



## PLANNING COMMISSION STAFF REPORT

Originator <b>Cary Teague</b> Community Development Director	Meeting Date <b>April 9, 2014</b>	Agenda # <b>VI.A.</b>
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### INFORMATION/BACKGROUND

#### Project Description

Lennar Corporation is proposing to tear down the existing retail building at 6725 York Avenue, and single family homes at 6712, 6708, 6704, 6700 and 6628 Xerxes Avenue. (See property location on pages A1–A4a.) The applicant would then build a six-story, 242 unit upscale apartment building with 12,500 square feet of retail on the first level. A parking lot is proposed in front of the retail store on York Avenue, with underground parking for residents provided under the apartments. Surface spaces would be available along the north and south lot lines for resident guests. (See narrative and plans on pages A5–A27, and larger scale plans in the attached development book.)

To accommodate the request, three amendments to the Comprehensive Plan are requested:

- Building Height – from 4 stories and 48 feet to 6 stories and 70 feet.
- Floor Area Ratio – from 1.0 to 1.27.
- Re-guiding the Land Use Plan for the five single-family homes from Low Density Residential to Community Activity Center.

In addition, the following land use applications are requested:

- Preliminary Rezoning from PCD-3, Planned Commercial District and R-1, Single Dwelling Unit District to PUD, Planned Unit Development; and
- Preliminary Development Plan.

This “preliminary” review is the first step of a two-step process of City review. Should these “preliminary” requests be approved by the City Council; the second step would be Final Rezoning to PUD and Final Site Plan review which would again require review by both the Planning Commission and City Council.

The applicant has gone through the Sketch Plan process before the Planning Commission and City Council. (See the sketch plans on pages A45–A49; and the

minutes from those meetings on pages A50–A54.) The applicant has developed the proposed plans by attempting to address the issues raised by the Planning Commission and City Council at Sketch Plan. Some of the most significant changes include:

- Reduction in the number of units from 273 to 242. (52 units per acre from 59.)
- Reducing floor area ratio from 1.55 to 1.27.
- Eliminating the loading dock and driveway entrance to Xerxes which would have brought traffic through Richfield.
- Creating podium height along Xerxes to lessen the impact of a tall building facing properties in Richfield.
- Moving the building 12 feet to the west to reduce the impact on Xerxes Avenue.
- Creating better pedestrian connections in, through and around the site. There are five pedestrian walkways planned from York Avenue into the site, including two that flow east-west through the site into Richfield.
- Providing sustainable and “green” features.

## SUPPORTING INFORMATION

### Surrounding Land Uses

- Northerly: Automotive Repair & McDonalds; zoned PCD-3, Planned Commercial District and guided Community Activity Center.
- Easterly: ***Single-Family Homes in the City of Richfield; these homes are zoned Single-Family Residential, but the Richfield Comprehensive Plan guides them for medium density, 7-12 units per acre. (See pages A55–A56.)***
- Southerly: Shopping center including the Edina Liquor Store and Cub Foods; zoned PCD-3, Planned Commercial District and guided Community Activity Center.
- Westerly: Southdale; zoned PCD-3, Planned Commercial District and guided Community Activity Center.

### Existing Site Features

The subject property is 4.61 acres in size, is relatively flat and contains a retail building with surrounding surface parking and five single family homes on the east side. (See pages A1–A3.)

### Planning

- Guide Plan designation: CAC – Community Activity Center and LDR, Low Density Residential. (See page A4.)

Zoning: PCD-3, Planned Commercial District & R-1,  
Single-Dwelling Unit District (See page A4a.)

### **Site Circulation**

Access to the site would be from York Avenue only. The curb cut to Xerxes has been eliminated. Both access points would be right-in and right-out only. (See page A15.) WSB and Associates conducted a traffic study and recommends a left turn in to the site off York Avenue. (See page A40 and A44a of the traffic study.) The city would have to work with Hennepin County for approval of this access.

Access into the two-level underground parking garage for the residential units would be from the north and south side of the building. The north entrance/exit would be to/from the lower level of the garage; and the entrance/exit on the south side would be to the main level. (See pages A15 and A18.)

Extensive pedestrian paths are planned for the site. A new north/south sidewalk, separated from the street, would be created along York Avenue; and a new north/south sidewalk, separated from the street would be built along Xerxes. (See page A15.) There would be five sidewalk connections into the site from the York Sidewalk; three into the retail space and proposed new building, and two that would extend all the way through the site to connect to the Xerxes sidewalk. This would provide Richfield residents a pedestrian connection to the Southdale area.

### **Traffic & Parking Study**

WSB and Associates conducted a parking and traffic study. (See the attached study on pages A28–A44e.) The Study concludes that the proposed development could be supported by the existing adjacent roadways and there would be adequate parking provided. (See pages A39–A40 of the study.) As mentioned above, the traffic study recommends a left turn in to the site off York. (See page A40 and A44a of the traffic study.)

### **Landscaping**

Based on the perimeter of the site, the applicant is required to have 48 over story trees and a full complement of under story shrubs. The applicant is proposing 66 over story trees, including existing and proposed. The trees would include a mixture of Maple, Lindens, Spruce, Elm, Birch Honey Locust and Spruce. (See pages A25–A25a, and the development plan book.) A full complement of understory landscaping is proposed around the buildings. Final Landscaping would be more closely reviewed with the Final Site Plan.

Concern has been raised by Hennepin County in regard to boulevard trees. (See pages A59–A67.) Staff and the applicant would have to work with Hennepin County to revise plantings within the right-of-way.)

### **Loading Dock/Trash Enclosures**

Loading for the retail space would take place in the front of the building or at the south side. Trash would be collected within the building and the garbage truck would pick up on the south side. (See page A18.) The move in/trash and recycling area for the apartments would take place at the south side of the building as well. (See page A18.)

### **Grading/Drainage/Utilities**

The city engineer has reviewed the proposed plans and found them to be generally acceptable subject to the comments and conditions outlined on the attached page A58. Highlighted items include: a requirement for a developer's agreement for the placement of the public water main and sanitary sewer and for any other public improvements; connecting the water main to the Edina water distribution system, rather than both Edina and Richfield distribution systems; providing details on the infiltration system; and SAC and WAC fees will be required. Any approvals should be conditioned on the conditions outline in the director of engineering's memo dated April 2, 2014.

### **Building/Building Material**

The building would be constructed of high quality brick, architectural cast stone, stucco, fiber cement board and metal panels. "Edina" limestone is proposed at the street level. (See rendering on pages A8–A14.) A materials board would be presented at the Final Site Plan phase.

### **Signage**

The underlying zoning of the property would be PCD-3, therefore, would be subject to signage requirements of that zoning district. Staff would recommend a full signage plan be submitted as part of the Final Development Plan. Plans should specifically include location and size of pylon signs and way finding signage. Specific signage regulations would be incorporated into the PUD Zoning District including way finding signage.

### **Setback from Single Family Homes**

Within the underlying PCD-3 zoning district, the Edina City Code requires that buildings six stories tall be required to be setback twice the height of the building from the property line of single family homes. If the homes on the east side of Xerxes were in the City of Edina a 140-foot setback would be

required from the six-story portion of the building. The six-story portion of the building would be setback 122 feet. The Richfield Comprehensive Plan guides those homes for medium density development at 7-12 units per acre, so the long term plan for that area is to be more densely developed, and not single-family homes. (See Richfield Comprehensive Plan on pages A55–A56.)

### Shadow Study

The applicant completed a shadow study to determine impacts the height of the building might have on the surrounding area. (See pages A26–A27.) As demonstrated, the biggest impact would only be for a few hours roughly from 3-5pm in the winter months when shadows would be cast over the residential homes in Richfield.

### Comprehensive Guide Plan/Density

To accommodate the request, three amendments to the Comprehensive Plan are requested:

- Floor Area Ratio – from 1.0 to 1.27.
- Building Height – from 4 stories and 48 feet to 6 stories and 75 feet.
- Re-guiding the Land Use Plan for the five single-family homes from Low Density Residential to Community Activity Center.

**Floor Area Ratio.** The proposed density of 52 units per acre would be on the high end of the end of the density range for the City’s high density residential development as indicated in the table below. The site is however, located in the CAC, Community Activity Center, which does not have an established density range; rather the density maximum is based on floor area ratio.

Development	Address	Units	Units Per Acre
Yorktown Continental	7151 York	264	45
The Durham	7201 York	264	46
6500 France (Senior Housing)	6500 France	179	76
York Plaza Condos	7200-20 York	260	34
York Plaza Apartments	7240-60 York	260	29
Edina Place Apartments	7300-50 York	139	15
Walker Elder Suites	7400 York	72	40
7500 York Cooperative	7500 York	416	36

Edinborough Condos	76xx York	392	36
South Haven	3400 Parklawn	100	42
69 <sup>th</sup> & York Apartments	3121 69 <sup>th</sup> Street	114	30

The applicant has attempted to address the density concern that was raised at the Sketch Plan review by reducing the number of units from 273 to 242; and reducing the floor area ratio from 1.55 to 1.27.

As requested by the City Council, during the review of the 6500 France Avenue Senior housing, the following is a list of suburban examples of high density regulation and development in cities adjacent to Edina:

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

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

Bloomington. The City of Bloomington allows up to 50 units per acre in general; however, in areas that are designated as "High Intensity Mixed Use with Residential" (HX-R District) an FAR minimum 1.5 with a max of 2.0) is required. The density may be increased if the following is provided: Below grade parking; provision of a plaza or park; affordable housing; sustainable design principles; provision of public art. With the exception of the park/plaza; the applicant is proposing all of the other items.

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

Given these examples of high density residential development in our surrounding cities, the proposed density would seem reasonable for this site, given its location in a commercial area, with convenient access to Metro Transit bus service.

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

Nonresidential and Mixed Use Categories	Description, Land Uses	Development Guidelines	Density Guidelines
<p><b>CAC</b>  <b>Community Activity Center</b>            Example: Greater Southdale area (not including large multi-family residential neighborhoods such as Centennial Lakes)</p>	<p>The most intense district in terms of uses, height and coverage.            Primary uses: Retail, office, lodging, entertainment and residential uses, combined or in separate buildings.            Secondary uses: Institutional, recreational uses.            Mixed use should be encouraged, and may be required on larger sites.</p>	<p>Form-based design standards for building placement, massing and street-level treatment.            Buildings should be placed in appropriate proximity to streets to create pedestrian scale. Buildings “step down” at boundaries with lower-density districts and upper stories “step back” from street.            More stringent design standards for buildings &gt; 5 stories.            Emphasize pedestrian circulation; re-introduce finer-grained circulation patterns where feasible.</p>	<p><b>Floor to Area Ratio-Per current Zoning Code: maximum of 0.5 to 1.0*</b>  <b>Floor to Area Ratio may exceed 1.0 on a case by case basis, subject to proximity to utilities capacity, level of transit service available, and impact on adjacent roads. Other desired items to allow greater density would include: Below grade parking, provision of park or open space, affordable housing, sustainable design principles, provision of public art, pedestrian circulation, and podium height.</b></p>

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

As noted above in the “Description, Land Uses,” the Comprehensive Plan recognizes the Southdale area and the CAC as the most intense district in terms of uses, height and coverage. The City allows a floor area ratio of up to 1.5 in other parts of the City, such as 50th France; therefore, the floor area ratio of 1.27 of the proposed use, which is predominantly residential, seems appropriate for the area.

**Land Use.** Within the City of Edina, the existing single family homes on this site are surrounded by commercial area that is guided as Community Activity Center. (See page A\_) The only reason these are now guided for low density residential is because of the existing use. They are not uses compatible within the surrounding area within the City of Edina. The uses along Xerxes in the City of Edina typically do not have roadway access onto Xerxes. The proposed

development is consistent with that, as the driveways to the existing single family homes would all be eliminated, and no new access would be created. The proposed land use is consistent with the uses allowed in the CAC.

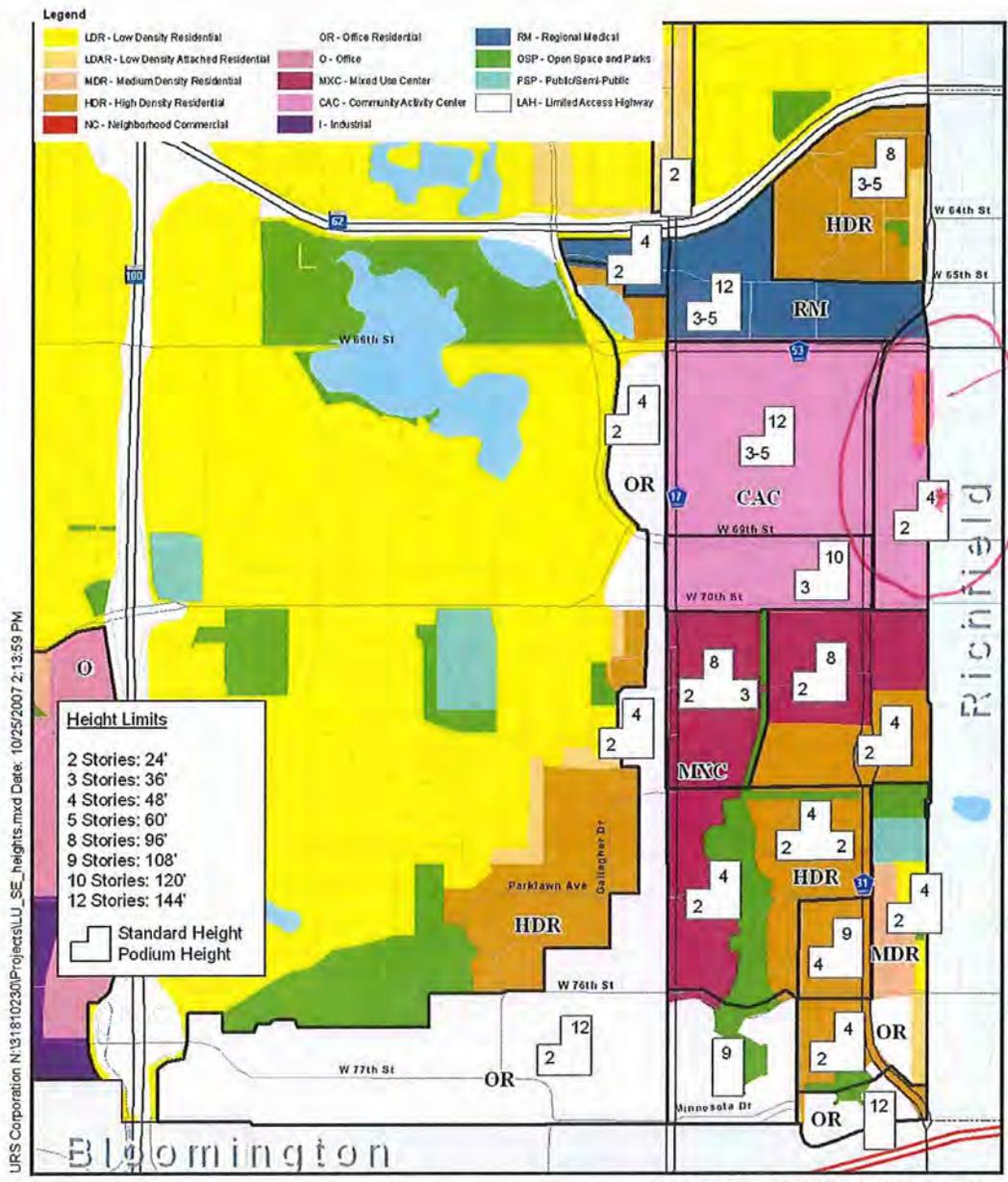
Within the City of Richfield, the existing single-family homes are guided in the Richfield Comprehensive Plan for medium density at 7-12 units per acre. Therefore, Richfield's long term vision for this area also includes higher densities. (See pages A55–A56.)

Staff therefore, would recommend that these homes be amended to be guided as CAC, Community Activity Center similar to the surrounding property.

The map on page 9 of this staff report shows how the Comprehensive Plan would be amended.

**Height.** At Sketch Plan review, the Planning Commission and City Council expressed some concern in regard to six stories on the site, especially on the Richfield and Xerxes Avenue side of the site. Podium height was recommended to minimize the height. The applicant has both included a two-story podium on Xerxes, and has moved the building 12 feet back from the road. The setback proposed at Sketch Plan was 25 feet; the proposed setback is now 37 feet. The 3-6 story set back is proposed at 52 feet.

Podium height is also being proposed on the York Avenue side, by bringing the retail portion of the building closer to the street and stepping back the height into the site. Given podium height is proposed on both sides of the building staff would support the Comprehensive Plan amendment in for height in this situation. The map on the following page shows how the Comprehensive Plan would be amended.



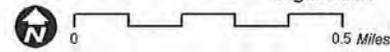
change to CAC



**City of Edina**  
2008 Comprehensive Plan Update

Data Source: URS

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



*\* Height may be increased to six stories if podium height is utilized on York and Xerxes subject to review and approval of the City Council.*

## Planned Unit Development (PUD)

Section 36-253 of the Edina City Code provides the following regulations for a PUD:

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

- h. encourage a variety of housing types including affordable housing; and***
- i. ensure the establishment of appropriate transitions between differing land uses.***

The proposal would meet the purpose and intent of the PUD, as most of the above criteria would be met. The site is guided in the Comprehensive Plan as “Community Activity Center – CAC,” which is described as the most intense district in terms of uses, height and coverage. Primary uses include retail and residential. Mixed uses are encouraged.

The proposal would be a mixture of use within the building with residential and retail. The site would be very pedestrian friendly with extensive pedestrian paths are planned for the site. A new north/south sidewalk, separated from the street, would be created along York Avenue; and a new north/south sidewalk, separated from the street would be built along Xerxes. (See page A15.) There would be five sidewalk connections into the site from the York Sidewalk; three into the retail space and proposed new building, and two that would extend all the way through the site to connect to the Xerxes sidewalk. These sidewalks would provide pedestrian connections into the Southdale area for residents of Richfield.

As recommended in the Comprehensive Plan, and by the Planning Commission and City Council as part of the Sketch Plan review, podium height would be utilized on Xerxes Avenue to lessen impact to the single-family homes in Richfield. There would be two-story apartments close to Xerxes, with four additional stories stepped back into the site. (See pages A11–A12.)

The applicant is also proposing some sustainability principles within their project narrative. (See page A7.) The proposed buildings would be a high quality brick, stone, precast concrete, metal and glass building. “Edina” limestone is proposed at the street level. (See pages A10–A12.)

## ***2. Applicability/Criteria***

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

The proposed uses, retail and multiple-family residential housing are uses allowed in the Community Activity Center, as described in the Comprehensive Plan, and within the underlying PCD-3 Zoning District.

- b. Eligibility Standards. To be eligible for a PUD district, all development should be in compliance with the following:***
  - i. where the site of a proposed PUD is designated for more than one (1) land use in the Comprehensive Plan, the City may require that the PUD include all the land uses so designated or such combination of the designated uses as the City Council shall deem appropriate to achieve the purposes of this ordinance and the Comprehensive Plan;***

The site is guided in the Comprehensive Plan as “Community Activity Center – CAC,” which encourages the mixing of retail and multi-family residential uses. The proposed plans are therefore, consistent with the land uses in Comprehensive Plan.

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

Again, the proposal is for a mixture of land uses.

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

As indicated in table earlier within this report, and the fact that the site is located in a commercial area on York Avenue, near Southdale, Metro Transit and an arterial roadway, the proposed density and FAR of 1.27 is appropriate for this site.

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

The following page shows a compliance table demonstrating how the proposed new building would comply with the underlying PCD-3 Zoning Ordinance Standards. Should the City decide to rezone this site to PUD, the proposed setbacks, height of the building and

number of parking stalls would become the standards for the lots. Please note that a few City Standards are not met under conventional zoning. However, by relaxing these standards, the purpose and intent, as described in #1 above would be met.

The site layout encourages pedestrian movement; would utilize podium height on both Xerxes and York, bringing two stories up to the street on Xerxes, and stepping back the mass of the building on York. The project would provide mixed use on one site.

The design of the building is of a high quality. Proposed materials include high quality brick, stone, precast concrete, metal and glass. "Edina" limestone is also proposed at the street level

The development would incorporate improved landscaping and green space within the development.

The applicant is not specifically proposing to provide affordable housing at this time. However, based on discussions at recent work sessions with the City Council and the Edina Housing Foundation, regarding the importance of affordable housing and meeting the City's goal to add more units of affordable housing (See pages A68–A69); staff would recommend 10% of the units be designated for affordable housing. The detail of how that might work would be greater defined at the time of any final rezoning of the property. Affordable housing is also a stated goal, as mentioned above in the PUD criteria.

## Compliance Table

	City Standard (PCD-3)	Proposed
<b><u>Building Setbacks</u></b>		
Front – York Avenue	70 feet	122 feet
Front – Xerxes Avenue (Stories 1 & 2)	35 feet	36 feet
(Stories 3 – 6)	70 feet	<b>52 feet*</b>
Side – North	70 feet	<b>36 feet*</b>
Rear – South	70 feet	<b>37 feet*</b>
Building Height	Four stories and 48 feet	<b>Six Stories &amp; 70 feet*</b>
Maximum Floor Area Ratio (FAR)	1.0%	<b>1.27%*</b>
Parking Stalls	77 – retail  242 enclosed (residential)	134 spaces exterior (retail & guest parking) 245 regular stalls 38 tandem stalls
Parking Stall Size	8.5' x 18'	8.5 x 18'
Drive Aisle Width	24 feet	24 feet

*\* Variance would be required under PCD-3 Zoning*

### PRIMARY ISSUES/STAFF RECOMMENDATION

#### Primary Issues

- **Are the proposed Comprehensive Plan Amendments regarding Land Use, Height, and Density reasonable to allow the proposed development?**

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

1. The proposed land uses are consistent with existing and proposed land uses in this area. Within the City of Edina, the single family homes are surrounded by area that is guided as Community Activity Center. (See page A4.) The only reason these are now guided for low density residential is because of the existing use. They are not uses compatible within the surrounding area within the City of Edina. The uses along Xerxes in the City of Edina typically do not have roadway access onto Xerxes. The proposed development is consistent with that, as the driveways to the existing single

family homes would all be eliminated, and no new access would be created. The proposed land use is consistent with the uses allowed in the CAC. The City of Richfield has guided the single family homes on the east side of Xerxes as medium density residential; therefore, the long term vision of both Edina and Richfield in this area is for higher densities.

2. Given the podium height proposed on both Xerxes and York, the proposed height is reasonable. At Sketch Plan review, the Planning Commission and City Council expressed some concern in regard to six stories on the site, especially on the Richfield and Xerxes Avenue side of the site. Podium height was recommended to minimize the height. The applicant has both included a two-story podium on Xerxes, and has moved the building 12 feet back from the road. The setback proposed at Sketch Plan was 25 feet; the proposed setback is now 37 feet. The 3-6 story portion of the building has a proposed setback of 52 feet. Podium height is also being proposed on the York Avenue side, by bringing the retail portion of the building closer to the street and stepping back the height into the site.
3. The Comprehensive Plan recognizes the Southdale area and the CAC as the most intense district in terms of uses, height and coverage. The City allows a floor area ratio of up to 1.5 in other parts of the City, such as 50th France; therefore, the floor area ratio of the proposed use, which is predominantly residential, seems appropriate for the area. The applicant has attempted to address the density concern that was raised at the Sketch Plan review by reducing the number of units from 273 to 242; and reducing the floor area ratio from 1.55 to 1.27.
4. The traffic and parking study done by WSB concludes that the existing roadways can support the proposed project, and there would be adequate parking provided.

• **Is the PUD Zoning District appropriate for the site?**

Yes. Staff believes that the PUD is appropriate for the site for the following reasons:

1. As highlighted above on pages 10–13, the proposal meets the City's criteria for PUD zoning. In summary the PUD zoning would:
  - a. Provide a mixture of use within the building with residential and retail.
  - b. Create a pedestrian friendly development with extensive pedestrian paths planned for the site. A new north/south sidewalk, separated from the street, would be created along York Avenue; and a new north/south sidewalk, separated from the street would be built along Xerxes. (See page A15.) There would be five sidewalk connections into the site from

the York Sidewalk; three into the retail space and proposed new building, and two that would extend all the way through the site to connect to the Xerxes sidewalk. These sidewalks would provide pedestrian connections into the Southdale area for residents of Richfield.

- c. Podium Height would be used on both York and Xerxes.
  - d. The applicant is also proposing some sustainability principles within their project narrative. (See page A7.) The proposed buildings would be a high quality brick, stone, precast concrete, metal and glass building. "Edina" limestone is proposed at the street level. (See pages A10–A12.)
  - e. Ensure that the building proposed would be the only building built on the site, unless an amendment to the PUD is approved by City Council.
2. The proposed uses would fit in to the neighborhood. As mentioned, this site is guided in the CAC, Community Activity Center which encourages mixing land uses, including retail and multiple family residential, on one site.
  3. The existing roadways would support the project. WSB conducted a traffic impact study, and concluded that the proposed development could be supported by the existing roads subject to conditions. (See traffic study on pages A28–A44e.)
  4. The proposed project would meet the following goals and policies of the Comprehensive Plan:
    - a. Building Placement and Design. Where appropriate, building facades should form a consistent street wall that helps to define the street and enhance the pedestrian environment.
    - b. Movement Patterns.
      - Provide sidewalks along primary streets and connections to adjacent neighborhoods along secondary streets or walkways.
      - A Pedestrian-Friendly Environment.
    - c. Encourage infill/redevelopment opportunities that optimize use of city infrastructure and that complement area, neighborhood, and/or corridor context and character.
    - d. Support and enhance commercial areas that serve the neighborhoods, the city, and the larger region.
    - e. Increase mixed use development where supported by adequate infrastructure to minimize traffic congestion, support transit, and diversify the tax base.

- f. Increase pedestrian and bicycling opportunities and connections between neighborhoods, and with other communities, to improve transportation infrastructure and reduce dependence on the car.
- g. Incorporate principles of sustainability and energy conservation into all aspects of design, construction, renovation and long-term operation of new and existing development.
- h. Buildings should be placed in appropriate proximity to streets to create pedestrian scale. Buildings “step down” at boundaries with lower-density districts and upper stories “step back” from street.

## **Staff Recommendation**

### ***Comprehensive Plan Amendments***

Recommend that the City Council approve the requests for Comprehensive Plan Amendments as follows:

- Building Height – from 4 stories and 48 feet to 6 stories and 70 feet.
- Floor Area Ratio – from 1.0 to 1.27.
- Re-guiding the Land Use Plan for the six single-family homes from Low Density Residential to Community Activity Center.

Approval is subject to the following findings:

1. The proposed land uses are consistent with existing and proposed land uses in this area. The City of Richfield has guided the single family homes on the east side of Xerxes as medium density residential; therefore, the long term vision of both Edina and Richfield in this area is for higher densities.
2. Podium height is proposed on both Xerxes and York as recommended in the Comprehensive Plan. The six story portion of the building is stepped back into the site to minimize impact on adjacent property.
3. The Comprehensive Plan recognizes the Southdale area and the CAC as the most intense district in terms of uses, height and coverage. The City allows a floor area ratio of up to 1.5 in other parts of the City, such as 50th France; therefore, the floor area ratio of the proposed use at 1.27, which is predominantly residential, is appropriate for the area.

4. The traffic and parking study done by WSB concludes that the existing roadways can support the proposed project, and there would be adequate parking provided.

### ***Preliminary Rezoning to PUD & Preliminary Development Plan***

Recommend that the City Council approve the Preliminary Rezoning from PCD-3, Planned Commercial District to PUD, Planned Unit Development District and Preliminary Development Plan to tear down the existing retail building at 6725 York Avenue, and single family homes at 6712, 6708, 6704, 6700 and 6628 Xerxes Avenue and build a six-story, 242 unit upscale apartment building with 12,500 square feet of retail on the first level.

Approval is subject to the following findings:

1. The proposal would meet the purpose and intent of the PUD, as most of the above criteria would be met. The site is guided in the Comprehensive Plan as "Community Activity Center – CAC," which encourages a mixing of uses, including retail and multifamily residential. The proposed uses are therefore consistent with the Comprehensive Plan.
2. The project would create a pedestrian friendly development with extensive pedestrian paths planned for the site. Sidewalks would provide pedestrian connections for residents in the City of Richfield to Southdale.
3. Podium Height would be used on both York and Xerxes.
4. Sustainable design principles would be utilized. The proposed buildings would be a high quality brick, stone, precast concrete, metal and glass building. "Edina" limestone is proposed at the street level.
5. The PUD would ensure that the building proposed would be the only building built on the site, unless an amendment to the PUD is approved by City Council.
6. The proposed uses would fit in to the neighborhood. As mentioned, this site is guided in the CAC, Community Activity Center which encourages mixing land uses, including retail and multiple family residential, on one site.
7. The existing roadways would support the project. WSB conducted a traffic impact study, and concluded that the proposed development could be supported by the existing roads subject to conditions.

8. The proposed project would meet the following goals and policies of the Comprehensive Plan:
- a. Building Placement and Design. Where appropriate, building facades should form a consistent street wall that helps to define the street and enhance the pedestrian environment.
  - b. Movement Patterns.
    - Provide sidewalks along primary streets and connections to adjacent neighborhoods along secondary streets or walkways.
    - A Pedestrian-Friendly Environment.
  - c. Encourage infill/redevelopment opportunities that optimize use of city infrastructure and that complement area, neighborhood, and/or corridor context and character.
  - d. Support and enhance commercial areas that serve the neighborhoods, the city, and the larger region.
  - e. Increase mixed use development where supported by adequate infrastructure to minimize traffic congestion, support transit, and diversify the tax base.
  - f. Increase pedestrian and bicycling opportunities and connections between neighborhoods, and with other communities, to improve transportation infrastructure and reduce dependence on the car.
  - g. Incorporate principles of sustainability and energy conservation into all aspects of design, construction, renovation and long-term operation of new and existing development.
  - h. Buildings should be placed in appropriate proximity to streets to create pedestrian scale. Buildings “step down” at boundaries with lower-density districts and upper stories “step back” from street.

Approval is subject to the following Conditions:

1. The Final Development Plans must be generally consistent with the Preliminary Development Plans dated March 3 & 25, 2014.
2. The Final Landscape Plan must meet all minimum landscaping requirements per Section 850.04 of the Zoning Ordinance.
3. The Final Lighting Plan must meet all minimum landscaping requirements per Section 850.04 of the Zoning Ordinance.

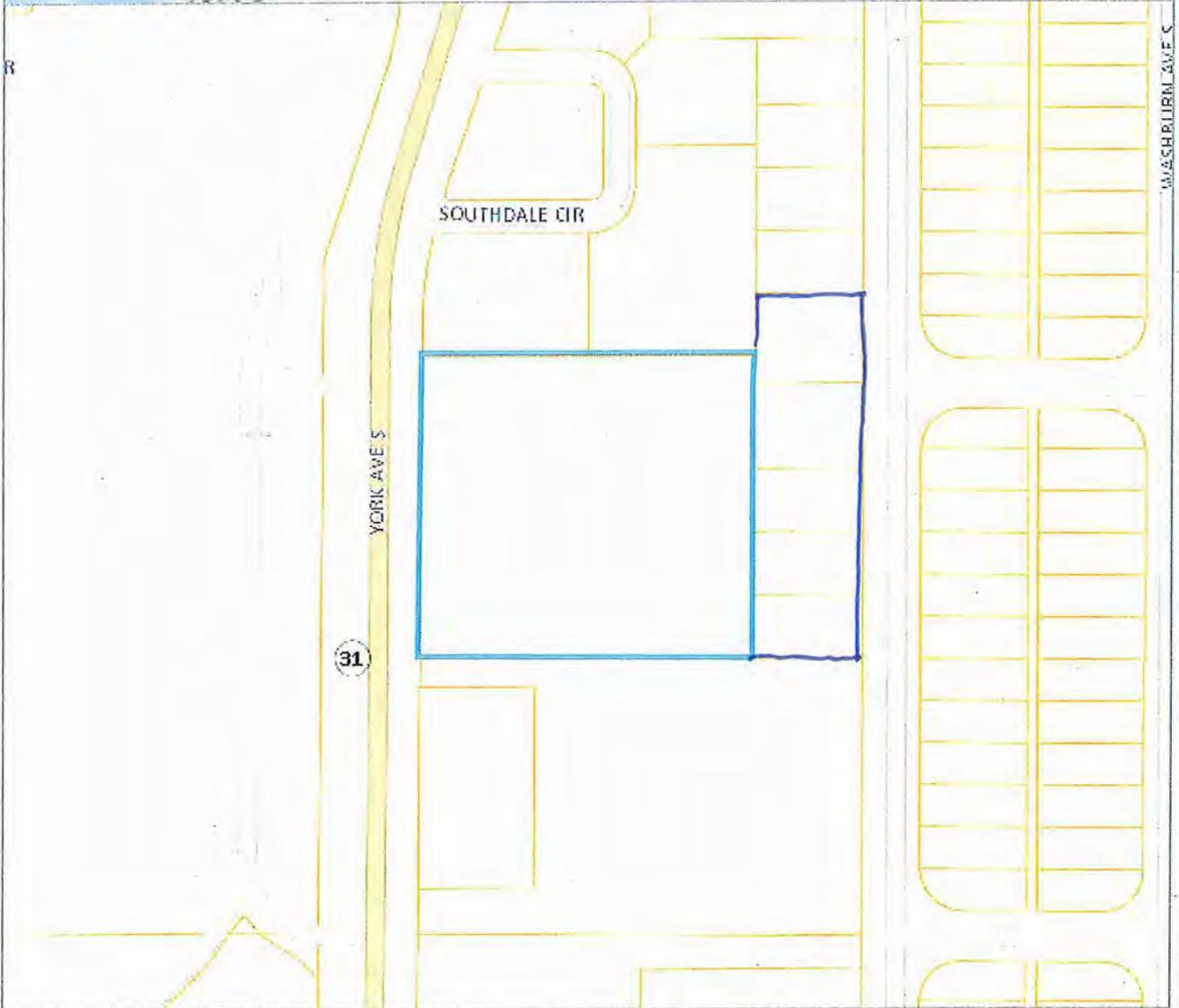
4. Submittal of a complete sign plan for the site as part of the Final Development Plan application. Signage should include monument sign locations and size, way finding signage, and wall signage.
5. Compliance with all of the conditions outlined in the director of engineering's memo dated April 2, 2014.
6. At the time of building permit application, compliance with all of the conditions outlined in the chief building official's memo dated March 27, 2014.
7. Work with staff and Hennepin County to secure a left turn in lane from south bound York Avenue.
8. Ten percent (10%) of the housing units shall be designated for affordable housing. Specific detail would be determined at the time of Final approval.
9. Sustainable design principles must be used. Greater detail shall be provided with the Final Rezoning submittal.
10. Final Rezoning is subject to a Zoning Ordinance Amendment creating the PUD, Planned Unit Development for this site.

**Deadline for a city decision: July 1, 2014**



**Interactive  
Maps**

# Property Map



**Parcel ID:** 29-028-24-31-0003

**Owner Name:** Nha Birmingham Llc Et Al

**Parcel Address:** 6725 York Ave S  
Edina, MN 55435

**Property Type:** Commercial-Preferred

**Home-stead:** Non-Homestead

**Parcel Area:** 3.33 acres  
145,096 sq ft

Map Scale: 1" ≈ 200 ft.

Print Date: 8/21/2013



This map is a compilation of data from various sources and is furnished "AS IS" with no representation or warranty expressed or implied, including fitness of any particular purpose, merchantability, or the accuracy and completeness of the information shown.

COPYRIGHT © HENNEPIN COUNTY 2013



41



# 6725 York Avenue, Edina

Find a PID or an address on the map

Welcome

Results

**PID: 2902824310003**

6725 York Ave S  
Edina, MN 55435

**Owner/Taxpayer**

Owner:

Nha Birmingham Llc  
Et Al

Taxpayer:

School Dist: 280

Sewer Dist:

Watershed Dist: 1

**Parcel**

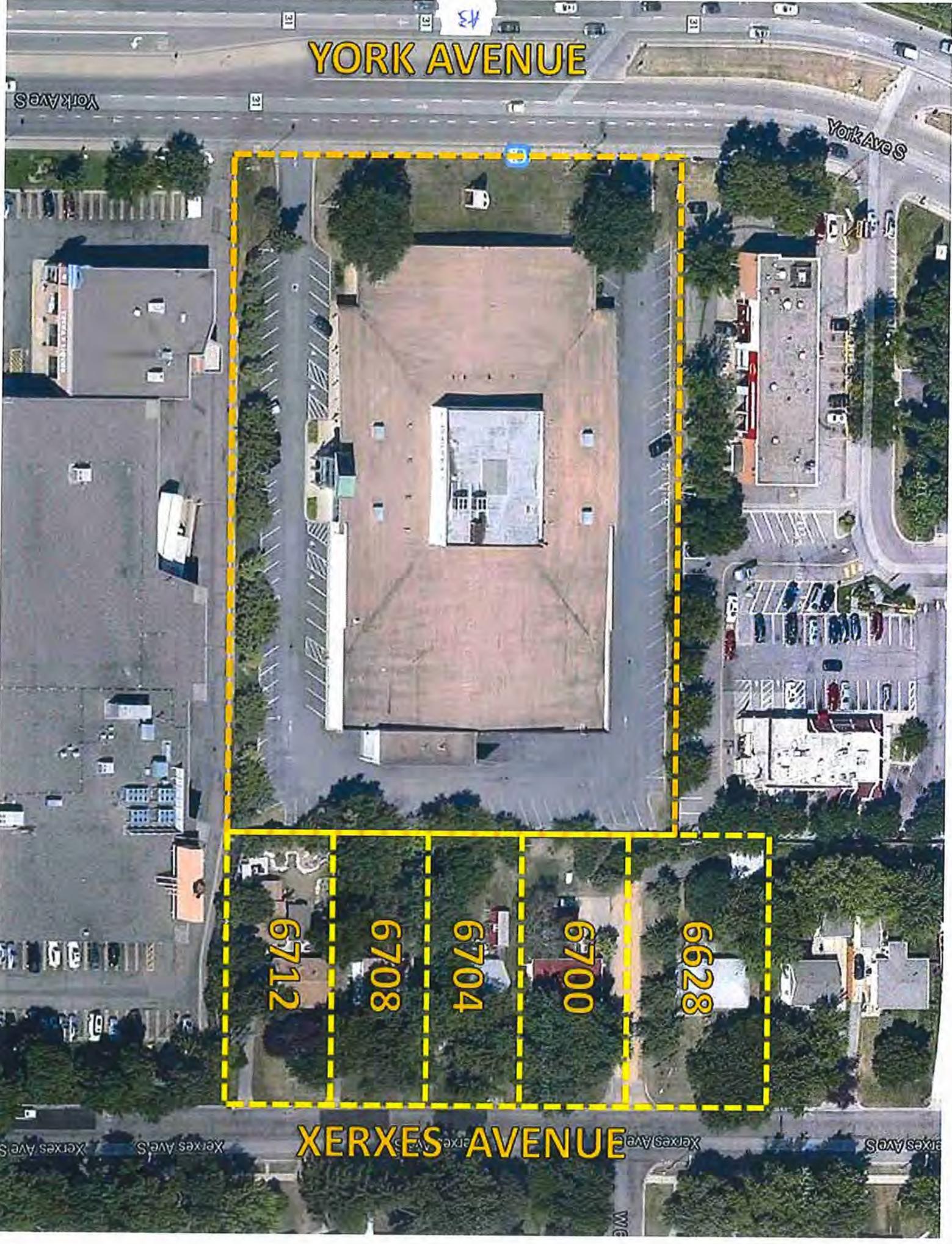
Parcel Area: 3.33 acres  
145,096 sq ft

Legend

Measure



**YORK AVENUE**



**6712**

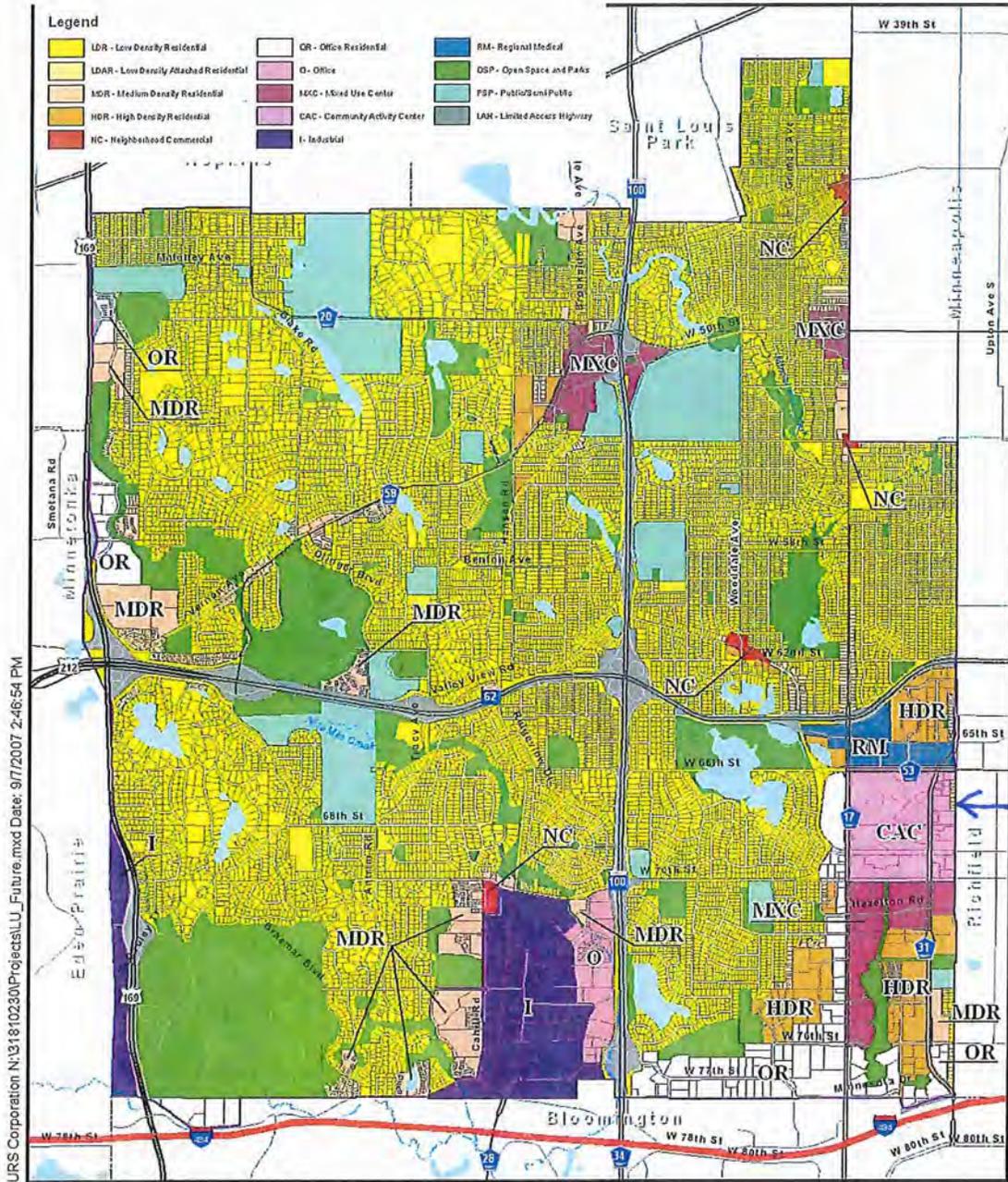
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**XERXES AVENUE**



URP Corporation N:\318102\30\Project\SLU\_Future.mxd Date: 9/7/2007 2:46:54 PM

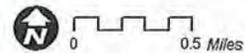
Figure 4.3

**Future Land Use Plan**



**City of Edina  
2008 Comprehensive Plan Update**

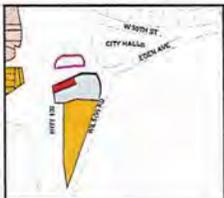
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 **Zoning Map**  
City of Edina  
Hennepin County, Minnesota

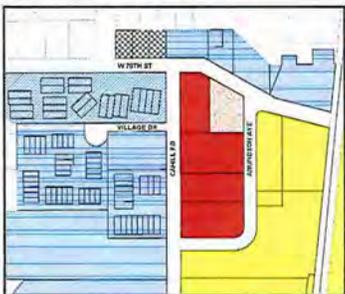
WILSON RD & EDEN AVE DETAIL



GRANDVIEW DETAIL



CAHILL RD & 70TH DETAIL



44TH & FRANCE DETAIL

50TH & FRANCE DETAIL



54TH & FRANCE DETAIL



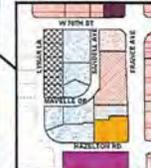
VALLEY VIEW & WOODDALE DETAIL



SOUTHDALE DETAIL



70TH & FRANCE DETAIL



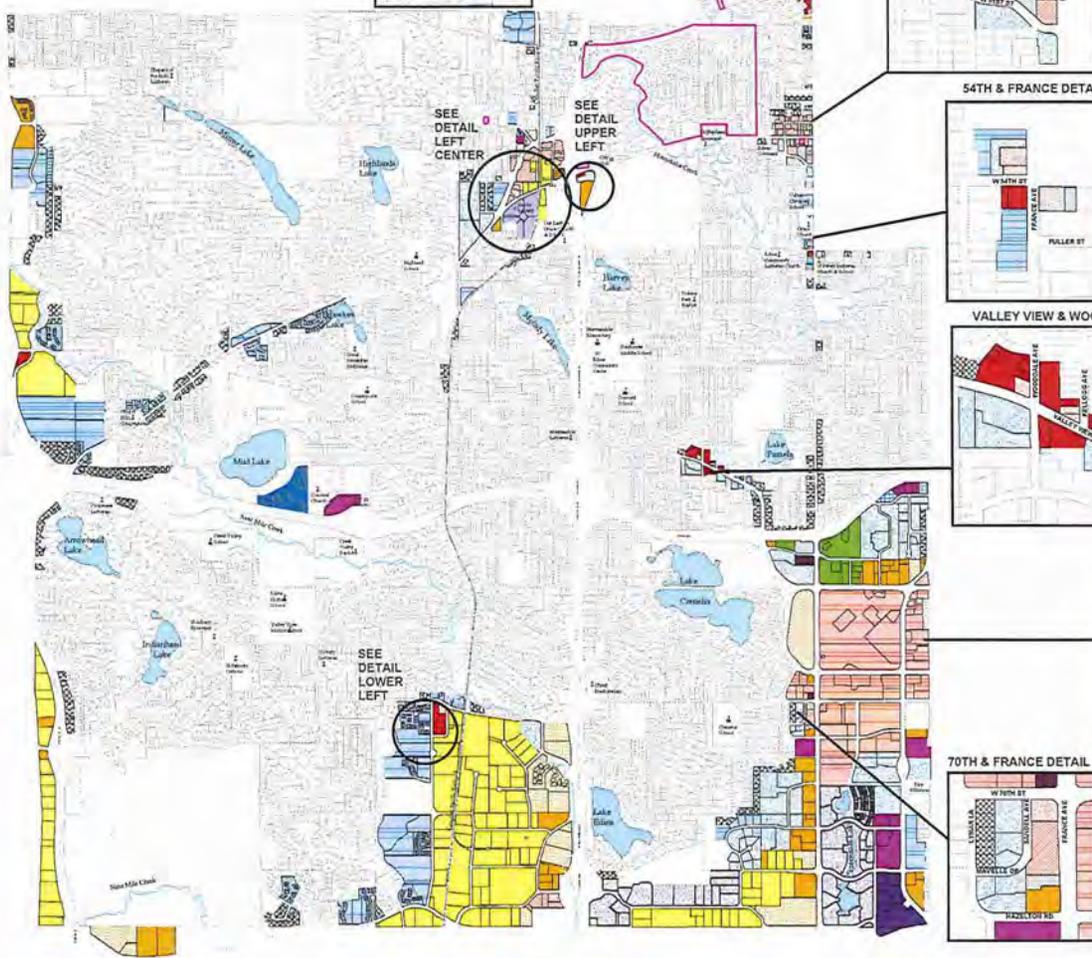
**Legend**

	R-1 Single Dwelling Unit Dist.		Church
	R-2 Double Dwelling Unit Dist.		City Buildings
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	PCD-2		Public School
	PCD-3		
	PCD-4		
	PCD-5		
	PCD-6 Planned Commercial Dist.		
	PCD-7		
	PCD-8		
	PCD-9		
	PCD-10		
	POD-1 Planned Office Dist.		
	POD-2		
	MOI Regional Medical Dist.		
	PII Planned Industrial Dist.		
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Planning Dept  
November, 2012



44g

site

APPLICANT  
NARRATIVE



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## PROJECT NARRATIVE

6725 YORK AVENUE SOUTH, EDINA, MN 55435

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Monday, March 3<sup>rd</sup>, 2014

### Team

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#### DEVELOPER: LENNAR MULTIFAMILY COMMUNITIES, LLC (LMC)

Lennar Corporation (NYSE: LEN) is a Miami-based homebuilder founded in 1954, with a market capitalization of over \$8.6 billion. It has offices in 33 markets and 16 states, and employs approximately 5,750 associates nationwide. In mid-2011, Lennar created **Lennar Multifamily Communities, LLC (LMC)**, a company that specializes in the development, management, construction, and ownership of Class A multifamily communities across the nation. LMC's core vision is to work in top tier cities with top tier architects to create luxury condominium quality rental communities. Since its founding, LMC has attracted an outstanding team of seasoned professionals, has purchased 12 sites and contracted for 16 more. Eleven projects are under construction and the company has plans to start 20 more projects in 2014. LMC's pipeline includes over 16,000 units and \$3.9 billion in total development cost. Beyond the numbers, LMC is led by professionals that are passionate about creating vibrant communities that positively impact not only the residents, but also the surrounding communities that we become an integral part of.

#### ARCHITECT: ELNESS SWENSON GRAHAM ARCHITECTS (ESG)

Since our founding in 1970, **Elness Swenson Graham (ESG) Architects** has helped our clients create environments for business, community and leisure. In doing so, we have gained the experience and ability to deliver high quality designs for many building types. But this alone is not enough to achieve our mission. The essence of ESG is more than just architecture and buildings. Throughout our entire time, our commitment to enriching our built environment has remained steadfast. It's a commitment that drives us to go beyond the expected to deliver the superior, the timeless, the memorable and the unique; to create environments that capture the human spirit and uplift our lives. This is what we do best. We strive to combine our clients' needs and stewardship for the environment with our knowledge of buildings, markets and culture to deliver uplifting and forward-looking design solutions.

The experience derived from our work allows us to offer each client a great breadth of informed and integrated services. We bring holistic solutions to complex problems. We create truly unique environments that enhance our communities and help our clients successfully pursue their goals in the development and construction industries.

**ESG is committed to creating communities that are both memorable and practical. We breathe life and vitality into our new urban environments.**

For generations outside our core cities, our society has created single purpose neighborhoods that isolate us from one another and separate us from our workplaces and shopping marts. In so doing, we have placed incredible strains on our infrastructure and resources. Today we want more. We want to build real communities and promote stewardship for our land. We want to live close to our workplaces and close to others. We want to eat out more, to walk to shops, to sit outside in a pleasant, vibrant, safe environment made up of diverse buildings, diverse people, and great public places.

A5

### **Staying ahead of the market - Residential Communities and Community Planning**

Whether it is on a single site or a large parcel, multi-family residential development has long been a large part of our built environment. Housing is a forceful driver of new development and will remain so as long as our population continues to grow. But our lifestyles evolve and our sensibilities toward land development change. This creates new demands for new residential paradigms. Many people are moving back to the city in large numbers. They wish to live in walkable communities. They now seek vital, 24 hour neighborhoods where they can find the amenities and conveniences of a more urban lifestyle. By advocating for New Urban principles, our Residential Studio has propelled ESG to regional and national prominence. Our portfolio of completed work illustrates these principles and highlights the value that high quality design brings to reshaping our neighborhoods and cities.

### **Project Purpose and Vision**

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The purpose and vision for this multifamily development in Edina is to create a high-end luxury rental community with complimentary retail. This complimentary high-end retail tenant(s) (such as a high end restaurant, food service, health club, or other community based retail tenant(s)) will flourish with the other shopping opportunities along York Avenue while also adding an incredible lifestyle value to the residents of the building. This development will give Edina residents a wonderful living option as they downsize, retire, move, etc. while still staying in the community they love. The project will also establish a better utilization for the Wickes furniture site and eliminate the existing dated structure. We strongly believe that this project will become a catalyst for future redevelopment opportunities for other properties going North along York Avenue. The strong pedestrian connection and community terraces will dramatically enhance the walkability of this area with connection into and throughout the site. Special attention has been paid toward the building materials and massing to properly fit within this community; creating a place that is "Pure Edina" by incorporating elements from the surrounding areas such as the limestone that is on City Hall and other Edina structures.

### **Architectural Description**

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The architectural design and massing of this project is based on guidance from urban design and architectural design principles developed in the City of Edina's land use plans and timeless city building strategies. The design and massing creates a new fabric and a better street definition along York and Xerxes Avenues. A large opening in the building mass breaks up the south façade and allows for both increased solar penetration and a view enriching vegetative courtyard.

The architectural expression and materials of this project will incorporate contemporary materials and façade composition. The building materials will feature a transparent glass storefront, masonry, and "Edina" limestone at the street level, above which will float a traditionally inspired composition of masonry, architectural metal, and large amounts of glass.

Special attention has been paid toward proper setbacks, material usage, landscaping, and privacy along Xerxes Avenue where our development is adjacent to the single family residential community. Building design details include a dark, grounding two-story podium, segmented to reflect the scale of the homes across the street, an active street level with walk-up units, expressed with a front porch entry design, the creation of three-story bays to create plane changes and additional stepping in the facade, and color and material changes reducing the appearance of height.

AG

## **Streetscape and Public Realm**

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The design of this development features streetscape improvements including new pavement, street trees, and lighting. The groundscape will feature green landscape elements, high quality pavement, pedestrian gathering and sitting areas, and decorative lighting. The sidewalks will wrap the entire site allowing neighboring properties a through-way access from York Avenue to Xerxes. This pedestrian connection will also create a one-third mile walking path around the site as a safe walking path for residences and the community. Distinct nodes will be linked to these sidewalks as community terraces. These nodes will both highlight the residential entrance and commercial tenant on each side of the facade facing York Avenue. Safety of pedestrians walking along York will be improved with a landscaped buffer and increased sidewalk width.

## **Green and Sustainable Features**

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The key sustainability strategy for this project is to create an urban mixed-use, pedestrian friendly community that allows residents to live, work, and play without dependence on daily automobile usage. The mixed use development will include a complimentary retail tenant to the residential tenants. The development team is committed to the sustainable design principles reflected in the City's comprehensive plan. Our sustainable design mission is to promote livable communities through the use of energy efficient systems, green building practices, reduced dependency on automobiles, creative density, high quality pedestrian and bicycle public realm, and the preservation of natural resources. The project will feature a series of green elements including green construction practices, materials specification, thermal high-efficiency windows and exterior envelope, and numerous permeable planted green spaces both on the site as well as on the amenity level roof.





WEST SIDE OF SITE (ALONG YORK AVE)



EAST SIDE OF SITE (ALONG XERXES AVE)



NW CORNER OF SITE



NE CORNER OF SITE



SE CORNER OF SITE



SE CORNER OF SITE



VIEW NORTH OF SITE (FROM YORK)



VIEW SOUTH OF SITE (FROM YORK)

6725 YORK AVE.

Edina, MN



edina engineering graphics architects  
 1100 Washington Avenue South  
 Minneapolis, Minnesota 55415  
 P 612.733.8700 F 612.733.8701  
 E E.A.G.A@ESGARCH.COM  
 WWW.ESGARCH.COM

I hereby certify that this document was prepared by me or under my direct supervision and that I am a duly licensed architect under the laws of the State of Minnesota.  
 Signature: \_\_\_\_\_  
 Title or Office: \_\_\_\_\_  
 License #: \_\_\_\_\_

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 CONSTRUCTION

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CITY OF EDINA  
 PDP & REZONING  
 SUBMITTAL  
 03/03/2014

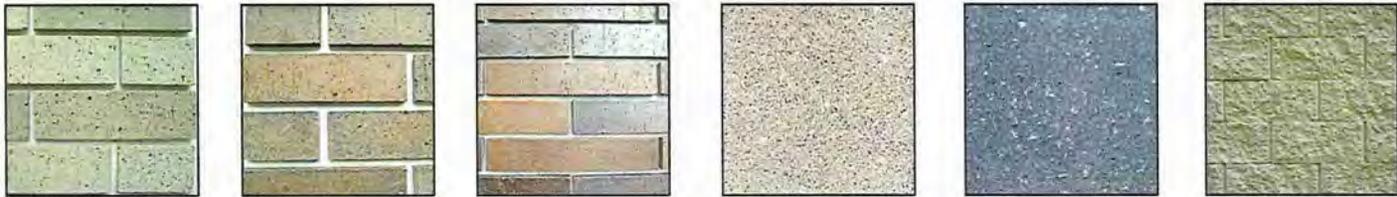
ORIGINAL ISSUE: 03/03/14  
 REVISIONS:  
 No. Description Date

213506  
 PROJECT NUMBER  
 ESG ESC  
 DRAWN BY CHECKED BY

6725 YORK AVE.

SITE PHOTOGRAPHS  
 A0.2

10/14/2013



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- EXTERIOR FINISHES**
- 1A BRICK#1- YELLOW
  - 1B BRICK#2- TAN
  - 1C BRICK#3- REDDISH BROWN
  - 2A ARCHITECTURAL CAST STONE- CREAM
  - 2B BRICK#1- BLACK
  - 3A ROCKFACE GRN- BRN
  - 3B METAL PANEL- DARK BRONZE
  - 3C FIBER CONCRETE BOARD#1- GRAY
  - 3D FIBER CONCRETE BOARD#2- DARK BRONZE
  - 4A STUCCO#1- CREAM
  - 4B STUCCO#2- BROWN
  - 4C STUCCO#3- DARK BRONZE
  - 5A FIBERGLASS VINYLIMIDAZOLONE- DARK BRONZE
  - 5B FIBERGLASS ALUMINUM STURFRONT SYSTEM
  - 5C BRICK/METAL #1- GRAY
  - 5D BRICK/METAL #2- DARK BRONZE
  - 5E BRICK/METAL #3- CREAM
  - 5F BRICK/METAL #4- BROWN
  - 5G BRICK/METAL #5- WHITE



ESG  
 1101 Washington Avenue, Suite 400  
 Minneapolis, Minnesota 55415  
 P 612-338-1500  
 F 612-338-2302  
 www.esg.com

I hereby certify that this document was prepared by me or under my direct supervision and that I am a duly licensed architect under the laws of the State of Minnesota.  
 Signature \_\_\_\_\_  
 Title or Position \_\_\_\_\_  
 License # \_\_\_\_\_

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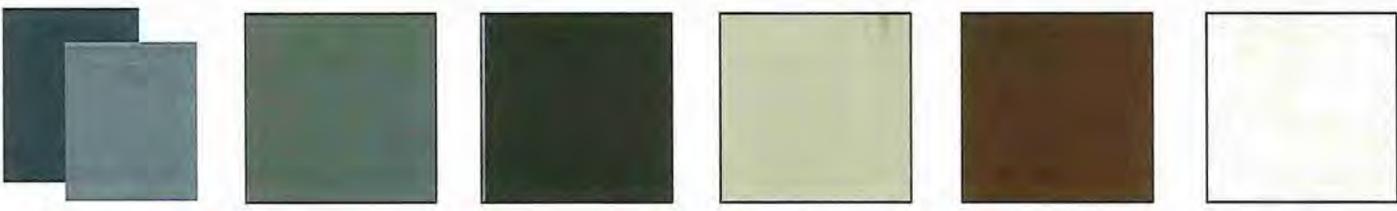
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STUCCO TEXTURE

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CITY OF EDINA  
 PDP & REZONING  
 SUBMITTAL  
 03/03/2014

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6725 YORK AVE.  
 EXTERIOR BUILDING MATERIALS  
**A0.3**

A11

6725 YORK AVE.

EDINA, MN



LOOKING NORTHEAST ALONG YORK



LOOKING SOUTHEAST ALONG YORK



6725 YORK AVE. EDINA, MN 55425  
 100 WORKINGMAN AVENUE, SUITE 100  
 EDINA, MN 55425  
 TEL: 763.833.1234  
 FAX: 763.833.1234  
 WWW.ESGARCHITECTS.COM

I hereby certify that this document was prepared by me or under my direct supervision and that I am a duly licensed architect under the laws of the State of Minnesota.  
 Signature: \_\_\_\_\_  
 Title or Official Status: \_\_\_\_\_  
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CITY OF EDINA  
 PDP & REZONING  
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 03/03/2014

ORIGINAL FILED: 03/03/14  
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 No. Description Date

213506  
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6725 YORK AVE.

PERSPECTIVE VIEWS  
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6725 YORK AVE.  
Edina, MN



LOOKING NORTHWEST ALONG XERXES



LOOKING SOUTHWEST ALONG XERXES



elaine swenson graham architects  
500 Washington Avenue South  
Minneapolis, Minnesota 55415  
612.338.5500  
www.esgarchitects.com

I hereby certify that this document was prepared by me or under my direct supervision and that I am a duly licensed architect under the laws of the State of Minnesota.

Signature: \_\_\_\_\_  
Printed Name: \_\_\_\_\_  
License No.: \_\_\_\_\_

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CITY OF EDINA  
PDP & REZONING  
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03/03/2014

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PROJECT NUMBER

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DATE BY DATE BY

6725 YORK AVE.

PERSPECTIVE VIEWS  
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6725 YORK AVE.  
EDINA, MN



These elevations are for reference only. They are not to be used for construction. All dimensions are in feet and inches. All elevations are in feet above grade unless otherwise noted. All elevations are in feet above grade unless otherwise noted.

ISSUED FOR REFERENCE ONLY  
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CITY OF EDINA PDP & REZONING SUBMITTAL 03/03/2014		PROJECT NO. 14-10001	DATE 03/03/2014
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85. 6725 YORK AVE. (SEE PLAN)

86. 6725 YORK AVE. (SEE PLAN)

87. 6725 YORK AVE. (SEE PLAN)

88. 6725 YORK AVE. (SEE PLAN)

89. 6725 YORK AVE. (SEE PLAN)

90. 6725 YORK AVE. (SEE PLAN)

91. 6725 YORK AVE. (SEE PLAN)

92. 6725 YORK AVE. (SEE PLAN)

93. 6725 YORK AVE. (SEE PLAN)

94. 6725 YORK AVE. (SEE PLAN)

95. 6725 YORK AVE. (SEE PLAN)

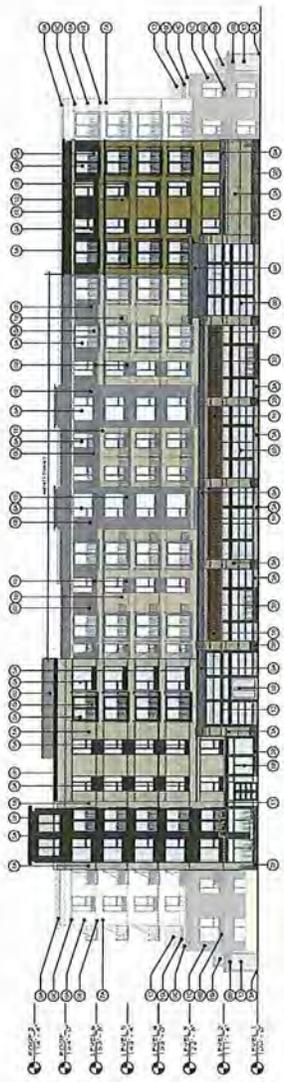
96. 6725 YORK AVE. (SEE PLAN)

97. 6725 YORK AVE. (SEE PLAN)

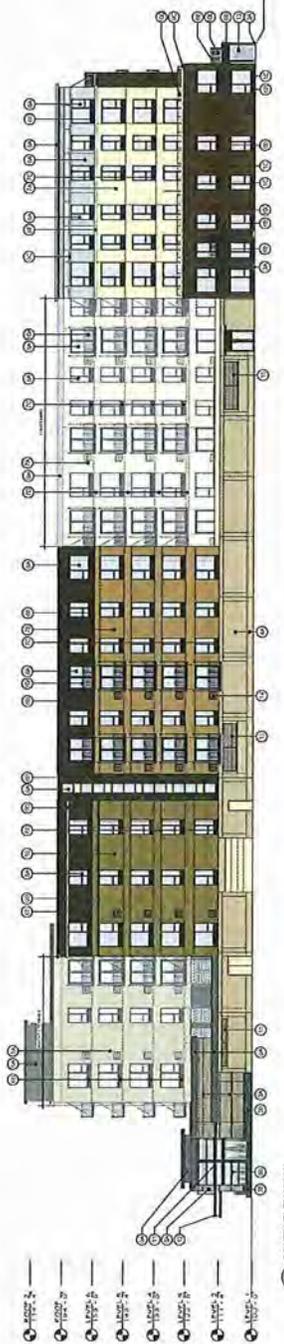
98. 6725 YORK AVE. (SEE PLAN)

99. 6725 YORK AVE. (SEE PLAN)

100. 6725 YORK AVE. (SEE PLAN)



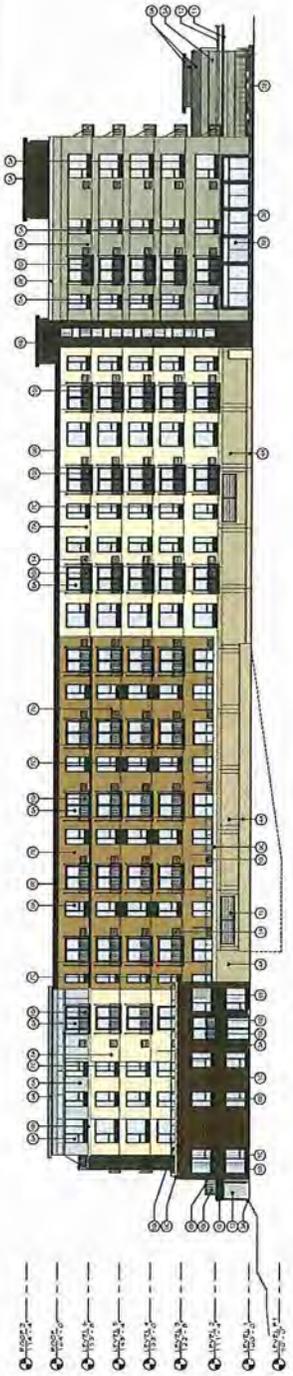
WEST ELEVATION (FACING YORK AVE.)



SOUTH ELEVATION



EAST ELEVATION (FACING XERES AVE.)



NORTH ELEVATION

A3

6725 YORK AVE.  
Edina, MN



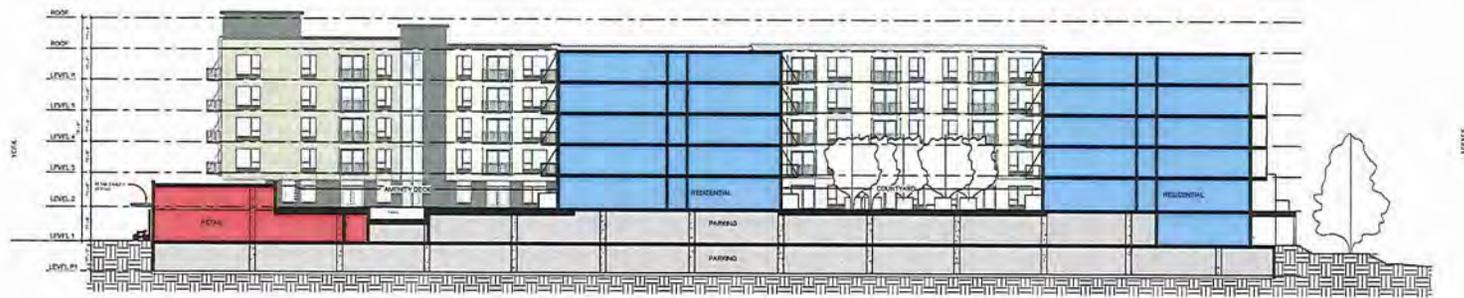
Edina York Ave. Graham Architects  
1011 Washington Avenue, South  
Minneapolis, Minnesota 55415  
P: 612-715-5388  
F: 612-715-5182  
WWW.GRAHAMARCH.COM

I hereby certify that this document was prepared by me or under my direct supervision and that I am a duly licensed architect under the laws of the State of Wisconsin.

Name: \_\_\_\_\_  
Type of Project: \_\_\_\_\_  
License # \_\_\_\_\_

**ISSUED FOR REFERENCE ONLY**  
**NOT FOR CONSTRUCTION**

7/14

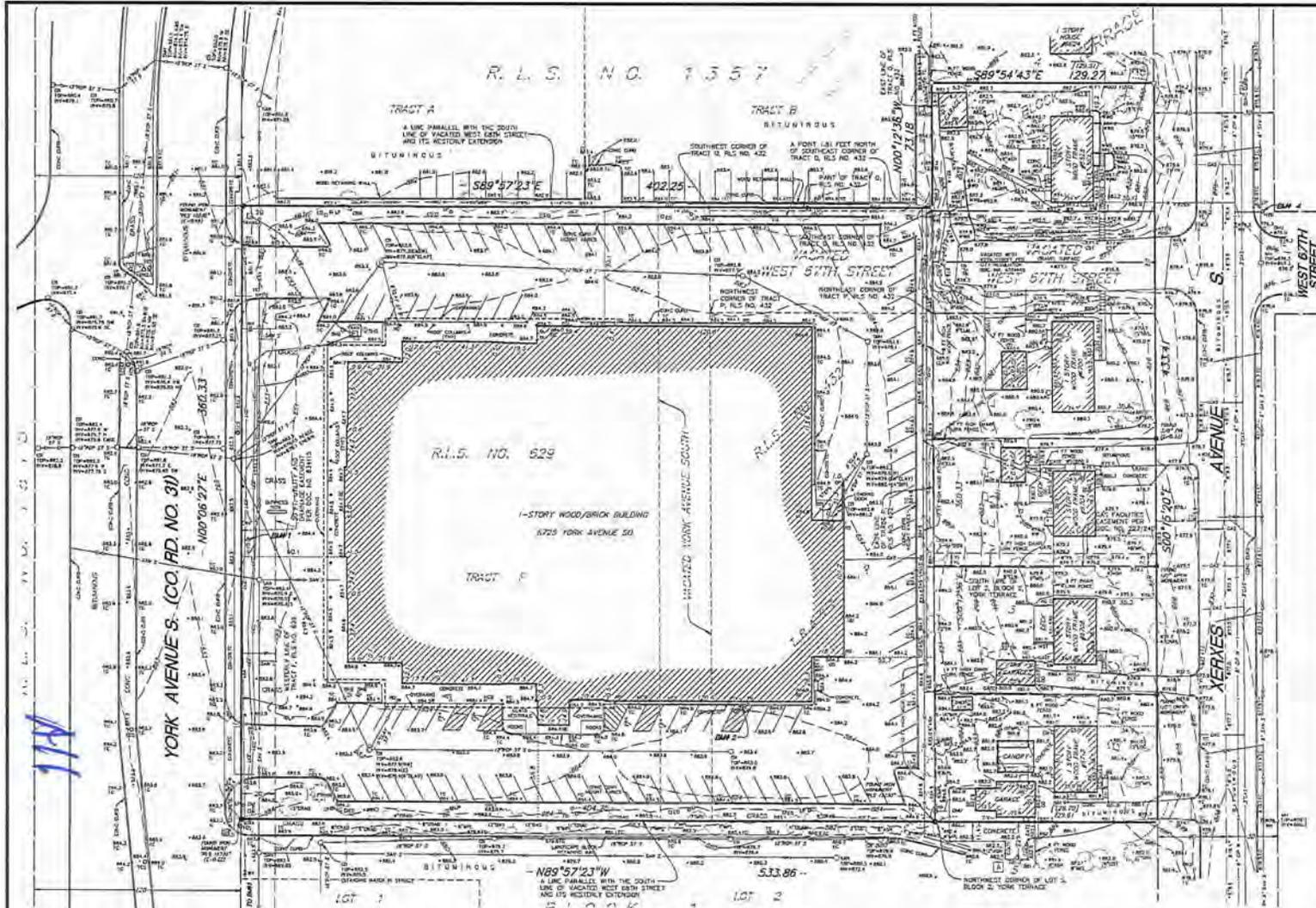


1 BUILDING MASSING SECTION WEST/EAST  
SHEET A4.1

CITY OF EDINA PDP & REZONING SUBMITTAL 03/03/2014		
ORIGINAL ISSUE	12.18.2012	
REVISIONS		
No.	Description	Date
213506	PROJECT NUMBER	
ESG	ESG	
DRAWN BY	DESIGNED BY	
6725 YORK AVE.		
BUILDING SECTION A4.1		

Edina York Ave.





**GENERAL NOTES**

- 1.) Survey coordinate and bearing base: Hennepin County Coordinate System NAD83 (1983)
- 2.) At the time field work was performed for this survey, there was a significant amount of snow on the ground. Physical features were located to the best of our ability, but there may be additional features that were not visible and, therefore, not shown herein.

**UTILITY NOTES**

- 1.) Utility information from plans and markings was combined with assumed evidence of utilities to develop a map of the underground utilities shown herein. However, location, association, the exact location of underground features cannot be accurately, completely and reliably depicted. Where additional or more detailed information is required, excavation may be necessary.
- 2.) Other underground utilities of which we are unaware may exist. Verify all utilities critical to construction or design.
- 3.) Some underground utility locations are shown as marked on site by the utility companies whose locators responded to our Gopher State One Call, ticket numbers 140340024, 140340022, 140340021, 140340020 and 140340018.
- 4.) Contact GOPHER STATE ONE CALL at 651-454-0002 (800-352-1166) for precise or site location of utilities prior to any excavation.

**DESCRIPTION OF PROPERTY SURVEYED**

(Per Certificate of Title No. 1159236)

All that part of vacated West 67th Street indicated in the plat of "York Terraces" lying West of a line drawn from the Southwest corner of Tract E, Registered Land Survey No. 432 to the Northwest corner of Tract P of said Registered Land Survey and (also East of a line drawn from the Southwest corner of said Tract G to the Northwest corner of Tract F, and

all that part of vacated York Avenue South, indicated in the plat of "York Terraces" and all that part of Tract P, Registered Land Survey No. 432, and all that part of Tract F, Registered Land Survey No. 432, lying North of the line described in the foregoing, at the Northwest corner of Lot 5, Block 2, "York Terraces", thence running Westward parallel with the South line of vacated West 67th Street opposite in the plat of "York Terraces", and its westerly extension to a point in the West line of said Tract F, and thence terminating, and all that part of said Tract F, all that part of Tract Q, Registered Land Survey No. 432, and the West part of vacated York Avenue South indicated in the plat of "York Terraces", lying South of the following described line, beginning at a point in the East line of said Tract G, said point being 1.81 feet North of the Southeast corner of said Tract Q as required along the East line thereof, thence running Westward parallel with said South line of vacated West 67th Street and its westerly extension to a point in the West line of said Tract F, and then terminating.

AND

Lot 1, Block 2, "York Terraces" (Certificate of Title No. 1159236)

AND

Lot 2, Block 2, "York Terraces" (Certificate of Title No. 1325237)

AND

Lot 3, Block 2, "York Terraces" (Certificate of Title No. 1100460)

AND

Lot 4, Block 2, "York Terraces" (Certificate of Title No. 1143689)

AND

Lot 5, Block 2, "York Terraces" (Certificate of Title No. 1260227)

And a part of vacated West 67th Street per City Resolution, Item No. 4734665

Property is located in Hennepin County, Minnesota.

**TITLE COMMITMENT**

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

**AREA**

Area = 201,407 square feet or 4.624 acres

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

Dated this 13th day of February, 2018

SUNDE LAND SURVEYING, LLC  
 by *Thomas F. Carlson*  
 Licensed P. Carlson, P.L.S. Minn. Lic. No. 44890

Assigned lots to east	1340	2/13/2018
Created	1,67	0.00
Deleted	1,340	0.00

Boundary, Location, Topographic and Utility Survey for:  
**LENNAR MULTIFAMILY INVESTORS, LLC**  
 EDINA, MINNESOTA

**SUNDE LAND SURVEYING**  
 100 East Broadway, Suite 1201 • Edina, MN 55425 • 952-921-1200  
 9700 Hennepin Avenue, Suite 100 • Minneapolis, MN 55424 • 952-921-1200  
 www.sunde.com

Project: 2018-0284 Date: 02/13/2018 Sheet: 1 of 1  
 Drawn: TFC Revised: TFC Section: 20  
 File: 20180284.dwg Date: 02/13/2018

**LIST OF POSSIBLE ENCROACHMENTS**

The following list of possible encroachments is only the opinion of the surveyors and should not be interpreted as a legal opinion and should not be relied upon as a complete listing.

A.) Possible encroachments are indicated on survey with markers as listed below.

A.) Concrete pad across south line of Lot 4, Block 2.

**BENCH MARKS (BM) N.G.V.D. 29**

- 1.) Top of top nut of 2nd ring hydrant south of 66th St, on the west side of York Ave. Elevation = 633.32 feet
- 2.) Top of iron indicator valve near southeast corner of 66th St, 6725 York Avenue St. Elevation = 637.11 feet
- 3.) Top of top nut of 2nd ring hydrant south of 66th St, on the east side of York Ave. Elevation = 634.45 feet
- 4.) Top of top nut of hydrant in northwest quadrant of Terrace Ave and 67th St. Elevation = 678.15 feet

**LEGEND**

BM	Denotes iron benchmark set marked with P.L.S. No. 44890	CD	Denotes cast iron pipe	PC	Denotes post indicator valve
CC	Denotes concrete curb	CE	Denotes concrete curb	PE	Denotes plastic pipe
CS	Denotes concrete sidewalk	CF	Denotes concrete footing	PF	Denotes plastic pipe
CT	Denotes concrete top	CG	Denotes concrete gutter	PG	Denotes plastic pipe
CU	Denotes concrete utility	CH	Denotes concrete hole	PH	Denotes plastic pipe
CV	Denotes concrete vault	CI	Denotes concrete island	PI	Denotes plastic pipe
CA	Denotes concrete apron	CC	Denotes concrete curb	PC	Denotes post indicator valve
CB	Denotes concrete base	CE	Denotes concrete curb	PE	Denotes plastic pipe
CC	Denotes concrete curb	CF	Denotes concrete footing	PF	Denotes plastic pipe
CD	Denotes concrete driveway	CG	Denotes concrete gutter	PG	Denotes plastic pipe
CE	Denotes concrete curb	CH	Denotes concrete hole	PH	Denotes plastic pipe
CF	Denotes concrete footing	CI	Denotes concrete island	PI	Denotes plastic pipe
CG	Denotes concrete gutter	CH	Denotes concrete hole	PH	Denotes plastic pipe
CH	Denotes concrete hole	CI	Denotes concrete island	PI	Denotes plastic pipe
CI	Denotes concrete island	CC	Denotes concrete curb	PC	Denotes post indicator valve
CC	Denotes concrete curb	CE	Denotes concrete curb	PE	Denotes plastic pipe
CD	Denotes concrete driveway	CF	Denotes concrete footing	PF	Denotes plastic pipe
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CE	Denotes concrete curb	CH	Denotes concrete hole	PH	Denotes plastic pipe
CF	Denotes concrete footing	CI	Denotes concrete island	PI	Denotes plastic pipe
CG</					

6725 YORK AVE.  
 COLLE, WA

**RECEIVED**  
 3-25-14



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 588 WASHINGTON AVENUE SOUTH  
 SEASIDE, WASHINGTON 98148  
 P: 206.328.5322  
 F: 206.328.5322  
 WWW.ESGARCHITECTS.COM

ISSUES TRACKING SHEET  
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DATE: 03/03/2014  
 DRAWN BY: [Name]  
 CHECKED BY: [Name]

**ISSUED FOR REFERENCE ONLY**  
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SD PRICING SET  
 03/03/2014

ORIGINAL ISSUE: [Date]  
 REVISIONS:

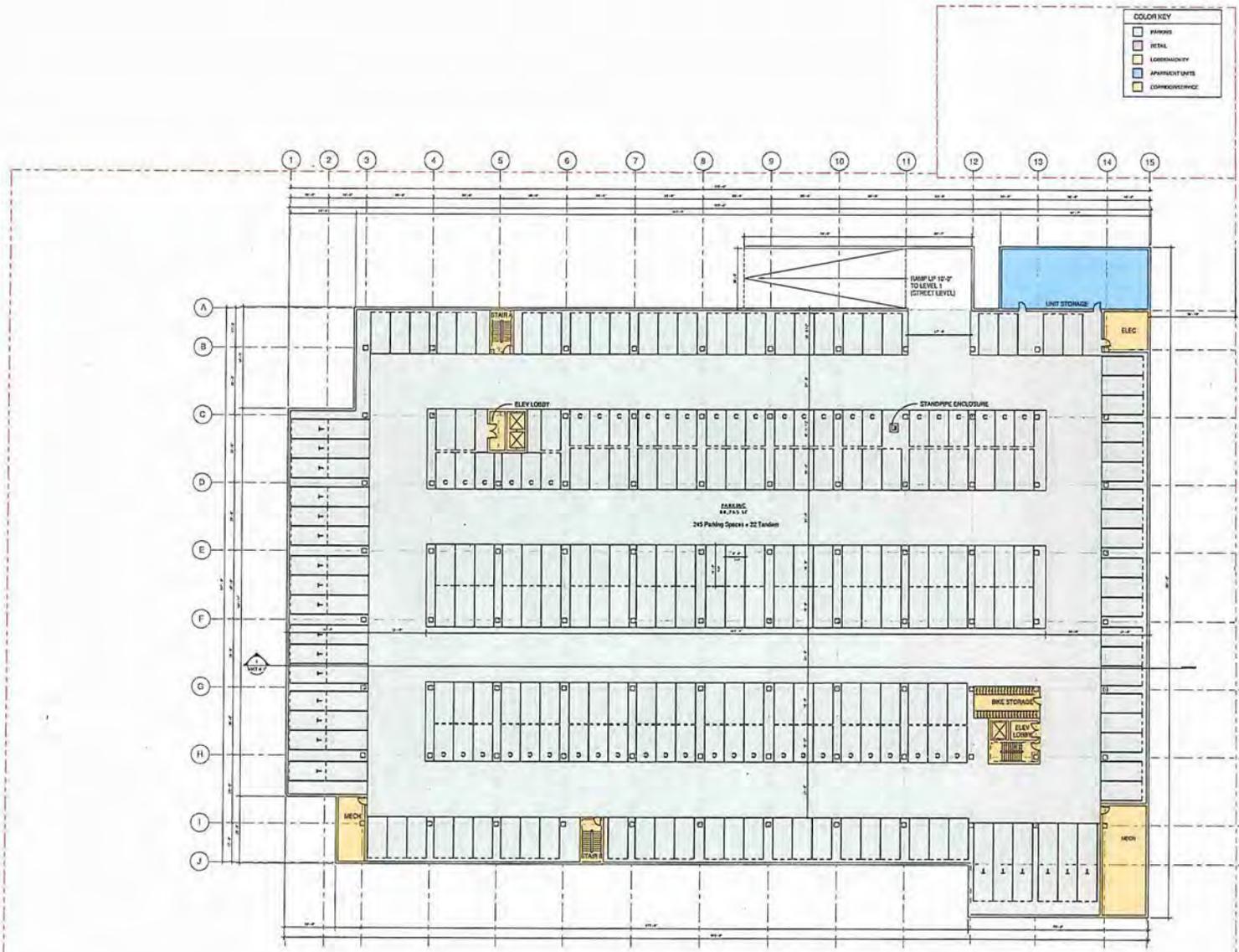
No.	Description	Date

21.3156  
 PROJECT NUMBER  
 ESG ESG  
 DRAWN BY: [Name] PROJECT BY: [Name]

6725 YORK AVE.  
 PLAN - LEVEL P1 (PARKING)  
**A1.0**

**COLOR KEY**

- PARKING
- DETAIL
- LOBBY/ENTRY
- APARTMENT UNITS
- COMMONS/STORAGE



K17

6725 YORK AVE.  
 BOSTON, MA

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 3-25-14

**ESG**

ALTERNATIVE CONSTRUCTION SYSTEM ARCHITECTS  
 588 WASHINGTON AVENUE, SUITE 200  
 BOSTON, MASSACHUSETTS 02110  
 TEL: 617.267.5555  
 FAX: 617.267.5556  
 WWW.ACSYSTEMS.COM

I hereby certify that this document was prepared by me or under my direct supervision and that I am a duly licensed architect under the laws of the State of Massachusetts.

Signature: \_\_\_\_\_  
 Printed Name: \_\_\_\_\_  
 License No.: \_\_\_\_\_

A  
 B

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E

SD PRICING SET  
 F 03/03/2014

ORIGINAL DATE:  
 REVISED

NO.	Description	Date

H

213386  
 Project #  
 ESG ESG  
 Date Date  
 J

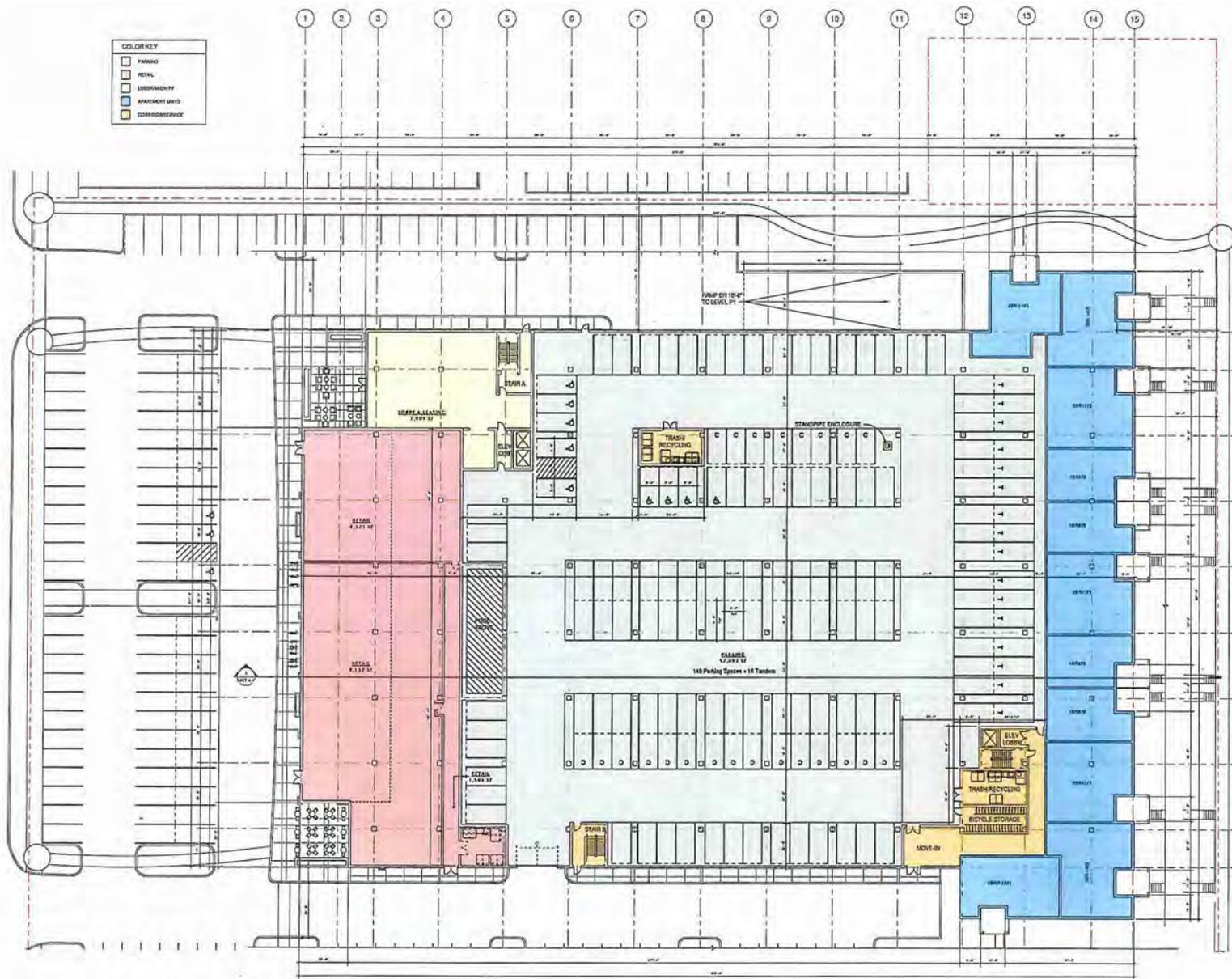
6725 YORK AVE.

PLAN - LEVEL 1 (STREET LEVEL)

A1.1

**COLORKEY**

[Pink Box]	PARKING
[Light Blue Box]	RETAIL
[Light Green Box]	LOBBY/ENTRY
[Light Yellow Box]	APARTMENT UNITS
[Yellow Box]	COMMON SERVICE



PLAN - LEVEL 1 (STREET LEVEL)  
 SHEET 01.1

A1.1

DATE PLOTTED: 03/03/2014 10:00 AM

6725 YORK AVE.  
 EGM, MN

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 3-25-14



ALICE TAYLOR GROUP ARCHITECTS  
 588 WASHINGTON AVENUE SOUTH  
 MINNEAPOLIS, MINNESOTA 55415  
 P 612.339.3300  
 F 612.339.3302  
 WWW.ALTGROUP.COM

ISSUES LIST: SEE THE DETAIL SHEET FOR  
 A COMPLETE LIST OF ALL ISSUES. APPROVED  
 AND NOTED BY THE ARCHITECT AND THE  
 OWNER'S REPRESENTATIVE.

DATE: 03/03/2014  
 DRAWING NO.: 213556

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 REFERENCE ONLY  
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SD PRICING SET  
 03/03/2014

ORIGINAL SET: 4/20/14  
 REVISIONS:

NO.	Description	Date
(G)		
(H)		
(I)		
(J)		

6725 YORK AVE.

PLAN - LEVEL 7  
 A1.2

**COLOR KEY**

[Blue Box]	PARKING
[Light Blue Box]	RETAIL
[Yellow Box]	LOBBY/COMMON
[Light Blue Box]	APARTMENT UNITS
[Orange Box]	COMMON SERVICE



A1.1

6725 YORK AVE.  
DALLAS, TX

**RECEIVED**  
3-25-14



Address: 6725 York Avenue, Dallas, TX 75214  
 1500 North Central Expressway, Suite 1500  
 Dallas, TX 75201  
 Tel: 214.733.9382  
 Fax: 214.733.9382

ESG is not responsible for any errors or omissions in this drawing and shall not be held liable for any consequences arising from the use of this drawing.

DATE: 03/03/2014  
 DRAWN BY: [Name]  
 CHECKED BY: [Name]

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E	SD PRICING SET 03/03/2014
F	ORIGINAL ISSUE: 03/03/2014
G	REVISIONS Description Date
H	
I	013556
J	ESG ARCHITECT
	6725 YORK AVE.
	PLAN - LEVEL 3-5 A1.3

**COLOR KEY**

[Blue Box]	PARKING
[Red Box]	MECH
[Yellow Box]	LOBBY/STAIRWELL
[Light Blue Box]	APARTMENT UNITS
[Orange Box]	CORRIDOR/SERVICE



A20

6725 YORK AVE.  
Edina, MN

RECEIVED  
3-25-14



ESG DESIGN GROUP ARCHITECTS  
598 WASHINGTON AVENUE SUITE 300  
MINNEAPOLIS, MINNESOTA 55415  
P. 612.338.3388  
F. 612.338.3387  
WWW.ESGDESIGN.COM

I hereby certify that this document is an  
approved set of construction documents  
and that I am a duly licensed architect  
under the laws of the State of Minnesota.

DATE: \_\_\_\_\_  
TYPE OF PROJECT: \_\_\_\_\_

(A)

(B)

ISSUED FOR  
REFERENCE  
ONLY

NOT FOR  
CONSTRUCTION

(E)

SD PRICING SET  
03/03/2014

PROXIMAL ISSUE: \_\_\_\_\_

REVISIONS

(C) Description Date

(H)

2/13/06

ESG ESG

J

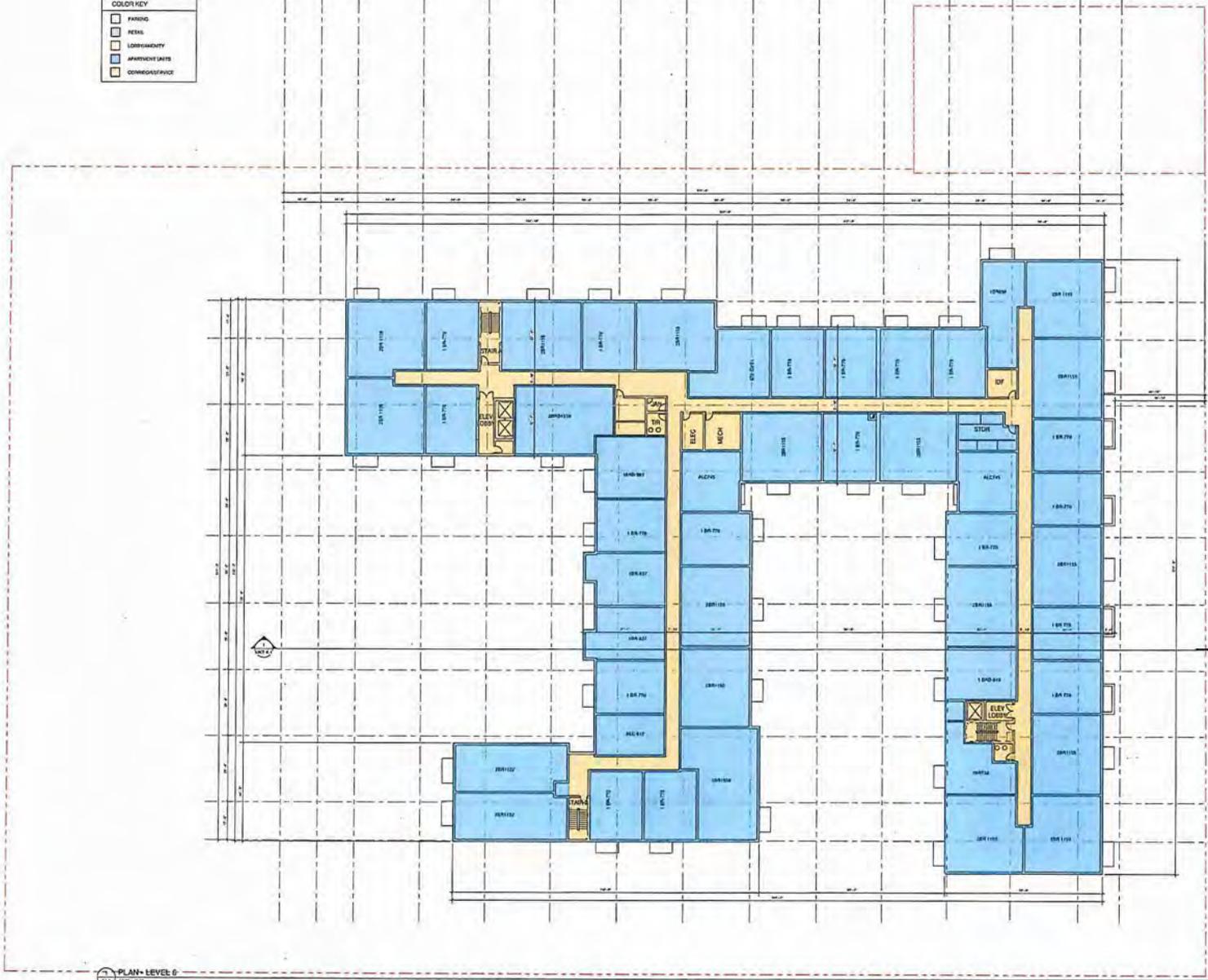
6725 YORK AVE.

PLAN - LEVEL 6

A1.6

COLOR KEY	
[Light Blue Box]	PARKING
[Yellow Box]	MEAL
[Light Blue Box]	LOBBY/STAIRWAY
[Light Blue Box]	APARTMENT UNITS
[Light Blue Box]	COMMONS/STORAGE

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15



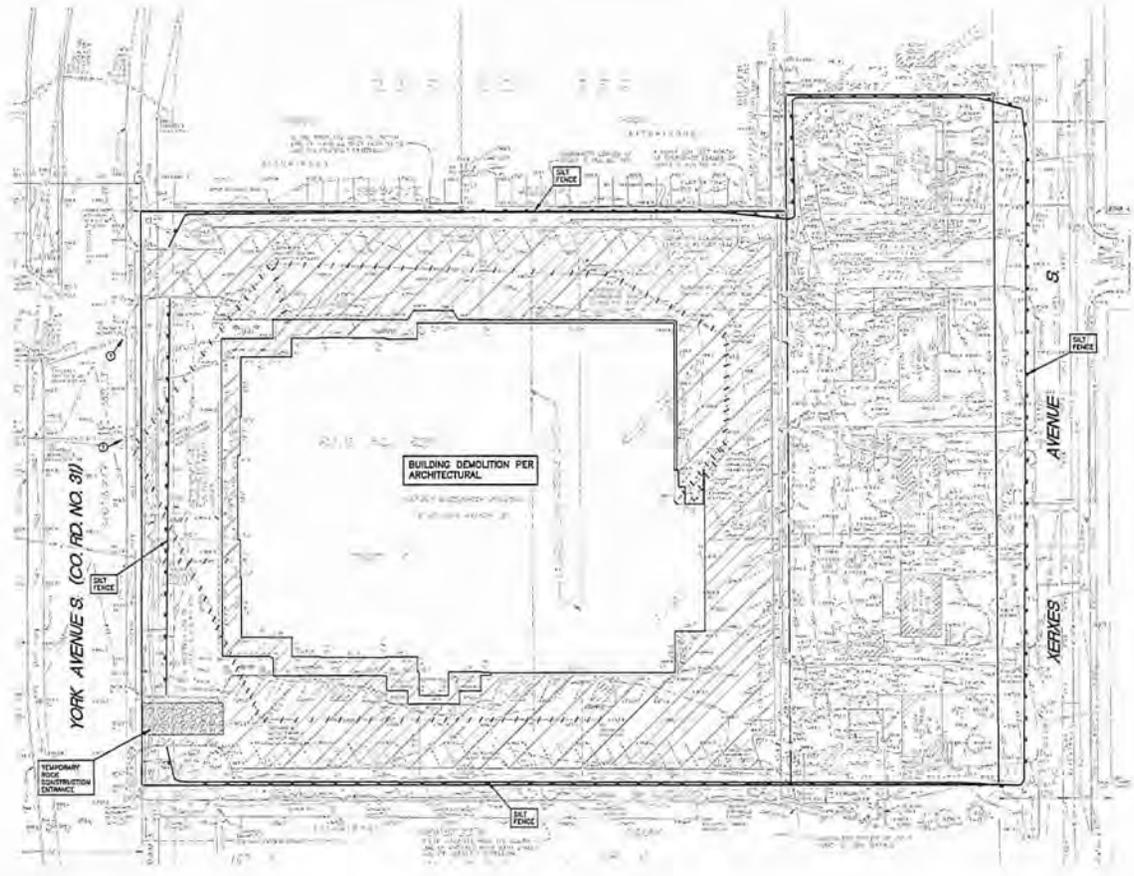
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PLAN - LEVEL 6  
DATE

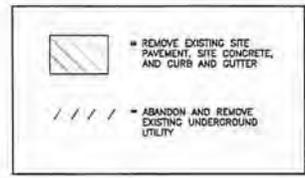
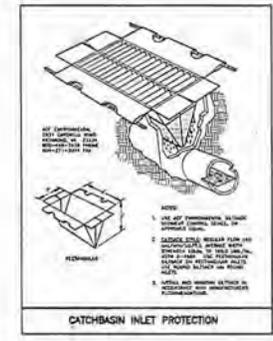
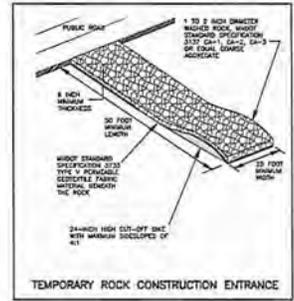
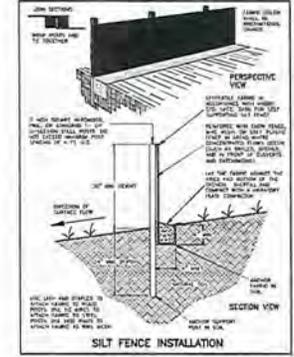
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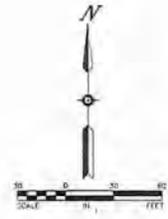
**KEYNOTES:**  
 ① - CATCH BASIN INLET PROTECTION (ACF SILT SACK OR CITY OF MINNEAPOLIS APPROVED EQUAL). SEE DETAIL.



A22



SEE LANDSCAPE PLANS FOR TREE PROTECTION DETAILS



SEE SHEETS C1.3 AND C1.4 FOR ADDITIONAL NOTES AND DETAILS

**SITE CLEARING**

1. Perform all clearing and grading work in accordance with the provisions of MNDOT Standard Specification Section 2101, and the additional requirements contained herein.
2. Clearing is defined as the complete removal and disposal of all portions of natural and artificial obstructions including structures, trees, shrubs, bushes, sod, and other vegetation in the designated areas that will above ground except stumps. Clearing is defined as the excavation, removal, and disposal of all portions of natural and artificial obstructions including structures, trees, shrubs, bushes, sod, and other vegetation that exist below ground including stumps.
3. Clear and grade the construction area in advance of the grading operation.
4. **Remove Existing Pavement:** Completely remove all slabs, roads 40 mm (1.5 inches) in diameter or larger, buried pipes, and all other obstructions existing within the limits of the new building and to horizontal distance of 4.5 m (15 feet) beyond the building walls.
5. **Remove Existing Curb and Gutter:** Curb of slabs, roads 40 mm (1.5 inches) in diameter or larger, buried pipes, and all other obstructions existing within the grading limits to a depth of not less than 1 m (32.8 feet) below the existing ground surface or subgrade exception, whichever is deeper.
6. Excavate and compact all depressions resulting from the clearing and grading operation with suitable materials in order to make the surface conform to the original natural surface of the ground.
7. After the site has been cleared and prior to any cutting or filling operations, strip all brush and organic soils from areas to be built upon, paved, or where grades are to be changed more than 152 mm (6 inches). Strip the existing topsoil to whatever depth is recommended. Protect underlying soil with underlay fabric, or other appropriate material. Remove heavy growth of grass from areas before striping. Where trees are to be left standing, strip brush striping a buffer zone away from the trees in order to prevent damage to the root root system.
8. Spoils pile to be provided in an area clear of the new construction. Remove excess soil from the site.
9. Control erosion in a manner that will freely drain surface water. Minimize soil erosion from paths and drains. Do not disturb site drainage. Do not excavate to excessive depth of 3 feet.
10. Keep the soil storable area in order to prevent drying and dust.



ES&G Location of Office Activities  
 150 Washington Avenue South  
 Minneapolis, Minnesota 55415  
 P 612.339.1104  
 F 612.339.5382  
 www.esandg.com

I hereby certify that this document was prepared by me or under my direct supervision and that I am a duly Licensed ENGINEER under the laws of the State of Minnesota.



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CITY OF EDINA  
 PDP & ZONING  
 SUBMITTAL  
 03/03/2014

ORIGINAL ISSUE: 03/03/14		
REVISIONS		
No.	Description	Date

713506  
 PROJECT NUMBER

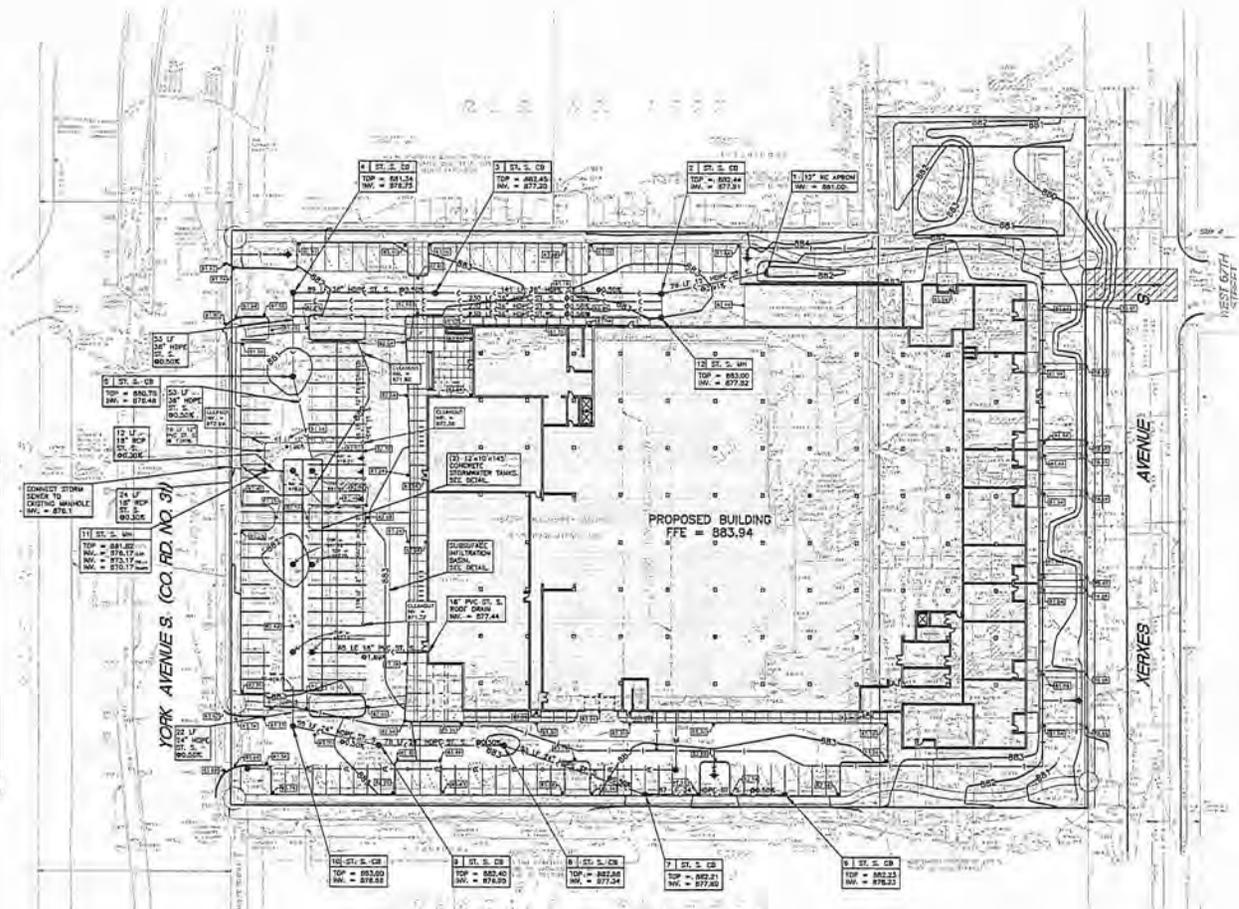
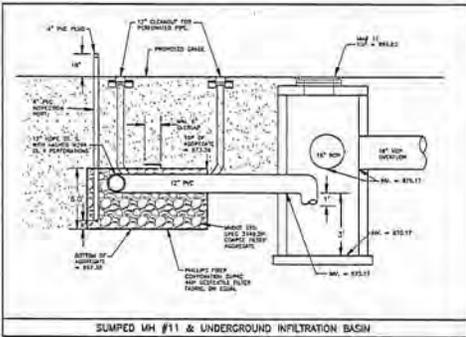
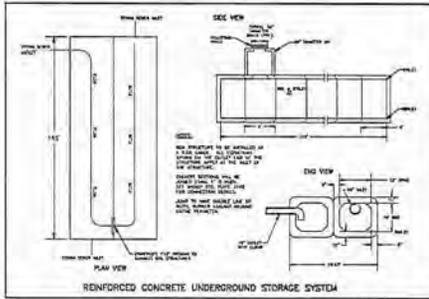
NM MLE  
 Date: 03/03/14

6725 YORK AVE.  
 DEMOLITION AND EROSION CONTROL PLAN

C1.0



No construction, demolition or commercial power maintenance equipment shall be operated within the city between the hours of 6:00pm and 7:00am on weekdays, or during any hours on Saturdays, Sundays and state and federal holidays, except under permit.



A23



SEE SHEETS C1.3 AND C1.4 FOR ADDITIONAL NOTES AND DETAILS

- INFILTRATION AREAS:**
- Protect the infiltration area from compaction and disturbance of adjacent soils.
  - Schedule the construction so that excavation of the infiltration system is final grade occurs after the surrounding drainage areas have been constructed and fully stabilized. Compact the infiltration areas to within one foot of final grade initially. Delay final excavation of the basin floor until all disturbed areas tributary to the basin are stabilized. Utilize tracked excavation equipment that has rockers and leveling procedures. No heavy equipment is allowed on the infiltration areas before or after construction.
  - Provide spot-check infiltrometer testing of the infiltration sites as directed to verify infiltration rates used for the basin design. Perform a minimum of 5 tests at each infiltration site. The tests shall be performed at the bottom elevation of the infiltration basin and shall be performed by a qualified geotechnical professional. Do not backfill excavation until soil type and infiltration rate verification has been made.
  - Soil filter aggregate shall be a free draining mineral product, excluding crushed concrete, quarry rock, shellstone, crushed granite, and recycled bituminous residue.
  - Place all excavated materials downstream and away from the infiltration areas during and after excavation.



6725 LEXINGTON AVENUE ARCHITECTS  
500 WASHINGTON AVENUE SOUTH  
MINNEAPOLIS, MINNESOTA 55415  
612.339.1539  
612.339.2182  
WWW.ES&GARCH.COM

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**CITY OF EDINA  
PDP & REZONING  
SUBMITTAL  
03/03/2014**

ORIGINAL ISSUE:	10/10/14	
REVISIONS:		
No.	Description	Date

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PROJECT NUMBER

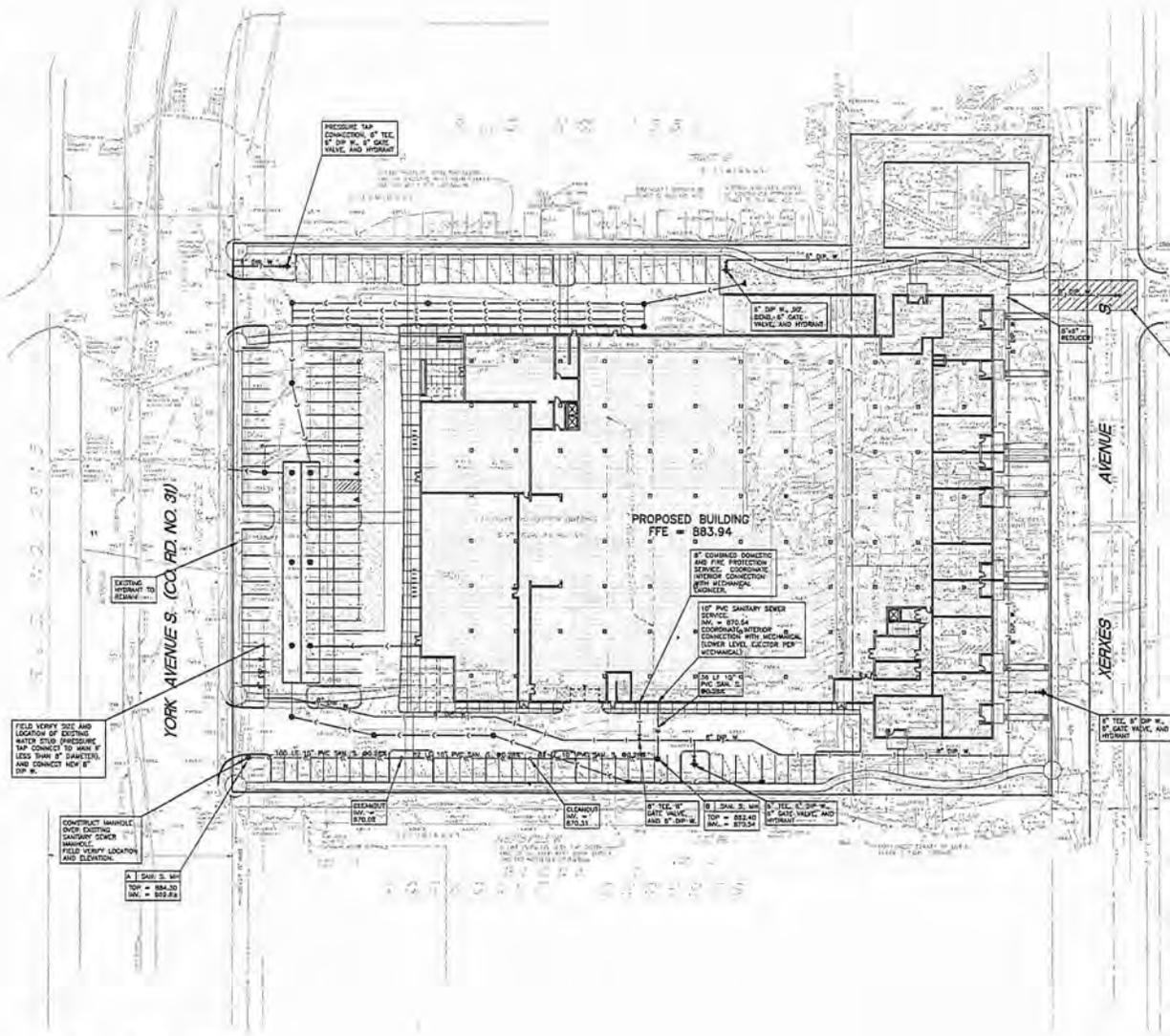
NAME	DATE
THOMAS	10/10/14

6725 YORK AVE.  
GRADING AND DRAINAGE PLAN

**C1.1**



No construction, demolition or commercial waste maintenance equipment shall be operated within the city between the hours of 6:00pm and 7:00pm on weekdays or during city hours on Saturdays, Sundays and public and school holidays, except under permit.



A24



SEE SHEETS C1.3 AND C1.4 FOR ADDITIONAL NOTES AND DETAILS



ES&G  
1533 Midwestern Junction Road  
Minneapolis, Minnesota 55415  
P: 612-379-1000  
F: 612-379-5388  
www.esandg.com

I hereby certify that this document was prepared by me or under my direct supervision and that I am a duly licensed ENGINEER under the laws of the State of Minnesota.

\_\_\_\_\_  
Title or Position

\_\_\_\_\_  
Date



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03/03/2014

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No. Description Date

213506  
PROJECT NUMBER  
N/M MK  
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6725 YORK AVE.

SEWER AND WATER UTILITIES

C1.2



ESG  
 550 Washington Avenue, Suite 1000  
 Minneapolis, Minnesota 55415  
 Tel: 763.333.5500  
 Fax: 763.333.5501  
 www.esgofc.com

I hereby certify that the information presented herein is true and correct to the best of my knowledge and belief and that I am a duly Licensed Landscape Architect under the laws of the State of Minnesota.

Signature: \_\_\_\_\_  
 Title: \_\_\_\_\_  
 License No.: \_\_\_\_\_



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ORIGINAL ISSUE: 03/03/14  
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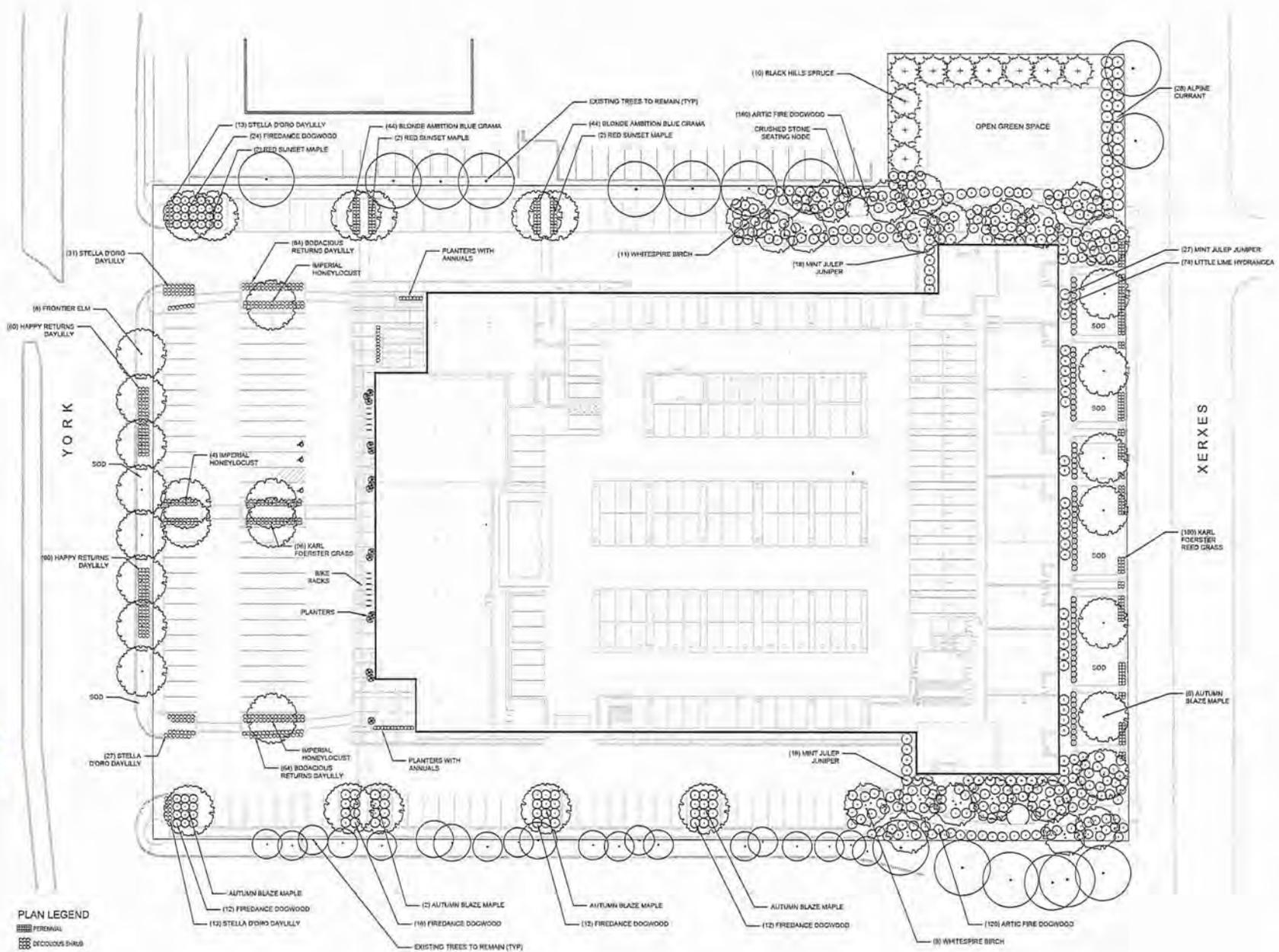
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JS  
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6725 YORK AVE.

LANDSCAPE PLAN  
**LA1.0**



- PLAN LEGEND**
- PERENNIAL
  - DECIDUOUS SHRUB
  - CONIFEROUS SHRUB
  - DECIDUOUS TREE

1 LANDSCAPE PLANTING PLAN



AAS

3/1/14 10:30 AM



Edina Environmental Solutions  
150 Washington Avenue South  
Minneapolis, Minnesota 55411  
P 612.339.3333  
F 612.339.3333  
www.esgllc.com

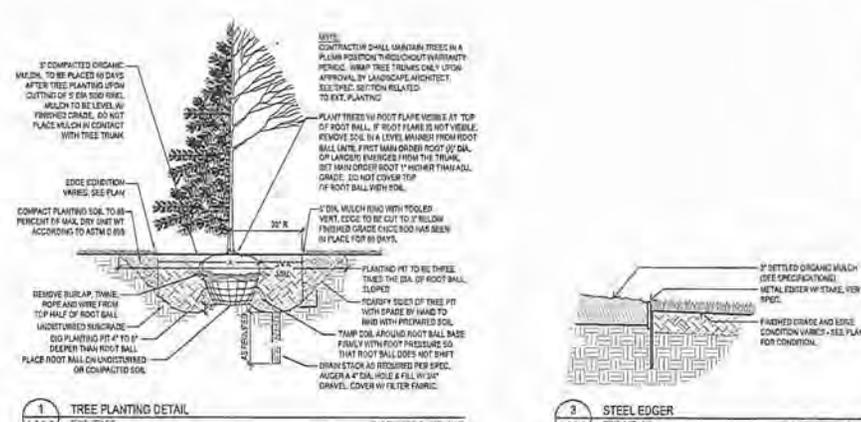
I warrant that the information contained herein was prepared by me or under my direct supervision and that I am a duly Licensed Professional Engineer in the State of Minnesota.

Professional Engineer  
No. 1000000000

Edina Environmental Solutions  
150 Washington Avenue South  
Minneapolis, Minnesota 55411  
P 612.339.3333  
F 612.339.3333  
www.esgllc.com

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A259



**PLANTING DETAILS**

TOTAL	SYM	QTY	COMMON NAME	SCIENTIFIC NAME	SIZE	CONT.	COMMENTS
<b>DECIDUOUS TREES</b>							
1	1	1	AUTUMN BLAZE MAPLE	Acer x fraxinifolium	2 1/2" CAL	BAR	SINGLE STRAIGHT LEADER
1	1	1	PROSPER FLAM	Ulmus parviflorus	2 1/2" CAL	BAR	SINGLE STRAIGHT LEADER
1	1	1	AMERICAN HONEY LOCUST	Gleditsia triacanthos var. pedunculata	2 1/2" CAL	BAR	SINGLE STRAIGHT LEADER
1	1	1	RED SUNSET BIRCH	Betula pendula	2 1/2" CAL	BAR	SINGLE STRAIGHT LEADER
1	1	1	WHITE SPICE BIRCH	Betula picea	2 1/2" CAL	BAR	SINGLE STRAIGHT LEADER
<b>EVERGREEN TREES</b>							
1	1	1	BLACK HOLE SPREDE	Pinus strobus	2" POT	BAR	
<b>DECIDUOUS SHRUBS</b>							
1	1	1	ARC-TIC FIRE DOGWOOD	Cornus alternifolia	16" POT	15 CONT.	SPACE PER PLAN
1	1	1	FRANKLIN'S DOGWOOD	Cornus sericea	16" POT	15 CONT.	PLANT 2" O.C.
1	1	1	LITTLE LEAF HYDRANGEA	Hydrangea paniculata	18" POT	15 CONT.	SPACE PER PLAN
<b>EVERGREEN SHRUBS</b>							
1	1	1	WINTER WIT JALAP	Juniperus communis	12" POT	15 CONT.	SPACE PER PLAN
<b>PERENNIALS</b>							
1	1	1	BLISSFUL LAMBTON BLUE GRAMA	Stipa capensis	18" HT	15 CONT.	SPACE PER PLAN
1	1	1	RODODENDRUM DAVIDILLY	Rhododendron	18" HT	15 CONT.	SPACE PER PLAN
1	1	1	HAPPY RETURN DAFFILLY	Galanthus	18" HT	15 CONT.	SPACE PER PLAN
1	1	1	YAKI YAKI RED GRASS	Stipa capensis	18" HT	15 CONT.	SPACE PER PLAN
1	1	1	STELLA DORADAYILLY	Stipa capensis	18" HT	15 CONT.	SPACE PER PLAN

**PLANTING SCHEDULE**

**GENERAL NOTES**

- CONTRACTOR SHALL INSPECT THE SITE AND BECOME FAMILIAR WITH EXISTING CONDITIONS RELATING TO THE NATURE AND SCOPE OF WORK.
- CONTRACTOR SHALL VERIFY PLAN LAYOUT AND BRING TO THE ATTENTION OF THE LANDSCAPE ARCHITECT DISCREPANCIES WHICH MAY COMPROMISE THE DESIGN OR INTENT OF THE LAYOUT.
- CONTRACTOR SHALL ASSURE COMPLIANCE WITH APPLICABLE CODES AND REGULATIONS COVERING THE WORK AND MATERIALS SUPPLIED.
- CONTRACTOR SHALL PROTECT EXISTING ROADS, CURBS/CUTTERS, TRAILS, TREES, LAWN AND SITE ELEMENTS DURING CONSTRUCTION OPERATIONS. DAMAGE TO SAME SHALL BE REPAIRED AT NO ADDITIONAL COST TO THE OWNER.
- CONTRACTOR SHALL VERIFY ALLOWANCE AND LOCATION OF UNDERGROUND AND ABOVE GRADE UTILITIES AND PROVIDE THE NECESSARY PROTECTION FOR SAME BEFORE CONSTRUCTION BEGINS (MINIMUM 10' CLEARANCE).
- CONTRACTOR SHALL COORDINATE THE PHASES OF CONSTRUCTION AND PLANTING INSTALLATION WITH OTHER CONTRACTORS WORKING ON SITE.
- UNDERGROUND UTILITIES SHALL BE INSTALLED SO THAT TRENCHES DO NOT CUT THROUGH ROOT SYSTEMS OF EXISTING TREES TO REMAIN.
- EXISTING CONTOURS, TRAILS, VEGETATION, COMBUTTER AND OTHER ELEMENTS ARE BASED UPON INFORMATION FURNISHED TO THE LANDSCAPE ARCHITECT BY OTHERS. CONTRACTOR SHALL VERIFY DISCREPANCIES PRIOR TO CONSTRUCTION AND NOTIFY LANDSCAPE ARCHITECT OF SAME.
- HORIZONTAL AND VERTICAL ALIGNMENT OF PROPOSED WALKS, TRAILS OR ROADWAYS ARE SUBJECT TO FIELD ADJUSTMENT REQUIRED TO CONFORM TO LOCALIZED TOPOGRAPHIC CONDITIONS AND TO MINIMIZE TREE REMOVAL AND GRADING. CHANGES IN ALIGNMENT AND GRADES MUST BE APPROVED BY THE LANDSCAPE ARCHITECT PRIOR TO IMPLEMENTATION.
- CONTRACTOR SHALL REVIEW THE SITE FOR DEFICIENCIES IN SITE CONDITIONS WHICH MIGHT NEGATIVELY AFFECT PLANT ESTABLISHMENT, SURVIVAL OR MAINTENANCE. UNDESIRABLE SITE CONDITIONS SHALL BE BROUGHT TO THE ATTENTION OF THE LANDSCAPE ARCHITECT PRIOR TO BEGINNING OF WORK.
- CONTRACTOR IS RESPONSIBLE FOR ENSURING MAINTENANCE OF NEWLY INSTALLED MATERIALS UNTIL TIME OF SUBSTANTIAL COMPLETION. REPAIRS OF ACTS OF NEGLIGENCE OR DAMAGE (WHICH MAY OCCUR PRIOR) TO SUBSTANTIAL COMPLETION SHALL BE THE RESPONSIBILITY OF THE LANDSCAPE ARCHITECT.
- EXISTING TREES OR SIGNIFICANT SHRUB MATRINGS FOUND ON SITE SHALL BE PROTECTED AND SAVED UNLESS NOTED TO BE REMOVED OR ARE LOCATED IN AN AREA TO BE GRADED. QUESTIONS REGARDING EXISTING PLANT MATERIAL SHALL BE BROUGHT TO THE ATTENTION OF THE LANDSCAPE ARCHITECT PRIOR TO REMOVAL.
- EXISTING TREES TO REMAIN UPON COMPLETION OF LANDSCAPE ARCHITECT, SHALL BE FERTILIZED AND PRUNED TO REMOVE DEAD WOOD, DAMAGED AND RUBBING BRANCHES.
- CONTRACTOR SHALL PREPARE AND SUBMIT A WRITTEN REQUEST FOR THE SUBSTANTIAL COMPLETION INSPECTION OF LANDSCAPE AND SITE IMPROVEMENTS PRIOR TO SUBMITTING FINAL PAY REQUEST.
- CONTRACTOR SHALL PREPARE AND SUBMIT REPRODUCIBLE AS-BUILT DRAWINGS OF LANDSCAPE INSTALLATION, IRRIGATION AND SITE IMPROVEMENTS UPON COMPLETION OF CONSTRUCTION INSTALLATION AND PRIOR TO SUBSTANTIAL COMPLETION.
- SYMBOLS ON PLAN DRAWINGS TAKE PRECEDENCE OVER SCHEDULES IF DISCREPANCIES IN QUANTITIES EXIST. IDENTIFICATIONS AND DETAILS TAKE PRECEDENCE OVER NOTES.

**PLANTING NOTES**

**GRADING NOTES**

- GRADING LIMITS ARE DEFINED AS THE JUNCTURE OF PROPOSED GRADE WITH EXISTING GRADE UNLESS NOTED OTHERWISE.
- GRADING LIMITS AND LIMITS OF WORK SHOWN ON PLAN ARE ONLY APPROXIMATE AND MAY BE ADJUSTED IN FIELD BY LANDSCAPE ARCHITECT. WORK OUTSIDE OF THESE LIMITS WILL BE DONE AT LANDSCAPE ARCHITECT'S EXPENSE UNLESS DIRECTED BY LANDSCAPE ARCHITECT OR OWNER IN WRITING.
- TRUCKS AS NECESSARY TO PROVIDE A 10' MINIMUM GRADE AWAY FROM SLOPES WITHIN LIMITS OF CONSTRUCTION.
- MAINTAIN A UNIFORM GRADE BETWEEN CONTOURS IN AREAS TO BE GRADED UNLESS NOTED OTHERWISE.
- ELEVATIONS, IF SHOWN ARE FINISHED ELEVATIONS. SPOT ELEVATIONS TAKE PRECEDENCE OVER CONTOURS.
- CONTRACTOR SHALL CONTACT PUBLIC UTILITIES FOR LOCATION OF UNDERGROUND WIRES, CABLES, CONDUITS, PIPES, MANHOLES, VALVES OR OTHER BURIED STRUCTURES BEFORE GRADING. LANDSCAPE ARCHITECT SHALL REPAIR OR REPLACE THE ABOVE IF DAMAGED DURING CONSTRUCTION AT NO ADDITIONAL COST TO THE OWNER.
- CONTRACTOR SHALL PROVIDE PROPER EROSION CONTROL MEASURES AS REQUIRED TO INSURE THAT EROSION IS KEPT TO AN ABSOLUTE MINIMUM - SEE CIVIL SPECIFICATIONS.
- PROVIDE TEMPORARY COVERINGS FOR CATCH BASINS AND MANHOLES UNTIL FINISHED GRADING IS COMPLETE - SEE CIVIL SPECIFICATIONS.

**PLANTING NOTES**

- NO PLANTS WILL BE INSTALLED UNTIL FINAL GRADING AND CONSTRUCTION HAS BEEN COMPLETED IN THE IMMEDIATE AREA.
- PROPOSED PLANT MATERIAL SHALL COMPLY WITH THE CURRENT EDITION OF THE AMERICAN STANDARD FOR NURSERY STOCK ANSI Z60.1.
- STREET AND ROADWAY TREES SHALL BEWN BRANCHING NO LOWER THAN 6' ABOVE PAVED SURFACE.
- PROPOSED PLANT MATERIAL SHALL BE LOCATED AND STAGED AS SHOWN ON PLAN. LANDSCAPE ARCHITECT MUST APPROVE STAGING OF PLANT MATERIAL PRIOR TO GRADING.
- NO PLANT MATERIAL SUBSTITUTIONS WILL BE ACCEPTED UNLESS APPROVAL IS GRANTED BY THE LANDSCAPE ARCHITECT TO THE CONTRACTOR PRIOR TO THE SUBMISSION OF BID.
- ADJUSTMENTS IN LOCATION OF PROPOSED PLANT MATERIALS MAY BE NOTED IN FIELD. LANDSCAPE ARCHITECT MUST BE NOTICED PRIOR TO ADJUSTMENT OF PLANTS.
- PLANT MATERIALS TO BE INSTALLED PER PLANTING DETAILS.
- TREE WRAPPING MATERIAL SHALL BE TWO-MILLED PLASTIC SHEETING APPLIED FROM TRUNK FLARE TO FIRST BRANCH. WRAP SMOOTH-SHINNED DECIDUOUS TREES PLANTED IN THE FALL PRIOR TO DECEMBER 1 AND REMOVE WRAPPING AFTER MAY 1.

**TURF NOTES**

- SOO AREAS DISTURBED DUE TO GRADING UNLESS NOTED OTHERWISE.
- WHERE SOO AREAS PAVED SURFACES, FINISHED GRADE OF SOO SHOULD BE HELD 1" BELOW SURFACE ELEVATION OF TRAIL, SLAB CURB, ETC.
- SOO SHALL BE Laid PARALLEL TO THE CONTOURS AND SHALL HAVE STAGGERED JOINTS ON SLOPE.

**CITY OF EDINA  
PDP & REZONING  
SUBMITTAL  
03/03/2014**

DIRECTIONAL: [ ]  
EDITIONS: [ ]  
No. [ ] Revision [ ] Date [ ]

213506  
[ ]  
[ ]  
[ ]

6725 YORK AVE.

LANDSCAPE SCHEDULE & DETAILS  
**LA1.1**







## *Memorandum*

**DATE:** *April 2, 2014*

**TO:** *Mr. Cary Teague, Planning Director  
Mr. Chad Milner, Director of Engineering  
City of Edina*

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

**RE:** *6725 York Avenue Redevelopment  
Traffic and Parking Study  
City of Edina, MN  
WSB Project No. 1686-51*

---

## *Background*

The purpose of this study is to determine the potential traffic and parking impacts the proposed redevelopment of the Wickes Furniture site at 6725 York Avenue. The site is located on the west side of York Avenue between 66<sup>th</sup> Street and 69<sup>th</sup> Street across from Southdale Shopping Center. The project location is shown on **Figure 1**.

The proposed site redevelopment includes 242 multifamily residential units and 13,980 sf of retail uses. Access to the site will be from the two existing driveways on York Avenue. Currently both driveways provide right-in/right-out access. It is being proposed with the development plan that additional left turn access be allowed at the northern driveway. The proposed site plan is shown on **Figure 2**.

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

- York Avenue and 66<sup>th</sup> Street
- York Avenue and Southdale site entrance and exit intersections
- York Avenue and Site Entrances
- York Avenue and 69<sup>th</sup> Street

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

### ***Existing Traffic Characteristics***

The existing lane configuration and traffic control include:

**York Avenue (CSAH 31)** is north/south a 4-lane divided "B" Minor Arterial Hennepin County roadway. Primary access to York Avenue is by local streets and development driveways. The posted speed limit in the vicinity of the site is 30 mph. The current Average Daily Traffic on York Avenue is 20,200 vehicles per day. The lane configurations at each of the study area intersection are as follows:

York Avenue at 66<sup>th</sup> Street - Traffic Signal control

- SB York Ave approaching 66<sup>th</sup> St – one free right, two through, one left
- NB York Ave approaching 66<sup>th</sup> St – one free right, two through, two left
- EB 66<sup>th</sup> St approaching York Ave – one free right, two through, two left
- WB 66<sup>th</sup> St approaching York Ave – one free right, two through, two left

York Avenue at Southdale Site Entrance – Sidestreet Stop Sign control

- SB York Ave approaching Site Entrance – one right, two through
- NB York Ave approaching Site Entrance – one continuous right, two through, one left
- WB Development Driveway approaching York Ave – one right out only

York Avenue at Southdale Site Exit – Traffic Signal control

- SB York Ave approaching Site Entrance – two through, one left
- NB York Ave approaching Site Entrance – one right, two through
- EB Site Entrance approaching York Ave – one right/through, two left
- WB Development Driveway approaching York Ave – one right, two left

York Avenue at 69<sup>th</sup> Street – Traffic Signal control

- SB York Ave approaching 69<sup>th</sup> St – one through/right, three through, one left
- NB York Ave approaching 69<sup>th</sup> St – one right, three through, one left
- EB 69<sup>th</sup> St approaching York Ave – one through/right, one left
- WB 69<sup>th</sup> St approaching York Ave – one right, one through, one left

PM peak hour and Saturday peak hour turning movement counts and daily hourly approach counts were conducted during the weeks on July 8<sup>th</sup> – 21<sup>st</sup>, 2012. The AM peak hour counts were found to be 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 were used as the existing baseline conditions for the area.

The City recently approved the addition of 232 apartment units with associated parking in the existing Southdale Shopping Center parking lot. The site is located in the northwest quadrant of 69<sup>th</sup> Street and York Avenue. This project is currently under construction and will have a direct impact on the existing York Avenue traffic. Therefore, it was assumed that the traffic from the Southdale Residential development would be included in the existing (2014) traffic conditions. A Traffic Study was completed for this development which documented the anticipated traffic levels.

**Figure 3** shows the existing intersections and driveways along each corridor that were analyzed as part of this traffic study with the 2014 PM peak hour and Saturday peak hour traffic volumes.

### ***Background (Non Development) Traffic Growth***

Traffic growth in the vicinity of a proposed site will occur between existing conditions and any given future year due to other 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 somewhat constant or dropped in the past few years. However, in order to account for some background growth in traffic the Hennepin County State Aid traffic growth projection factor of 1.1 over a 20 year period was used to project traffic from the 2012 counts to the 2014, 2016 and 2030 analysis years.

In addition to the regional background traffic growth, other specific none development related traffic near the site was determined and included with the overall background traffic. These projects included:

**Byerly's Redevelopment** - The City has been working with Lund Food Holdings for the reconstruction of the existing Byerly's grocery store site, located in the southeast quadrant of France Avenue and Hazelton Road to include: a new 47,119 square foot Byerly's store; a six/seven-story 109-unit apartment building; a six/seven-story, 77-unit apartment building with a first floor 10,711 square foot retail area, and; a six-story, 48-unit apartment building with 11,162 square feet of retail space on the first level. This project is currently under construction and will be partially completed in 2014 and assumed to be fully completed for the 2016 analysis.

**Think Bank Development** - The City recently approved the proposed redevelopment of the Szechuan Star site at 3655 Hazelton Road adjacent to the Byerly's site to include an 8,441 sf bank building with a four lane drive thru. The project is planned for construction in 2014 and assumed fully completed for the 2016 and 2030 analysis years.

**Fairview Southdale Hospital Expansion** – The proposed plan includes the expansion of the emergency center, urgent care, behavioral health and observation area. The proposed expansion consists of a 77,500 sf (gross area), two-story building located on the north side of the existing hospital building. This project has been approved by the City Council. It is assumed that it will be completed in 2014 and included in the background traffic for the 2016 and 2030 analysis.

**Edina Medical Plaza (6500 France Avenue)** – The City recently approved the redevelopment of the properties in the southwest quadrant of France Avenue and 65<sup>th</sup> Street. The proposed site included redevelopment of both the 6500 France Avenue site and the 4005 65<sup>th</sup> Avenue site with a five story 96,500 sf medical office building. However, recently the City was presented a revised site plan changing the use on the site to a 209 unit senior housing and skilled care facility. It is assumed that it will be completed in 2014 and included in the background traffic for the 2016 and 2030 analysis.

**Additional Southdale Mall Development** - Based on the information received from Southdale Center about the current vacancy rates and plans for renovations, it was determined that following the renovations, the mall would have an additional 143,880 sf of leasable space available. This figure includes leasable retail and food court space. The analysis assumes that all leasable space will be occupied and included in the background traffic for the 2016 and 2030 analysis.

**Future Restaurant Development** – A future restaurant is anticipated in the northeast quadrant of France Avenue and 69<sup>th</sup> Street in the Southdale Center Parking lot. The restaurant was assumed to be 8,000 sf in size with approximately 300 seats. The analysis assumes the restaurant will not be developed by 2016 but, will be open and included as part of the 2030 background traffic.

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

**Table 1 - Estimated Additional Background Trip Generation**

Use	Size	PM Peak Hour			Saturday Peak Hour		
		Total	In	Out	Total	In	Out
Byerly's Redevelopment	73,450 sf and 234 units	411	231	180	556	282	274
Think Bank Development	8,441sf	206	103	103	182	91	91
Hospital Expansion	77,500 sf	24	10	14	30	12	18
Senior Housing	209 units	40	18	22	48	22	26
Southdale Apartments	232 units	144	94	50	118	59	59
Shopping Center	143,880 sf	533	256	277	693	333	360
Restaurant	8000 sf	79	47	32	112	67	45

Source: Institute of Transportation Engineers *Trip Generation Manual*, 9<sup>th</sup> Edition

**Development Site Trip Generation**

The estimated trip generation from the proposed 6725 York Avenue project is shown below in *Table 2*. The trip generation used to estimate the proposed site traffic is also based on rates for other similar land uses as documented in the Institute of Transportation Engineers *Trip Generation Manual*, 9<sup>th</sup> Edition. The table shows the PM peak hour and Saturday peak hour trip generation for the proposed development.

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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 2 - Estimated Development Site Trip Generation**

Use	Size	PM Peak Hour			Saturday Peak Hour		
		Total	In	Out	Total	In	Out
<b>Apartments</b>	242 units	150	98	53	126	63	63
<b>Retail</b>	13,980 sf	70	31	39	96	53	43
<b>Total Site</b>		220	129	92	221	116	106

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

### **Trip Distribution**

Site-generated trips were distributed to the adjacent roadway system based on several factors including the existing Annual Average Daily Traffic (AADT) and the travel sheds for the major routes that serve it. In general the Trip Distribution was assumed, 30% to the north, 40% to the south, 15% to the east and 15% to the west.

The generated trips for the proposed 6725 York Avenue development were assumed to arrive or exit using driveways on York Avenue, and were assigned based on the ratio of existing AADT volumes on each respective roadway.

### **Future Year Traffic Forecasts**

Traffic forecasts were prepared for the year 2016 which is the year after the proposed site would be fully developed and for the 2030 conditions which represents the City's Comprehensive Plan development time frame. Four improvement alternatives were evaluated.

1. No Build – Assuming existing lane configurations and traffic control
2. Access Alternative 1 – Existing condition, right-in/right-out at the north driveway.
3. Access Alternative 2 – Left in from York Avenue at the north driveway. **Figure 4** shows these proposed improvements.

The traffic forecasts were prepared by adding the projected annual background traffic growth and the projected non-development traffic growth to the existing 2012 traffic counts to determine the "No-Build" traffic conditions. The anticipated 6725 York Avenue development traffic was then added to the no-build to determine the "Build" traffic conditions. **Figures 5 – 9** shows the projected 2016 and 2030 No-Build and Build PM peak hour and Saturday peak hour traffic volumes.

## ***Traffic Operations***

Existing and/or forecasted traffic operations were evaluated for the intersections and access driveways on York Avenue. The analysis was conducted for the following scenarios.

1. Existing 2014 Conditions
2. Projected 2016 Alternative 1
3. Projected 2016 Alternative 2
4. Projected 2030 Alternative 1
5. Projected 2030 Alternative 2

This section describes the methodology used to assess the operations and provides a summary of traffic operations for each scenario.

### **Analysis Methodology**

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

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

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

**Table 3 - Intersection Level of Service Ranges**

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

Source: HCM

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

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

The LOS analysis was performed using Synchro/SimTraffic:

- Synchro, a software package that implements Highway Capacity Manual (HCM) methodologies, was used to build each signalized intersection and provide an input database for turning-movement volumes, lane geometrics, and signal design and timing characteristics. In addition, Synchro was used to optimize signal timing parameters for future conditions. Output from Synchro is transferred to SimTraffic, the traffic simulation model.
- SimTraffic is a micro-simulation computer modeling software that simulates each individual vehicle’s characteristics and driver behavior in response to traffic volumes, intersection configuration, and signal operations. The model simulates drivers’ behaviors and responses to surrounding traffic flow as well as different vehicle types and speeds. It outputs estimated vehicle delay and queue lengths at each intersection being analyzed.

**Existing Level of Service Summary**

**Table 4**, below, summarizes the existing LOS at the primary intersections in the study area based on the current lane geometry, traffic control and 2014 traffic volumes assuming the Southdale Residential project is open. The table shows that all intersection are/would be operating at an overall LOS D or better during both the weekday PM and Saturday peak hours with all movements operating at LOS E or better.

**Table 4 – Existing (2014) Level of Service**

Intersection	PM Peak Hour		Saturday Peak Hour	
	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)
York Ave at 66 <sup>th</sup> St	C (E)	34	C (E)	29
York Ave at North Site Access/Southdale Entrance	A (B)	4	A (B)	3
York Ave at South Site Access	A (A)	3	A (A)	2
York Ave at Southdale Exit	C (E)	26	C (E)	23
York Ave at 69 <sup>th</sup> St	C (E)	29	C (E)	27

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 2016 which is the year after the proposed 6725 York Avenue site would be fully developed and for the 2030 conditions which represents the City’s Comprehensive Plan development time frame. The results of the analysis are discussed below and shown in **Tables 5 - 7**.

**Table 5 – Forecasted No Build**, shows that all intersection will continue to operate at overall LOS D or better in 2016 and 2030 during both the weekday PM and Saturday peak hours. However, with the increase in traffic, some additional movements will be operating at LOS E. Overall delays will also increase slightly from the existing conditions to the 2030 conditions, especially at the major intersections at 66<sup>th</sup> Street and York Avenue and York Avenue and 69<sup>th</sup> Street.

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**Table 5 – Forecasted No Build - Level of Service**

Intersection	2016				2030			
	PM Peak Hour		Saturday Peak Hour		PM Peak Hour		Saturday Peak Hour	
	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)
York Ave at 66 <sup>th</sup> St	D (E)	36	C (E)	29	D (E)	46	C (E)	30
York Ave at North Site Access/Southdale Entrance	A (B)	4	A (B)	3	A (B)	5	A (B)	4
York Ave at South Site Access	A (A)	3	A (A)	2	A (A)	3	A (A)	3
York Ave at Southdale Exit	C (E)	26	C (E)	25	C (E)	27	C (E)	25
York Ave at 69 <sup>th</sup> St	C (E)	29	C (E)	28	D (E)	34	C (E)	28

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

**Table 6 – Forecasted Build Access Alternative 1**, shows that, assuming right-in/right-out access, all intersection would continue to operate at overall LOS D or better in 2016 and 2030 during both the weekday PM and Saturday peak hours. All movement will be operating at LOS E or better in 2014 and 2030. Overall LOS and delays do not show any other significant changes from the No- build condition.

**Table 6 – Forecasted Build Access Alternative 1 - Level of Service**

Intersection	2016				2030			
	PM Peak Hour		Saturday Peak Hour		PM Peak Hour		Saturday Peak Hour	
	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)
York Ave at 66 <sup>th</sup> St	D (E)	36	C (E)	29	D (E)	46	C (E)	31
York Ave at North Site Access/Southdale Entrance	A (B)	4	A (B)	4	A (B)	5	A (B)	4
York Ave at South Site Access	A (B)	3	A (B)	3	A (B)	3	A (B)	3
York Ave at Southdale Exit	C (E)	26	C (E)	25	C (E)	27	C (E)	25
York Ave at 69 <sup>th</sup> St	C (E)	31	C (E)	29	D (E)	37	C (E)	29

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

**Table 7 – Forecasted Build Access Alternative 2**, assuming a left turn in at the northern site access, has similar results as Access Alternative 1 showing that all intersection will continue to operate at overall LOS D or better in 2016 and 2030 during both the weekday PM and Saturday peak hours. Specifically the proposed left turn in movement from York Avenue to the North Site Access would be operating at an LOS C in both 2016 and 2030. All other movement will be operating at LOS E or better in 2016 and 2030. Overall LOS and delays do not show any other significant changes from the No- build or Build Alternative 1 condition.

**Table 7 – Forecasted Build Access Alternative 2 - Level of Service**

Intersection	2016				2030			
	PM Peak Hour		Saturday Peak Hour		PM Peak Hour		Saturday Peak Hour	
	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)
York Ave at 66 <sup>th</sup> St	D (E)	36	C (E)	29	D (E)	46	C (E)	31
York Ave at North Site Access/Southdale Entrance	A (C)	5	A (C)	6	A (C)	6	A (C)	7
York Ave at South Site Access	A (B)	3	A (C)	4	A (C)	3	A (C)	4
York Ave at Southdale Exit	C (E)	31	C (E)	25	C (E)	28	C (E)	25
York Ave at 69 <sup>th</sup> St	C (E)	31	C (E)	29	D (E)	37	C (E)	29

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

**Vehicle Queuing Analysis**

A queuing analysis for the existing and future 2016 and 2030 conditions was prepared evaluating the anticipated vehicle queues with the proposed Site Access Alternatives. The analysis was conducted using the SimTraffic simulation software. **Table 8** shows the results of the queuing analysis for the 2030 full build of the area conditions.

The results found that during both the weekday PM and Saturday peak hours, with both access alternatives for 2016 and 2030 conditions, the maximum and average queues do not exceed any of the available or proposed turn lane storage on York Avenue. However, at both site access driveways the maximum queue will block parking spaces. The maximum queue represents the longest length of queue that was observed during the analysis period.

In addition, observations at the other none site access intersections showed that, in some cases the maximum queues were exceeded. 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.

**Table 8: Site Access Maximum Vehicle Queues**

Location	Direction	Approaching	Available Vehicle Queuing Storage	Site Access Alternative (feet)	
				Alt 1 – Right-in / Right-out	Alt 2 – Left in
York Ave at North Site Access	Southbound Left	Site Access	110	NA	97
	Eastbound Right	York Ave	50	72	101
York Ave at South Site Access	Eastbound Right	York Ave	50	85	86

**Parking Demand**

The parking demand for the proposed site development was analyzed based on the anticipated use for the site and the PCD-3 zoning. Based on the current City Code the proposed development would require a total of parking spaces. The current site plan includes 6400 spaces. **Table 9** shows a breakdown of the parking required per City Code.

**Table 9 – Parking Required per City Code**

Use	Size	Rate	Parking Required	Parking Provided
Multi-Residential	242 units	1/unit	242	419
Retail (Retail / Restaurant)	13,980 sf (9,655 sf / 120 seats/12 employees)	8/1 <sup>st</sup> 1000sf + 6/additional 1000sf (Restaurant = 1/3seats + 1/employee on shift)	86 (112)	95
Total Parking			328 (354)	514

Source: City of Edina – PCD Zoning District

The parking demand was also analyzed based on industry standards. The parking generation rates used to estimate the parking demand was based on surveys of the parking generation for other similar land uses as documented in the Institute of Transportation Engineers *Parking Generation Manual*, 4<sup>th</sup> Edition. **Table 10** below shows the estimated parking generation rate and the anticipated peak parking demand on a typical weekday. This would represent the worst case conditions for the parking assuming the proposed full development of the site.

**Table 10 – Site Parking Demand per ITE**

Use	Size	Rate	Weekday Parking Required
Multi-Family Residential	242 units	1.20/unit	291
Retail (Retail / Restaurant)	13,980 sf (9,655 sf / 4325 sf)	4.1/1000sf (4.1/1000sf / 13.3/1000sf)	58 (98)
Total Parking			349 (389)

Source: Institute of Transportation Engineers Parking Generation Manual, 4th Edition

Based on the results of the parking analysis, it can be concluded that the parking proposed with the site plan would be adequate for the proposed development plan.

**Conclusions / Recommendation**

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

- The proposed 6725 York redevelopment project includes the addition of 242 apartment units and 13,980 sf of associated retail space. The site is anticipated to generate 220 trips in the weekday PM peak hour and 221 trips in the Saturday peak hour.
- Existing (2014) traffic operations, assuming the Southdale Residential project is completed, all the intersections and driveways on York Avenue are operating at overall LOS D or better for the weekday PM peak hour and Saturday peak hour..
- Intersection traffic operations for the No-Build conditions in 2016 and 2030 will continue to operate at an overall LOS D or better for the weekday PM peak hour and Saturday peak hour.
- Two build site access alternatives were analyzed. Access Alternative 1 included a right-in/right-out at the northern access to the site. Access Alternative 2 included a left in access from York Avenue to the northern site access.
- Intersection traffic operations for both access alternatives in 2016 and 2030 will continue to operate at an overall LOS D or better for the weekday PM peak hour and Saturday peak hour.
- The queuing analysis indicates that no significant impact on intersections or access locations will occur as a result of the proposed full build conditions in 2016 or 2030.

- The proposed addition of the left turn in (Access Alternative 2) would not create operational or vehicle queuing issues in the 2016 or future 2030 build conditions.
- The existing or proposed available parking would meet the City's Code and are below those identified by ITE. No parking space variances would be required.

Based on these conclusions the following is recommended.

1. Construct the access and pedestrian accommodations as shown in the site plan (*Figure 2*).
2. Provide the proposed roadway improvements as shown for Access Alternative 2 (*Figure 4*), providing a left turn in from York Avenue at the North Site Access. **This will require Hennepin County approval.**

No additional roadway improvements or additional parking would be required to accommodate the proposed 6725 York Avenue development.

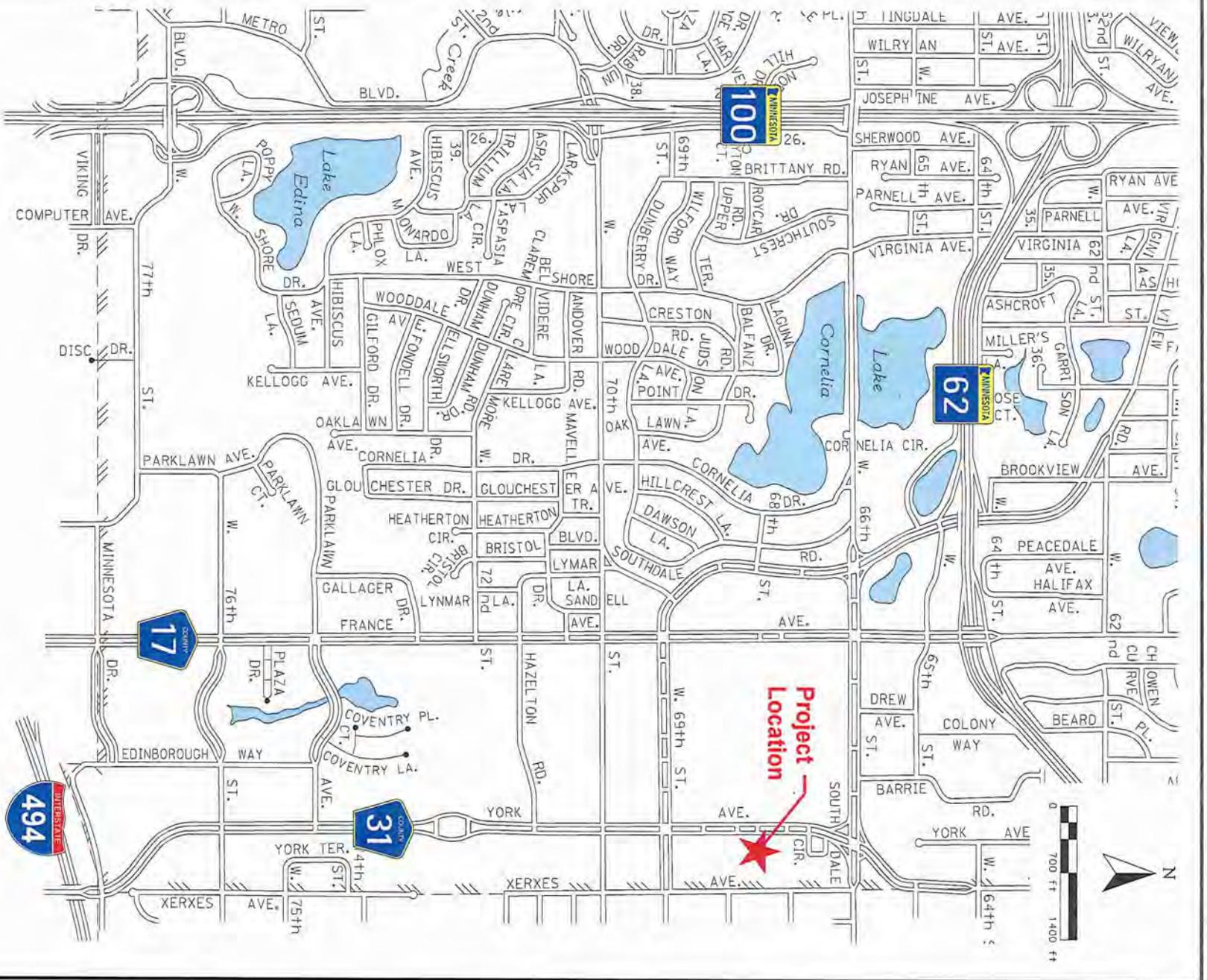
# APPENDIX



# Traffic and Parking Study

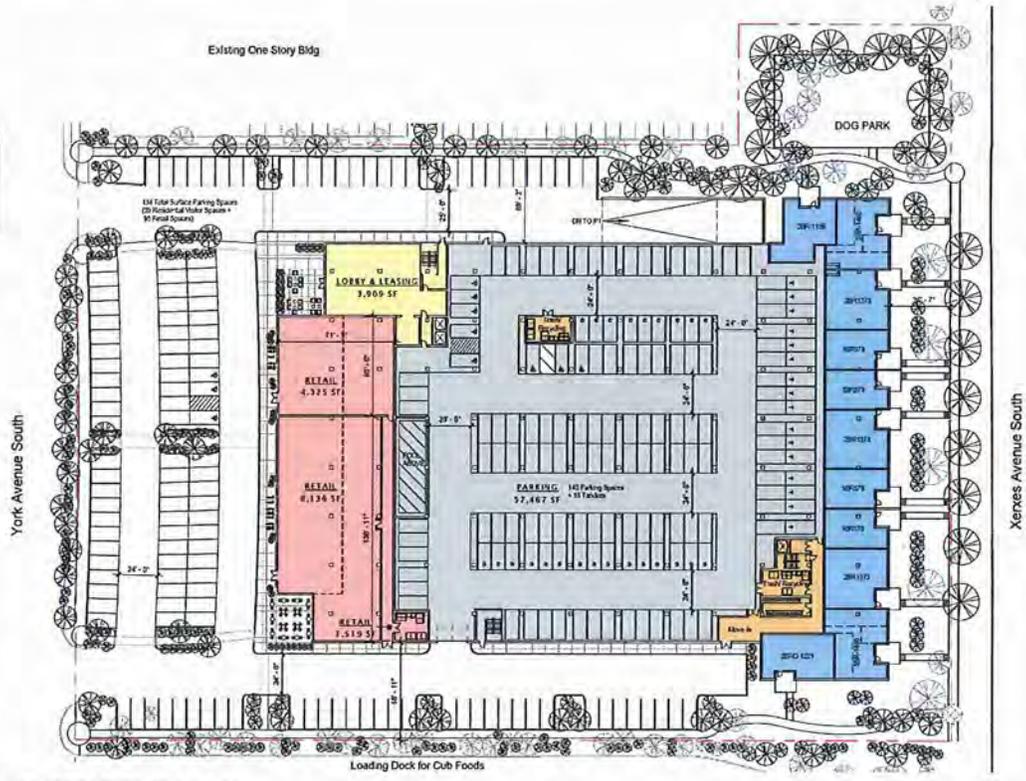
## 6725 York Avenue Redevelopment

City of Edina, Minnesota



A42

Figure 1  
Project Location Map



STREET LEVEL PLAN 1:50

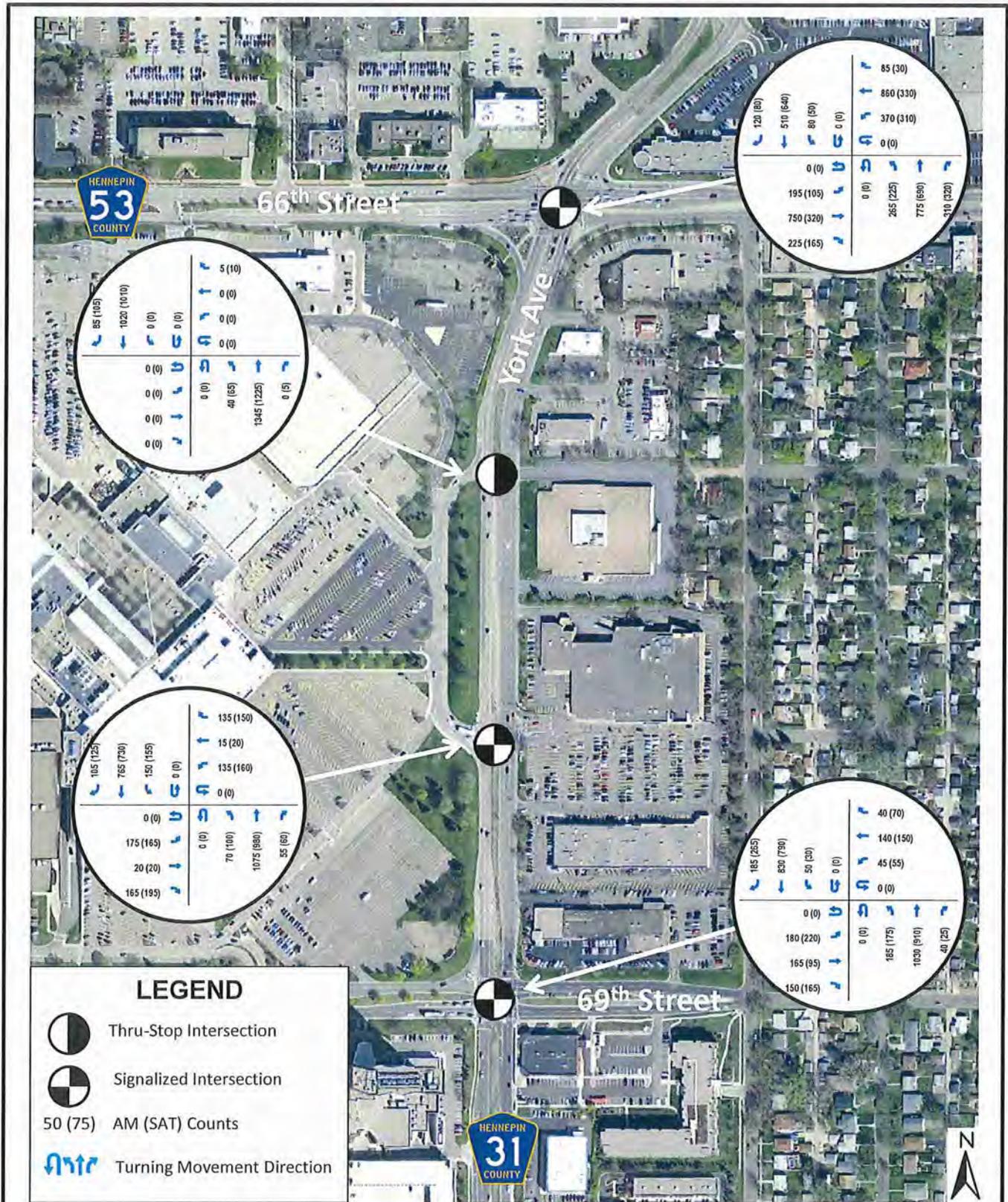
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Edina, MN  
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Traffic and Parking Study  
6725 York Avenue Redevelopment  
City of Edina, Minnesota

Figure 2  
Site Plan

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**Traffic and Parking Study**  
 6725 York Avenue Redevelopment  
 City of Edina, Minnesota

**Figure 3**  
 Peak Hour Turning Movements  
 2014 Existing Conditions

A44

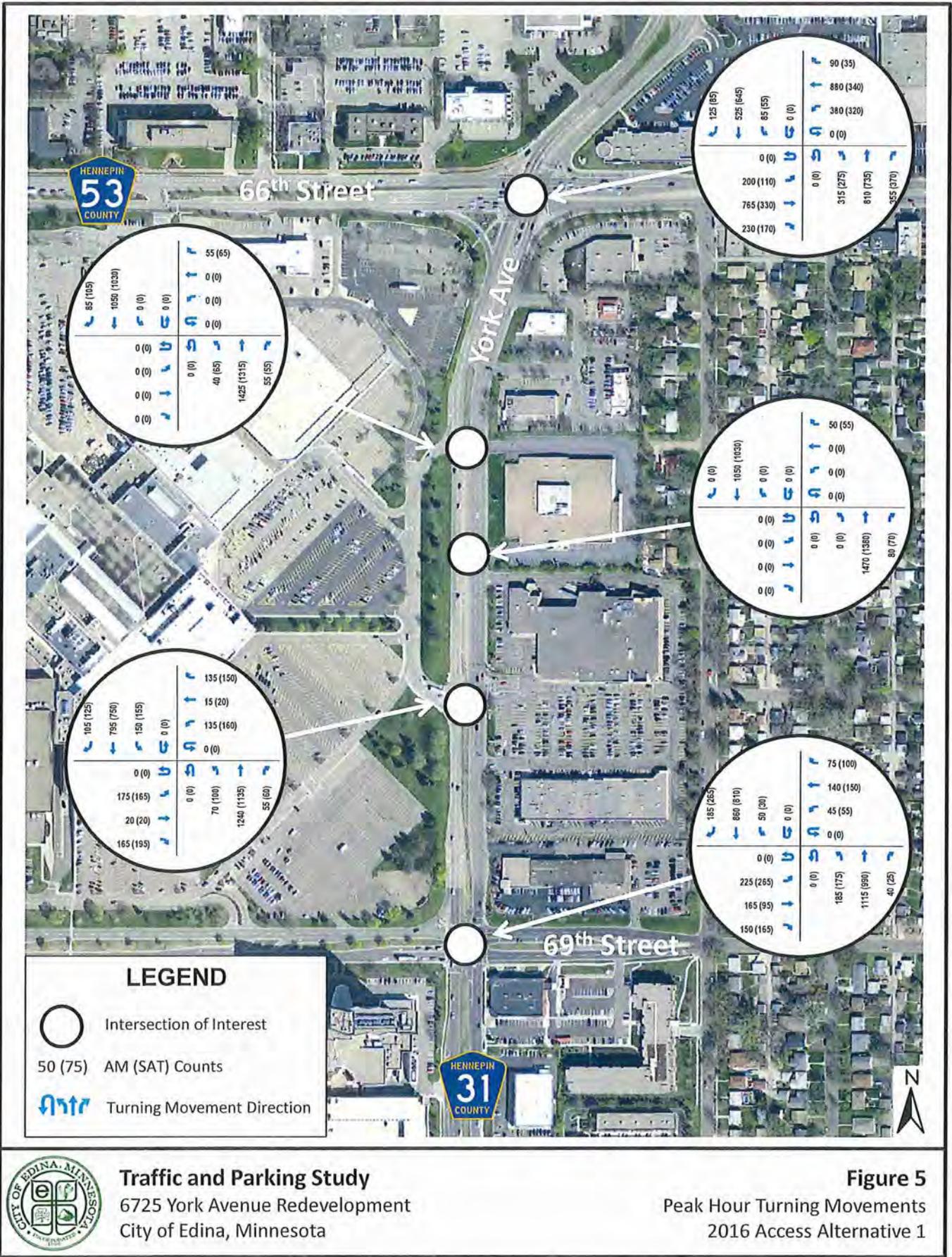


**Traffic and Parking Study**  
6725 York Avenue Redevelopment  
City of Edina, Minnesota

Figure 4

Access Alternative 2

A44a



85 (105)	105 (103)	55 (65)
0 (0)	0 (0)	0 (0)
0 (0)	0 (0)	0 (0)
0 (0)	0 (0)	0 (0)
0 (0)	40 (65)	1425 (1315)
0 (0)	0 (0)	35 (55)

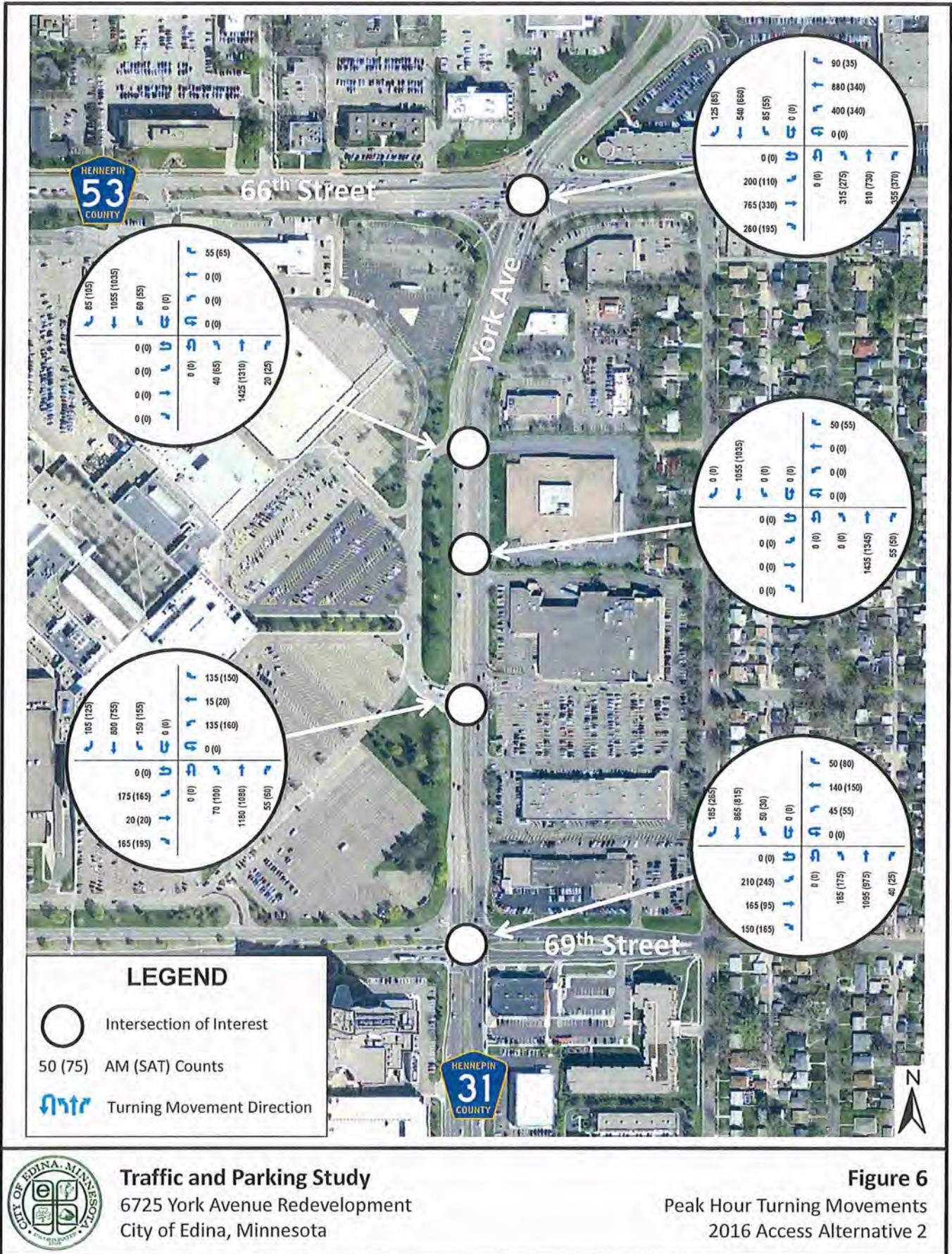
125 (85)	525 (645)	85 (65)	0 (0)	90 (35)
0 (0)	0 (0)	0 (0)	0 (0)	880 (340)
200 (110)	765 (330)	315 (225)	810 (735)	380 (320)
230 (170)	0 (0)	0 (0)	0 (0)	0 (0)
				355 (270)

0 (0)	1650 (1630)	50 (55)
0 (0)	0 (0)	0 (0)
0 (0)	0 (0)	0 (0)
0 (0)	0 (0)	0 (0)
0 (0)	0 (0)	1470 (1360)
0 (0)	0 (0)	80 (70)

105 (125)	795 (790)	150 (155)	0 (0)	135 (150)
0 (0)	0 (0)	0 (0)	0 (0)	15 (20)
175 (165)	20 (20)	70 (100)	1240 (1135)	135 (160)
165 (195)	0 (0)	0 (0)	0 (0)	0 (0)
				35 (60)

185 (265)	860 (610)	50 (30)	0 (0)	75 (100)
0 (0)	0 (0)	0 (0)	0 (0)	140 (150)
225 (265)	165 (95)	185 (175)	1115 (960)	45 (55)
150 (165)	0 (0)	0 (0)	0 (0)	0 (0)
				40 (25)

A44b

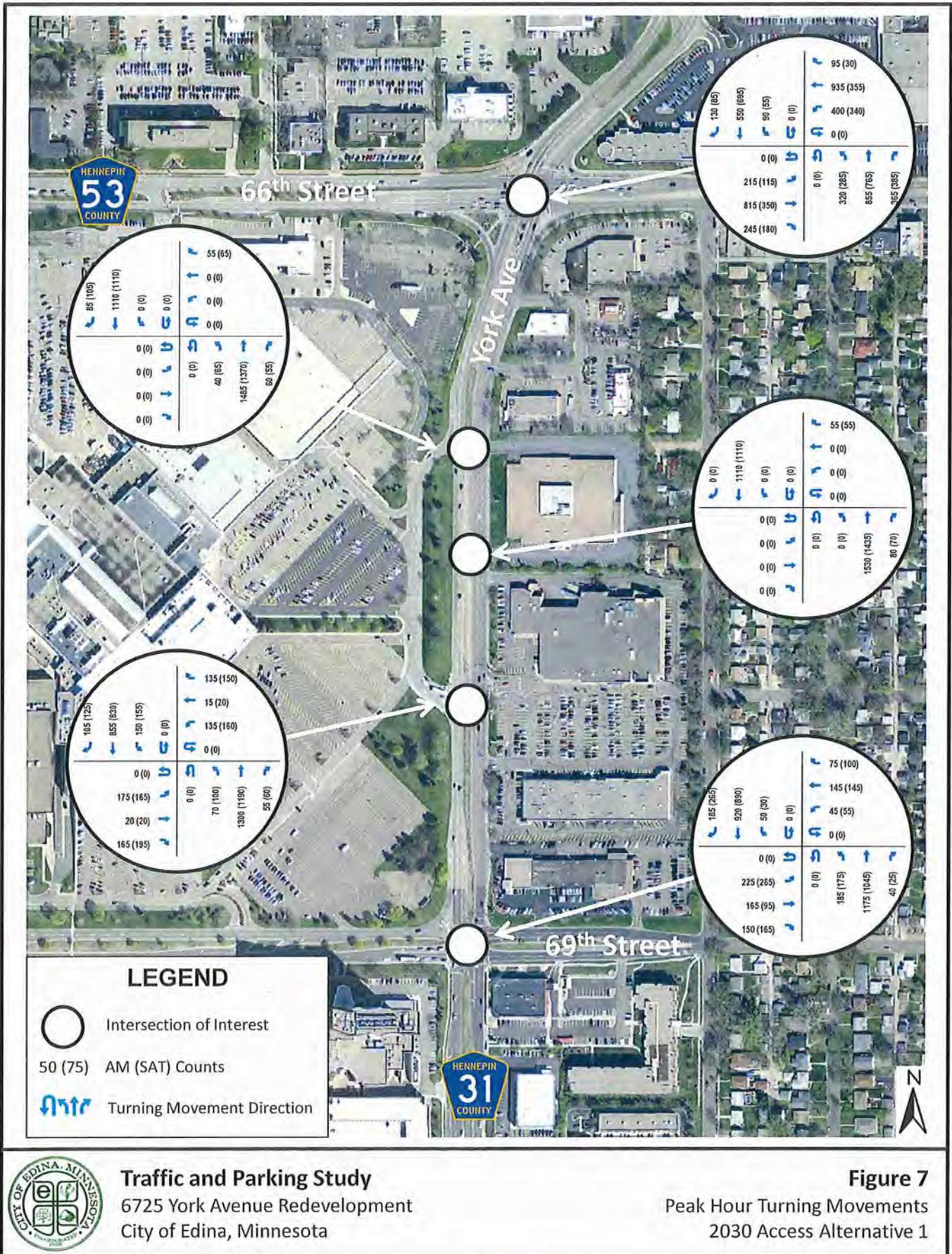


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**Traffic and Parking Study**  
 6725 York Avenue Redevelopment  
 City of Edina, Minnesota

**Figure 6**  
 Peak Hour Turning Movements  
 2016 Access Alternative 2

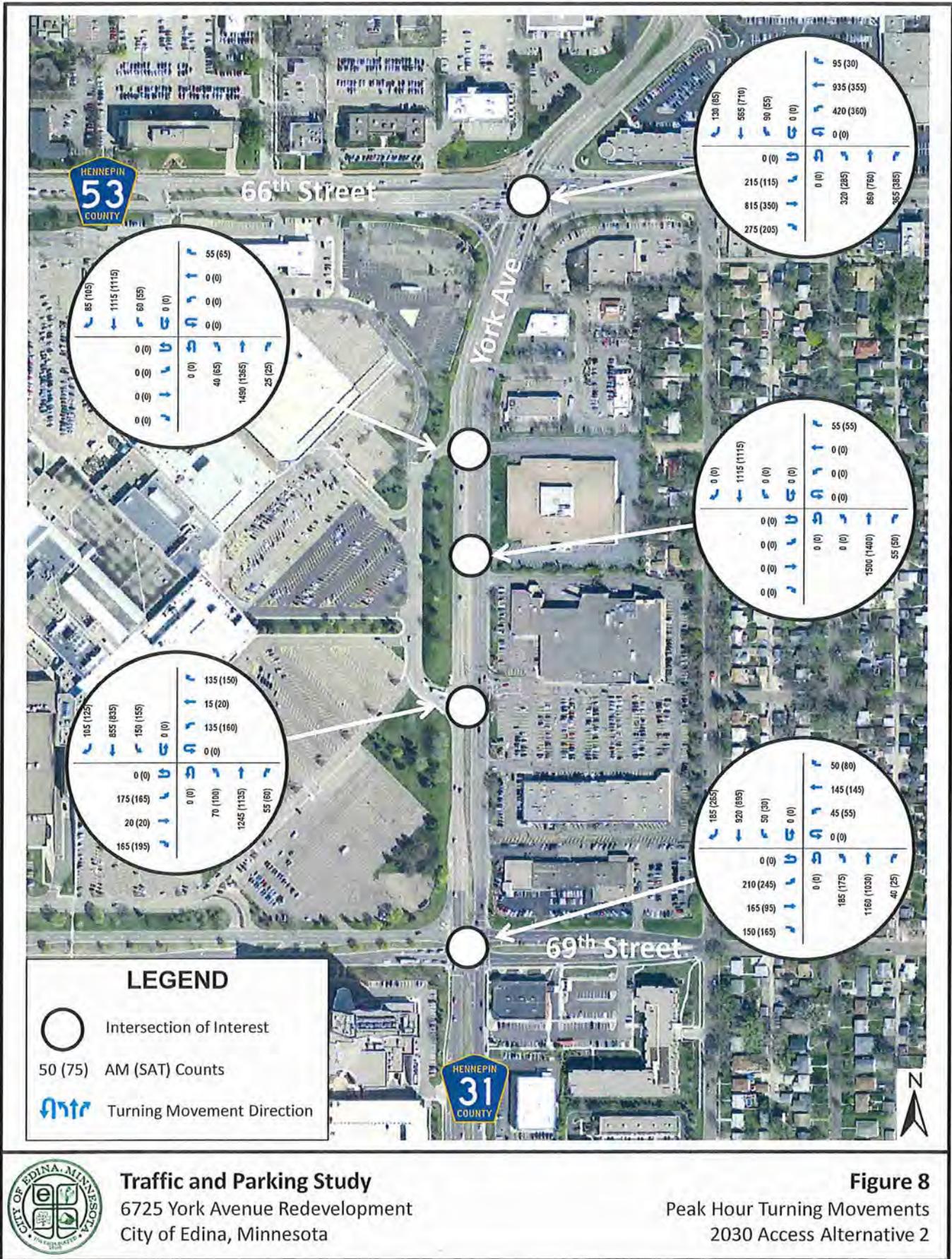


A44d



**Traffic and Parking Study**  
 6725 York Avenue Redevelopment  
 City of Edina, Minnesota

**Figure 7**  
 Peak Hour Turning Movements  
 2030 Access Alternative 1



A44e



**Traffic and Parking Study**  
 6725 York Avenue Redevelopment  
 City of Edina, Minnesota

**Figure 8**  
 Peak Hour Turning Movements  
 2030 Access Alternative 2



# Sketch Plan

A41



XERXES AVE

Rendering Looking NE

Sketch Plan



A47

Rendering Looking SW

# Sketch Plan



A48

Rendering Looking SE

Sketch Plan



□ MULTI-FAMILY DEVELOPMENT  
6725 York Avenue South Edina, MN  
08.28.13

LENNAR

esc architects

Ascq



Commissioner Potts recused himself from the discussion.

### **Planner Comments**

Planner Teague told the Commission staff received a Sketch Plan Review for 6725 York Avenue (the former Wick's). Teague explained the applicant is in negotiation with the owners of Wick's and the five (5) residential homes fronting Xerxes Avenue. Teague stated the subject site is currently zoned PCD-3. Continuing, Teague said the applicant is proposing to tear down the existing commercial and the five single family homes and build a six-story, 273 unit upscale apartment building with 22,289 square feet of retail space on the first level. A parking lot is proposed in front of the retail component on York with underground parking for residents provided under the apartments.

Teague reported to accommodate the request four (4) amendments to the Comprehensive Plan would be required as follows:

- Building Height – from 4 stories and 48 feet to 6 stories and 66 feet
- Housing Density – from 30 units per acre to 82
- Floor Area Ratio – from 1.0 to 3.1
- Re-guiding the land use for the six single-family homes from Low Density Residential to Community Activity Center.

Teague concluded the applicant is considering a rezoning of the properties to PUD, Planned Unit Development.

### **Appearing for the Applicant**

Peter Chmielewski, Lennar Multifamily Investors, LLC

### **Applicant Presentation**

Mr. Chmielewski gave a brief history on Lennar and explained that originally they only considered the Wick's site; however felt only utilizing that site pushed the envelope so they decided to approach residential property owners on Xerxes to obtain those houses and add them to the site. Continuing, Chmielewski said they propose to build a high-end luxury multifamily rental community with complimentary retail. Chmielewski introduced Aaron Russet to further speak to the proposal.

Mr. Russet told the Commission they are very happy to be in Edina. Russet referred to the density and explained that the calculations presented in the redevelopment materials did not include the five single family homes they are hoping to acquire. Continuing, Russet explained they are proposing to build a 273-unit upscale multifamily complex that is six (6) stories with retail below. Russet said the attraction to this site is the walkability factor, adding from this

location the residents of the building have access to all venues, shopping, City Park, library, Government Center, etc.

Russet further explained that their intent is to create an urban mixed-use, pedestrian friendly sustainable community. As previously mentioned by Mr. Chmielewski the area offers abundance to amenities and this creates an environment without dependence on daily automobile trips. Continuing, Russet said they are committed to sustainable design principles reflected in the City's Comprehensive Plan. He added their intent will feature green elements including green construction, practices, material specification, thermal high-efficiency windows and numerous planted green spaces both on the site as well as on the roof. Russet said they are also working with the White Group on sustainability.

With graphics Mr. Russet concluded highlighting the following aspects of the project:

- Open terraces on both ends of the project (pocket parks)
- Walking paths of high quality pavement
- Decorative lighting
- Front doors
- All parking is proposed to be contained within
- Building is designed open to the south
- Exterior building materials include transparent glass storefront, masonry and "Edina" limestone at street level. Above includes composition of masonry, architectural metal and large amounts of glass
- Unit breakdown 7% studio, 40% one bedroom, 11% one bedroom plus den and 32% two bedrooms.

Chair Staunton thanked the development team for their presentation and explained the Sketch Plan Review process is informal and nonbinding.

Commissioner Grabiell stated he was encouraged that someone was considering purchasing the site and redeveloping the property. Grabiell acknowledged he was somewhat concerned when he first reviewed the materials; however, if the five residential homes are acquired that's a different story. Grabiell asked if three bedrooms or two bedrooms plus den were ever considered. Mr. Russet responded that this development would be a "rent by choice" and they have found that many people that rent by choice are either downsizing or desire smaller living space. Russet explained that at this time they are waiting for an update of the market study; however, it appears the market may be for smaller spaces. Continuing, Grabiell acknowledged this is an area of heightened activity, questioning if the market is sound for this type of project in such a dense area. Russet responded that population metrics indicated a drop in home ownership and for every percent home ownership drops a million families need a home. Walkability is also a very important factor in home choice and this area is highly walkable.

Commissioner Carpenter asked if the owners of the homes have been contacted. Mr. Chmielewski said that process is continuing through a real estate broker adding two of the homes are in foreclosure and it takes a little more time when working with banks.

Commissioner Carr stated she really loves the look of the building but does have a concern with the proposed density; which is clearly on the high side. Carr said she agreed with the comments from Grabiell especially on unit size, adding the two bedroom with den in her opinion would be an attractive choice. Carr said in her opinion the project is intriguing and if special care is taken in buffering the residential properties in Richfield this may be a good project. Concluding Carr noted that with regard to the retail space depicted on the plans the applicant should be aware for future retail tenants that the abutting property is a large grocery store.

Mr. Chmielewski said with regard to unit numbers, spacing and size it's important to find the right density to ensure that the project will be successful. Chmielewski said the property owners reside in New York City and their price for the subject property reflects the New York City market. Chmielewski said the development team would take under advisement all comments from the Commission and would make every effort to buffer Xerxes Avenue. He added at this time their intent through design is to make the units feel and look like townhomes/brownstones vs. the traditional apartment building look.

Commissioner Schroeder said he finds the project and site plan interesting, adding he likes the connectivity and other elements of the project; however has a few concerns about the Xerxes Avenue side. Schroeder said the Xerxes Avenue component of the project is the most difficult to address. He pointed out as presented the proposed façade facing Xerxes Avenue is imposing. He suggested that they reconsider the large façade and relocate a portion of the building by placing it on top of the building nearest France Avenue. This change; in his opinion, would better suit the site, adding height in this area is generally found along York Avenue; not Xerxes (Westin, new Southdale apartments etc.). Continuing Schroeder pointed out when considering the projects impact on Xerxes Avenue, vehicle traffic, especially truck traffic, needs to be further reviewed. Schroeder stated if left as is all truck traffic would only occur on Xerxes Avenue. Concluding Schroeder asked the applicants to consider "marrying" the subject sites loading dock area with the Cub Foods loading dock. This action would reduce and mitigate all delivery traffic.

Commissioner Scherer complemented the look of the building but shared concerns over the amount of concrete on the site and its impact on Richfield.

Commissioner Platteter stated that overall he's not opposed to the density of the project or building height; however, has a concern with the ramp accessing the underground parking. Platteter suggested that this access point be relocated more to the middle to avoid confusion. With regard to connectivity Platteter said he likes the incorporation this project includes to enhance pedestrian spaces. Concluding, Platteter said he also supports the requirement for affordable housing.

Commissioner Grabiell asked Planner Teague if he knows the zoning classification the City of Richfield has on their side of Xerxes (east). Teague responded he's not sure of that zoning. He added he knows that Richfield either has or is going through a rezoning process for this area to allow for more density. Grabiell said during the review process the City needs to keep in mind what's best for Edina while being respectful to the City of Richfield.

The development team acknowledged that much of their focus is in "the devils in the details", adding they really appreciate the comments from the Commission. Mr. Russett acknowledged this site is a challenge; however believes it's worth it.

Commissioner Forrest said that while the project has good points she is concerned with how portions of the project violate the Comprehensive plan. Forrest added as previously mentioned the homes across the street from this project will be impacted. She concluded she likes the look but has concerns.

The discussion ensued with Commissioners in agreement that the project has merit; however, wants the development team to take a further look at reducing the buildings impact on Xerxes Avenue, increase greenspace where possible, consider the City Comprehensive Plan during the design process, reconsider the façade of the building as it relates to Xerxes Avenue, carefully consider the retail tenant mix, better design the building's access point and continue to work on the loading dock area and the underground parking access, etc. Also it is very important to work with the residents of Richfield to reduce and or minimize the buildings impact on them.

Chair Staunton thanked the applicant for sharing their sketch plan with them. Staunton stated he hopes their venture is successful adding that so far no one has found something that could work for this site. Staunton reiterated his thanks and stressed to the applicant the importance of communicating with the City of Richfield.

The applicants ensured Chair Staunton they would engage the City of Richfield and Xerxes Avenue residents.

#### **B. 2014 Work Plan**

Chair Staunton told the Commission every fall the Planning Commission Work Plan is discussed and prioritized. Staunton said that at this time he would like Commissioners to start thinking about the 2014 Work Plan. Staunton said any topic suggestions should be forwarded to Teague or him prior to the Commission meeting. Staunton concluded that his goal for finalizing the Work Plan is for some time in September or October.

Commissioner Scherer noted it may be a good idea to discuss the Work Plan prior to a Commission meeting. Commissioners agreed.

#### **VIII. CORRESPONDENCE AND PETITIONS**

Minutes/Edina City Council/September 17, 2013

on Series 2013B was at a 3% interest rate. Member Sprague introduced and moved adoption of Resolution 2013-80, Awarding Sale of G.O. Bonds Series 2013B. Member Swenson seconded the motion.

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

**VIII.B. SKETCH PLAN REVIEW – 6725 YORK AVENUE (WICK'S SITE) AND FIVE SINGLE FAMILY HOMES ON XERXES AVENUE TO THE EAST OF 6725 YORK – REVIEWED**

Community Development Director Presentation

Mr. Teague presented the request of Lennar Multifamily Investors, LLC for sketch plan review of its proposal to redevelop the property at 6725 York Avenue. The proposed project would also include five single-family houses on Xerxes Avenue. The proponent was in negotiations with these property owners to purchase and incorporate the houses into the development. Mr. Teague stated the property at 6725 York (the former Wick's building site) was currently zoned PCD-3, Planned Commercial District-3, and guided CAC, Community Activity Center. The five-single family houses were zoned and guided for low-density residential use. The proponent was requesting consideration of a proposal to tear down the existing commercial building and the five single-family houses and build a six-story, 273 unit, and upscale apartment building with 22,289 square feet of retail on the first level. A parking lot was proposed in front of the retail store on York Avenue and underground parking for residents. Surface spaces would be available along the north and south lot lines for resident's guests. The loading area for the market would be at the rear of the retail building and south side of the apartment building. Mr. Teague advised that to accommodate the request, four amendments to the Comprehensive Plan would be required: Building Height from 4 stories and 48 feet to 6 stories and 66 feet; Housing Density from 30 units per acre to 59 units per acre; Floor Area Ratio from 1.0 to 1.55; Re-guiding the land use for the six single-family houses from Low Density Residential to Community Activity Center. In addition to the amendments, a rezoning of all the properties would then be required to Planned Unit Development (PUD).

Mr. Teague stated the Planning Commission reviewed the sketch plan and provided comments relating to reducing the buildings impact on Xerxes Avenue, increasing greenspace where possible, consideration of the City Comprehensive Plan during the design process, reconsidering the façade of the building as it relates to Xerxes Avenue, need for continued work on the loading dock area and the underground parking access, and incorporation of affordable housing.

Proponent Presentation

Peter Chmielewski, Lennar Multifamily Investors, LLC, introduced the concept of the sketch plan for the property located at 6725 York Avenue with five single-family houses on Xerxes Avenue to the east of 6725 York Avenue. Mr. Chmielewski discussed the intent to build a high-end luxury multifamily rental community with complimentary retail.

Aaron Russet, ESG Architects, provided a presentation on the subject sketch plan, the setback on Xerxes Avenue, landscaping, walking path/sidewalk network, gathering spots, outdoor seating area, retail element, landscape buffer, and parking.

The Council discussion included concern relating to the six story height across from single-family houses, the importance to include affordable units, incorporating a green roof over the market, option of utilizing podium height along Xerxes Avenue, improving the articulation/façade of the market area, reduction in density, including some smaller units in unit mix, greenspace, additional work needed on the appearance of the townhouses, concern with the loading dock area and underground parking access, and concern with the concept of routing truck traffic onto Xerxes Avenue.

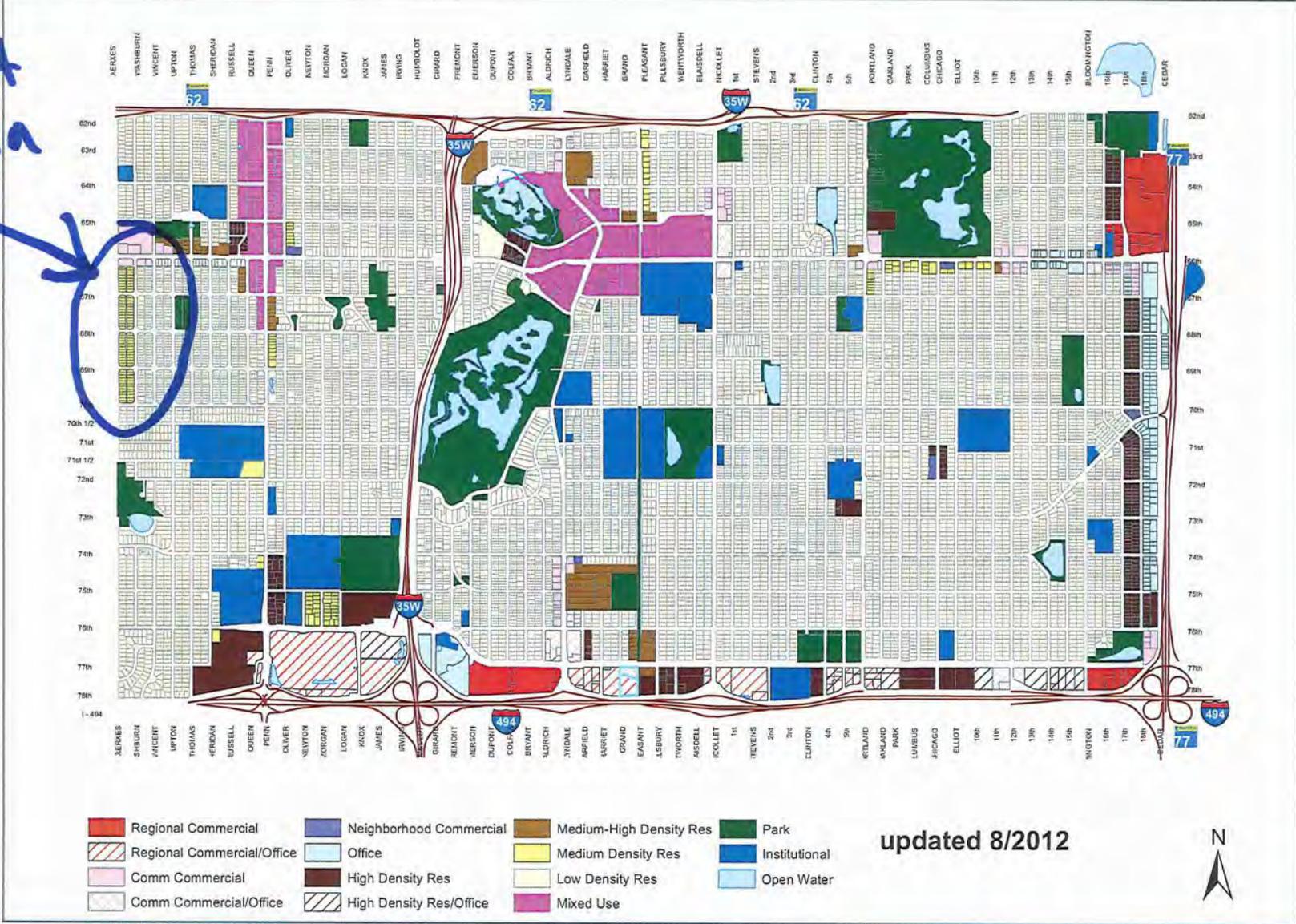
**VIII.C. SECOND READING GRANTED – ZONING ORDINANCE AMENDMENT REGARDING THE R-1 & R-2 ZONING DISTRICT REQUIREMENTS; ORDINANCE NO. 2013-09 – ADOPTED**

Community Development Director Presentation

Figure 4.8 2030 Future Land Use Plan

Subject Area

AS5





#### Medium Density Residential (MDR)

The Medium Density Residential land use category was derived from the Single-family Residential – High Density category (R-SFH) that was included in the City's 1999 Comprehensive Plan. The medium density residential category replaces the R-SFH category. Naming this category medium density better clarifies the intent of the residential uses within this category. Medium density residential accommodates attached housing, predominantly townhomes or condominiums ranging from 7 to 12 units per acre. Medium density residential also includes manufactured housing.

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#### Medium - High Density Residential (MHD)

Medium - High Density Residential includes multi-unit and multi-building developments. The intent is to allow for higher density housing, such as townhome developments. The allowed density would range from 12 to 24 units per acre and no greater than 4 stories tall.

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**Date:** March 27, 2014  
**To:** Cary Teague, Community Development Director  
**cc:** Tom Schmitz, Fire Chief  
**From:** David Fisher, Chief Building Official  
**Re:** 6725 York Ave – Former Wicks Furniture Re-Development  
Draft Plans Dated March 3, 2014

The Building Department has reviewed the above proposed project with following comments:

- Provide a complete building code analysis when the construction plans are submitted to the city for building permits.
- All exiting must go to a public way.
- Provide adequate fire department access to the buildings.
- The building setbacks must comply with the 2006 IBC for exterior wall protection.
- Retaining walls over 4 feet require engineering and a building permit.
- Provide fire sprinklers to NFPA 13.
- Verify fire sprinkler requirements under balconies.
- Verify the accessible parking is in compliance with the state building code.
- There has been a 30% review with the building & fire department staff for this project. I would recommend that this project continues with the pre-construction meetings with the design professionals, contractor, the project manager and the city building and fire department staff.

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**Date:** April 2, 2014  
**To:** Cary Teague – Community Development Director  
**From:** Chad Millner – Director of Engineering  
**Re:** 6725 York Ave – Former Wicks Furniture Re-Development  
Draft Plans Dated March 3, 2014

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

- A Nine Mile Creek Watershed permit will be required, along with potential other agency permits such as Hennepin County Public Works, MNDH, MPCA, and MCES.
- A developer's agreement will be required for the placement of the public water main and sanitary sewer and for any other public improvements. The developer agreement should indicate that the watermain and sanitary sewer mainline are public. The agreement should also state that the City is responsible for the maintenance and operation of the watermain and sanitary sewer and in the event that the City needs to excavate for a repair of the system that the City is not responsible for restoring the surface, such as pavements and or landscaping.
- A set of as-built plans will be required with the final C.O.
- Staff recommends connecting the watermain to the Edina water distribution system. Watermain cannot be connected to both Edina and Richfield distribution systems.
- Details are needed on the infiltration system such as expected infiltration rates. This would be part of the watershed permitting process.
- Indicate on plans what utilities are private versus public by noting that on the pipes.
- Engineering will indicate where to place the watermain gate-valves.
- Construct utilities per City of Edina Standard Details.
- Watertight sanitary sewer castings are required on all sanitary sewer manholes.
- SAC and WAC fees will be required.

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

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## Jackie Hoogenakker

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**From:** Carla J Stueve <Carla.Stueve@hennepin.us>  
**Sent:** Tuesday, March 25, 2014 11:44 AM  
**To:** Jackie Hoogenakker  
**Cc:** Steven J Groen; Robert H. Byers  
**Subject:** 6725 York Avenue  
**Attachments:** Carla Stueve P E PTOE.vcf; streetscape guide - approved 1995.pdf

Hi Jackie,

We reviewed the preliminary site plan for 6725 York Avenue this morning at our plat review committee meeting. Based on our streetscape guidelines, 6 feet of operational clear zone is required back from the face of the curb for a roadway with a posted speed of 35 mph or less. Based on our review of the 6725 York Avenue Landscape Plan, the proposed trees along York Avenue do not meet these guidelines. I have attached a copy for your use.

Ideally, we would encourage the developer to widen the boulevard and move the trees behind the 6-foot required clear zone, with the sidewalk on the outside of that space. We understand that there are utilities that may be affected by this proposed modification that may need to be considered.

If you have any questions, or need additional information, please let me know. Otherwise, when this development reaches the preliminary plat stage, please forward that to us for further review.

Thanks!  
Carla

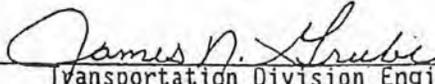


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**HENNEPIN COUNTY**  
**DEPARTMENT OF PUBLIC WORKS**  
**TRANSPORTATION DIVISION**

**RECOMMENDED URBAN LANDSCAPE/  
STREETScape GUIDELINES**

  
Transportation Division Engineer

Revision No. 0 Date 04/03/95

APRIL, 1995

AGD

April 3, 1995

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April 3, 1995

**HENNEPIN COUNTY  
DEPARTMENT OF PUBLIC WORKS  
TRANSPORTATION DIVISION**

**RECOMMENDED URBAN  
LANDSCAPE/STREETSCAPE GUIDELINES  
APRIL, 1995**

**INTRODUCTION**

Hennepin County Department of Public Works' Transportation Division (Division) has as a delegated function and responsibility to maintain a system of roadways that provide transportation for residents of the County in a safe, efficient manner. Year around safety requires adequate sight distances and a minimum operational clear zone that can also accommodate snow storage. The Division has prepared this Recommended Urban Landscape/Streetscape Guidelines (Guidelines) to more consistently and thoroughly respond to questions about urban landscape/streetscape design practices.

All landscape/streetscape plans must be prepared and signed in accordance with the Board of Architecture, Engineering, Land Surveying, Landscape Architecture and Interior Design. The City Engineer shall also approve and sign the title or cover sheet for those landscape/streetscape plans. The City Engineer must also evaluate sight distances along the project and assure the Division, in a report, that sight distances are adequate.

The placement of obstacles or fixed objects, such as structures, trees, etc., within Hennepin County's right of way shall be cause for the Municipality to assume legal liability and additional maintenance responsibility through a Cooperative Agreement.

**RECOMMENDED GUIDELINE CRITERIA**

The following is an alphabetical listing of the Division's recommended guidelines for landscape/streetscape design. The criteria listed is not all inclusive or necessarily complete. Requests for more clarification should be addressed to the Division Engineer or his/her designee. Figure 1 at the end of this document contains a summarization of the recommended operational clear zone guidelines.

• **Boulevard**

The Division prefers a low maintenance boulevard. Snow and ice control methods may prevent the survival of some desired vegetation. The Municipality has the responsibility for mowing and the maintenance of facilities behind the curb.

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- Crosswalks

Crosswalks shall conform to the Minnesota Manual on Uniform Traffic Control Devices (MMUTCD).

The County's standard crosswalk is a block type pattern, painted white, on top of bituminous or concrete pavement. Municipalities have the responsibility to maintain pavement crosswalk markings after the initial painting.

Non-standard crosswalk surfaces (such as decorative brick, colored aggregate, etc.) shall require prior approval by the Division. Municipalities shall have the responsibility to install and maintain any crosswalk surface, as well as the abutting material, if the crosswalk surface is not consistent with the road surface. The municipality shall also indemnify the County for the use of a non-standard crosswalk surface.

- Curb

Curb design must conform to Hennepin County's Standard Design and the State Aid manual. Curb and pedestrian ramps must comply with the Americans With Disabilities Act (ADA).

- Irrigation

Water from irrigation systems shall not flow or spray onto the traveled roadway or onto any County owned structures such as traffic signal components and signage. Concrete gutters shall collect excess water from irrigation systems and not allow water to flow across roadways (gutter in).

Effects of subgrade saturation shall be addressed when irrigation systems are proposed. Provisions, such as perforated pipe, shall be included for the pickup and disposal of irrigation water.

The Division will not allow an open cut for installation or maintenance of irrigation piping within three years of construction, so consideration should be given to installing irrigation piping within a sleeve for roadway crossings. Maintenance and repair of the irrigation system is the responsibility of the owner.

- Landscaping/Streetscaping

Roadway geometrics and driver sight distances shall be considered when installing landscape items. A report indicating adequate sight distances have been maintained is required for all access points along the project. The report should consider all elements obstructing a driver's vision such as trees, shrubs, plantings/planters, structures, etc.

Any loose landscaping material, such as bark, must have an adequate means of containment that will prevent the material from spilling onto the roadway or sidewalk. The Municipality shall be responsible for maintaining such material, if installed, and for removing the material from the roadway or sidewalk if the material spills onto those surfaces. Loose landscape rock is not permitted within Hennepin County's right of way because of problems caused during mowing, etc.

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The Municipality or owner has the responsibility to trim all plantings and to maintain visibility.

Hennepin County's responsibility for landscape/streetscape restoration, after any County activity, shall be limited to top soil, sod or seed. Restoration of specialty landscape/streetscape items, sidewalks and plantings shall be the responsibility of others.

The Division prefers traffic control signage to be located behind the sidewalk. Landscape/streetscape should not obstruct the view of signage.

Landscape/streetscape should make allowances for placement or future expansion of utilities within the right of way.

Traffic control during maintenance of landscaping shall comply with MMUTCD for traffic control.

- Medians

The Division can supply typical design standards for raised and depressed medians. Median drainage is a concern of the Division and should be discussed with the Division's Design Section. The Division's guideline does not allow planting trees within the median unless there is the minimum operational clear zone for the posted speed limit (see Operational Clear Zone).

Plantings, including raised planting beds, in medians shall not be higher than 3 feet from the bottom of the curb gutter line, however, sight lines must still be checked. Plantings should be kept as far back from the face of curb as possible to minimize disturbance due to snow plowing (see also Irrigation). If the Municipality proceeds with placing plantings within Hennepin County right of way, then the Municipality has the responsibility to trim plantings to maintain sight lines.

- Operational Clear Zone

To facilitate the safe operation and maintenance of a roadway facility, an operational clear zone is required. Encroachment into the operational clear zone causes safety and maintenance concerns.

The Division standard provides an operational clear zone of 6 feet from the face of curb where posted speeds are 35 miles per hour (MPH) or less. For speeds greater than 35 MPH to 45 MPH, the Division standard provides a 10 foot operational clear zone. The required operational clear zone for speeds over 45 MPH shall be analyzed on an individual basis by the Division (see Figure 1).

- Right of Way

Streetscape/landscape items within the County's right of way are reserved for the public and owned by the Municipality. Hennepin County does not allow private enhancements within the County's right of way.

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- Sidewalks

The Division recommends a sidewalk with a minimum 5 foot width and prefers the sidewalk be placed 6 feet from the face of curb to accommodate snow storage.

- Signals, Signing and Other Traffic Control Devices

All traffic control devices must comply with MMUTCD.

For urban cross sections, the Division recommends traffic signs be placed at least 6 feet from the face of curb to the edge of sign. Sign placement is preferred behind the sidewalk. The location of utilities should be considered with regard to future sign placement. In areas where there is no sidewalk, clearance to the signage should be at least 6 feet from the curb or edge of shoulder to allow for snow storage and/or future sidewalk(see Snow Storage).

Landscape/streetscape should not obstruct the view of signage.

Traffic signals shall have the Division's standard type and color. Any other color scheme requires prior review and approval by the Division and require the Municipality to maintain the paint system at no cost to the Division. Lead based paint shall not be used. Paint must comply with current Mn/DOT specifications.

- Snow Storage

The Division requires minimum operational clear zones for snow storage along the side of the road based on the posted speed limit. The requirement of an operational clear zone for snow storage allows the Division to efficiently clear roads of snow and help maintain the road's traffic carrying capacity. Inadequate snow storage will reduce lane widths, adversely affect traffic handling capacity of the road and prevent trucks from using the partially blocked traffic lane. Roads that are not cleared of snow along the curb to the storm drain can also cause drainage problems when the snow melts.

The Division may require that the Municipality obtain an easement if there is inadequate snow storage available within the right of way as a result of landscape/streetscape structure placement. In areas where landscape/streetscape structures cause inadequate room to store snow off the road, the Municipality will be required to either move or haul away the snow (see Introduction for legal liability and maintenance requirements).

- Street Lighting

Street lighting must be functional and meet appropriate standards for illumination. Special consideration should be given to eliminating glare and shadows. Questions on lighting should be referred to the Division's Design Section.

April 3, 1995

- Trees

Trees, in general, can obstruct the view of signs and signals. Prior to the placement of any tree, sight lines should be evaluated that includes consideration for fully mature trees and their canopies.

The Division standard does not sanction the planting of trees on County right of way within the operational clear zone (see Operational Clear Zone).

Planting coniferous trees is discouraged within Hennepin County's right of way.

Tree grates in sidewalks or paved areas, unless properly installed and maintained, can be a hazard to pedestrians, people with disabilities, and snow removal operations, etc. The Municipality assumes all liability for the placement of any tree grates or other obstacles within the County's right of way.

Irrigation, if deemed necessary, should be limited to a trickle type system (see Irrigation).

The Division does not contribute to the replacement of any streetscape/landscape alteration as a result of any highway maintenance, modification or utility work.

- Utilities

Underground utilities that do not extend above the surface may be placed within the County's operational clear zone. Above ground utilities, however, should be placed outside the County's operational clear zone.

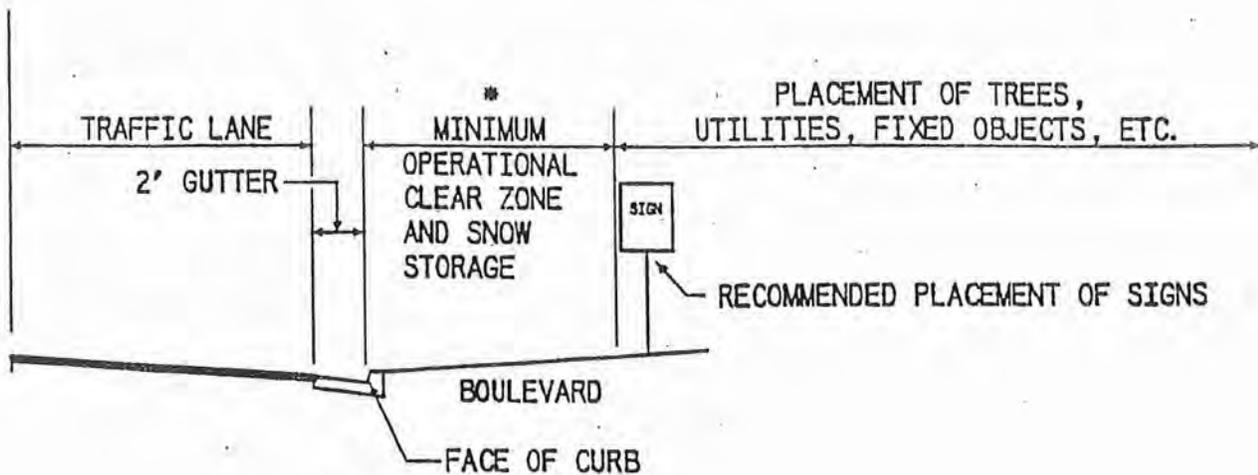
#### PERMITS

The Division's Permit Office shall be informed of all construction or maintenance work within the County's road right of way. Traffic Control and time of work must be approved by the Division prior to beginning any work. (Example: Parking in a traffic lane during rush hour is not allowed.)

# FIGURE 1

## HENNEPIN COUNTY DEPARTMENT OF PUBLIC WORKS TRANSPORTATION DIVISION RECOMMENDED LANDSCAPE / STREETScape GUIDELINES

### URBAN TYPICAL ROADWAY CROSS SECTION



\*

#### POSTED SPEED LIMIT

35 M.P.H. OR LESS

GREATER THAN 35 M.P.H. TO 45 M.P.H.

GREATER THAN 45 M.P.H.

#### MINIMUM OPERATIONAL CLEAR ZONE

6 FOOT (FROM THE FACE OF CURB)

10 FOOT (FROM THE FACE OF CURB)

ANALYZED ON AN INDIVIDUAL  
BASIS BY THE DIVISION.

APRIL 1995



### City Affordability Goals

Since 1996, Edina has participated in the Metropolitan Livable Communities Act program. The Livable Communities Act (LCA) is a Metropolitan Council grant-based program to encourage communities to achieve goals in affordable and life-cycle housing production and quality of life improvements. At the program's inception, the Metropolitan Council estimated the amount of the City's existing housing stock that was affordable and the City and the Metropolitan Council jointly established goals for the criteria of affordability, life-cycle housing (housing types that are not single-family detached units) and housing density.



See Table 5.2 on next page.

**Table 5.2. Livable Communities Act Benchmarks and Goals for Edina**

		City Index	Benchmark	Goal
<b>Affordability</b>	Ownership	31%	64-77%	31%
	Rental	14%	32-45%	43%
<b>Life-cycle housing</b>	Type (non-SF detached)	43%	38-41%	43%
	Owner/renter mix	71/29%	(64-71)/ (30-36)%	71/29%
<b>Density</b>	Single-family detached	2.3/acre	2.3-2.9/acre	2.3/acre
	Multi-family	16/acre	11-15/acre	16/acre

Table 5.2 shows the Metropolitan Council's 1995 estimates and City of Edina goals:

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- The *City Index* column refers to a snapshot of the Edina's affordable housing, life-cycle housing, and housing density taken from the data available in 1995.
- The *Benchmark* column is a range that represents the City Index average for communities within similar Metropolitan Council planning sectors.
- The *Goal* column indicates the affordable and life-cycle housing share, and the densities negotiated between Edina and the Metropolitan Council.
- *Affordability* refers to the estimate of the share of Edina's affordable housing stock that was considered affordable at the start of the LCA program.
- *Life-cycle Housing* includes housing types that are not single-family detached units; the figures are percentages based on Edina's total housing stock.
- *Density* means the number of housing units per acre for both single-family detached units, and multi-family units.



The Metropolitan Council has identified new affordable housing needs for all cities and townships within the Twin Cities Metropolitan Area for the period from 2011-2020. The housing plan element of local comprehensive plans is required to reflect the allocated portion of the forecasted demand for affordable housing. The City's share of this allocation is 212 affordable housing units by 2020.

### Current City Housing Programs

#### ***Edina Housing and Redevelopment Authority***

The Edina Housing and Redevelopment Authority (HRA) was established in 1974 for the purpose of undertaking urban redevelopment projects and assisting with the development of affordable housing. The HRA has facilitated the development of a number of low- and moderate-income housing developments, including Yorkdale Townhomes, Oak Glen, Summit Point and South Haven.