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

Potential Areas of Change

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



URS Corporation N:\191\0230\Projects\Potential_AOC.mxd Date: 8/13/2007 1:08:11 PM

Figure 4.4

City of Edina
2008 Comprehensive Plan Update

Conceptual Land Use Framework: Potential Areas of Change

Date of Aerial Photography: August 2006

0 0.5 Miles

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

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

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

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

Movement Patterns.

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

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

3. Improve Connectivity in Large-scale Superblock Development.

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

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

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

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

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

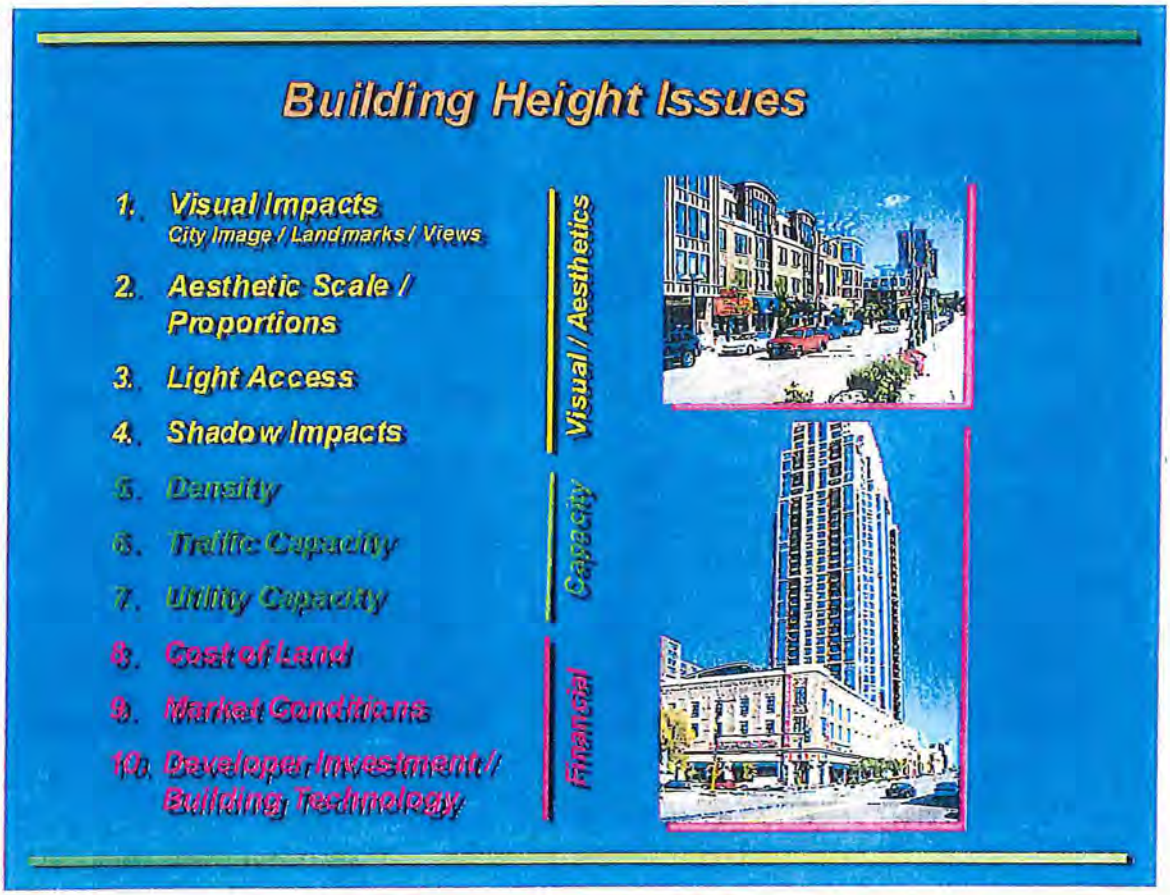
7. Transparency and Natural Surveillance. Building forms and facades should provide an awareness of the activity within the buildings through frequent doors and windows oriented toward public streets and open space.

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

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

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

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

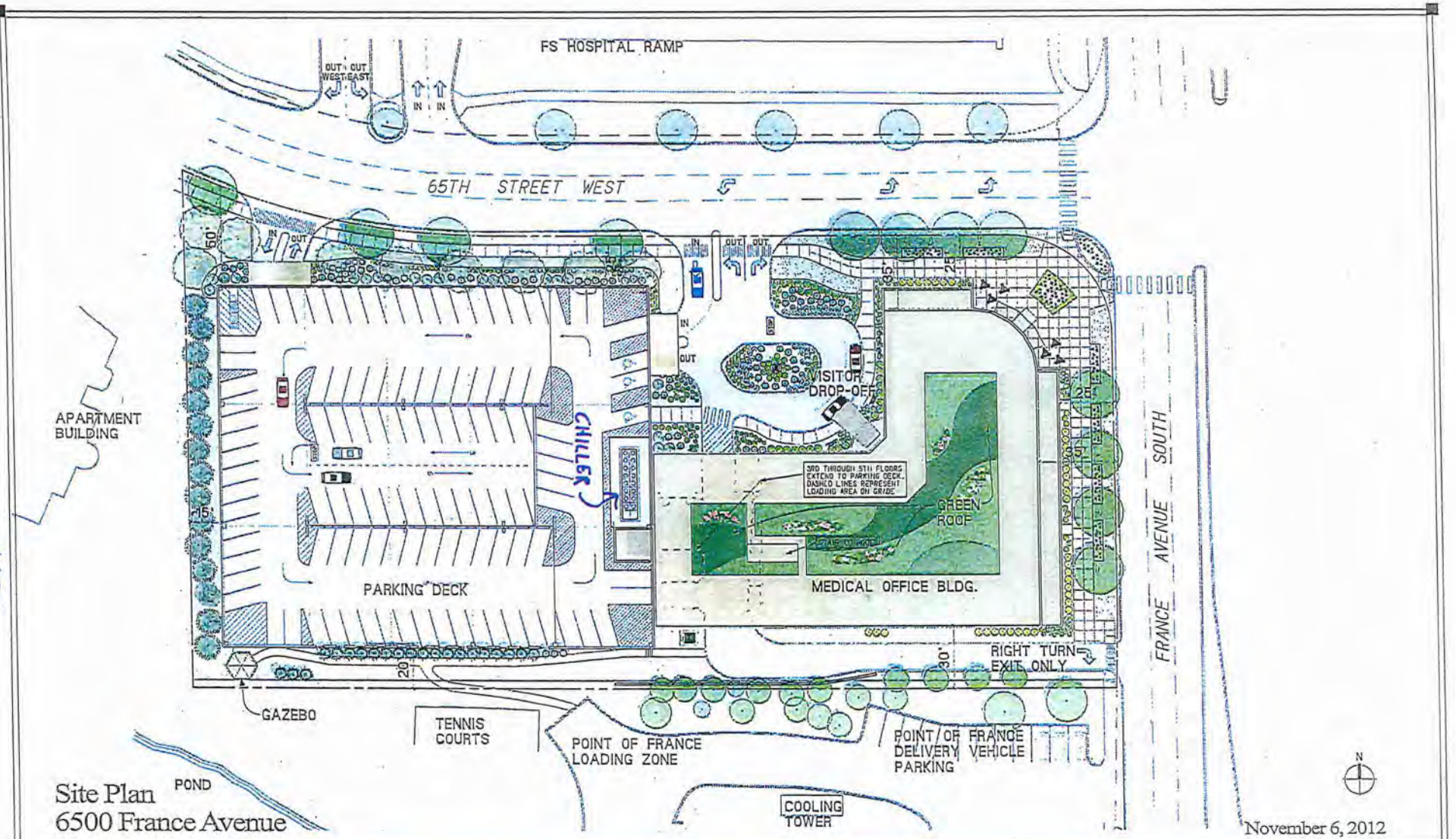


Because of the limited number of locations where tall buildings can be sited, and the need for sensitivity to surrounding uses, the following Height Maps have been established for those parts of the city with potential for higher density development. The maps were developed to specify the following height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

Podium Height: The "podium" is that part of the building that abuts the street, or that provides the required transition to residential neighborhoods, parks, and other sensitive uses.

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

"Podium height" building examples



Site Plan
6500 France Avenue

November 6, 2012

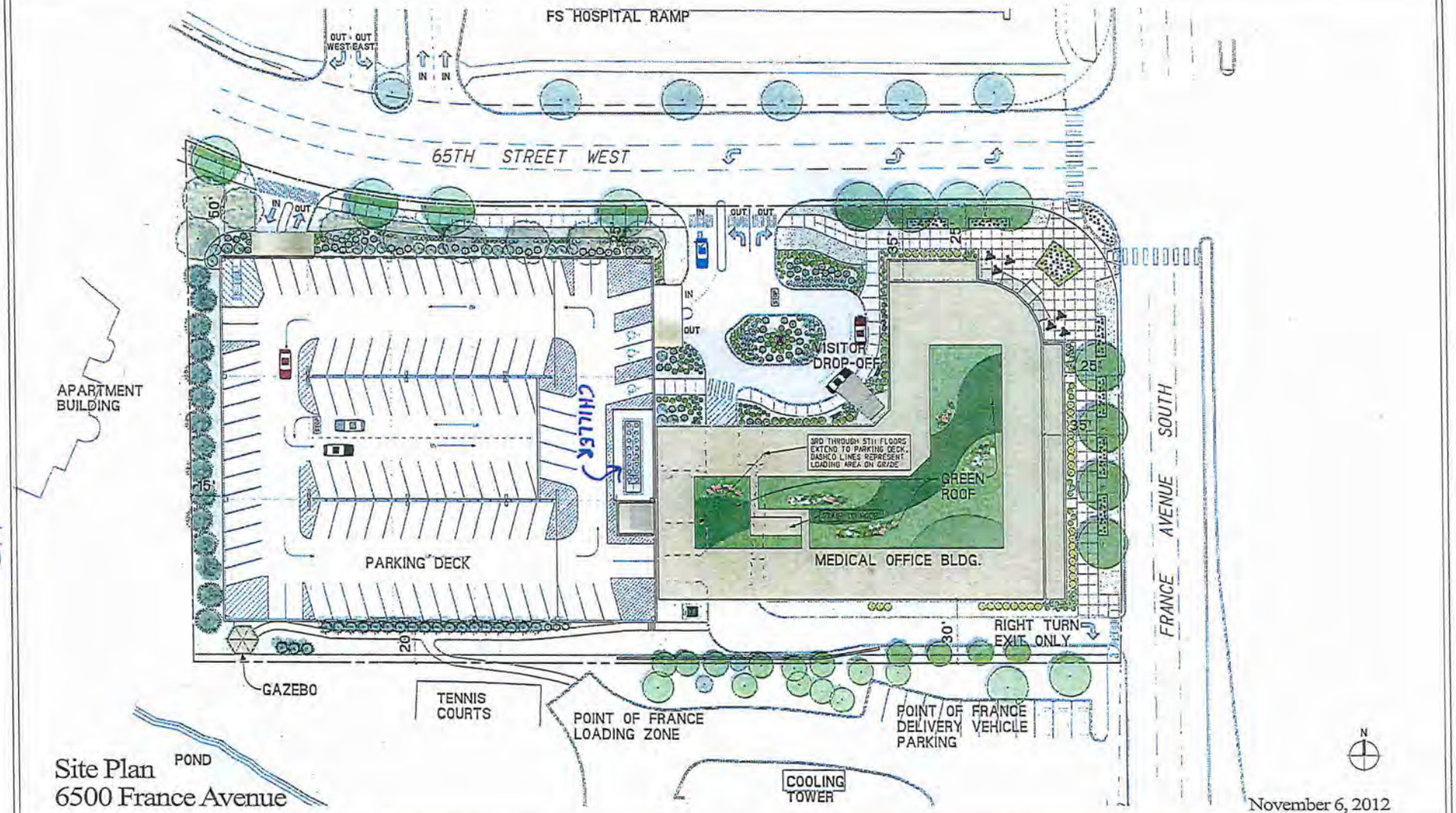
EDWARD FARR ARCHITECTS INC

EDINA MEDICAL PLAZA

AURORA Investments, LLC

MOUNT DEVELOPMENT CO.

APPROVED MEDICAL PROJECT



Site Plan
6500 France Avenue

November 6, 2012

EDWARD FARR ARCHITECTS INC

EDINA MEDICAL PLAZA

AURORA Investments, LLC

MOUNT DEVELOPMENT CO.

434

APPROVED MEDICAL PROJECT

A136

Northeast Aerial

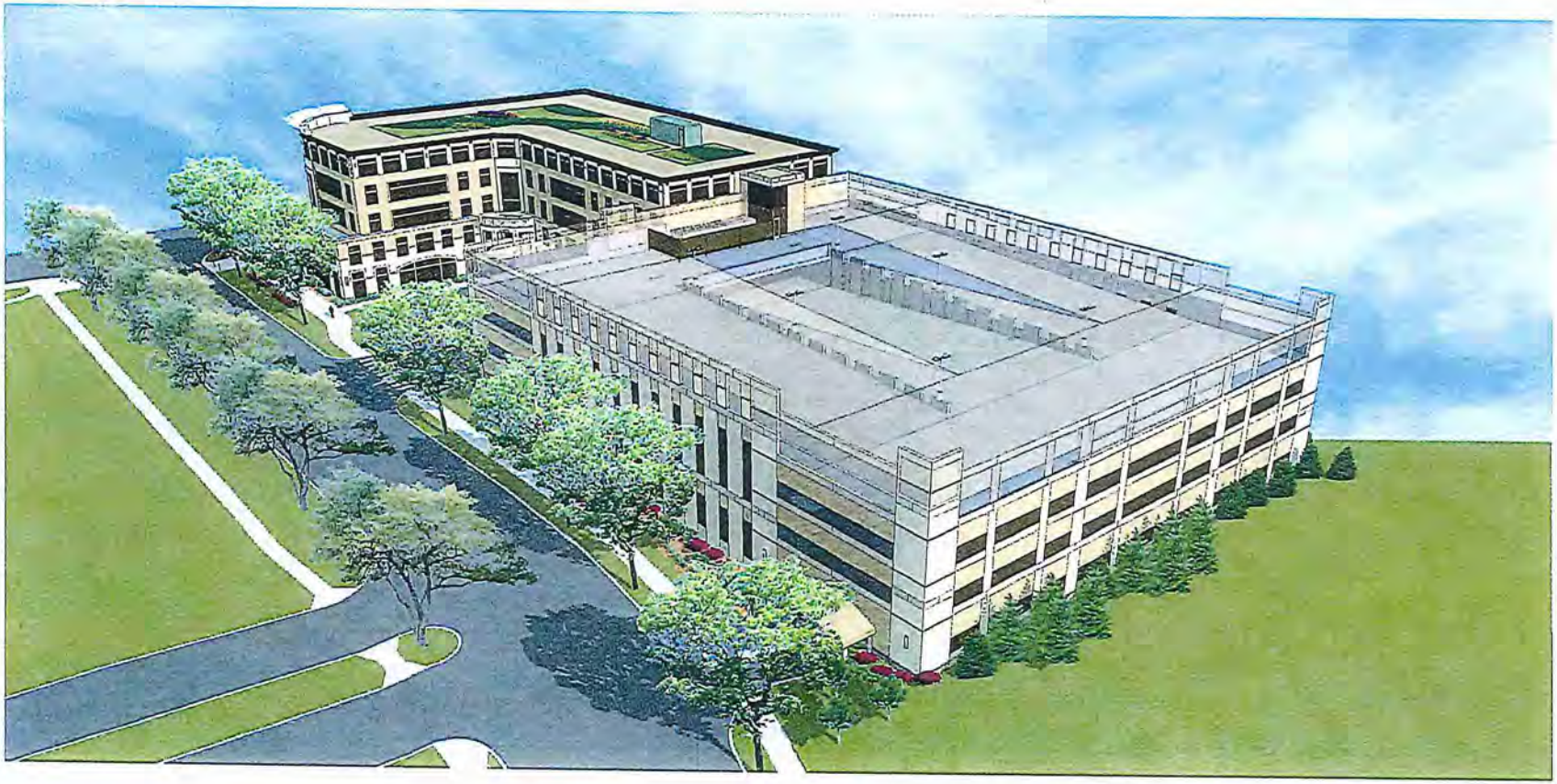
November 6, 2012

EDWARD FARR ARCHITECTS INC

EDINA MEDICAL PLAZA

AURORA Investments, LLC

MOUNT DEVELOPMENT CO.



A13C

Northwest Aerial

November 6, 2012

EDWARD FARR ARCHITECTS INC

EDINA MEDICAL PLAZA

AURORA Investments, LLC

MOUNT DEVELOPMENT CO.

APPLICANT NARRATIVE

Aurora on France

6500 France Avenue South

Project Summary

June 14, 2013

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

Development Team

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

Architect: Edward Farr Architects, Ed Farr

Civil Engineering: Alliant Engineering, Mark Rausch

Developer: Mount Development Co., Stephen Michals

Owner: Aurora Investments, LLC, Luigi Bernardi

Tenant/Operator: Ebenezer, a division of Fairview Hospital, Susan Farr
Multiple senior care facilities locally, including York Gardens, Ebenezer Park Apartments, Ebenezer Senior Tower. They specialize in short-term specialty care facilities for seniors, offering non-hospital bed choices for their clients.

Please contact Stephen Michals with any questions on this new building - 952-941-1383.

Site Area = 102,965 sq ft / 2.34 acres

Property Guided per Comp. Guide Plan: RM Regional Medical, no change proposed

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

Proposed Redevelopment: New Senior Care Building, 228,842 sq ft, 5 stories; plus one level of under-building parking.

Proposed Occupancy:

- Senior Citizen Dwelling Units (like Zone PSR-4):
  - Independent Living Units
  - Assisted Living Units
- Nursing, Convalescent, Rest Homes (like Zone PRD-5):
  - Transitional Care Suites
  - Memory Care Suites
  - Care Suites

Note that this facility will have an Elderly Waiver program. Four units of Independent Living / Assisted Living are available after 2 years of occupancy. This is the standard Ebenezer policy.

Proposed Parking:

10 Surface Stalls + 135 Under-Building Stalls = 145 Stalls total.

Proposed Building Setbacks:

North	25' min / 50' max.
South	30' on east end / 20' on west end
East	25' at street level / 35' at podium level **
West	42'

History: We received approval of a 5 story medical office building and parking ramp in December, 2012 for this property. Aurora Investments has purchased both land parcels. Demolition has started by removing the 6500 France Av structure, and soon we will be starting demolition on the 4005 W. 65th St structure.

Overview: We have been approached by Ebenezer, a division of Fairview Hospital, to use this property for a Specialty Senior Care Housing Facility instead of medical offices. We feel that this new use is an improvement to our previously approved use in the following ways:

1. The entire block bordered by Valley View Rd on the west, France Av on the east, W. 65th St on the north and W 66th St on the south will become all Housing, for consistency of uses on this block.
2. There will be substantially less traffic generated by this housing development versus the previously approved medical office use – 400 less cars parked on site!
3. There will be approx. 15,000 sq ft less 'roof area' on our building versus the previously approved medical office building and parking ramps roofs.
4. The cubic volume of building enclosure is approx. 25% less than our previously approved medical office building and parking ramp enclosed volume, reducing the visual mass of the structure.

Our application is to amend the Comprehensive Guide Plan to include Senior Care Housing as an approved use with in the Regional Medical District, and amend our PUD-3 Zoning to this new use.

Density Comparisons: At Sketch Plan review, we were asked to provide other examples of similar use and densities to justify our proposal. Typical planning metrics of Floor Area Ratio (F.A.R.) and Units per Acre are popular measures of density for commercial and multi-family buildings. However, those conventional metrics do not necessarily provide an accurate, or appropriate, measure of density when applied to Senior and Nursing Home housing. Nonetheless, please refer to the enclosed sheets labeled "Senior Housing Building Density Study" and "Apartment Building Density Study" for 11 examples of high density developments in the Minneapolis area that have F.A.R. and Unit per Acre values in excess of our request. Each of these buildings has parking under the building to preserve a pedestrian friendly, walkable area around the building.

One unique and important difference between Senior housing and traditional apartments is that the traditional apartment mix of 3 Bedroom, 2 Bedroom and 1 Bedroom units create a much larger structure with lower density numbers than Senior housing buildings that have smaller units. Our proposed Senior building has 197 units which many are 600 sf studios.

Another difference is that a large portion of our Senior housing residents are there for medical reasons that prevent them leaving the facility; and all of our residents are adults, not children. This reduces their demand on regional amenities such as roadways, retail, playgrounds and other public open spaces. Specifically, our proposed building requires only 138 parking stalls per zoning code; and the daily turnover trips by our residents are very low. Our previous Medical Office Building required 548 parking stalls per zoning code, with each stall turning over multiple times per day. So the net impact of our Senior housing use is less than one quarter of the vehicles per day generated by the Medical Office use. For comparison purposes only, had we provided surface parking for both uses, a 548 stall Medical Office parking lot size would create a very low F.A.R. whereas a 138 stall Senior Housing parking lot would create a higher F.A.R., solely on the basis of the number of parking stalls taking up more land area. Therefore, the logic to regulate our Senior housing use with an F.A.R. metric simply does not apply to our type of facility.

Fundamentally, the choice to conceal our parking lot below our building, versus creating a large open asphalt parking lot on grade, impacts the F.A.R. calculation the most. Our Floor Area Ratio is similar to other urban areas when we have all parking underground. We believe that the visual improvement of concealing our parking, as well as minimizing the heat island effect from all that black asphalt, adds to the overall positive visual impact of our project. The resulting urban area density is consistent with the City's vision for a more urban France Avenue corridor, where buildings are pulled forward to the front lot line. The proposed building still fits comfortably on the site; and offers seniors significant green space for outside activities.

A third difference is our unique adjacency and skyway connection to Fairview Southdale Hospital, allowing doctors and patients to reduce the number of vehicle trips between buildings, as well as reducing certain duplications of medical care facilities on site.

A special overlay district could be considered for Senior housing in the Regional Medical District.

Planning Concept: As per our earlier application, joining the two parcels (6500 France & 4005 W 65th St) offer many advantages to the site layout. We are still adopting an urban, pedestrian-friendly, streetscape along France Ave by bringing the building forward to the street; as well as incorporating a 'podium' design effect by setting the building back above 2nd floor to maintain a comfortably-scaled pedestrian experience. The streetscape includes over-story trees along the right-of-way, a 10 ft wide sidewalk and decorative planters that contain colorful plantings (annuals, perennials and low evergreen shrubs). Vehicular access is available at two driveways along 65th St W – one at the main entry / visitor drop off area; and a second for parking and delivery vehicles on the west side of our site.

The City is currently in process to update several intersections along France Avenue at 66th St, 69th St and 70th St. The City's consultant, WSB Associates, has provided the preliminary designs at those intersections for reference. Our proposed project has been refined to incorporate a consistent design in the southwest quadrant of the 65th St and France Avenue intersection including the addition of an oval shaped raised planter between two new relocated pedestrian ramps. The new ramp locations will be set at the end radius points of the curb and be perpendicular to either 65th St W or France Avenue. There are final traffic signal design details to be done by others that will need to be coordinated with the City Engineer and County regarding the existing traffic signal base, pedestrian crossing buttons and hand hole relocations, as needed.

Building Design: The building design will be an attractive façade using multiple colors of face brick, warm-toned architectural precast concrete wall panels with a variety of surface finishes, tinted bronze-tone Low-e glass in tan painted aluminum frames and a small amount of EIFS decorative cornice trim. Multiple façade planes, parapet projections and exterior balconies offer dimensional relief to the façade. The main entrance located off of W 65th St serves as a visitor drop-off area for residents, and features a covered drop-off canopy for weather protection plus a public art piece in the front yard. The NE building corner at France Ave and W 65th St still has its distinctive glazed crown, backlit at night, to provide a regional point of identity for the building. The corner plaza area will offer outdoor seating, and also coordinates with the City's initiative to upgrade the pedestrian experience at these corners. The plaza will have decorative concrete surfacing treatment, planting areas and bollards behind the curb.

Visual Screening for the Adjacent Properties: We will supplement the already mature landscape buffer between Point of France and our site with new trees and bushes along our south yard. The ash trees along this borderline with Point of France are approx. 35' – 50' tall, providing excellent screening for most months of the year.
On the west, facing Cornelia Place Apartments, we are employing three significant screening strategies to our garage entrance and service area as follows:

1. The service court for deliveries is recessed at basement level, and will be screened via a dense row of coniferous plantings along our side yard line
2. The HVAC equipment in the loading area will be screened via a dense row of coniferous plantings on their west end, plus an overhead decorative trellis structure to screen views from the upper floor apartments.
3. We will screen headlights from automobiles exiting the lower level garage by providing a dense row of coniferous plantings along our side yard line across from the garage door.

Parking: There are 10 exterior surface stalls proposed – 8 at the main entrance drop-off, used primarily for short-term visitor parking, and 2 in the southwest corner for service deliveries. The remainder of the parking is under the building in an enclosed level that has

security access control. Residents, employees and visitors can all access this under-building parking level; via an audio/video intercom system. Refer to the Parking Calculation page of our submittal for parking counts.

Service Court: Deliveries are quite infrequent for this building, estimated as follows:

- Garbage & Recycling pick up - 3 times a week, max. Short trucks only.
- Food Service deliveries - US Foods (2 times a week) and Bix 2 times a week. Periodically, they may add one delivery per week for special needs. We use short trucks only, not semi-truck sized.
- Medical and Linen Supply trucks – up to 3 times a week. Step van vehicles, typically.
- Pharmaceutical deliveries - typically weekly, but we require daily when needed. Small vehicles only (car or van).
- Resident Move-in / Move-outs – varies, but a 1 to 3 per week is average. Residents do not bring a lot of furniture, so these activities do not use large moving vans.

Sanitary Sewer and Watermain: The existing properties located at 4005 65th St. W. and 6500 France Ave So. are currently encumbered by two public utilities - an existing 12" ductile iron water main and 12" ductile iron sanitary sewer in the south quarter of the property. The existing water main and sanitary sewer referenced serve other properties and thus the continuity of those mains is required. There will be no disruption to the adjacent roadways.

The existing 12" sanitary sewer main along the southern property line of the 6500 France Ave property will remain as is. An existing 8" sanitary service line to the westerly 4005 building will be used to service the development at the west side of the proposed building.

The existing 12" water main loop cutting through the site will be relocated and re-routed to the south side of the property parallel to the sanitary sewer main. An 8" water service for the development is proposed from a tee off the re-routed 12". A new hydrant is proposed to service the south side of the building.

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

1. Volume retention onsite equivalent to 1" of runoff over the entire proposed site impervious surface. (Accomplished via a rain garden and infiltration via perforated piping and rock bedding).
2. Water quality volume from entire site equivalent to runoff from the 2" type II storm event and 25 year sediment storage. (Retention volume counts towards WQ volume and remainder accomplished via the rain garden and additional perforated piping and rock bedding).
3. Discharge rate control shall be provided so the proposed conditions do not exceed existing conditions for the 2, 10, and 100 yr storm events. The proposed site plan reduces by 12.8% the amount of impervious surface and thus proposed discharge rates are decreased automatically.

The proposed plan is to maintain the same point of stormwater discharge from the properties as is currently present. A private storm sewer collection system will be routed from north to south through the western portion of the site collecting the majority of site runoff. The storm sewer will drain through a pretreatment device to the proposed underground storage system at the western end of the site which will ultimately outlet to the City pond south of the property.

An agreement to construct the storm sewer discharge point to the City pond will be coordinated with the Point of France property owners. Storm water runoff from the south side of the building will sheet drain to a proposed rain garden. The rain garden will overflow to an existing 15" CMP culvert that currently serves the property.

Landscape Design Strategies: The landscape design provides a mix of over-story, coniferous and ornamental trees, shrubs and perennials to create a vibrant display of color and foliage. We will attempt to preserve the four existing Honeylocust trees along France Avenue and seven of the boulevard Ash trees along West 65th Street. Raised curbed planters are to be provided along France Avenue that will be planted with colorful, annual and perennial flowers. Coordination will occur with City staff to provide landscaping along France Avenue that will be consistent with the work proposed by the City at other intersections. The perimeter of the building will be planted with a mixture of plant types to soften and compliment the building architecture. The building's service area and parking entrance will also be screened by existing and proposed conifers on the west and southwest side. The diversity of plantings will provide color variety and year round interest. In addition, the project is proposing to provide a green roof system on top, covering approximately 7,823 sf. This sustainable initiative will help reduce the heat island effect, reduce stormwater runoff quantity, as well as providing a nicer view down on our roof from the residents of Point of France building.

Noise Ordinance Compliance: We are proposing two outside air-cooled chillers for heat rejection, located in our service court. They will be visually screened, and not seen from the public way at all. An acoustical analysis will be performed and submitted to demonstrate compliance with zoning noise ordinance limits.

Site Lighting: Decorative wall mounted lighting along France Av and W 65th St frontages, and around the main entry area. Decorative city sidewalk light poles, as prescribed by City Engineering Dept, along the W 65th St and France Av sidewalks. Resident unit balcony wall lights will be low-wattage down lights to provide minimum level of illumination. The glazed crown feature at rooftop level at the corner of France Av and W 65th St will be backlit at night for a nice glow.

Site Signage: Building name / address at corner of France & W 65th St., and address above front entry. Directional signs at both entries along W 65thSt.

Hours of Use: 24/7 resident use.

Zoning: Last approval for the medical office building in 2012 resulted in rezoning from Planned Office District 1 (POD-1) to PUD-3 for that use. We wish to retain our PUD zoning, but propose the change in use from Medical Office to Senior Care Housing. We have included a 12 building summary of similar size and density.

Green Building Practices: Throughout all phases of the project - *Design, Construction and Operation*, we will use best practices of environmental awareness. Ebenezer is fully educated on *Reduce-Recycle-Reuse* operations. We have a Green Building Practices Narrative with our submission. We have retained our green roof area, which can be enjoyed by residents on the north side of Point of France.

Community Benefits from the New Project

1. The current buildings have substantial deferred maintenance. The building exterior, landscaping and parking lot are ready for redevelopment.

2. This building provides senior and rehab service to support to the regional medical presence of the SW suburbs. This is consistent with the City Guide Plan.

3. The building is sized to have a critical mass of services to allow cross referrals among other senior facilities in Edina. This is a key factor for the success of each specialized service area. The building will offer cost effective services to seniors as a strategic support to the hospital.

4. Edward Farr Architects is known for creating special building design features. The focal point will be the glass and brick detail of the main entry corner creating a Gateway Building to the Southdale area. Numerous surface changes occur on each side of the building to create interest and shadow elements.

5. We are supporting the pedestrian environment along France Avenue with flower gardens and sitting areas. TangleTown Gardens is the designer of these features, and their passion for unique colorful plants is shown in the enclosed photos. Accent lighting table seating will make this area a pleasant visual experience.

6. The proposed skyway will link the building to the hospital for visitor and patient services.

7. *Green Building Practices* will be implemented for the three phases: *building design, construction phase* and *long term operation* of the clinics. The General Contractor has compiled a summary of the *Green Practices* we will pursue for each phase of the project. Monthly reports during construction will demonstrate our progress.

9. A portion of the building roof will have a vegetated green roof, with native wild flowers and sedum, to enhance the view down onto the roof from the neighboring Point of France building, as well as reducing our heat island effect and improving our stormwater runoff quantity. Annual reports will show the reduction in the heat island effect along with estimates of water volume enhanced.

10. There will be ongoing seminars to evaluate methods and new technology for their clinics – *Reduce* consumption, *Re-use* materials, and *Recycle* waste. The benefit to the building will be reduced operating expenses and good stewardship of our business resources. Reports will be provided on the quantities of recycling.

11. Alternative transportation is a key element of any project. A tangible goal will be to reduce the number of cars coming to the building which will reduce the parking stalls required to service the building. We have provided several successful alternate transportation systems:

    Designated preferred parking spaces for "smart cars"

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

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

The MTC #6 bus line services multiple stops for the building. Additional routes around Southdale are 515, 538, 539, 578, 579, 684.

12. The estimated real estate taxes will be over three times the current revenue. The two existing buildings pay $154,000.

13. There will be over 52 new medical staff positions in the building. In addition, there will be 40-60 construction jobs over 12 months.

14. Storm water management will be improved through *rate control* and *water quality*, including our green roof. The current site has direct, unrestricted runoff. There is almost 13% less hard surface area in the new plan than the current buildings, which mean more green space for the community.

15. The new development is using existing utilities and roads in the community. Urban planning considers this good stewardship to reuse existing sites with current infrastructure.

16. The entrance traffic circle will have an area for a significant piece of art on the center area. We are planning a special commissioning for this feature.

EBENEZER
Part of Fairview Health Services

Ebenezer
2722 Park Avenue
Minneapolis, MN 55407-1009
Tel: 612-874-3460
Fax: 612-874-3465

Mr. Cary Teague
Community Development Director
City of Edina
4801 W 50th Street
Edina, MN 55424

May 31st, 2013

Dear Mr. Teague,

The 6500 France Avenue location is a gateway into Edina, providing Ebenezer an opportunity to build a senior living community offering Independent Living, Assisted Living, Care suites, Transitional Care Suites, and Observation Rooms for Ebenezer's nearby affiliate Fairview Southdale Hospital and the Twin City Orthopedics center. The new facility would feature Healthsense, state-of-the-art technology, and offer the following: a heated, underground parking garage, full-service salon, exercise room, massage therapist, bistro, club lounge, full-service dining room, gift shops, library/computer lounge with Wi-Fi, theatre and a concierge service, bus lines and bike paths for employees, pharmacies, and shopping. It also faces nature and the lake, providing residents with activity views and beautiful scenery. Ebenezer is looking forward to developing in and partnering with Edina.

Thank you,

Susan Farr

A22

RJM CONSTRUCTION

MINNEAPOLIS / PHOENIX / DENVER

Edina Senior Housing - May 6, 2013

A NEW VISION FOR BUILDING

The following list of sustainable items has been incorporated into the DESIGN, CONSTRUCTION and OPERATION of the proposed Edina Senior Housing. Many elements have been considered from the materials used to the energy consumed. The theme of **reduce, reuse, recycle** is supported by the project team's commitment to a sustainable building for patients, employees and the community to enjoy.

No. 1: Brownfield redevelopment - we are using a site that is already developed rather than utilizing a greenfield never developed site.

No. 2: Alternative transportation - the MTC #6 bus stops at the front door of the site.

No. 3: Storm water quantity control - storm water management devices will be installed to control the rate of storm water leaving the site.

No. 4: Storm water quality control - storm water filtration devices will be installed to control the quality of storm water leaving the site.

No. 5: Site lighting is designed to reduce light pollution - strategically placed light poles with appropriate shrouding will be utilized.

No. 6: Water efficient landscaping - draught appropriate trees, shrubs and plantings will be used.

No. 7: Water use reduction - the use of water efficient irrigation and plumbing fixtures.

No. 8: Baseline energy performance - mechanical equpment will be above code minimum energy ratings and ASHRAE standards.

No. 9: Storage and collection of recyclables - recycling measures will be taken during construction to ensure that maximum recycling of steel, cardboard and cement products.

No. 10: Reuse of materials - existing demolished concrete components will be used on-site for sub-base material.

No. 11: Construction waste management - we will recycle 50% of demolished building materials.

No. 12: Locally produced materials - empahsis for regionally produced materials.

No. 13: Certified wood materials - FSC certified wood products will be installed.

No. 14: Construction indoor air quality management - filtration systems will be utilized during construction to ensure that permanent systems are not polluted with particulates.

No. 15: Low emitting materials - all paints, coatings, carpets, adhesives and sealants are low in volitile organic compounds (VOC).

No. 16: Green cleaning products that are nontoxic are used to protect the environment.

PLANNING DEPARTMENT
JUN 07 2013
CITY OF EDINA

A23

Edina Senior Housing - May 6, 2013

A NEW VISION FOR BUILDING

The following list of sustainable items has been incorporated into the DESIGN, CONSTRUCTION and OPERATION of the proposed Edina Senior Housing. Many elements have been considered from the materials used to the energy consumed. The theme of **reduce, reuse, recycle** is supported by the project team's commitment to a sustainable building for patients, employees and the community to enjoy.

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PLANNING DEPARTMENT
JUN 07 2013
CITY OF EDINA

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AURORA ON FRANCE

	# of Units	# of Beds	Parking Calculation	Enclosed Parking Required	Exposed Parking Required	Enclosed Parking Provided	Exposed Parking Provided
PRD-5 Nursing Home							
Traditional Care/Skilled Nursing Licensed Beds	34	40	1 enclosed stall per 4 residents	10			
Memory Care	34	40	1 enclosed stall per 4 residents	10			
Care Suites	18	18	1 enclosed stall per 4 residents	5			
Subtotal	86	98		25	0		
PSR-4 Senior Citizen Dwelling							
Independent and Assisted Living	111	111	.5 exposed stalls per unit		56		
			.25 enclosed stalls per unit	28			
Employees			1 exposed per employee = 29 1 enclosed per management = 1	1	29		
Subtotal	111	111		29	85		
Totals	**197**	**209**		**54**	**85**	**135**	**10**
				Total Required 139		**Total Provided 145**	

A25

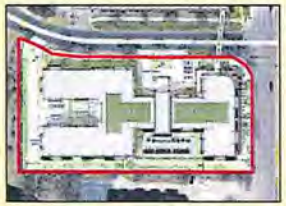
Senior Housing Building Density Summary

June13, 2013

Aurora on France

6500 France Avenue South, Edina

Units: 197
Independent: 111
Skilled: 34
Memory: 34
Care Suites: 18
Land Area: 2.34 ac
Units per Acre: 84
Floor Area: 228,842
FAR: 2.2



Ebenezer Park Apartments

2523 Portland, Minneapolis

Units: 200
Independent: 141
Skilled: 34
Memory: 25
Land Area: 1.2 ac
Units per Acre: 166
Floor Area: 184,000
FAR: 3.44

Ebenezer Seniors Tower

2700 Park Ave., Minneapolis

Units: 192
Senior Rental 62+
Land Area: 1.66 ac
Units per Acre: 115
Floor Area: 146,160
FAR: 2.0
HUD Sec 8 Allocation

The Kenwood Congregate

825 Summit Avenue, Minneapolis

Units: 153
Independent: 100
Assisted: 53
Land Area: .92 ac
Units per Acre: 166
Floor Area: 166,320
FAR: 4.1

Walker Methodist Health

3737 Bryant Ave. South, Minneapolis

Units: 336
Skilled Nursing TCU
Land Area: 2.5 ac
Units per Acre: 134
Floor Area: 231,200
FAR: 2.1

Augustana Healthcare

1007 E. 14th Street, Minneapolis

Units: 303
Skilled Hursing TCU
Land Area: 2.0 ac
Units per Acre: 151
Floor Area: 183,000
FAR: 2.1

Apartment Building Density Summary

June 13, 2013

Sydney Hall

310 - 15th Avenue SE, Minneapolis

Units: 125
Land Area: 1.0 ac
Units per Acre: 125
Floor Area: 165,297
FAR: 2.9

Velo Apartments

103 2nd Street N, Minneapolis

Units: 101
Land Area: .69 ac
Units per Acre: 146
Floor Area: 97,638
FAR: 3.2

Elan Apartments

2837 Dupont Avenue, Minneapolis

Units: 219
Land Area: 1.32 ac
Units per Acre: 165
Floor Area: 231,386
FAR: 4.0 (retail included)

Flux Apartments

2838 Fremont Avenue S, Minneapolis

Units: 216
Land Area: 1.81 ac
Units per Acre: 119
Floor Area: 194,400
FAR: 2.4

Mill and Main Apartments

425, 501 Main Street SE, Minneapolis

Units: 375
Land Area: 2.57 ac
Units per Acre: 145
Floor Area: 324,652
FAR: 2.9

The Mural Apartments

2833 Lyndale Ave. S, Minneapolis

Units: 101
Land Area: 1.0 ac
Units per Acre: 100
Floor Area: 148,960
FAR: 3.4

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6500 France Senior Housing

EDINA, MINNESOTA

6-11-2013 | COMM#17656-13051

POPE ARCHITECTS

EBENEZER

MOUNT DEVELOPMENT CO.

AURORA Investments, LLC

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

Table of Contents

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6500 France Avenue

June 6, 2013

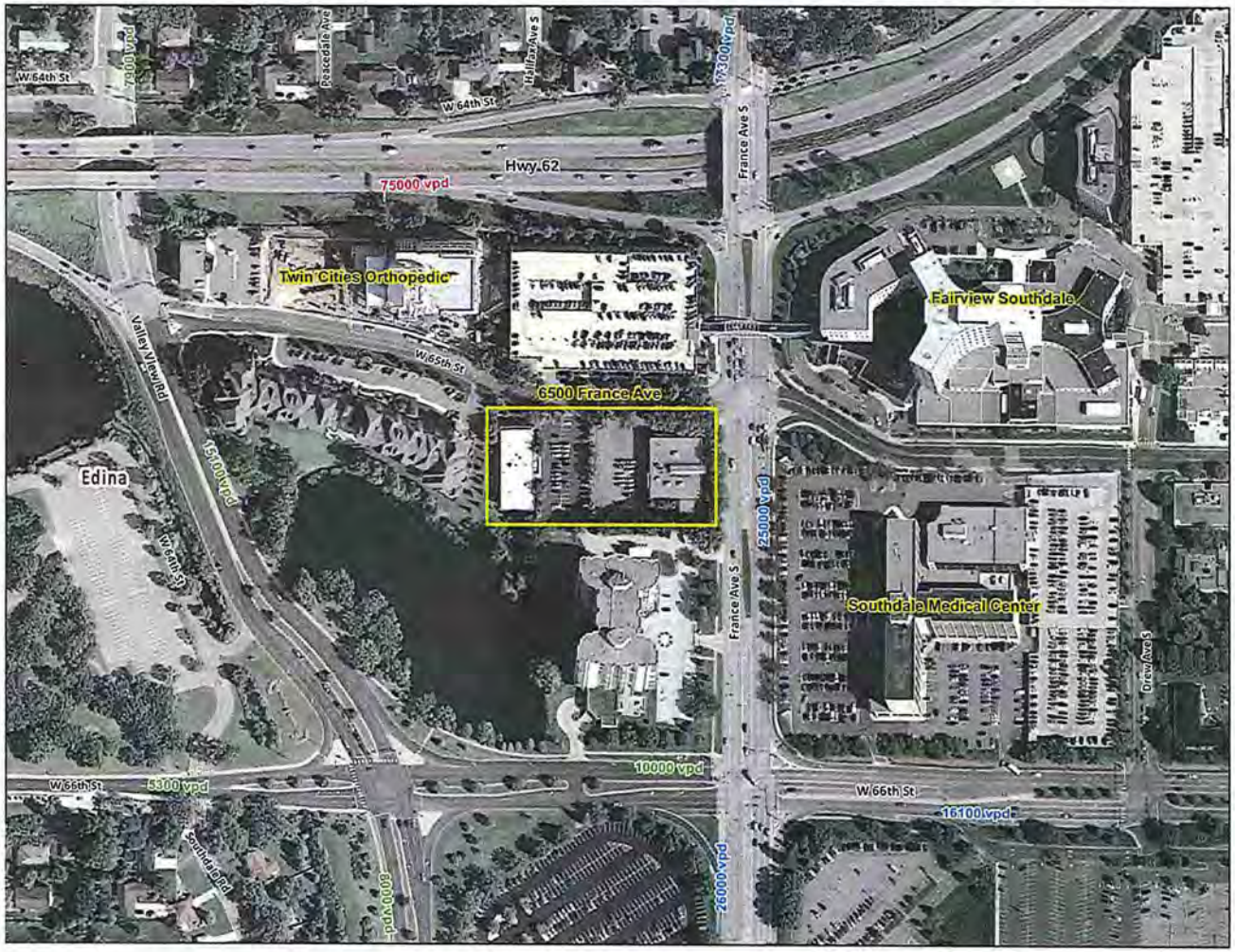
EDWARD FARR ARCHITECTS INC

AURORA ON FRANCE

AURORA Investments, LLC

MOUNT DEVELOPMENT CO.

#31

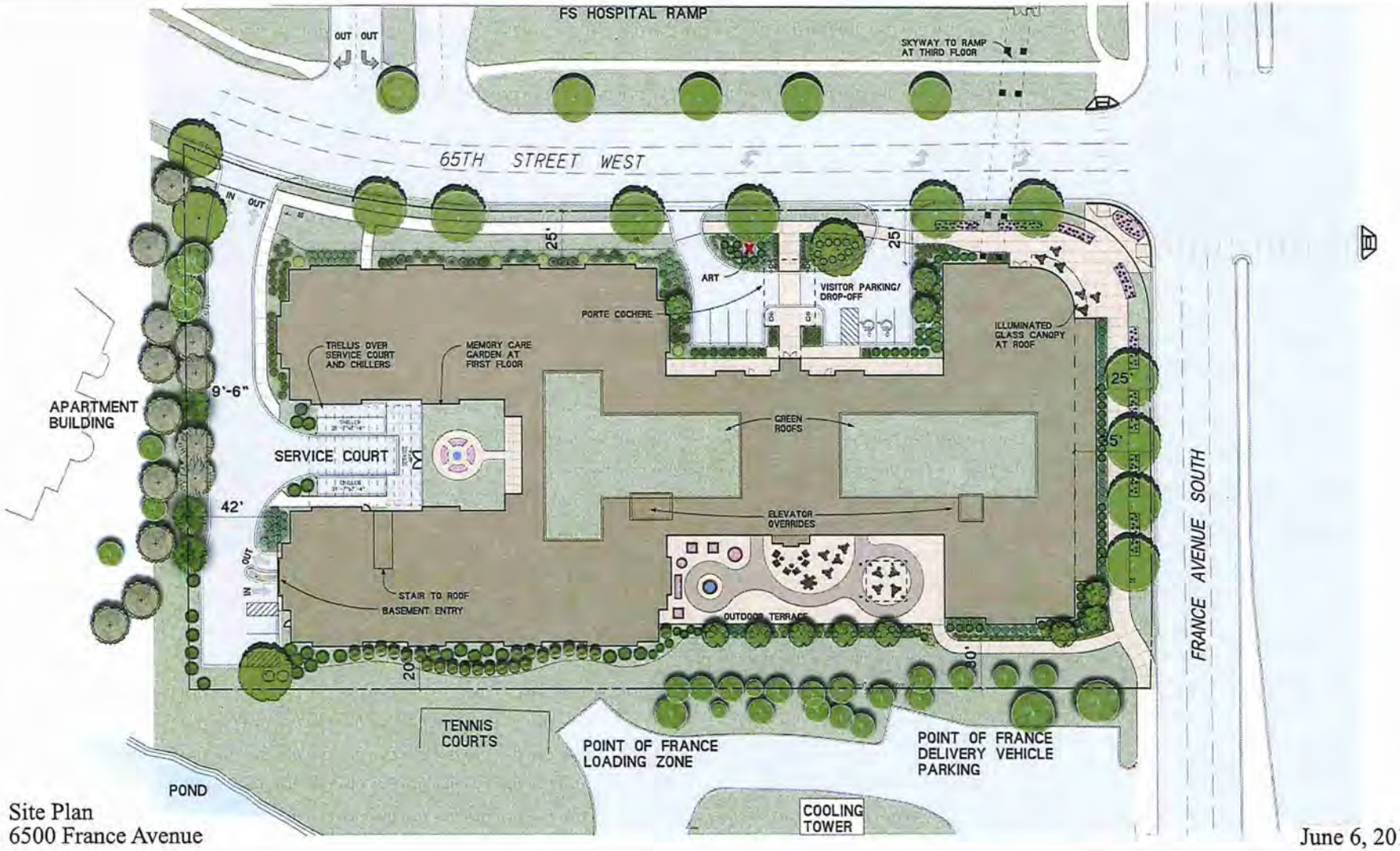


Regional Map

June 6, 2013

EDINA SENIOR HOUSING SITE PLAN

A32



Site Plan
6500 France Avenue

June 6, 2013

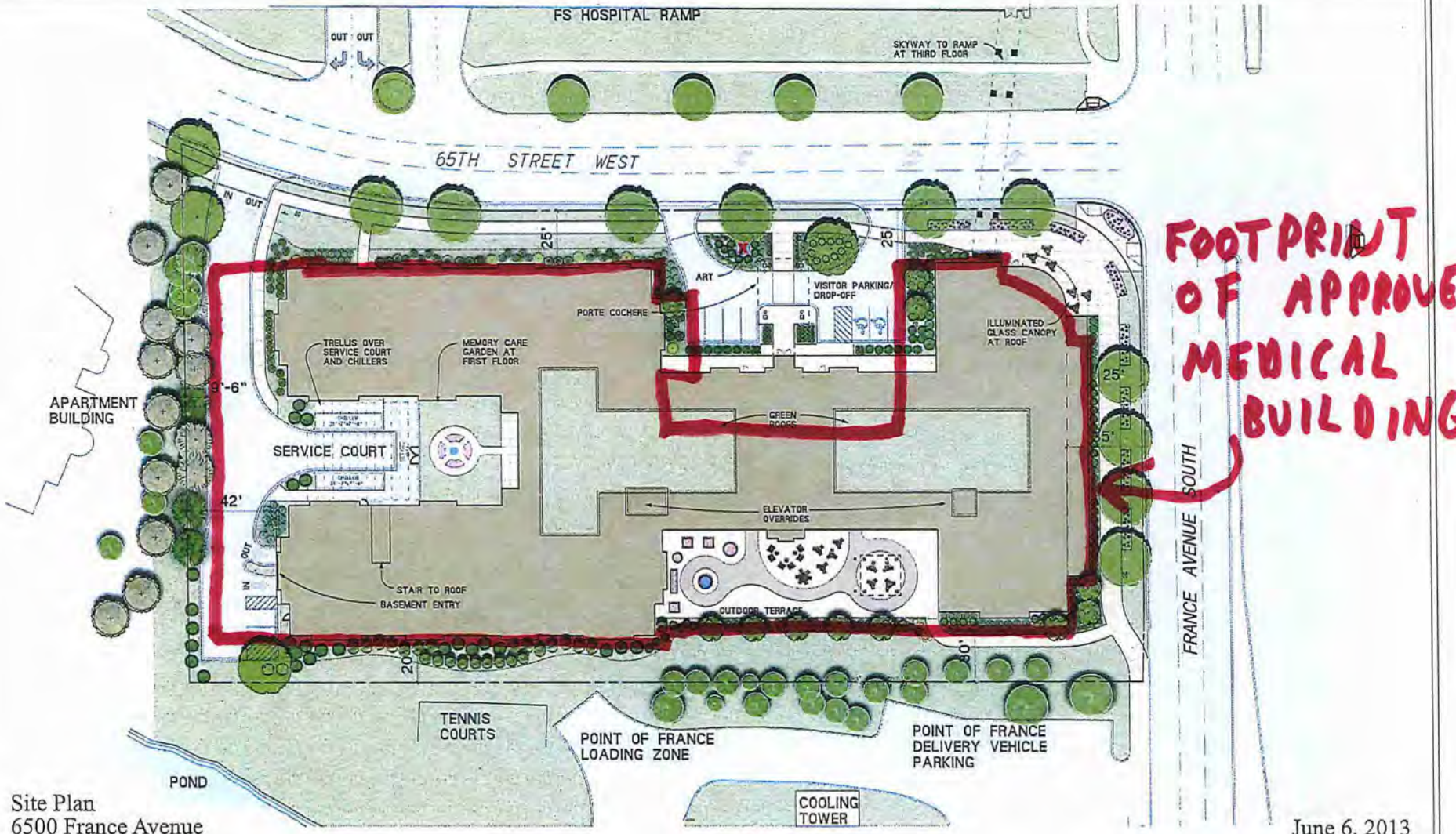
A33

EDWARD FARR
ARCHITECTS INC

AURORA ON FRANCE

AURORA
Investments, LLC

MOUNT DEVELOPMENT CO.



A33a

Site Plan
6500 France Avenue

June 6, 2013

EDWARD FARR ARCHITECTS INC

AURORA ON FRANCE

AURORA Investments, LLC

MOUNT DEVELOPMENT CO.

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View Looking Southwest

June 6, 2013

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AURORA ON FRANCE

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Aerial View Looking Southwest

June 6, 2013

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MOUNT DEVELOPMENT CO.

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View Looking Northwest

June 6, 2013

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View Looking Southeast

June 6, 2013

EDWARD FARR
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AURORA ON FRANCE

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MOUNT DEVELOPMENT CO.

View Looking at Front Entry

June 6, 2013

EDWARD FARR
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AURORA ON FRANCE

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View Looking at Terrace

June 6, 2013

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AURORA ON FRANCE

AURORA
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From 1st Floor Apartment

From 2nd Floor Apartment

From 3rd Floor Apartment

From 4th Floor Apartment

A10

Views from Cornelia Place

June 14, 2013

EDWARD FARR
ARCHITECTS INC

AURORA ON FRANCE

AURORA
Investments, LLC

MOUNT DEVELOPMENT CO.

View Looking Northeast

June 6, 2013

EDWARD FARR
ARCHITECTS INC

AURORA ON FRANCE

AURORA
Investments, LLC

MOUNT DEVELOPMENT CO.

1 NORTH ELEVATION
SCALE: 1/16"=1'-0"

1 SOUTH ELEVATION
SCALE: 1/16"=1'-0"

I hereby certify that this plan, specification or report was prepared by me or under my direct supervision and that I am a duly Licensed architect under the laws of the State of Minnesota.
Edward A. Farr
Date _____ Reg. No. 16362
Project Manager

MATERIALS LEGEND◇
1 FACE BRICK #1 - FIELD
2 FACE BRICK #2 - BASE
3 FACE BRICK #3 - ACCENT
4 EIFS CORNICE
5 PRECAST (PC) CORNICE
6 BRONZE TINTED GLASS IN CHAMPAGNE ALUM FRAMES
7 STRUCT PC CONC #2 - ACID ETCH TO MATCH BRICK #2
8 DECORATIVE WALL LIGHT
9 GLASS CANOPY
10 SIGNAGE/ADDRESS NUMBERS
11 PREFINISHED METAL PANELS
12 ORNAMENTAL GUARDRAIL
13 BALCONIES - CONCRETE
14 O.H. DOOR - PAINTED
15 METAL DOOR - PAINTED

EDWARD FARR ARCHITECTS INC

AURORA Investments, LLC
Client

MOUNT DEVELOPMENT CO.

Project
AURORA ON FRANCE
RE-ZONING
SUBMITTAL

Location
6500 FRANCE AVENUE SOUTH
EDINA, MINNESOTA

Issued For	Date
CITY SUBMITTAL	09/06/2013

Sheet Title
NORTH/SOUTH ELEVATIONS

Project Number: 13.025
Sheet Number: A5.1

1 EAST ELEVATION
A5.2 SCALE: 1/16"=1'-0"

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

A43

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

Date _____ Reg. No. 18362
Project Manager

Submission for:

MATERIALS LEGEND

1 FACE BRICK #1 - FIELD
2 FACE BRICK #2 - BASE
3 FACE BRICK #3 - ACCENT
4 EIFS CORNICE
5 PRECAST (PC) CORNICE
6 BRONZE TINTED GLASS IN CHAMPAGNE ALUM FRAMES
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9 GLASS CANOPY
10 SIGNAGE/ADDRESS NUMBERS
11 PREFINISHED METAL PANELS
12 ORNAMENTAL GUARDRAIL
13 BALCONIES - CONCRETE
14 O.H. DOOR - PAINTED
15 METAL DOOR - PAINTED

EDWARD FARR ARCHITECTS INC

AURORA Investments, LLC
Client

MOUNT DEVELOPMENT CO.
Project

AURORA ON FRANCE RE-ZONING SUBMITTAL

Location

6500 FRANCE AVENUE SOUTH
EDINA, MINNESOTA

Issues For	Date
CITY SUBMITTAL	09/06/2013

Sheet Title

EAST/WEST ELEVATIONS

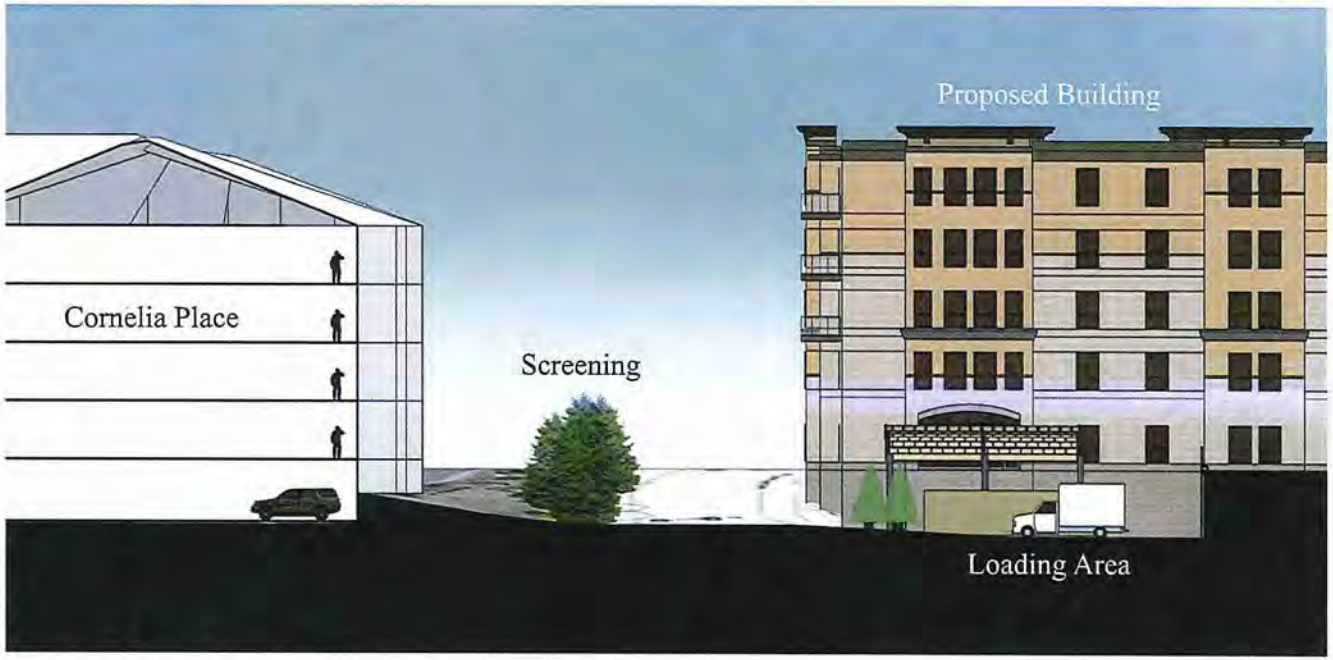
Project Number	Sheet Number
13.025	A5.2

View Notes

Cornelia Residents no longer have a view of an Office Rooftop (previous condition) nor the view of a Parking Ramp (previously approved condition).

HVAC/ Service Area Screening Notes

1. Dense Plantings along property line screens loading area
2. Pergola for the purpose of screening the chillers from more elevated views
3. Dense plantings to shield headlights



A44

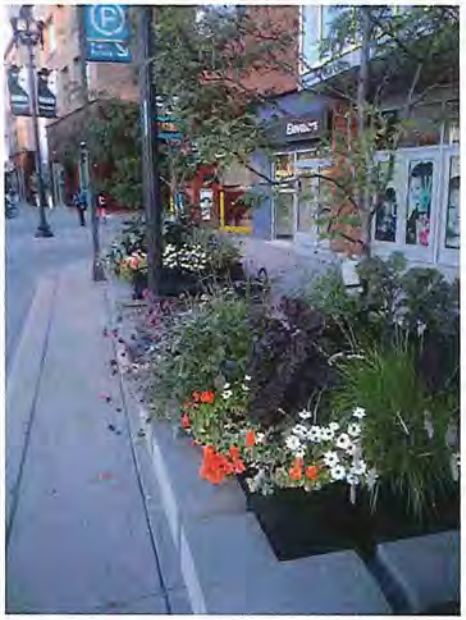
Screening Strategies West End

June 6, 2013

A45

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

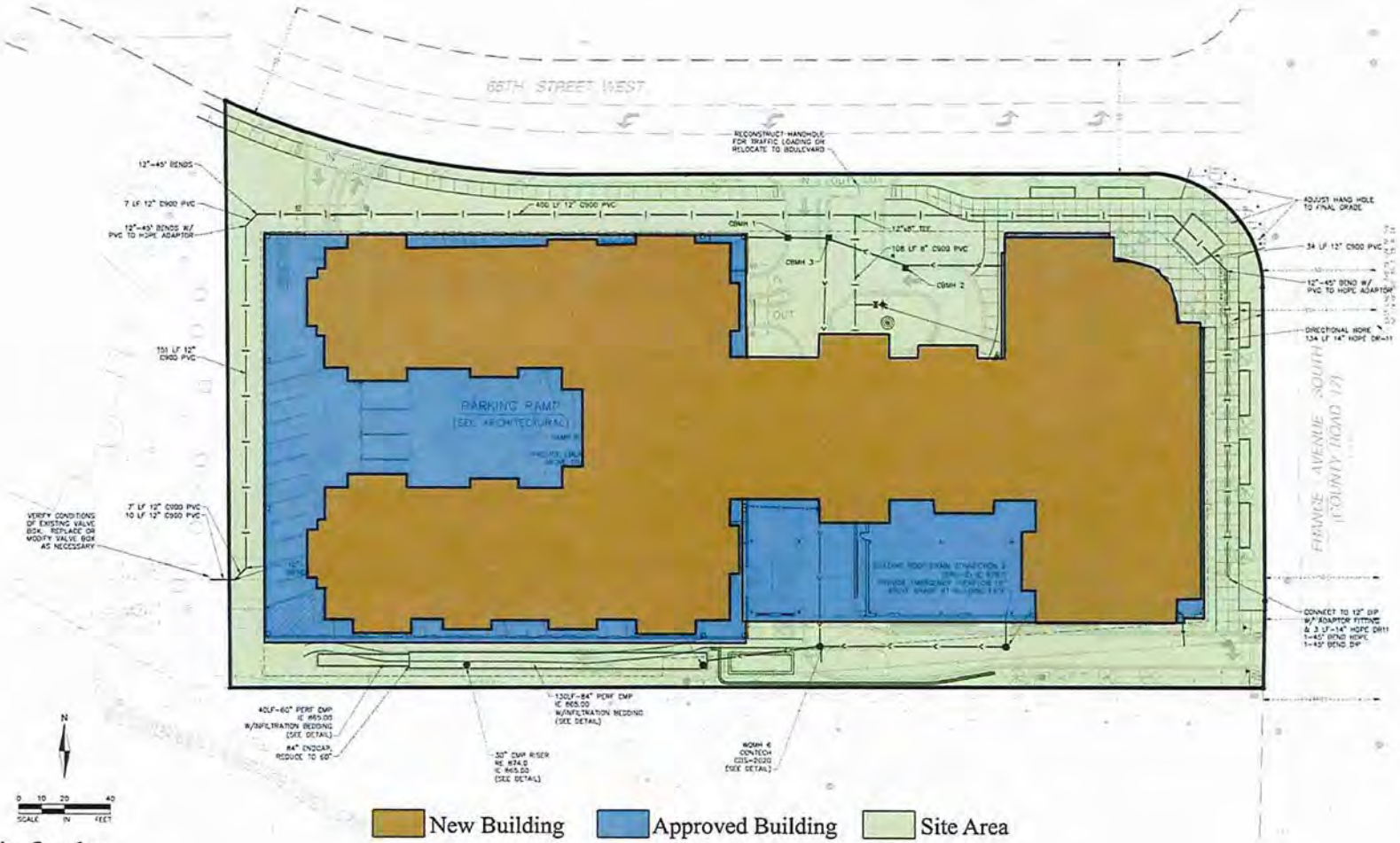
Tangle Town Gardens



Planting Concepts for public sidewalk planter areas

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

Tangle Town Gardens



Site Overlay

6500 France Avenue

June 6, 2013

EDWARD FARR
ARCHITECTS INC

AURORA ON FRANCE

AURORA
Investments, LLC

MOUNT DEVELOPMENT CO.

FIRST FLOOR PLAN

6500 France Senior Housing

EDINA, MINNESOTA

6-4-2013 | COMM#17656-13051

POPE ARCHITECTS

EBENEZER

MOUNT DEVELOPMENT CO.

AURORA Investments, LLC

PLANNING DEPARTMENT
JUN 28 2013
CITY OF EDINA

- CONGREGATE LIVING
- TRANSITIONAL CARE
- MEMORY CARE
- CARE SUITES
- COMMON SPACES
- ADMINISTRATIVE
- CIRCULATION
- SUPPORT
- PARKING

A46b

PLANNING DEPARTMENT
JUN 28 2013
CITY OF EDINA

SECOND FLOOR PLAN

POPE ARCHITECTS

6500 France Senior Housing

EDINA, MINNESOTA

6-4-2013 | COMM#17656-13051

EBENEZER

MOUNT DEVELOPMENT CO.

AURORA Investments, LLC

THIRD FLOOR PLAN (FOURTH & FIFTH FLOOR SIMILAR)

A46C

PLANNING DEPARTMENT
JUN 28 2013
CITY OF EDINA

POPE ARCHITECTS

6500 France Senior Housing

EDINA, MINNESOTA

6-4-2013 | COMM#17656-13051

EBENEZER

MOUNT DEVELOPMENT CO.

AURORA Investments, LLC

A46.1

GARAGE PLAN

NORTH

PLANNING DEPARTMENT
JUN 18 2013
CITY OF EDINA

POPE ARCHITECTS

6500 France Senior Housing

EDINA, MINNESOTA

6-4-2013 | COMM#17656-13051

EBENEZER

MOUNT DEVELOPMENT CO.

AURORA Investments, LLC

PROJECT DATA

Site Area = 102,965 sq ft / 2.34 acres

Property Guided: RM Regional Medical
Request to include Senior Care Housing in guide plan

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

Proposed Redevelopment: New Senior Care Building
5 stories, 229,424 gross sq ft *.
*Not including 1 level of underground parking (56,409 GSF)

Proposed Occupancy:
Senior Citizen Dwelling Units (similar to Zone PSR-4)
Independent Living Units, Assisted Living Units
Nursing, Convalescent, Rest Homes (similar to Zone PRD-5)
Transitional Care Suites, Memory Care Suites, Care Suites

Building Setbacks:

North	25-0
South	20-0
East	25-0/35-0**
West	42-0

** 35-0 setback is above podium level

Code Required Parking:

Nursing Home, 98 Residents *	25 stalls (enclosed)	1/4 Residents
Senior Citizen Dwelling, 111 Units *		
Resident	28 stalls (enclosed)	.25 / unit
Resident	56 stalls (exposed)	.5 / unit
Staff	29 stalls (exposed)	1 / employee
Management	1 stall (enclosed)	1
Required	54 enclosed / 85 exposed = 139 stalls	

Proposed Parking: 135 enclosed / 10 exposed = 145 stalls

FAIRVIEW SOUTHDALE PARKING RAMP

OUT OUT

65TH STREET WEST

6' WIDE GREY CONCRETE SIDEWALK WEST OF MAIN ENTRY

IN OUT

ART

PUBLIC SIDEWALK DECORATIVE COLOR

PUBLIC SEATING AREA

PLANTINGS

SKYWAY TO RAMP (THIRD FLOOR)

PONTE COCHERE

PATIO

PATIO

10 FT. WIDE PUBLIC SIDEWALK DECORATIVE COLOR

5x20 RAISED PLANTER AREAS W/ SEASONAL/ COLORFUL/HEARTY PLANTINGS

PLANTER AREA

CHILLER

CHILLER

MEMORY CARE GARDEN

5-STOREY SENIOR HOUSING BUILDING

TENANT CONTAINER GARDENS

FIREPLACE

FOUNTAIN

TERRACE

PAVER 1 (H-1)

PAVER 2

GAZEBO

PODIUM

OUT

IN

FRANCE AVENUE SOUTH

160'-0"

20'-0"

30'-0"

170'-0"

TENNIS COURTS

POINT OF FRANCE LOADING ZONE

384'-0"

POINT OF FRANCE DELIVERY TRUCK PARKING

25'-0"

STREET LEVEL

42'-0"

POND

POINT OF FRANCE CHILLER

N

0 10 20 40

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

A47

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

Date _____ Reg. No. 16362
Project Manager

DRAWING INDEX

EDWARD FARR ARCHITECTS INC

AURORA Investments, LLC
Client

MOUNT DEVELOPMENT CO.
Project

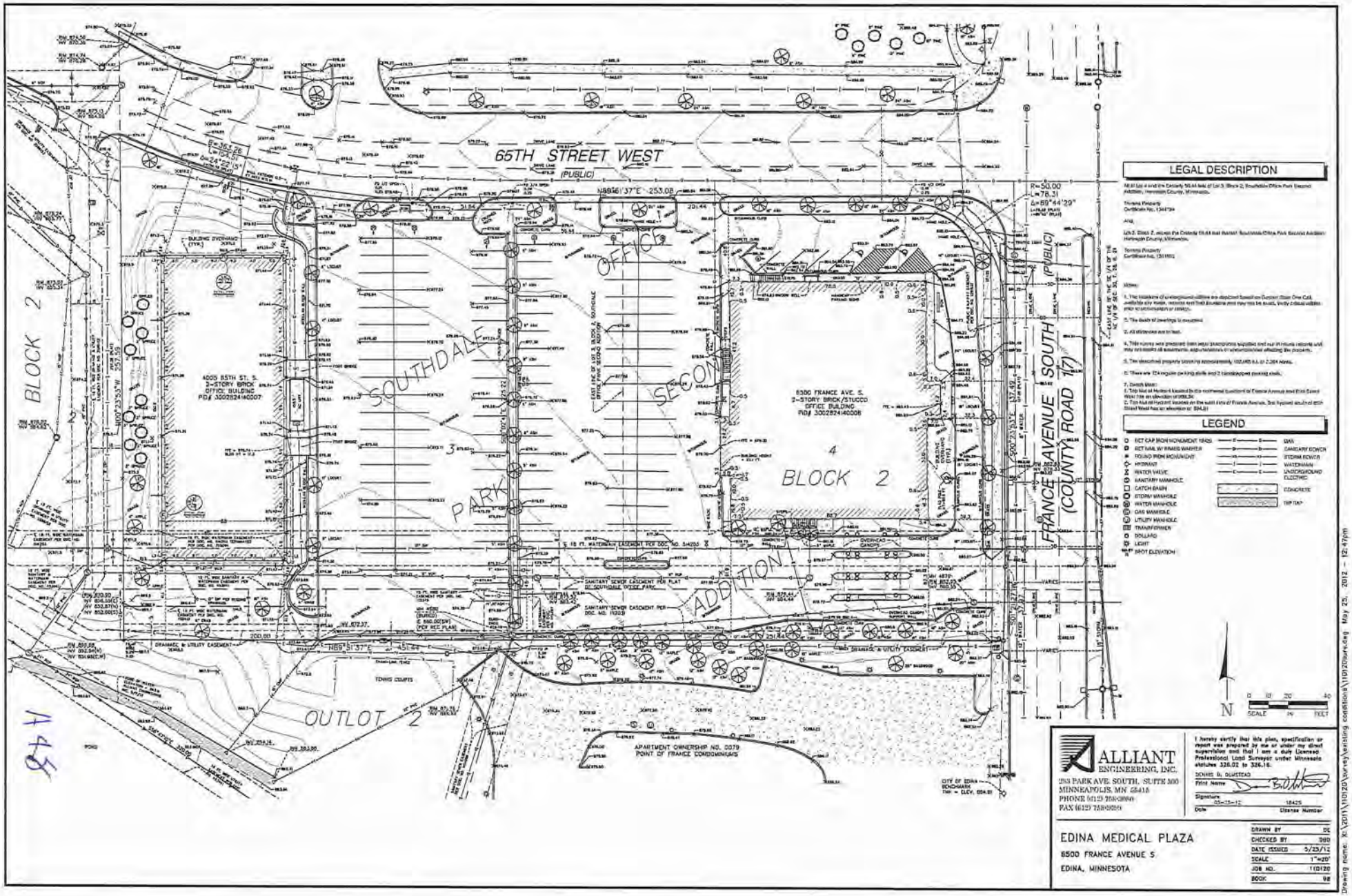
AURORA ON FRANCE
RE-ZONING
SUBMITTAL

Location
6500 FRANCE AVENUE SOUTH
EDINA, MINNESOTA

Issues For	Date
CITY SUBMITTAL	09/09/2015

Sheet Title
ARCHITECTURAL SITE PLAN

Project Number 13.025
Sheet Number A1.1



LEGAL DESCRIPTION

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

Torrens Property
Certificate No. 1344734

And,

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

Torrens Property
Certificate No. 1311902

Notes:

1. The locations of underground utilities are depicted based on Gopher State One Call, available city maps, records and field locations and may not be exact. Verify critical utilities prior to commencement of construction.
2. The basis of bearings is assumed.
3. All distances are in feet.
4. Title survey was prepared from legal descriptions supplied and our in-house records and may not depict all easements, encumbrances or ownership lines affecting the property.
5. The described property contains approximately 102,080 s.f. or 2.264 Acres.
6. There are 104 regular parking stalls and 3 handicapped parking stalls.
7. Bench Mark:
1. Top Nut of Hydrant located in the northwest quadrant of France Avenue and 65th Street West. Has an elevation of 884.34.
2. Top Nut of Hydrant located on the west side of France Avenue, 3±± feet south of 65th Street West has an elevation of 884.81

LEGEND

- SET CAP IRON MONUMENT (RLS)
- SET NAIL W/ RAMS WASHER
- FOUND IRON MONUMENT
- HYDRANT
- WATER VALVE
- SANITARY MANHOLE
- CATCH BASIN
- STORM MANHOLE
- WATER MANHOLE
- GAS MANHOLE
- UTILITY MANHOLE
- TRANSFORMER
- BOLLARD
- LIGHT
- SPOT ELEVATION
- GAS
- SANITARY SEWER
- STORM SEWER
- WATERMAIN
- UNDERGROUND ELECTRIC
- CONCRETE
- TAR TOP

N

SCALE 0 10 20 40 IN FEET

ALLIANT ENGINEERING, INC.
733 PARK AVE. SOUTH, SUITE 300
MINNEAPOLIS, MN 55415
PHONE (612) 758-0880
FAX (612) 758-0881

I hereby certify that this plan, specification or report was prepared by me or under my direct supervision and that I am a duly Licensed Professional Land Surveyor under Minnesota statutes 326.02 to 326.16.

DENNIS D. OLMSTEAD
Print Name

Signature

05-25-12
Date

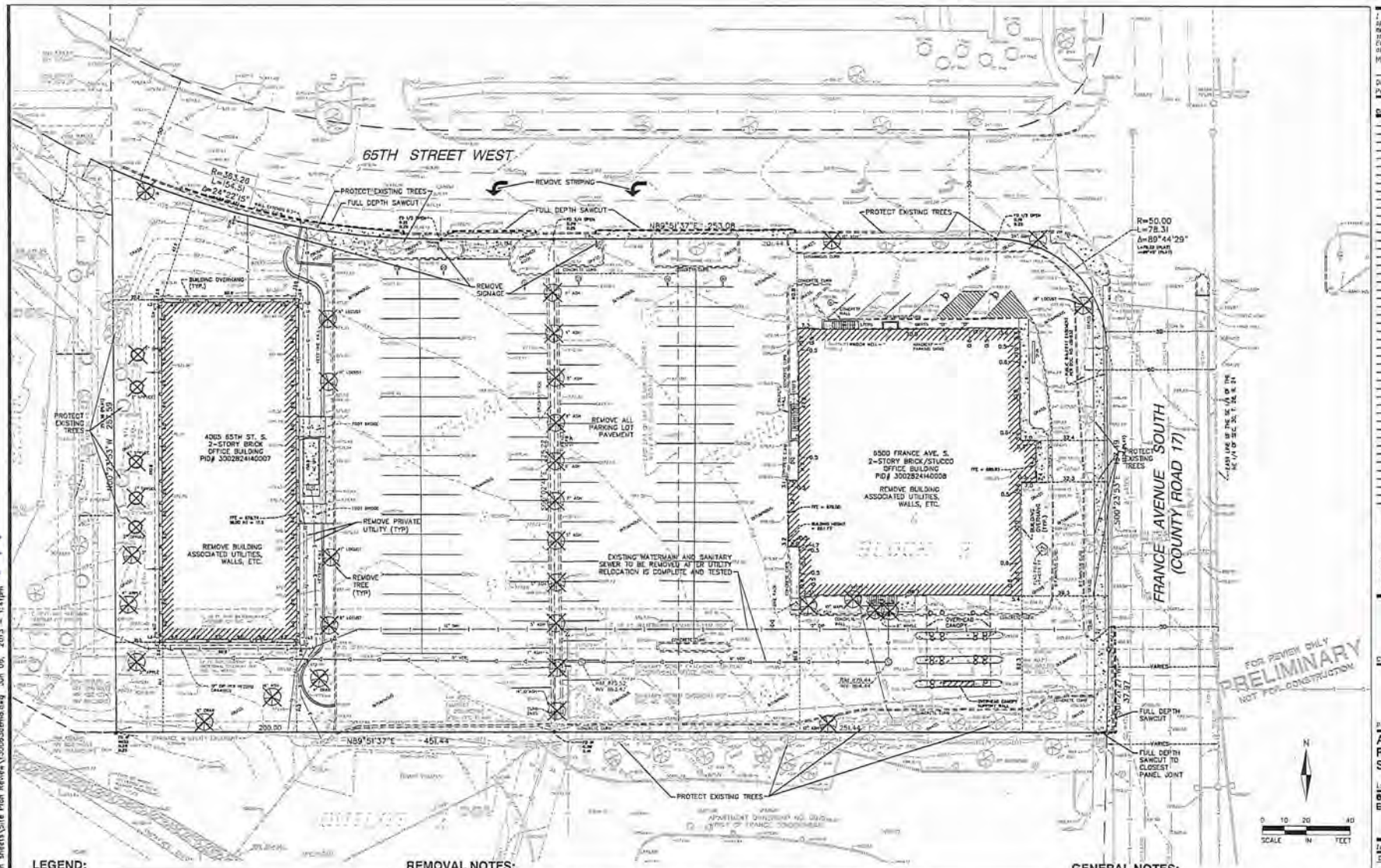
18425
License Number

EDINA MEDICAL PLAZA

6500 FRANCE AVENUE S.
EDINA, MINNESOTA

DRAWN BY	DE
CHECKED BY	DDO
DATE ISSUED	5/25/12
SCALE	1"=20'
JOB NO.	110120
BOOK	98

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



LEGEND:

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

REMOVAL NOTES:

1. PRIOR TO STARTING CONSTRUCTION, THE CONTRACTOR SHALL BE RESPONSIBLE TO MAKE SURE THAT ALL REQUIRED PERMITS AND APPROVALS ARE BEEN OBTAINED. NO CONSTRUCTION OR FABRICATION SHALL BEGIN UNTIL THE CONTRACTOR HAS RECEIVED AND THOROUGHLY REVIEWED ALL PLANS AND OTHER DOCUMENTS APPROVED BY ALL OF THE PERMITTING AUTHORITIES.
2. NOTIFY GOPHER STATE ONE CALL 48 HOURS PRIOR TO START OF CONSTRUCTION.
3. PRIOR TO STARTING CONSTRUCTION, ALL PERIMETER EROSION CONTROL DEVICES MUST BE INSTALLED IN ACCORDANCE WITH GRADING & DRAINAGE CONTROL PLAN, BMP, AND UNDER WATERSHED DISTRICT AND THE CITY OF EDINA, SEE SHEET C2.0 FOR DETAILS.
4. REMOVAL CONTRACTOR SHALL BE RESPONSIBLE FOR PROPERLY LOCATING AND PROTECTING ALL UTILITY LINES PRIOR TO DIGGING AND EXCAVATION. OWNER AND ENGINEER SHALL NOT BE HELD RESPONSIBLE FOR PUBLIC OR PRIVATE UTILITY LOCATIONS.
5. DEMOLITION CONTRACTOR IS RESPONSIBLE FOR PROPER DISPOSAL OF ALL DEMOLISHED MATERIALS. 100% OF DEMOLISHED MATERIALS SHALL BE RECYCLED OR EITHER REUSE ON-SITE OR OTHER ACCEPTED MEANS AND METHODS.
6. REMOVAL CONTRACTOR SHALL BE RESPONSIBLE FOR THE DEMOLITION AND REMOVAL OF ALL EXISTING STRUCTURES AND OBJECTS THAT INTERFERE WITH THE PROPOSED CONSTRUCTION AS SHOWN IN THIS DRAWING PACKAGE. MATERIALS SALVAGED FOR REUSE ON-SITE SHALL NOT BE STORED ON ANY PUBLIC RIGHT OF WAY.
7. ALL WORK SHALL BE PERFORMED IN ACCORDANCE WITH THESE PLANS AND SPECIFICATIONS AND THE REQUIREMENTS AND STANDARDS OF THE CITY OF EDINA.
8. ALL WORK WITHIN THE PUBLIC R.O.W. SHALL COMPLY WITH THE CITY OF EDINA OR HENNEPIN COUNTY ENGINEERING DESIGN STANDARDS.
9. CONTRACTOR SHALL FIELD VERIFY THE LOCATIONS AND ELEVATIONS OF EXISTING UTILITIES AND TOPOGRAPHIC FEATURES, SUCH AS EXISTING CUTTER GRADES AT THE PROPOSED DRIVEWAYS CONNECTIONS, PRIOR TO THE START OF SITE WORK. THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE ENGINEER OF ANY DISCREPANCIES OR VARIATIONS FROM THE PLANS.
10. CONTRACTOR SHALL PROVIDE TRAFFIC CONTROL IN ACCORDANCE WITH MN MUTCD AND/OR GHOST TEMPORARY TRAFFIC CONTROL ZONE LAYOUTS MANUAL DURING DEMOLITION OF EXISTING CURB CUT ACCESSES ON PUBLIC R.O.W.
11. CONTRACTOR SHALL BE HELD FULLY RESPONSIBLE TO PREVENT AND ELIMINATE ANY DUST NUISANCE OCCASIONED BY AND DURING CONSTRUCTION, UNTIL THE PROJECT HAS BEEN COMPLETED.
12. CONTRACTOR SHALL PROTECT ADJOINING PROPERTIES AND STRUCTURES FROM HAZARDS ASSOCIATED WITH HIS CONSTRUCTION ACTIVITIES AND SHALL BE RESPONSIBLE FOR ALL DAMAGES TO PROPERTIES AND STRUCTURES THAT OCCUR AS A RESULT OF THESE ACTIVITIES.
13. CONTRACTOR SHALL NOT IMPEDE EXISTING TRAFFIC CIRCULATION TO ADJACENT BUSINESSES.
14. ANY DAMAGED PUBLIC R.O.W. PAVEMENT AND CURBING SHALL BE REPLACED WITH THE EQUIVALENT PAVEMENT SECTION.
15. CONTRACTOR IS RESPONSIBLE FOR THE REMOVAL AND DISPOSAL OF THE EXISTING BITUMINOUS. BITUMINOUS SHALL BE SAWCUT ON JACK HAMMERED FOR STRAIGHT EDGES. SAW SHALL BE USED ON BITUMINOUS EDGE PRIOR TO PAVING. MATCH EXISTING GRADES.
16. CONTRACTOR SHALL COORDINATE PRIVATE/PUBLIC UTILITIES RESIDENTS, SUCH AS TRAFFIC SIGNAL HANDHOLES, AND MNDOT, ETC.
17. THE DEMOLISHED CONCRETE SHALL BE SALVAGED AND RELIED ON SITE AND ROADWAY AGGREGATE (SEE-BASE). THE RECYCLED CONCRETE USED FOR ROADWAY SUB-BASE SHALL BE PROVIDED TO MEET MNDOT SPECIFICATION 3138.

GENERAL NOTES:

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

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

Mark Rausch, PE

Date _____ Reg. No. _____

Project Manager

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MINNEAPOLIS, MN 55415
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AURORA Investments, LLC

Client

MOUNT DEVELOPMENT CO.

Project

AURORA ON FRANCE RE-ZONING SUBMITTAL

Location

6500 FRANCE AVENUE SOUTH EDINA, MINNESOTA

Issued For	Date
CITY SUBMITTAL	6/5/2013

Sheet Title

EXISTING CONDITIONS AND DEMO PLAN

Project Number: 13.0063

Sheet Number: C1.0

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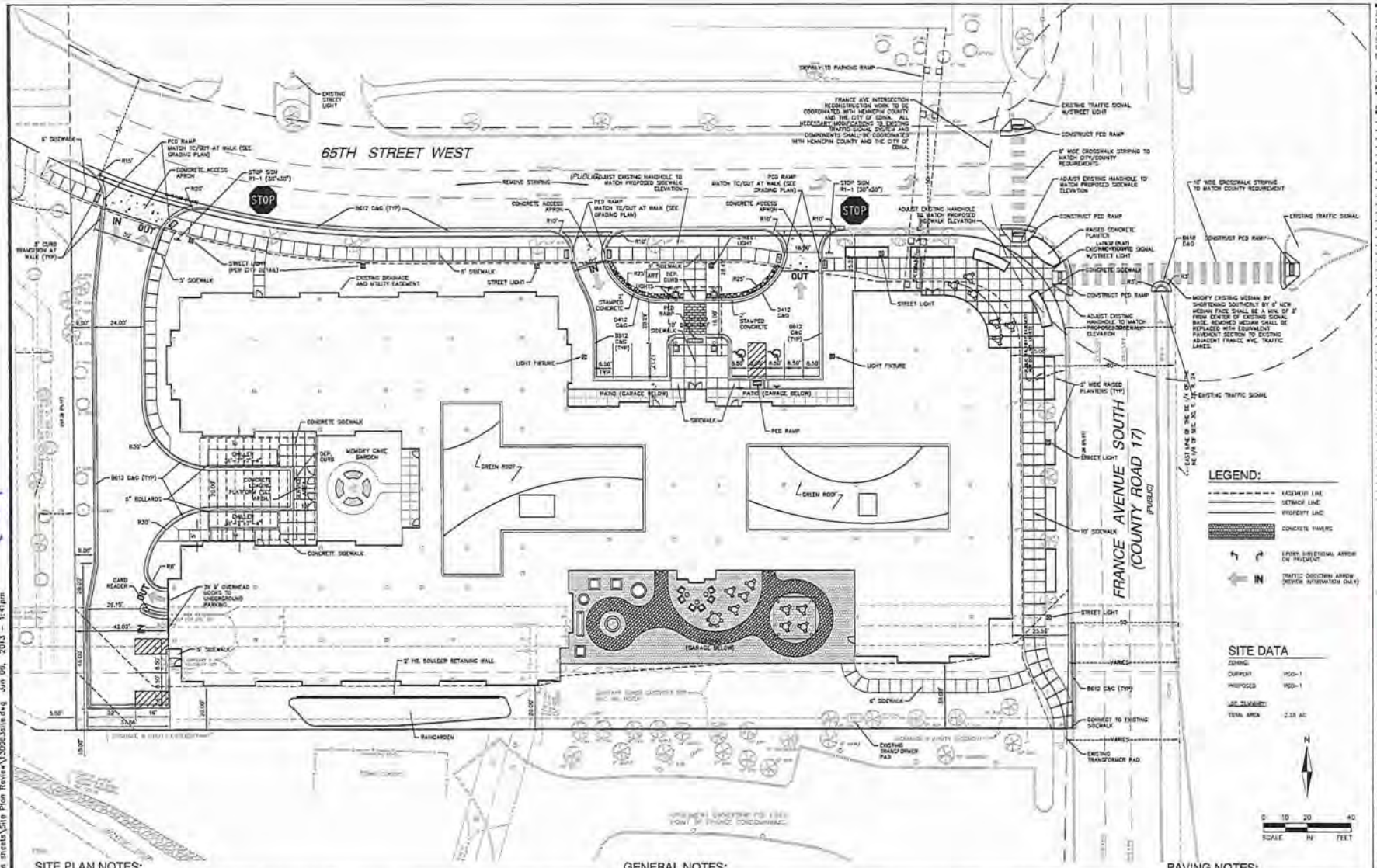

SITE PLAN NOTES:

1. ALL DIMENSIONS ARE TO FACE OF BUILDING AND/OR BACK OF CURB.
2. REFER TO ARCHITECTURAL DRAWINGS FOR CONCRETE STOOPS ADJACENT TO PROPOSED BUILDING.
3. CONTINUOUS CONCRETE CURB AND GUTTER WHICH CHANGES TYPE SHALL HAVE A 1'6" LONG TRANSITION.
4. ALL CONCRETE CURB AND GUTTER ADJACENT TO CONCRETE WALK BE SEPARATED BY A 1/2 INCH EXPANSION JOINT AND CAULKED.
5. STRIPING SHALL BE 4 INCH WHITE UNLESS NOTED OTHERWISE.
6. ALL WORK WITHIN THE 65TH STREET WEST AND FRANCE AVENUE SOUTH ROW SHALL COMPLY WITH THE CITY OF EDINA AND/OR HENNEPIN COUNTY LANDSCAPING DESIGN STANDARDS.
7. ALL CURB AND GUTTER TO BE DESIGNATED B612 CURB EXCEPT THE CURB RETURN PORTIONS AT THE EMERGENCY VEHICLE ACCESS WHICH SHALL TRANSITION TO SURMOUNTABLE CURB AND GUTTER.
8. CONTRACTOR SHALL FIELD-VERIFY N-S LOCATIONS AND ELEVATIONS OF EXISTING UTILITIES AND TOPOGRAPHIC FEATURES, SUCH AS EXISTING GUTTER GRADES AT THE PROPOSED DRIVEWAYS, PRIOR TO THE START OF SITE GRADING. THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE ENGINEER OF ANY DISCREPANCIES OF VARIATIONS FROM THE PLANS.
9. REFER TO PHOTOMETRIC PLAN FOR LIGHTING LOCATIONS, FIXTURE/POLE MOUNTING AND SPECIFICATIONS.
10. REFER TO ARCHITECTURAL DRAWINGS FOR MONUMENT SIGN DETAILS (I.E. ELECTRICAL CONNECTIONS).
11. INSTALL CURB AND GUTTER JOINTS AS FOLLOWS:
    1. ALIGN JOINTS ACROSS ABUTTING SIDEWALKS, CURBS, AND PAVEMENTS HAVING PARTICULAR ATTENTION TO SPACING OF EXPANSION JOINTS AND SPECIAL SCORING PATTERNS INDICATED ON PLANS.
    2. DRIVE PANELS INTO NORMALLY EQUAL AREAS WITH CONTRACTION JOINTS SPACED APPROXIMATELY AS SHOWN.
    3. SAWN JOINTS ARE PERMITTED ONLY AS INDICATED ON THE PLANS OR TO SUBDIVIDE THE DEPTH OF VISUALLY CONTRADICTION JOINTS FOR THE CONTRACTOR'S CONVENIENCE.
4. EXPANSION JOINTS:
    1. INSTALL TRANSVERSE JOINTS AT THE FOLLOWING MINIMUM INTERVALS
    a. SIDEWALKS AND MAINTENANCE STRIPS: 40 FEET.
    b. CURBS: AS FEET, 5 FEET EACH SIDE OF TOOLED SPANDREL JOINTS, AND OF CURVED SECTIONS.
    2. INSTALL LATERAL JOINTS ADJACENT ABUTTING SURFACES WHERE CONCRETE IS CONFINED BETWEEN OR PERPENDICULAR WITH PAVED STRUCTURES OR FURNISHINGS, SUCH AS BUILDINGS AND STEPS, PLANTERS, PAVED SURFACES OF BASES, UTILITIES AND SLEEVES, SHOWER PAVEMENT SECTIONS, ETC.
    3. CONTRACTION JOINTS:
    1. INSTALL JOINTS AT THE FOLLOWING NOMINAL INTERVALS:
    a. SIDEWALKS AND MAINTENANCE STRIPS: 5 FEET.
    b. CURBS AND APRONS: 10 FEET, 5 FEET ON CURVED SECTIONS.
    2. TOOL OR SAW JOINTS TO 1/3 THE NOMINAL THICKNESS OF THE PAVEMENT SECTION OF CURB.
12. ALL CONCRETE EQUIPMENT PADS SHALL HAVE A SUBBASE INCLUDING 4 FEET OF FREE DRAINING GRANULAR MATERIAL MEETING MNDOT SPEC 3149.
13. CONTRACTOR SHALL COORDINATE PERMANENT/PUBLIC UTILITIES RELOCATES, SUCH AS TRAFFIC SIGNAL HANDHOLES, AND WIRING, ETC.

GENERAL NOTES:

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

PAVING NOTES:

1) MINIMUM 6" BACK CHASE OF COMPACTED SOIL SPECIFIED DENSITY METHOD
2) A FIELD INSPECTION BY OWNERS REPRESENTATIVE OR 3RD PARTY INSPECTOR OF ALL CURB, SIDEWALK AND PAVEMENT SUBGRADE, STRING LINES AND FORM WORK BY GENERAL CONTRACTOR OR OTHER APPROVED REPRESENTATIVE IS REQUIRED PRIOR TO ANY PAVEMENT INSTALLATION.
3) REFER TO GEOTECHNICAL REPORT FOR ALL SOIL CORRECTION AND COMPACTION REQUIREMENTS AS WELL AS FILLING SPECIFICATIONS.

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

Mark Rausch, PE

Date _____ Reg. No. _____

Project Manager

Designed by: _____

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AURORA Investments, LLC

Client:

MOUNT DEVELOPMENT CO.

Project:

AURORA ON FRANCE RE-ZONING SUBMITTAL

Location:

6500 FRANCE AVENUE SOUTH EDINA, MINNESOTA

Issued For:	Date:
CITY SUBMITTAL	06/06/2013

Sheet Title:

SITE PLAN

Project Number: 13.0063

Sheet Number: C2.0

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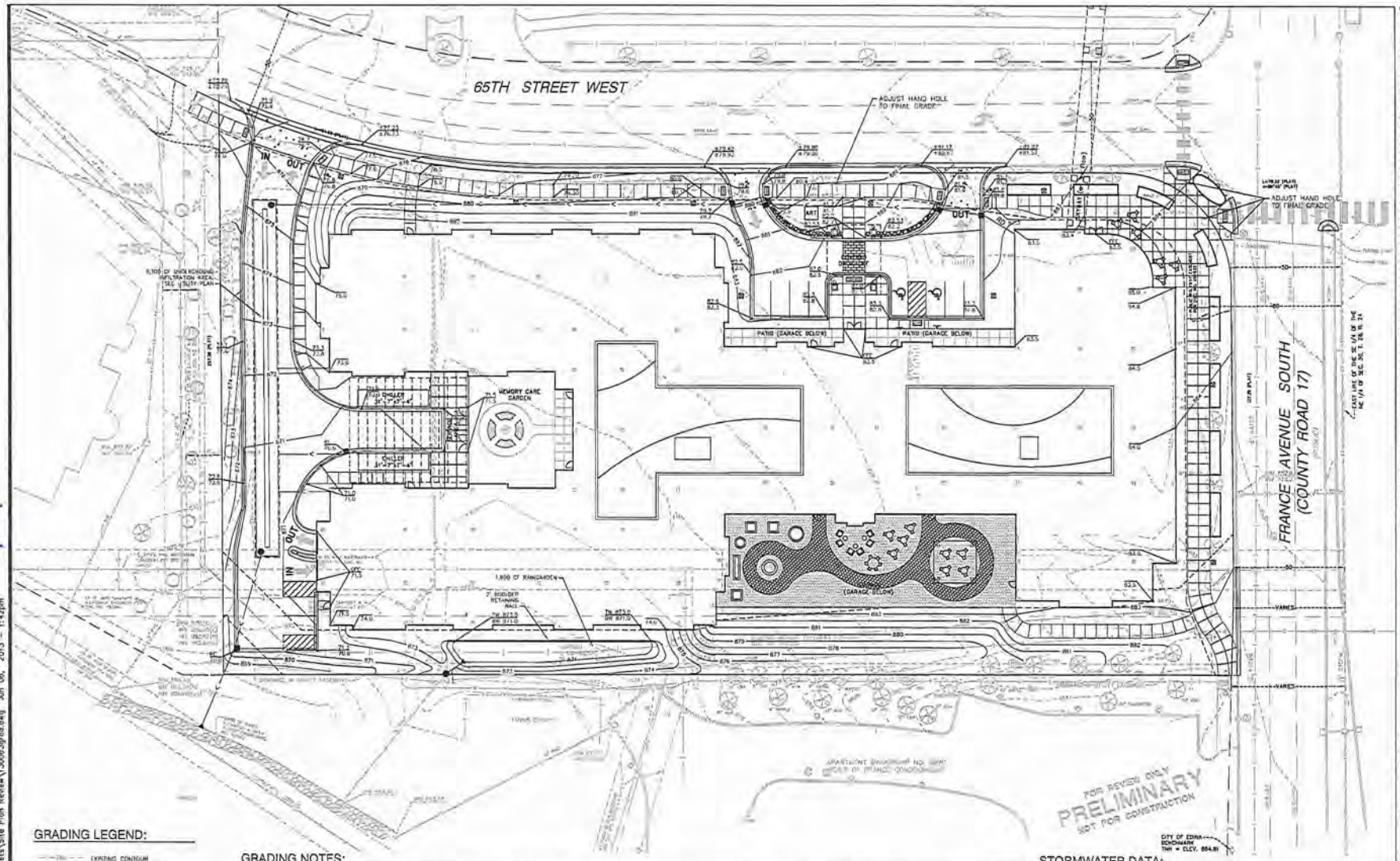

GRADING LEGEND:

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

GRADING NOTES:

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

    FILL SHOULD BE WITHIN 3 PERCENTAGE POINTS OF ITS OPTIMUM MOISTURE CONTENT, HOWEVER, CLAYEY FILL SHOULD BE PLACED WITHIN 3 PERCENTAGE POINTS ABOVE AND 1 PERCENT BELOW ITS OPTIMUM MOISTURE CONTENT.
14. EROSION CONTROL NOTES AND PROCEDURES SHALL BE INCLUDED IN THE CONSTRUCTION DOCUMENTS. SEE SHEET C2.0 FOR DETAILS.
15. CONTRACTOR SHALL COORDINATE PRIVATE/PUBLIC UTILITIES RELOCATES, SUCH AS TRAFFIC SIGNAL HANDHOLES, AND WIRING, ETC.

STORMWATER DATA:

SITE DATA:
TOTAL SITE AREA: 2.364 AC
EXISTING IMPERVIOUS AREA: 1.963 AC
PROPOSED IMPERVIOUS AREA: 1.624 AC

REQUIRED INFILTRATION VOLUME:
1.624 AC * 1" = 5,900 CF

REQUIRED WATER QUALITY VOLUME:
2.0" EVENT = 0.85" RUNOFF DEPTH
2.364 * 0.85" = 7,275 CF
25 YEAR SEDIMENT STORAGE = 400 CF
7,275 + 400 CF = 7675 CF

PROPOSED INFILTRATION & WATER QUALITY VOLUME:
PROPOSED UNDERGROUND INFILTRATION 5,100 CF
PROPOSED RAIN GARDEN 1,900 CF

8,000 CF TOTAL INFILTRATION & WATER QUALITY VOLUME PROVIDED

I hereby certify that this plan, specification or report was prepared by me or under my direct supervision and that I am a duly Licensed Professional Engineer under the laws of the State of Minnesota.
Mark Rausch, PE
Date _____ Reg. No. _____
Project Manager _____

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AURORA Investments, LLC

Client
MOUNT DEVELOPMENT CO.

Project
AURORA ON FRANCE RE-ZONING SUBMITTAL

Location
6500 FRANCE AVENUE SOUTH EDINA, MINNESOTA

Issued For	Date
CITY SUBMITTAL	08/06/2013

Sheet Title
GRADING, EROSION, AND SEDIMENT CONTROL PLAN

Project Number 13.0063 — Sheet Number C3.0

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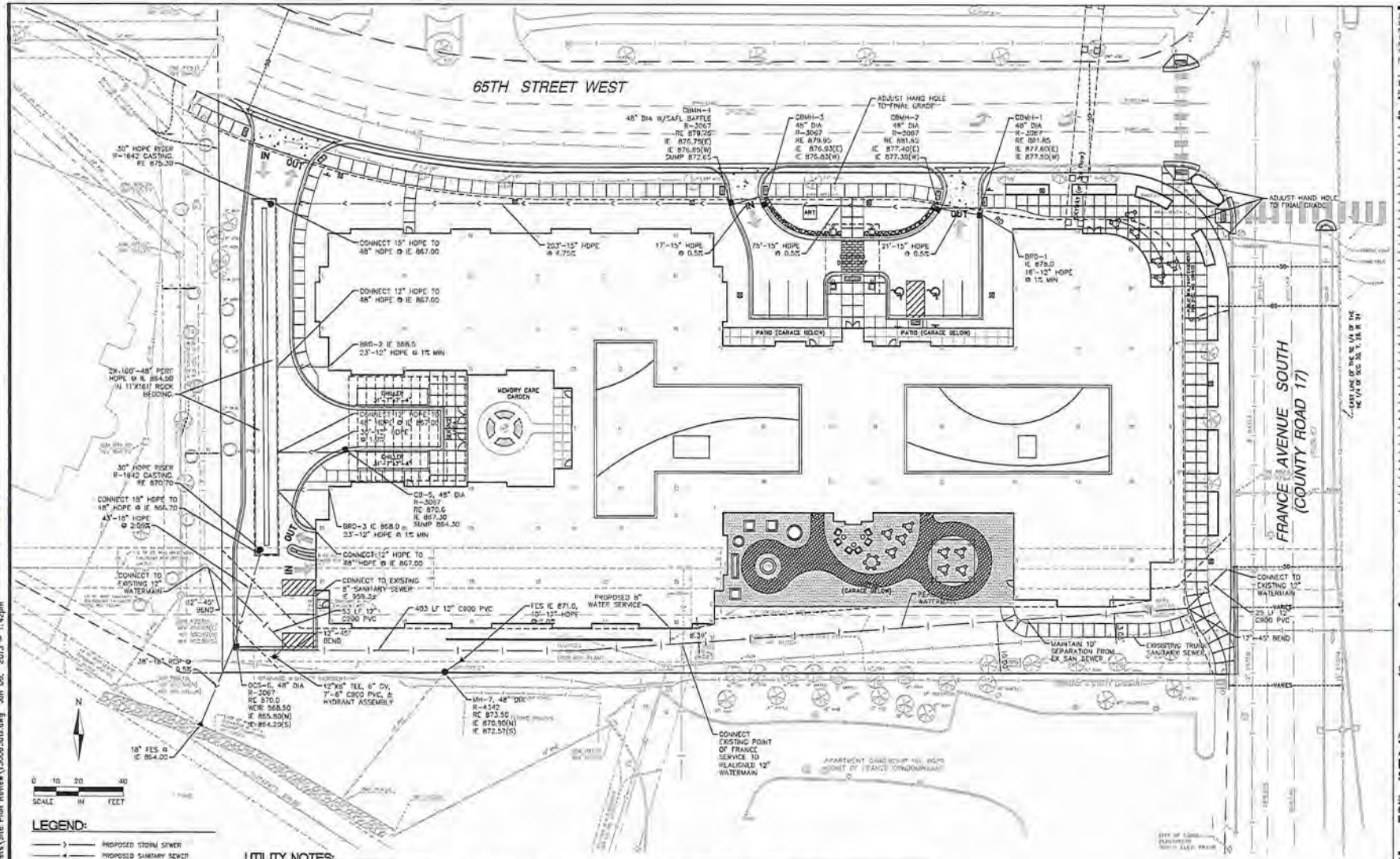

LEGEND:

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

UTILITY NOTES:

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

   FILL SHOULD BE WITHIN 2 PERCENTAGE POINTS OF ITS OPTIMUM MOISTURE CONTENT, HOWEVER, CLAYEY FILL SHOULD BE PLACED WITHIN 2 PERCENTAGE POINTS ABOVE AND 1 PERCENT BELOW ITS OPTIMUM MOISTURE CONTENT.
10. ALL HDPE PIPE SHALL BE ADS N-12 SMOOTH INTERIOR PIPE OR EQUIVALENT.
11. STORM SEWER CASTINGS SHALL BE NEENAH OR EQUIVALENT. CATCH BASINS IN CURB TO BE R-3067-V, CATCH BASINS IN PAVEMENT TO BE R-2501, AND MANHOLES IN PAVEMENT TO BE R-1642-B.

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I hereby certify that this plan, specification or report was prepared by me or under my direct supervision and that I am a duly Licensed Professional Engineer under the laws of the State of Minnesota.
MARK RAUSCH., PE
Date _____ Reg. No. _____
Project Manager
Drawn/Ckd by

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AURORA Investments, LLC
Client
MOUNT DEVELOPMENT CO.
Project
AURORA ON FRANCE RE-ZONING SUBMITTAL
Location
6500 FRANCE AVENUE SOUTH EDINA, MINNESOTA

Issued For	Date
CITY SUBMITTAL	06/06/2013

Sheet Title
UTILITY PLAN
Project Number 13.0063
Sheet Number C4.0

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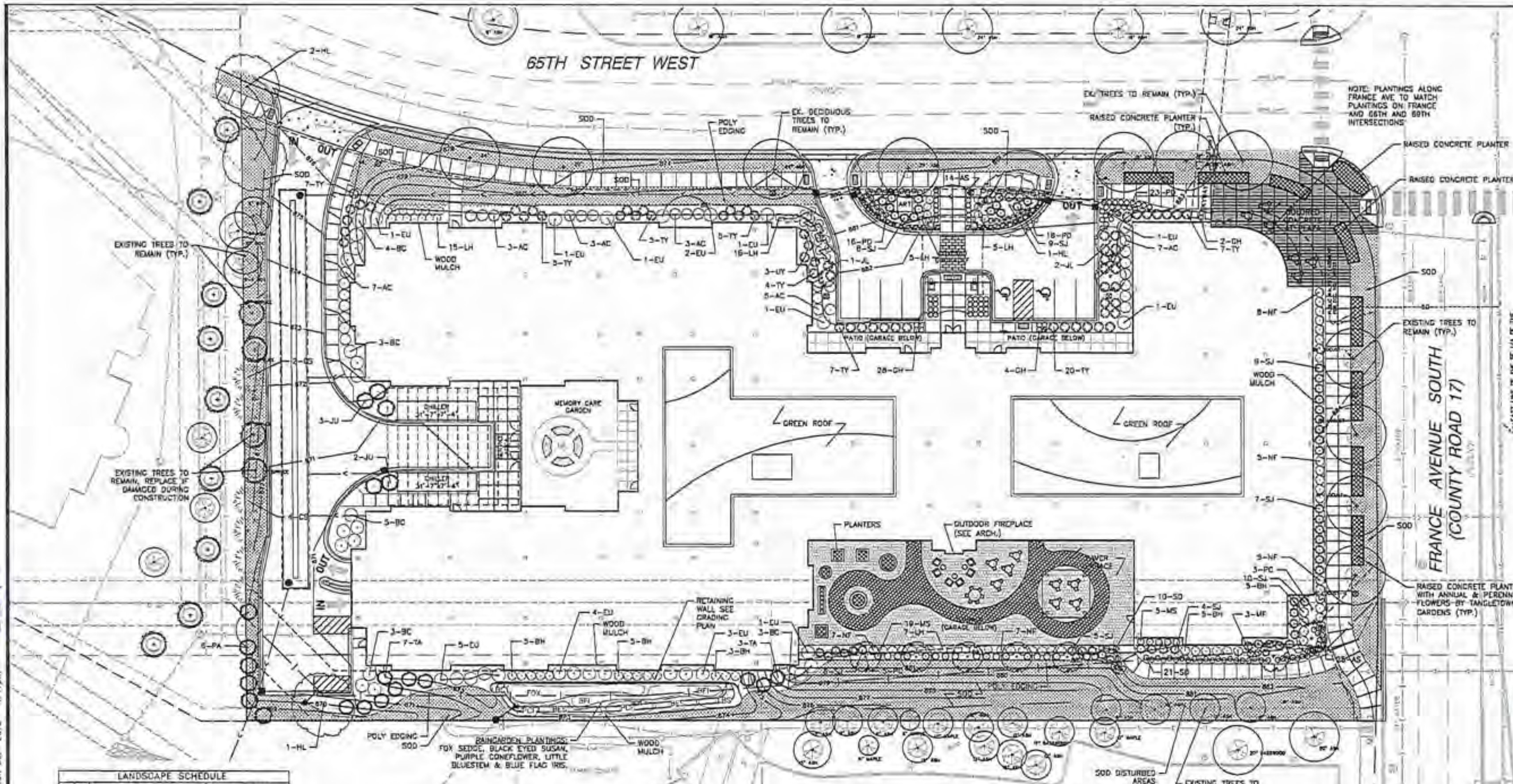


LANDSCAPE SCHEDULE

QTY	KEY	COMMON NAME/ BOTANICAL NAME	SIZE	REMARKS
8	HL	OVERSTORY TREES SKYLINE HONEYLOCUST Gleditsia triacanthos var. inermis 'Skyline'	2.5" CAL. B&B	STRAIGHT TRUNK [illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

NOTE: QUANTITIES ON PLAN SUPERSEDE LIST QUANTITIES IN EVENT OF DISCREPANCY

LANDSCAPE REQUIREMENTS

OVERSTORY TREES REQUIRED = 30
OVERSTORY TREES SHALL NOT BE LESS THAN THE PERIMETER OF THE LOT AS MEASURED IN FEET DIVIDED BY 40 = 1200/40 = 30

MINIMUM REQUIREMENT	REQUIRED TREES	PROVIDED TREES
5% ORNAMENTAL (<2" BB)	1.5	11
60% COMPLIMENTARY (2.5"BB+)	18	10
20% ACCENT (3.5"BB+)	6	0
10% PRIMARY (4.5"BB+)	3	0
5% FULL (5.5"BB+)	1.5	0
TOTAL TREES	30	21
EXISTING TREES ALONG PERIMETER OF SITE TO REMAIN =		23
TOTAL TREES ON SITE =		44

GREEN ROOF

GREEN ROOF AREA = 7,835 SF

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

RAINGARDEN PLANTINGS

QTY	SYM	COMMON/SCIENTIFIC	CONTAINER
48	BES	BLACK EYED SUSAN/Rudbeckia hirta	4" cont., 24" o.c.
54	BFI	BLUE FLAG IRIS/Iris versicolor	4" cont., 24" o.c.
70	FOX	FOX SEDGE/Carex vulpinoidea	4" cont., 24" o.c.
32	LBS	LITTLE BLUESTEM/Schizachyrium scoparius	4" cont., 30" o.c.
35	PCF	PURPLE CONEFLOWER/Echinacea purpurea	4" cont., 24" o.c.

PLANTING NOTES:

1. LANDSCAPE CONTRACTOR SHALL VISIT SITE PRIOR TO SUBMITTING BID TO BECOME COMPLETELY FAMILIAR WITH SITE CONDITIONS.
2. INSTALL 4" MIN. BLACK DIRT TO ALL SOD, SEED AND SHRUB AREAS. CONTRACTOR RESPONSIBLE FOR FINE GRADING OF SOD AREAS. PROVIDE 12" PLANTING SOIL FOR ALL PERENNIAL & ANNUAL FLOWER AREAS.
3. CONTRACTOR WILL STAKE OR MARK ALL PLANT MATERIAL LOCATIONS PRIOR TO INSTALLATION. CONTRACTOR SHALL HAVE OWNERS REPRESENTATIVE APPROVE ALL STAKING PRIOR TO INSTALLATION.
4. ALL SHRUB AREAS UNLESS SPECIFIED AS OTHER, TO BE BED MULCHED WITH 3" DEPTH OF DOUBLE SHREDDED HARDWOOD MULCH, GOLDEN COLOR, OVER WEED BARRIER. POLY-EDGER TO BE VALLEY VIEW BLACK DIAMOND OR APPROVED EQUAL.
5. ALL PERENNIAL BEDS TO BE BED MULCHED WITH 2" DEPTH OF DOUBLE SHREDDED HARDWOOD MULCH, GOLDEN COLOR.
6. INSTALL 4-6" DEPTH DOUBLE SHREDDED HARDWOOD MULCH AROUND ROOT SAUCER OF ALL TREES ISOLATED FROM PLANT BEDS.
7. PLANTING SOIL SHALL CONSIST OF 50% SELECT LOAMY TOPSOIL, 25% PEAT MOSS, 25% PIT RUN SAND.
8. CONTRACTOR WILL COMPLETELY GUARANTEE ALL WORK FOR A PERIOD OF TWO YEARS (24 MONTHS) BEGINNING AT THE DATE OF SUBSTANTIAL PROJECT COMPLETION. CONTRACTOR WILL MAKE ALL REPLACEMENTS PROMPTLY (AS PER DIRECTION OF OWNER).
9. ANY MATERIAL WHICH DIES, OR DEFOLIATES (PRIOR TO ACCEPTANCE OF THE WORK) WILL BE PROMPTLY REMOVED AND REPLACED.
10. THE OWNERS REPRESENTATIVE RESERVES THE RIGHT TO REJECT ANY PLANT MATERIAL NOT MEETING SPECIFICATIONS.
11. ALL MATERIAL SHALL COMPLY WITH THE LATEST EDITION OF THE AMERICAN STANDARD FOR NURSERY STOCK, AMERICAN ASSOCIATION OF NURSERYMEN.
12. ALL TREE TRUNKS SHALL BE WRAPPED WITH BROWN CREPE TREE WRAP. APPLY WRAP IN NOVEMBER AND REMOVE IN APRIL.
13. LANDSCAPE CONTRACTOR TO WATER AND MAINTAIN ALL PLANT MATERIALS AND SOD UNTIL INITIAL ACCEPTANCE.
14. REPAIR AT NO COST TO OWNER ALL DAMAGE TO PROPERTY RESULTING FROM LANDSCAPE WORK.
15. CONTRACTOR IS RESPONSIBLE FOR CALLING GOPHER STATE ONE AT 454-0002 AND FOR LOCATING ALL UNDERGROUND UTILITIES AND SHALL AVOID DAMAGE TO UTILITIES DURING THE COURSE OF THE WORK. CONTRACTOR IS RESPONSIBLE FOR REPAIRING ANY DAMAGE TO UTILITIES, SITE STRUCTURES, ETC., RESULTING FROM LANDSCAPE CONSTRUCTION.
16. LANDSCAPE CONTRACTOR IS TO BE RESPONSIBLE FOR WATERING ALL PLANT MATERIALS UNTIL THE TIME THE PERMANENT IRRIGATION SYSTEM IS FULLY FUNCTIONAL.
17. CHEMICAL WEED CONTROL MUST BE APPLIED TO ALL LANDSCAPE AREAS PRIOR TO ANY PLANT INSTALLATION.
18. LANDSCAPE CONTRACTORS TO COORDINATE INSTALLATION WITH GENERAL CONTRACTOR.
19. STAKING AND GUYING OF TREES OPTIONAL. LANDSCAPE CONTRACTOR SHALL MAINTAIN PLUMBNESS OF TREES FOR DURATION OF WARRANTY PERIOD.
20. SWEEP AND WASH ALL PAVED SURFACES AND REMOVE ALL DEBRIS RESULTING FROM LANDSCAPE OPERATIONS.
21. CONTRACTOR TO SUPPLY DESIGN AND INSTALLATION OF AN IRRIGATION PLAN WITH 100% COVERAGE FOR SHRUB BEDS, SOD, PLANTING AREAS AND ALL GREEN SPACE. THE SOD AND PLANTING/ANNUAL AREAS TO BE ON SEPARATE ZONES. USE RAINBIRD OR APPROVED EQUAL. COORDINATE WITH PROPERTY OWNER.

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

SALT TOLERANT PLANT MATERIAL

Boulevards are tough sites known for dry, poor soil and salt from the roads. The following plants are recommended for their ability to [illegible] in these challenging urban sites.
Annuals include: [illegible]

Perennials include: Aster, [illegible]

Evergreens include: Junipers, Blue Spruce, Mugo Pine

Shrubs include: Serviceberry, [illegible]

Trees include: Sycamore Maple, Serviceberry, Kentucky Coffeetree, Honeylocust, [illegible]

LANDSCAPE LEGEND

- PROPOSED CURB AND GUTTER
- EXISTING CURB AND GUTTER
- SOD
- ANNUAL & PERENNIAL FLOWERS FOR CONCRETE PLANTERS, SEE SALT TOLERANT PLANT MATERIAL
- POLY EDGING

PRELIMINARY
FOR REVIEW ONLY
NOT FOR CONSTRUCTION

N

0 10 20 40
SCALE IN FEET

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

Date ______ Reg. No.
Project Manager

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

AURORA Investments, LLC

Client
MOUNT DEVELOPMENT CO.

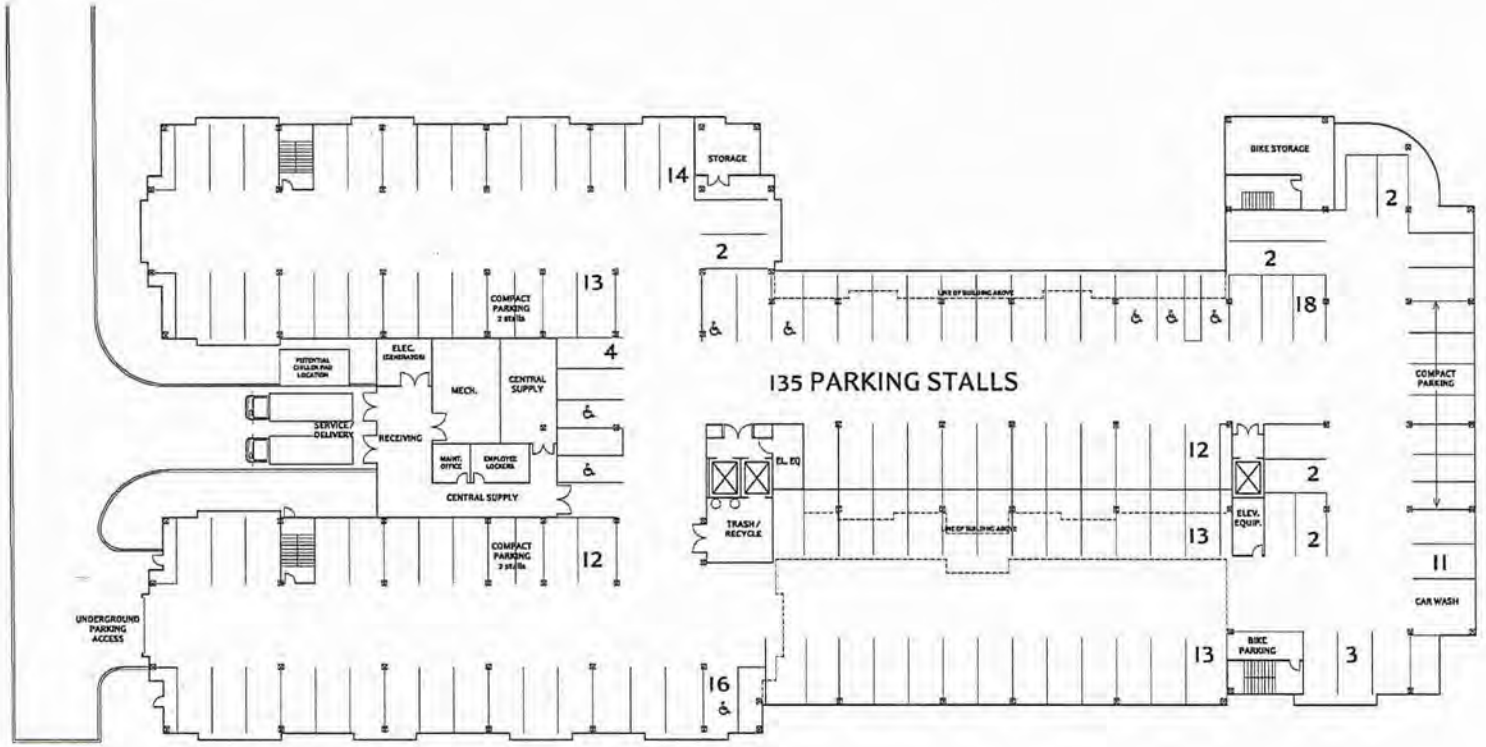
Project
AURORA ON FRANCE RE-ZONING SUBMITTAL

Location
6500 FRANCE AVENUE SOUTH EDINA, MINNESOTA

Issued For	Date
CITY SUBMITTAL	06/06/2013

Sheet Title
LANDSCAPE PLAN

Project Number	Sheet Number
13.0063	C5.0



GARAGE PLAN

6-3-13

20' 10' 0 20' 40'

A54

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Edward A. Farr

Date _____ Reg. No. 16362

Project Manager

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AURORA Investments, LLC

Client

MOUNT DEVELOPMENT CO.

Project

AURORA ON FRANCE
RE-ZONING
SUBMITTAL

Location

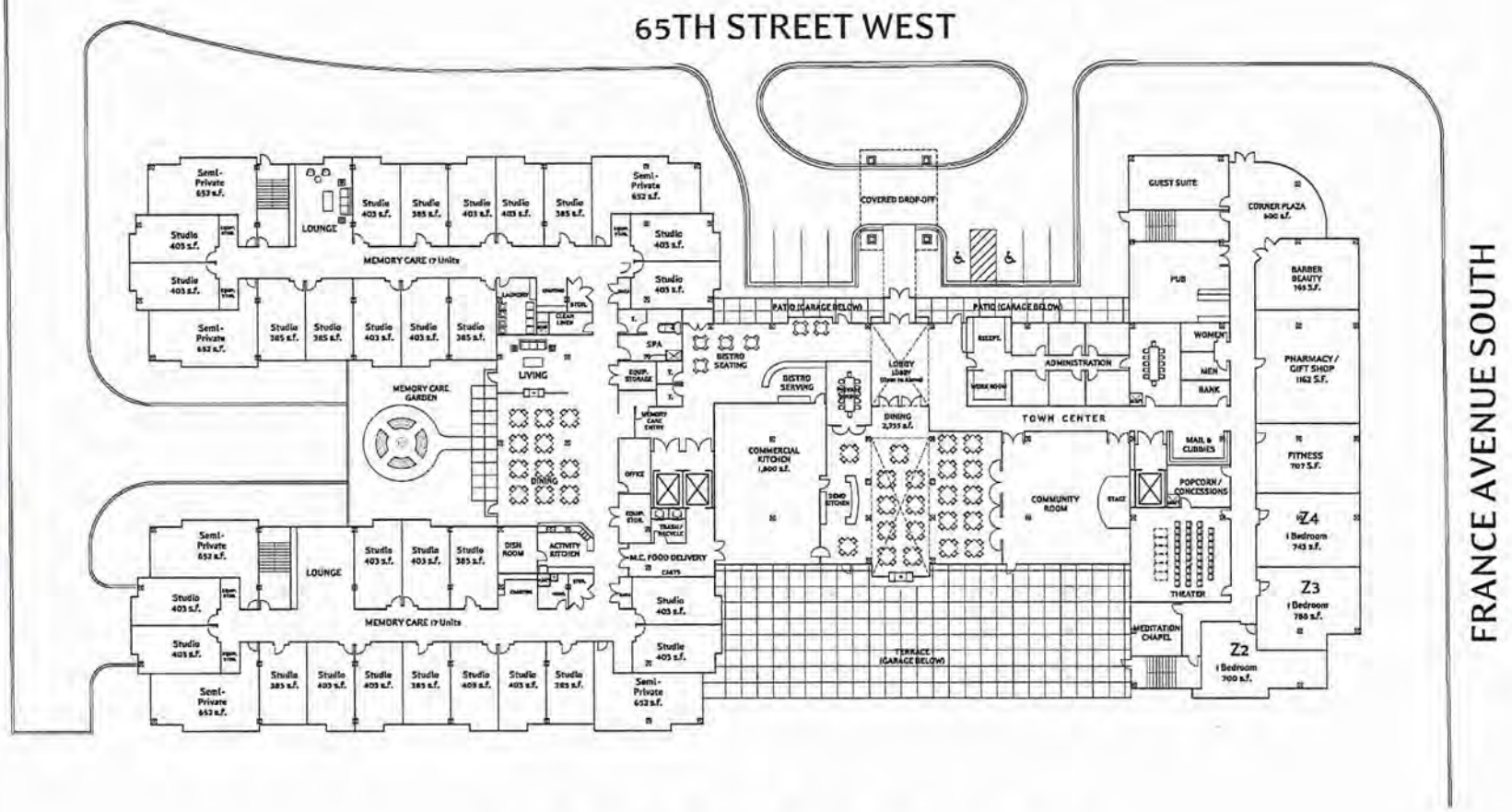
6500 FRANCE AVENUE SOUTH
EDINA, MINNESOTA

Issued For	Date
CITY SUBMITTAL	06/06/2013

Sheet Title

BASEMENT
FLOOR PLAN

Project Number	Sheet Number
13.025	A2.0



FIRST FLOOR PLAN

6-3-13

20' 10' 0 20' 40'

455

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Edward A. Farr

Date _____ Reg. No. 16352

Project Manager

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AURORA Investments, LLC

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MOUNT DEVELOPMENT CO.

Project

AURORA ON FRANCE
RE-ZONING
SUBMITTAL

Location

6500 FRANCE AVENUE SOUTH
EDINA, MINNESOTA

Issued For	Date
CITY SUBMITTAL	06/03/2013

Sheet Title

FIRST
FLOOR PLAN

Project Number	Sheet Number
13.025	A2.1

SECOND FLOOR PLAN

6-3-13

20' 10' 0 20' 40'

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Edward A. Farr

Date ______ Reg. No. 16362

Project Manager

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AURORA Investments, LLC

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MOUNT DEVELOPMENT CO.

Project

AURORA ON FRANCE RE-ZONING SUBMITTAL

Location

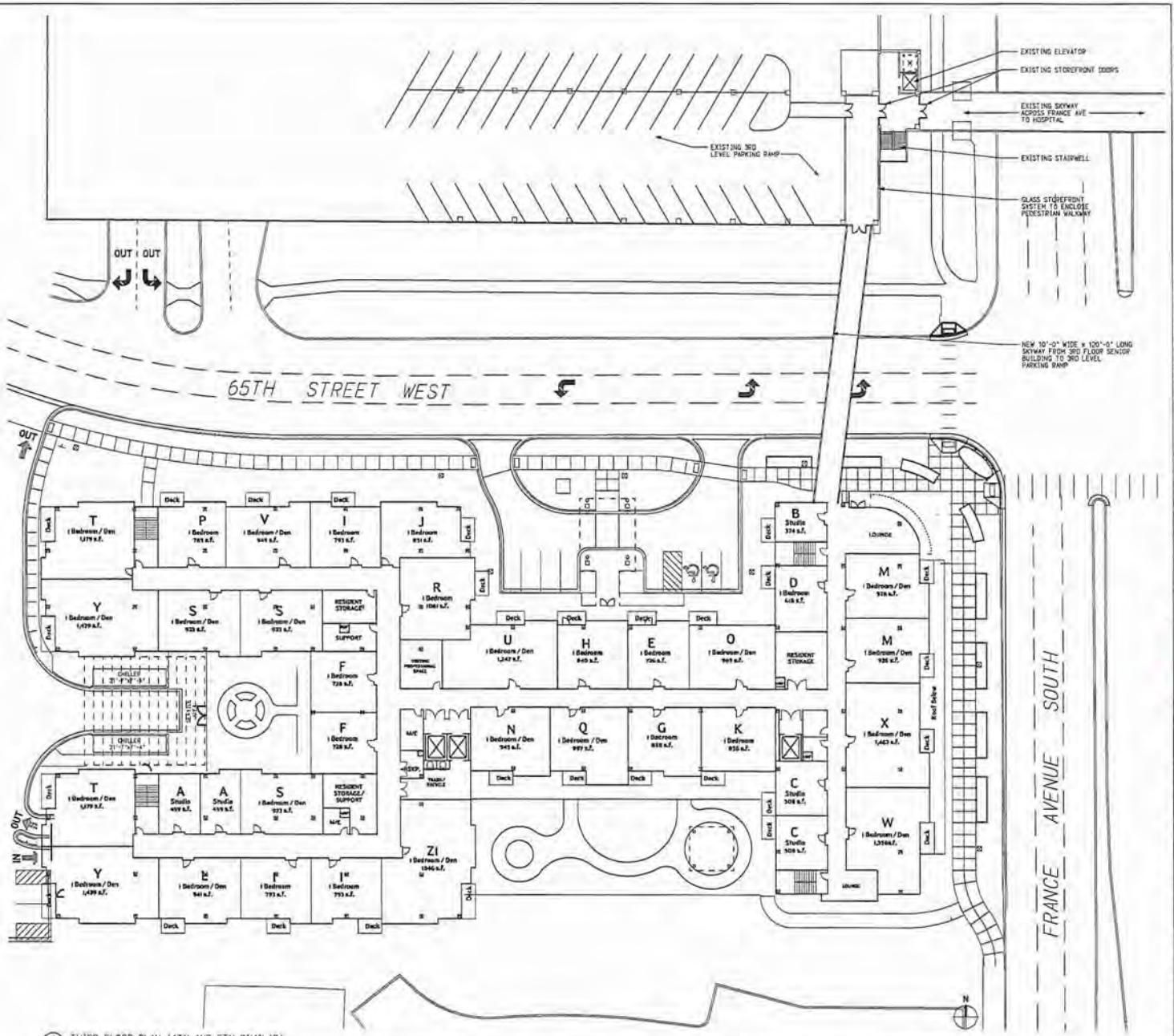
6500 FRANCE AVENUE SOUTH EDINA, MINNESOTA

Issued For	Date
CITY SUBMITTAL	06/06/2013

Sheet Title

SECOND FLOOR PLAN

Project Number	Sheet Number
13.025	A2.2



1 THIRD FLOOR PLAN (4TH AND 5TH SIMILAR)
SCALE: 1"=20'-0"

0 10 20 40

A3.7

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Edward A. Farr
Date _____ Reg. No. 16362
Project Manager

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AURORA Investments, LLC

Client

MOUNT DEVELOPMENT CO.

Project
AURORA ON FRANCE
RE-ZONING
SUBMITTAL

Location
6500 FRANCE AVENUE SOUTH
EDINA, MINNESOTA

Issued For	Date
CITY SUBMITTAL	08/09/2013

Sheet Title
THIRD FLOOR PLAN
(4TH AND 5TH SIM.)

Project Number: 13.025
Sheet Number: A2.3

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

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Edward A. Farr

Date ______ Reg. No. 15352

Project Manager

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AURORA Investments, LLC

Client

MOUNT DEVELOPMENT CO.

Project

AURORA ON FRANCE RE-ZONING SUBMITTAL

Location

6500 FRANCE AVENUE SOUTH
EDINA, MINNESOTA

Issued For	Date
CITY SUBMITTAL	06/06/2013

Sheet Title

ROOF PLAN

Project Number	Sheet Number
13.025	A4.1

A58

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

A5a

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

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Edward A. Farr

Date _____ Reg. No. 16362
Project Manager

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MATERIALS LEGEND

1 FACE BRICK #1 - FIELD
2 FACE BRICK #2 - BASE
3 FACE BRICK #3 - ACCENT
4 EIFS CORNICE
5 PRECAST (PC) CORNICE
6 BRONZE TINTED GLASS IN CHAMPAGNE ALUM FRAMES
7 STRUCT PC CONC #2 - ACID ETCH TO MATCH BRICK #2
8 DECORATIVE WALL LIGHT
9 GLASS CANOPY
10 SIGNAGE/ADDRESS NUMBERS
11 PREFINISHED METAL PANELS
12 ORNAMENTAL GUARDRAIL
13 BALCONIES - CONCRETE
14 O.H. DOOR - PAINTED
15 METAL DOOR - PAINTED

EDWARD FARR ARCHITECTS INC

AURORA Investments, LLC

Client

MOUNT DEVELOPMENT CO.

Project

AURORA ON FRANCE
RE-ZONING
SUBMITTAL

Location

6500 FRANCE AVENUE SOUTH
EDINA, MINNESOTA

Issued For	Date
CITY SUBMITTAL	06/06/2013

Sheet Title

NORTH/SOUTH ELEVATIONS

Project Number	Sheet Number
13.025	A5.1

1 EAST ELEVATION
A5.2 SCALE: 1/16"=1'-0"

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

A60

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

Date _____ Reg. No. 16362
Project Manager

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MATERIALS LEGEND

1 FACE BRICK #1 - FIELD
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3 FACE BRICK #3 - ACCENT
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5 PRECAST (PC) CORNICE
6 BRONZE TINTED GLASS IN CHAMPAGNE ALUM FRAMES
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8 DECORATIVE WALL LIGHT
9 GLASS CANOPY
10 SIGNAGE/ADDRESS NUMBERS
11 PREFINISHED METAL PANELS
12 ORNAMENTAL GUARDRAIL
13 BALCONIES - CONCRETE
14 O.H. DOOR - PAINTED
15 METAL DOOR - PAINTED

EDWARD FARR ARCHITECTS INC
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AURORA Investments, LLC
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MOUNT DEVELOPMENT CO.
Project

AURORA ON FRANCE
RE-ZONING
SUBMITTAL

Location

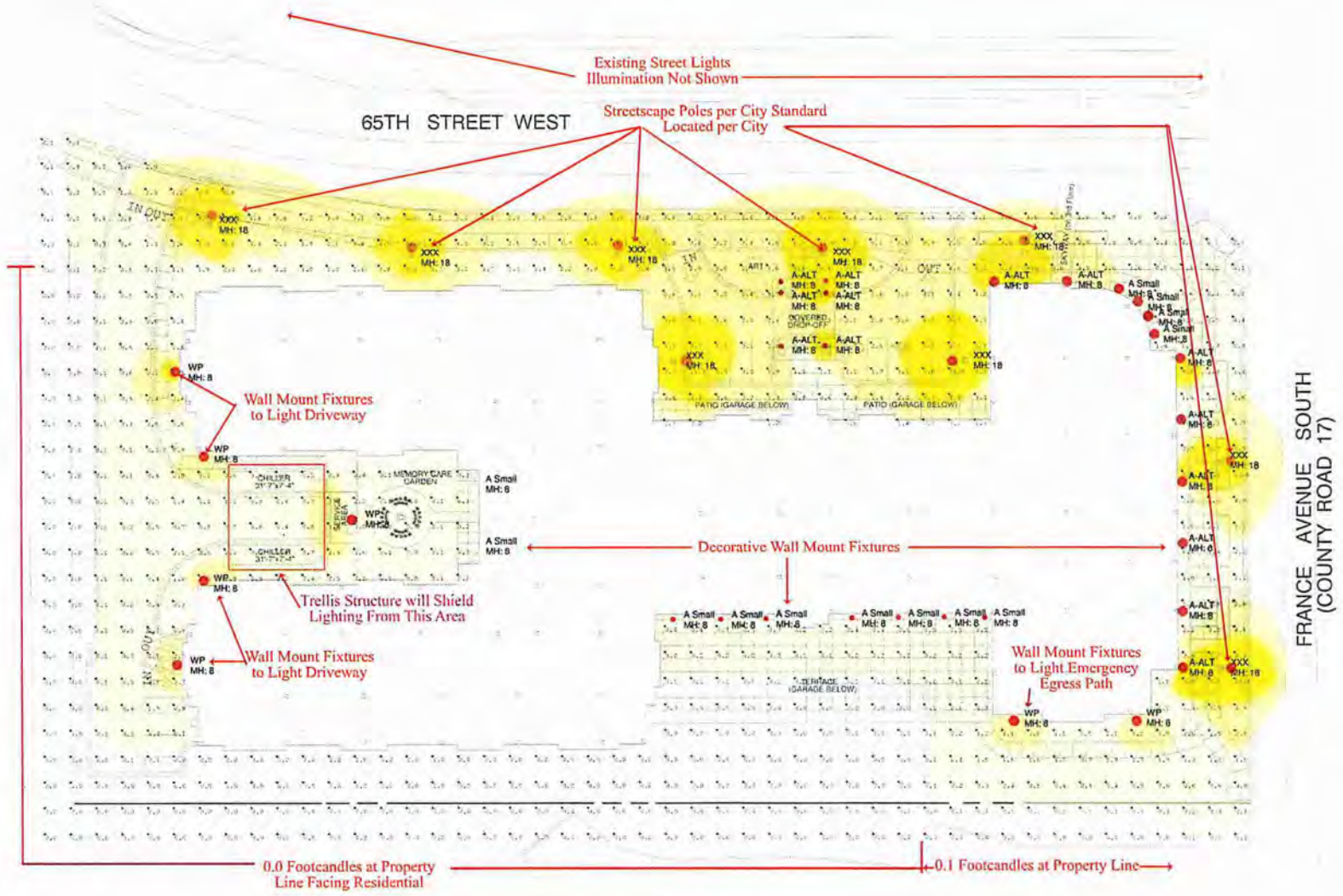
6500 FRANCE AVENUE SOUTH
EDINA, MINNESOTA

Issues For	Date
CITY SUBMITTAL	09/09/2013

Sheet Title

EAST/WEST
ELEVATIONS

Project Number	Sheet Number
13.025	A5.2



TYPE XXX IS A REPRESENTATION OF CITY STANDARD FIXTURES (NOT ACTUAL IES FILE)

Calculation Summary

Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min
Site	Illuminance	Fc	1.60	13.1	0.0	N.A.	N.A.

Luminaire Schedule

Symbol	Qty	Label	Arrangement	Lum. Lumens	LLF	Description
	13	A Small	SINGLE	1384	0.720	VSCS-UB-2LD12/30K
	14	A-ALT	SINGLE	2048	0.720	VSTL-UBDS-70MHT6EB
	9	XXX	SINGLE	20366	0.720	E420FG-RO3SHL
	7	WP	SINGLE	2485	0.900	LNC2-12LU-5K-4

NOT A CONSTRUCTION DOCUMENT - FOR DESIGN PURPOSES ONLY

R.L. MLAZGAR ASSOCIATES
7162 SHADY OAK ROAD
EDEN PRAIRIE, MN 55344
(p) 952-943-6060
(f) 952-943-6088
www.mlazgar.com

#	Date	Revisions
		Comments

Modified by Edward Farr Architects

Drawn By: AJS
Checked By:
Date:6/5/2013

Scale: 1" = 20'

Aurora on France

Rev1

A61

FIRST FLOOR PLAN

6500 France Senior Housing

EDINA, MINNESOTA

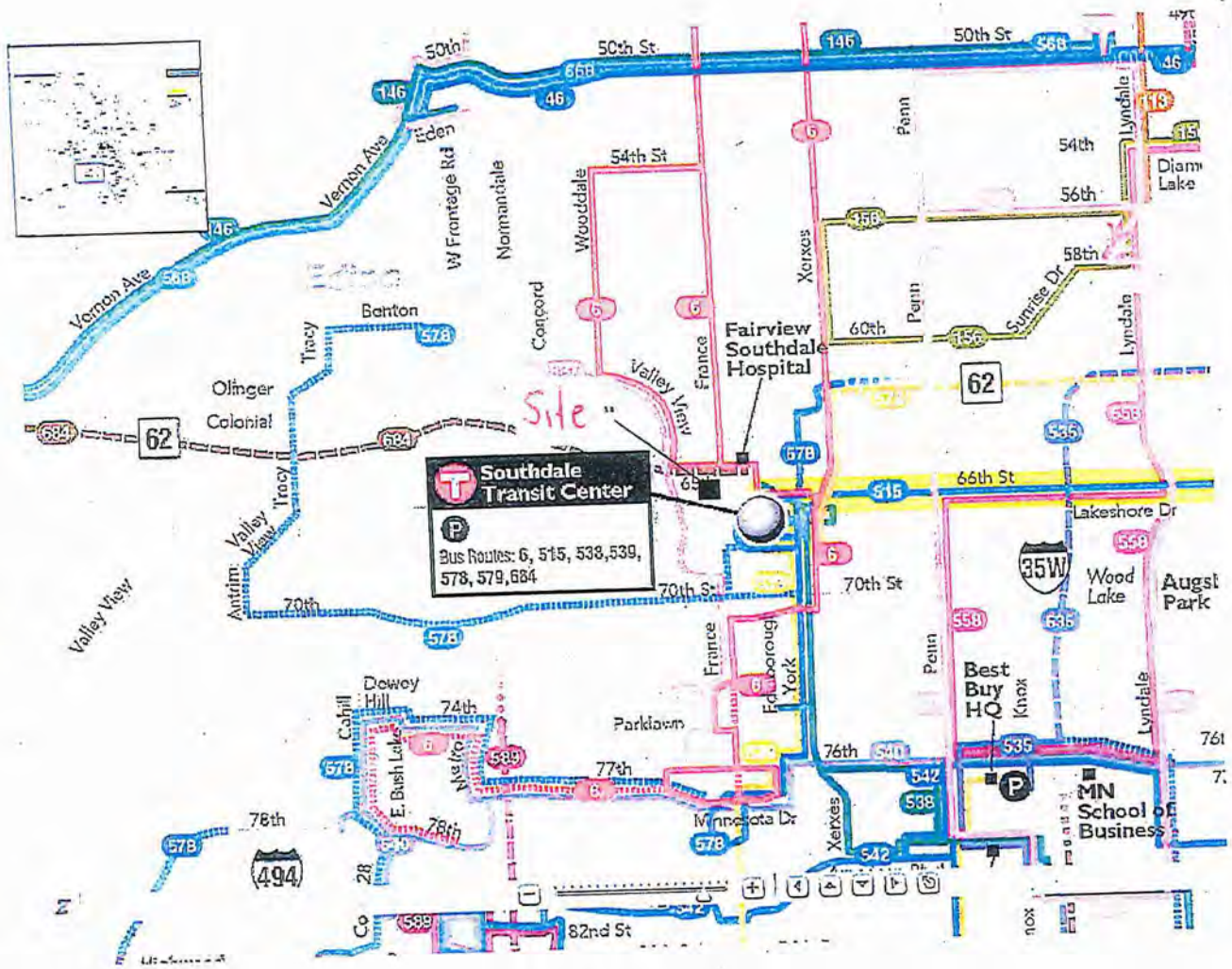
6-4-2013 | COMM#17656-13051

POPE ARCHITECTS

EBENEZER

MOUNT DEVELOPMENT CO.

AURORA Investments, LLC



Bus Routes

A63

Metro Transit

1 - 66 St W & Southdale Medical Bldg
Stop ID: 1156
- Route 6 - South

2 - 66 St W & Fairview Hospital
Stop ID: 4200
- Route 6 - North

3 - 65 St W & Drew Av S
Stop ID: 1163
- Route 6 - North

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

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

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

7 - 65 St W & Valley View Rd
Stop ID: 52654
- Route 6 - South

8 - 65 St W & Valley View Rd
Stop ID: 52653
- Route 6 - North

9 - Valley View Rd & 65 St W
Stop ID: 1170
- Route 587 (Express) - North

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

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

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

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

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

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

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

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

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

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

20 - Barrie Rd & #6417-6447
Stop ID: 4046
- Route 578 (Express) - South

21 - Barrie Rd & #6417-6447
Stop ID: 4045
- Route 578 (Express) - North

22 - 66 St W & Barrie Rd
Stop ID: 4365
- Route 6 - North
- Route 515 - West

23 - Valley View Rd & 66 St W
Stop ID: 6126
- Route 587 (Express) - North

24 - Valley View Rd & 66 St W
Stop ID: 6125
- Route 587 (Express) - South

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

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

Stops and stop numbers

New Search

WSB & Associates, Inc.

Infrastructure ■ Engineering ■ Planning ■ Construction

701 Xenia Avenue South
Suite #300
Minneapolis, MN 55416
Tel: 763 541-4800
Fax: 763 541-1700

Memorandum

DATE: *June 26, 2013*

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

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

RE: *Aurora on France Senior Housing Development (6500 France Avenue)*
Traffic and Parking Study
City of Edina, MN
WSB Project No. 1686-43

Background

Traffic and Parking Studies were completed in April, June and October 2012 documenting the anticipated impacts the proposed redevelopment of both 6500 France Avenue and 4005 65th Avenue sites would have on the adjacent roadway system. The site and proposed redevelopment has again been revised. This memorandum provides an updated review of the traffic and parking impacts, based on the revised site plan and development proposal. The project location is shown on ***Figure 1***.

The revised development plan includes a change in the proposed use on the site from medical office to a senior housing and skilled care facility. The current approved plan for the site includes a 102,965 sf medical office building with a 548 vehicle parking ramp. The new proposed senior housing and skilled care facility will include 209 units with 144 parking spaces.

In addition, the current approved plan included two full movement access locations on 65th Street and a right out only access to southbound France Avenue. Access to the existing sites is currently provided at two (2) full movement driveway locations from 65th Street to each property (four driveways). All access to the proposed development plan will be from 65th Street at two locations. The primary access to the underground parking will be on the west side of the site. A second access will be located in the center of the site and will be utilized for visitor drop-offs. The proposed site plan is shown on ***Figure 2***.

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

Existing Traffic Characteristics

France Avenue (CSAH 17) is north/south a 6-lane divided Arterial roadway from south of 66th Street to north of 65th Street. Primary access to York Avenue is by local streets and development driveways. The posted speed limit on France Avenue in the vicinity of the site is 40 mph.

65th Street 65th Street is an east/west City street with numerous access driveways. The existing roadway configuration includes a single lane in each direction with a continuous center left turn lane (three lane section). All the driveway access points are controlled with stop signs, stopping the exiting movements from the developments. A 30 mph speed limit is posted on this roadway.

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

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

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

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

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

Background (Non Development) Traffic Growth

Traffic growth in the vicinity of a proposed development will occur between existing conditions and any given future year due to other growth and development within the region. This background growth must be accounted for and included in future year traffic forecasts. Reviewing the historical traffic counts on in the area traffic has stayed constant or dropped in the past few years. In order to account for some background growth in traffic a .05% per year factor was applied to the through traffic on 65th Street, France Avenue and Valley View Road to the 2014 and 2030 analysis years.

In addition to the regional background traffic, other specific none development related traffic was determined and included with the overall background traffic.

Fairview Southdale Hospital Expansion – The proposed plan includes the expansion of the emergency center, urgent care, behavioral health and observation area. The proposed expansion consists of a 77,500 sf (gross area), two-story building located on the north side of the existing hospital building. This project has been approved by the City Council. It is assumed that it will be completed in 2014 and included in the background traffic for the 2014 and 2030 analysis.

Southdale Residential - The City recently approved the addition of 232 apartment units with associated parking in the existing Southdale Shopping Center parking lot. The site is located in the northwest quadrant of 69th Street and York Avenue. It is assumed that this project will not be open and included as part of the 2014 analysis but, will be fully leased and included in the 2030 background traffic.

Additional Southdale Mall Development - Based on the information received from Southdale Center about the current vacancy rates and plans for renovations, it was determined that following the renovations, the mall would have an additional 143,880 sf of leasable space available. This includes leasable retail and food court space. The analysis assumes that all space will be occupied by 2014 and included in the background traffic for the 2014 and 2030 analysis.

Future Restaurant Development – A future restaurant is proposed in northeast quadrant of France Avenue and 69th Street in the Southdale Center Parking lot. The restaurant was assumed to be 8,000 sf in size with approximately 300 seats. The analysis assumes the restaurant will not be developed by 2014 but, will be open and included as part of the 2030 background traffic.

The estimated trip generation for the additional background traffic is shown below in ***Table 1.*** The trip generation rates used to estimate the additional development traffic is based on extensive surveys of the trip-generation rates for other similar land uses as documented in the Institute of Transportation Engineers *Trip Generation Manual, 9th* Edition. The table shows the AM and PM peak hour trip generation for the proposed uses.

Table 1 - Estimated Additional Background Trip Generation

Use	Size	AM Peak Hour			PM Peak Hour		
		Total	In	Out	Total	In	Out
Hospital Expansion	77,500 sf	36	21	15	24	10	14
Apartments	232 units	118	24	94	144	94	50
Shopping Center	143,880 sf	138	86	52	533	256	277
Restaurant	8000 sf	87	48	39	79	47	32
Total New Trips		**379**	**179**	**200**	**780**	**407**	**373**

Source: Institute of Transportation Engineers Trip Generation Manual, 9th Edition

Site Trip Generation

The estimated trip generation from the proposed ultimate redevelopment is shown below in ***Table 2.*** The trip generation rates used to estimate the proposed site traffic are based on extensive surveys of the trip-generation rates for other similar land uses as documented in the Institute of Transportation Engineers *Trip Generation Manual, 9th* Edition. The table shows the total daily, AM peak hour and PM. peak hour trip generation for the proposed site.

Table 2 - Estimated Site Trip Generation

Use	Size (units)	ADT			AM Peak			PM Peak		
		Total	In	Out	Total	In	Out	Total	In	Out
Assisted Living	59	157	78	79	9	6	3	13	6	7
Independent Living	50	101	51	50	3	2	1	9	4	5
Skilled Nursing Care	40	96	48	48	6	4	2	7	3	4
Memory Care	40	96	48	48	6	4	2	7	3	4
Observation Care Rooms	20	48	24	24	3	2	1	4	2	2
Total New Trips		**498**	**249**	**249**	**27**	**18**	**9**	**40**	**18**	**22**

Source: Institute of Transportation Engineers Trip Generation Manual, 9th Edition

Trip Distribution

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

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

Future Year Traffic Forecasts

Traffic forecasts were prepared for the year 2014 which is the year the proposed development would be completed and for the 2030 conditions which represents the City's Comprehensive Plan development time frame.

The traffic forecasts were prepared by adding the projected annual background traffic growth and the projected non-development background traffic growth to the existing 2013 traffic counts to determine the "No-Build" traffic conditions. The anticipated Aurora on France traffic was then added to the no-build to determine the "Build" traffic conditions. ***Figures 5 and 6*** show the projected 2014 and 2030 Build AM and PM peak hour traffic volumes.

Traffic Operations

Existing and/or forecasted traffic operations were evaluated for the impacted intersections and access driveway adjacent to the hospital. The analysis was conducted for the following scenarios.

1. Existing Conditions
2. Projected 2014 Build
3. Projected 2030 Build

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

Analysis Methodology

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

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

The LOS ranges for both signalized and un-signalized intersections are shown in ***Table 3***. The threshold LOS values for un-signalized intersections are slightly less than for signalized intersections. This variance was instituted because drivers' expectations at intersections differ with the type of traffic control. A given LOS can be altered by increasing (or decreasing) the number of lanes, changing traffic control arrangements, adjusting the timing at signalized intersections, or other lesser geometric improvements. LOS also changes as traffic volumes increase or decrease.

Table 3 - Intersection Level of Service Ranges

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

Source: HCM

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

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

The LOS analysis was performed using Synchro/SimTraffic:

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

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

Existing Level of Service Summary

Table 4, below, summarizes the existing LOS at the two primary intersections on 65th Street as well as the existing site driveways and adjacent development driveway based on the current lane geometry and traffic volumes. The table shows that all intersection are operation at LOS C or better during both the AM and PM peak hours with all movements operating at LOS D or better. A table showing the LOS and delays by approach is included in the ***Appendix***.

Table 4 - Existing Level of Service

Intersection	AM Peak Hour		PM Peak Hour	
	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)
65th Street at France Ave	C (D)	20.3	B (D)	19.8
65th Street at Valley View Rd	B (D)	13.8	B (D)	12.5
65th Street at 6500 Site Driveway	A (A)	1.0	A (A)	1.2
65th Street at 4005 Site Driveway	A (A)	0.5	A (A)	0.4
65th Street at Adjacent Development Driveways	A (A)	0.5 – 2.2	A (A)	0.4 – 2.7

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

Forecast Traffic Operations

A capacity and LOS analysis was completed for the study area intersections for 2014 which is the year proposed Aurora on France would be developed and for the 2030 conditions which represents the City's Comprehensive Plan development time frame. The results of the analysis are discussed below and shown in ***Tables 5.*** All of the intersections are expected to continue to operate at similar levels of service after the redevelopment as prior to the redevelopment. A table showing the LOS and delays by approach is included in the ***Appendix***.

Table 5 shows that all intersection will continue to operate at overall LOS D or better in 2014 and 2030 during both the AM and PM peak hours. However, with the increase in traffic, some additional movements will be operating at LOS E. Overall delays will also increase slightly from the existing conditions to the 2030 conditions, especially at the intersection of France Avenue at 65th Stree.

By 2030 the analysis indicates that at the intersection of 65th Street and France Avenue potential issues on the 65th Street approaches and France Avenue left turns may exist. With minor intersection and signal improvements (additional turn lane length and signal phasing changes), these issues would be minimized, improving the overall intersection LOS back to a C with 20 to 25 sec delays.

Table 5 – Forecast Build with Development

Intersection	2014				2030			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
	LOS	Overall Delay (sec/veh)	LOS	Overall Delay (sec/veh)	LOS	Overall Delay (sec/veh)	LOS	Overall Delay (sec/veh)
65th St at France Ave	C (D)	21.3	B (D)	19.8	C (D)	23.2	D (E)	37.4
65th St at Valley View Rd	B (D)	14.3	B (D)	14.8	B (D)	14.5	B (D)	17.8
65th St at West Site Access	A (C)	1.1	A (A)	1.3	A (C)	1.2	A (C)	1.8
65th St at East Site Access	A(A)	0.4	A(A)	0.5	A (A)	0.8	A(A)	1.0
65th St at Adjacent Development Driveways	A(A)	0.8 – 2.2	A(A)	0.5 – 2.7	A (A)	0.8 – 2.4	A (A)	0.5 – 2.8

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

Vehicle Queuing Analysis

A queuing analysis for the existing and future 2014 and 2030 conditions was prepared evaluating the anticipated vehicle queuing impacts at the driveways and intersections on 65th Street between France Avenue and Valley View Road. The analysis was conducted using the SimTraffic simulation software.

The results found that during both the AM and PM peak hours, for the existing, and future no-build and build 2014 and 2030 conditions, the average queues in the corridor do not exceed any of the available turn lanes storage. In some cases however, the maximum queues were exceeded.

The maximum queue represents the longest length of queue that was observed during the analysis period. The observations were identified just one time during the peak periods with an extremely short duration of less than 2 seconds. In most cases the queues exceed the storage in the continuous left turn lane, therefore only blocking the adjacent driveway and not impacting through traffic.

The potential future mitigation at the 65th Street and France Avenue intersection discussed above will improve the flow of traffic on 65th Street and also minimize traffic blocking the hospital entrance. Additional signage could also be added indicating "do not block intersection" and/or "no left turns during peak hours" at the hospital entrance should this become an issue.

Tables showing the average and maximum queue lengths by movement and approach are included in the ***Appendix***.

Parking Demand

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

Table 6 below shows a summary of each potential uses, the estimated parking generation rate and what the anticipated peak parking demand would be for a typical weekday. This would represent the worst case condition for the parking on the site assuming the proposed uses.

Table 6 – Site Parking Demand per ITE

Use	Size	Rate	Spaces
Assisted Living	59	0.41 spaces/unit	25
Independent Living	50	1.00 spaces/unit	50
Skilled Nursing Care	40	0.48 spaces/unit	20
Memory Care	40	0.48 spaces/unit	20
Observation Care Rooms	20	0.48 spaces/unit	10
Total Parking Demand			**125**

The current City Code would require a total of 138 parking spaces for the proposed development. Currently the proposed site is estimating 144 spaces available. ***Table 7*** shows a breakdown of the parking required per City Code.

Table 7 – Parking Required per City Code

Use	Size	Rate	Spaces
Assisted Living	59	0.75 per unit + 1 per employee	60
Independent Living	50	0.75 per unit + 1 per employee	53
Skilled Nursing Care	40	1 per 4 beds	10
Memory Care	40	1 per 4 beds	10
Observation Care Rooms	20	1 per 4 beds	5
Total Parking Demand			**138**

Based on the results of the parking analysis, it can be concluded that the parking proposed with the site plan would be adequate for the proposed senior housing and skilled care facility.

A72

Conclusions / Recommendation

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

- The proposed Senior Housing and Skilled Care Facility project including planned 209 units is anticipated to generate an additional 27 trips in the AM peak hour and 40 trips in the PM peak hour.

- Additional trips will be generated from other approved or anticipated development in the surrounding area. These uses will generate an additional 379 trips in the AM peak hour and 780 trips in the PM peak hour.

- Existing traffic operations at the intersections and driveways in the study area on 65tth Street are all operating at overall LOS D or better for the both the AM and PM peak hours.

- Traffic operations at the intersections and driveway on 65th Street between France Avenue and Valley View Road with or without the proposed site development for the forecasted conditions in 2014 and 2030 will continue to operate at an overall LOS D or better during the AM and PM peak hours.

- The intersection of 65th Street and France Avenue may have potential delay issues with full development in 2030. With the minor intersection and signal improvements (additional turn lane length and signal phasing changes), these issues would be minimized, improving the overall intersection LOS back to a C.

- The results of the queuing analysis found that during both the AM and PM peak hours, for the existing, and future no-build and build 2014 and 2030 conditions, the average queues in the corridors do not exceed any of the available turn lane storage.

- The proposed site plan provides parking to meet both City Code and anticipated parking generation based on ITE guidelines.

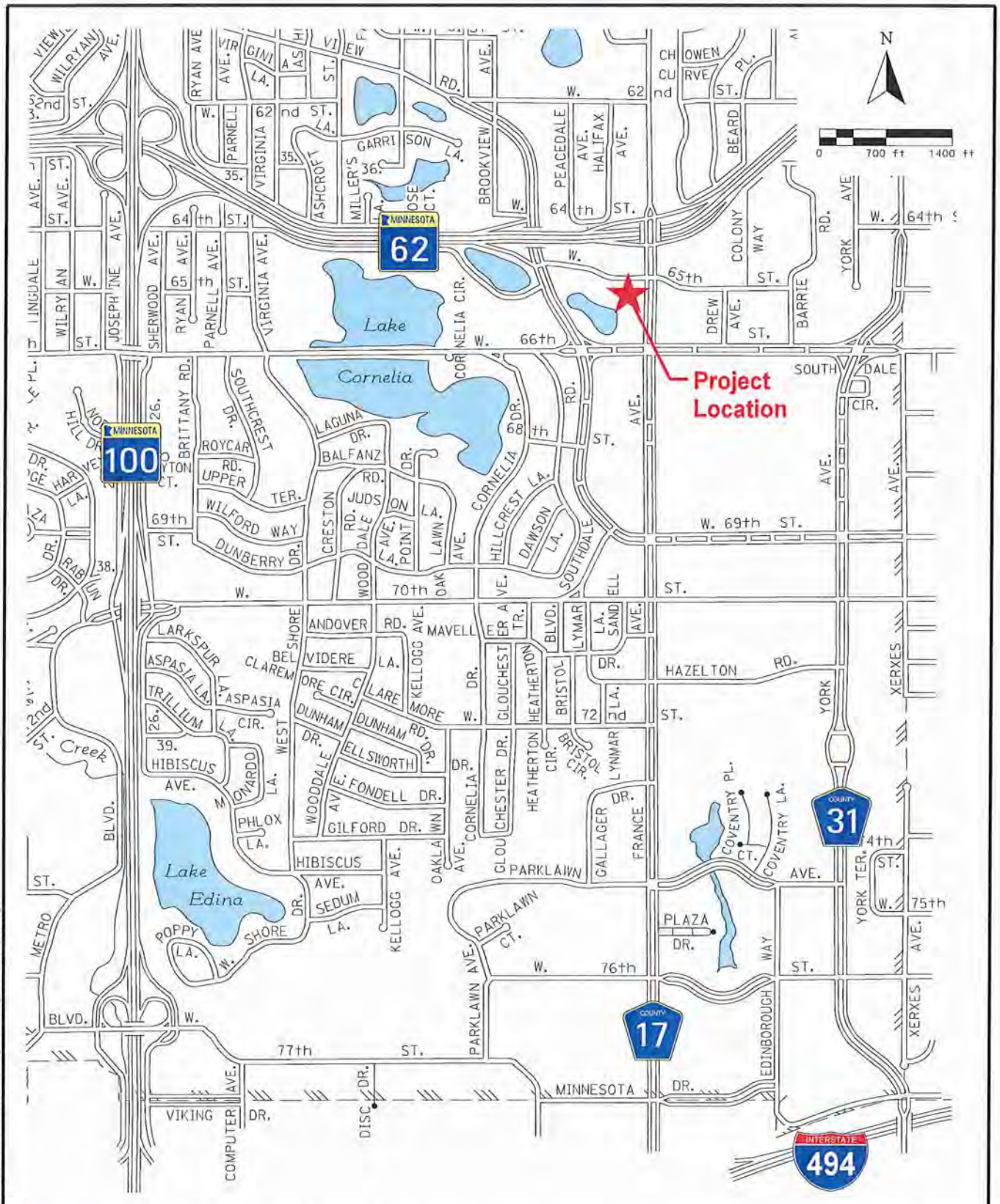
Based on these conclusions the following is recommended.

1. Provide the proposed roadway internal roadway improvements as shown on the proposed site plan (***Figure 2***).

2. Although no improvements to the France Avenue at 65th Street intersection are specifically required at this time. Should delays and queuing become an issue in the future, minor intersection turn lane and phasing improvements may be necessary. Should these improvements be required in the future the Aurora on France Senior Housing development will be responsible for their share of those improvements.

3. No additional roadway improvements or additional parking would be required to accommodate the proposed Aurora on France Senior Housing project.

APPENDIX



Traffic Impact Study

Aurora on France (6500 France Avenue)
Senior Housing Development
City of Edina, Minnesota

Figure 1

Project Location Map

A75

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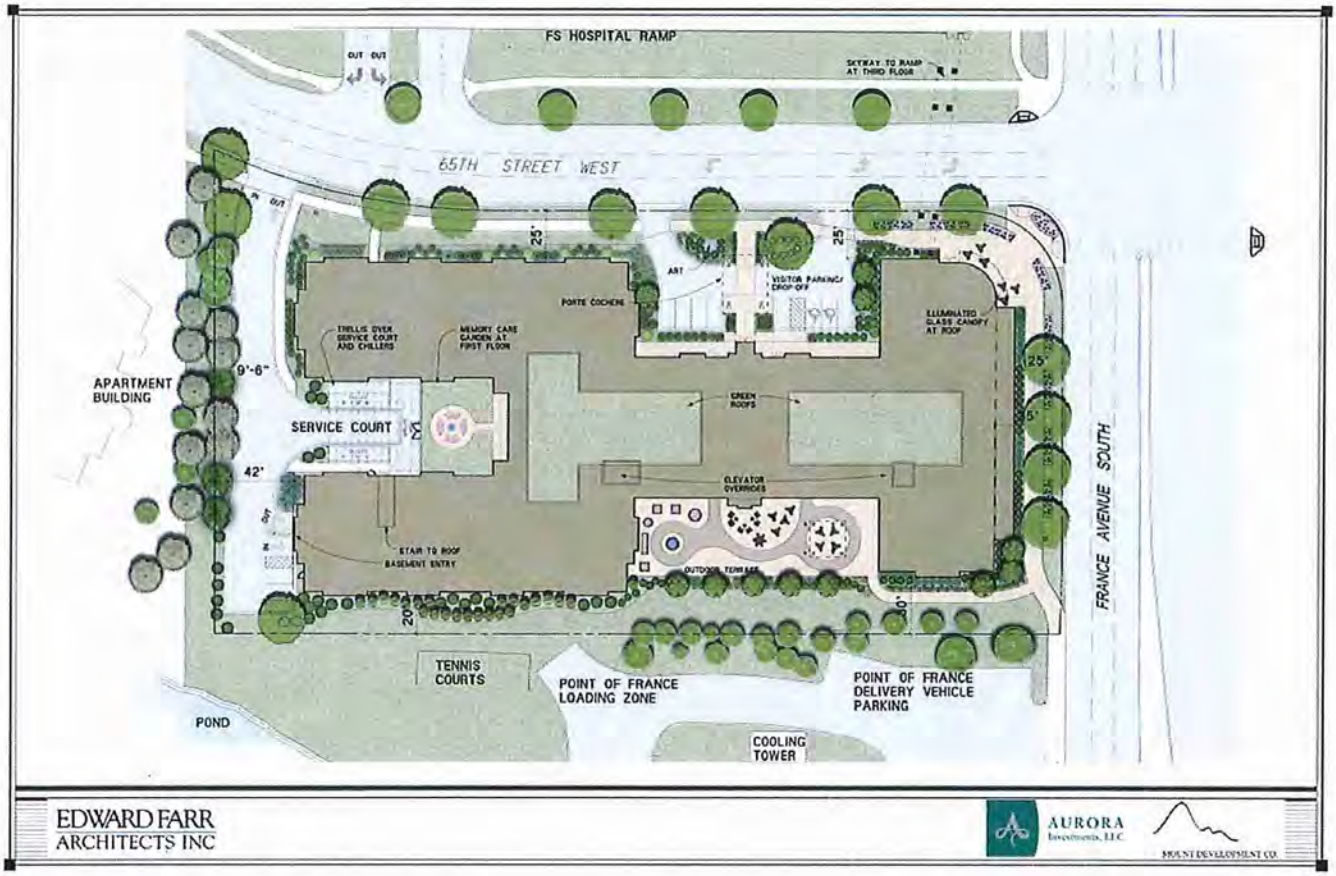

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Traffic Impact Study
Aurora on France (6500 France Avenue)
Senior Housing Development
City of Edina, Minnesota

Figure 2

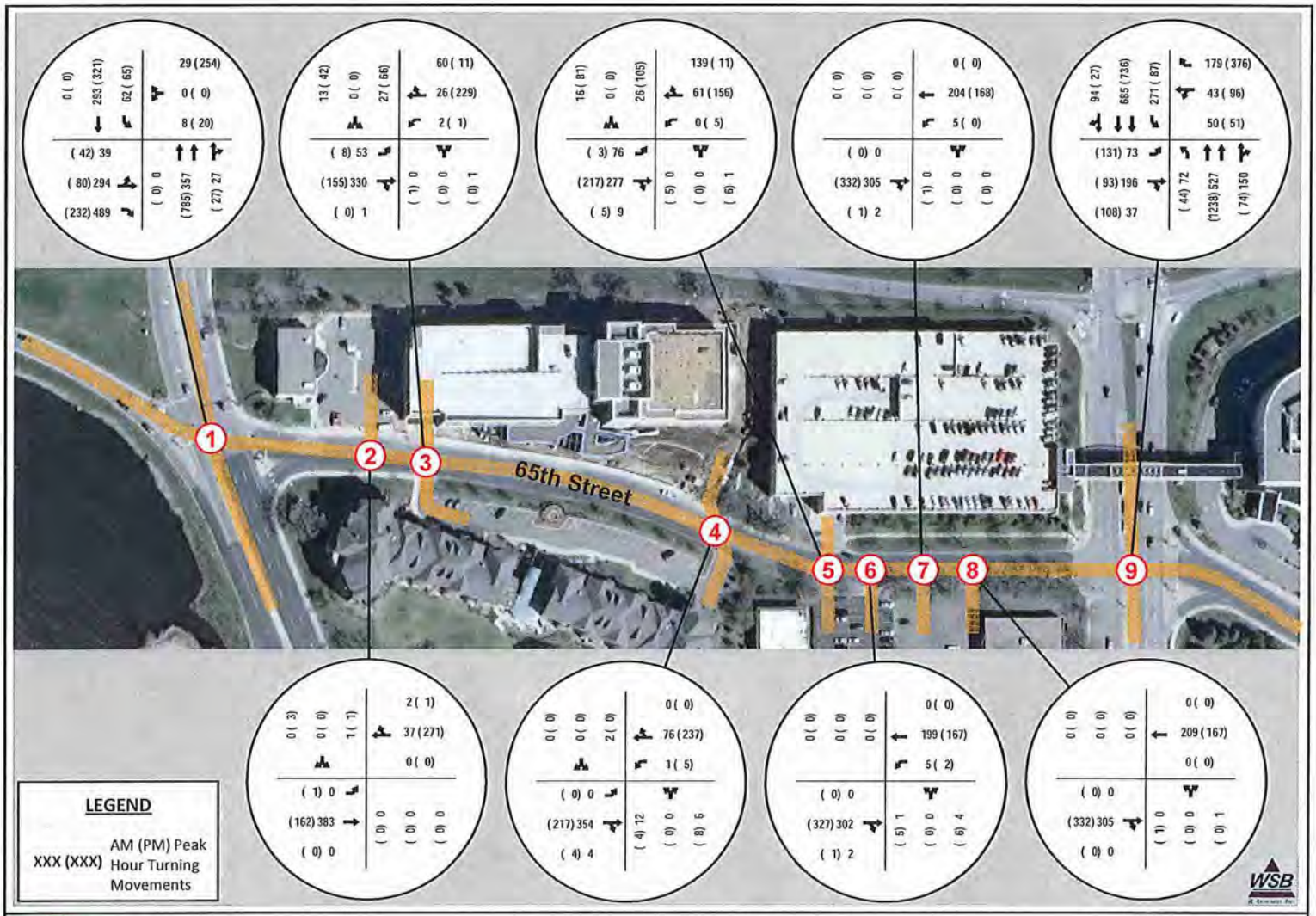
Proposed Site Plan

A76

Traffic Impact Study
Aurora on France Senior Housing Development (6500 France Avenue)
City of Edina, Minnesota

Figure 3
Intersection Location Map

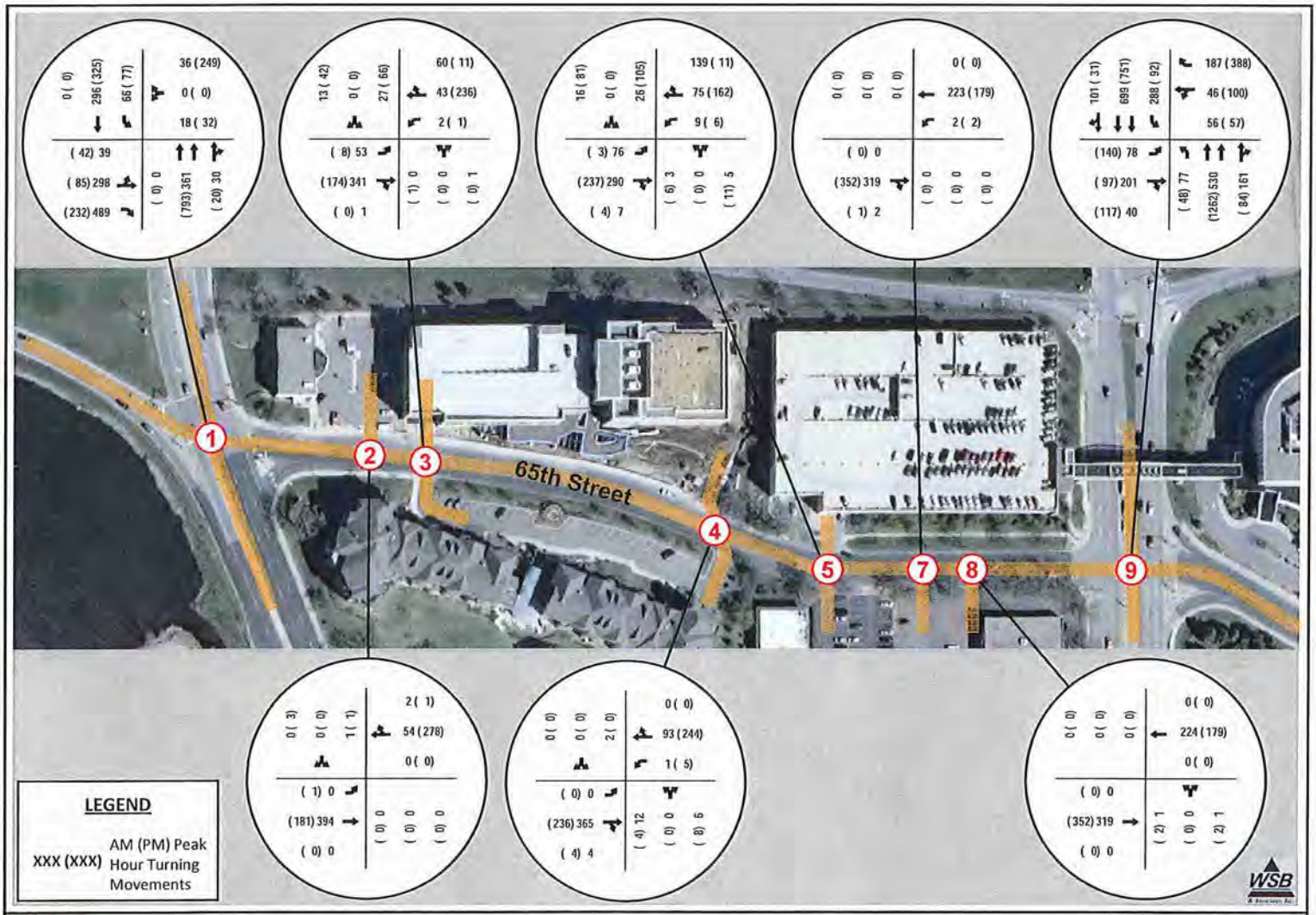
A77



Traffic Impact Study
Aurora on France Senior Housing Development (6500 France Avenue)
City of Edina, Minnesota

Figure 4
Existing Peak Hour Turning Movements

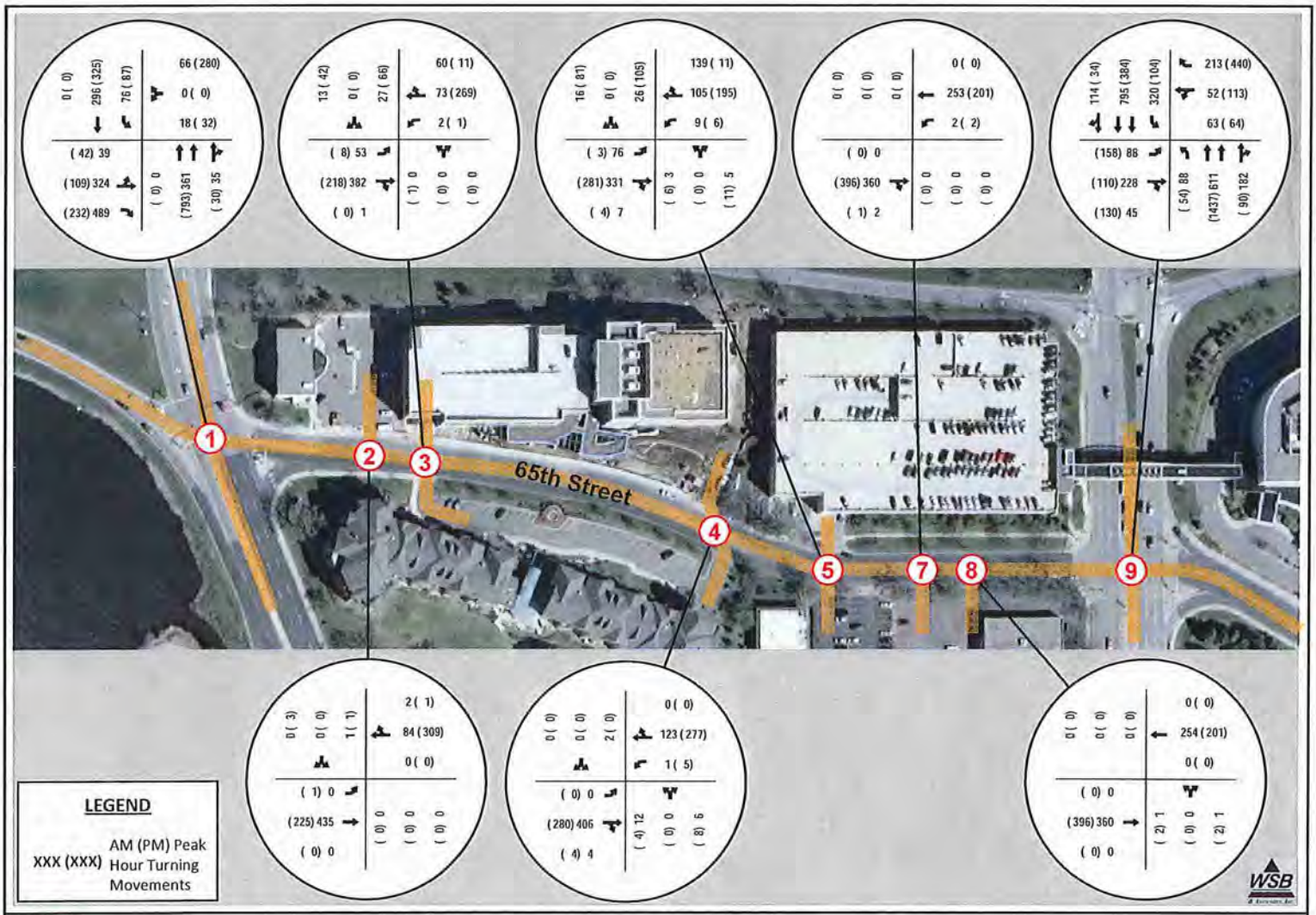
A-74



Traffic Impact Study
Aurora on France Senior Housing Development (6500 France Avenue)
City of Edina, Minnesota

Figure 5
2014 Peak Hour Turning Movements

A79



Traffic Impact Study
Aurora on France Senior Housing Development (6500 France Avenue)
City of Edina, Minnesota

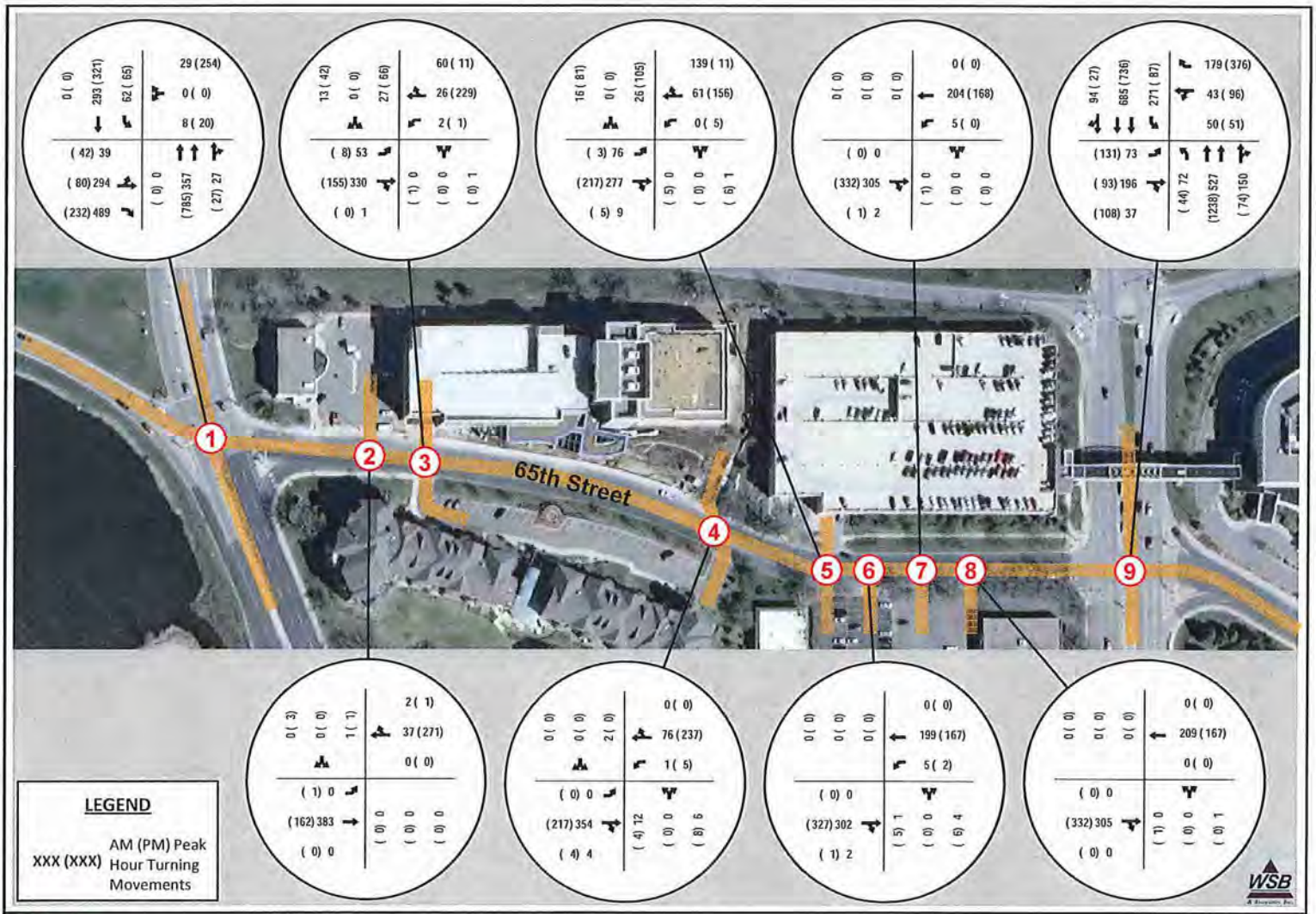
Figure 6
2030 Peak Hour Turning Movements

A80

Traffic Impact Study
Aurora on France Senior Housing Development (6500 France Avenue)
City of Edina, Minnesota

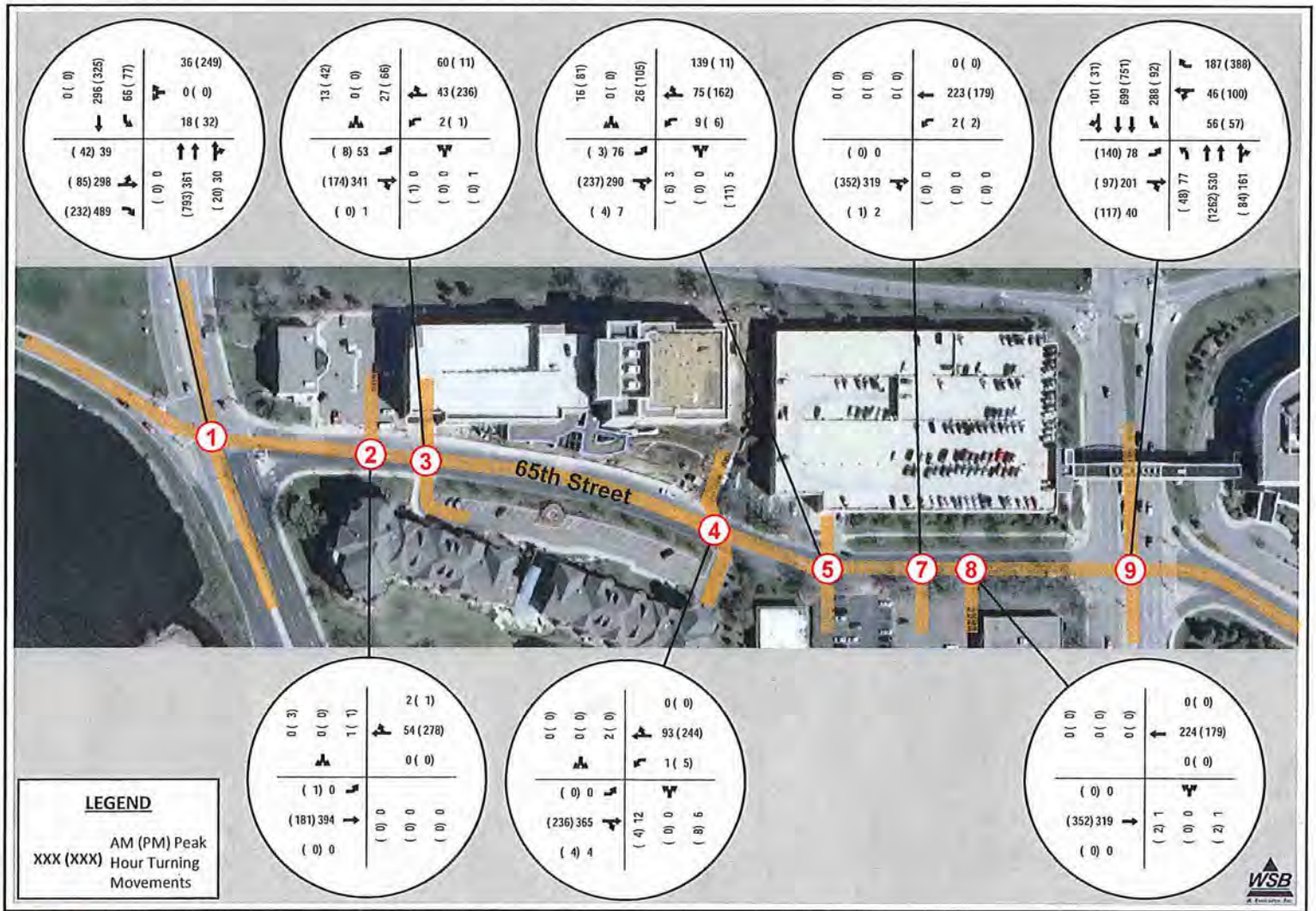
Figure 3
Intersection Location Map

158



Traffic Impact Study
Aurora on France Senior Housing Development (6500 France Avenue)
City of Edina, Minnesota

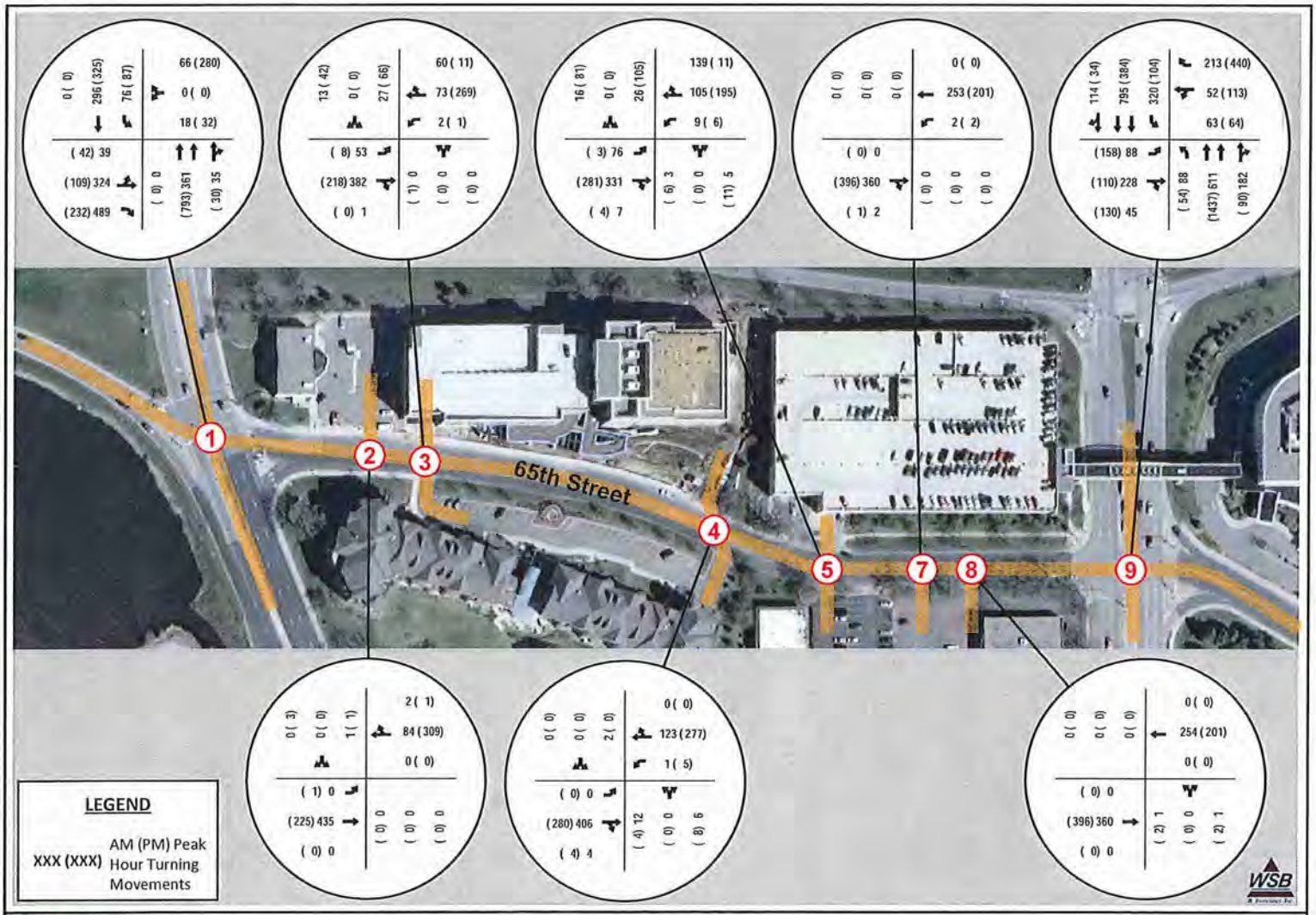
Figure 4
Existing Peak Hour Turning Movements



Traffic Impact Study
Aurora on France Senior Housing Development (6500 France Avenue)
City of Edina, Minnesota

Figure 5
2014 Peak Hour Turning Movements

A83



Traffic Impact Study
Aurora on France Senior Housing Development (6500 France Avenue)
City of Edina, Minnesota

Figure 6
2030 Peak Hour Turning Movements

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SimTraffic Simulation Summary
6/24/2013
Existing AM Peak Hour
Measures of Effectiveness

Intersection			Forecast Volumes				Modeled Volumes				Error Volumes				Volume Error by Approach			Total Delay by Movement (Sec/Veh)			Level of Service by Movement			LOS by Approach (Sec/Veh)		LOS by Intersection (Sec/Veh)			Average & Maximum Traffic Queueing (feet)								
Control	Location	Appr	L	T	R	Total	L	T	R	Total	L	T	R	Total	%	Appr	L	T	R	L	T	R	Delay	LOS	Delay	LOS	Appr	Left-Turn			Through			Right-Turn		
																												Ave Queue	Max Queue	Storage	Ave Queue	Max Queue	Storage	Ave Queue	Max Queue	Storage
Signalized	1: 65th Street & Valley View Rd	NB	0	357	27	384	0	362	27	389	0	5	0	5	1%	NB	0	12.2	3	A	B	A	11.6	B	13.8	B	NB				21	63						
		WB	8	0	29	37	7	0	26	33	-1	0	-3	0	0%	WB	40.8	0	4	D	A	A	11.8	B			WB	13	43									
		SB	62	293	0	355	70	295	0	365	8	2	0	10	3%	SB	36.3	8.1	0	D	A	A	13.5	B			SB	47	114	150	74	177						
		EB	39	294	489	822	39	301	489	829	0	7	0	7	1%	EB	29.5	30.4	4.5	C	C	A	15.1	B			EB				160	481	19	247	250			
Thru-Stop	2: 65th Street & Bank DW	NB	0	0	0	0	0	0	0	0	0	0	0	0	0%	NB	0	0	0	A	A	A	0.0	A	2.2	A	NB											
		WB	0	37	2	39	0	32	2	34	0	-5	0	0	0%	WB	0	0.2	0.1	A	A	A	0.2	A			WB											
		SB	1	0	0	1	0	0	0	0	-1	0	0	0	0%	SB	0	0	0	A	A	A	0.0	A			SB		6									
		EB	0	383	0	383	0	399	0	399	0	16	0	16	4%	EB	0	2.4	0	A	A	A	2.4	A			EB											
Thru-Stop	3: 65th Street & Crosstown Medical Ramp	NB	0	0	1	1	0	0	1	1	0	0	0	0	0%	NB	0	0	9	A	A	A	9.0	A	1.0	A	NB	1	23									
		WB	2	26	60	88	2	23	66	91	0	-3	6	3	3%	WB	1.3	0.6	0.2	A	A	A	0.3	A			WB		5	25		3						
		SB	27	0	13	40	27	0	11	38	0	0	-2	-2	-5%	SB	5.5	0	2.5	A	A	A	4.6	A			SB	23	58									
		EB	53	330	1	384	55	343	1	399	2	13	0	15	4%	EB	2.3	0.5	0.2	A	A	A	0.7	A			EB	5	27	30		10						
Thru-Stop	4: 65th Street & Condo Garage	NB	12	0	6	18	11	0	8	19	-1	0	2	1	5%	NB	7.4	0	3.6	A	A	A	5.8	A	0.8	A	NB	13	36									
		WB	1	76	0	77	0	79	0	79	-1	3	0	2	3%	WB	0	0.4	0	A	A	A	0.4	A			WB											
		SB	2	0	0	2	3	0	0	3	1	0	0	0	0%	SB	8.6	0	0	A	A	A	8.6	A			SB	3	29									
		EB	0	354	4	358	0	367	4	371	0	13	0	13	4%	EB	0	0.6	0.1	A	A	A	0.6	A			EB											
Thru-Stop	5: 65th Street & Fairview Ramp	NB	0	0	1	1	0	0	1	1	0	0	0	0	0%	NB	0	0	2.1	A	A	A	2.1	A	1.2	A	NB	1	16									
		WB	0	61	139	200	0	61	131	192	0	0	-8	-8	-4%	WB	0	0.7	0.2	A	A	A	0.4	A			WB					5						
		SB	26	0	16	42	27	0	19	46	1	0	3	4	10%	SB	7.3	0	2.9	A	A	A	5.5	A			SB	24	51									
		EB	76	277	9	362	82	286	10	378	6	9	1	16	4%	EB	2.6	0.6	0.2	A	A	A	1.0	A			EB	10	47	50								
Thru-Stop	6: 65th Street & 4005 - East DW	NB	1	0	4	5	1	0	5	6	0	0	0	0	0%	NB	4.2	0	2.7	A	A	A	3.0	A	0.5	A	NB	4	29									
		WB	5	199	0	204	6	192	0	198	1	-7	0	-6	-3%	WB	2.5	0.6	0	A	A	A	0.7	A			WB	2	18	25								
		SB	0	0	0	0	0	0	0	0	0	0	0	0	0%	SB	0	0	0	A	A	A	0.0	A			SB											
		EB	0	302	2	304	0	310	3	313	0	8	1	9	3%	EB	0	0.3	0.1	A	A	A	0.3	A			EB											
Thru-Stop	7: 65th Street & 6600 - West DW	NB	0	0	0	0	0	0	0	0	0	0	0	0	0%	NB	0	0	0	A	A	A	0.0	A	0.3	A	NB											
		WB	5	204	0	209	3	198	0	201	-2	-6	0	-8	-4%	WB	2.8	0.2	0	A	A	A	0.2	A			WB		18	25								
		SB	0	0	0	0	0	0	0	0	0	0	0	0	0%	SB	0	0	0	A	A	A	0.0	A			SB											
		EB	0	305	2	307	0	314	2	316	0	9	0	9	3%	EB	0	0.4	0	A	A	A	0.4	A			EB					7						
Thru-Stop	8: 65th Street & 6600 - East DW	NB	0	0	1	1	0	0	1	1	0	0	0	0	0%	NB	0	0	16.2	A	A	C	16.2	C	1.0	A	NB	1	16									
		WB	0	209	0	209	0	201	0	201	0	-8	0	-8	-4%	WB	0	0.7	0	A	A	A	0.7	A			WB											
		SB	0	0	0	0	0	0	0	0	0	0	0	0	0%	SB	0	0	0	A	A	A	0.0	A			SB											
		EB	0	305	0	305	0	314	0	314	0	9	0	9	3%	EB	0	1.2	0	A	A	A	1.2	A			EB				10	81						
Signalized	9: 65th Street & France Ave	NB	72	527	150	749	74	524	152	750	2	-3	2	1	0%	NB	42.4	22.3	8.6	D	C	A	21.5	C	20.3	C	NB	51	132	160	70	158						
		WB	50	43	179	272	50	39	189	278	0	-4	10	6	2%	WB	40.2	40.9	2.2	D	D	A	14.5	B			WB				62	147						
		SB	271	685	94	1050	262	704	89	1055	-9	19	-5	5	0%	SB	35.8	13.9	11.7	D	B	B	19.2	B			SB	147	209	210	83	215						
		EB	73	196	37	306	73	204	39	316	0	8	2	10	3%	EB	28.1	27.2	19.6	C	C	B	26.5	C			EB	51	111	120	123	192						

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SimTraffic Simulation Summary
6/24/2013
Existing PM Peak Hour
Measures of Effectiveness

Intersection			Forecast Volumes				Modeled Volumes				Error Volumes			Volume Error by Approach			Total Delay by Movement (Sec/Veh)			Level of Service by Movement			LOS by Approach (Sec/Veh)		LOS by Intersection (Sec/Veh)			Average & Maximum Traffic Queueing (feet)								
Control	Location	Appr	L	T	R	Total	L	T	R	Total	L	T	R	Total	%	Appr	L	T	R	L	T	R	Delay	LOS	Delay	LOS	Appr	Left-Turn			Through			Right-Turn		
																												Ave Queue	Max Queue	Storage	Ave Queue	Max Queue	Storage	Ave Queue	Max Queue	Storage
Signalized	1: 65th Street & Valley View Rd	NB	0	785	27	812	0	788	18	806	0	3	-9	-6	-1%	NB	0	12	5.3	A	B	A	11.9	B	12.5	B	NB				59	124				
		WB	20	0	254	274	22	0	250	272	2	0	-4	-2	-1%	WB	30.5	0	11.3	C	A	B	12.9	B			WB	78	193							
		SB	65	321	0	386	64	323	0	387	-1	2	0	1	0%	SB	38.8	8.2	0	D	A	A	13.3	B			SB	45	113	150	60	170				
		EB	42	80	232	354	41	83	237	361	-1	3	5	7	2%	EB	33.9	34	2.1	C	C	A	13.0	B			EB				74	160				
Thru-Stop	2: 65th Street & Bank DW	NB	0	0	0	0	0	0	0	0	0	0	0	0	0%	NB	0	0	0	A	A	A	0.0	A	1.1	A	NB									
		WB	0	271	1	272	0	269	2	271	0	-2	1	-1	0%	WB	0	0.5	0.2	A	A	A	0.5	A			WB				2	45				
		SB	1	0	3	4	0	0	3	3	0	0	0	0	0%	SB	0	0	7	A	A	A	7.0	A			SB	4	24							
		EB	1	162	0	163	1	165	0	166	0	3	0	3	2%	EB	0.9	1.9	0	A	A	A	1.9	A			EB	1	16	60	1	33				
Thru-Stop	3: 65th Street & Crosstown Medical Ramp	NB	1	0	0	1	1	0	0	1	0	0	0	0	0%	NB	4.2	0	0	A	A	A	4.2	A	1.3	A	NB	1	12							
		WB	1	229	11	241	1	231	11	243	0	2	0	2	1%	WB	0.7	0.3	0	A	A	A	0.3	A			WB									
		SB	66	0	42	108	68	0	39	107	2	0	-3	-1	-1%	SB	5.9	0	3.8	A	A	A	5.1	A			SB	37	89							
		EB	8	155	0	163	8	158	0	166	0	3	0	3	2%	EB	2.7	0.2	0	A	A	A	0.3	A			EB	2	22	25		10				
Thru-Stop	4: 65th Street & Condo Garage	NB	4	0	8	12	2	0	8	10	0	0	0	0	0%	NB	6.4	0	3	A	A	A	3.7	A	0.4	A	NB	7	28							
		WB	5	237	0	242	7	241	0	248	2	4	0	6	2%	WB	2	0.3	0	A	A	A	0.3	A			WB	1	16	25						
		SB	0	0	0	0	0	0	0	0	0	0	0	0	0%	SB	0	0	0	A	A	A	0.0	A			SB									
		EB	0	217	4	221	0	220	5	225	0	3	1	4	2%	EB	0	0.4	0.2	A	A	A	0.4	A			EB									
Thru-Stop	5: 65th Street & Fairview Ramp	NB	5	0	6	11	6	0	5	11	1	0	-1	0	0%	NB	8.8	0	3.6	A	A	A	6.4	A	2.7	A	NB	9	32							
		WB	5	156	11	172	4	151	9	164	-1	-5	-2	-8	-5%	WB	3.2	0.2	0	A	A	A	0.3	A			WB	3	23	25	1	21				
		SB	105	0	81	186	102	0	91	193	-3	0	10	7	4%	SB	9.2	0	5.3	A	A	A	7.4	A			SB	53	142							
		EB	3	217	5	225	3	219	6	228	0	2	1	3	1%	EB	1.6	0.3	0	A	A	A	0.3	A			EB		8	25						
Thru-Stop	6: 65th Street & 4095 - East DW	NB	5	0	6	11	3	0	8	11	-2	0	2	0	0%	NB	7.5	0	3.8	A	A	A	4.8	A	0.4	A	NB	9	33							
		WB	2	167	0	169	2	161	0	163	0	-6	0	-6	-4%	WB	2.5	0.2	0	A	A	A	0.2	A			WB		12	25		12				
		SB	0	0	0	0	0	0	0	0	0	0	0	0	0%	SB	0	0	0	A	A	A	0.0	A			SB									
		EB	0	327	1	328	0	325	1	326	0	-2	0	-2	-1%	EB	0	0.4	0.3	A	A	A	0.4	A			EB									
Thru-Stop	7: 65th Street & 6500 - West DW	NB	1	0	0	1	1	0	0	1	0	0	0	0	0%	NB	5.2	0	0	A	A	A	5.2	A	0.2	A	NB	1	23							
		WB	0	168	0	168	0	161	0	161	0	-7	0	-7	-4%	WB	0	0.1	0	A	A	A	0.1	A			WB									
		SB	0	0	0	0	0	0	0	0	0	0	0	0	0%	SB	0	0	0	A	A	A	0.0	A			SB									
		EB	0	332	1	333	0	333	1	334	0	1	0	1	0%	EB	0	0.3	0	A	A	A	0.3	A			EB				2	35				
Thru-Stop	8: 65th Street & 6500 - East DW	NB	1	0	0	1	1	0	0	1	0	0	0	0	0%	NB	4.1	0	0	A	A	A	4.1	A	1.2	A	NB	1	12							
		WB	0	167	0	167	0	161	0	161	0	-6	0	-6	-4%	WB	0	1.3	0	A	A	A	1.3	A			WB									
		SB	0	0	0	0	0	0	0	0	0	0	0	0	0%	SB	0	0	0	A	A	A	0.0	A			SB									
		EB	0	332	0	332	0	332	0	332	0	0	0	0	0%	EB	0	1.1	0	A	A	A	1.1	A			EB				12	103				

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SimTraffic Simulation Summary
6/24/2013
2014 AM Peak Hour
Measures of Effectiveness

Intersection		Appr	Forecast Volumes				Modeled Volumes				Error Volumes				Volume Error by Approach		Appr	Total Delay by Movement (Sec/Veh)			Level of Service by Movement			LOS by Approach (Sec/Veh)		LOS by Intersection (Sec/Veh)		Appr	Average & Maximum Traffic Queueing (feet)							
Control	Location																												Left-Turn			Through		Right-Turn		
			L	T	R	Total	L	T	R	Total	L	T	R	Total	%			L	T	R	L	T	R	Delay	LOS	Delay	LOS		Ave Queue	Max Queue	Storage	Ave Queue	Max Queue	Ave Queue	Max Queue	Storage
Signalized	1: 65th Street & Valley View Rd	NB	0	361	30	391	0	376	24	400	0	15	-6	9	2%	NB	0	13.7	3.3	A	B	A	13.1	B	14.3	B	NB				25	75			
		WB	18	0	36	54	18	0	40	58	0	0	4	4	7%	WB	41.6	0	6	D	A	A	18.4	B			WB	26	77						
		SB	66	296	0	362	66	299	0	365	0	3	0	3	1%	SB	34.7	9.3	0	C	A	A	13.9	B			SB	48	121	150	81	194			
		EB	39	298	489	826	39	303	501	843	0	5	12	17	2%	EB	28	30	4.6	C	C	A	14.8	B			EB				163	426	16	248	250
Thru-Stop	2: 65th Street & Bank DW	NB	0	0	0	0	0	0	0	0	0	0	0	0	0%	NB	0	0	0	A	A	A	0.0	A	2.2	A	NB								
		WB	0	54	2	56	0	59	2	61	0	5	0	5	8%	WB	0	0.2	0	A	A	A	0.2	A			WB								
		SB	1	0	0	1	1	0	0	1	0	0	0	0	0%	SB	2.7	0	0	A	A	A	2.7	A			SB		12						
		EB	0	394	0	394	0	393	0	393	0	-1	0	-1	0%	EB	0	2.4	0	A	A	A	2.4	A			EB					6			
Thru-Stop	3: 65th Street & Crosstown Medical Ramp	NB	0	0	1	1	0	0	1	1	0	0	0	0	0%	NB	0	0	2.7	A	A	A	2.7	A	1.0	A	NB	1	11						
		WB	2	43	60	105	2	45	56	103	0	2	-4	-2	-2%	WB	2.8	0.4	0.2	A	A	A	0.3	A			WB	1	10	25					
		SB	27	0	13	40	24	0	16	40	-3	0	3	0	0%	SB	5.1	0	2.3	A	A	A	4.0	A			SB	22	49						
		EB	53	341	1	395	57	335	1	393	4	-6	0	-2	-1%	EB	2.3	0.5	0.2	A	A	A	0.8	A			EB	5	26	30		10			
Thru-Stop	4: 65th Street & Condo Garage	NB	12	0	6	18	11	0	8	19	-1	0	2	1	6%	NB	7	0	4.5	A	A	A	5.9	A	0.8	A	NB	14	41						
		WB	1	93	0	94	1	92	0	93	0	-1	0	-1	-1%	WB	1.8	0.4	0	A	A	A	0.4	A			WB		8	25					
		SB	2	0	0	2	3	0	0	3	1	0	0	0	0%	SB	4.5	0	0	A	A	A	4.5	A			SB	3	28						
		EB	0	365	4	369	0	356	4	360	0	-9	0	-9	-2%	EB	0	0.6	0	A	A	A	0.6	A			EB								
Thru-Stop	6: 65th Street & Fairview Ramp	NB	3	0	5	8	2	0	5	7	-1	0	0	0	0%	NB	8.9	0	2.9	A	A	A	4.6	A	1.2	A	NB	6	29						
		WB	9	75	139	223	10	72	144	226	1	-3	5	3	1%	WB	2.3	1.2	0.4	A	A	A	0.7	A			WB	1	16	25		6			
		SB	26	0	16	42	23	0	19	42	-3	0	3	0	0%	SB	6.4	0	2.7	A	A	A	4.7	A			SB	22	50						
		EB	76	290	7	373	76	282	10	368	0	-8	3	-5	-1%	EB	2.9	0.6	0.2	A	A	A	1.1	A			EB	13	48	50					
Thru-Stop	7: 65th Street & 6500 - West DW	NB	0	0	0	0	0	0	0	0	0	0	0	0	0%	NB	0	0	0	A	A	A	0.0	A	0.4	A	NB								
		WB	2	223	0	225	2	226	0	228	0	3	0	3	1%	WB	2.5	0.2	0	A	A	A	0.2	A			WB		12	25					
		SB	0	0	0	0	0	0	0	0	0	0	0	0	0%	SB	0	0	0	A	A	A	0.0	A			SB								
		EB	0	319	2	321	0	307	3	310	0	-12	1	-11	-3%	EB	0	0.6	0.1	A	A	A	0.6	A			EB				2	46			
Thru-Stop	8: 65th Street & 6500 - East DW	NB	1	0	1	2	1	0	2	3	0	0	1	0	0%	NB	27.1	0	13.8	C	A	B	18.2	C	1.1	A	NB	3	35						
		WB	0	224	0	224	0	227	0	227	0	3	0	3	1%	WB	0	0.7	0	A	A	A	0.7	A			WB								
		SB	0	0	0	0	0	0	0	0	0	0	0	0	0%	SB	0	0	0	A	A	A	0.0	A			SB								
		EB	0	319	0	319	0	307	0	307	0	-12	0	-12	-4%	EB	0	1.2	0	A	A	A	1.2	A			EB				7	60			
Signalized	9: 65th Street & France Ave	NB	77	530	161	768	73	532	165	770	-4	2	4	2	0%	NB	41.8	23.6	9.8	D	C	A	22.4	C	21.3	C	NB	53	114	160	77	152			
		WB	56	46	187	289	54	48	200	302	-2	2	13	13	4%	WB	43.7	42.5	2.3	D	D	A	16.1	B			WB				74	156			
		SB	288	699	101	1088	285	710	104	1099	-3	11	3	11	1%	SB	36.7	14.4	14.2	D	B	B	20.7	C			SB	155	210	220	96	315			
		EB	78	201	40	319	77	193	39	309	-1	-8	-1	-10	-3%	EB	28.1	28	14.2	C	C	B	26.3	C			EB	53	111	120	112	192			

SimTraffic Simulation Summary
6/24/2013
2014 PM Peak Hour
Measures of Effectiveness

Intersection			Forecast Volumes				Modeled Volumes				Error Volumes				Volume Error by Approach		Appr	Total Delay by Movement (Sec/Veh)			Level of Service by Movement			LOS by Approach (Sec/Veh)		LOS by Intersection (Sec/Veh)		Appr	Average & Maximum Traffic Queueing (feet)								
Control	Location	Appr	L	T	R	Total	L	T	R	Total	L	T	R	Total	%	Appr	L	T	R	L	T	R	Delay	LOS	Delay	LOS		Left-Turn			Through			Right-Turn		
																												Ave Queue	Max Queue	Storage	Ave Queue	Max Queue	Storage	Ave Queue	Max Queue	Storage
Signalized	1: 65th Street & Valley View Rd	NB	0	793	20	813	0	785	21	806	0	-8	1	-7	-1%	NB	0	14.5	6.4	A	B	A	14.3	B	14.8	B	NB				66	147				
		WB	32	0	249	281	30	0	249	279	-2	0	0	-2	-1%	WB	37.1	0	15	D	A	B	17.4	B			WB	96	208							
		SB	77	325	0	402	85	338	0	423	8	13	0	21	5%	SB	39.7	9.7	0	D	A	A	15.7	B			SB	60	165	175	93	232				
		EB	42	85	232	359	48	86	239	373	6	1	7	14	4%	EB	31.3	32.2	2.1	C	C	A	12.8	B			EB				71	138				
Thru-Stop	2: 65th Street & Bank DW	NB	0	0	0	0	0	0	0	0	0	0	0	0	0%	NB	0	0	0	A	A	A	0.0	A	1.3	A	NB									
		WB	0	278	1	279	0	275	1	276	0	-3	0	-3	-1%	WB	0	0.8	0	A	A	A	0.8	A			WB				5	79				
		SB	1	0	3	4	0	0	5	5	-1	0	2	0	0%	SB	0	0	8.3	A	A	A	8.3	A			SB	4	31							
		EB	1	181	0	182	1	191	0	192	0	10	0	10	5%	EB	6.4	1.7	0	A	A	A	1.7	A			EB	1	12	60	1	26				
Thru-Stop	3: 65th Street & Crosstown Medical Ramp	NB	1	0	0	1	1	0	0	1	0	0	0	0	0%	NB	6.9	0	0	A	A	A	6.9	A	1.5	A	NB	1	18							
		WB	1	236	11	248	1	228	11	240	0	-8	0	-8	-3%	WB	2.6	0.4	0	A	A	A	0.4	A			WB		5	25						
		SB	66	0	42	108	67	0	46	113	1	0	4	5	5%	SB	7	0	4.4	A	A	A	5.9	A			SB	39	85							
		EB	8	174	0	182	8	183	0	191	0	9	0	9	5%	EB	3.4	0.2	0	A	A	A	0.3	A			EB	2	26	30						
Thru-Stop	4: 65th Street & Condo Garage	NB	4	0	8	12	4	0	9	13	0	0	1	1	8%	NB	5.8	0	2.7	A	A	A	3.7	A	0.5	A	NB	10	28							
		WB	5	244	0	249	5	237	0	242	0	-7	0	-7	-3%	WB	1.9	0.3	0	A	A	A	0.3	A			WB	1	12	25						
		SB	0	0	0	0	0	0	0	0	0	0	0	0	0%	SB	0	0	0	A	A	A	0.0	A			SB									
		EB	0	236	4	240	0	246	3	249	0	10	-1	9	4%	EB	0	0.4	0.3	A	A	A	0.4	A			EB									
Thru-Stop	6: 65th Street & Fairview Ramp	NB	6	0	11	17	6	0	12	18	0	0	1	1	6%	NB	7.1	0	5.6	A	A	A	6.1	A	2.7	A	NB	13	39							
		WB	6	162	11	179	5	154	9	168	-1	-8	-2	-11	-6%	WB	2.2	0.3	0	A	A	A	0.3	A			WB	1	26	30						
		SB	105	0	81	186	110	0	80	190	5	0	-1	4	2%	SB	8	0	4.8	A	A	A	6.7	A			SB	47	93							
		EB	3	237	4	244	2	249	4	255	-1	12	0	11	5%	EB	1.7	0.3	0	A	A	A	0.3	A			EB		4	25						
Thru-Stop	7: 65th Street & 6500 - West DW	NB	0	0	0	0	0	0	0	0	0	0	0	0	0%	NB	0	0	0	A	A	A	0.0	A	0.5	A	NB									
		WB	2	179	0	181	1	168	0	169	-1	-11	0	-12	-7%	WB	5.4	0.1	0	A	A	A	0.1	A			WB	1	18	25						
		SB	0	0	0	0	0	0	0	0	0	0	0	0	0%	SB	0	0	0	A	A	A	0.0	A			SB									
		EB	0	352	1	353	0	369	2	371	0	17	1	18	5%	EB	0	0.7	0.2	A	A	A	0.7	A			EB				2	64				
Thru-Stop	8: 65th Street & 6500 - East DW	NB	2	0	2	4	1	0	2	3	-1	0	0	0	0%	NB	2.3	0	7.3	A	A	A	5.6	A	1.3	A	NB	2	30							
		WB	0	179	0	179	0	168	0	168	0	-11	0	-11	-6%	WB	0	1.3	0	A	A	A	1.3	A			WB									
		SB	0	0	0	0	0	0	0	0	0	0	0	0	0%	SB	0	0	0	A	A	A	0.0	A			SB									
		EB	0	352	0	352	0	369	0	369	0	17	0	17	5%	EB	0	1.3	0	A	A	A	1.3	A			EB				10	106				
Signalized	9: 65th Street & France Ave	NB	48	1262	84	1394	44	1259	79	1382	-4	-3	-5	-12	-1%	NB	45.2	21.9	14.7	D	C	B	22.2	C	19.8	B	NB	38	121	160	154	288				
		WB	57	100	388	545	58	94	383	535	1	-6	-5	-10	-2%	WB	42.5	41.2	3.4	D	D	A	14.3	B			WB				102	212	13	168		
		SB	92	751	31	874	89	738	29	856	-3	-13	-2	-18	-2%	SB	45.6	13.6	12.7	D	B	B	16.9	B			SB	64	154	180	74	132				
		EB	140	97	117	354	150	98	122	370	10	1	5	16	5%	EB	28.5	26.7	12.8	C	C	B	22.8	C			EB	79	112	120	109	192				

SimTraffic Simulation Summary
6/24/2013
2030 AM Peak Hour
Measures of Effectiveness

Intersection			Forecast Volumes				Modeled Volumes				Error Volumes				Volume Error by Approach		Total Delay by Movement (Sec/Veh)				Level of Service by Movement				LOS by Approach (Sec/Veh)		LOS by Intersection (Sec/Veh)		Average & Maximum Traffic Queueing (feet)								
Control	Location	Appr	L	T	R	Total	L	T	R	Total	L	T	R	Total	%	Appr	L	T	R	Total	L	T	R	Total	Delay	LOS	Delay	LOS	Appr	Left-Turn			Through		Right-Turn		
																														Ave Queue	Max Queue	Storage	Ave Queue	Max Queue	Ave Queue	Max Queue	Storage
Signalized	1: 65th Street & Valley View Rd	NB	0	361	35	396	0	364	32	398	0	3	-3	0	0%	NB	0	13.9	2.6	13.0	A	B	A	B	13.0	B	14.5	B	NB				23	73			
		WB	18	0	66	84	15	1	66	82	-3	1	0	-2	-2%	WB	44.2	0.4	8.2	14.7	D	A	A	B	14.7	B			WB	29	100						
		SB	76	286	0	372	72	307	0	379	-4	11	0	7	2%	SB	36.2	8.9	0	14.1	D	A	A	B	14.1	B			SB	54	152	175	77	195			
		EB	39	324	489	852	39	319	496	854	0	-5	7	2	0%	EB	27.1	30.1	4.7	15.2	C	C	A	B	15.2	B			EB				168	426	33	250	250
Thru-Stop	2: 65th Street & Bank DW	NB	0	0	0	0	0	0	0	0	0	0	0	0	0%	NB	0	0	0	0.0	A	A	A	A	0.0	A	2.4	A	NB								
		WB	0	84	2	86	0	82	2	84	0	-2	0	-2	-2%	WB	0	0.3	0.1	0.3	A	A	A	A	0.3	A			WB								
		SB	1	0	0	1	0	0	0	0	-1	0	0	0	0%	SB	0	0	0	0.0	A	A	A	A	0.0	A			SB		6						
		EB	0	435	0	435	0	423	0	423	0	-12	0	-12	-3%	EB	0	2.4	0	2.4	A	A	A	A	2.4	A			EB				1	24			
Thru-Stop	3: 65th Street & Crosstown Medical Ramp	NB	0	0	0	0	0	0	0	0	0	0	0	0	0%	NB	0	0	0	0.0	A	A	A	A	0.0	A	1.1	A	NB								
		WB	2	73	60	135	2	70	54	126	0	-3	-6	-9	-7%	WB	1.5	0.5	0.2	0.4	A	A	A	A	0.4	A			WB								
		SB	27	0	13	40	24	0	14	38	-3	0	1	-2	-5%	SB	6	0	2.4	4.7	A	A	A	A	4.7	A			SB	21	47						
		EB	53	382	1	436	49	372	1	422	-4	-10	0	-14	-3%	EB	2.4	0.5	0.1	0.7	A	A	A	A	0.7	A			EB	6	26	30	1	20			
Thru-Stop	4: 65th Street & Condo Garage	NB	12	0	6	18	11	0	7	18	-1	0	1	0	0%	NB	9.2	0	5.6	7.8	A	A	A	A	7.8	A	0.8	A	NB	14	40						
		WB	1	123	0	124	1	117	0	118	0	-6	0	-6	-5%	WB	2.7	0.5	0	0.5	A	A	A	A	0.5	A			WB		8	25					
		SB	2	0	0	2	2	0	0	2	0	0	0	0	0%	SB	5.3	0	0	5.3	A	A	A	A	5.3	A			SB	2	28						
		EB	0	406	4	410	0	392	5	397	0	-14	1	-13	-3%	EB	0	0.6	0	0.6	A	A	A	A	0.6	A			EB								
Thru-Stop	5: 65th Street & Fairview Ramp	NB	3	0	5	8	2	0	5	7	-1	0	0	0	0%	NB	6.1	0	4.6	5.0	A	A	A	A	5.0	A	1.2	A	NB	5	34						
		WB	9	105	139	253	8	100	145	253	-1	-5	6	0	0%	WB	3.1	1.2	0.3	0.7	A	A	A	A	0.7	A			WB	3	26	30		3			
		SB	26	0	16	42	23	0	17	40	-3	0	1	-2	-5%	SB	7.1	0	3	5.4	A	A	A	A	5.4	A			SB	22	54						
		EB	76	331	7	414	74	318	8	400	-2	-13	1	-14	-3%	EB	2.9	0.6	0.1	1.0	A	A	A	A	1.0	A			EB	14	51	60					
Thru-Stop	7: 65th Street & 6600 - West DW	NB	0	0	0	0	0	0	0	0	0	0	0	0	0%	NB	0	0	0	0.0	A	A	A	A	0.0	A	0.6	A	NB								
		WB	2	253	0	255	2	252	0	254	0	-1	0	-1	0%	WB	1.9	0.2	0	0.2	A	A	A	A	0.2	A			WB		12	25					
		SB	0	0	0	0	0	0	0	0	0	0	0	0	0%	SB	0	0	0	0.0	A	A	A	A	0.0	A			SB								
		EB	0	360	2	362	0	346	2	348	0	-14	0	-14	-4%	EB	0	0.8	4.9	0.8	A	A	A	A	0.8	A			EB				3	58			
Thru-Stop	8: 65th Street & 6500 - East DW	NB	1	0	1	2	0	0	1	1	-1	0	0	0	0%	NB	0	0	38	38.0	A	A	C	C	38.0	C	1.2	A	NB	2	24						
		WB	0	254	0	254	0	253	0	253	0	-1	0	-1	0%	WB	0	0.7	0	0.7	A	A	A	A	0.7	A			WB								
		SB	0	0	0	0	0	0	0	0	0	0	0	0	0%	SB	0	0	0	0.0	A	A	A	A	0.0	A			SB								
		EB	0	360	0	360	0	346	0	346	0	-14	0	-14	-4%	EB	0	1.5	0	1.5	A	A	A	A	1.5	A			EB				15	115			
Signalized	9: 65th Street & France Ave	NB	88	611	192	891	79	619	194	892	-9	8	12	11	1%	NB	41	28.4	14.4	28.5	D	C	B	C	28.5	C	23.2	C	NB	56	115	160	101	205			
		WB	63	52	213	328	64	53	225	342	1	1	12	14	4%	WB	42.2	41.8	2.4	16.0	D	D	A	B	16.0	B			WB				60	164			
		SB	320	795	114	1229	315	781	119	1215	-5	-14	5	-14	-1%	SB	38.2	16.9	15.7	22.3	D	B	B	C	22.3	C			SB	162	210	220	123	345			
		EB	88	228	45	361	87	219	42	348	-1	-9	-3	-13	-4%	EB	26	26.1	17.5	25.0	C	C	B	C	25.0	C			EB	54	111	120	132	192			

SimTraffic Simulation Summary
6/25/2013
2030 PM Peak Hour
Measures of Effectiveness

Intersection			Forecast Volumes				Modeled Volumes				Error Volumes				Volume Error by Approach		Appr	Total Delay by Movement (Sec/Veh)			Level of Service by Movement			LOS by Approach (Sec/Veh)		LOS by Intersection (Sec/Veh)		Appr	Average & Maximum Traffic Queueing (feet)							
Control	Location	Appr	L	T	R	Total	L	T	R	Total	L	T	R	Total	%			L	T	R	L	T	R	Delay	LOS	Delay	LOS		Left-Turn			Through			Right-Turn		
																													Ave Queue	Max Queue	Storage	Ave Queue	Max Queue	Ave Queue	Max Queue	Storage
Signalized	1: 65th Street & Valley View Rd	NB	0	793	30	823	0	788	31	819	0	-5	1	-4	0%	NB	0	18.7	8.5	A	B	A	18.3	B	17.8	B	NB				87	178			
		WB	32	0	280	312	34	0	280	314	2	0	0	2	1%	WB	38.4	0	18.5	D	A	B	20.7	C			WB	115	208						
		SB	87	325	0	412	79	339	0	418	-8	14	0	6	1%	SB	42.6	11.6	0	D	B	A	17.5	B			SB	54	124	150	106	256			
		EB	42	109	232	383	40	106	246	392	-2	-3	14	9	2%	EB	36.9	38.3	2.2	D	D	A	15.0	B			EB				79	166			
Thru-Stop	2: 65th Street & Bank DW	NB	0	0	0	0	0	0	0	0	0	0	0	0	0%	NB	0	0	0	A	A	A	0.0	A	1.7	A	NB								
		WB	0	309	1	310	0	309	2	311	0	0	1	1	0%	WB	0	1.4	0.3	A	A	A	1.4	A			WB				10	93			
		SB	1	0	3	4	1	0	4	5	0	0	1	0	0%	SB	7.2	0	18.3	A	A	C	16.1	C			SB	6	41						
		EB	1	225	0	226	1	215	0	216	0	-10	0	-10	-4%	EB	8.5	1.9	0	A	A	A	1.9	A			EB	1	16	60	1	34			
Thru-Stop	3: 65th Street & Crosstown Medical Ramp	NB	1	0	0	1	1	0	0	1	0	0	0	0	0%	NB	6.4	0	0	A	A	A	6.4	A	1.7	A	NB	1	21						
		WB	1	269	11	281	0	269	9	278	-1	0	-2	-3	-1%	WB	0	0.5	0	A	A	A	0.5	A			WB					5			
		SB	66	0	42	108	66	0	41	107	0	0	-1	-1	-1%	SB	8.4	0	6.6	A	A	A	7.7	A			SB	41	86						
		EB	8	218	0	226	6	210	0	216	-2	-8	0	-10	-4%	EB	3.6	0.2	0	A	A	A	0.3	A			EB	2	20	25					
Thru-Stop	4: 65th Street & Condo Garage	NB	4	0	8	12	3	0	9	12	-1	0	1	0	0%	NB	6	0	3.8	A	A	A	4.4	A	0.5	A	NB	9	28						
		WB	5	277	0	282	2	276	0	278	-3	-1	0	-4	-1%	WB	1.9	0.3	0	A	A	A	0.3	A			WB		10	25					
		SB	0	0	0	0	0	0	0	0	0	0	0	0	0%	SB	0	0	0	A	A	A	0.0	A			SB								
		EB	0	280	4	284	0	272	4	276	0	-8	0	-8	-3%	EB	0	0.4	0.1	A	A	A	0.4	A			EB								
Thru-Stop	8: 65th Street & Fairview Ramp	NB	6	0	11	17	6	0	12	20	2	0	1	0	0%	NB	5.1	0	4.4	A	A	A	4.7	A	2.8	A	NB	15	40						
		WB	6	195	11	212	6	190	12	208	0	-5	1	-4	-2%	WB	2.3	0.5	0.2	A	A	A	0.5	A			WB	1	26	30					
		SB	105	0	81	186	95	0	80	175	-10	0	-1	-11	-6%	SB	9.2	0	5.3	A	A	A	7.4	A			SB	47	108						
		EB	3	281	4	288	2	275	4	281	-1	-6	0	-7	-2%	EB	3.5	0.4	0	A	A	A	0.4	A			EB		10	25	1	26			
Thru-Stop	7: 65th Street & 6500 - West DW	NB	0	0	0	0	0	0	0	0	0	0	0	0	0%	NB	0	0	0	A	A	A	0.0	A	1.0	A	NB								
		WB	2	201	0	203	2	208	0	210	0	7	0	7	3%	WB	3.3	0.1	0	A	A	A	0.1	A			WB	1	24	25					
		SB	0	0	0	0	0	0	0	0	0	0	0	0	0%	SB	0	0	0	A	A	A	0.0	A			SB								
		EB	0	396	1	397	0	381	1	382	0	-15	0	-15	-4%	EB	0	1.4	2.7	A	A	A	1.4	A			EB				9	132			
Thru-Stop	8: 65th Street & 6500 - East DW	NB	2	0	2	4	1	0	4	5	-1	0	2	0	0%	NB	3.6	0	22.7	A	A	C	18.9	C	1.8	A	NB	4	36						
		WB	0	201	0	201	0	209	0	209	0	8	0	8	4%	WB	0	1.4	0	A	A	A	1.4	A			WB								
		SB	0	0	0	0	0	0	0	0	0	0	0	0	0%	SB	0	0	0	A	A	A	0.0	A			SB								
		EB	0	396	0	396	0	380	0	380	0	-16	0	-16	-4%	EB	0	1.8	0	A	A	A	1.8	A			EB				16	117			
Signalized	9: 65th Street & France Ave	NB	54	1437	90	1581	54	1442	87	1583	0	5	-3	2	0%	NB	56.9	28.3	22.6	E	C	C	29.0	C	37.4	D	NB	51	155	160	231	423			
		WB	64	113	440	617	64	124	456	644	0	11	16	27	4%	WB	49.9	54.6	4.6	D	D	A	18.7	B			WB				141	306	41	251	
		SB	104	384	34	522	103	380	33	516	-1	-4	-1	-6	-1%	SB	51.6	15.2	10.9	D	B	B	22.2	C			SB	79	164	175	45	101			
		EB	158	110	130	398	153	106	126	385	-5	-4	-4	-13	-3%	EB	32.9	27.5	15	C	C	B	25.6	C			EB	79	112	120	115	192			

Vehicle Queuing Analysis

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

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

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

Conclusions / Recommendation

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

- The proposed site redevelopment is proposed to include primarily medical office and supporting uses and is anticipated to generate 2280 trips in a day, 279 trips in the AM peak hour and 216 trips in the PM peak hour.
- Traffic operations at the intersections and driveway on 65th Street between France Avenue and Valley View Road will remain the same with or without the proposed redevelopment.
- Traffic operations at the proposed site driveway will operate at overall LOS A in the AM and PM peak hours with the worst movement operating at a LOS C.
- The queuing analysis indicates that no significant impact to the adjacent driveways or intersections will occur as a result of the proposed redevelopment.

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

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CITY OF EDINA

MEMO

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

Date: July 2, 2013May 20, 2013

To: Cary Teague – Community Development Director

From: Wayne D. Houle – City Engineer

Re: Review of Planning Submittal for
Edina Medical Plaza
6500 France Avenue

Engineering has reviewed the revised 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.
- Dedication of new watermain and sidewalk easements will be required.
- A developer's agreement will be required for realigning of the public watermain and also the installation of the sidewalk on both West 65th Street and France Avenue.

Sheet C4.0 Utility Plan:

- Verify that sanitary sewer service has not settled; repair if needed; then reline existing sanitary sewer service.
- Uncover buried MH4680 on south lot line and bring to grade.
- Final plans should include all standard detail sheets, including thrust blocking for C900 watermain. Double check City website for using the most up-to-date details.

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.

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