PLANNING COMMISSION STAFF REPORT

Originator **Cary Teague** **Community Development Director**	Meeting Date **November 14, 2012**	Agenda # **VI.B**

INFORMATION/BACKGROUND

Bruce Carlson, on behalf of the Centennial Lakes Plaza, is requesting a Site Plan review to build a 1,750 square foot Starbucks Coffee shop with a drive-through window and an outdoor seating area, within the parking lot of Centennial Lakes Plaza at 7501 France Avenue. (See location on pages A1–A5, and the narrative and plans on pages A6–A14.) As demonstrated on the following pages, the project complies with all minimum Zoning Ordinance requirements.

The Planning Commission previously reviewed this plan at the August 22, 2012 Planning Commission meeting. (See minutes on pages A34–A38.) As a result of the discussion and concern over the location of the drive-through stacking lane, the applicant has revised the plan by relocating the building so it is parallel to France Avenue, which allows for a longer and more clear stacking lane that would not interfere with on-site circulation. (See original site plan on page A15 and the new site plan on page A11.) The proposed Starbucks would experience its most activity during the morning hours, when the shopping center is not at its busiest time.

SUPPORTING INFORMATION

Surrounding Land Uses

Northerly:	Whole Foods; zoned and guided mixed use.
Easterly:	Centennial Lakes Plaza retail space & Centennial Lakes Park; zoned and guided mixed use.
Southerly:	Centennial Lakes Plaza retail space; zoned and guided mixed use.
Westerly:	A two-story office building; zoned and guided office/residential.

Existing Site Features

The subject property is 6.4 acres in size and contains retail buildings as part of the Centennial Lakes Plaza, and a two-level parking deck. The site is relatively flat. (See pages A3–A4.)

Planning

Guide Plan designation:	Mixed Use
Zoning:	MDD-6, Mixed Development District

Grading/Drainage/Utilities

The city engineer has reviewed the proposed grading, drainage and utility plans and has provided comment on page A39. All storm water from this site must be treated on-site, as there are no off-site pond expansions available. A Nine Mile Creek Watershed permit would be required prior to issuance of a building permit.

Parking

Based on the square footage of the existing retail space within the entire Centennial Lakes Plaza development, and the proposed increase in square footage for Starbucks, 705 parking stalls are required. The existing site provides 840 parking stalls, therefore, the parking requirements would continue to be met. Sixty-one parking stalls would be removed with the construction of the new Starbucks. The previous request would have removed forty-three stalls.

Traffic & Site Circulation

Access to the site, and site circulation would generally remain the same. (See pages A11–A13.) The proposed drive-through lane would be accessed on the east side of the site, with the pick-up window on the west side of the building. The drive-through lane would contain thirteen stacking spaces. City Code requires five spaces, although the Code does not specifically refer to coffee shops.

A traffic study, done by WSB and Associates, found that the traffic from the proposed use would not impact the adjacent roadways. The study concludes that a coffee shop would be the most intense use for the building. (See pages A16–A33.) The proposed drive-through lane conforms to City Code; additionally, the revised drive-through lane conforms to the recommendations of WSB. (See page A24 of the study.)

As mentioned earlier, the busiest time for the coffee shop would be in the morning until about 8:30 am, when the stores in the shopping center are closed. The stacking would not impact France Avenue in any way. WSB concurs that the drive-through lane and stacking would not impact adjacent roads.

Building Design

The building would be constructed to architecturally compliment the new Whole Foods Store by matching the brick, stone and metal work. (See pages A8–A9.)

Landscaping

The landscape plan has been designed to match the previously approved plan, which was part of an overall plan contemplated for the site. (See page A14a.) Based on the perimeter of the site, 87 overstory trees are required. That includes the entire Centennial Lakes Plaza site. There are 141 existing over-story trees on the site. (See landscape plan on pages A14–A14a.) A full complement of understory trees would be planted around the building.

Compliance Table

	City Standard	Proposed
Front – France Side Street – Parklawn Side – South Rear – East	35 feet 35 feet 20 35	36.7 feet 200+ feet 200+ feet 200+ feet
Building Height	4 stories or 50 feet, whichever is less	1 stories
Building Coverage	30%	15% (total site)
Parking lot and drive aisle setback	20 feet (street)	20 feet (existing)
Drive-through stacking	5 spaces	13 spaces
Parking Stalls	705 (overall site)	840 proposed
Overstory Trees	87 required (number is based on the perimeter of the entire development site)	141

Primary Issues

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

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

  1. The proposed use is permitted in the MDD-6 District.

  2. The plans are consistent with the Overall Development Plans for the site. This site was designated for retail uses. Circulation patterns on the overall Centennial Lakes Shopping Center site would remain.

  3. WSB conducted a traffic impact study, and concluded that the existing roadway system could support the proposed project. (See traffic study and staff report pages A16–A24.)

  4. The proposal meets all minimum zoning ordinance requirements; therefore, the applicant is entitled the proposed use under the current ordinance.

     The applicant has revised the site plan and location of the building to meet WSB's recommendation for stacking space.

Staff Recommendation

Recommend that the City Council approve the Site Plan for Starbucks located at 7501 France Avenue.

Approval is based on the following findings:

1. The proposal would meet the required standards and ordinances for a Site Plan.

2. WSB conducted a traffic impact study, and concluded that the existing roadway system could support the proposed project.

3. The revised lane for the drive-through window would provide adequate stacking space, and would not interfere with traffic on France Avenue.

Approval of the Site Plan is subject to the following conditions:

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

- Site plan date stamped October 18, 2012.
- Grading plan date stamped October 18, 2012.
- Landscaping plan date stamped October 18, 2012.
- Building elevations date stamped October 22, 2012
- Building materials board as presented at the Planning Commission and City Council meeting.

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

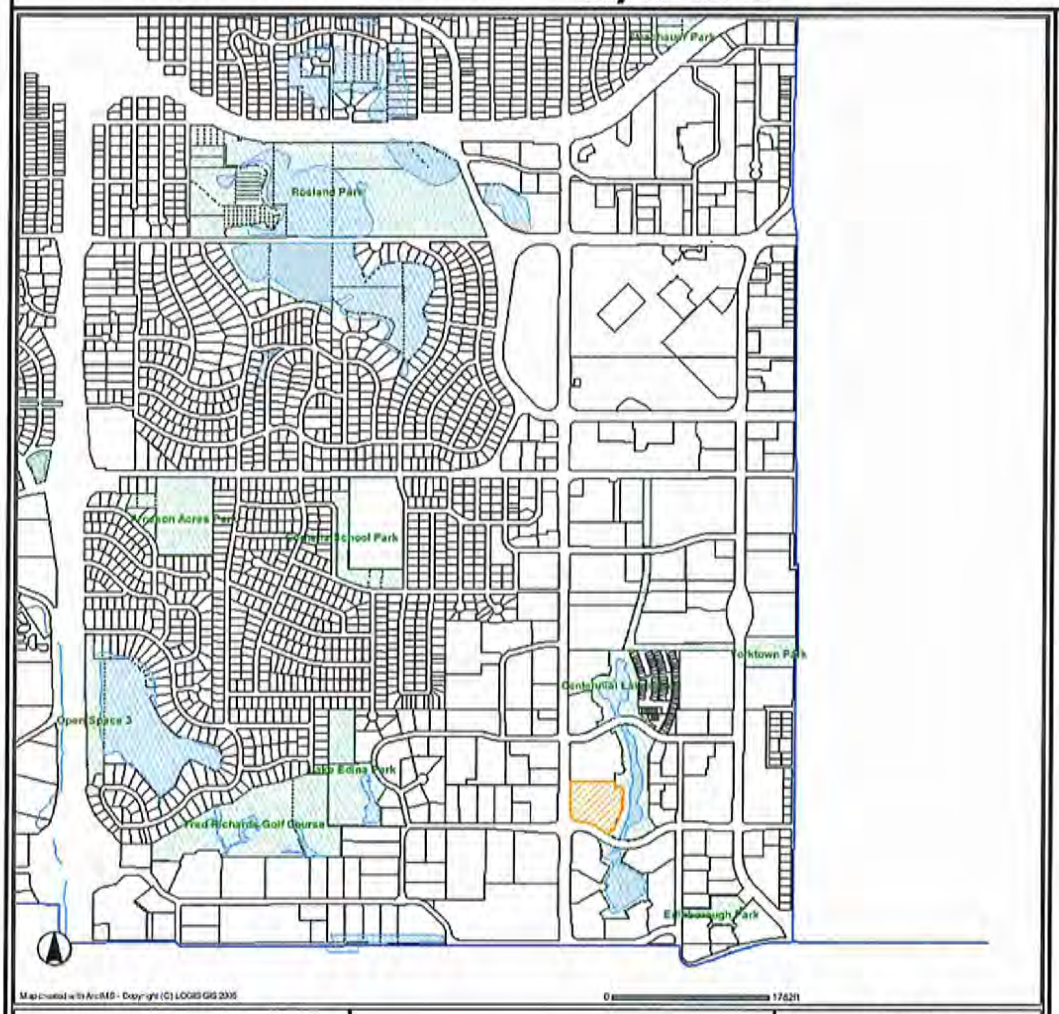
3. The property owner is responsible for replacing any required landscaping that dies.

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

5. Compliance with the conditions required by the city engineer in his memo dated November 8, 2012.

Deadline for a city decision: January 31, 2013

City of Edina



PID: 3202824320400

7501 France Ave S
Edina, MN 55435

A1

City of Edina

PID: 3202824320400

7501 France Ave S
Edina, MN 55435

CITY OF EDINA, MINNESOTA
INCORPORATED 1888

A2

City of Edina

PID: 3202824320400

7501 France Ave S
Edina, MN 55435

CITY OF EDINA, MINNESOTA
INCORPORATED
1888

City of Edina

Legend

Surrounding House Number Labels

House Number Labels

Street Name Labels

City Limits

Creeks

Lake Names

Lakes

Parks

Parcels

2009 Aerial Photo

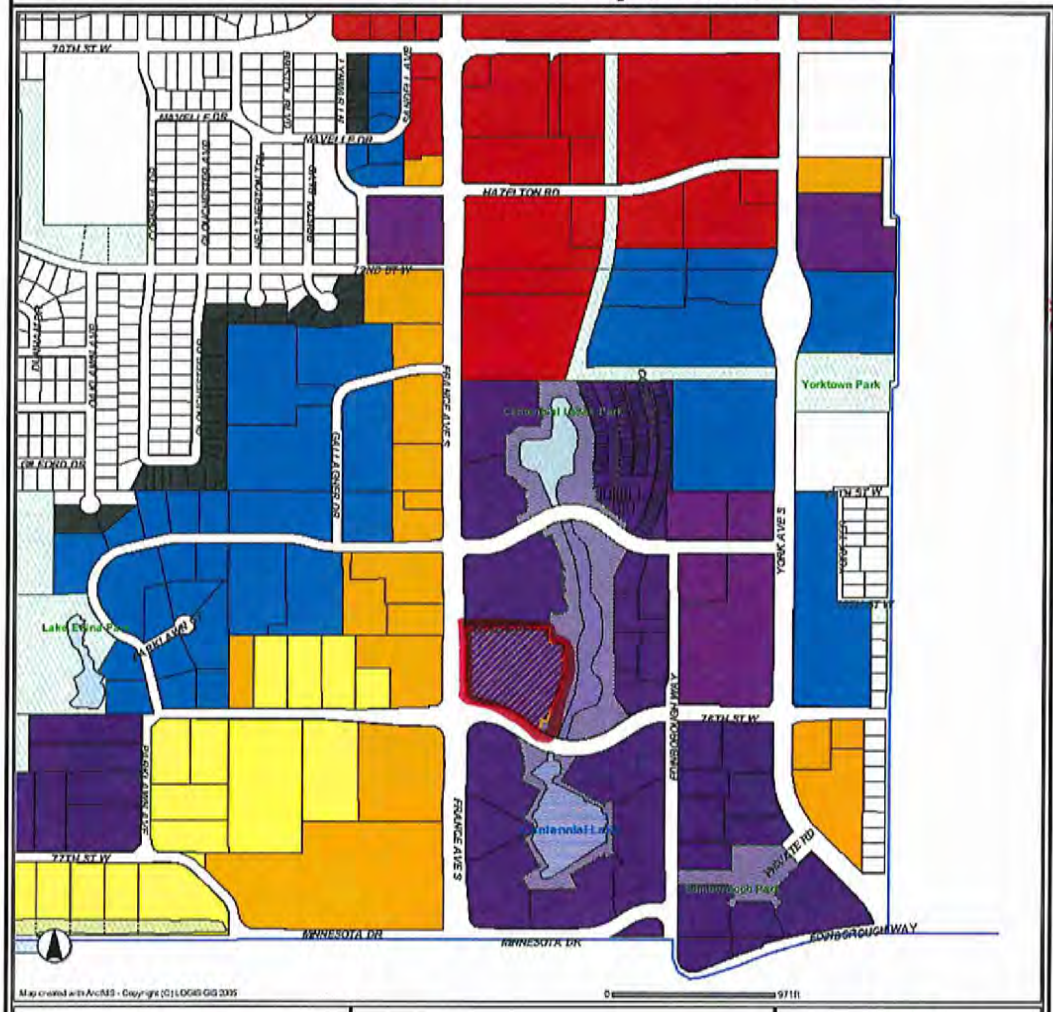
PID: 3202824320400

7501 France Ave S
Edina, MN 55435

CITY OF EDINA, MINNESOTA · INCORPORATED 1888 ·

A4

City of Edina



PID: 3202824320400

7501 France Ave S
Edina, MN 55435

ZONING

APPLICANT NARRATIVE (Original)

Coffee Shop Application Narrative for City of Edina Staff, Planning Commission, and City Council

Centennial Lakes Plaza is pleased to submit and respectfully requests your support and approval to add a free standing, 1,750 square foot coffee shop in the northwest corner of its southern parking lot adjacent to France Avenue.

The proposed coffee shop building fronts France Avenue with an outdoor dining patio connected to its west elevation of the building, facing France Avenue. Architecturally, the building will complement the new Whole Foods incorporating matching brick, stone and metal work. The addition of the coffee shop will provide additional landscaping for Centennial Lakes to complement and enhance the new landscaping just completed in this year.

A coffee shop is viewed by the shopping center owner and tenants as a favorable and complimentary use, serving as a convenient amenity to local residents and workers. The coffee shop's most active times are prior to 8:30 am. The majority of shops at Centennial Lakes Plaza open at 10 am.

The proposed site plan features a drive through lane with simple circulation through the site. Centennial Lakes Plaza previously contained a drive through facility for McDonalds which has since been removed and parking stalls added in its place. The overall parking ratio will remain at 5.5/1000. A traffic study has been completed and included as part of the application.

The coffee shop's presence, design and orientation will help to beautify and enhance the current large parking field along France Ave and will include the addition of a new parking lot surface.

For these reasons and more, we are excited to present the following application and thank you in advance for your thoughtful consideration.

Applicant Narrative (Revised)

Westwood

7699 Anagram Drive
Eden Prairie, MN 55344

PHONE 952-937-5150
FAX 952-937-5822
TOLL FREE 888-937-5150

www.westwoodps.com

October 19, 2012

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

Re: Centennial Lakes – Coffee Shop
Centennial Lakes Plaza, LLC / Mid-America Real Estate
File 20111211

Dear Mr. Teague:

On behalf of Centennial Lakes Plaza, LLC and Mid-America Real Estate, we are submitting the attached revised preliminary civil plans for the proposed Coffee Shop located in the Centennial Lakes Plaza in Edina, Minnesota. Please note that the attached plans have been revised to rotate the building in order to accommodate the required vehicular stacking for the drive-thru on-site.

In accordance with the application requirements, included are three (3) full-sized copies of the plans and thirty (30) reduced 11" x 17" copies of the plans. An electronic copy of the plans was sent to you via e-mail earlier today.

We are requesting that this application be reviewed by City staff and scheduled for the November 14, 2012 Planning Commission meeting, and the November 20, 2012 City Council meeting. If you have any questions or need additional information, please call me at (952) 906-7435, or Bruce Carlson at (952) 563-6674.

Sincerely,

WESTWOOD PROFESSIONAL SERVICES, INC.

PLANNING DEPARTMENT
OCT 18 2012
CITY OF EDINA

Daniel M. Parks, PE

Attachments
cc: Bruce Carlson, Mid-America Real Estate

A7

RECEIVED
Oct. 22, 2012

SIGNAGE CALCULATIONS / ALLOWANCES

No wall signs shall be placed on walls of non-residential buildings which directly face, abut or adjoin a public park or residential uses.

Wall Signage Allowance:
15% of wall area
(Permanent window signs shall be included in the maximum allowable area)

Freestanding Signs:
Shall not exceed 50 SF.
Shall be of uniform design/scale.
One per building frontage.
Max height: 20 ft

Calculations:
Total Wall Signage = 185 SF
185 SF < 15% of wall area

WEST ELEVATION

A4

EAST ELEVATION

DRAWINGS NOT TO SCALE

RECEIVED
Oct. 22, 2012

SOUTH ELEVATION

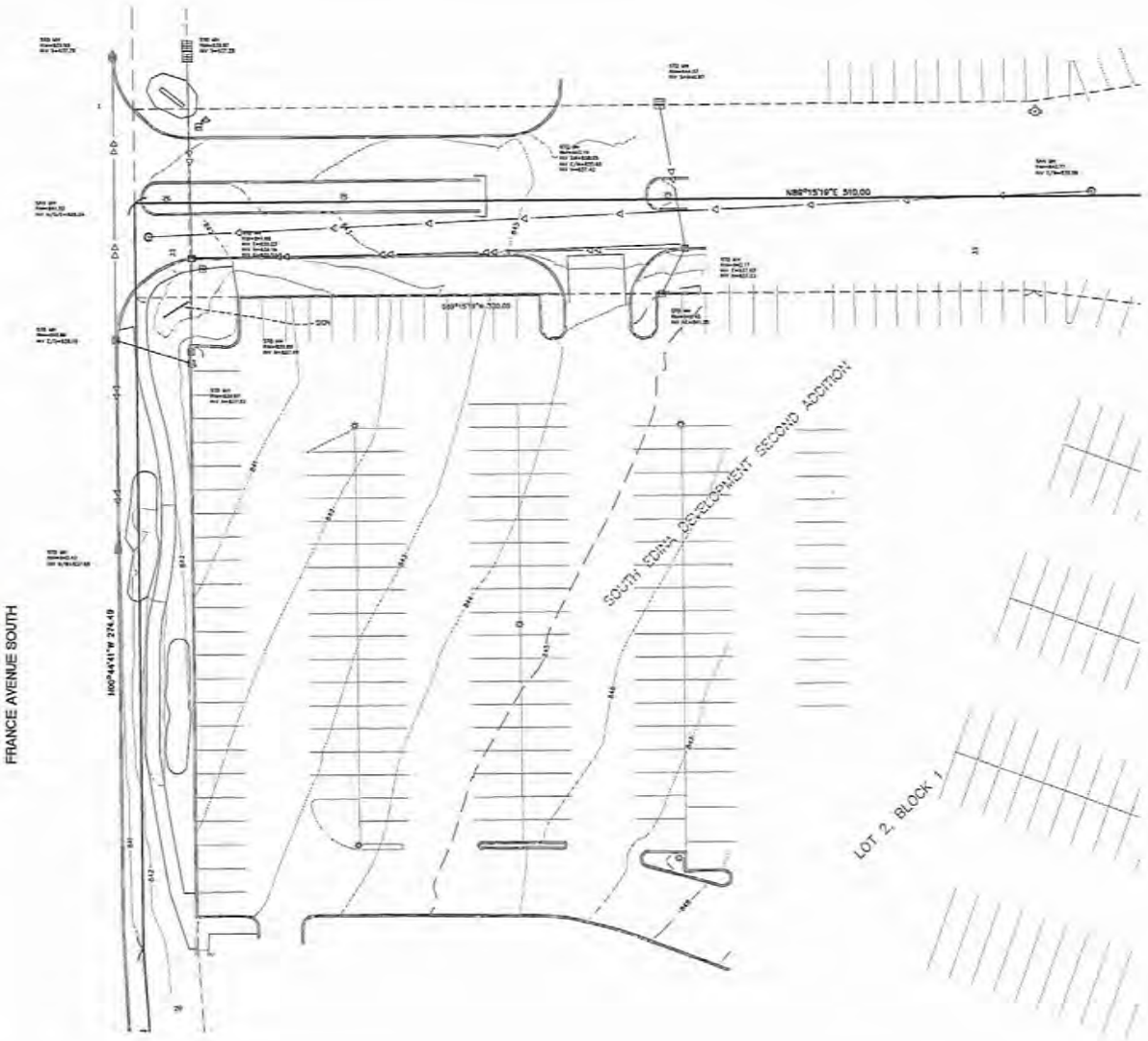
A9

NORTH ELEVATION

DRAWINGS NOT TO SCALE

©2012 Westwood Professional Services, Inc.

Call 48 Hours before digging:
811 or call811.com
Common Ground Alliance



Existing Legal Description

Part of Lot 2, Block 1, South Edina Development Second Addition, Hennepin County, Minnesota, according to the recorded plat thereof.

Surveyor Notes

1) This survey was prepared without the benefit of a title commitment. No search for easements or restrictions, recorded or unrecorded was made by surveyor.

2) Bearings show hereon are based on the Hennepin County Coordinate System, NAD83 (1996 ADJ.).

3) Contours hereon are based on the NAVD 1988 DATUM.

Legend

WATER MANHOLE	BUSH/SHRUB
WELL	CONIFEROUS TREE
CURB STOP BOX	DECIDUOUS TREE
CABLE TV	WETLAND
GAS LINE	STEEL/WOOD POST
POWER OVERHEAD	SIGN-TRAFFIC/OTHER
POWER UNDERGROUND	SIGN-TRAFFIC/OTHER
SANITARY SEWER	MAIL BOX
STORM SEWER	HANDICAPPED STALL
TELEPHONE OVERHEAD	PERC TEST
TELEPHONE UNDERGROUND	MONITORING WELL
WATERMAIN	CABLE TV BOX
FENCE LINE	GAS METER
DECIDUOUS TREE LINE	STREET LITE
CONIFEROUS TREE LINE	BEEHIVE CATCH BASIN
CURB & GUTTER	CATCH BASIN
BITUMINOUS SURFACE	FLARED END SECTION
CONCRETE SURFACE	WATER METER
GUY WIRE	STORM MANHOLE
POWER POLE	TELEPHONE BOX
ELECTRIC BOX	TELEPHONE MANHOLE
ELECTRIC METER	TRAFFIC CONTROL BOX
ELECTRIC MANHOLE	HAND HOLE
ELECTRIC TOWER	TRAFFIC LIGHT
SANITARY MANHOLE	GATE VALVE
SEWER CLEANOUT	HYDRANT
PAVER SURFACE	

N

0' 20' 40' 60'

NOT FOR CONSTRUCTION

Date: 07/23/12 Sheet C2 of 5

Westwood

Mark R. Sale
Date 08/14/12 License No. 43953

Prepared for:
Centennial Lakes Plaza, LLC \ Mid-America Real Estate-Minnesota, LLC
5353 Wayzata Boulevard, Suite 650
Minneapolis, Minnesota 55416

Coffee Shop
Edina, Minnesota

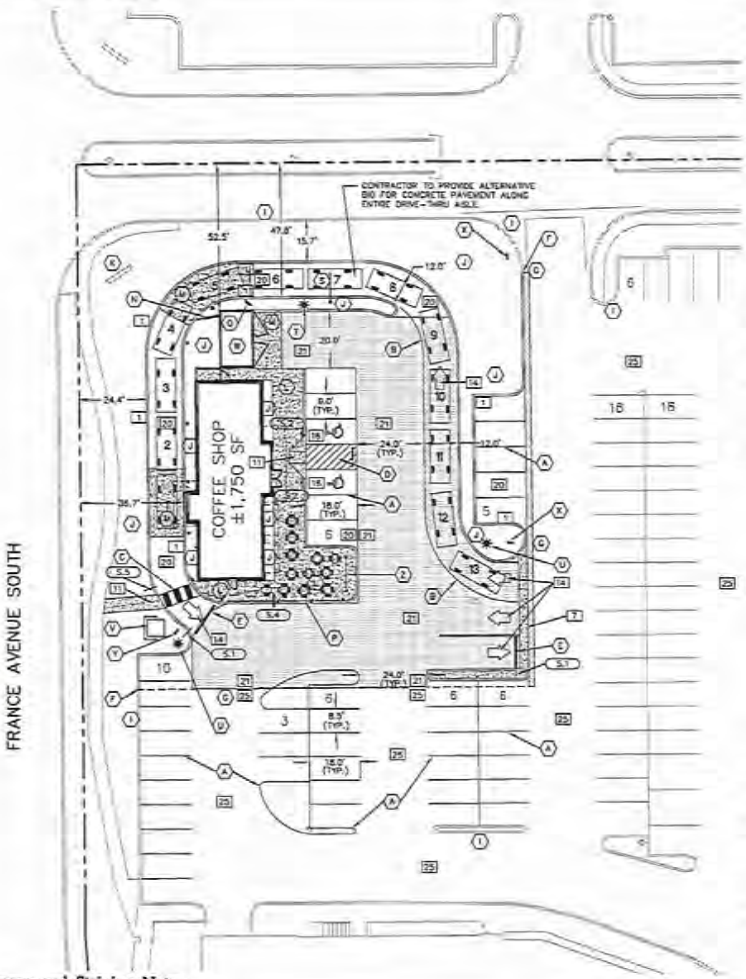
EXISTING CONDITIONS SURVEY

RECEIVED 10-18-12

A10

©2012 Westwood Professional Services, Inc.

Call 48 Hours before digging
811 or call811.com
Common Ground Alliance



General Site Notes

1. BACKGROUND INFORMATION FOR THIS PROJECT PROVIDED BY WESTWOOD PROFESSIONAL SERVICES.
2. LOCATIONS AND ELEVATIONS OF EXISTING TOPOGRAPHY AND UTILITIES AS SHOWN ON THIS PLAN ARE APPROXIMATE. CONTRACTOR SHALL FIELD VERIFY SITE CONDITIONS AND UTILITY LOCATIONS PRIOR TO EXCAVATION/CONSTRUCTION. IF ANY DISCREPANCIES ARE FOUND, THE ENGINEER SHOULD BE NOTIFIED IMMEDIATELY.
3. REFER TO BOUNDARY SURVEY FOR LOT BEARINGS, DIMENSIONS AND AREAS.
4. ALL DIMENSIONS ARE TO FACE OF CURB OR EXTERIOR FACE OF BUILDING UNLESS OTHERWISE NOTED.
5. REFER TO ARCHITECTURAL PLANS FOR EXACT BUILDING DIMENSIONS AND LOCATIONS OF EXITS, RAMPS, AND TRUCK DOORS.
6. ALL CURB RADII SHALL BE 3.0 FEET (TO FACE OF CURB) UNLESS OTHERWISE NOTED.
7. ALL CURB AND GUTTER SHALL BE B612 UNLESS OTHERWISE NOTED.
8. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING AND MAINTAINING TRAFFIC CONTROL DEVICES SUCH AS BARRICADES, WARNING SIGNS, DIRECTIONAL SIGNS, FLAGGERS AND LIGHTS TO CONTROL THE MOVEMENT OF TRAFFIC WHERE NECESSARY. PLACEMENT OF THESE DEVICES SHALL BE APPROVED BY THE CITY AND ENGINEER PRIOR TO PLACEMENT. TRAFFIC CONTROL DEVICES SHALL CONFORM TO APPROPRIATE MNDOT STANDARDS.
9. BITUMINOUS PAVEMENT AND CONCRETE SECTIONS TO BE IN ACCORDANCE WITH THE RECOMMENDATIONS OF THE GEOTECHNICAL ENGINEER.
10. CONTRACTOR SHALL MAINTAIN FULL ACCESS TO ADJACENT PROPERTIES DURING CONSTRUCTION AND TAKE ALL PRECAUTIONS NECESSARY TO AVOID PROPERTY DAMAGE TO ADJACENT PROPERTIES.
11. SITE LIGHTING SHOWN ON PLAN IS FOR REFERENCE ONLY. REFER TO LIGHTING PLAN PREPARED BY OTHERS FOR SITE LIGHTING DETAILS AND PHOTOMETRICS.

Site Notes

- A 4" TRAFFIC WHITE LANE STRIPE (TYP.)
- B 4" SOLID LINE – WHITE
- C PEDESTRIAN CROSSWALK STRIPING – WHITE
- D 4" WHITE DIAGONAL STRIPE
- E 24" WIDE WHITE PAINTED STOP BAR
- F MATCH EXISTING CURB & GUTTER
- G MATCH EXISTING PAVEMENT
- I EXISTING CONCRETE CURB
- J PLANTED AREA
- K EXISTING MONUMENT SIGN
- L CONCRETE SIDEWALK AND JOINTING (REFER ARCH. PLANS)
- M CONCRETE PAVEMENT (SEE STRUCTURAL PLANS)
- N MENU BOARD
- O PREVIEW BOARD
- P FENCING/RAILING (SEE ARCH. & STRUCTURAL PLANS)
- S OVERHEAD CLEARANCE BAR (SEE ARCH. PLANS).
- T NEW LIGHT POLE
- U RELOCATED EXISTING LIGHT POLE
- V TRANSFORMER PAD & DECORATIVE FENCE (SEE ARCH. PLANS)
- W 12'X20' TRASH ENCLOSURE WITH SLIDING DOORS
- X DRIVE-THRU SIGNAGE
- Y THANK YOU/EXIT ONLY SIGNAGE
- Z BIKE RACKS (SEE DETAIL SHEET)

Site Legend

EXISTING	PROPOSED	
		PROPERTY LINE
		LOT LINE
		SETBACK LINE
		EASEMENT LINE
		CURB AND GUTTER
		TIP OUT CURB AND GUTTER
		POND NORMAL WATER LEVEL
		RETAINING WALL
		FENCE
		CONCRETE PAVEMENT
		CONCRETE SIDEWALK
		HEAVY DUTY BITUMINOUS PAVEMENT
		STANDARD DUTY BITUMINOUS PAVEMENT
	12'	NUMBER OF PARKING STALLS
	T	TRANSFORMER
		SITE LIGHTING
		TRAFFIC SIGN
		POWER POLE
		BOLLARD / POST

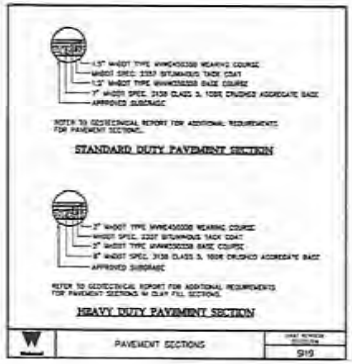
Sign Legend

REFERENCE		SIZE	MnDOT DESIGNATION
S.1	STOP SIGN	30" X 30"	R1-1
S.2	HANDICAP ACCESSIBLE	12" X 18"	R7-8M
S.3	FIRE LANE / NO PARKING * (TWO SIGNS PER POLE)	12" X 18"	R8-3B
S.4	NO PARKING SIGN (TWO SIGNS PER POLE)	12" X 18"	R8-3
S.5	PEDESTRIAN CROSSING	30" X 30"	W11-2

* FIRE LANE SIGNS SHALL MEET EDINA FIRE MARSHAL REQUIREMENTS AND HAVE RED LETTERS AND A RED BORDER ON A WHITE BACKGROUND. THE SIGN SHALL INCLUDE THE FOLLOWING WORDS: "NO PARKING, FIRE LANE."

Site Details

1 B612 CURB & GUTTER
2 B612ZM CONCRETE CURB & GUTTER (ADJACENT TO SIDEWALK ONLY)
6 INTEGRAL CURB AND WALK
7 CONCRETE CROSS GUTTER (36"x7")
11 ACCESSIBLE DROPPED PEDESTRIAN RAMP (WITH TRUNCATED DOMES)
12 CROSS WALK STRIPING
14 TRAFFIC ARROW
16 HANDICAP ACCESSIBLE SIGNAGE AND STRIPING
20 STANDARD DUTY PAVEMENT
21 HEAVY DUTY PAVEMENT
22 CONCRETE WALK
25 BITUMINOUS MILL AND OVERLAY (SEE DETAIL FOR CURB MILL)



Sheet Index

C1 CIVIL SITE PLAN
C2 EXISTING CONDITIONS PLAN
C3 GRADING AND DRAINAGE PLAN
C4 UTILITY PLAN
C5 LANDSCAPE PLAN

Signage and Striping Notes

1. ALL TRAFFIC SIGNS, PAVEMENT MARKINGS, AND OTHER TRAFFIC CONTROL DEVICES SHALL CONFORM TO THE STANDARDS OF THE FHWA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD).
2. PARKING LOT STRIPING SHALL BE 4" WIDE COLOR WHITE, TWO COATS OF PAINT. CONTRACTOR SHALL PAINT ANY/ALL DIRECTIONAL TRAFFIC ARROWS AS SHOWN IN WHITE (TWO COATS).
3. ACCESSIBLE PARKING PROVIDED PER ADA CODE. CONTRACTOR SHALL PAINT THE INTERNATIONAL SYMBOL OF ACCESSIBILITY IN EACH DESIGNATED ACCESSIBLE STALL IN BLUE BACKGROUND WITH WHITE BORDER (TWO COATS OF PAINT). CONTRACTOR SHALL PAINT THE WORDS "NO PARKING" IN EACH ACCESSIBLE ISLE ADJACENT TO AN ACCESSIBLE SPACE IN WHITE LETTERS MINIMUM 12" IN HEIGHT.
4. ALL SIGNS SHALL INCLUDE POST, CONCRETE FOOTING AND CASING WHERE REQUIRED. CONCRETE CASING REQUIRED IN LOCATIONS WHERE POST IS NOT PROTECTED BY CURB.
5. ALL STOP SIGNS SHALL INCLUDE A 24" WIDE PAINTED STOP BAR IN WHITE PAINT (TWO COATS) PLACED AT THE STOP SIGN LOCATION, A MINIMUM OF 4' FROM CROSSWALK. ALL STOP BARS SHALL EXTEND FROM DIRECTIONAL TRANSITION BETWEEN LANES TO THE CURB.
6. ALL SIGNS SHALL BE PLACED 18" BEHIND THE BACK OF CURB UNLESS OTHERWISE NOTED.

0' 20' 40' 80'

NOT FOR CONSTRUCTION

Date 07/23/12 Sheet C1 OF 5

Westwood Professional Services, Inc.
7500 Flying Cloud Drive
Eden Prairie, MN 55344
PHONE 952-937-5150
FAX 952-937-5822
TOLL FREE 1-866-937-5150
www.westwoodps.com

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.

John M. Hagen
Date 10/19/12 License No. 25789

Designed	JMH
Checked	JMH/DMP
Drawn	CW
Project Director Initials	

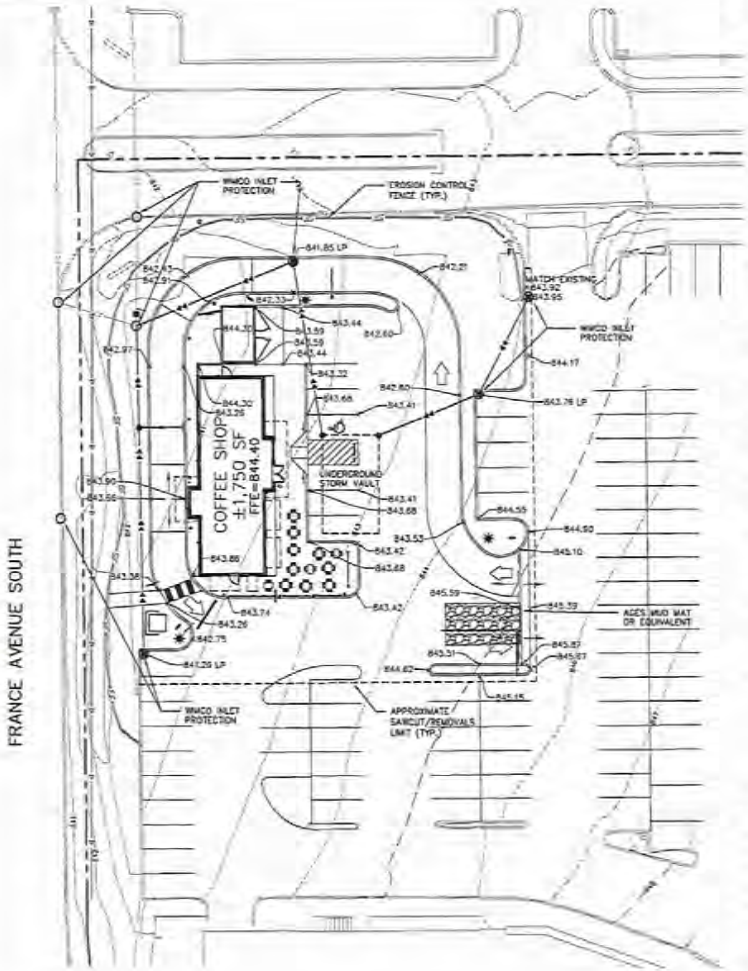
Prepared for:
Centennial Lakes Plaza, LLC \ Mid-America Real Estate-Minnesota, LLC
5353 Wayzata Boulevard, Suite 650
Minneapolis, Minnesota 55416

Coffee Shop
Edina, Minnesota

CIVIL SITE PLAN

RECEIVED
10-18-12

©2012 Westwood Professional Services, Inc.



Grading Notes

1. LOCATIONS AND ELEVATIONS OF EXISTING TOPOGRAPHY AND UTILITIES AS SHOWN ON THIS PLAN ARE APPROXIMATE. CONTRACTOR SHALL FIELD VERIFY SITE CONDITIONS AND UTILITY LOCATIONS PRIOR TO EXCAVATION/CONSTRUCTION. THE ENGINEER SHALL BE NOTIFIED IMMEDIATELY IF ANY DISCREPANCIES ARE FOUND.
2. CONTRACTORS SHALL REFER TO ARCHITECTURAL PLANS FOR EXACT LOCATIONS AND DIMENSIONS OF VESTIBULE, SLOPED PAVEMENT, EXIT PORCHES, RAMPS, TRUCK DOCKS, PRECISE BUILDING DIMENSIONS, EXACT BUILDING UTILITY ENTRANCE LOCATIONS, AND EXACT LOCATIONS AND NUMBER OF DOWNSPOUTS.
3. ALL EXCAVATION SHALL BE IN ACCORDANCE WITH THE CURRENT EDITION OF "STANDARD SPECIFICATIONS FOR TRENCH EXCAVATION AND BACKFILL/SURFACE RESTORATION" AS PREPARED BY THE CITY ENGINEERS ASSOCIATION OF MINNESOTA.
4. ALL DISTURBED UNPAVED AREAS ARE TO RECEIVE TOPSOIL AT A MINIMUM DEPTH OF FOUR INCHES, PLANTING BEDS TO RECEIVE MINIMUM DEPTH OF TWELVE INCHES. DISCING TO PROVIDE OPTIMUM CONDITIONS FOR PLANT GROWTH, AS APPROVED BY OWNER. THESE AREAS TO BE SEEDING AND WATERED FOR PRIMARY ESTABLISHMENT OF LAWN GRASS, AS REQUIRED, UNTIL LANDSCAPING CAN OCCUR. SEE LANDSCAPE PLAN FOR PLANTING AND TURF ESTABLISHMENT. GRADING CONTRACTOR IS RESPONSIBLE FOR STRIPPING AND STOCKPILING EXISTING TOPSOIL AND STORING IN AN OWNER APPROVED LOCATION, THEN REDISTRIBUTING TO FINAL GRADE AND PROVIDE FINE GRADING FOR LANDSCAPE INSTALLATION. REUSE SUITABLE EXISTING SOIL (TOPSOIL) MATERIAL FOR LANDSCAPING ON SITE, IMPORT ONLY AS NECESSARY.
5. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING AND MAINTAINING TRAFFIC CONTROL DEVICES SUCH AS BARRICADES, WARNING SIGNS, DIRECTIONAL SIGNS, FLAGMEN AND LIGHTS TO CONTROL THE MOVEMENT OF TRAFFIC WHERE NECESSARY. PLACEMENT OF THESE DEVICES SHALL BE APPROVED BY THE ENGINEER PRIOR TO PLACEMENT. TRAFFIC CONTROL DEVICES SHALL CONFORM TO APPROPRIATE MNDOT STANDARDS.
6. ALL SLOPES SHALL BE GRADED TO 3:1 OR FLATTER, UNLESS OTHERWISE INDICATED ON THIS SHEET.
7. CONTRACTOR SHALL UNIFORMLY GRADE AREAS WITHIN LIMITS OF GRADING AND PROVIDE A SMOOTH FINISHED SURFACE WITH UNIFORM SLOPES BETWEEN POINTS WHERE ELEVATIONS ARE SHOWN OR BETWEEN SUCH POINTS AND EXISTING GRADES.
8. SPOT ELEVATIONS SHOWN INDICATE FINISHED PAVEMENT ELEVATIONS & GUTTER FLOW LINE UNLESS OTHERWISE NOTED. PROPOSED CONTOURS ARE TO FINISHED SURFACE GRADE.
9. SEE SOILS REPORT FOR PAVEMENT THICKNESSES AND HOLD DOWNS.
10. CONTRACTOR SHALL DISPOSE OF ANY EXCESS SOIL MATERIAL THAT EXISTS AFTER THE SITE GRADING AND UTILITY CONSTRUCTION IS COMPLETED. THE CONTRACTOR SHALL DISPOSE OF ALL EXCESS SOIL MATERIAL IN A MANNER ACCEPTABLE TO THE OWNER AND THE REGULATING AGENCIES.
11. CONTRACTOR SHALL PROVIDED A STRUCTURAL RETAINING WALL DESIGN CERTIFIED BY A LICENSED PROFESSIONAL ENGINEER.
12. ALL CONSTRUCTION SHALL CONFORM TO LOCAL, STATE AND FEDERAL RULES INCLUDING THE NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES) PERMIT REQUIREMENTS.
13. PRIOR TO PLACEMENT OF ANY STRUCTURE OR PAVEMENT, A PROOF ROLL, AT MINIMUM, WILL BE REQUIRED ON THE SUBGRADE. PROOF ROLLING SHALL BE ACCOMPLISHED BY MAKING MINIMUM OF 2 COMPLETE PASSES WITH FULLY-LOADED TANDEM-AXLE DUMP TRUCK, OR APPROVED EQUAL, IN EACH OF 2 PERPENDICULAR DIRECTIONS WHILE UNDER SUPERVISION AND DIRECTION OF THE INDEPENDENT TESTING LABORATORY. AREAS OF FAILURE SHALL BE EXCAVATED AND RECOMPACTED AS SPECIFIED HEREIN.
14. EMBANKMENT MATERIAL PLACED BENEATH BUILDINGS AND STREET OR PARKING AREAS SHALL BE COMPACTED IN ACCORDANCE WITH THE SPECIFIED DENSITY METHOD AS OUTLINED IN MNDOT 2105.3F1 AND THE REQUIREMENTS OF THE GEOTECHNICAL ENGINEER.
15. EMBANKMENT MATERIAL NOT PLACED IN THE BUILDING PAD, STREETS OR PARKING AREA, SHALL BE COMPACTED IN ACCORDANCE WITH REQUIREMENTS OF THE ORDINARY COMPACTION METHOD AS OUTLINED IN MNDOT 2105.3F2.
16. ALL SOILS AND MATERIALS TESTING SHALL BE COMPLETED BY AN INDEPENDENT GEOTECHNICAL ENGINEER. EXCAVATION FOR THE PURPOSE OF REMOVING UNSTABLE OR UNSUITABLE SOILS SHALL BE COMPLETED AS REQUIRED BY THE GEOTECHNICAL ENGINEER. THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING ALL REQUIRED SOILS TESTS AND INSPECTIONS WITH THE GEOTECHNICAL ENGINEER.

Grading Legend

EXISTING	PROPOSED	
		PROPERTY LINE
		LOT LINE
980	980	INDEX CONTOUR
982	982	INTERVAL CONTOUR
		CURB AND GUTTER
SF	SF	SILT FENCE
		STORM SEWER
		WATER MAIN
		SANITARY SEWER
		RETAINING WALL
		DRAIN TILE
		BREAK LINE
		GRADING LIMITS
	RCE	ROCK CONSTRUCTION ENTRANCE OR EQUIVALENT
	827.80	SPOT ELEVATION
		FLOW DIRECTION
	TOW 834.5 / BOW 830.5	TOP AND BOTTOM OF RETAINING WALL
	E.O.F. 825.00	EMERGENCY OVERFLOW
	SB-19	SOIL BORING LOCATION
		CATCH BASIN INLET PROTECTION

Erosion Control Notes

1. SILT FENCE WILL BE INSTALLED AROUND SITE IN ALL FILL AREAS AND LOCATIONS WHERE STORM WATER RUNOFF MAY LEAVE THE SITE, PRIOR TO ANY EXCAVATION/CONSTRUCTION ACTIVITIES.
2. ROCK CONSTRUCTION ENTRANCE WILL BE INSTALLED AT ALL CONSTRUCTION ENTRANCES.
3. SILTATION AND EROSION CONTROL: THE CONTRACTOR SHALL ASSUME COMPLETE RESPONSIBILITY FOR CONTROLLING ALL SILTATION AND EROSION OF THE PROJECT AREA. THE CONTRACTOR SHALL USE WHATEVER MEANS NECESSARY TO CONTROL THE EROSION AND SILTATION INCLUDING BUT NOT LIMITED CATCH BASIN INSERTS, ROCK CONSTRUCTION ENTRANCES, EROSION CONTROL BLANKET, AND SILT FENCE. CONTROL SHALL COMMENCE WITH GRADING AND CONTINUE THROUGHOUT THE PROJECT UNTIL ACCEPTANCE OF THE WORK BY THE OWNER. THE CONTRACTOR'S RESPONSIBILITY INCLUDES ALL IMPLEMENTATION AS REQUIRED TO PREVENT EROSION AND THE DEPOSITING OF SILT. THE OWNER MAY DIRECT THE CONTRACTOR'S METHODS AS DEEMED FIT TO PROTECT PROPERTY AND IMPROVEMENTS. ANY DEPOSITION OF SILT OR MUD ON NEW OR EXISTING PAVEMENT OR IN EXISTING STORM SEWERS OR SWALES SHALL BE REMOVED AFTER EACH RAIN AFFECTED AREAS SHALL BE CLEANED TO THE SATISFACTION OF THE OWNER, ALL AT THE EXPENSE OF THE CONTRACTOR. ALL TEMPORARY EROSION CONTROL SHALL BE REMOVED BY THE CONTRACTOR AFTER THE TURF IS ESTABLISHED.
4. CONTRACTOR SHALL INSTALL TEMPORARY INLET PROTECTION (WMCD OR EQUIVALENT) AROUND ALL CATCH BASIN GRATE INLETS, AFFECTED BY THIS CONSTRUCTION.
5. ALL DISTURBED AREAS SHALL HAVE TEMPORARY PROTECTION OR PERMANENT COVER OVER EXPOSED SOIL AREAS IF NOT BEING ACTIVELY GRADED WITHIN SEVEN (7) DAYS.
6. FOR AREAS WITH SLOPE OF 3:1 OR GREATER, RESTORATION WITH SOD OR WOOD FIBER BLANKET IS REQUIRED.
7. PUBLIC STREETS USED FOR HAULING SHALL BE KEPT FREE OF SOIL AND DEBRIS. STREET SWEEPING SHALL BE COMPLETED DAILY.

Call 48 Hours before digging:
811 or call811.com
Common Ground Alliance

RECEIVED
10-18-12

N

0' 20' 40' 80'

NOT FOR CONSTRUCTION

Date: 07/23/12 Sheet: C3 OF 5

Westwood

Prepared for:
Centennial Lakes Plaza, LLC \ Mid-America Real Estate-Minnesota, LLC
5353 Wayzata Boulevard, Suite 620
Minneapolis, Minnesota 55416

Coffee Shop

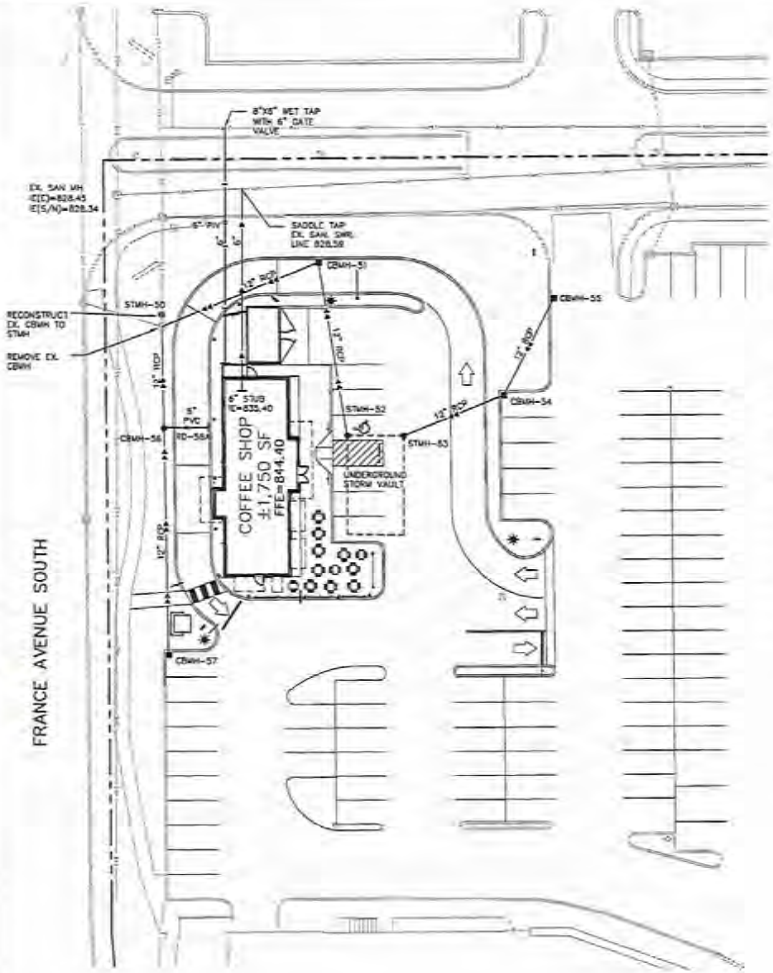
Edina, Minnesota

GRADING AND DRAINAGE PLAN

A14

©2012 Westwood Professional Services, Inc.

Call 48 Hours before digging:
811 or call811.com
Gopher State One Call



Sewer Structure Schedule

STRUCTURE NO.	TOP ELEVATION	INV. ELEVATION
ST MH-50	843.8	837.5 S, 837.9 E
CB MH-51	843.9	838.9
ST MH-52	843.8	838.5
ST MH-53	843.4	838.5, 836.5 SUMP
CB MH-54	843.8	838.7
CB MH-55	844.0	840.0
ST MH-56	843.1	837.8
RD-56A	-	840.0
CB MH-57	841.3	838.3

Utility Legend

EXISTING	PROPOSED	
		PROPERTY LINE
		LOT LINE
		EASEMENT LINE
		CURB AND GUTTER
		SANITARY SEWER (PVC SDR 26 OR SCHEDULE 40)
		SANITARY SEWER FORCE MAIN
		STORM SEWER (RCP OR HDPE)
		WATER MAIN (DIP)
		HYDRANT
		GAS
		UNDERGROUND ELECTRIC
		OVERHEAD ELECTRIC
		UNDERGROUND TELEPHONE
		OVERHEAD TELEPHONE
		TELEPHONE FIBER OPTIC
		CABLE TELEVISION
		DRAIN TILE
		GATE VALVE
		FLARED END SECTION (WITH RIPRAP)
		LIGHT POLE (COORDINATE WITH ELECTRICAL PLAN)
		VERTICAL UTILITY SEPARATION
		CLEANOUT
		CURB STOP
	837.00	SPOT ELEVATION
	1.50%	FLOW DIRECTION
		EROSION CONTROL FENCE
		SLEEVING/BORING LOCATIONS

General Utility Notes

1. THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT THE LOCATION AND/OR ELEVATION OF EXISTING UTILITIES AS SHOWN ON THESE PLANS ARE BASED ON RECORDS OF THE VARIOUS UTILITY COMPANIES AND LIMITED MEASUREMENTS TAKEN IN THE FIELD. THE INFORMATION SHALL NOT BE RELIED ON AS BEING EXACT OR COMPLETE. THE CONTRACTOR SHALL VERIFY EXISTING CONDITIONS PRIOR TO CONSTRUCTION AND NOTIFY THE OWNER OR ENGINEER OF DISCREPANCIES.
2. ALL SANITARY SEWER, STORM SEWER AND WATER MAIN INSTALLATIONS SHALL BE PER MINNESOTA PLUMBING CODE AND IN ACCORDANCE WITH THE CURRENT EDITION OF "STANDARD SPECIFICATIONS FOR WATER MAIN AND SERVICE LINE INSTALLATION AND SANITARY SEWER AND STORM SEWER INSTALLATION" AS PREPARED BY THE CITY OF EDINA RESPECTIVE UTILITY SPECIFICATIONS.
3. PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL OBTAIN THE NECESSARY FEDERAL, STATE AND LOCAL PERMITS FOR THE PROPOSED WORK OR VERIFY WITH THE OWNER OR ENGINEER THAT PERMITS HAVE BEEN OBTAINED. PERMIT FEES SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR UNLESS OTHERWISE ARRANGED WITH THE OWNER.
4. CONTRACTOR SHALL REFER TO ARCHITECTURAL PLANS FOR EXACT LOCATION AND DIMENSIONS OF DOORWAYS, RAMPS, TRUCK DOORS, PRECISE BUILDING DIMENSIONS AND EXACT BUILDING UTILITY CONNECTION LOCATIONS.
5. ALL PRIVATE UTILITIES SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE SPECIFICATIONS OF THE APPROPRIATE UTILITY COMPANY. THE CONTRACTOR SHALL COORDINATE THE SERVICE LINE CONSTRUCTION WITH THE UTILITY COMPANIES.
6. CONTRACTOR SHALL OBTAIN ALL NECESSARY CITY PERMITS FOR UTILITY CONNECTIONS, AND UTILITIES SHALL BE INSPECTED AND APPROVED BY THE CITY. THE CITY SHALL BE NOTIFIED 48-HOURS PRIOR TO COMMENCING WITH THE UTILITY CONSTRUCTION OR ANY REQUIRED TESTING. CONTRACTOR SHALL NOT OPERATE, INTERFERE WITH, CONNECT ANY PIPE OR HOSE TO, OR TAP ANY WATER MAIN BELONGING TO THE CITY UNLESS DULY AUTHORIZED TO DO SO BY THE CITY. ANY ADVERSE CONSEQUENCES OF SCHEDULED OR UNSCHEDULED DISRUPTIONS OF SERVICE TO THE PUBLIC ARE TO BE THE RESPONSIBILITY OF THE CONTRACTOR.
7. WATER MAIN LENGTHS AS SHOWN ARE APPROXIMATE HORIZONTAL LENGTHS. ALLOW FOR ADDITIONAL PIPE WHEN INSTALLING ON SLOPES OR WHEN DEFLECTIONS ARE REQUIRED. THE JOINT DEFLECTIONS SHALL NOT EXCEED THE MAXIMUM RECOMMENDED BY THE PIPE MANUFACTURER OR BY LOCAL GOVERNING SPECIFICATIONS. FITTINGS REQUIRED TO CONSTRUCT WATER MAIN SHALL BE INCLUDED IN WATER MAIN CONSTRUCTION.
8. PROVIDE WATER MAIN THRUST RESTRAINTS PER CITY STANDARD REQUIREMENTS.
9. A MINIMUM VERTICAL SEPARATION OF 18 INCHES IS REQUIRED AT ALL WATER MAIN CROSSINGS WITH SANITARY SEWER OR STORM SEWER.
10. UTILITY SERVICES TYPICALLY TERMINATE 5' OUTSIDE BUILDING WALL UNLESS OTHERWISE SHOWN OR NOTED.
11. ALL MATERIALS SHALL COMPLY WITH THE REQUIREMENTS OF THE CITY.
12. ALL WATER LINES SHALL BE DUCTILE IRON WRAPPED IN POLYETHYLENE, CLASS 52 WITH 7.5' MINIMUM COVER. PROVIDE MINIMUM SEPARATION OF 18" FROM SANITARY SEWER & STORM SEWER. INSULATE WATER MAIN IF LESS THAN 7.5' OF COVER.
13. INSULATION SHALL BE DOW STYROFOAM HI BRAND 35 OR EQUIVALENT, WITH 4 INCHES OF THICKNESS.
14. SANITARY SEWER PIPE OUTSIDE THE BUILDING ENVELOPE SHALL BE POLYVINYL CHLORIDE (PVC) SDR 35 OR 26. SDR 26 IS REQUIRED FOR DEPTHS GREATER THAN 15 FEET. SANITARY SEWER PIPE WITHIN 5 FEET OF BUILDING AND UNDER FOOTINGS, PIPE SHALL BE PVC SCHEDULE 40.
15. STORM SEWER PIPE SHALL BE REINFORCED CONCRETE PIPE (CLASS 5 FOR PIPE DIAMETERS 18" AND SMALLER, CLASS 3 FOR PIPE DIAMETERS 21" AND LARGER UNLESS OTHERWISE NOTED) WITH R-4 GASKETS, OR HDPE STORM SEWER PIPE IF ALLOWED BY THE CITY. HDPE STORM PIPE SHALL MEET REQUIREMENTS OF AASHTO M294, TYPE S WITH WATERTIGHT CONNECTIONS. SEE PLAN FOR LOCATIONS WHERE RCP IS REQUIRED. PVC STORM SEWER PIPE SHALL BE SCHEDULE 40. PIPE FLARED END SECTIONS SHALL BE RCP WITH TRASH GUARDS & RIP-RAP. CONNECTIONS TO EXISTING STRUCTURES SHALL BE CORE DRILLED WITH RUBBER BOOT.
16. POST INDICATOR VALVES SHALL BE CLOW F-5750 (OR EQUIVALENT) MEETING AWWA STANDARD C509 AND CITY STANDARDS. VALVE TO BE MECHANICAL JOINT RESILIENT WEDGE GATE VALVE. POST TO BE ADJUSTABLE FOR 8 FEET WATER MAIN DEPTH. THE ELECTRICAL ALARM SWITCH SHALL BE PART NO. PCVS2 (OR EQUIVALENT).
17. AFTER CONSTRUCTION IS COMPLETED, THE CONTRACTOR SHALL PROVIDE THE OWNER WITH AN AS-BUILT RECORD OF UTILITY CONSTRUCTION. THE AS-BUILT SHALL INCLUDE LOCATION AND LENGTH DEVIATIONS OR CHANGES TO THE PLAN. CONTRACTOR TO VERIFY WITH OWNER OR ENGINEER WHETHER A PLAN WITH POST-CONSTRUCTION ELEVATIONS IS REQUIRED.
18. FURNISH AND INSTALL SLEEVING FOR IRRIGATION UNDER PAVEMENT, COORDINATE WITH IRRIGATION ON SIZE, TYPE, AND LOCATION.
19. CONTRACTOR TO COORDINATE FINAL LOCATION OF DRY UTILITIES (ELECTRIC, GAS, TELEPHONE, CABLE, ETC.) WITH SERVICE PROVIDER AND FURNISH AND INSTALL SLEEVING, CONDUITS, AND STRUCTURAL PERFORATIONS AS REQUIRED FOR SERVICE.

RECEIVED
10-18-12

NOT FOR CONSTRUCTION

A13

Westwood
Westwood Professional Services, Inc.
7699 Anagram Drive
Eden Prairie, MN 55344
PHONE: (952) 937-5150
FAX: (952) 937-5822
TOLL FREE: 1-888-937-5150
www.westwoodps.com

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.

John M. Hagen
Date: 10/19/12 License No.: 25789

Prepared for:
Centennial Lakes Plaza, LLC \ Mid-America Real Estate-Minnesota, LLC
5353 Wayzata Boulevard, Suite 600
Minneapolis, Minnesota 55416

Coffee Shop
Edina, Minnesota

UTILITY PLAN

Date: 07/23/12 Sheet: C4 OF 5

©2012 Westwood Professional Services, Inc.

Landscape Notes

1. VERIFY ALL LANDSCAPE IMPROVEMENTS WITH REMOVALS AND SITE WORK.
2. ALL DISTURBED LANDSCAPED AREAS, NOT INDICATED AS PLANTING BEDS, ARE TO BE SODDED, UNLESS NOTED OTHERWISE. SODDING TO BE PER MINNESOTA DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR CONSTRUCTION, LATEST EDITION AND PER ANY SUPPLEMENT. SOD IS TO BE PRIMARILY KENTUCKY BLUEGRASS, FREE OF LAWN GRASS WEEDS. MATCH INTO EXISTING, WITH A CLEAN CUT. ANCHOR SOD ON SLOPED OR POTENTIAL EROSION AREAS, OR AS REQUIRED.
3. CONTRACTOR TO VERIFY PLANTS REQUIRED AS REFLECTED ON PLAN, NOTIFY LANDSCAPE ARCHITECT IF PLAN AND SCHEDULE DO NOT MATCH. ALL PLANT MATERIAL TO ADHERE TO THE AMERICAN STANDARD FOR NURSERY STOCK, LATEST VERSION. ADD FERTILIZER, HERBACIDE, AND PESTICIDE AS NECESSARY FOR OPTIMUM GROWTH. ANNUAL BED QUANTITIES ARE MEASURED IN SQUARE FEET AND CONTRACTOR TO PROVIDE PLANTING SOIL BUT ANNUAL PLANTS TO BE BY OWNER.
4. PROVIDE A MINIMUM OF 4" DEPTH OF TOPSOIL IN LAWN AREAS, 12" DEPTH OF PLANTING SOIL IN LANDSCAPE BEDS, AND 8" DEPTH OF PLANTING SOIL AT ANNUAL BEDS. ADD SOIL AMENDMENTS FOR OPTIMUM PLANT GROWTH. REMOVE EXISTING POOR SOIL AND REPLACE WITH NEW SPECIFIED SOIL, AS REQUIRED. ALL PARKING ISLAND GRADES SHALL HAVE A SIGNIFICANT CROWN. LANDSCAPE CONTRACTOR IS RESPONSIBLE FOR NORMAL TO OPTIMUM SOIL CONDITIONS FOR PLANT GROWTH. COORDINATE WITH OTHER WORK.
5. EDGING TO BE SPADED EDGE, TO A MINIMUM DEPTH OF 4". PROVIDE EDGE BETWEEN LANDSCAPE BED AND LAWN GRASS/ANNUAL BED AREA.
6. SHREDDED HARDWOOD MULCH SHALL BE COLORED, MATCH EXISTING, OR APPROVED EQUAL, AND AT A MINIMUM 4" DEPTH, FREE OF ALL DELETERIOUS MATERIAL. VERIFY WITH OWNER. PLANTING BEDS(UNLESS NOTED OTHERWISE), SINGLE TREE, AND SHRUB PLANTINGS SHALL HAVE A 4" DEPTH SHREDDED HARDWOOD MULCH RING AROUND EACH BASE. DECIDUOUS PLANT MATERIAL SHALL HAVE A MINIMUM 3' DIAMETER RING, EVERGREEN PLANT MATERIAL SHALL HAVE A RING TO THE DRIP LINE. NO MULCH AT ANNUAL BEDS.
7. ROCK COBBLESTONES TO BE A VARIETY OF SMOOTH FIELD STONES RANGING IN SIZE APPROXIMATELY 4" TO 10" DIAMETER, AND FIRMLY ANCHORED IN THE GROUND, MATCH EXISTING. INFILL GAPS, WITH SMALLER, SIMILAR ROCK, AS REQUIRED. BOULDER TO BE LIMESTONE(TAN) APPROXIMATELY 24" WIDE X 24" HIGH X 48" LONG OR CUBE IN SHAPE, ROUGH FACE AND FLAT BOTTOM, ANCHORED FIRMLY ON TOP OF GROUND AND LEVEL, MATCH EXISTING OR SIMILAR. OWNER/LANDSCAPE ARCHITECT TO APPROVE PRIOR TO DELIVERY.
8. EXISTING TREES AND SHRUBS, THROUGHOUT THE PROPERTY TO REMAIN, SHALL BE PRUNED TO REMOVE DEAD OR UNDESIRABLE LIMBS AND TO SHAPE PLANT FOR DESIRABLE APPEARANCE AND COMPLETED BY A QUALIFIED INDIVIDUAL. CONTRACTOR TO CLEAR AND GRUB EXISTING VEGETATION AND DISPOSE OF ALL REMOVALS OFF-SITE PER PROJECT IMPROVEMENTS.
9. CONTRACTOR TO WATER PLANT MATERIAL DURING INSTALLATION AND DURING ESTABLISHMENT PERIOD. VOLUME OF WATER TO BE PER PLANT REQUIREMENT FOR ESTABLISHMENT AND NORMAL GROWTH. WATER EXISTING PLANTS IN CONSTRUCTION LIMITS UNTIL ESTABLISHED AND IRRIGATION SYSTEM IS FULLY OPERATIONAL.
10. CONTRACTOR TO WARRANTY NEW PLANT MATERIAL FOR TWO-YEARS UPON PROJECT COMPLETION AND OWNER'S ACCEPTANCE.
11. MODIFY AND REPAIR EXISTING IRRIGATION SYSTEM(S) PER CONSTRUCTION IMPACT LIMITS TO PROVIDE NORMAL OPERATION. CONTRACTOR SHALL PROVIDE A MODIFICATION PLAN, FOR OWNERS APPROVAL. NEW WORK SHALL HAVE TWO-YEAR WARRANTY ON PARTS AND LABOR.
12. COORDINATE INSTALLATION WITH NEW CONSTRUCTION ITEMS AND PROPERTY MANAGER.
13. RECENTLY INSTALLED PLANTS AND LANDSCAPE IN GRADING AND UTILITY IMPACT AREA TO BE REMOVED, SALVAGED IN A TEMPORARY NURSERY(WITH IRRIGATION), AND REINSTALLED IN SIMILAR LOCATION TO FINAL GRADE, AS REQUIRED PER GRADING. SEE GRADING PLAN AND FIELD VERIFY. ANY PLANTS AND LANDSCAPING DAMAGED, LOST, REMOVED, OR DEAD SHALL BE REPLACED WITH SAME. NEW PLANT MATERIAL SHALL HAVE TWO-YEAR WARRANTY. FIELD VERIFY.

Landscape Data

ZONING:	MDD-6 MIXED DEVELOPMENT DISTRICT 6
OVERSTORY TREE REQUIREMENTS:	1 TREE PER 40 LF OF PROPERTY PERIMETER
OVERSTORY TREE CALCULATION:	3,445 LF (ENTIRE SITE) / 40 = 87 TREES MINIMUM
UNDERSTORY TREE AND SHRUBS:	IN ADDITION TO OVERSTORY TREE REQUIREMENT, FULL COMPLEMENT OF UNDERSTORY TREES AND SHRUBS.
MINIMUM TREE SIZE FOR 24'+ BLDG HT.:	see table below
TREE ROOT AND SPECIES:	BALL & BURLAP/SPADED AND 50% MAXIMUM OF ONE TYPE
SCREENING:	TRASH / SERVICE AREA = 5'-10' HEIGHT; PARKING = 4'-10' HEIGHT
EXISTING TREE CREDIT:	EXISTING TREES THAT MEET THE SAME SIZE REQUIREMENT MAY OFFSET THE NUMBER OF REQUIRED.
TREES PROVIDED:	FROM PREVIOUS WHOLE FOODS AND CENTENNIAL LAKES PLAZA PROJECTS TOTAL TREES = 129 (47 PROPOSED + 82 SAVED)

TREE TYPE	DECIDUOUS	CONIFEROUS	PERCENTAGE
ORNAMENTAL	2.0" CAL.	5' HT.	5%
COMPLEMENTARY	2.5"+ CAL.	6'+ HT.	25%
ACCENT	3.5"+ CAL.	8'+ HT.	25%
PRIMARY	4.5"+ CAL.	10'+ HT.	30%
FULL	5.5"+ CAL.	12'+ HT.	20%

PROVIDED TREES = 47
- 15 OVERSTORY (2.5" CAL.)
- 11 UNDERSTORY (2.0" CAL.)
- 28 EVERGREEN (8' HT.)

NO ADDITIONAL TREES REQUIRED/PROVIDED

Plant Schedule

TYPE	TOTAL	CODE	QTY.	COMMON/BOTANICAL NAME	SIZE	COMMENT
OVERSTORY TREES	–	SHL	–	SKYLINE HONEYLOCUST / GLEDITSIA TRIACANTHOS INERMIS 'SKYCOLE'	2.5" CAL. BB	SINGLE STEM, FULL
		ABM	–	AUTUMN BLAZE MAPLE / ACER X FREEMANII 'JEFFERS RED'	2.5" CAL. BB	SINGLE STEM, FULL
ORNAMENTAL TREES	–	WSB	–	WHITE SPIRE BIRCH / BETULA POPULIFOLIA 'WHITE SPIRE'	10' HT. BB	CLUMP
		PSC	–	PINK SPIRES CRAB / MALUS 'PINK SPIRES'	2" CAL. BB	SINGLE STEM, FULL
		RSC	–	RED SPLENDOR CRAB / MALUS 'RED SPLENDOR'	2" CAL. BB	SINGLE STEM, FULL
EVERGREEN TREES	–	BHS	–	BLACK HILLS SPRUCE / PICEA GLAUCA DENSATA	8'-10' HT. BB	FULL
		CGS	–	COLORADO GREEN SPRUCE / PICEA PUNGENS	8'-10' HT. BB	FULL
		ASP	–	AUSTRIAN PINE / PINUS NIGRA	8'-10' HT. BB	FULL
		NMP	–	NORWAY PINE / PINUS RESINOSA	8'-10' HT. BB	FULL
SHRUBS	33	GTA	7	GLOBE TECHNY ARBORVITAE / THUJA OCCIDENTALIS 'TECHNY GLOBE'	24" HT., #5 CONT	–
		TNA	3	TECHNY ARBORVITAE / THUJA OCCIDENTALIS 'TECHNY'	48" HT., #7 CONT	UPRIGHT
		CAM	–	COMPACT AMUR MAPLE / ACER GINNALA 'COMPACTUM'	48" HT., #7 CONT	–
		DKL	–	DWARF KOREAN LILAC / SYRINGA MEYERI 'PALIBIN'	24" HT., #5 CONT	–
		TNY	–	TAUNTON YEW / TAXUS X MEDIA 'TAUNTON'	24" SPRD., #5 CONT	–
		SCJ	11	SCANDIA JUNIPER / JUNIPERUS SABINA 'SCANDIA'	24" SPRD., #5 CONT	–
		CAR	12	CHARLES ALBANEL ROSE / RUGOSA 'CHARLES ALBANEL' (EXPLORER SERIES)	GRADE #1, #5 CONT	–
		ALC	–	ALPINE CURRANT / RIBES ALPINUM	24" HT., #5 CONT	–
PERENNIALS	194	FLF	–	FLEECE FLOWER / POLYGONUM CUSPIDATUM VAR. COMPACTUM	24" SPRD., #5 CONT	–
		STL	124	STELLA DE ORO DAYLILY / HEMEROCALLIS 'STELLA DE ORO'	2-YEAR, #1 CONT	18" O.C.
		AJS	70	AUTUMN JOY SEDUM / SEDUM X 'AUTUMN JOY'	2-YEAR, #1 CONT	18" O.C.
		GSH	–	GOLD STANDARD HOSTA / HOSTA 'GOLD STANDARD'	2-YEAR, #1 CONT	30" O.C.
ORNAMENTAL GRASSES	139	LBE	–	LITTLE BLUESTEM GRASS / SCHIZACHYRIUM SCOPARIUM 'CAROUSEL'	2-YEAR, #1 CONT	–
		RFG	–	RED FLAME GRASS / MISCANTHUS SINENSIS 'PURPURASCENS'	2-YEAR, #1 CONT	–
		KFG	139	KARL FOERSTER GRASS / CALAMAGROSTIS X ACUTIFLORA	2-YEAR, #1 CONT	–
ANNUALS	0	ANN	0	ANNUAL AREA BY SQUARE FOOT (PLANTS BY OWNER, SEE NOTE)	–	–
BOULDERS	6	----	6	BOULDERS (SEE NOTE FOR DETAILS)	–	–

NOTE: QUANTITIES ON PLAN SUPERSEDE LIST QUANTITIES IN THE EVENT OF A DISCREPANCY.

Landscape Legend

EXISTING TO REMAIN	PROPOSED	
		DECIDUOUS SHADE TREE
		DECIDUOUS ORNAMENTAL TREE
		CONIFEROUS TREE
		SHRUBS
		PERENNIALS
		EDGER
		ORNAMENTAL GRASSES
		ANNUALS
		COBBLESTONES
		BOULDERS

Call 48 Hours before digging: 811 or call811.com
Common Ground Alliance

RECEIVED 10-18-12

NOT FOR CONSTRUCTION

0' 20' 40' 60'

Westwood

Prepared for:
Centennial Lakes Plaza, LLC \ Mid-America Real Estate-Minnesota, LLC
5353 Wayzata Boulevard, Suite 650
Minneapolis, Minnesota 55416

Paul D. Schneider
Date 10/19/12 License No. 25820

Coffee Shop

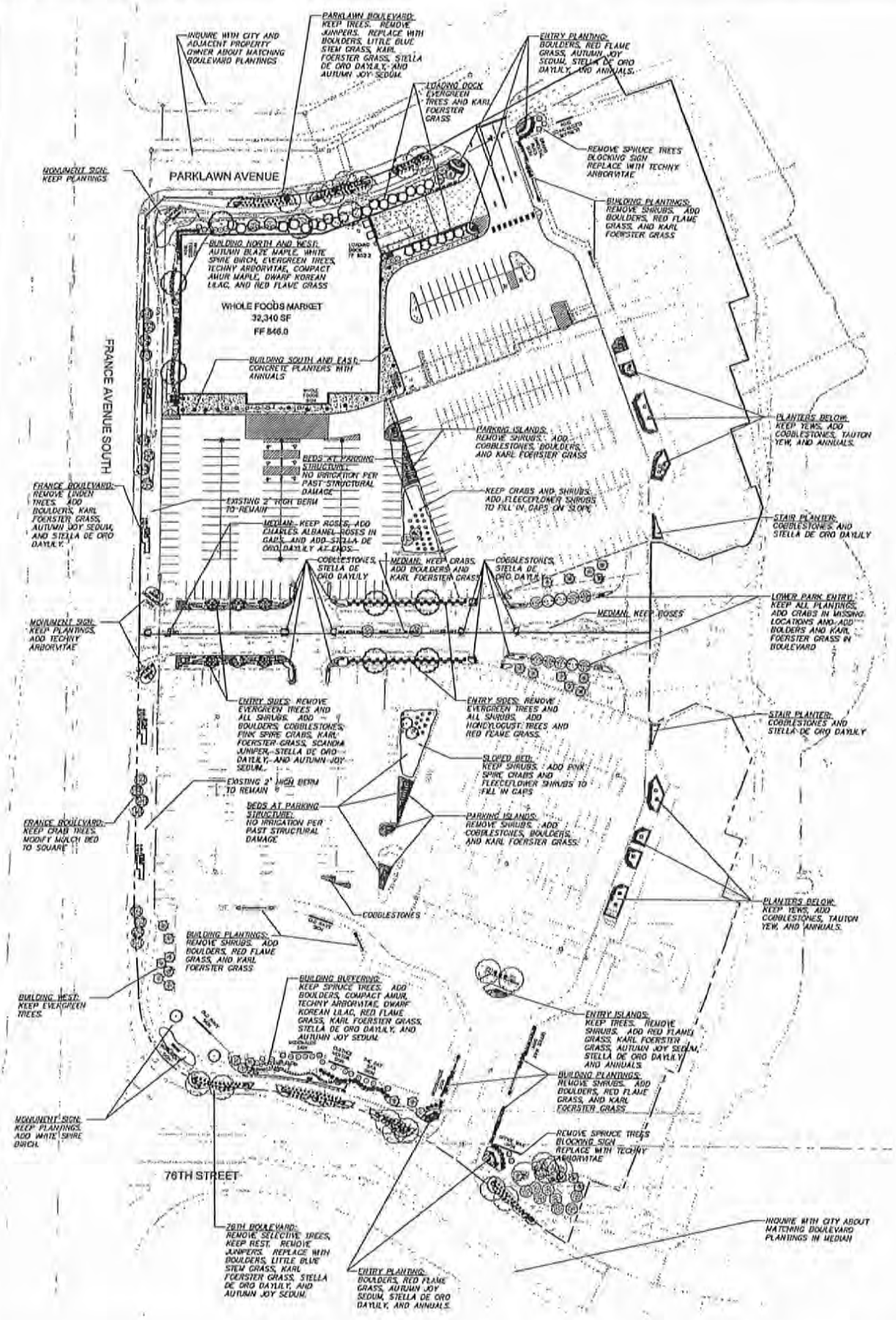
Edina, Minnesota

LANDSCAPE PLAN

Date: 07/23/12 Sheet: C5 of 5

A14

©2010 Westwood Professional Services, Inc.



Landscape Notes

1. VERIFY ALL LANDSCAPE IMP
2. ALL DISTURBED LANDSCAPE SEEDED, UNLESS NOTED OTH TRANSPORTATION STANDARD 2007 SEEDING MANUAL. SE GRASS WEEDS. MATCH INTE POTENTIAL EROSION AREAS.
3. CONTRACTOR TO VERIFY PLA ARCHITECT IF PLAN AND SO THE AMERICAN STANDARD FI HERBACIDE, AND PESTICIDE
4. PROVIDE A MINIMUM OF 4" T ADD SOIL AMENDMENTS FOR SHALL HAVE A SIGNIFICANT
5. ALL PLANTING BEDS TO BE PLANS.
6. SHREDDED HARDWOOD MULCH EQUAL, AND AT A MINIMUM
7. ROCK COBBLESTONES TO BE 4" TO 12" DIAMETER, AND A CHILTON LIMESTONE(TAN) AN ANCHORED ON TOP OF GROU PRIOR TO DELIVERY.
8. SINGLE TREE AND SHRUB PLA MULCH RING AROUND EACH DIAMETER RING, EVERGREEN
9. EXISTING TREES AND SHRUBS DEAD OR UNDESIRABLE LIMBS COMPLETED BY A QUALIFIED VEGETATION AND DISPOSE OF
10. CONTRACTOR TO WATER PLAN ESTABLISHMENT PERIOD. YOU ESTABLISHMENT AND NORMAL IS FULLY OPERATIONAL.
11. CONTRACTOR TO WARRANTY N COMPLETION AND OWNER'S AC
12. PROPERTY SHALL HAVE AUTOM AREAS TO BE IRRIGATED, EXCE FOR LANDSCAPE ARCHITECT A THE FIRST OPERATIONAL SEAS IRRIGATION SHALL HAVE TWO- INSTALLATION APPROVAL BY O PUMP, CONTROLLER, RAIN SEN SPRAYS, AND OTHER ACCESSO SYSTEM.
13. LANDSCAPE AND IRRIGATION M
14. CONCRETE PLANTER TO BE AP MATCH EXISTING.

Landscape Data

ZONING:	MIX
OVERSTORY TREE REQUIREMENTS:	1 TR
OVERSTORY TREE CALCULATION:	3.44
UNDERSTORY TREE AND SHRUB:	IN A FULL
MINIMUM TREE SIZE FOR 24'+ BLDG HT.:	TREE ORN CON ACCE PRIM FULL
TREE ROOT AND SPECIES:	BALL
SCREENING:	TRAS PARK
EXISTING TREE CREDIT:	EXIST OFFSI
EXISTING TREE SUMMARY	EXIST SAVE
	REMO
TREES PROVIDED:	TOTAL PROVI

Landscape Legend

EXISTING | EXISTING TO REMAIN

Westwood Professional Services, Inc.
7699 Anagram Drive
Eden Prairie, MN 55344
PHONE 952-937-5150
FAX 952-937-5822
TOLL FREE 1-866-937-5150
www.westwoodps.com

I hereby certify that this plan 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

Paul D. Schroeder
Date 10/29/10 License No. 25820

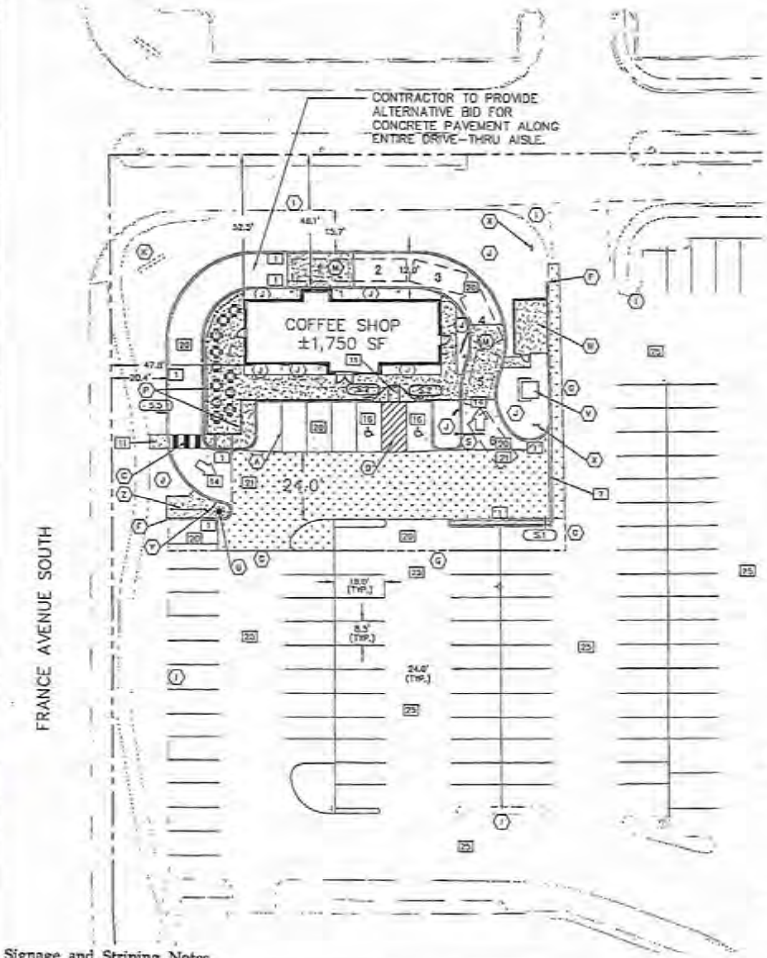
Revisions

A14a

Designed: PDS
Checked: PDS
Drawn: DSW
Record Drawing by/date:

Prepared for
Centennial Lakes Plaza, LLC
5353 Wayzata
Minneapolis

©2012 Westwood Professional Services, Inc.



General Site N.

1. BACKGROUND INFORMATION FOR THIS PROJECT PROVIDED BY WESTWOOD PROFESSIONAL SERVICES.
2. LOCATIONS AND ELEVATIONS OF EXISTING TOPOGRAPHY AND UTILITIES AS SHOWN ON THIS PLAN ARE APPROXIMATE. CONTRACTOR SHALL FIELD VERIFY SITE CONDITIONS AND UTILITY LOCATIONS PRIOR TO EXCAVATION/CONSTRUCTION. IF ANY DISCREPANCIES ARE FOUND, THE ENGINEER SHOULD BE NOTIFIED IMMEDIATELY.
3. REFER TO BOUNDARY SURVEY FOR LOT BEARINGS, DIMENSIONS AND AREAS.
4. ALL DIMENSIONS ARE TO FACE OF CURB OR EXTERIOR FACE OF BUILDING UNLESS OTHERWISE NOTED.
5. REFER TO ARCHITECTURAL PLANS FOR EXACT BUILDING DIMENSIONS AND LOCATIONS OF EXITS, RAMPS, AND TRUCK DOCKS.
6. ALL CURB RADII SHALL BE 3.0 FEET (TO FACE OF CURB) UNLESS OTHERWISE NOTED.
7. ALL CURB AND GUTTER SHALL BE B612 UNLESS OTHERWISE NOTED.
8. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING AND MAINTAINING TRAFFIC CONTROL DEVICES SUCH AS BARRICADES, WARNING SIGNS, DIRECTIONAL SIGNS, FLAGGERS AND LIGHTS TO CONTROL THE MOVEMENT OF TRAFFIC WHERE NECESSARY. PLACEMENT OF THESE DEVICES SHALL BE APPROVED BY THE CITY AND ENGINEER PRIOR TO PLACEMENT. TRAFFIC CONTROL DEVICES SHALL CONFORM TO APPROPRIATE MNDOT STANDARDS.
9. BITUMINOUS PAVEMENT AND CONCRETE SECTIONS TO BE IN ACCORDANCE WITH THE RECOMMENDATIONS OF THE GEOTECHNICAL ENGINEER.
10. CONTRACTOR SHALL MAINTAIN FULL ACCESS TO ADJACENT PROPERTIES DURING CONSTRUCTION AND TAKE ALL PRECAUTIONS NECESSARY TO AVOID PROPERTY DAMAGE TO ADJACENT PROPERTIES.
11. SITE LIGHTING SHOWN ON PLAN IS FOR REFERENCE ONLY. REFER TO LIGHTING PLAN PREPARED BY OTHERS FOR SITE LIGHTING DETAILS AND PHOTOMETRICS.

Site Notes

- A 4" TRAFFIC WHITE LANE STRIPE (TYP.)
- C PEDESTRIAN CROSSWALK STRIPING - WHITE
- D 4" WHITE DIAGONAL STRIPE
- F MATCH EXISTING CURB & GUTTER
- G MATCH EXISTING PAVEMENT
- I EXISTING CONCRETE CURB
- J PLANTED AREA
- K EXISTING MONUMENT SIGN
- L CONCRETE SIDEWALK AND JOINTING (REFER ARCH. PLANS)
- M CONCRETE PAVEMENT (SEE STRUCTURAL PLANS)
- P CONCRETE RETAINING WALL WITH RAILING (SEE ARCH. & STRUCTURAL PLANS)
- S OVERHEAD CLEARANCE BAR (SEE ARCH. PLANS)
- U RELOCATED EXISTING LIGHT POLE
- V TRANSFORMER PAD & DECORATIVE FENCE (SEE ARCH. PLANS)
- W 12'X20' TRASH ENCLOSURE WITH SLIDING DOORS
- X DRIVE-THRU SIGNAGE
- Y THANK YOU/EXIT ONLY SIGNAGE
- Z CONCRETE PAD WITH BIKE RACKS (SEE DETAIL SHEET)

Site Legend

EXISTING	PROPOSED	
		PROPERTY LINE
		LOT LINE
		SETBACK LINE
		EASEMENT LINE
		CURB AND GUTTER
		TIP OUT CURB AND GUTTER
		POND NORMAL WATER LEVEL
		RETAINING WALL
		FENCE
		CONCRETE PAVEMENT
		CONCRETE SIDEWALK
		HEAVY DUTY BITUMINOUS PAVEMENT (SEE PAVING PLAN FOR PAVEMENT SECTIONS)
		STANDARD DUTY BITUMINOUS PAVEMENT
		MILL & OVERLAY
	@	NUMBER OF PARKING STALLS
	T	TRANSFORMER
		SITE LIGHTING
		TRAFFIC SIGN
		POWER POLE
		BOLLARD / POST

Signage and Striping Notes

1. ALL TRAFFIC SIGNS, PAVEMENT MARKINGS, AND OTHER TRAFFIC CONTROL DEVICES SHALL CONFORM TO THE STANDARDS OF THE FHWA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD).
2. PARKING LOT STRIPING SHALL BE 4" WIDE COLOR WHITE, TWO COATS OF PAINT. CONTRACTOR SHALL PAINT ANY/ALL DIRECTIONAL TRAFFIC ARROWS AS SHOWN IN WHITE (TWO COATS).
3. ACCESSIBLE PARKING PROVIDED PER ADA CODE. CONTRACTOR SHALL PAINT THE INTERNATIONAL SYMBOL OF ACCESSIBILITY IN EACH DESIGNATED ACCESSIBLE STALL IN BLUE BACKGROUND WITH WHITE BORDER (TWO COATS OF PAINT). CONTRACTOR SHALL PAINT THE WORDS "NO PARKING" IN EACH ACCESSIBLE ISLE ADJACENT TO AN ACCESSIBLE SPACE IN WHITE LETTERS MINIMUM 12" IN HEIGHT.
4. ALL SIGNS SHALL INCLUDE POST, CONCRETE FOOTING AND CASING WHERE REQUIRED. CONCRETE CASING REQUIRED IN LOCATIONS WHERE POST IS NOT PROTECTED BY CURB.
5. ALL STOP SIGNS SHALL INCLUDE A 24" WIDE PAINTED STOP BAR IN WHITE PAINT (TWO COATS) PLACED AT THE STOP SIGN LOCATION, A MINIMUM OF 4" FROM CROSSWALK. ALL STOP BARS SHALL EXTEND FROM DIRECTIONAL TRANSITION BETWEEN LANES TO THE CURB.
6. ALL SIGNS SHALL BE PLACED 18" BEHIND THE BACK OF CURB UNLESS OTHERWISE NOTED.

(SIGN) Sign Legend

REFERENCE		SIZE	MnDOT DESIGNATION
S.1	STOP SIGN	30" X 30"	R1-1
S.2	HANDICAP ACCESSIBLE	12" X 18"	R7-8M
S.3	FIRE LANE / NO PARKING * (TWO SIGNS PER POLE)	12" X 18"	R8-3B
S.4	NO PARKING SIGN (TWO SIGNS PER POLE)	12" X 18"	R8-3
S.5	PEDESTRIAN CROSSING	30" X 30"	W11-2

* FIRE LANE SIGNS SHALL MEET EDINA FIRE MARSHAL REQUIREMENTS AND HAVE RED LETTERS AND A RED BORDER ON A WHITE BACKGROUND. THE SIGN SHALL INCLUDE THE FOLLOWING WORDS: "NO PARKING, FIRE LANE."

(D) Site Details

1	B612 CURB & GUTTER
2	B612EN CONCRETE CURB & GUTTER (ADJACENT TO SIDEWALK ONLY)
6	INTEGRAL CURB AND WALK
7	CONCRETE CROSS GUTTER (36"x7")
11	ACCESSIBLE DROPPED PEDESTRIAN RAMP (WITH TRUNCATED DOMES)
12	CROSS WALK STRIPING
14	TRAFFIC ARROW
15	HANDICAP ACCESSIBLE SIGNAGE AND STRIPING
20	STANDARD DUTY PAVEMENT (SEE PAVING PLAN FOR PAVEMENT SECTIONS)
21	HEAVY DUTY PAVEMENT
22	CONCRETE WALK
25	BITUMINOUS MILL AND OVERLAY (SEE DETAIL FOR CURB MILL)

ORIGINAL SITE PLAN

Sheet Index

C1 CIVIL SITE PLAN
C2 EXISTING CONDITIONS PLAN
C3 GRADING AND DRAINAGE PLAN
C4 UTILITY PLAN
C5 LANDSCAPE PLAN

Call 48 hours before digging
811 or call811.com
Common Ground Alliance

RECEIVED
JUL 25 2012

0' 20' 40' 60'

NOT FOR CONSTRUCTION

Date: 07/23/12 Sheet: C1 OF 5

Westwood
Westwood Professional Services, Inc.
12701 Whitewater Drive
Minnetonka, MN 55343
Phone: 952.937.5150
Fax: 952.937.5822
www.westwoodps.com

I hereby certify that this plan 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.

John M. Hagen
Date: 07/23/12 License No. 23789

Revisions

Designed: MH
Checked: JMH/DNF
Drawn: CG
Project Manager/Engineer:

Prepared for:
Centennial Lakes Plaza, LLC \ Mid-America Real Estate-Minnesota, LLC
5353 Wayzata Boulevard, Suite 600
Minneapolis, Minnesota 55416

Coffee Shop
Edina, Minnesota

CIVIL SITE PLAN

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 18, 2012*

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

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

RE: *Centennial Lakes Coffee Shop Traffic Study*
City of Edina, MN
WSB Project No. 1686 - 31

Background

The purpose of this study is to determine potential traffic impacts the proposed addition of a Coffee Shop at the Centennial Lakes Plaza would have on the adjacent roadway system and site circulation. The site is located in Edina in the southeast quadrant of the France Avenue and Plaza Drive intersection. The project location is shown on **Figure 1**.

The proposed plan includes the addition of a free standing 1.750 sf Coffee Shop building in the existing Centennial Lakes Plaza parking lot. All access to the site will be through existing driveway locations to the overall Centennial Lakes Plaza site. Access is provided through full movement driveways from 76th Street and Parklawn Avenue and a right-in/right-out driveway (Plaza Drive) from France Avenue. The proposed site plan is shown on **Figure 2**.

A Traffic Impact Analysis was completed for the new Whole Foods store located in the Centennial Lakes Plaza adjacent to Parklawn Avenue, in November of 2010. Data from that study was used as background information for this study.

The traffic impacts of the existing and proposed development were evaluated at the following locations.

- France Avenue at 76th Street
- France Avenue at Plaza Drive
- France Avenue at Parklawn Avenue
- 76th Street at Centennial Lakes Site Access
- Parklawn Avenue at Centennial Lakes Site Access
- Plaza Drive at East Site Parking Access
- Plaza Drive at West Site Parking Access

The following sections of this report document the analysis and anticipated impacts of the proposed redevelopment.

A16

Existing Traffic Characteristics

The existing lane configuration and traffic control include:

France Avenue (CSAH 17) is north/south a 6-lane arterial roadway. Primary access to France Avenue is by local streets or other County Roads. The posted speed limit in the vicinity of the site is 40 mph.

Parklawn Avenue and **76th Street** are east/west city 4-lane divided collectors. Access to adjacent developments including the Centennial Lakes Plaza is provided from these roadways. The speed limit posted on both roadways is 30 mph.

Plaza Drive is a 2 lane east/west access street to the Centennial Lakes Plaza. It provides the main access to the parking lots.

The lane configurations at each of the study area intersection are as follows:

76th Street at France Avenue – Traffic Signal control
SB France Ave approaching 76th St – one right, three through, one left
NB France Ave approaching 76th St – one through/right, three through, one left
EB 76th St approaching France Ave – one right, two through, two left
WB 76th St approaching France Ave – one right, two through, two left

Plaza Drive at France Avenue – Sidestreet Stop Sign control
SB France Ave approaching Plaza Dr – no access
NB France Ave approaching Plaza Dr – one through/right, three through
WB Plaza Dr approaching France Ave – one right/through/left

Parklawn Avenue at France Avenue – Traffic Signal control
SB France Ave approaching Parklawn Ave – one through/right, three through, one left
NB France Ave approaching Parklawn Ave – one right, three through, one left
EB Parklawn Ave approaching France Ave – one through/right, one left
WB Parklawn Ave approaching France Ave – one right, one through, one left

76th Street at Site Access – Traffic Signal control
EB 76th Street approaching Site Access – one through/right, one through, one left
WB 76th Street approaching Site Access – one through/right, one through, one left
SB Site Access approaching 76th St – one right, one through/left
NB Development Access approaching 76th St – one right/through/left

Parklawn Ave at Site Access – Sidestreet Stop Sign control
EB Parklawn Ave approaching Site Access – one through/right, one through, one left
WB Parklawn Ave approaching Site Access – one through/right, one through, one left
SB Development Access approaching Parklawn Ave – one right/through/left
NB Site Access approaching 76th St – one right, one through/left

PM peak hour and Saturday peak hour turning movement counts were conducted as part of the Whole Foods Traffic Impact Analysis. AM peak hour counts were also conducted by Hennepin County at the intersections along France Avenue. The AM peak hour counts were 20% to 25% lower than the PM peak or Saturday peak counts. Therefore, only the PM and Saturday peak hours were analyzed with this study. These counts, which include the Whole Foods development traffic, were used as the existing baseline conditions for the area.

Figure 3 shows the existing PM and Saturday peak hour traffic volumes with the existing lane configuration without the proposed Coffee Shop traffic included.

Site Trip Generation

In order to determine the impacts the proposed development will have on the adjacent roadway system the number of trips from the site needs to be determined. To insure that the worst case traffic condition is analyzed, trip generation for several high generating other uses in addition to the Coffee Shop were analyzed to determine what the potential highest generating use for this site may be. The estimated trip generation for the proposed Coffee Shop and other potential developments is shown below in **Table 1.**

The trip generation rates used to estimate the proposed traffic is based on extensive surveys of the trip-generation for other similar land uses as documented in the Institute of Transportation Engineers *Trip Generation Manual, 8th* Edition. The table shows the total daily, PM peak hour and Saturday peak hour trip generation for the proposed site as a Coffee Shop and the other potential uses.

In addition, it was assumed that all the traffic from the site would be new and that no adjustments were made for dual purpose or pass-by/diverted trips. This also will provide for a worst case traffic condition.

Table 1 - Estimated Site Traffic Generation

Use	Size (KSF)	ADT			PM Peak			Saturday Peak		
		Total	In	Out	Total	In	Out	Total	In	Out
Coffee Shop	1.75	1433	716	716	75	38	38	148	74	74
Other Potential Uses										
Fast Food Restaurant	1.75	868	434	434	59	31	28	104	53	51
Bank	1.75	259	130	130	45	23	23	46	24	22
Pharmacy/Drug Store	1.75	154	77	77	18	9	9	14	7	7
Specialty Retail	1.75	78	39	39	9	5	4	12	6	6

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

As indicated in the above table, the Coffee Shop will generate the highest number of trips during all peak periods. Therefore the Coffee Shop traffic was used for the analysis in this report.

Background Traffic Growth

Traffic growth in the vicinity of the site 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 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 France Avenue, 76th Street and Parklawn Avenue.

Trip Distribution

Site-generated trips were distributed to the adjacent roadway system based on existing travel patterns, 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:

30% north on France Avenue
40% south on France Avenue
12% east on 76th Street
7% west on 76th Street
8% east on Parklawn Avenue
3% west on Parklawn Avenue

Future Year Traffic Forecasts

Traffic forecasts were prepared for the year 2014, which is the year after the proposed site would be fully operational. The traffic forecasts were prepared by adding the projected annual background traffic to the existing traffic counts then adding the anticipated site traffic to the system based on the traffic distribution outlined above. **Figure 4** shows the projected 2014 PM and Saturday peak hour traffic volume.

Traffic Operations

Existing and forecasted traffic operations were evaluated for each of the study area intersections. This section of the study describes the methodology used to assess the operations and provides a summary of traffic operations.

Analysis Methodology

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

Intersections are given a Level of Service (LOS) grade from "A" to "F" to describe the average amount of control delay per vehicle as defined in the HCM. The LOS is primarily a function of peak traffic hour turning movement volumes, intersection lane configuration, and the traffic controls at the intersection. LOS A is the best traffic operating condition, and drivers experience minimal delay at an intersection operating at

that level. LOS E represents the condition where the intersection is at capacity, and some drivers may have to wait through more than one green phase to make it through an intersection controlled by traffic signals. LOS F represents a condition where there is more traffic than can be handled by the intersection, and many vehicle operators may have to wait through more than one green phase to make it through the intersection. At a stop sign-controlled intersection, LOS F would be characterized by exceptionally long vehicle queues on each approach at an all-way stop, or long queues and/or great difficulty in finding an acceptable gap for drivers on the minor legs at a through-street intersection.

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

Table 2 - Intersection Level of Service Ranges

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

Source: HCM

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

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

D or E may be acceptable for limited durations or distances, or for very low-volume legs of some intersections.

The LOS analysis was performed using Synchro/SimTraffic:

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

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

Existing Level of Service Summary

Table 3, below, summarizes the existing LOS at each of the study area intersections based on the current lane geometry and traffic volumes. The table shows that all intersection are operation at overall LOS D or better during both the PM and Saturday peak hours with all movements operating at LOS E or better. A table showing the LOS and delays by approach is included in the **Appendix**.

Table 3 - Existing Level of Service

Intersection	PM Peak Hour		Saturday Peak Hour	
	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)
France Ave at 76th St	D (E)	36	C (E)	23
France Ave at Plaza Dr	A (C)	4	A (B)	3
France Ave at Parklawn Ave	D (E)	35	C (E)	23
76th Street at Site Entrance	B (C)	11	A (B)	8
Parklawn Ave at Site Entrance	A (A)	3	A (B)	2
Plaza Dr at West Site Drive	A (A)	3	A (A)	3
Plaza Dr at East Site Drive	A (A)	1	A (A)	1

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 represents the year after the proposed redevelopment is planned for completion. The results of the analysis are shown below in **Table 4.** All of the intersections are expected to continue to operate at similar levels of service with the addition of the Coffee Shop as before the development. A table showing the LOS and delays by approach is included in the **Appendix**.

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

Intersection	PM Peak Hour		Saturday Peak Hour	
	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)
France Ave at 76th St	D (E)	36	C (E)	25
France Ave at Plaza Dr	A (C)	4	A (B)	4
France Ave at Parklawn Ave	D (E)	39	C (E)	25
76th Street at Site Entrance	B (C)	12	A (B)	9
Parklawn Ave at Site Entrance	A (A)	3	A (B)	2
Plaza Dr at West Site Drive	A (A)	3	A (A)	4
Plaza Dr at East Site Drive	A (A)	1	A (A)	1

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

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

Vehicle Queuing Analysis

A queuing analysis for both the existing and future 2014 conditions was prepared evaluating the anticipated vehicle queuing impacts at the site accesses and intersections on France Avenue, 76th Street and Parklawn Avenue. The analysis was conducted using the SimTraffic simulation software.

The results found that during the PM and Saturday 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 all cases the queues exceed the

storage in the left turn lanes by 25 feet (1 vehicle) or less and would clear without blocking the adjacent driveways or intersection and not impacting through traffic.

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

In addition to the intersection queuing analysis, an analysis of the queuing needs for the drive-through operations was also completed. A study titled "Drive-Through Queue Generation" February 2012 was recently prepared to determine drive-through queuing guidelines. This report studied several drive-through business including six coffee shops located in Minnesota. The overall results of the study findings for the Minnesota locations are shown in ***Table 5***. In all cases the maximum queues were observed during the morning and in most cases during the AM peak hours. One of the six locations was the "Starbucks" located on Gus Young Lane in Edina. The maximum queue observed at that location was 16 vehicles. The study also found that Coffee Shops result in the longest vehicle queues when compared to Fast Food Restaurants or Drive-in Banks.

Table 5 – Coffee Shop Drive-Through Queue Analysis

	Study Results (all Minnesota Locations)
Number of Data Points	14 days
Average Max Queue	11 vehicles
Range	7 to 16 vehicles
85th Percentile Queue	13.5 vehicles
33rd Percentile Queue	10 vehicles

Source: Drive-Through Queue Generation, February 2012.

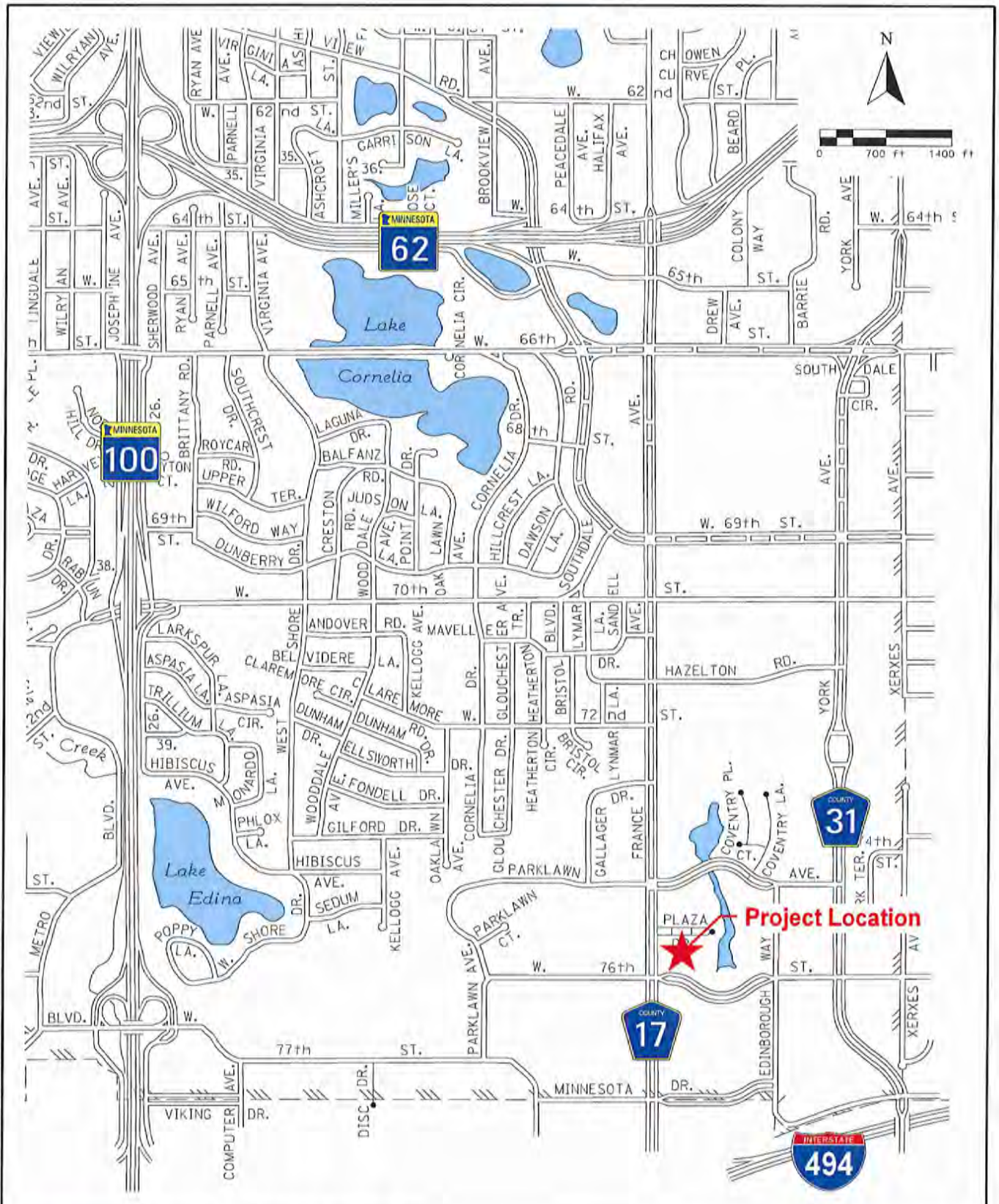
The existing site plan provides stacking for 7 vehicles within the site before vehicles would back up into the parking isles in the Centennial Lakes Plaza. It appears that another 2 vehicles could be stacked around the radius before the main entrance isle from Plaza Drive would be blocked.

Conclusions / Recommendation

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

- The proposed site is proposed to be a 1,750 sf Coffee Shop and is anticipated to generate 1,433 trips in a day, 75 trips in the PM peak hour and 148 trips on a Saturday peak hour.
- The proposed Coffee Shop use represents the worst case traffic generator assuming the same size (1,750 sf) building.
- Traffic operations at the study area intersections and driveways on France Avenue, 76th Street and Parklawn Avenue will remain the same with or without the proposed Coffee Shop.
- The queuing analysis indicates that no significant impact to the adjacent driveways or intersections will occur as a result of the proposed redevelopment.
- The drive-through queuing analysis concluded that based on the current site plan 7 to 9 vehicles could be stacked without impacting the main drive isle from Plaza Drive. Providing staking for a minimum of 11 vehicles and ideally 13 vehicles should be provided.

Based on these conclusions no street or intersection improvements would be needed to accommodate the proposed Coffee Shop, however, it is recommended that additional staking for 2 to 4 vehicles be provided for the drive-through operation.



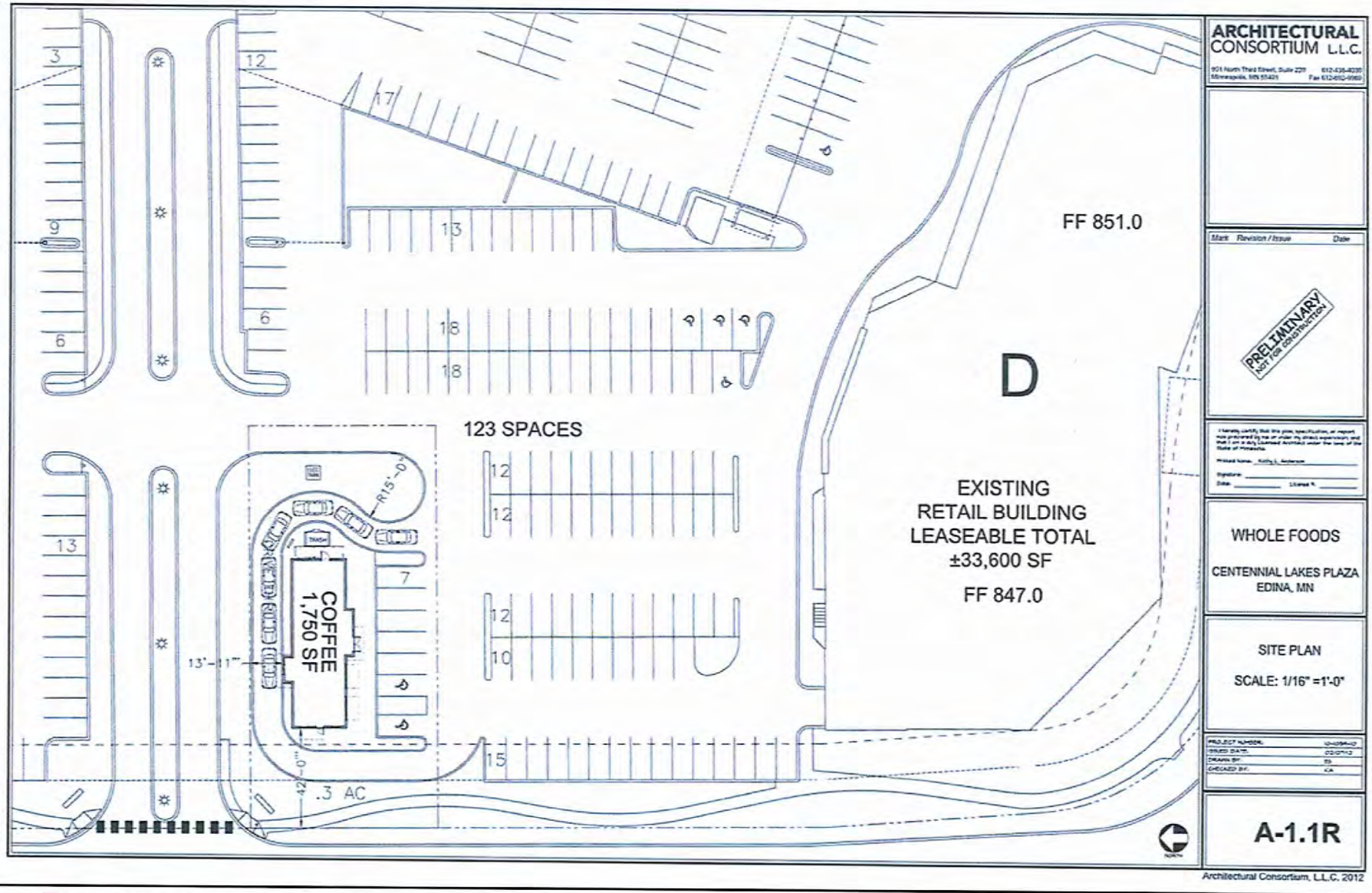
Traffic Impact Study
Centenial Lakes Coffee Shop
City of Edina, Minnesota

Figure 1
Project Location Map

Date: Printed: 6/18/2012
WSB Filename: K:\01685-301\Cad\Exhibits\1685-31 fig-01- Project Location.dgn

A25

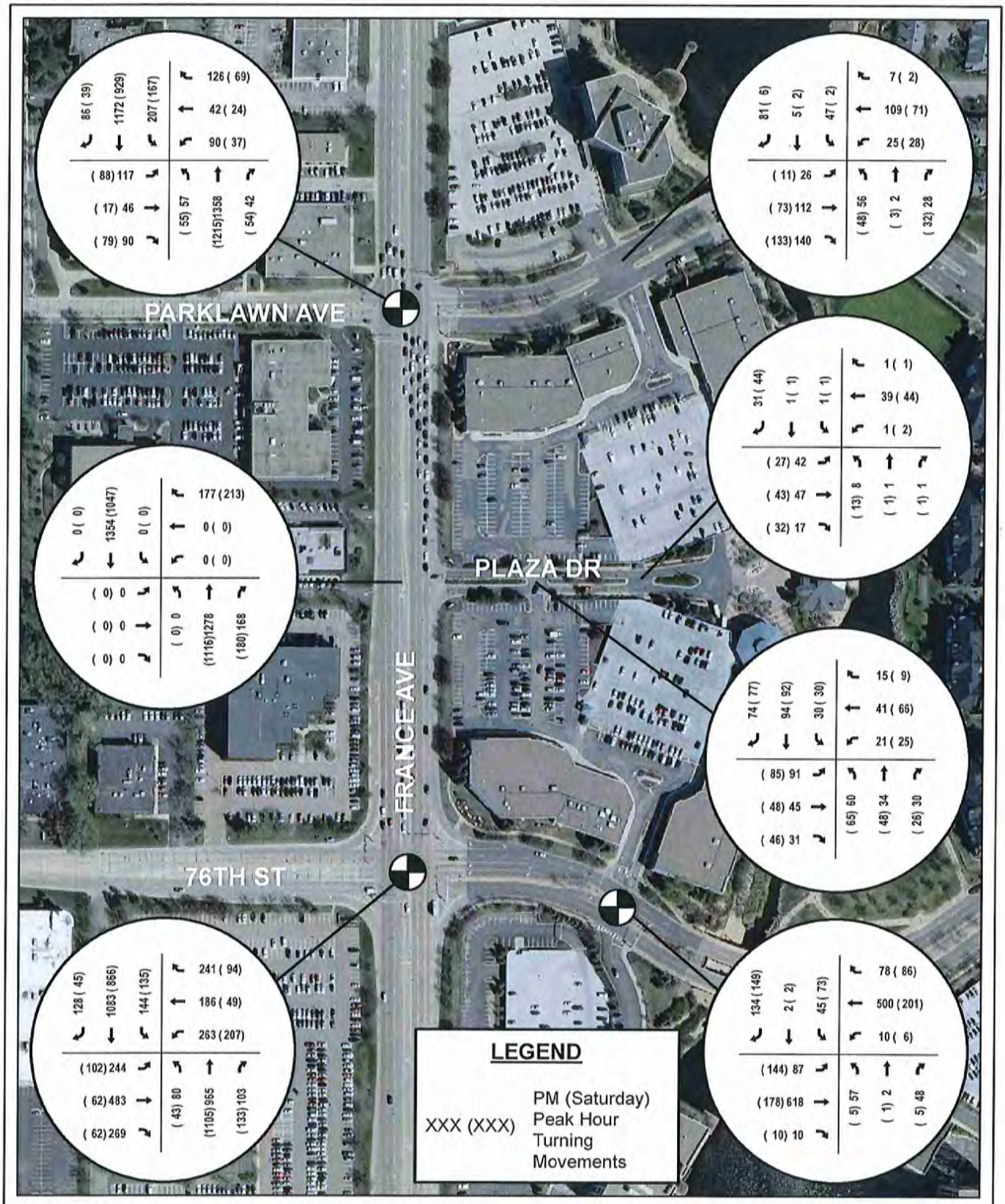
Date: Printed: 6/18/2012
WSB Filename: K:\01686-310\Cad\Exhibits\1686-31 fig-02 - Site Plan.dgn



Traffic Impact Study
Centenial Lakes Coffee Shop
City of Edina, Minnesota

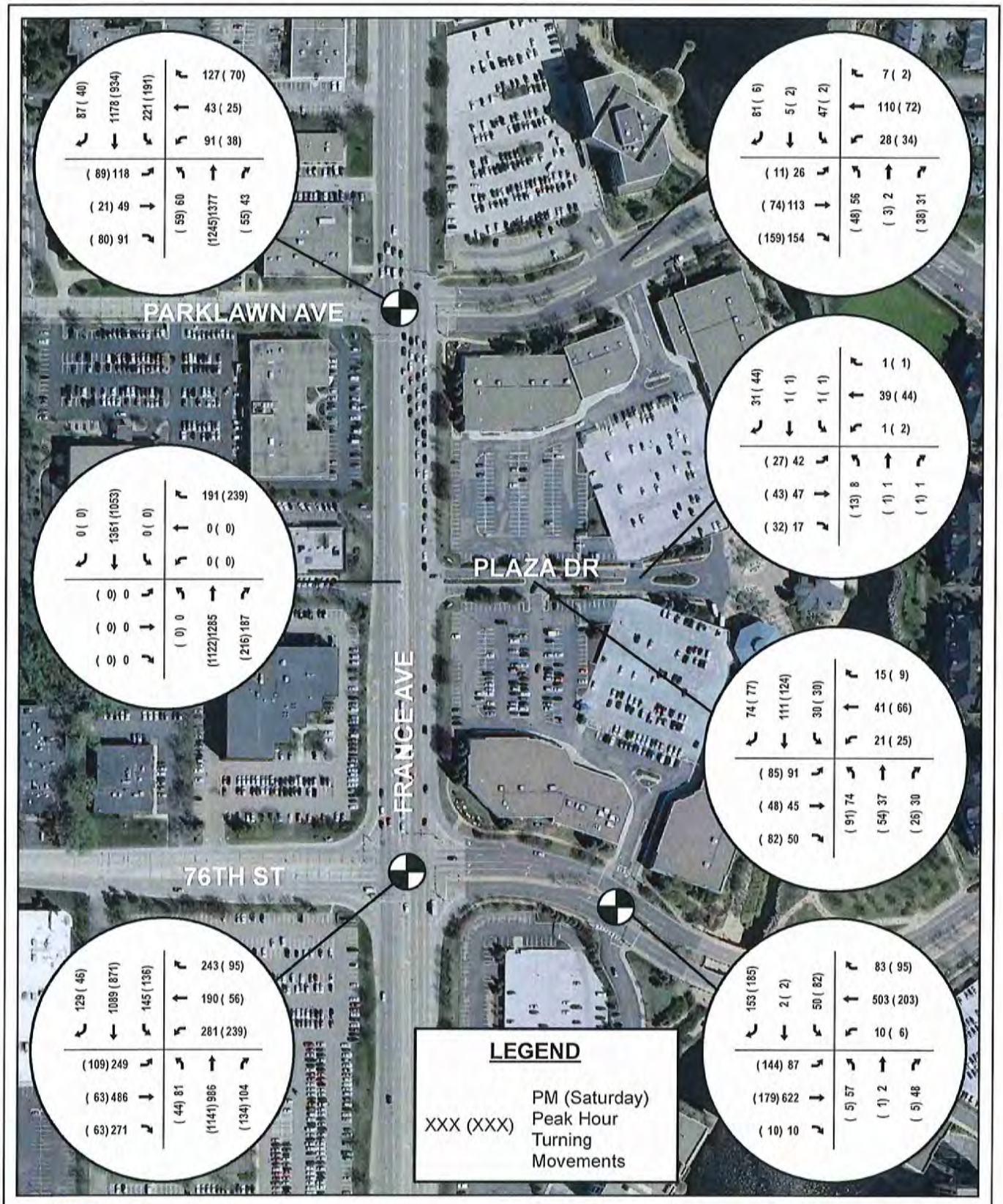
Figure 2

Proposed Site Plan



Traffic Impact Study
Centennial Lakes Coffee Shop
City of Edina, MN

Figure 3
Existing Traffic Volumes



Traffic Impact Study
Centennial Lakes Coffee Shop
City of Edina, MN

Figure 4
2014 Build Traffic Volumes

2013 PM PEAK HOUR

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	Ave Queue	Max Queue	Storage
Signalized	77: France Avenue & Parklawn	NB	57	1358	42	1457	64	1366	44	1474	7	8	2	17	1%	NB	50	31	4	D	C	A	31	C	35	D	NB	52	208	325	235	385	21	127	
		WB	90	42	126	258	90	38	130	258	0	-4	4	0	0%	WB	67	42	15	E	D	B	37	D			WB	77	122	100	41	192	51	159	
		SB	207	1172	86	1465	212	1164	89	1465	5	-8	3	0	0%	SB	90	26	25	E	C	C	35	D			SB	199	398	410	182	372			
		EB	117	46	90	253	112	48	98	258	-5	2	8	5	2%	EB	61	42	22	E	D	C	51	D			EB	110	229		82	191			
Signalized	82: France Avenue & 76th Street	NB	80	965	103	1148	88	978	99	1165	8	13	-4	17	1%	NB	58	28	17	E	C	B	30	C	36	D	NB	81	164	950	165	291	41	125	100
		WB	263	187	241	691	265	192	238	695	2	5	-3	4	1%	WB	65	47	5	E	D	A	39	D			WB	114	207	200	82	225	42	125	100
		SB	144	1083	128	1355	145	1082	127	1354	1	-1	-1	-1	0%	SB	72	25	5	E	C	A	28	C			SB	135	259	460	177	344	24	234	310
		EB	244	483	269	996	240	488	261	989	-4	5	-8	-7	-1%	EB	69	58	15	E	E	B	49	D			EB	113	207	200	202	357	117	259	250
Unsignalized	5: France Avenue & Plaza Dr	NB	0	1283	168	1451	0	1276	172	1448	0	-7	4	-3	0%	NB	0	4	3	A	A	A	4	A	4	A	NB				2	28			
		WB	0	0	177	177	0	0	190	190	0	0	13	13	7%	WB	0	0	15	A	A	C	15	C			WB						69	139	
		SB	0	1354	0	1354	0	1354	0	1354	0	0	0	0	0%	SB	0	2	0	A	A	A	2	A			SB					6			
		EB	0	0	0	0	0	0	0	0	0	0	0	0	0%	EB	0	0	0	A	A	A	0	A			EB								
Unsignalized	7: N Site Dr & Parklawn	NB	56	2	28	86	55	2	29	86	-1	0	1	0	0%	NB	7	7	3	A	A	A	6	A	3	A	NB				27	55	16	45	
		WB	25	109	7	141	29	110	7	146	4	1	0	5	4%	WB	5	0	0	A	A	A	1	A			WB	9	41	50					
		SB	47	5	81	133	46	3	83	132	-1	-2	2	-1	-1%	SB	6	9	4	A	A	A	5	A			SB				33	68			
		EB	26	128	140	294	30	122	145	297	4	-6	5	3	1%	EB	3	1	2	A	A	A	2	A			EB	4	26	50	1	14			
Signalized	4: S Site Dr & 76th Street	NB	57	2	48	107	57	1	46	104	0	-1	-2	-3	-3%	NB	11	10	5	B	B	A	8	A	11	B	NB				38	92			
		WB	10	500	78	588	10	499	78	587	0	-1	0	-1	0%	WB	15	8	6	B	A	A	8	A			WB	7	37	50	63	133			
		SB	45	2	134	181	39	2	140	181	-6	0	6	0	0%	SB	9	7	4	A	A	A	5	A			SB				20	59	39	101	
		EB	87	633	10	730	85	635	12	732	-2	2	2	2	0%	EB	27	15	13	C	B	B	16	B			EB	43	74	50	116	250			
Unsignalized	10: W Site Dr & Plaza Dr	NB	60	34	30	124	62	30	28	120	2	-4	-2	-4	-3%	NB	5	5	1	A	A	A	4	A	3	A	NB				24	66			
		WB	21	42	15	78	19	45	15	79	-2	3	0	1	1%	WB	2	1	0	A	A	A	1	A			WB				4	44			
		SB	30	94	74	198	26	94	81	201	-4	0	7	3	2%	SB	4	6	2	A	A	A	4	A			SB				32	78			
		EB	91	47	31	169	94	49	31	174	3	2	0	5	3%	EB	1	1	0	A	A	A	1	A			EB				8	48			
Unsignalized	13: E Site Dr & Plaza Dr	NB	8	1	1	10	8	0	2	10	0	-1	1	0	0%	NB	2	0	1	A	A	A	2	A	1	A	NB				1	18			
		WB	1	39	1	41	0	41	2	43	-1	2	1	2	5%	WB	0	0	0	A	A	A	0	A			WB					6			
		SB	1	1	31	33	0	1	30	31	-1	0	-1	-2	-6%	SB	0	2	1	A	A	A	1	A			SB				2	19			
		EB	42	48	17	107	37	48	17	102	-5	0	0	-5	-5%	EB	1	1	0	A	A	A	1	A			EB				2	19			

A2.4

2013 SATURDAY PEAK HOUR

Intersection		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	L	T	R	Delay	LOS	Delay	LOS		Ave Queue	Max Queue	Storage	Ave Queue	Max Queue	Ave Queue	Max Queue	Storage
Signalized	77: France Avenue & Parklawn	NB	52	19	2	D	B	A	20	B	23	C	NB	43	117	325	159	331	18	127	
		WB	53	49	13	D	D	B	30	C			WB	28	91	100	20	70	30	91	
		SB	63	16	13	E	B	B	23	C			SB	127	264	410	96	208			
		EB	57	41	13	E	D	B	37	D			EB	77	158		47	117			
Signalized	82: France Avenue & 76th Street	NB	67	19	13	E	B	B	20	B	23	C	NB	36	103	950	147	255	42	125	100
		WB	57	53	4	E	D	A	43	D			WB	82	167	200	22	60	1	24	100
		SB	60	11	3	E	B	A	17	B			SB	120	232	460	79	208			
		EB	63	57	8	E	E	A	46	D			EB	48	94	200	29	70	5	108	250
Unsignalized	5: France Avenue & Plaza Dr	NB	0	3	3	A	A	A	3	A	3	A	NB								
		WB	0	0	13	A	A	B	13	B			WB						72	141	
		SB	0	2	0	A	A	A	2	A			SB								
		EB	0	0	0	A	A	A	0	A			EB								
Unsignalized	7: N Site Dr & Parklawn	NB	6	6	2	A	A	A	4	A	2	A	NB				25	49	16	46	
		WB	4	0	0	A	A	A	1	A			WB	6	37	50					
		SB	7	13	2	A	B	A	5	A			SB				7	25			
		EB	3	1	1	A	A	A	1	A			EB	1	21	50		8			
Signalized	4: S Site Dr & 76th Street	NB	8	3	3	A	A	A	6	A	8	A	NB				7	30			
		WB	11	7	3	B	A	A	6	A			WB	3	27	50	35	89			
		SB	9	11	3	A	B	A	5	A			SB				25	61	35	62	
		EB	18	9	5	B	A	A	13	B			EB	48	74	50	26	107			
Unsignalized	10: W Site Dr & Plaza Dr	NB	6	6	2	A	A	A	5	A	3	A	NB				29	83			
		WB	2	1	0	A	A	A	1	A			WB				7	61			
		SB	5	6	4	A	A	A	5	A			SB				35	116			
		EB	2	1	0	A	A	A	1	A			EB				11	52			
Unsignalized	13: E Site Dr & Plaza Dr	NB	3	3	1	A	A	A	3	A	1	A	NB				3	31			
		WB	2	0	0	A	A	A	0	A			WB					6			
		SB	0	3	1	A	A	A	1	A			SB				1	28			
		EB	2	1	0	A	A	A	1	A			EB				1	23			

A30

2014 BUILD PM PEAK HOUR
(includes 0.5% background growth)

Intersection		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		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	77: France Avenue & Parklawn	NB	52	33	4	D	C	A	33	C	39	D	NB	42	149	325	241	386	33	265	
		WB	63	39	14	E	D	B	35	D			WB	77	119	100	41	162	47	109	
		SB	132	28	24	E	C	C	43	D			SB	261	423	410	233	609			
		EB	90	38	21	E	D	C	57	E			EB	131	250		79	197			
Signalized	82: France Avenue & 76th Street	NB	68	29	17	E	C	B	31	C	36	D	NB	76	159	950	169	292	47	125	100
		WB	66	48	5	E	D	A	40	D			WB	122	211	200	86	206	44	124	100
		SB	74	24	5	E	C	A	27	C			SB	140	263	460	170	331	21	238	310
		EB	75	59	16	E	E	B	51	D			EB	123	214	200	205	368	118	272	250
Unsignalized	5: France Avenue & Plaza Dr	NB	0	4	4	A	A	A	4	A	4	A	NB				4	81			
		WB	0	1	15	A	A	C	15	B			WB						71	141	
		SB	0	2	0	A	A	A	2	A			SB								
		EB	0	0	0	A	A	A	0	A			EB								
Unsignalized	7: N Site Dr & Parklawn	NB	7	6	3	A	A	A	6	A	3	A	NB				26	59	16	58	
		WB	5	0	0	A	A	A	1	A			WB	9	46	50		6			
		SB	7	11	4	A	B	A	5	A			SB				34	72			
		EB	3	1	2	A	A	A	2	A			EB	3	37	50	2	30			
Signalized	4: S Site Dr & 76th Street	NB	10	7	5	B	A	A	8	A	12	B	NB				40	84			
		WB	18	9	5	B	A	A	9	A			WB	6	40	50	68	143			
		SB	9	4	4	A	A	A	5	A			SB				22	73	40	85	
		EB	26	15	13	C	B	B	16	B			EB	45	74	50	115	246			
Unsignalized	10: W Site Dr & Plaza Dr	NB	5	5	2	A	A	A	4	A	3	A	NB				27	74			
		WB	2	1	0	A	A	A	1	A			WB				5	36			
		SB	4	6	3	A	A	A	5	A			SB				37	117			
		EB	1	1	0	A	A	A	1	A			EB				7	53			
Unsignalized	13: E Site Dr & Plaza Dr	NB	3	3	1	A	A	A	3	A	1	A	NB				2	25			
		WB	3	0	0	A	A	A	0	A			WB					12			
		SB	2	3	1	A	A	A	1	A			SB				2	35			
		EB	1	1	0	A	A	A	1	A			EB				1	35			

#31

2014 SATURDAY PEAK HOUR
(includes 0.5% background growth)

Intersection			Total Delay by Movement (Sec/Veh)			Level of Service by Movement			LOS by Approach (Sec/Veh)		LOS by Intersection (Sec/Veh)			Average & Maximum Traffic Queueing (feet)								
Control	Location	Appr	L	T	R	L	T	R	Delay	LOS	Delay	LOS	Appr	Left-Turn			Through		Right-Turn			
														Ave Queue	Max Queue	Storage	Ave Queue	Max Queue	Ave Queue	Max Queue	Storage	
Signalized	77: France Avenue & Parklawn	NB	54	22	3	D	C	A	23	C	25	C	NB	43	103	325	175	345	18	54		
		WB	57	46	12	E	D	B	30	C			WB	28	82	100	19	74	28	71		
		SB	64	16	13	E	B	B	24	C			SB	156	331	410	104	222				
		EB	58	49	16	E	D	B	41	D			EB	84	173		50	154				
Signalized	82: France Avenue & 76th Street	NB	66	20	13	E	C	B	21	C	25	C	NB	41	117	950	148	270	37	125	100	
		WB	56	52	4	E	D	A	43	D			WB	101	181	200	24	68	1	24	100	
		SB	61	13	3	E	B	A	18	B			SB	116	252	460	91	223				
		EB	60	64	8	E	E	A	46	D			EB	50	107	200	29	70	6	59	250	
Unsignalized	5: France Avenue & Plaza Dr	NB	0	3	3	A	A	A	3	A	4	A	NB							11		
		WB	0	0	13	A	A	B	13	B			WB						82	141		
		SB	0	2	0	A	A	A	2	A			SB									
		EB	0	0	0	A	A	A	0	A			EB									
Unsignalized	7: N Site Dr & Parklawn	NB	6	9	2	A	A	A	4	A	2	A	NB				21	50	18	47		
		WB	4	0	0	A	A	A	1	A			WB	6	46	50	1	16				
		SB	8	5	2	A	A	A	3	A			SB				7	25				
		EB	2	1	2	A	A	A	2	A			EB	1	16	50	1	13				
Signalized	4: S Site Dr & 76th Street	NB	11	9	3	B	A	A	7	A	9	A	NB				7	35				
		WB	12	8	3	B	A	A	7	A			WB	3	27	50	39	83				
		SB	10	7	3	B	A	A	5	A			SB				35	89	42	89		
		EB	19	9	4	B	A	A	13	B			EB	47	73	50	26	123				
Unsignalized	10: W Site Dr & Plaza Dr	NB	6	7	3	A	A	A	6	A	4	A	NB				36	95				
		WB	2	1	0	A	A	A	1	A			WB				5	40				
		SB	6	8	4	A	A	A	6	A			SB				46	136				
		EB	2	1	1	A	A	A	1	A			EB				14	88				
Unsignalized	13: E Site Dr & Plaza Dr	NB	3	4	1	A	A	A	3	A	1	A	NB				3	25				
		WB	3	0	0	A	A	A	0	A			WB					12				
		SB	0	7	1	A	A	A	1	A			SB				4	39				
		EB	2	1	0	A	A	A	1	A			EB				1	29				

A32

Jackie Hoogenakker

From: nw021945@comcast.net
Sent: Monday, August 13, 2012 4:56 PM
To: Jackie Hoogenakker
Subject: Starbucks

Though I'm still saddened at the departure of McDonald's-I would love to have a drive-through coffee place. Would be a dream come true. Laura Clinton at 7500 Edinborough Way. Hope it works out!!!

A33

D. Site Plan – Bruce Carlson, 7501 France Avenue, Edina, MN

Planner Presentation

Planner Teague informed the Commission Bruce Carlson, on behalf of the Centennial Lakes Plaza is requesting a Site Plan review to build a 1,750 square foot Starbucks Coffee shop with a drive-through window, within the parking lot of Centennial Lakes Plaza at 7501 France Avenue. Outdoor dining tables are proposed on the west side of the building. The proposed Starbucks would experience its most activity during the morning hours, when the shopping center is not at its busiest time.

Concluding, Teague said staff recommends that the City Council approve the Site Plan for Starbucks located at 7501 France Avenue based on the following findings:

1. The proposal would meet the required standards and ordinances for a Site Plan.
2. WSB conducted a traffic impact study, and concluded that the existing roadway system could support the proposed project.

Approval of the Site Plan is also subject to the following conditions:

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

    - Site plan date stamped July 25, 2012.
    - Grading plan date stamped July 25, 2012.
    - Landscaping plan date stamped July 25, 2012.
    - Building elevations date stamped July 25, 2012
    - Building materials board as presented at the Planning Commission and City Council meeting.

2. Prior the issuance of a building permit, a final landscape plan must be submitted, subject to staff approval. Additionally, a performance bond, letter-of-credit, or cash deposit must be submitted for one and one-half times the cost amount for completing the required landscaping, screening, or erosion control measures.
3. The property owner is responsible for replacing any required landscaping that dies.
4. Submit a copy of the Nine Mile Creek Watershed District permit. The City may require revisions to the approved plans to meet the district's requirements.
5. Compliance with the conditions required by the city engineer in his memo dated August 16, 2012.

Teague further clarified if the Planning Commission believes that the stacking space for the drive-through is inadequate; the Commission could recommend to the City Council that a moratorium be placed on new drive-trough's, until a zoning ordinance amendment is in

place to specifically address stacking space for coffee shops. As a result of the moratorium, recommend denial of the request, unless the applicant is willing to waive the 60/120 day rule.

Appearing for the Applicant

Bruce Carlson, representing Centennial Lakes Shopping Center. Chris Van Waning, Starbucks Corporate

Discussion

Chair Grabiel noted the proposal before the Commission this evening is for site plan approval and as previously mentioned by staff all ordinance requirements are met. Grabiel noted the Commission has three options before them. 1) Approve the proposal as submitted; 2) Deny the request and recommend to the Council that a Moratorium on drive-through windows be implemented, and; 3) Approve with an alternative stacking option as provided by transportation consultant Chuck Rickart.

Commissioner Platteter asked if the intersection to "get into" Whole Foods will be restudied. Platteter said there is a constant flow of cars that need to be better addressed. Planner Teague responded that at this time there are no proposed changes to any intersections.

Commissioner Scherer asked if the only other Starbucks in the City with a drive-through facility was the one on Vernon Avenue. Planner Teague responded to the best of his knowledge that is the only other Starbucks drive-through in Edina.

Chair Grabiel asked Mr. Rickart to address his findings.

Chuck Rickart explained to the Commission the traffic analysis indicated that the existing roadway systems can support the Starbuck's Coffee Shop with drive-through. Rickart said the analysis found that the majority of "coffee shop" traffic occurs before 10:00 AM, noting the majority of the stores in the plaza open later in the AM. Continuing, Rickart said that with regard to queuing that the existing site plan provides stacking for 7 vehicles; however, based on a study "Drive-Through Queue Generation" it was found that the site should provide stacking for a minimum of 11 vehicles and ideally 13 vehicles should be provided.

A brief discussion ensued on Mr. Rickarts alternative Options A and B; to the proposed stacking on the site. It was acknowledged that a drive-through window did work for the previous McDonald's restaurant.

Applicant Presentation

Bruce Carlson addressed the Commission and told them he was very happy to be before them again; this time with a formal request. Carlson said that the proposed building will be a 1,750 square foot coffee shop located in the northwest former of the southern parking lot

of Centennial Lakes Plaza. Continuing, Carlson said the coffee shop will front France Avenue with an outdoor patio connected to the west elevation. The proposed building will architecturally complement the new Whole Foods building by incorporating matching brick, stone and metal work. Additional landscaping will also be provided to complement the newly completed landscaping. Concluding, Carlson said construction would include underground water treatment and the building will be LEED certified.

Chris Van Waning, reported that 40% of the coffee business is done before 10 AM. Van Waning said that a "typical" shop with drive-through will serve between 70 and 90 customers during the peak hours and 60% of those customers would use the drive-through. The average "wait" time is 45 seconds.

Chair Grabiel referred to the two stacking alternatives presented by Mr. Rickart and asked Mr. Van Waning his opinion. Mr. Van Waning said Starbucks would be concerned with any option that would jeopardize safety; however, would be willing to work with the Commission on any modifications to the stacking element of the project.

Commissioner Schroeder commented that based on the presented site plan it appears to him that only a 4 vehicle stack could be provided. Schroeder acknowledged that the plan meets City Code but questioned if Starbucks was meeting its criteria, questing if 6 vehicles was really acceptable.

Mr. Van Waning responded that in his opinion the presented stacking is acceptable. Van Waning pointed out that this shop will be the second store in the "trade area"; the other one is at the Galleria.

Commissioner Staunton asked if any other building configuration and placement was ever considered, adding a long time goal of the Commission has been to encourage buildings to "address" the street. Staunton said in his opinion rotating the building so the length of it addresses France is more pedestrian friendly. Mr. Carlson responded that the proposed location of the building and its east/west configuration is at the request of the other tenants of the Plaza. Continuing, Carlson explained that the proposed configuration provides better visibility from France Avenue.

With regard to questions about stacking Carlson said that much thought was put into this plan, adding that management is careful with tenant mix pointing out there had always been a drive-through in this area to service McDonalds. Continuing, Carlson said that in reality this is an internal circulation issue and it is very important that the circulation works.

Chair Grabiel stated it's a great project; however, he has a concern with stacking onto Plaza Drive. He added the options presented by Chuck Rickart are worth considering.

A discussion ensued on the stacking options A & B provided by Chuck Rickart. Commissioners felt Option B was best. It was also suggested that eliminating one lane in this area creates more space.

Commissioner Schroeder asked if there are plans to screen the transformer and trash enclosure. Mr. Carlson responded both would be screened and they would work on redesigning the building around Option B as recommended by the Commission.

Commissioner Platteter also recommended that the utilities attached to the building be screened; maybe painted the same color as the building, but masked.

Commissioner Forrest said she does have some concern with the internal seating of the coffee shop. She also said in her opinion the outdoor seating doesn't appear that appealing. Forrest pointed out the summer can be hot and with seating off France Avenue it could get very warm without much shade from deciduous trees. Forrest concluded that she is happy the proponents are willing to move the trash enclosure away from the building. Carlson pointed out that a major landscaping plan was implemented along France Avenue and worked very hard and long adding new plantings and trees, adding they believe the patio will be beautiful. Carlson pointed out some people will really enjoy this patio, they like the business and if anyone wants a more serene setting they could move farther into the park.

Bruce Carlson presented the materials board to the Commission. Kathy Anderson, architect explained that the proposed Starbucks exterior materials will match the Whole Foods store and other elements within the Plaza. The exterior materials are field brick, banding, limestone, to include green accents for Starbucks; nothing used would be different from what exists in the Plaza.

Chair Grabiel asked if anyone in the audience would like to speak to this issue; being none Commissioner Platteter moved to close the public hearing. Commission Carpenter seconded the motion. All voted aye; motion.

Motion

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

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

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

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

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

VII. REPORTS

A. Sketch Plan, Mount Properties, 6500 France Avenue

Planner Presentation

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

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

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

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

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

Appearing for the Applicant

CITY OF EDINA

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

MEMO

Date: **November 8, 2012**

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

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

Re: **Centennial Lakes Plaza – Coffee Shop**
Dated October 19, 2012

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

- A Nine Mile Creek Watershed permit will be required. Provide City Staff with a copy of all watershed submittals.

Sheet C1.0 Civil Site Plan:

- The sidewalk along France Avenue should be upgraded to reflect the new 8-foot wide sidewalk standard that is being installed with the France Avenue Pedestrian Improvements.

Sheet C4.0 Utility Plan:

- STMH-50 (storm water manhole) needs to be revised to show correct connection.

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

G:\PW\ADMIN\COMM\EXTERNAL\GENERAL CORR BY STREETS\F Streets\7401 n 7501 Centennial Lakes Plaza\Starbucks - out building\20121108 WH-Edina Review Coffee Shop.doc