



## PLANNING COMMISSION STAFF REPORT

Originator <b>Cary Teague</b> Community Development Director	Meeting Date <b>February 26, 2014</b>	Agenda # <b>VI.B.</b>
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### INFORMATION/BACKGROUND

#### Project Description

Hillcrest Development, LLP is proposing to redevelop Pentagon Park along 77<sup>th</sup> Street. (See the Pentagon Tower & Pentagon Quad sites on page A1.) The total site area is 43 acres in size; and would likely redevelop over the next 2-15 years. (See the applicant narrative and proposed plans on pages A6–A47.)

Proposed uses include office, medical, retail, restaurants, a hotel and potentially housing. No housing is anticipated at this time, however, that use is currently allowed on the property, and should remain as a potential future land use.

The following is a breakdown of the anticipated land uses at this time:

- Office – 1,420,000 square feet.
- Retail – 40,000 square feet.
- Hotel – 250,000 square feet (375-425 rooms)
- Parking structures – 6,400 parking stalls.
- Housing (would likely replace some of the office if built.)

The likely first phase of development of the project would be the Pentagon Tower site, which would include office buildings, a hotel, limited retail and parking structures. Future redevelopment phases of the “Pentagon Quad” site north of 77<sup>th</sup> Street would likely occur from the west side to the east. Future housing would then likely occur on the east end of the Quad sites.

To accommodate redevelopment of this property, the following is requested:

- Preliminary Rezoning from MDD-6, Mixed Development District to PUD, Planned Unit Development; and
- An Overall Development Plan.

This "preliminary" review is the first step of a multi-step process of City review. Should these "preliminary" requests be approved by the City Council; the next step would be a Final Development Plan for Phase 1, Final Rezoning, and formal adoption of a Zoning Ordinance Amendment rezoning this site to PUD, Planned Unit Development, including zoning regulations and land use requirements.

Prior to final approval of any future phase, the applicant would bring forward a sketch plan review to both the Planning Commission and City Council to seek direction and guidance prior to a formal application.

The PUD, Planned Unit Development District is being requested to allow greater flexibility of land uses and setbacks in exchange for enhanced amenities; greater pedestrian connections; high quality architecture, and depending on the future use of Fred Richards Golf Course, potential greater connection and integration of public space. As shown on page A29, there are six primary principles requested to achieve the PUD:

1. Green Streets.
2. Integrated storm water as a project amenity.
3. Pedestrian Connections.
4. Connections to all the parcels.
5. Multimodal Connections; transit, bike, pedestrian.
6. Shared parking.

The applicant is pledging high quality architecture for all buildings, including the parking structures, and sustainable design principles. (See applicant narrative and plans on pages A6–A47.)

In 2008, this site was rezoned to the current MDD-6 Zoning designation. The site was approved for 1,881,134 square feet of total development; 50% was to be residential and 50% was to be non-residential. The applicant is essentially requesting the same amount of square footage, 1,777,560 square feet, but requests that the uses not be restricted by percentage.

## **SUPPORTING INFORMATION**

### **Surrounding Land Uses**

- Northerly: Fred Richards golf course; zoned and guided as a park.  
Easterly: Office and light industrial uses; zoned and guided for industrial use.  
Southerly: Office and light industrial uses; zoned and guided for industrial use.  
Westerly: Highway 100.

## Existing Site Features

The subject property is 43 acres in size, and contains 17 office buildings that total 660,500 square feet of office space. (See pages A3–A5.)

## Planning

Guide Plan designation: OR, Office Residential  
Zoning: MDD-6, Mixed Development District

## Site Circulation/Connection

Access to the site is off 77<sup>th</sup> Street which has direct freeway access on and off Highway 100. The applicant is proposing a re-construction of 77<sup>th</sup> Street when the total build out of the overall development reaches 80-85%. (See the street re-construction renderings on pages A43.) Additionally, new “Green Streets” would be built to make better connections and circulation in and around the development. Improved connections would also be made to the Fred Richards Golf Course. (See pages A44–A47.)

The applicant is proposing to provide transit shelters along 77<sup>th</sup> to promote transit ridership.

## Pedestrian/Bike Connections

Connections would be made to the regional trail to promote alternate means of transportation to get to the development. Bicycle facilities, dedicated showers and bike lockers would be provided throughout the development. Sidewalks would be created throughout the development and along streets. Safe crosswalks across streets would be created.

## Traffic & Parking Study

The proposed project would generate traffic volumes that are within the parameters of the Alternative Urban Area-wide Review (AUAR) that has been done in this area. A traffic study was conducted by WSB, which concludes that the following roadway improvements are expected to be necessary into the future to accommodate the redevelopment of the Pentagon Towers and Pentagon Quads sites:

1. 2020 No-Build:
  - a. Addition of a northbound dual right-turn lane at 77th Street and TH 100 Southbound Ramp.
  - b. Improved signal timing at 77th Street and Computer Avenue.

2. 2020 Build:

- a. Addition of a northbound dual right-turn lane at 77th Street and TH 100 Southbound Ramp.
- b. Addition of a westbound right-turn lane at 77th Street and TH 100 Northbound Ramp.
- c. Addition of a northbound dual left turn lane, southbound left turn lane and eastbound right turn lane at 77th Street and Computer Drive.
- d. Addition of a northbound through lane at France Avenue and Minnesota Street.
- e. Addition of a northbound left turn lane, eastbound right turn lane and signal timing improvements at 77th Street and Burgundy Place.

3. 2030 No-Build:

- a. 2020 No-Build Improvements.
- b. Addition of an eastbound and westbound right-turn lane at 77th Street and TH 100 Northbound Ramp.
- c. Addition of a northbound and southbound left turn lane at 77th Street and Computer Drive.
- d. Addition of a northbound through lane at France Avenue and Minnesota Drive.
- e. Addition of a southbound through lane at France Avenue and 76th Street.

4. 2030 Build:

- a. 2020 Build improvements.
- b. Addition of an eastbound and westbound third lane on 77th Street from Industrial Boulevard through Computer Drive.
- c. Addition of a southbound through lane at France Avenue and 76th Street.
- d. Addition of an eastbound and westbound dual left turn lane at France Avenue and Minnesota Street.
- e. Addition of a southbound left turn lane at 77th Street and Minnesota Street.
- f. Addition of an eastbound right turn lane at 77th Street and Parklawn Avenue.

Traffic will be analyzed at each phase of development to determine when these improvements would be required.

## **Parking**

A shared parking strategy is intended to reduce large surface parking lots; additionally, parking is intended to be shared with the Fred Richards golf course site, no matter the future use of that property.

Parking for a Mixed Development District is based on the square footage of the buildings. Non-residential uses require one space per 300 square feet. Therefore, the 1,777,560 square feet of non-residential uses would require 5,425 stalls. The applicant is proposing 6,400 stalls. Part of the overage of parking space anticipated is due to the sharing of use with the public property to the north. The applicant does not wish to create more parking than needed. Each phase of development would examine closely the need for parking. The parking study done by WSB concluded that the proposed uses would generate the need for 5596 parking spaces. (See page A70.)

### **Green Space/Landscaping**

There is very little green space and no storm water retention areas on the site as it exists today. The applicant is pledging to significantly increase landscaping, green space and storm water retention ponding within the development. (See the proposed plans on pages A33–A35.) As a condition of approval on a preliminary basis a minimum of a 20% should be achieved at final build out. Individual landscaping would be reviewed at the time of Final Development Plan review for each phase of development.

The previously approved overall development plan for this site included a 20% increase in green space alone.

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

There is not specific grading, drainage or utility plan to review at this time. 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 A106. A developer's agreement would be required for the construction of the proposed sidewalks, public water main, sewer and any other public improvements.

Any approvals of this project would be subject to review and approval of the Nine Mile Creek Watershed District, as they are the City's review authority over the grading of the site. A more detailed review would be done at Final Development Plan with each phase.

The idea of integrated storm water, and using storm water as an amenity, similar to Centennial Lakes, is a good one. The soils in this area are very poor; creating on-site storm water retention areas would benefit the site and the area. The applicant is proposing to connect the north and south sites with a surface water course if possible, and re-use storm water for irrigation and other uses.

## **Building/Building Material**

While there are no specifics proposed at this time, the applicant is proposing to build all buildings and parking ramps to a high architectural standard. Parking ramps are to be integrated into the architecture of the development.

The applicant has indicated that podium height and sustainable building practice would be used. The applicant plans to bring forward sketch plans for each phase of development to gain input on architecture as well as site planning.

Staff recommends very specific requirements for future building architecture as a condition of preliminary approval of the project. The following conditions are recommended to ensure quality building and podium height:

- *New buildings shall utilize the podium height concept, as defined in the Edina Comprehensive Plan, if and where appropriate.*
- *Attempts shall be made to meet an energy savings goal of 15% over state energy code guidelines. Building designs shall be similar to and reasonably consistent with LEED standards.*
- *All buildings must be constructed of high quality materials and architecture. Building materials shall be of, but not limited to high quality brick, stone, precast concrete, and glass building. No building shall contain aluminum or metal siding as the primary finish material.*
- *All parking structures shall be designed to be integrated into and complement the architecture of newly constructed buildings. Shared parking strategies will be employed, where applicable.*

## **Signage**

The underlying zoning of the property would be MDD-6, 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 with the first phase of development. 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.

## **Preliminary Rezoning – PUD (Planned Unit Development)**

Below are the Code requirements and considerations for PUD. The applicant has pledged to include many of the goals and standards for a PUD. Those include: sustainable design, living streets concept, improved pedestrian connections, high architectural standards, podium height, pedestrian oriented

design, creative storm water management, integration of public space, podium height, enhanced landscaping and green space.

**Per Section 36-253, the purpose and intent** of the Planned Unit Development (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, storm water 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 purpose of this PUD is to ensure that the principles proposed by the applicant and the goals of the City, are carried out throughout the life of the development. Those goals and principles include: Green Streets; integrated

storm water as a project amenity; multimodal connections including, transit, bike, and pedestrian; high quality architecture; mixed use; shared parking; podium height; sustainable design; enhanced landscaping & green space.

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

As highlighted above, the City may require housing to be incorporated into the development to achieve the purpose of the MDD-6 zoning and the Comprehensive Plan which calls for housing within the development. The applicant has indicated that housing may be a possibility in future, but does not anticipate it in the short term.

The following page shows a compliance table demonstrating how the proposed new building would comply with the underlying MDD-6 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, when reviewing the general overall site plan. However, by

relaxing these standards, the purpose and intent, as described above would be met.

### Compliance Table

	City Standard (MDD-6)	Proposed - PUD
<b><u>Setbacks - Buildings</u></b>		
Front Setback	35 feet + ½ foot for each foot the building height exceeds minimum setback	<b>*35 feet (77<sup>th</sup> Street - 12 story buildings)</b> <b>*35 feet (Viking Drive - 12 story buildings)</b>
Rear	35 feet + ½ foot for each foot the building height exceeds minimum setback	50 feet
Side	No interior side setback required	No setback
<b><u>Setbacks - Parking Structures</u></b>		
Front/street	20 feet or the height of the structure	35 feet
Building Height	4 stories north of 77 <sup>th</sup> Street  12 stories south of 77 <sup>th</sup> Street	<b>*5 stories</b>  12 stories (Heights over 12 stories would require a Comprehensive Plan amendment)
Parking lot and drive aisle setback	20 feet (street)	20 feet
Building Coverage	30%	30%
Maximum Floor Area Ratio (FAR)	50% - Non-residential Uses 50% - Residential Uses 1,881,134 square foot site	<b>*1,777,560 s.f. total proposed non-residential (includes, Burgundy Place, Walsh Title &amp; a 250,000 s.f. hotel)</b>
Parking Stalls – Mixed Development District	Non Residential: 1,777,560 s.f./300 = 5,425 stalls required	6,400 spaces suggested at this time
Minimum Lot Size	43 acres	43 acres

**\* Would require a variance under the current code**

The most significant change proposed is replacing the residential square footage with non-residential square footage. Within the context of the Alternative Urban Areawide Review (AUAR), the proposal would shift from Scenario 2, to closer to Scenario 3. (See pages A83 & A103, of the attached AUAR.) Please note on page A83, the square footage proposed, does not exceed the maximum square footage contemplated in the AUAR.

## PRIMARY ISSUES/STAFF RECOMMENDATION

### Primary Issue

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

Yes. Staff believes the proposal meets the purpose and intent of the PUD, and therefore, would be appropriate for this development site for the following reasons:

1. The proposed uses are consistent with the Comprehensive Plan and the existing MDD-6 Zoning of the site. The only real change proposed, compared to the previously approved development plan for the site, is replacing the residential square footage with non-residential square footage. Within the context of the Alternative Urban Areawide Review (AUAR), the proposal would shift from Scenario 2, to closer to Scenario 3, which does not exceed the maximum square footage contemplated in the AUAR. (See pages A83 & A103, of the attached AUAR.)
2. The project would encourage multimodality as follows: transit shelters on 77<sup>th</sup> Street; links to the regional trail, promotion of biking through bike facilities within each new building; creation of complete streets; establishing sidewalk connections between uses and buildings; creation of a recreational system that promotes walking, health and wellness.
3. Improved transportation system. The applicant proposes to upgrade 77<sup>th</sup> Street and provide better street connections into and throughout the development including better access to the Fred Richards golf course land. (See pages A34–A35.) “Green Streets” would be created. (See page A43–A47.)
4. Parking would be shared. The applicant proposes to construct parking ramps for the purpose of shared parking throughout the development, including shared parking with the public land to the north.
5. Storm water management would become a project amenity. Similar to the Centennial Lakes concept, storm water retention would be incorporated into the development to become an amenity.
6. Provision of high architectural standards. The applicant has agreed to building architecture, including parking ramps that would be of very high quality. The applicant has also agreed to achieve a goal of the Comprehensive Plan, which is to incorporate podium height into the development. Sustainable building design similar or consistent with LEED standards is also anticipated.

7. The proposed project would generate traffic volumes that are within the parameters of the Alternative Urban Area-wide Review (AUAR) that has been done in this area. A traffic study was conducted by WSB and Associates for the Development. (See the attached study on pages A54–A80.) The study concludes that some roadway improvements are expected to be necessary into the future to accommodate the redevelopment of the Pentagon Towers and Pentagon Quads sites.
8. The PUD Zoning would give the City of Edina greater discretion in ensuring that the above mentioned principles are incorporated into the overall development in the future.
9. The proposed project would meet the following goals and policies of the Comprehensive Plan:
  - a. Design public open and green linkages that bring both amenity and positive image to neighborhoods, corridors, and business precincts.
  - b. Design public streets to serve not only vehicles but also pedestrians, people with mobility aids, and bicycles, balancing the spatial needs of existing and future users within the right-of-way. Address both mobility and recreational needs and opportunities.
  - c. Create walkable streets that foster an active public life; streets that are energized by their proximity to a vibrant mix of activity-generating uses.
  - d. Preserve and make accessible natural areas and features as part of a comprehensive open space network.
  - e. Within larger redevelopment sites, promote a fine-grained and interconnected network of local streets and paths, encouraging pedestrian circulation and providing a choice of access points.
  - f. Encourage infill/redevelopment opportunities that optimize use of city infrastructure and that complement area, neighborhood, and/or corridor context and character.
  - g. Podium Height. Where it is appropriate, the applicant has committed to the podium height concept, defined in the Edina Comprehensive Plan as follows: The “podium” is that part of the building that abuts the street, or that provides the required transition to residential neighborhoods, parks, and other sensitive uses. The podium height concept is intended to create a consistent street wall envelope and a comfortable pedestrian environment.

## **Staff Recommendation**

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

Recommend that the City Council approve the Preliminary Rezoning from MDD-6, Mixed Development to PUD, Planned Unit Development District and an Overall Development Plan for the subject property.

Approval is based on the following findings:

1. The proposed land uses are consistent with the Comprehensive Plan.
2. The proposal would meet the purpose and intent of the PUD. The site is guided in the Comprehensive Plan as "Office Residential," which is seen as a transitional area between higher intensity districts and residential districts. Primary uses include: offices, housing, limited service uses, limited industrial, parks and open space. Vertical mixed uses are encouraged.
3. The proposal would create a more efficient and creative use of the property. Better vehicle and pedestrian connections would be created; enhanced green space and ponding would be created; a mixture of land use is envisioned; there would be improved architecture and sustainability; shared parking would be created, including with the public use to the north.
4. The proposed project would meet the following goals and policies of the Comprehensive Plan:
  - a. Design public open and green linkages that bring both amenity and positive image to neighborhoods, corridors, and business precincts.
  - b. Design public streets to serve not only vehicles but also pedestrians, people with mobility aids, and bicycles, balancing the spatial needs of existing and future users within the right-of-way. Address both mobility and recreational needs and opportunities.
  - c. Create walkable streets that foster an active public life; streets that are energized by their proximity to a vibrant mix of activity-generating uses.
  - d. Preserve and make accessible natural areas and features as part of a comprehensive open space network.

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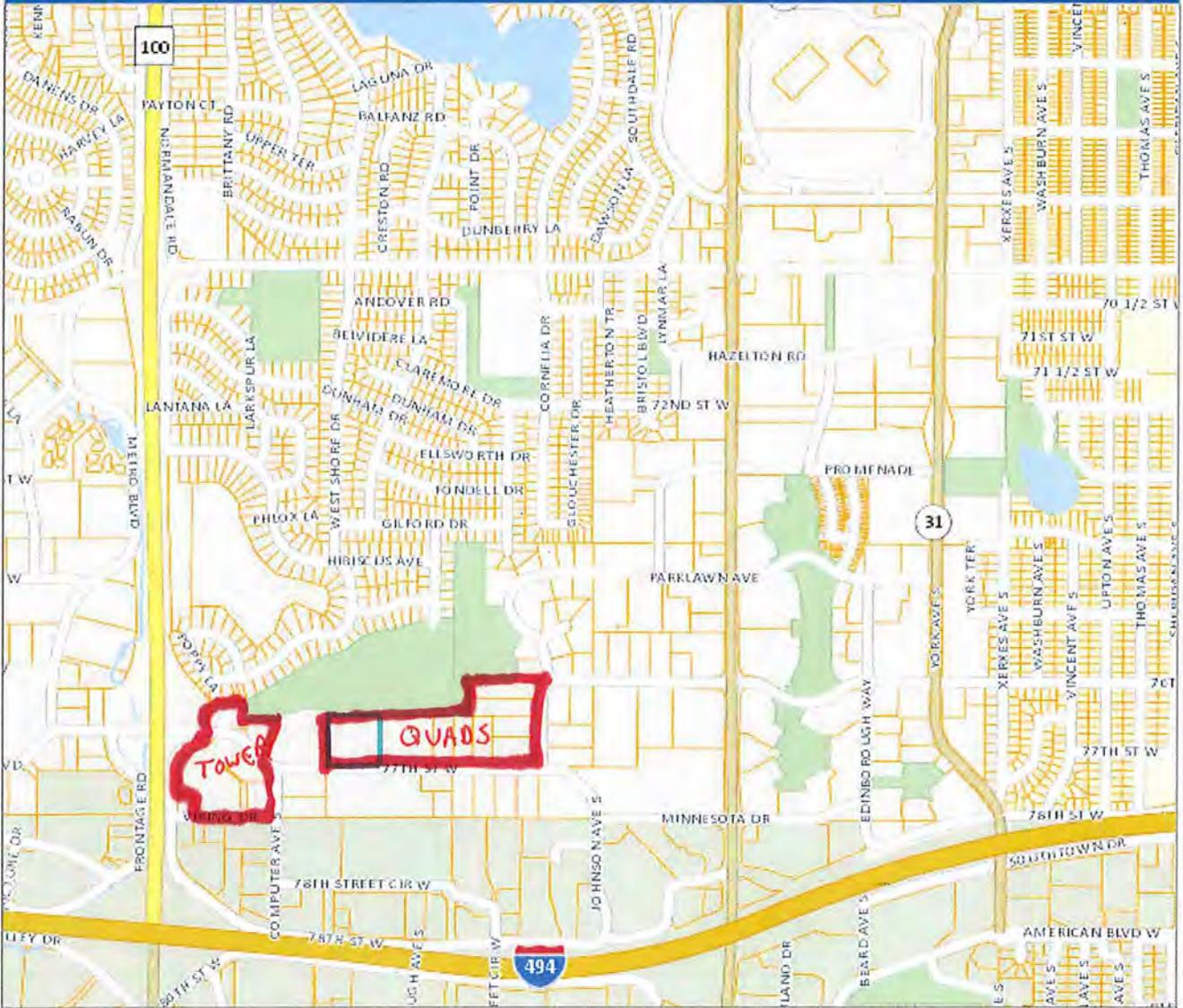
Approval is subject to the following Conditions:

1. Final Development Plans must be generally consistent with the Preliminary/ Overall Development Plans dated January 22, 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 sign plan with Final Development Plan application for each phase of the overall development. Each signage plan submittal should include monument sign locations and size, way finding signage, and wall signage. Signage shall be consistent throughout the PUD.
5. The 77<sup>th</sup> Street Improvements must be completed by the applicant/land owner when 100,000 square feet of development has been constructed. The 77<sup>th</sup> Street improvements must be consistent with the plans date stamped January 22, 2014, and are subject to review and approval of city staff before construction.
6. The Parkway and Green Streets, as shown on the Preliminary/Overall Development Plan, date stamped January 22, 2014, must be built by the applicant/land owner upon 80-85% build-out of the overall development.
7. Final Develop Plans must create a recreational system that promotes walking, health and wellness.

8. Connections shall be made from the property south of 77<sup>th</sup> Street to the property north of 77<sup>th</sup> Street through or adjacent to the "Walsh Title" site and Fred Richards golf course.
9. Pedestrian connections must also be made between buildings, along 77<sup>th</sup> Street, to Burgundy Place, to the anticipated Regional Trail, and to the new Green Streets, the installation of which are conditioned on factors, including without limitation, the future use of Fred Richards.
10. All crosswalks shall be marked with duraprint stamping to clearly identify the pedestrian crossing.
11. Where applicable and required pursuant to the Final Development Plan, all public utility, public roadway and public sidewalk easements shall be granted or dedicated to the City upon Final Development Plan approval for each phase.
12. Bike storage and bike shower facilities shall be provided within the development. Bike racks will be provided throughout the development.
13. A majority of the storm water retention will be developed as an amenity and integrated into the overall development.
14. Overall, the development must include at least a 20% of green space/storm water retention in the aggregate.
15. Any Park Dedication fees due under Section 32 of the City code shall be collected at the time of the issuance of a building permit for any portion of the property that is re-platted.
16. New buildings shall utilize the podium height concept, as defined in the Edina Comprehensive Plan, if and where appropriate.
17. Attempts shall be made to meet an energy savings goal of 15% over state energy code guidelines. Building designs shall be similar to and reasonably consistent with LEED standards.
18. All buildings must be constructed of high quality materials and architecture. Building materials shall be of, but not limited to high quality brick, stone, precast concrete, and glass building. No building shall contain aluminum or metal siding as the primary finish material.
19. All parking structures shall be designed to be integrated into and complement the architecture of newly constructed buildings. Shared parking strategies will be employed, where applicable.

20. Public art shall be incorporated into the development.
21. Final Rezoning is subject to a Zoning Ordinance Amendment creating the PUD, Planned Unit Development for this site. Final PUD Zoning must meet the criteria required for a PUD.
22. Compliance with the issues/conditions outlined in the director of engineering's memo dated January 22, 2014.

**Deadline for a city decision: May 21, 2013**



Parcel ID:

Owner Name: Pentagon North Llc

Parcel Address:

Property Type: Commercial-Non Preferred

Homestead:

Parcel Area:

A-T-B:

Market Total:

Tax Total:

Sale Price:

Sale Date:

Sale Code:

Map Scale: 1" ≈ 1600 ft.

Print Date: 2/20/2014

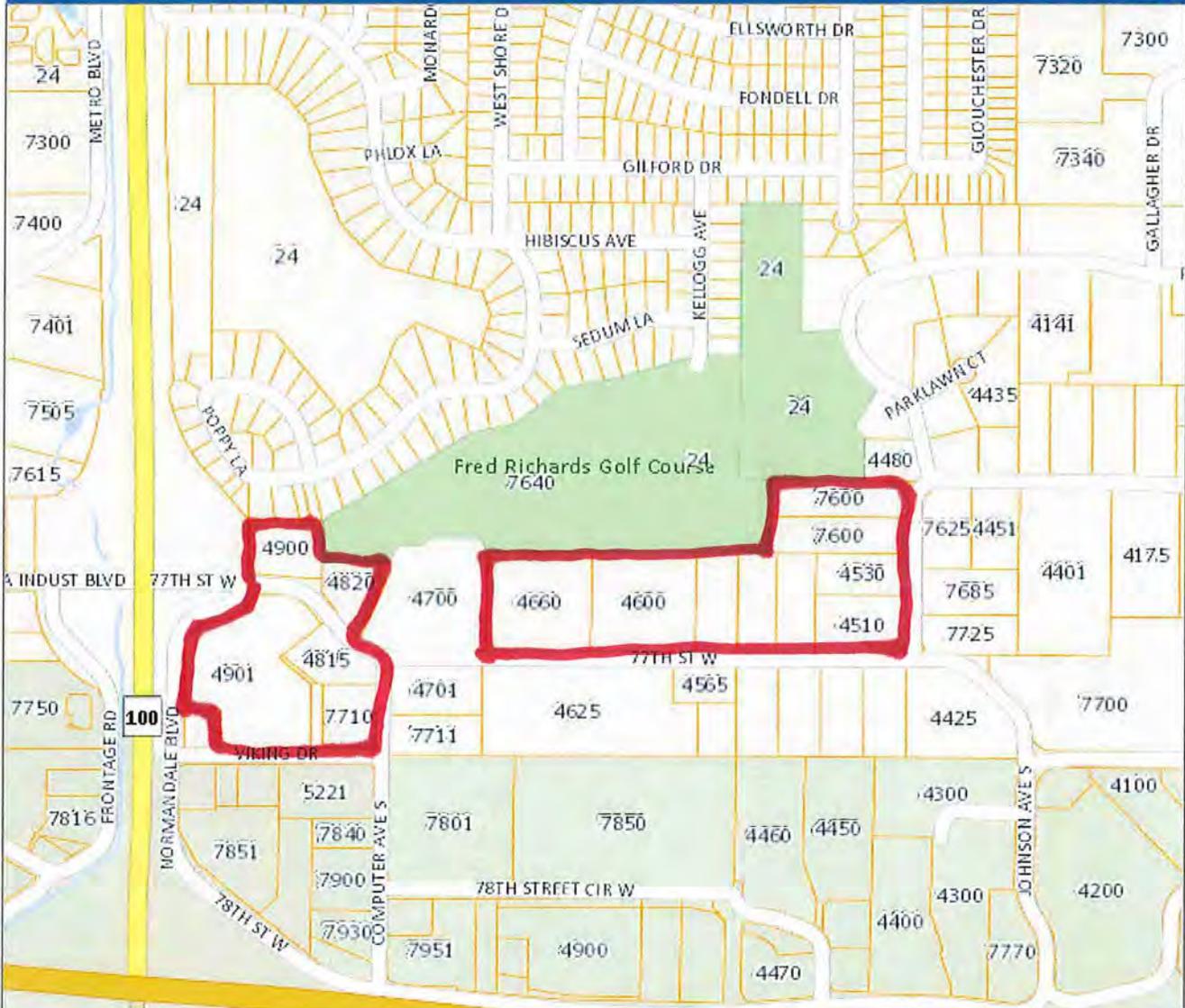


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AI



Parcel ID:  
 Owner Name:  
 Parcel Address:  
 Property Type:  
 Homestead:  
 Parcel Area:

A-T-B:  
 Market Total:  
 Tax Total:  
 Sale Price:  
 Sale Date:  
 Sale Code:

Map Scale: 1" ≈ 800 ft.  
 Print Date: 2/20/2014



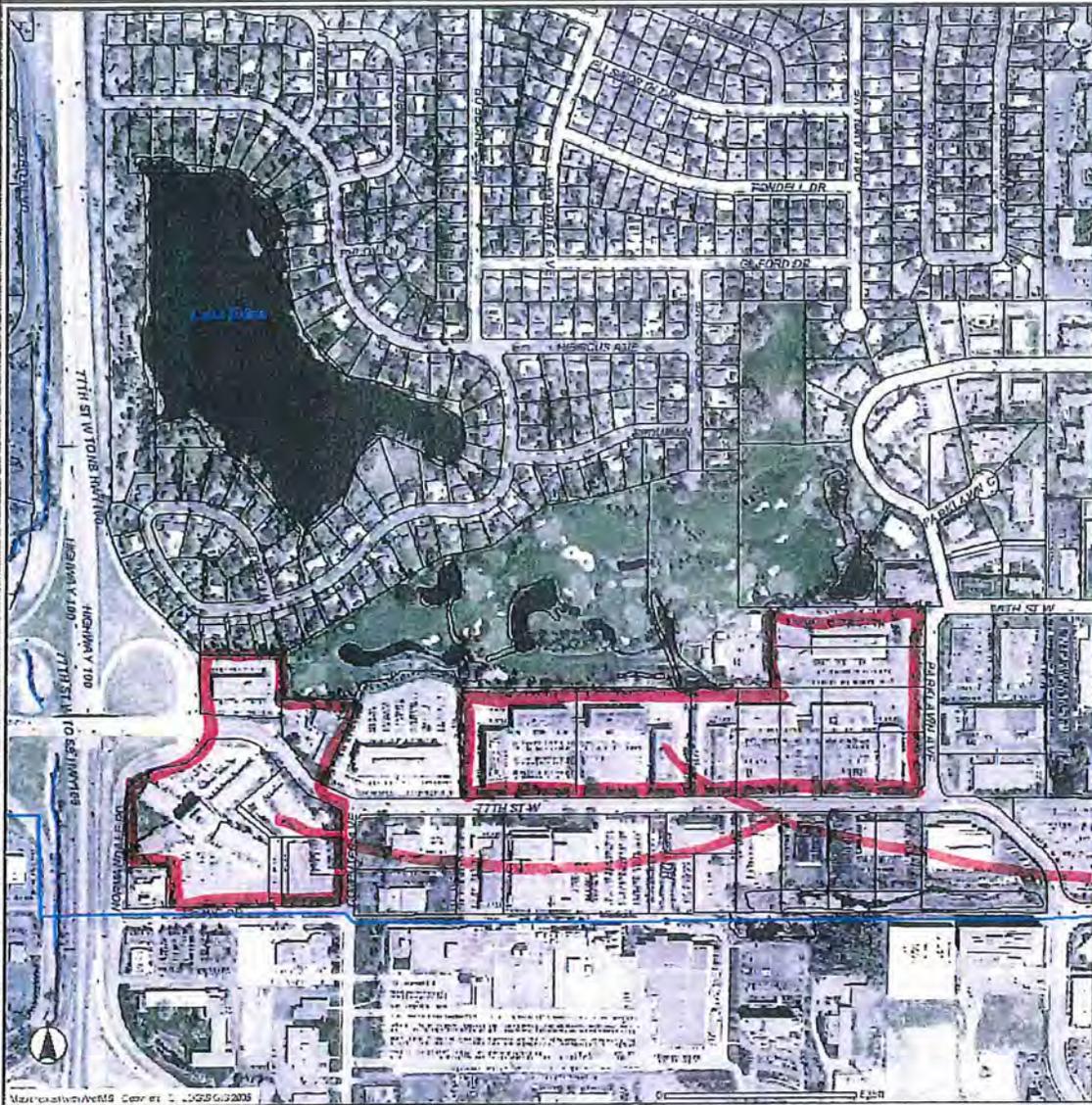
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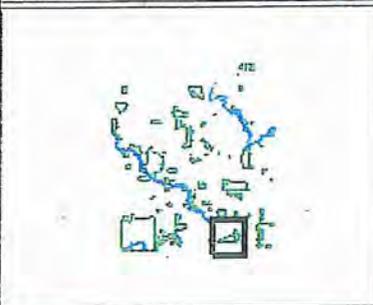
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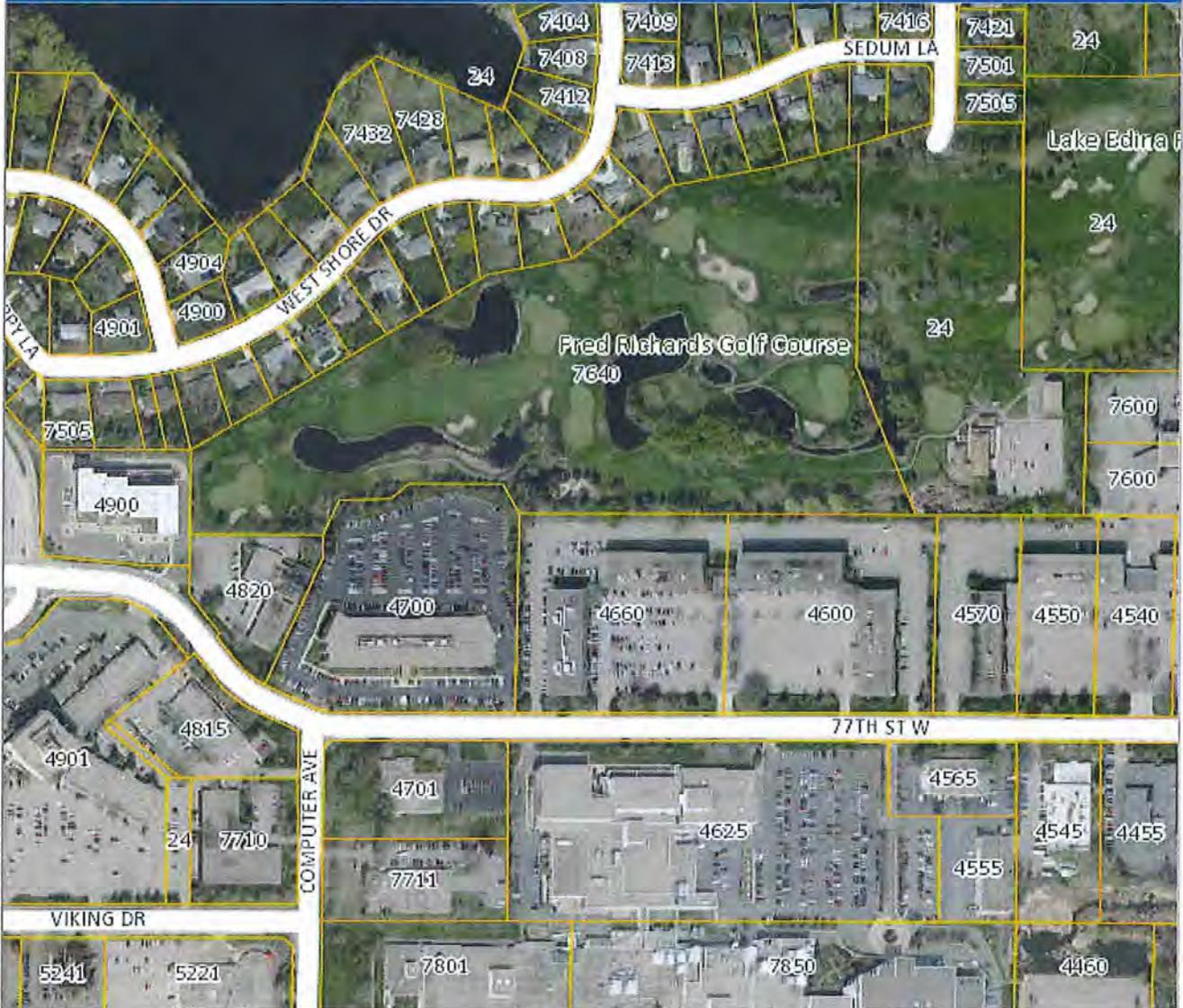
# City of Edina



- Legend
- Highlighted Feature
  - Street Name Label
  - City Limits
  - Creeks
  - Lake Names
  - Parcels
  - 2006 Aerial Photo

SUBJECT  
SITE





**Parcel ID:** 30-028-24-11-0036

**Owner Name:** J D Ellis & T C Ellis

**Parcel Address:** 6223 Halifax Ave  
Edina, MN 55424

**Property Type:** Residential

**Home-stead:** Homestead

**Parcel Area:** 0.42 acres  
18,408 sq ft

**A-T-B:** Abstract

**Market Total:** \$447,000

**Tax Total:** \$7,098.58  
(Payable: 2013)

**Sale Price:** \$60,000

**Sale Date:** 05/1972

**Sale Code:**

Map Scale: 1" ≈ 400 ft.  
Print Date: 2/20/2014



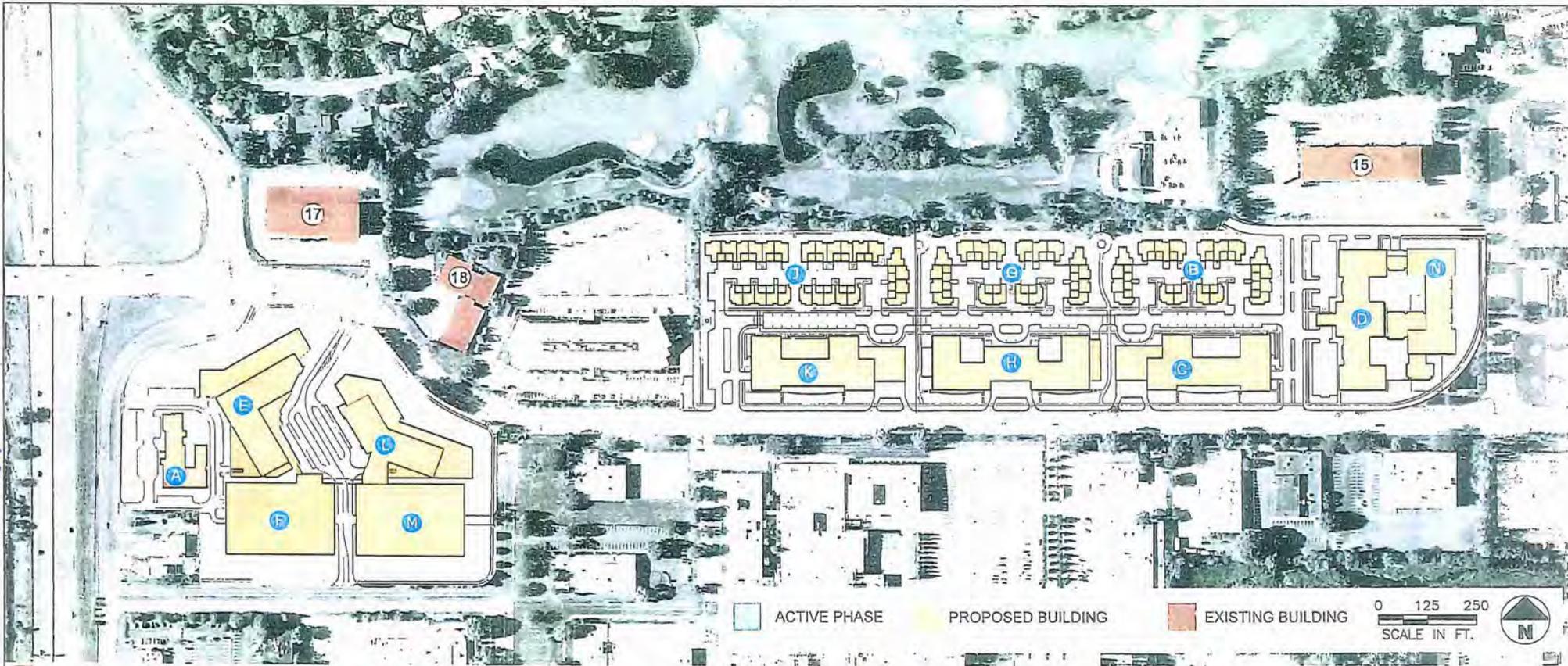
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A4

A5



# OVERALL DEVELOPMENT PLAN (EXISTING)

- 15 7600 PARKLAWN  
85,632 gsf
- 17 BURGUNDY PLACE  
36 UNITS (MIXED USE)  
16,560 gsf
- 18 WALSH TITLE  
21,000 gsf (OFFICE)

- PROPOSED BUILDINGS**
- A A- LOFT HOTEL  
80,000 gsf  
150 ROOMS
  - B TOWNHOME 1  
18 UNITS
  - C INDEPENDENT LIVING 1  
122 UNITS
  - D ASSISTED LIVING 1  
103 UNITS
  - E WEST BUILDING (4-10 STORIES)  
377,375 gsf (OFFICE)
  - F WEST PARKING  
6 LEVELS  
1,200 STALLS
  - G TOWNHOME 2  
18 UNITS
  - H INDEPENDENT LIVING 2  
122 UNITS
  - I TOWNHOME 3  
26 UNITS
  - J INDEPENDENT LIVING 3  
122 UNITS
  - K
  - L EAST BUILDING (4-11 STORIES)  
360,000 gsf
  - M EAST PARKING  
6 LEVELS  
1,200 STALLS
  - N ASSISTED LIVING 2  
103 UNITS

## **Pentagon Park Narrative**

### **Background**

When constructed in the 1960's, Pentagon Park was a state-of-the-art office complex located on approximately 42 prime acres in the northeast quadrant of Interstate I-494 and Highway 100 (Exhibit 2). It featured 8 three story buildings and one four story building surrounded by surface parking north of W. 77<sup>th</sup> Street ("North Parcel") and a "tower" of six stories in the southwest parcel surrounded by randomly placed one story office buildings with surface parking lots between ("South Parcel"). The complex – like Southdale, the innovative 1950's era indoor shopping mall – was designed to accommodate the emerging car culture that was sweeping the country.

Unlike Southdale, which was originally conceived to be a more complete mixed-use development, Pentagon Park was always intended to be office-focused and auto-centric. Access to the campus or getting to a restaurant for lunch was virtually impossible without a car.

Today, the moribund buildings of Pentagon Park sit amidst a sea of surface parking lots, testament to changing times and tastes (Exhibit 6). Pentagon Revival, the development entity, has "stabilized" some of the buildings, attracting new tenants but the office park has outlived its useful life and the Applicant intends to completely re-imagine and rebuild on the site.

The Applicant's affiliates own or control all of the property described in the Application which includes the parcels identified as the "North Parcel", "South Parcel", "Walsh Title" and 7710 Computer Avenue (collectively, the "Property").

### **Context (Exhibits 3 and 4)**

Immediately north of the North Parcel is Fred Richards Golf Course, an approximately 42-acre City-owned and operated facility which is separated from Pentagon Park (Exhibit 5). The City is in the process of evaluating the use of the Fred Richards land as a golf course and determining whether it should remain a golf course or be "repurposed" to another public use. North of the golf course is the Lake Edina neighborhood, which comprises single family houses, many of which surround the small lake. To the east of Pentagon Park is a district that includes a mix of business and multi-family housing. To the south, along West 77<sup>th</sup> Street, are a variety of businesses, the largest of which is Seagate Technology.

The Nine Mile Creek Regional Trail will be constructed in 2015 and is proposed to be located along the northern property line of Pentagon Park. The exact configuration of the Regional Trail is not final. Depending on the future disposition of the golf course, the Regional Trail could shift north onto City property.

The south/west portion of Pentagon Park is bounded by W. 77<sup>th</sup> to the north, Computer Avenue to the east, Viking Drive to the south and Normandale Road and Highway 100 to the west. A variety of businesses are located in the surrounding area.

## **The Applicant**

The Applicant's membership includes Hillcrest Development, LLLP ("Hillcrest"). Hillcrest's Managing General Partner Scott Tankenoff is the face of the Applicants development team. Scott has been the Managing Partner of Hillcrest since 1990. Hillcrest was founded in 1948 and is now a third generation company specializing in commercial renovation to suit its clients' facility needs for office, hi-tech, biotechnology-medical research, light assembly, warehousing, manufacturing, and other commercial purposes.

Membership in the Applicant is also owned by an affiliate of Mark Raunenhorst. Mark has decades of development and construction expertise in most sectors of real estate development, including, office, retail and multi-family residential.

All of Hillcrest's projects (over eighty to date) have been fully designed, developed, built, leased, managed, and owned by Hillcrest. Hillcrest has its own internal construction, leasing, and management groups. Hillcrest has enjoyed success in its business and renovation projects due to its hands-on approach toward redevelopment. Hillcrest's in-house development team consists of experienced construction, design, leasing, management, operations, and accounting personnel. This "hands-on" approach streamlines the efficiency of the projects and provides for a quicker occupancy for Hillcrest's clients.

Membership in the Applicant is also owned by an affiliate of Mark Raunenhorst. Mark has decades of development and construction expertise in multiple sectors of real estate development, including, office, retail and multi-family residential.

## **The Application**

The Applicant is seeking approval of the land uses, maximum densities and maximum building heights for the project. The Exhibits that accompany the Application illustrate several aspects of the Applicant's proposal. Specifically, the Applicant requests:

- a. Land Use.
  - i. Hotel, office and retail on the South Parcel.
  - ii. Office and retail on the North Parcel, Walsh Title and 7710 Computer Avenue Parcels.
  - iii. Potential multi-family residential on the Property.
- b. Densities.
  - i. 425 room hotel.
  - ii. 1,400,000 square feet of office.
  - iii. 40,000 square feet of retail.

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- c. Height (Exhibit 15)
  - i. 12 stories on the South Parcel and 7710 Computer Avenue Parcel.
  - ii. In the future, the Applicant may request a Comprehensive Guide Plan amendment for a hotel of over 12 stories in the location on the west side of the South Parcel, identified on Exhibit 15.
  - iii. 2 stories on the Walsh Title Parcel.
  - iv. 4 and 5 stories on the North Parcel.

(Exhibits 13 and 14)

In response to the unknown future use of Fred Richards, the Applicant will present multiple options with respect to the configuration of stormwater and green space amenities.

As discussed with the City Staff and presented at Sketch Plan review before the Planning Commission and City Council, the Property needs to be rezoned to a Planned Unit Development in order to achieve the requisite density and land. Accordingly, the Applicant has filed these applications for the Property to be rezoned to a Planned Unit Development (“PUD”) and for Preliminary Development Plan approval.

The proposed redevelopment of the Property is a unique opportunity. The redevelopment of the Property will do to the northeast quadrant of Interstate I-494 and Highway 100 what Centennial Lakes did for the southeastern portion of the City and what Normandale Lakes has done for the City of Bloomington. The unique opportunity and aspect of the Applicant’s requests include substantial and procedural characteristics that include, with limitation:

- 1. The fact that the redevelopment of PUD is very different than the previous Planned Unit Development zoning districts that have been approved and adopted by the City, for several reasons, including, without limitation:
  - a. While the current improvements are in severe blighted condition, the buildings could be stabilized if the PUD is not approved.
  - b. Stabilization would prevent redevelopment of the Property for another generation, and would cause for a massive lost opportunity, especially with the potential change in the use of Fred Richards.
  - c. The size of the Property and proposed multi-phased project.

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- d. The long term use of Fred Richards is unknown and a PUD will provide flexibilities to respond to change in use of the golf course, allowing for the integration of Pentagon Park into a repurposed Fred Richards.
2. The proposed land uses, densities and building heights are either consistent with or less intense than what the Comprehensive Guide Plan, City Code and AUAR (updated in the summer in 2013) allow or anticipate. The requested density is less than alternatives in the AUAR and is close to the total gross square footage approved in the failed Gateway Plan approved by the City in 2008.
3. Because of the unique characteristics of the PUD request including the multi-phased development and the Applicants need to terminate leases or relocate tenants in the current office tower on the North Parcel prior to March 31<sup>st</sup>; the Applications for rezoning and Preliminary Development Plan do not contain architectural renditions, landscaping plans, drainage/grading plans or the other detailed plans called for in the City's form application submittal checklist. The details will not be available until Final Development Plan approval is requested by the Applicant when each phase is ripe for development. At each final stage, the Applicant will appear before the City Council and Planning Commission at sketch plan and Final approval, in addition to the Applicant's communication with City Staff, Planning Commissioners and elected officials.
4. While at the Sketch Plan meeting before the Planning Commission, certain commissioners requested additional detail on the Applicant's plan, including the relationship between pedestrians and the buildings on the North Parcel, the Applicant is not able to present more detail because the users and market factors are unknown. This is a market driven project. Certainty and time efficiency is necessary for success in today's market: which is a different paradigm then previous market conditions.
5. As discussed in this Narrative and illustrated in the Exhibits, Pentagon Park as a PUD will satisfy the PUD requirements of the City Code, because, as the Applicant has represented, the project will:
  - a. Create a development that is consistent with the Comprehensive Guide Plan;
  - b. Promote creative and efficient approach to land use;

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- c. Provide variations to the strict compliance of the Code in order to improve design and to incorporate design elements that exceed City Standards to offset the effect of the Code deviation;
  - d. Include sustainable design, greater utilization of new technologies in building design, special construction materials, landscaping, lighting, storm water management, pedestrian-orientated design and podium height at a street or transition to residential neighborhoods and parks;
  - e. Ensure a high quality of design;
  - f. Maintain or improve the efficiency of public streets;
  - g. Preserve and enhance site characteristics; and
  - h. Allow for mixing of land uses.
6. The Applicant requires preliminary approval of the PUD and the Preliminary Development Plan by March 18<sup>th</sup> (which is the last City Council meeting in March), so the Applicant has certainty on the uses, height and densities that will be allowed for the project. The Applicant is willing to proceed to move or terminate the existing tenants based on preliminary approvals, even though the PUD ordinance and Final Development plans will not be approved until the Applicant has submitted for Final Development approval, for each phase.
7. The risk/reward of granting preliminary approval without submittal of detailed plans (including architectural plans) are properly weighted, because the Applicant bears more risk than the City; and, notwithstanding the lack of 'architectural' detail, the Applicant is willing to include items in the preliminary approval that include, without limitation, the following (which line up in large part with the 6 disciplines that the Council members, staff, Planning commission and neighbors have requested and are discussed in detail below):
- a. A higher % of green space (including water/ponding areas) than what is required by code.
  - b. Storm water management (a majority) to be an amenity.

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- c. Storm water retention and clarification/treatment to current standards.
  - d. Encourage bicycle and pedestrian transit; we need to provide more than an outside bike rack and one stall shower at Pentagon Park.
  - e. Provide upgraded transit shelters (two at a minimum).
  - f. 77<sup>th</sup> Street upgraded consistent with November 6, 2013 plans and details, once 100,000 square feet or more of new development is in process or completed.
  - g. 76<sup>th</sup> Parkway and green streets (north/south) once 80-85% of Pentagon Park's new development construction is in process or completed.
  - h. Upgrade Parklawn once 80-85% of Pentagon Park's new development construction is in process or completed.
  - i. Design similar/consistent with LEED standards; TBD (needs more study and understanding).
  - j. Consideration of solar, especially on buildings north of 77<sup>th</sup> Street.
  - k. Upgrade streets; upgrade pedestrian access around south parcel once construction on the South parcel is 80-85% in process or completed.
8. The Preliminary Approval will have more than sufficient project detail, procedural conditions, goals and standards to guide and define what is required in the Final Development Plan for each phase. Architectural details would have to be reviewed and approved under the current MDD-6 category in any event: a PUD provides commercial densities to enable meaningful redevelopment of the Property to be feasible.

### **The Vision**

The Applicant proposes to transform the Pentagon Park project area in phases, into a state-of-the-art development with an emphasis on office use. Other uses, including a hotel, restaurants and convenience retail, are all planned for the project. Housing will also be considered. The final mix of uses will depend on market demands.

The Applicant has: (i) held two neighborhood community open houses; (ii) conducted a series of interviews, meetings and presentations with City Staff and elected officials; (iii) appeared at

numerous joint City Council and Planning Commission workshops; (iv) appeared at multiple Rotary meetings and Chamber of Commerce events; and (v) presented the project at Sketch Plan review before the Planning Commission in December 2013 and to the City Council on January 7, 2014. These were productive and informative sessions that led the Applicant to identify various issues (Exhibit 7) and to develop an overall goal of integrating green infrastructure throughout the site, resulting in improved connectivity and porosity and linking transit, open space and the broader community to Pentagon Park (Exhibit 12). An additional **six primary principles** (Exhibits 7 and 8) were developed through intake and discussions over many months of meetings with Council members, City Staff, neighbors and professionals, all of which will be integrated into any future plan of the site:

**Establish Green Streets** (Exhibits 22 – 26) – The project will include a familiar pattern of streets and blocks as opposed to the current superblock design. The green streets will serve multiple needs, with the following goals:

- Allow access into and out of the district, parking structures and to the City-owned property.
- Provide “front door addresses” for businesses and other uses.
- Integrate space for stormwater management.
- Include on-street, parallel parking, to help reduce dependence on surface parking lots.
- Provide continuous sidewalks for pedestrians on both sides of streets.
- Include additional amenities, such as street trees, pedestrian-scale lighting, landscaping.

**Develop Integrated Stormwater** (Exhibits 9 - 10 and Exhibits 16 – 21) – Stormwater currently sheet drains off the Pentagon Park site without clarification/treatment, or any substantive retention, burdening city infrastructure on 77<sup>th</sup> Street and negatively impacting adjacent water bodies in the Fred Richards Golf Course area. The new development proposes to properly manage all stormwater on-site or in conjunction with a change in use of the Fred Richards with the following goals:

- Celebrate water creatively as an amenity (Exhibit 9), and integrate it into the overall Master Plan.
- Connect the northern and southern sites with a surface water course.
- Provide “urban” infiltration basins (in lieu of standard basins) and/or “treatment trains” to cleanse water and allow it to penetrate and recharge the groundwater system.
- Capture and re-use stormwater for irrigation and other potential uses.
- Use the stormwater system as a focus for recreation throughout the site.

**Create a Pedestrian Friendly 77<sup>th</sup>** (Exhibit 22) – W. 77<sup>th</sup> Street is currently a five lane arterial road, with a continuous center lane used to turn both north and south into businesses at numerous locations. Currently, there is an inadequate 4’ sidewalk immediately behind the curb on the south side and no sidewalk on the north side. There is a lack of access to transit

stops along 77<sup>th</sup> and poor connections to business for pedestrians or bicyclists. The City right-of-way only extends from curb to curb. The new development proposes the following:

- Work with private land owners (e.g. Pentagon Park, Seagate, and other businesses) to gain easements for gracious pedestrian sidewalks, enclosed transit shelters, street trees and pedestrian-scale lighting on both sides of 77<sup>th</sup>.
- Connect to Green Streets (to the north) and consolidate and align business access roads (to the south) to allow for development of a landscaped center median with left turn lanes at new intersections.
- Provide safe and clearly defined crosswalks at green streets/business access roads, with pedestrian “refuge” areas in the center median.
- Identify one significant intersection of the redevelopment site to potentially receive a traffic signal.
- Provide two 11’ through-traffic lanes in each direction to retain current street capacity for through traffic.

**Provide Key Connections** (Exhibits 10, 14 and 16 – 21) – Presently, the south/west site – also called the “Tower Site” is an isolated island in the district and completely disconnected from the north/east site. Roads and fences further isolate Pentagon Park from its immediate and more distant neighbors. Links to transit do not meet current accessibility standards. The project will include the following:

- If the golf course on Fred Richards is decommissioned and transformed to a multi-purpose public space, the Applicant will pursue connections between the Tower Site and the North Parcel with a new bridge and underpass(Exhibit 10) beneath W. 77<sup>th</sup>, with enough clearance to allow bikes, pedestrians and a water channel to all pass beneath.
- Provide one connection to the new regional trail at the 77<sup>th</sup> underpass to the south/west site and another near the east end of the site to 77<sup>th</sup> to allow safe and easy access to improved transit shelters.
- Integrate the North Parcel with Fred Richards, by extending “green streets” south through the new development to 77<sup>th</sup> (Exhibit 25) .
- Provide sidewalks, safe crosswalks and other pedestrian-friendly facilities within the site to promote walking within the development, to transit and to other nearby places.

**Promote Multimodality** (Exhibits 12 and 22 – 26) – At present, Pentagon Park and the surrounding district still rely heavily on car use. With all the issues related to favoring the car – oil dependency and the cost of gas, air pollution and ensuing climate change, social equity, etc. – this development will strive to promote multimodal access to the site, promoting easy access to the public . The proposal recommends the following:

- Provide safe access to transit shelters on 77<sup>th</sup>, and make them comfortable and inviting.

- Link the regional trail to and through the new development to connect with transit to promote bicycle use as a serious form of transportation as well as a recreational one.
- Provide state-of-the-art bicycle facilities, including a repair facility, dedicated spots for shower and inside bike lockers.
- Create “complete streets” within the new development by calming traffic and providing safe and inviting sidewalks throughout.
- Establish sidewalk connections to adjacent land uses to reduce dependence on the car and encourage walking.
- Develop a recreational system both that promotes walking, health and wellness.

**Institute Shared Parking Strategies** (Exhibit 11) – Currently, Pentagon Park is characterized by large surface parking lots, single-use facilities that consume vast amounts of land and sat empty at many times even during the heyday of the office park. This development aims to reduce surface parking lots using a multi-pronged strategy for parking. The following are recommended:

- Invest in parking structures that are integrated into and serve the architecture of newly constructed buildings on the Property to the extent possible.
- Locate at least one parking structure in close proximity to the Fred Richards site for events that may take place there.
- Provide on-street parallel parking on all internal streets, including “bay parking” on the parkway street.
- Provide one level of below-grade parking beneath buildings (one level is feasible).

A number of concept diagrams were developed to illustrate how these principles could be translated onto the Pentagon park site and illustrate potential redevelopment scenarios (Exhibits 16,17,19-21). Based upon feedback provided by Staff, Community, Planning Commission and Council a hybrid concept was developed (Exhibit 18) that reflected additional public comments. Although, the details of the redevelopment will change depending upon market forces, it reinforced the strong community interest in the site and the redevelopment process. It was clear a strategic process was needed to achieve the results all stakeholders desired.

### **Planned Unit Development (PUD)**

The creation of a Planned Unit Development District is appropriate for a site of this size and potential. The Mayor, Council and Planning Commission, in addition to the Applicant and Staff, are in agreement that this project offers unique opportunities that exceed normal City standards for the current zoning classification (MDD-6).

In addition, the land use, height and density requests of the Applicant are either consistent with or less intense than requirements described in the Guide Plan, Code and AUAR.

A two-step planning process is required to achieve the redevelopment goals the community has identified and the quality of development the Applicant envisions (Exhibit 1). The redevelopment of approximately 42 acres will take a number of years to achieve and flexibility is needed to capitalize on opportunities as the market forces change over time. The two-step approach envisions a preliminary PUD approval (step-one) which will set the overall land use, height and density requirements for the site and allow the Applicant to begin to market the overall concept of the Pentagon park redevelopment to potential tenants. The second-step will bring forward individual site development proposals for final PUD approval, allowing the City to review detailed project features at a sketch plan level and at a final development level. This provides the City with final approval of any projects to be constructed at Pentagon Park.

As summarized above, the Preliminary PUD approval being sought in this submittal focuses on three primary aspects: land-use, density and height (Exhibits 13-15).

#### **South Parcel and 7710 Computer Avenue**

The South parcel or "Tower Site" envisions approximately 500,000 gross square feet(GSF) of office use in multiple buildings that do not exceed 12 stories in height, approximately 25,000 GSF of service retail and restaurants to support proposed uses and the surrounding community and an approximately 375-425 room hotel that may exceed 12 stories depending upon the proposed hotel operator. The Applicant seeks approval of a 12 story concept in the Preliminary PUD approval, but may seek approval for additional stories at the time of Final approval if the hotel concept warrants consideration beyond the Preliminary PUD approval.

Parking ramps to accommodate approximately 1,400 vehicles to support the density and use envisioned on the South Parcel.

#### **Walsh Title Parcel**

Directly north of the South Parcel is the existing Walsh Title site. This is a remnant parcel from the historic Pentagon Park campus and provides a key connection point to link the South Parcel to the future regional trail and to Fred Richards. A two story of approximately 20,000 GSF Retail/Medical/Office use is envisioned for this site that supports surrounding uses and enriches the connection between the south parcel and the northern public green space. A combination of underground and surface parking is likely to support the proposed uses on this parcel.

#### **North Parcel**

The North Parcel situated between 77<sup>th</sup> Street and the southern edge of the Fred Richards site envisions approximately 900,000 GSF of office uses and approximately 15,000 GSF of retail. A residential component could potentially be included in the North Parcel if the market demand exists. A stepped approach to height is envisioned, transitioning from 5 stories adjacent to 77<sup>th</sup> Street to a maximum of 4 stories along Fred Richards to relate to the public open space and neighborhood to the north.

Four parking ramps accommodating at total of 3,600 vehicles are proposed to support the density of use envisioned on the North Parcel. The potential to share this parking with the

community to support uses on red Richards is a possibility as the vision for that site crystalizes over the next year.

Although, the redevelopment of Pentagon Park will be driven by market demand and the details of a final PUD plan will come at a later date, the Applicant envisions a master Preliminary Development Plan that is:

**Sustainable** – The redevelopment will strive to promote sustainability in every sense of the word, including creating a well connected, multi-modal project that encourages other means of movement than the car, employs active and passive solar energy systems, harvests, manages and re-uses rainwater on-site, promotes energy-efficient architecture and landscape, etc. This project has the potential to be a model for mixed-use office development. Consideration will be given to creating a LEED-ND (Neighborhood Design) project.

**Innovative** – The project will focus on innovation at all levels. The Preliminary Development Plan will propose integration of systems using district-wide strategies, including parking, management of water, circulation, heating and cooling. All systems will be addressed in concert. The synergies between systems can also extend to the adjacent City-owned property to further capture opportunities for innovation.

**Contextual** – The project will create a new paradigm for the Pentagon Park district, establishing a more familiar pattern of streets and blocks (may be of varying sizes). In essence, this new development will set the tone for the future of the district – more porous and more transit, bicycle and pedestrian friendly.

**Adaptable** – Cities typically consist of a framework of streets and blocks within which a variety of land uses can coexist and evolve over time. This project proposes to establish that framework and encourage all building to have adaptability as a key design criterion.

**Incremental** – It is also important to create a place that can evolve comfortably over time. This project will take many years to complete, but it needs to feel like a welcoming place early in the process. A well crafted public realm with well-conceived green and blue infrastructure will be critical to its success.

**Efficient** – Because this project will be designed from scratch, efficiencies in everything from road design, utilities layout, stormwater management, parking locations and synergies, to accommodations for increased transit service, can all be conceived during the final PUD planning process, resulting in a more cohesive and innovative development.

**Aesthetically Pleasing** – It is critical that the design of all facets of Pentagon Park, from architecture, landscape and infrastructure be aesthetically pleasing while functioning seamlessly together. With top-tier amenities and aesthetics, the project

will set itself apart from the competition, much like Centennial Lakes and 50<sup>th</sup> and France have in the past.

**Health / Safety / Comfort** – The project will promote walking, bicycling and transit use that makes them attractive, safe, and viable alternatives to the car. The design will create “complete streets” that serve all users equally, calming the car and providing the necessary infrastructure for safe walking and cycling. In addition, the design will provide recreational walking trails that connect to the regional trail and nearby streets to encourage walking over the noon hour or before and after work.

**Economically Viable** – By providing the innovative features that have been discussed in this narrative, the renewed Pentagon Park will create a buzz and attract businesses that might otherwise look elsewhere. Cool and livable environments have become requisite in today’s competitive workplace; providing the perks will translate to a stronger bottom line.

**Podium Height** – Edina has spent a great deal of time considering the impact of building height on the public realm. This redevelopment will honor that work by establishing appropriate podium heights in relation to setbacks from the street. It is important to remember that the best street envelopes are well-defined by architecture and landscape; the project guidelines need to find the sweet spot where buildings don’t overwhelm pedestrians but still provide a strong and attractive edge that defines a better public realm.

The Comprehensive Guide Plan challenges the City in its mission to

*guide the development and redevelopment of lands, all in a manner that sustains and improved the uncommonly high quality of life enjoyed by our residents and businesses.*

It is a once in a generation opportunity to be presented with an application for approximately 42 acres by an Applicant that not only currently owns or controls all of the Property, but understands the importance of the City’s mission statement and the relationship to a potentially re-purposed Fred Richards.

JAN 22 2014  
CITY OF EDINA

**PLANNED UNIT DEVELOPMENT AND DEVELOPMENT PLAN APPROVAL  
KEY DISCUSSION POINTS**

**DATED January 22, 2014**

The following are some key discussion points regarding the PUD and Preliminary Development Plan Applications:

1. The redevelopment of Pentagon Park is very different than the 5 or so other PUD's that have been approved and adopted by the City, because:
  - a. While the current improvements are in severe blighted condition, they can be stabilized if the PUD or TIF is not approved.
  - b. Stabilization would prevent the redevelopment of Pentagon Park for another generation, and would cause for a massive lost opportunity, especially with the potential change in the use of the FRED.
  - c. The size of the Project.
  - d. Phased re-development over a long period of time.
  - e. We do not know the long term use of the FRED.
2. The proposal in our Applications is a result of over a year of intake, including many meetings with Staff and elected officials and the Sketch Plan meetings before the PC and Council.
3. What we are asking for with respect to use, density and height is either consistent with or less intense than what the Guide Plan, Code and AUAR allow or anticipate. We are willing to keep residential as an alternative with office and retail. The density is less than alternatives in the AUAR and is close to the total square footage that the Kaminsky plan included. Regarding height, we are willing to build 4 and 5 story buildings on the North Parcel when the Code allows for 12. As we discussed, we need 12 stories for the South Parcel with the understanding that we also want the opportunity to discuss a hotel building of over 12 stories as per our plans we have shown.
4. Because of the unique characteristics of this PUD request as compared to others, and our need to terminate or move existing tenants prior to March 18, 2014, our Preliminary PUD and Preliminary Development Plan will not contain architectural, landscaping, drainage/grading or other details. The details will not be fleshed out until the final development plan approval is requested on each phase. At each final stage, we will appear

before Council at sketch plan and final approval, in addition to consistent communication with City Staff, Planning Commissioners and elected officials.

5. While we understand that certain PC members asked to see more detail, especially the relationship between pedestrians and the buildings on the North Parcels, we are not prepared to present more detail because we do not know who our users are or what the market will bear. We have and can continue to refine the detail improvements on 77<sup>th</sup> and the street scape, in order to illustrate that we are committed to make the Project much more pedestrian friendly and we have shown our commitment to tie the Project into the FRED if the use of the FRED changes.
6. This Project fits into a PUD much more than the existing PUDs because, as we have represented, the City will be receiving many, if not all of the following (taken from the general PUD ordinance):
  - a. Creates a development that is consistent with the Comprehensive Guide Plan.
  - b. Promotes creative and efficient approach to land use.
  - c. Provides variations to the strict compliance of the Code in order to improve design and to incorporate design elements that exceed City Standards to offset the effect of the Code deviation. The design elements include, sustainable design, greater utilization of new technologies in building design, special construction materials, landscaping, lighting, storm water management, pedestrian-orientated design and podium height at a street or transition to residential neighborhoods and parks.
  - d. Ensures a high quality of design.
  - e. Maintains or improves the efficiency of public streets.
  - f. Preserves and enhances site characteristics.
  - g. Allows for mixing of land uses.
7. We agree to (i) appear before the Council every four months for update on redevelopment activity or when requested, in addition to the appearances required as part of the Application process; (ii) appear before the Planning Commission for updates as requested; and (iii) appear for sketch plan review in front of the Planning Commission and City Council when we seek final approval for each phase of the redevelopment.

8. We need the Preliminary Approval at the March 18<sup>th</sup> City Council meeting, so we know the uses, height and densities that will be allowed for the Project. We are willing to proceed ahead with moving/terminating our tenants based on the Preliminary Approval, even though the approvals are not final, until we have submitted for final development approval and a PUD Ordinance has been adopted.
9. The risk/reward is properly weighted, because we really have more risk than the City, and, notwithstanding the lack of 'architectural' detail, we are willing to include items that include, without limitation the following(which line up in large part with the 6 disciplines that the Council members, staff, Planning commission and neighbors have requested):
  - a. A higher % of green space (including water/ponding areas) than what is required by code.
  - b. Storm water management (a majority) to be an amenity.
  - c. Storm water retention and clarification/treatment to current standards.
  - d. Encourage bicycle and pedestrian transit; we need to provide more than an outside bike rack and one stall shower at Pentagon Park.
  - e. Provide upgraded transit shelters (two at a minimum).
  - f. 77<sup>th</sup> Street upgraded consistent with November 6, 2013 plans and details, once 100,000 square feet or more of new development is in process or completed.
  - g. 76<sup>th</sup> Parkway and green streets (north/south) once 80-85% of Pentagon Park's new development construction is in process or completed.
  - h. Upgrade Parklawn once 80-85% of Pentagon Park's new development construction is in process or completed.
  - i. Design similar/consistent with LEED standards; TBD (needs more study and understanding).
  - j. Consideration of solar, especially on buildings north of 77<sup>th</sup> Street.
  - k. Upgrade streets; upgrade pedestrian access around south parcel once construction on the South parcel is 80-85% in process or completed.

January 22, 2014

10. The Preliminary Approval will have more than sufficient project detail, procedural conditions and goals and standards to guide and define what is required in the Final Development Plan for each phase. The architectural detail would have to be reviewed and approved under the current MDD-6 category in any event.

# STEP 1

March 31, 2014

## PRELIMINARY APPROVAL

- Land Use
- Densities
- Building Height

# STEP 2

*Timeline = Market Driven*

## FINAL APPROVAL

- Infrastructures
- Architectural Massing & Articulation
- Building Materials
- Setbacks
- Landscape
- Parking & Access
- Streetscape

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EXHIBIT 1  
DAMON **FARBER** ASSOCIATES  
BOB CLOSE STUDIO, LLC

PUD PROCESS DIAGRAM  
EDINA, MN - DECEMBER 13, 2013

# PENTAGON PARK



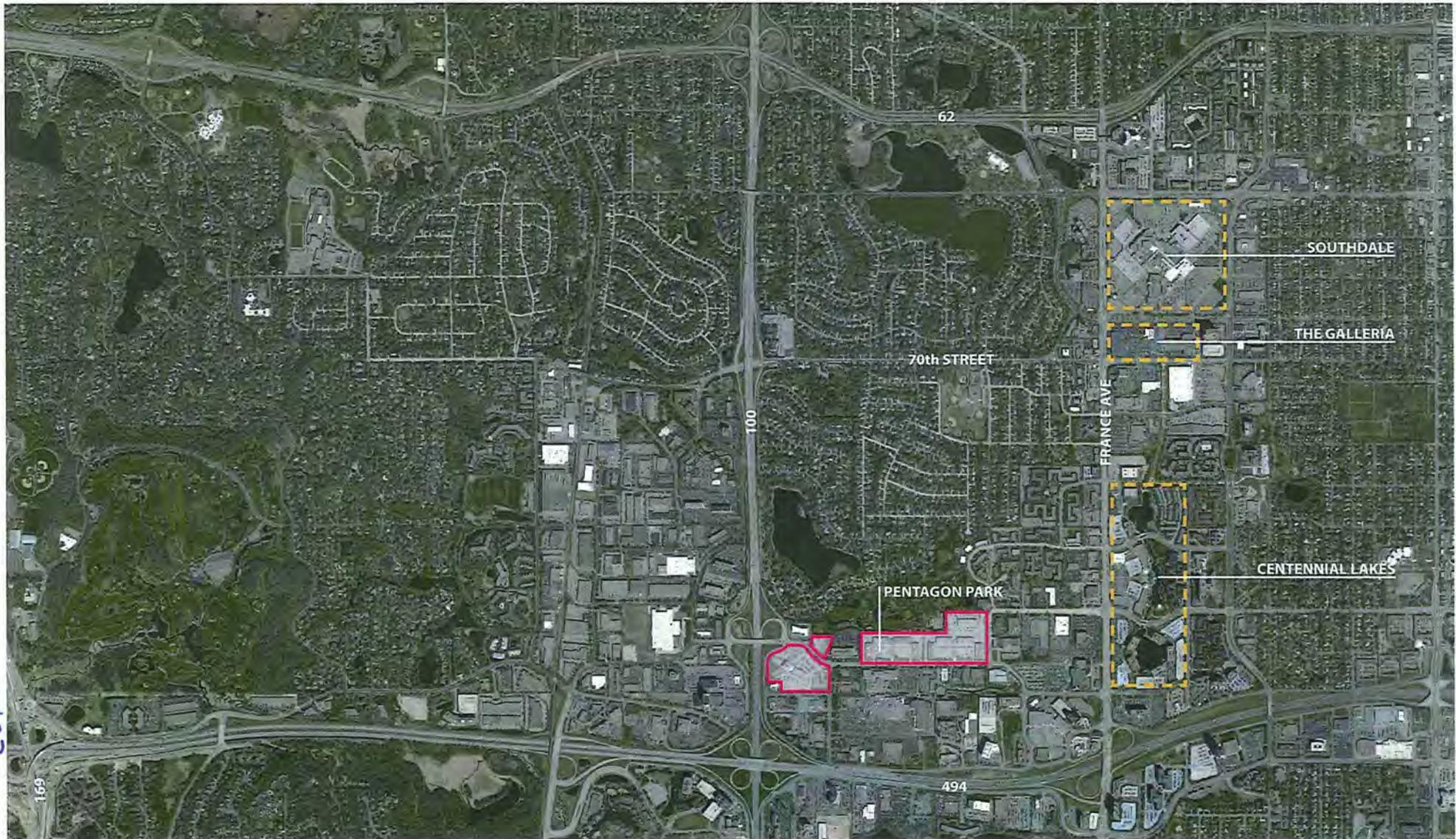


EXHIBIT 2  
DAMON **FARBER** ASSOCIATES  
BOB CLOSE STUDIO, LLC

AREA CONTEXT  
EDINA, MN - DECEMBER 9, 2013

# PENTAGON PARK





424

EXHIBIT 3

DAMON **FARBER** ASSOCIATES  
BOB CLOSE STUDIO, LLC

EXISTING CONDITIONS  
EDINA, MN - DECEMBER 9, 2013

**PENTAGON PARK**





AAS

EXHIBIT 4

DAMON **FARBER** ASSOCIATES  
BOB CLOSE STUDIO, LLC



EXISTING CONDITIONS  
EDINA, MN - DECEMBER 9, 2013

PENTAGON PARK



1 LOOKING SE TOWARDS PENTAGON PARK FROM FRED RICHARDS GOLF COURSE



2 LOOKING SOUTH TOWARDS PENTAGON PARK FROM FRED RICHARDS GOLF COURSE



3 LOOKING SW TOWARDS PENTAGON PARK FROM FRED RICHARDS GOLF COURSE, FAR EAST SIDE OF PROPERTY



IMAGE LOCATIONS



EXHIBIT 5

DAMON **FARBER** ASSOCIATES  
BOB CLOSE STUDIO, LLC

EXISTING CONDITIONS  
EDINA, MN - DECEMBER 9, 2013

PENTAGON PARK



A26

WEST PROPERTY BOUNDARY



EXISTING PEDESTRIAN SPACE



EXISTING SEAM - NE CORNER OF PROPERTY



77TH STREET LOOKING EAST TOWARD PENTAGON PARK



EXISTING PARKING LOT



EXISTING SEAM - NORTH SIDE OF PROPERTY



EXHIBIT 6

DAMON **FARBER** ASSOCIATES  
BOB CLOSE STUDIO, LLC

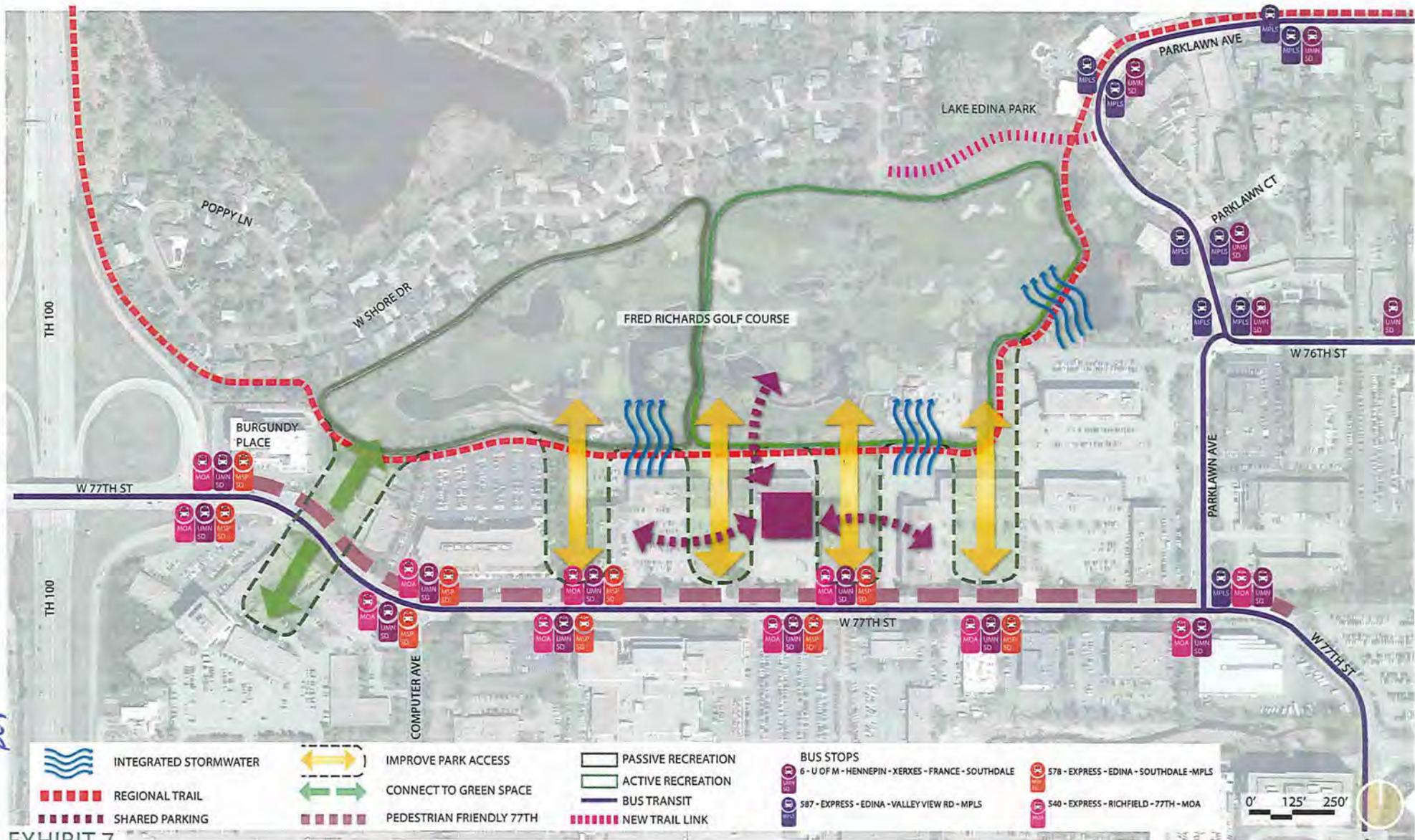


EXISTING CONDITIONS  
EDINA, MN - DECEMBER 9, 2013

PENTAGON PARK



A27



cat



INTEGRATED STORMWATER



REGIONAL TRAIL



SHARED PARKING



IMPROVE PARK ACCESS



CONNECT TO GREEN SPACE



PEDESTRIAN FRIENDLY 77TH



PASSIVE RECREATION



ACTIVE RECREATION



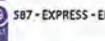
BUS TRANSIT



NEW TRAIL LINK

BUS STOPS

6 - U OF M - HENNEPIN - XERXES - FRANCE - SOUTHDALE



587 - EXPRESS - EDINA - VALLEY VIEW RD - MPLS



578 - EXPRESS - EDINA - SOUTHDALE - MPLS



540 - EXPRESS - RICHFIELD - 77TH - MOA



EXHIBIT 7

DAMON **FARBER** ASSOCIATES  
BOB CLOSE STUDIO, LLC

ISSUES  
EDINA, MN - DECEMBER 9, 2013

PENTAGON PARK





GREEN STREETS



INTEGRATED STORMWATER



PEDESTRIAN FRIENDLY 77<sup>TH</sup>



CONNECT WEST TO EAST



MULTIMODAL CONNECTIONS



SHARED PARKING



A29



*Dockside Green, Victoria, Canada*



*Hammarby Sjöstad, Sweden*



*Centennial Lakes Park, Edina, MN*



*Upper Landing, St. Paul, MN*



*Centennial Lakes Park, Edina, MN*



*Minnehaha Creek, MN*



*EXHIBIT 9*

*Hammarby Sjöstad, Sweden*



*Dockside Green, Victoria, Canada*



*Centennial Lakes Park, Edina, MN*



*Centennial Lakes Park, Edina, MN*



*Hammarby Sjöstad, Sweden*



*Gates Campus, Seattle, WA*



*Centennial Lakes Park, Edina, MN*



*Centennial Lakes Park, Edina, MN*

A30

EXHIBIT 9  
DAMON FARBER ASSOCIATES  
BOB CLOSE STUDIO, LLC

STORMWATER MANAGEMENT  
EDINA, MN - DECEMBER 13, 2013

PENTAGON PARK





Centennial Lakes Park, Edina, MN



Centennial Lakes Park, Edina, MN

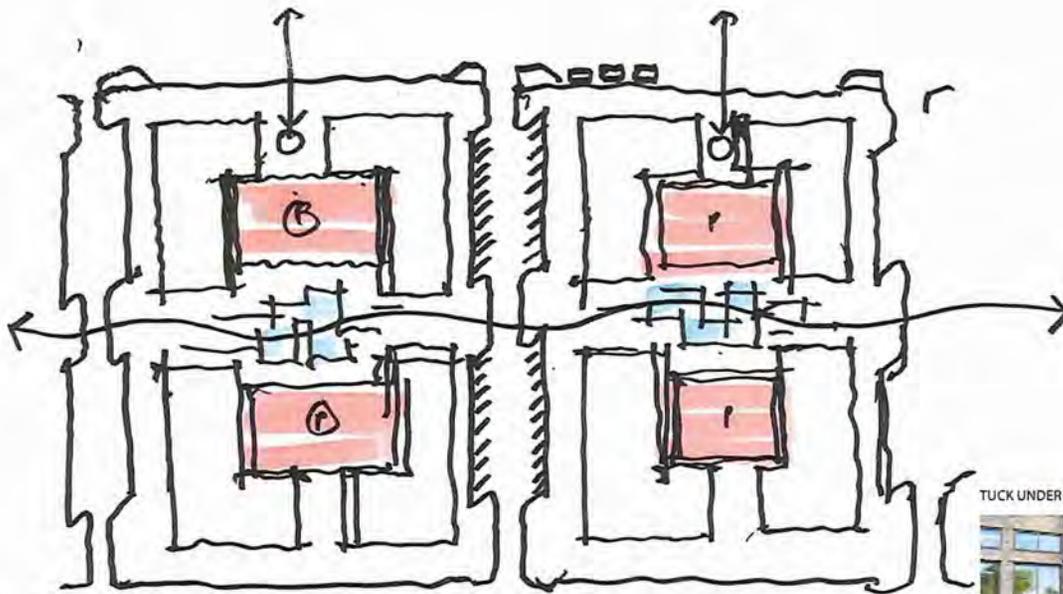
A31

EXHIBIT 10  
DAMON **FARBER** ASSOCIATES  
BOB CLOSE STUDIO, LLC

77TH AVENUE BRIDGE  
EDINA, MN - DECEMBER 13, 2013

PENTAGON PARK





A32

## THREE PRONGED APPROACH TO PARKING:

1. Below-grade (1 level)
2. "Embedded" deck (maintain great addresses at perimeter)
3. Street Parking
  - Parallel
  - Diagonal
  - Parking Bays

TUCK UNDER PARKING



TUCK UNDER PARKING



STREET PARKING - PARKING BAYS AT FRED RICHARDS



STREET PARKING - DIAGONAL



STREET PARKING - DIAGONAL



STREET PARKING - PARALLEL



STREET PARKING - PARALLEL



STREET PARKING - PARALLEL



EXHIBIT 11

DAMON **FARBER** ASSOCIATES  
BOB CLOSE STUDIO, LLC

PARKING STRATEGIES  
EDINA, MN - DECEMBER 9, 2013

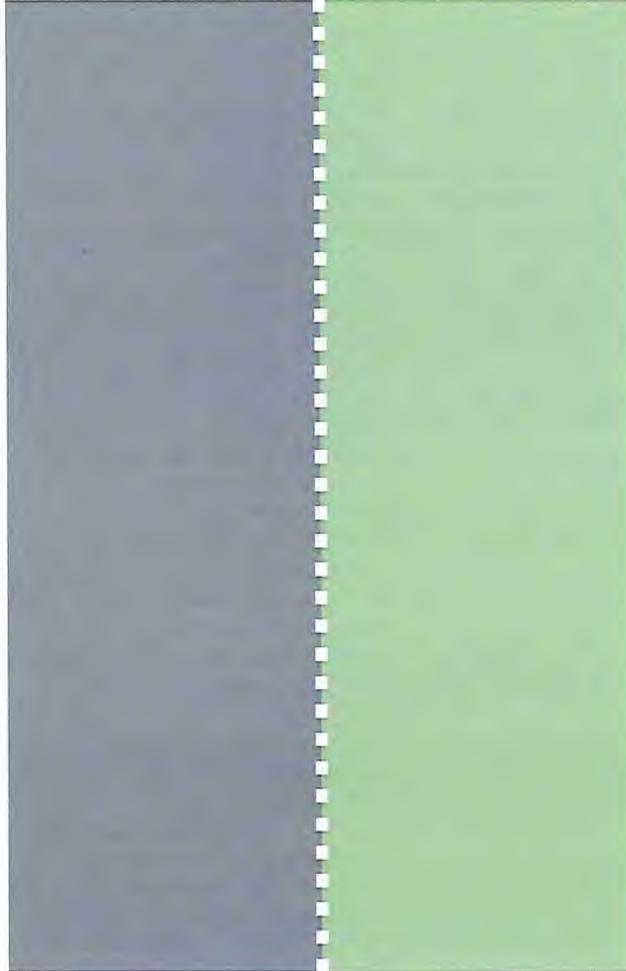
PENTAGON PARK



EXISTING



EXISTING RELATIONSHIP



GOAL

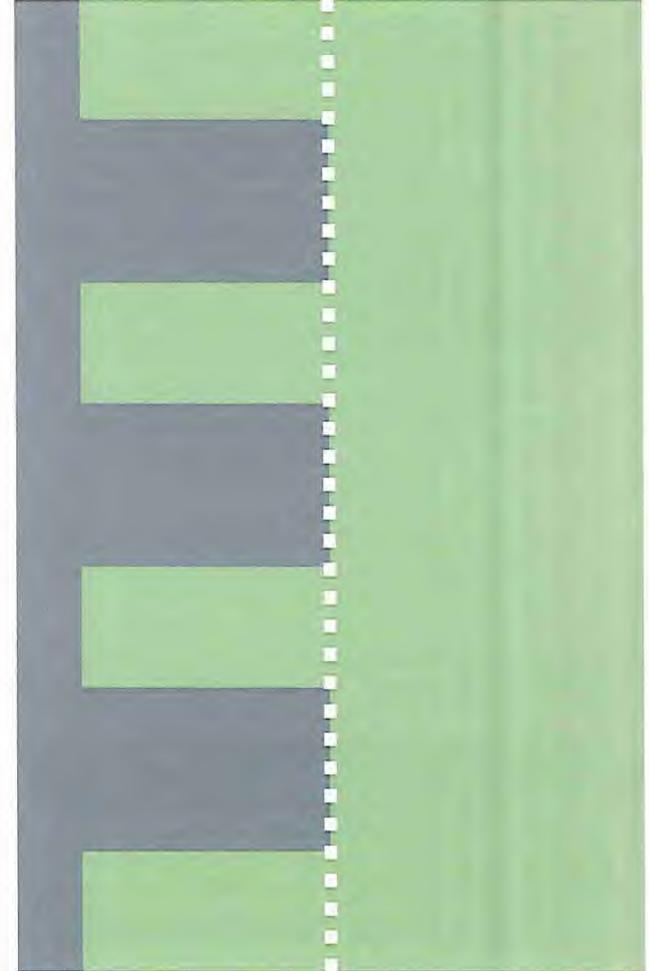


EXHIBIT 12

DAMON **FARBER** ASSOCIATES  
BOB CLOSE STUDIO, LLC

A33

UNLOCKING THE POTENTIAL  
EDINA, MN - DECEMBER 9, 2013

PENTAGON PARK



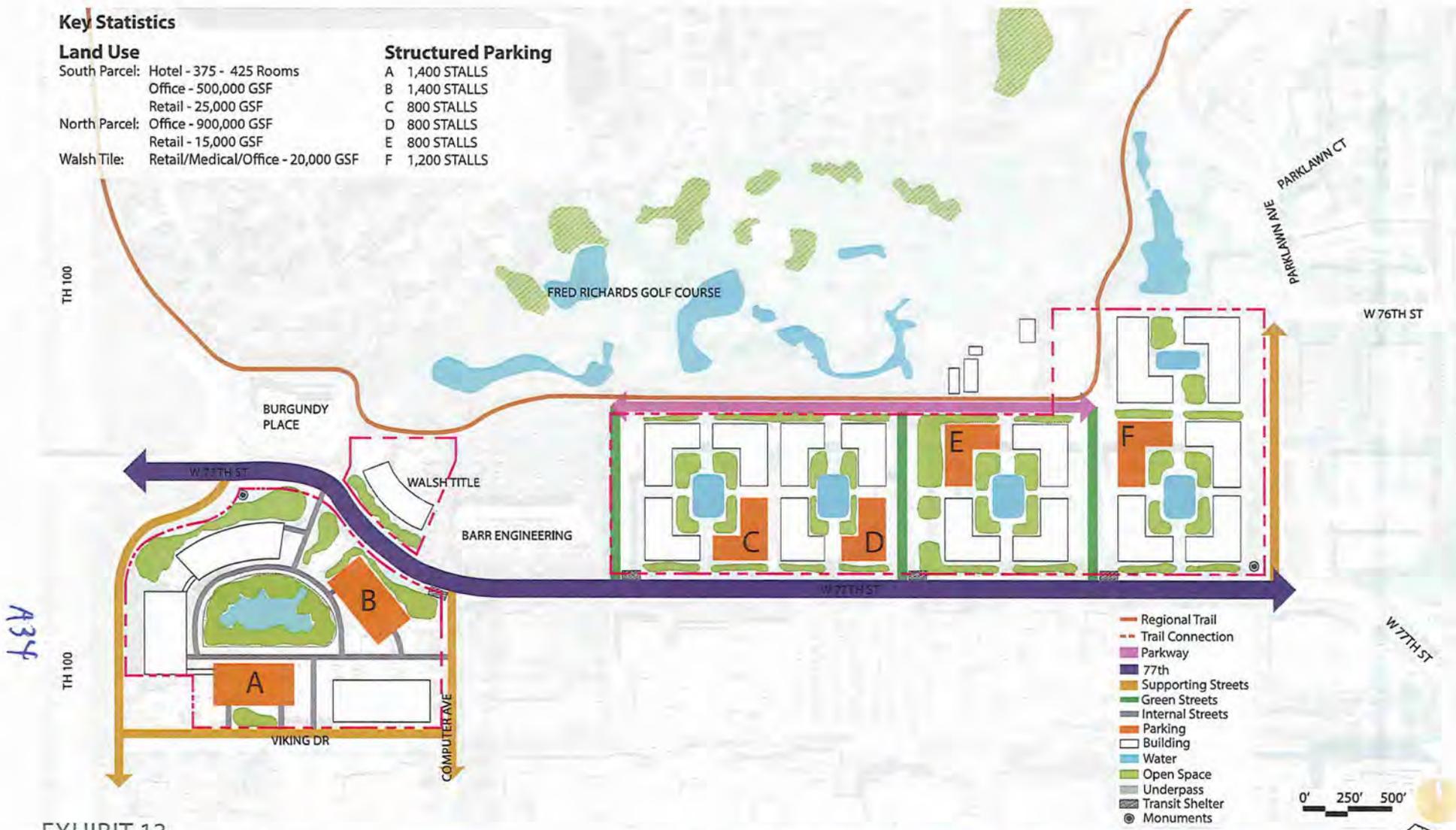
**Key Statistics**

**Land Use**

South Parcel: Hotel - 375 - 425 Rooms  
 Office - 500,000 GSF  
 Retail - 25,000 GSF  
 North Parcel: Office - 900,000 GSF  
 Retail - 15,000 GSF  
 Walsh Tile: Retail/Medical/Office - 20,000 GSF

**Structured Parking**

A 1,400 STALLS  
 B 1,400 STALLS  
 C 800 STALLS  
 D 800 STALLS  
 E 800 STALLS  
 F 1,200 STALLS



A34

EXHIBIT 13  
 DAMON **FARBER** ASSOCIATES  
 BOB CLOSE STUDIO, LLC

PRELIMINARY PLANNING COMMISSION TIF DIAGRAM OPTION 1  
 EDINA, MN - DECEMBER 13, 2013

**PENTAGON PARK**



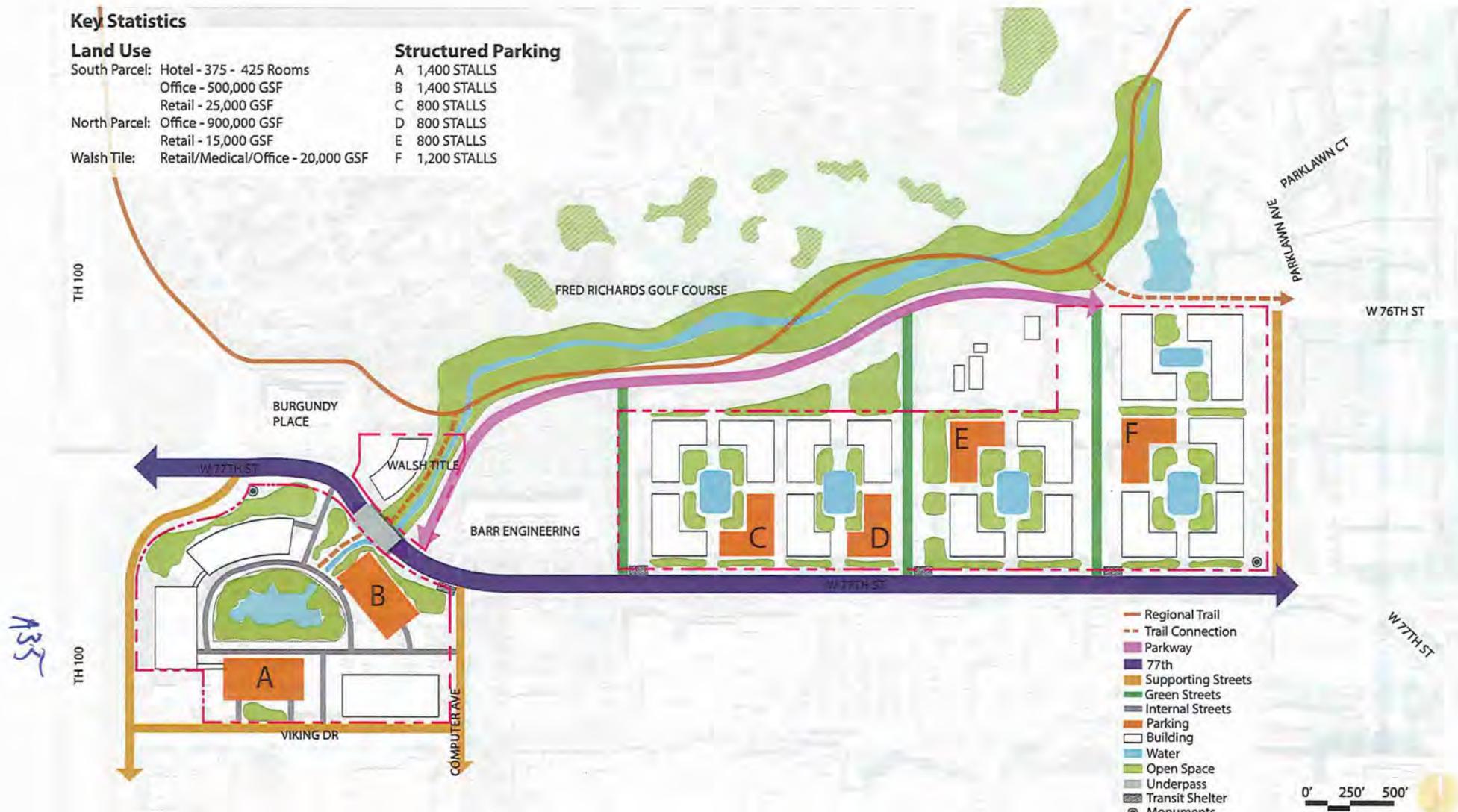
**Key Statistics**

**Land Use**

South Parcel: Hotel - 375 - 425 Rooms  
 Office - 500,000 GSF  
 Retail - 25,000 GSF  
 North Parcel: Office - 900,000 GSF  
 Retail - 15,000 GSF  
 Walsh Tile: Retail/Medical/Office - 20,000 GSF

**Structured Parking**

A 1,400 STALLS  
 B 1,400 STALLS  
 C 800 STALLS  
 D 800 STALLS  
 E 800 STALLS  
 F 1,200 STALLS



AS5

EXHIBIT 14

DAMON **FARBER** ASSOCIATES  
 BOB CLOSE STUDIO, LLC

PRELIMINARY PLANNING COMMISSION TIF DIAGRAM OPTION 2  
 EDINA, MN - DECEMBER 13, 2013

**PENTAGON PARK**



### Key Statistics

#### Land Use

South Parcel: Hotel - 375 - 425 Rooms  
 Office - 500,000 GSF  
 Retail - 25,000 GSF  
 North Parcel: Office - 900,000 GSF  
 Retail - 15,000 GSF  
 Retail/Medical/Office - 20,000 GSF

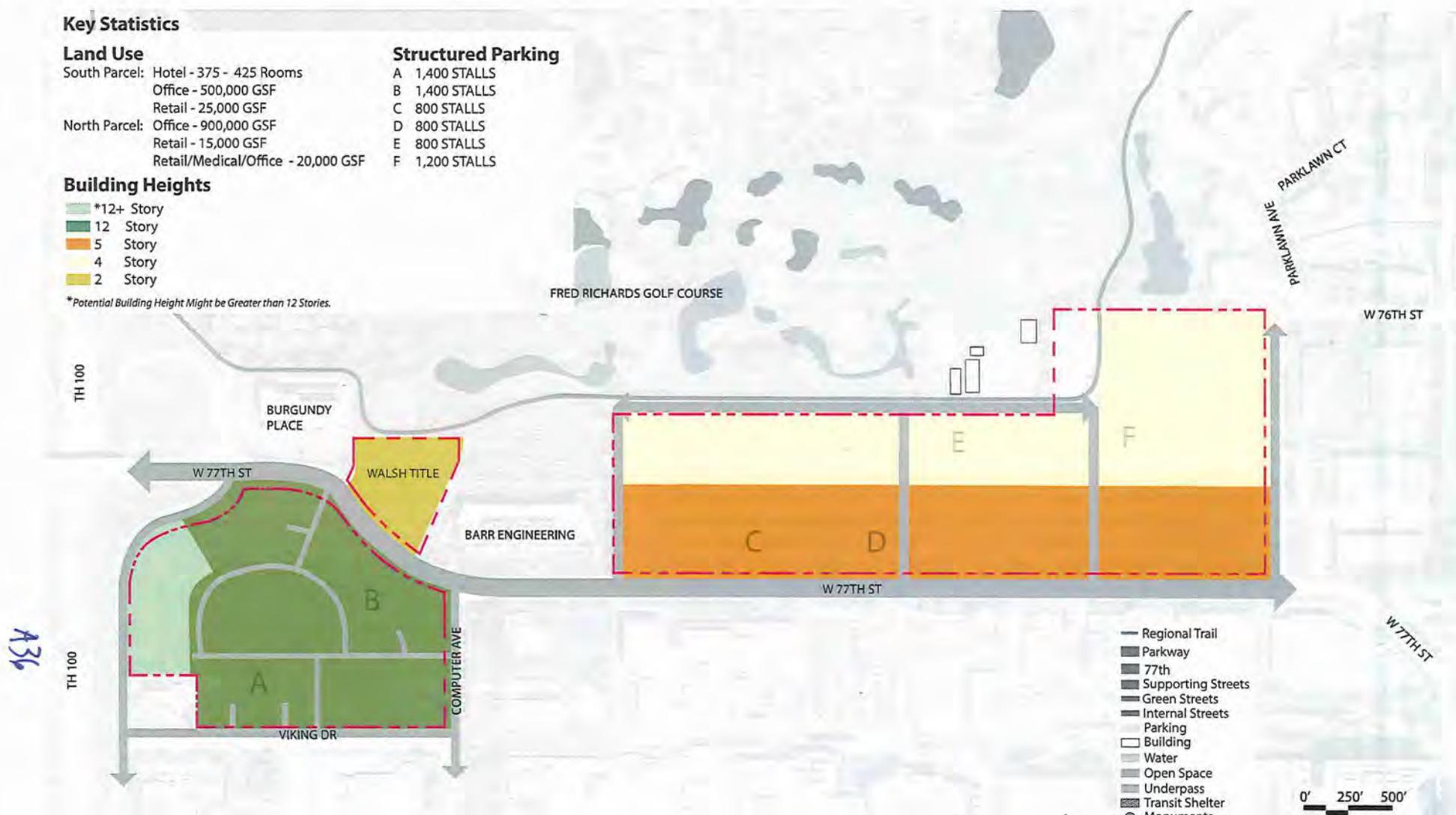
#### Structured Parking

A 1,400 STALLS  
 B 1,400 STALLS  
 C 800 STALLS  
 D 800 STALLS  
 E 800 STALLS  
 F 1,200 STALLS

#### Building Heights

- \*12+ Story
- 12 Story
- 5 Story
- 4 Story
- 2 Story

\*Potential Building Height Might be Greater than 12 Stories.



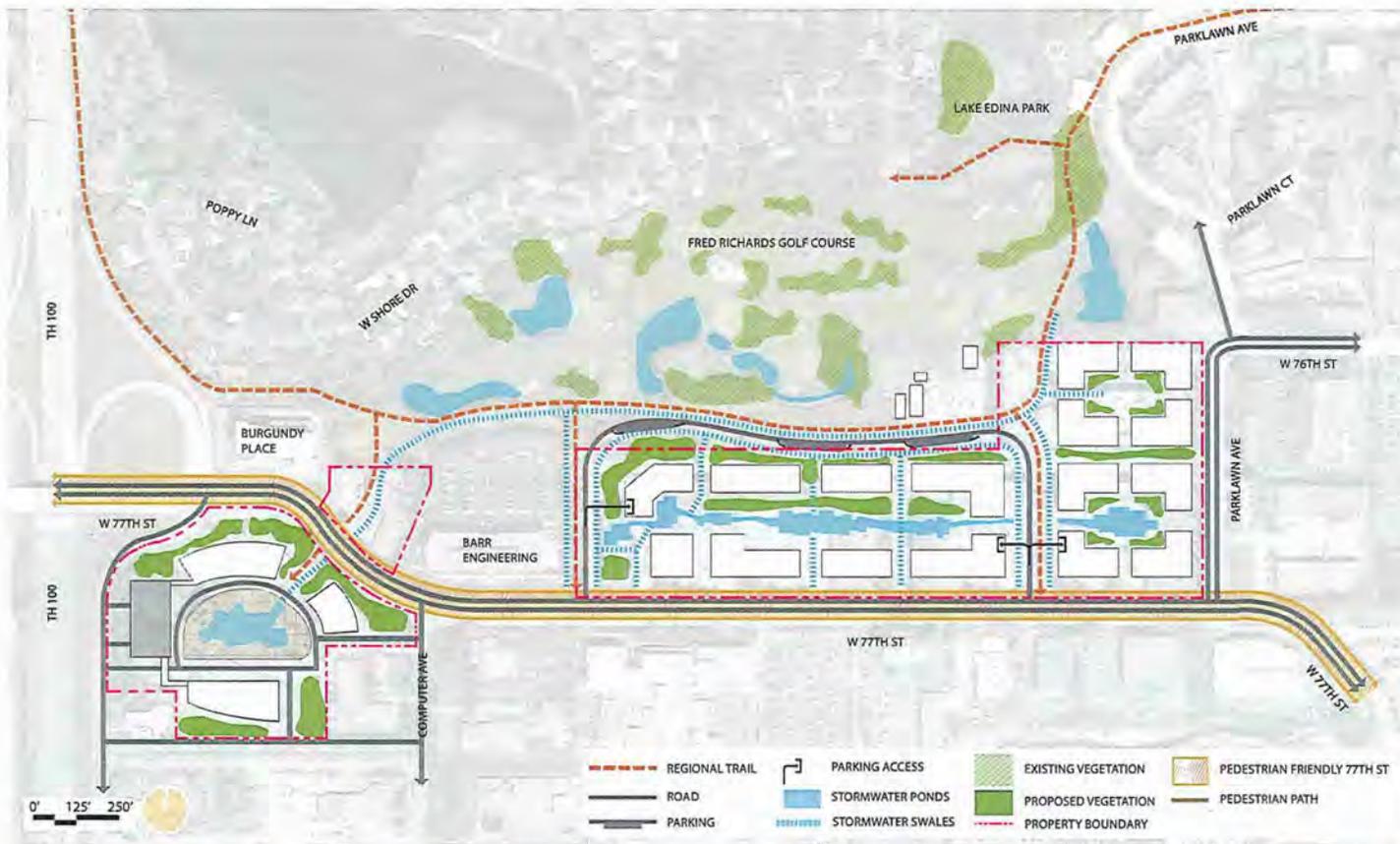
A36

EXHIBIT 15  
 DAMON **FARBER** ASSOCIATES  
 BOB CLOSE STUDIO, LLC

BUILDING HEIGHTS  
 EDINA, MN - DECEMBER 13, 2013

# PENTAGON PARK





## DOCKSIDE GREEN CONCEPT

- A continuous linear stormwater amenity connects the development parcels
- A two-way parkway with parking bays provides a loop around the development, connecting from W 77th St
- 'Natural vegetation' is planted adjacent to stormwater ponds and buildings
- A regional trail is located north of the site, with three connections from trail to W 77th St
- W 77th St to be pedestrian friendly with trees, stormwater management, and improved sidewalks
- Multiple parking strategies - below-grade, on-street and architecturally integrated with buildings

BIRDEYE OF DOCKSIDE GREEN LOCATED IN VICTORIA, BRITISH COLUMBIA



DOCKSIDE GREEN STORMWATER & PEDESTRIAN BRIDGE



LUSH VEGETATION AT DOCKSIDE GREEN



STORMWATER AMENITY INTEGRATES BUILDINGS AND CIRCULATION



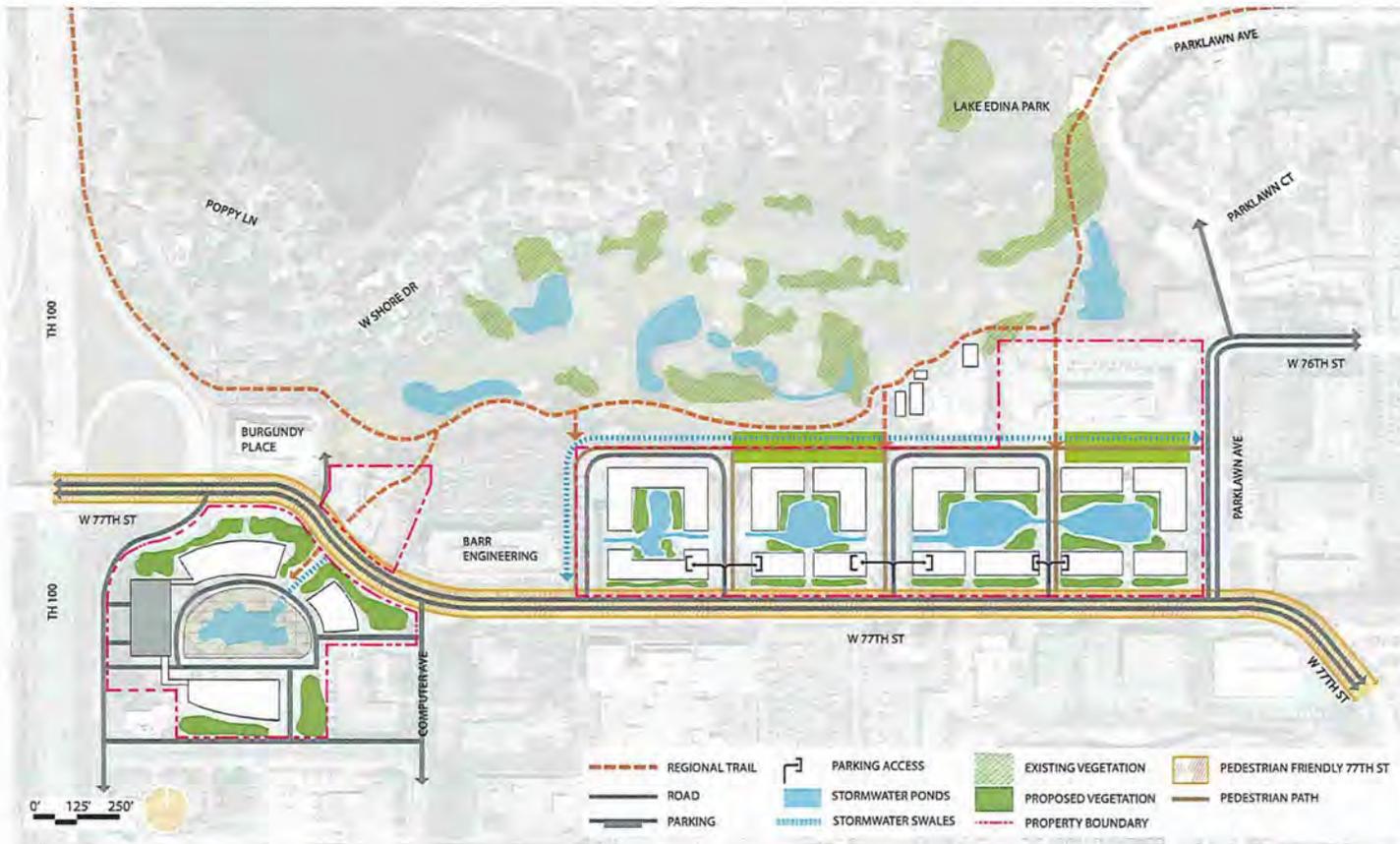
EXHIBIT 16

DAMON **FARBER** ASSOCIATES  
BOB CLOSE STUDIO, LLC

CONCEPT DIAGRAMS  
EDINA, MN - DECEMBER 9, 2013

PENTAGON PARK





## THE UPPER LANDING CONCEPT

- Two road loops off of W 77th St - providing connectivity without through traffic
- Small stormwater ponds are located on the interior of the development buildings
- Public parking is located between the trail and development
- Flexibility in block size (market-driven)
- A regional trail is located north of the site between the park and development
- W 77th St to be pedestrian friendly with trees, stormwater management, and improved sidewalks
- Multiple parking strategies - below-grade, on-street and architecturally integrated with buildings

AERIAL OF THE UPPER LANDING IN ST PAUL, MN



STORMWATER SWALE BETWEEN THE UPPER LANDING AND TRAILS



ROADWAY ADJACENT TO THE UPPER LANDING



LOOP STREETS ALTERNATE WITH STORMWATER FEATURES



PATHWAY BETWEEN BUILDINGS



EXHIBIT 17

DAMON **FARBER** ASSOCIATES  
BOB CLOSE STUDIO, LLC

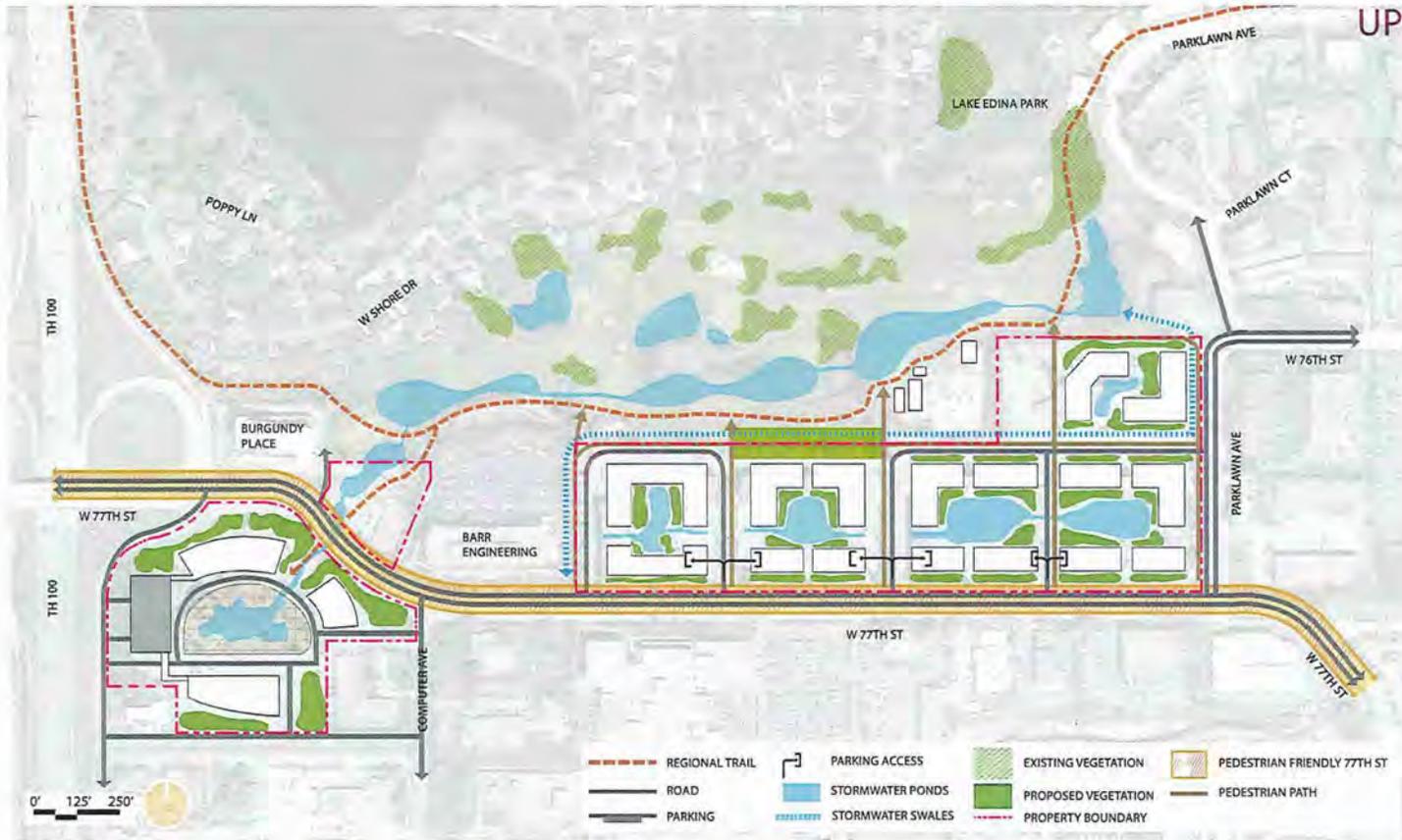
CONCEPT DIAGRAMS  
EDINA, MN - DECEMBER 9, 2013

PENTAGON PARK



A38

# UPPER LANDING HYBRID CONCEPT



- Two road loops off of W 77th St - providing connectivity without through traffic
- Small stormwater ponds are located on the interior of the development buildings
- Public parking is located between the trail and development
- Flexibility in block size (market-driven)
- A regional trail is located north of the site between the park and development
- W 77th St to be pedestrian friendly with trees, stormwater management, and improved sidewalks
- Multiple parking strategies - below-grade, on-street parking bays on loop roads and architecturally integrated with buildings

AERIAL OF THE UPPER LANDING IN ST PAUL, MN



STORMWATER SWALE BETWEEN THE UPPER LANDING AND TRAILS



ROADWAY ADJACENT TO THE UPPER LANDING



LOOP STREETS ALTERNATE WITH STORMWATER FEATURES



PATHWAY BETWEEN BUILDINGS



EXHIBIT 18

DAMON **FARBER** ASSOCIATES  
BOB CLOSE STUDIO, LLC

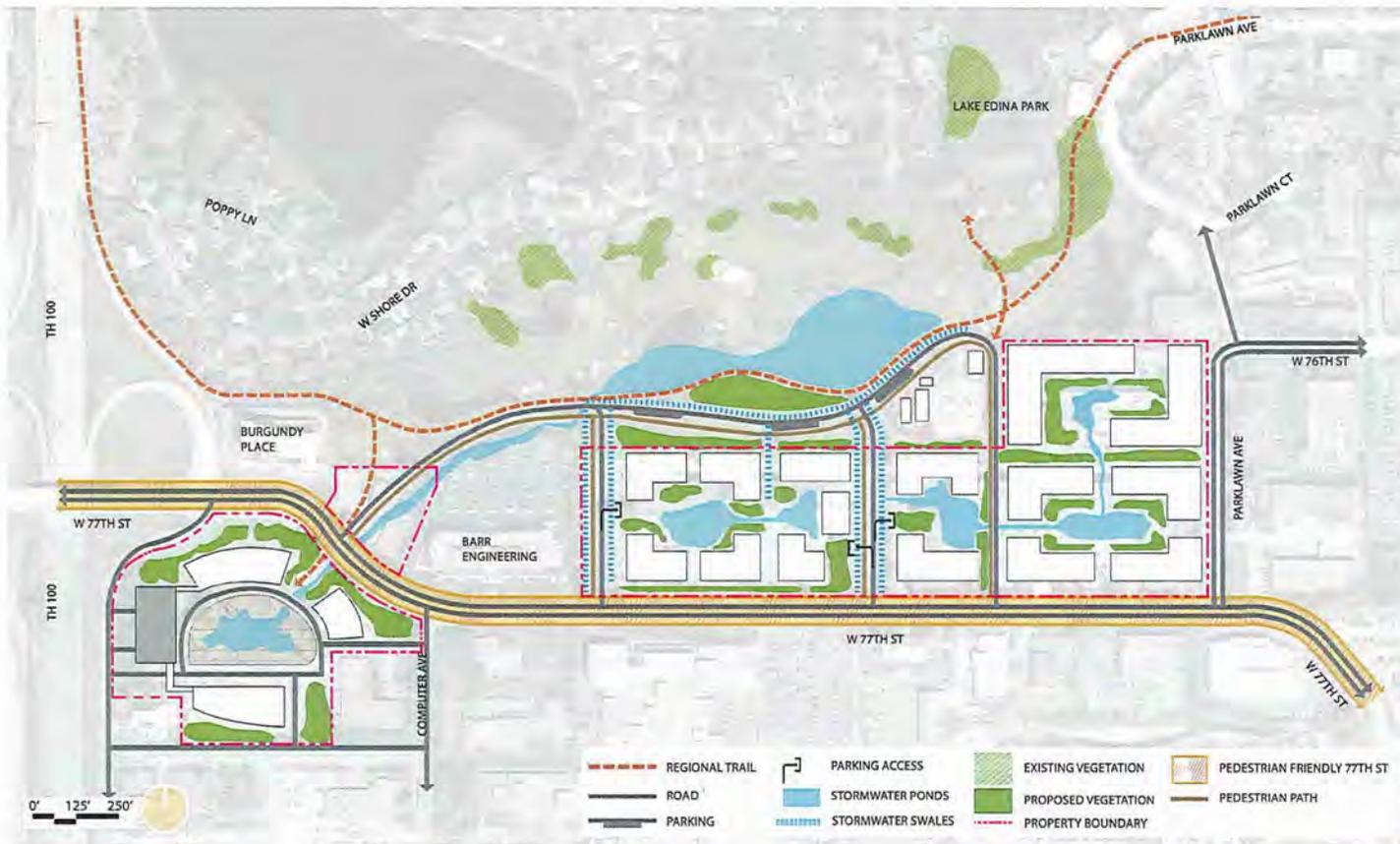
CONCEPT DIAGRAMS  
EDINA, MN - DECEMBER 9, 2013

PENTAGON PARK



A34





## CENTENNIAL LAKES CONCEPT

- A central water feature is located north of the site separating the neighborhood from the development
- Stormwater ponds are natural amenities within the development
- A parkway provides public access and bay parking to the park
- A flexible grid of streets (market driven) with parallel parking connects W 77th St to the parkway north of the site
- A regional trail is located north of the site, with two connections from trail to W 77th St
- W 77th St to be pedestrian friendly with trees, stormwater management, and improved sidewalks
- Multiple parking strategies - below-grade, on-street and architecturally integrated with buildings

AERIAL OF LAKE NOKOMIS



ONE-WAY LOOP WITH PARKING BAYS



NATURAL VEGETATION



CENTENNIAL LAKES



STORMWATER LINKS TO DEVELOPMENT



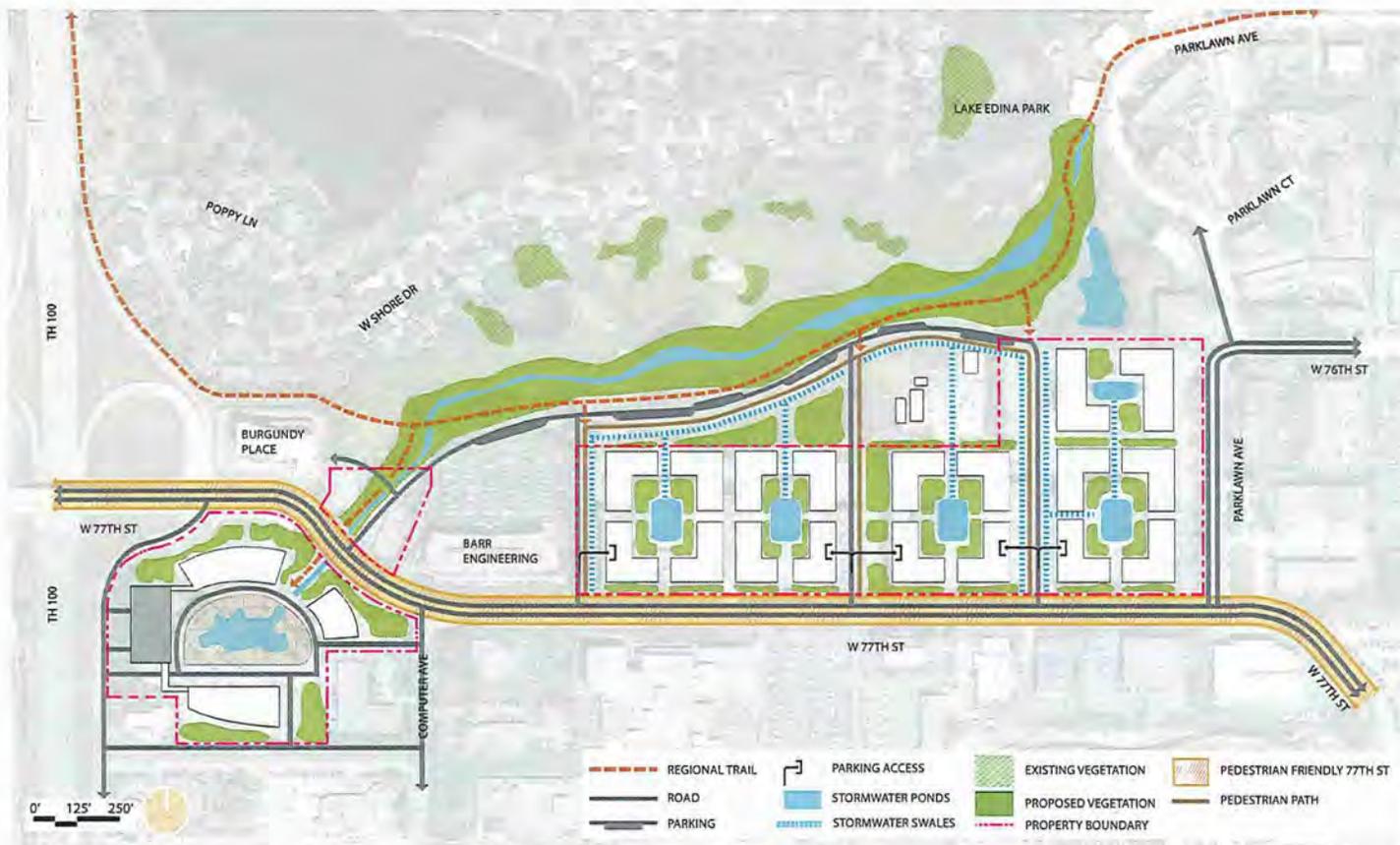
EXHIBIT 20

DAMON **FARBER** ASSOCIATES  
BOB CLOSE STUDIO, LLC

CONCEPT DIAGRAMS  
EDINA, MN - DECEMBER 9, 2013

PENTAGON PARK





## MINNEHAHA CREEK CONCEPT

- A naturalized corridor with vegetation and a spine of water is located north of the site separating the neighborhood from the development
- Small stormwater ponds are located on the interior of the development buildings
- A parkway with parking bays is located between the naturalized corridor and new development
- A flexible grid of streets (market driven) with parallel parking connects W 77th St to the parkway north of the site
- A regional trail is located north of the site, with two connections from trail to W 77th St
- W 77th St to be pedestrian friendly with trees, stormwater management, and improved sidewalks
- Multiple parking strategies - below-grade, on-street and architecturally integrated with buildings

MINNEHAHA CREEK THROUGH EDINA COUNTRY CLUB DISTRICT



COLORPLAST US HEADQUARTERS IN MINNEAPOLIS



PEDESTRIAN PATH OVER MINNEHAHA CREEK



PARKWAY ALONG MINNEHAHA CREEK



PATH ADJACENT TO PARKWAY



EXHIBIT 21

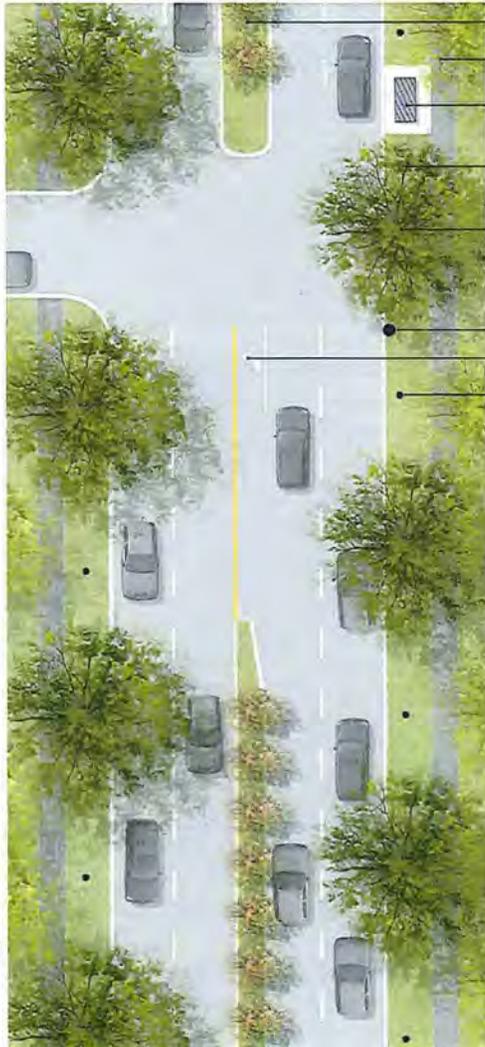
DAMON **FARBER** ASSOCIATES  
BOB CLOSE STUDIO, LLC

CONCEPT DIAGRAMS  
EDINA, MN - DECEMBER 9, 2013

PENTAGON PARK



77TH CONCEPT PLAN

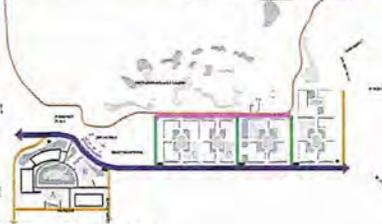


- Center Median
- 6' Sidewalk
- Transit Shelter
- 10' Boulevard
- Street Trees
- Street Light
- Left Turn Lane
- Decorative Lighting

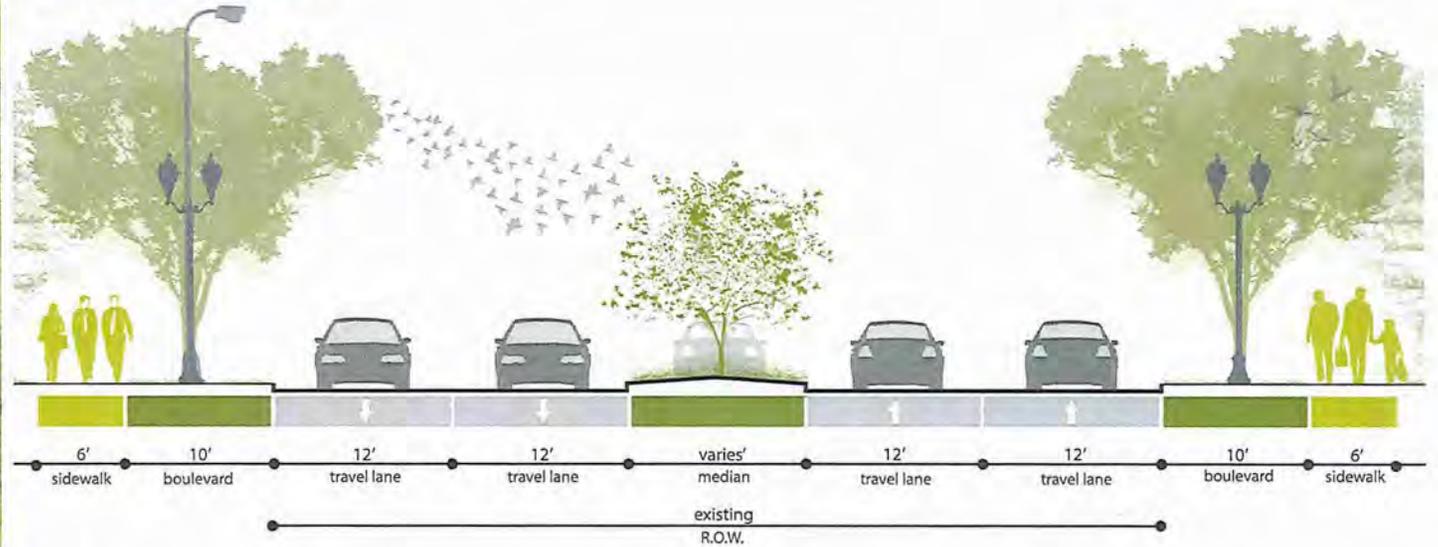


KEY ELEMENTS

- Center median with small accent trees
- Left turn lanes
- Boulevard/sidewalks
- Decorative lighting
- Shade trees
- Transit shelters
- Street lights
- Pedestrian lights



77TH CONCEPT SECTION



A43

EXHIBIT 22  
 DAMON FARBER ASSOCIATES  
 BOB CLOSE STUDIO, LLC

ROADWAY TYPES  
 EDINA, MN - DECEMBER 13, 2013

PENTAGON PARK

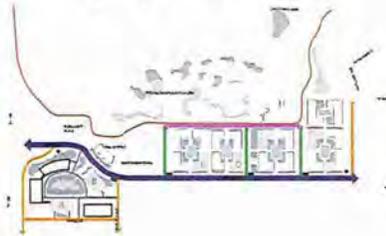


**PARKWAY CONCEPT PLAN**

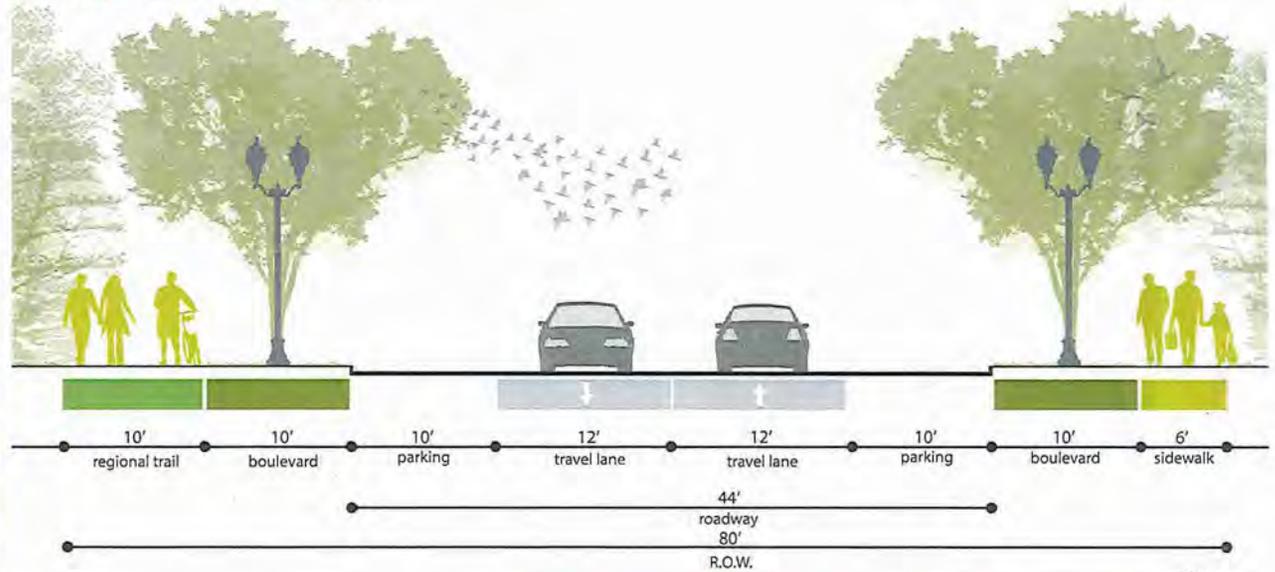


**KEY ELEMENTS**

- Decorative lighting
- Street trees
- 6' sidewalk with 10' boulevard
- One lane of traffic in each direction
- Parking bays for parking



**PARKWAY CONCEPT SECTION**



474

EXHIBIT 23  
 DAMON **FARBER** ASSOCIATES  
 BOB CLOSE STUDIO, LLC

ROADWAY TYPES  
 EDINA, MN - DECEMBER 13, 2013

**PENTAGON PARK**

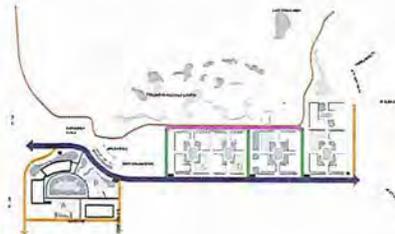


SUPPORTING STREET CONCEPT PLAN

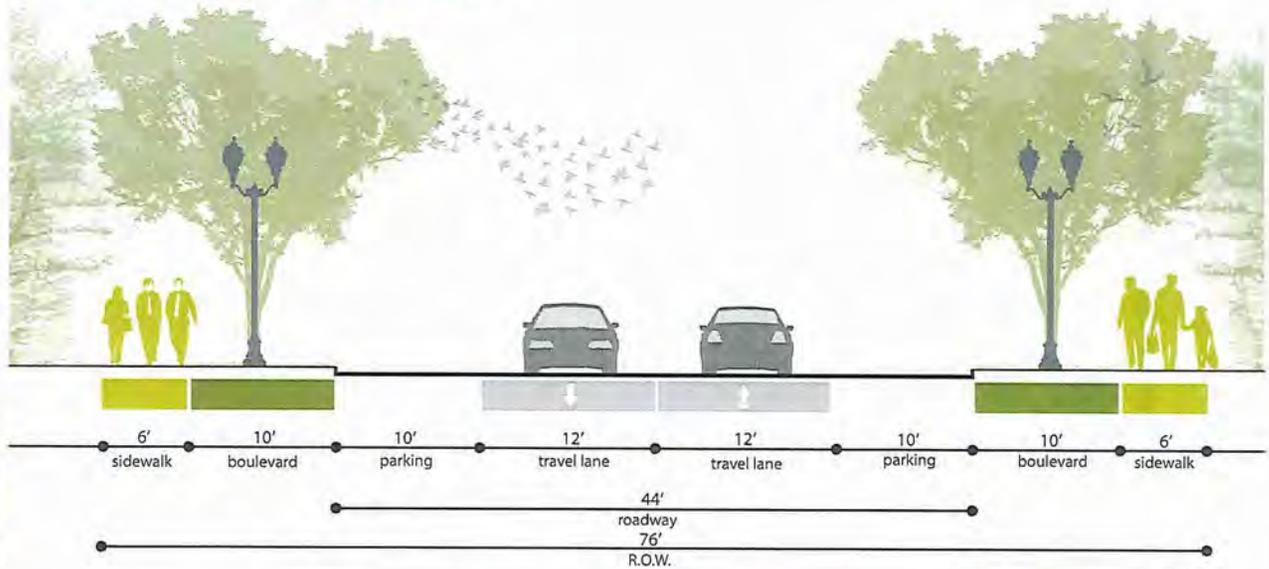


KEY ELEMENTS

- Parallel parking
- 10' boulevards/6' sidewalks
- Decorative lighting
- Street trees



SUPPORTING STREET CONCEPT SECTION



AKS

EXHIBIT 24  
 DAMON **FARBER** ASSOCIATES  
 BOB CLOSE STUDIO, LLC

ROADWAY TYPES  
 EDINA, MN - DECEMBER 13, 2013

PENTAGON PARK



**GREEN STREET CONCEPT PLAN**



174



**KEY ELEMENTS**

- Parallel parking
- 6' boulevards/6' sidewalks
- Decorative lighting
- Street trees



**GREEN STREET CONCEPT SECTION**

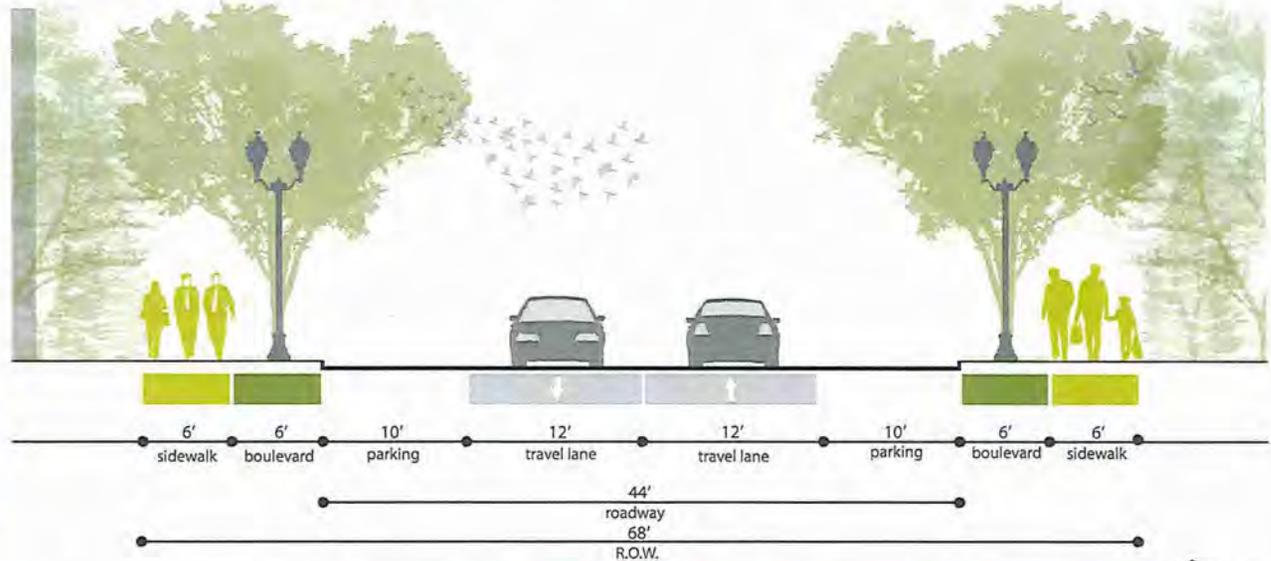


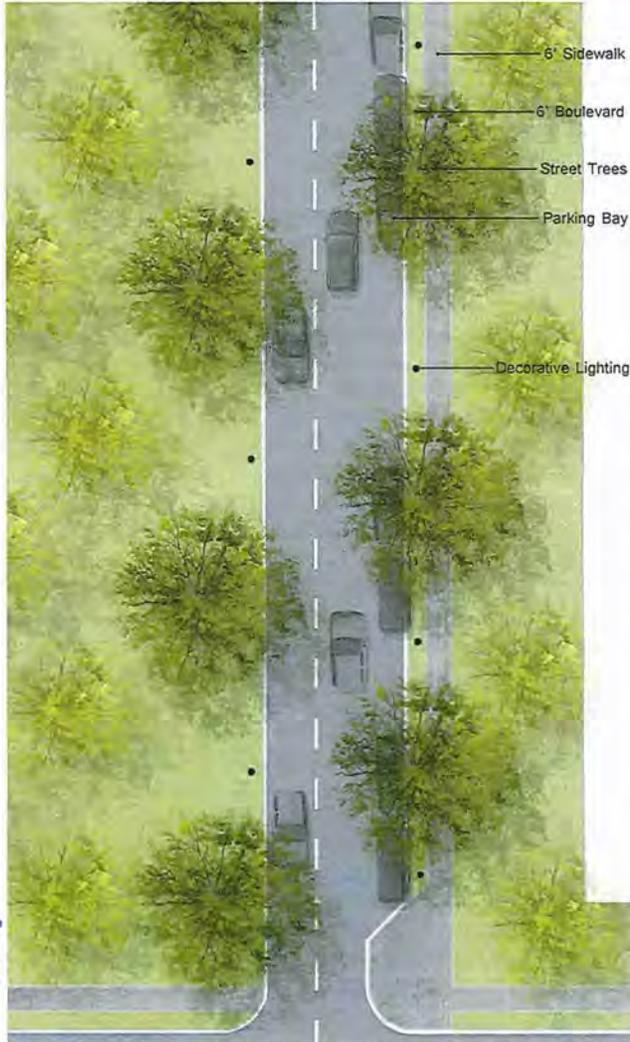
EXHIBIT 25  
 DAMON **FARBER** ASSOCIATES  
 BOB CLOSE STUDIO, LLC

ROADWAY TYPES  
 EDINA, MN - DECEMBER 13, 2013

**PENTAGON PARK**



INTERNAL STREET CONCEPT PLAN

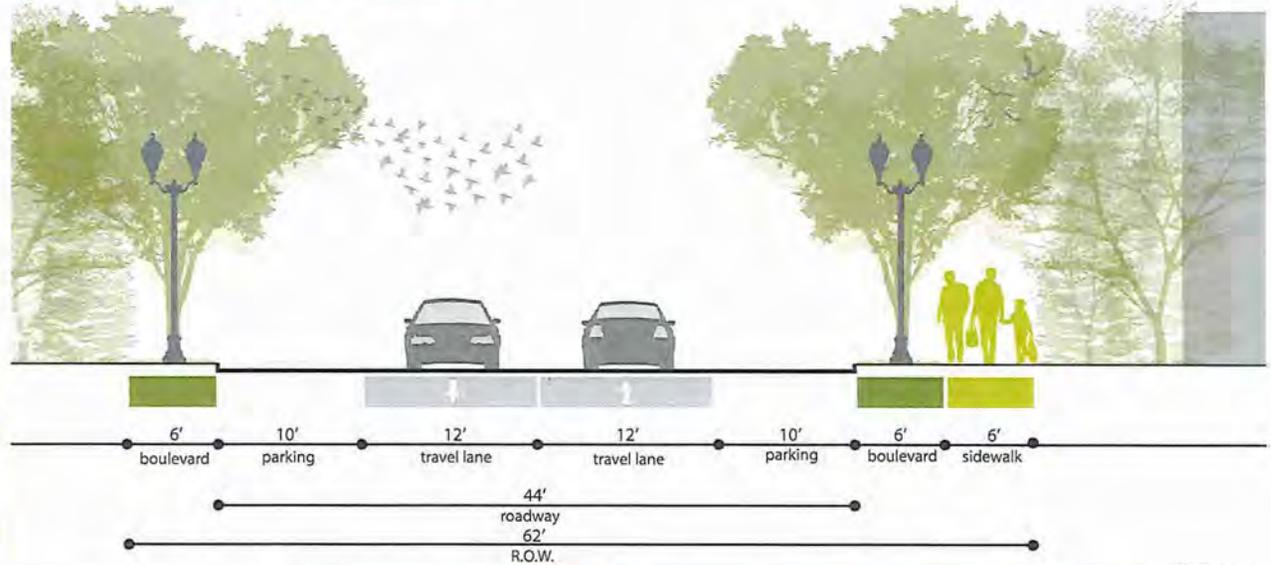


KEY ELEMENTS

- Boulevard
- Sidewalks
- Decorative lighting
- Shade trees
- Parking bays



INTERNAL STREET CONCEPT SECTION



447

EXHIBIT 26  
 DAMON **FARBER** ASSOCIATES  
 BOB CLOSE STUDIO, LLC

ROADWAY TYPES  
 EDINA, MN - DECEMBER 13, 2013

PENTAGON PARK



“rolled out” to help clarify the process. Platteter also suggested that the City create a map that identifies the areas where “things are going on”. This map could also be web based so residents can see where a lot of the work is going on. Planner Teague responded the map be an option to consider; possibly by year.

Commissioner Potts asked Larson if she knows the percent of time she spends on specific issues. Larson responded that varies each day, adding she also tries to spend much of her time being proactive. Potts questioned if she had found neighbors reporting property damage as the result of new construction. Larson responded to date there have been some issues; such as sprinkler heads being broken, etc. Larson further explained that she acts as a mediator between owner, neighbors and City when something goes awry; adding for the most part issues have been addressed and settled. Continuing, Potts asked Larson if she had ever “sat down” with builder(s) and neighbor(s). Larson responded that in the field she has been with the builder, owner, and neighbors.

Commissioner Forrest commented that in her opinion there are re-models that are so extreme they could be considered teardown/rebuilds and asked Larson if she ever intercedes for neighbors if problems arise with remodels. Larson responded in the affirmative. She clarified that although she enforces 411 she regularly receives inquiries from residents regarding additions. Larson said she tries to be “one stop” and gather the proper information for the neighbor and report back to that neighbor what she finds.

Commissioner Forrest noted the discrepancy in “noise” requirements between City ordinances and asked Larson why there is a discrepancy. Larson explained that teardown/rebuild construction hours are more limited; thereby allowing residents to work on home “projects” over the weekends and until 9 pm.

Commissioner Forrest questioned if:

PC  
12/11/13

---

## **B. Sketch Plan - Pentagon Office Park**

### **Planner Presentation**

Planner Teague reminded the Commission at their last meeting they considered a sketch plan for Pentagon Office Park, adding the development team is again before the Commission asking for their comments on a continuation of the sketch plan.

Teague explained that the total site area is roughly 43 acres in size and its redevelopment would likely occur over the next 2-15 years. After sketch plan review by the Planning Commission and City Council, the applicant has indicated they will follow up with a formal application to rezone the site to PUD, Planned Unit Development. This request would allow greater flexibility in land uses, amenities, setbacks, pedestrian, connection, and depending on the future use of Fred Richards Golf Course, the potential for greater connection and integration in public space.

Commissioner Potts noted that a traffic study was completed in 2008 and asked Planner Teague if the City would require an updated traffic study. Teague responded in the affirmative. Teague explained that the next step would be to reexamine traffic volume and patterns in the area. He added the City would also have a traffic consultant on board to address traffic.

### **Applicant Presentation**

Scott Takenoff addressed the Commission and explained they will proceed with the redevelopment of the site through the PUD rezoning process. Takenoff said that in his opinion the PUD allows for more flexibility. Takenoff said their goal is to make formal application to the City by the end of March 2014. Takenoff introduced Tom Whitlock and Bob Close to address the plans.

Continuing, Takenoff explained that the City continues to discuss options for the Fred Richards Golf Course, adding that in a sense this development proposal needs to be considered independently from Fred Richards. Takenoff stated the development team would prefer integration between the public and private space but much depends on what the City envisions for the Fred Richards Golf Course.

Continuing, Takenoff said an architectural group has not been retained. He added the formal application would contain architectural details. Concluding, Takenoff stated in his opinion great architecture comes from great land use.

### **Questions/Comments**

Commissioner Fischer noted when they last met a final decision hadn't been made on the rezoning and thanked the applicant for making their decision by choosing the flexibility found in the PUD rezoning process. Mr. Takenoff responded the development team wants to make sure they are following the right protocols to achieve the best redevelopment for the site.

Mr. Close delivered a power point presentation and highlighted for the Commission the two different options. Close said the options are more defined from the previous multiple options and the development team plans on presenting a formal preliminary rezoning application sometime before March 2014.

Close highlighted the options as follows:

#### Option 1

- Minimalist concept
- Improve West 77<sup>th</sup> Street – project envisions a pedestrian friendly West 77<sup>th</sup> Street
- Create as much green space as possible – it is proven that green space slows traffic
- No connection through Walsh Title
- 

#### Option 2:

- Larger vision concept
- Repurpose Fred Richards with parkway on the south side
- Additional overpass
- Keep in mind the option of linking with the new trails

Commissioner Potts noted that in Option 1 there is no underpass. Mr. Takenoff responded in the affirmative.

Commissioner Grabel recalled when this proposal was before the Commission in 2008 there was much discussion on building height; especially the height on the "tower" site. Grabel asked if there had been any discussion on building height on this specific site. Mr. Takenoff responded they have had numerous discussions on building height for the "tower" site and believe at this time height would be between eight and nine stories; and meet ordinance; however a final decision on height hasn't been reached.

Commissioner Carr asked if building height meets Code. Planner Teague responded that at this time the proposed height meets both the ordinance and comprehensive plan requirements. Carr questioned if they wanted to exceed building height would that require an amendment. Teague responded that a Comprehensive Plan amendment would be required to go taller and variances folded into the PUD rezoning.

Mr. Takenoff noted the difference between Option 1 and Option 2, reiterating much depends on what occurs with the Fred Richards Golf Course. He added what's missing is the City's time frame on what they envision for "Fred Richards" in the future. Takenoff acknowledged the importance of integrating the Fred Richards Golf Course; however, it's the one thing the development team doesn't have control over.

Chair Staunton said if he "reads" option 2 correctly that it may not work if the golf course remains as is. Takenoff responded that could be true; however alternatives are needed and there will time to integrate the infrastructure after that decision is made. Takenoff said what they are focusing on now is the land use.

Commissioner Forrest said in her opinion it's good to maintain flexibility; however, the options presented are so sparse it's difficult to comment. Continuing, Forrest said she would love to see more detail on how West 77<sup>th</sup> Street addresses the street. She said in her opinion it may be an area to develop neighborhood nodes. Continuing, Forrest asked the development team where their parking numbers came from. Mr. Takenoff responded that the parking numbers are from the current zoning ordinance. Takenoff said that as time goes on and more is found out about Fred Richards they can be more creative with building, parking and greenspace.

Commissioner Potts said he wouldn't be adverse to increasing commercial density, adding the traffic study supports it. Continuing, Potts stated he wants the development team to focus on implementing green streets and creating a more residential setting even though it may end up being a commercial/office streetscape. Potts acknowledged parts of the Pentagon Office Park are blighted and innovative tweaks need to be made; however, he continues to feel the development is "off" without a housing element.

Mr. Takenoff said that while housing is not a viable option at present time there is the potential it could appear in the future. Takenoff noted that is the reason for the PUD rezoning request; it provides more flexibility in development. Continuing, Takenoff said with regard to the "tower site" it is very critical what the infrastructure will support, adding they want to ensure the hotel built will be high quality. Concluding, Takenoff reminded the Commission this redevelopment will have many phases stretching out over many years, adding their intent is to redevelop the south west corner first with an office/hotel use. Concluding, Takenoff acknowledged that much of this is conceptual, adding as time goes on it is very possible "things" will change.

Mr. Close commented that at his time so much is not known, adding much depends on the market.

Commissioner Schroeder said the sketch plan approach is correct; however, he said he has difficulty with the limited architectural details that were provided. Schroeder said in his opinion how the site, buildings, building height, street, street scape relate to each other identifies the character of the area; framing a great development. Schroeder said he would like to see further study done on building height and uses on the first floor. Schroeder pointed out that building height is more than stories. Continuing, he added careful attention also needs to be paid to the street and the lack of sidewalks. Schroeder said that he believes the project is on the right track and he's supportive of the general concept; however, needs the next level of detail. Concluding, Schroeder said it is extremely important to see how the development is framed, the way the buildings relate to each other and to the streetscape and green ways. Mr. Takenoff responded that the development team wants to "get to the next step"; however, as mentioned by Mr. Close much is market driven. Schroeder questioned if that means the Commission and Council can expect to go through another sketch plan review process. Planner Teague interjected that he believes the next step would be preliminary PUD rezoning approval and if approved the development team would bring forward a sketch plan for final PUD rezoning.

Commissioner Forrest stated she wants to ensure that this area stays vibrant, adding the development concept should also be carefully crafted to "look into the future". She further added in her opinion that housing would be an important element in keeping this area vibrant.

Chair Staunton said he understands that this process is two steps; however, the Commission needs to know the "uses" and if the "uses" are appropriate and "doable". Staunton said he wants to ensure continued flexibility; however, it is very important that for the "second step" that the "uses" and scale of the project are very clear. Planner Teague stated he agrees with that statement.

The discussion continued on TIF funding acknowledging that the impact of what the City decides for the Fred Richards Golf Course is an important factor. Commissioners expressed the desire for this area to be interconnected keeping in mind the regional trail system to the west and Richfield.

The discussion focused on building height especially on the "tower site" with Commissioners expressing the opinion that before they act they need to have the specifics on building height for the hotel. The height needs to be framed to ensure compliance with both the ordinance and comprehensive plan. It was further acknowledged that the PUD rezoning creates a venue to address any discrepancies.

Commissioner Potts stated that in his opinion as previously mentioned by Commissioner Schroeder that it is very important to know how land use and the infrastructure relate to each other and what lies between.

Commissioner Carr agreed that more detail is required and asked the development team if they plan on providing more detail. Mr. Takenoff responded in the affirmative. He explained that it is their intent to formally apply for preliminary PUD approval sometime in early 2014, adding at that time more detail would be depicted on the plans; however the detail could be site specific.

The discussion ensued on the preliminary nature of the plans with Commissioners acknowledging that in order to make an educated decision they need more detailed plans. Commissioners stated they understand that "sketch plan" is "sketch plan"; however, want more detail for the next go round.

Mr. Takenoff commented that their company policy is "don't over promise or under deliver", adding he believes their formal request for preliminary PUD rezoning is consistent with a multiphase

redevelopment project. Takenoff said their goal is to redevelop this very important site to its fullest potential. He did acknowledge that the redevelopment would be in phases over a number of years; however, he believes time is a friend. Concluding, Takenoff reiterated the importance of this site and their intent to redevelop it to its fullest potential.

Chair Staunton thanked the development team for their presentation, adding he looks forward to preliminary application.

Preliminary Draft

**VII.D. RESOLUTION NO. 2014-10 ADOPTED – RESCINDING ACQUISITION AUTHORITY FOR PROPERTY LOCATED AT 3944 WEST 49-1/2 STREET**

The Council discussed the resolution language and asked questions of Attorney Knutson. Council consensus was reached to revise the resolution as follows: Page 2, third WHEREAS, to indicate: "...because it has been represented to the City that the owners prefer to pursue this alternative instead of continuing negotiations with the City because the acquisition price negotiated for this alternative transaction exceeds the purchase price offered by the City to construct a public parking expansion, and;" **Member Sprague introduced and moved adoption of Resolution No. 2014-10, Rescinding Acquisition Authority for Property Located at 3944 West 49-1/2 Street, as revised above.** Member Bennett seconded the motion.

Ayes: Bennett, Brindle, Sprague, Swenson, Hovland

Motion carried.

**VII.E. SKETCH PLAN FOR PENTAGON PARK – REVIEWED**

Community Development Director Presentation

Community Development Director Teague presented the sketch plan proposal and two options to redevelop Pentagon Park along 77<sup>th</sup> Street, noting the total site was 43 acres in size and expected to redevelop over the next two to fifteen years. There would be mixed uses including office, retail, and a multi-storied hotel with housing remaining as a potential. Mr. Teague advised that an eight-story hotel was approved but not constructed so that approval had expired. He answered questions of the Council relating to the building height under PUD regulations.

Proponent Presentation

Scott Takenoff, Development Manager of Hillcrest Partners, presented the pending Pentagon Park PUD application, noting Hillcrest Partners would assure ample security for the City to meet all mutual expectations. He stated as part of the first PUD step, Hillcrest Partners would agree with: a higher percentage of green space than required; the majority of stormwater management being a public amenity; encouraging stormwater treatment/management at a higher standard than Code required; encouraging bicycle and pedestrian traffic; upgrading a minimum of two transit shelters; upgrading 77<sup>th</sup> Street; creating a design consistent with LEED standards; use of solar on the buildings north of 77<sup>th</sup> Street; upgrading pedestrian infrastructure; and, upgrading of Parklawn. Mr. Takenoff indicated Hillcrest Partners does not yet know the hotel height but it might be above 12 stories and require a Comprehensive Plan change. He stated Hillcrest Partners was working with Ehlers and staff on the option of Tax Increment Financing, which would be presented to the Council on February 18, 2014.

Tom Whitlock, President of Damon Farber Associates, and Bob Close of Bob Close Studio, presented a slide show and described elements of the two project options.

The Council discussed the sketch plans, asked questions of the proponents and Mr. Teague, and made the following suggestions for consideration of a well-crafted PUD: developing a hybrid plan (such as using the west section of Option 2 with the east section of Option 1 to assure connectivity) that included a creative trail alignment and shape of water amenity; keeping building height to the Comprehensive Plan limit and not exceed 12-stories in the southerly section; locating buildings closer to the street; integration of step-down podium height throughout the project and especially towards the neighborhood to the north side; eleven-foot street widths with narrower side streets to allow wider sidewalks/enhanced pedestrian environment and green spaces; restaurant use open into evening hours; embracing the park and inclusion of elements to welcome foot and bicycle traffic; providing additional plan specificity; shadow studies; and, retaining a residential housing element. The Council acknowledged the enhancements beyond Code requirements offered by the proponent in consideration of making a PUD request.

Mr. Takenoff thanked the Council for its comments and indicated 2014 would be a year of planning to add specificity with 2015 being a year of construction.



## ***Memorandum***

**DATE:** *February 19, 2014*

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

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

**RE:** *Pentagon Park Development  
Traffic and Parking Study  
City of Edina, MN  
WSB Project No. 1686-50*

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### ***Background***

The purpose of the study is to document the impact the proposed redevelopment of the Pentagon Park area adjacent to W. 77<sup>th</sup> Street between TH 100 and Parklawn Avenue has on; the area traffic operations; site access; and, parking demand for the site. The project location is shown on the attached *Figure 1*.

A Traffic analysis was completed in conjunction with the Gateway Area, Alternative Urban Areawide Review (AUAR) in 2007 which included the Pentagon Park area. The AUAR was updated in 2013 and it was concluded that because no Gateway Development had occurred in the area, and that the area traffic levels have not changed significantly from those assumed in the AUAR for the baseline conditions the future year analysis and recommended mitigation in the 2007 AUAR were still valid. These mitigation measures will be discussed and documented as part of the future year analysis found in this Traffic Study.

The proposed full development of the Pentagon Park site includes: a 375 – 425 room hotel, 500,000sf of office and 25,000 sf of retail uses on the south parcel; 900,000 sf of office and 15,000 sf of retail on the north parcel, and; 21,000 sf of office on the Welsh Title parcel. It is assumed that the south parcel will be developed as the first phase. Access to the site will be from public streets and driveways off of 77<sup>th</sup> Street. The proposed site plan is shown in the attached *Figure 2*.

The traffic impacts of the proposed site redevelopment were evaluated for the existing conditions, anticipated completion of phase 1, assumed to be 2020, and full development, assumed to be 2030, at the following locations.

- France Avenue at 76<sup>th</sup> Street
- France Avenue at Minnesota Drive
- 77<sup>th</sup> Street at Minnesota Drive
- 77<sup>th</sup> Street at Parklawn Avenue

- 77<sup>th</sup> Street at Computer Avenue
- 77<sup>th</sup> Street at Burgundy Place Driveway
- 77<sup>th</sup> Street at SB TH 100 Ramp
- 77<sup>th</sup> Street at NB TH 100 Ramp

*Figure 3* shows the locations of the key intersection analyzed with this study.

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:

**France Avenue (CSAH 17)** is north/south a 6-lane divided Arterial roadway from I-494 to TH 62. Primary access to France Avenue is by local streets and major development driveways. The posted speed limit on France Avenue in the vicinity of the site is 40 mph.

**Parklawn Avenue** is a 4-lane undivided Arterial roadway from France Avenue to W. 77<sup>th</sup> Street. Street access and access to adjacent developments including the existing Pentagon Office site is provided from this roadway. The speed limit posted on Parklawn is 30 mph.

**W. 77<sup>th</sup> Street** is a 4-lane undivided Arterial roadway with a center left turn lane from Parklawn Avenue to Industrial Boulevard, west of TH 100. Street access and access to adjacent developments including the existing Pentagon Office site is provided from this roadway. The speed limit posted on W. 77<sup>th</sup> Street is 30 mph.

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

#### France Avenue at 76<sup>th</sup> Street – Traffic Signal Control

- SB France Ave approaching 76<sup>th</sup> Street – one free right, three through, one left
- NB France Ave approaching 76<sup>th</sup> Street – one free right, four through, one left
- EB 76<sup>th</sup> Street approaching France Ave – one free right, two through, two left
- WB 76<sup>th</sup> Street approaching France Ave – one free right, two through, two left

#### France Avenue at Minnesota Drive – Traffic Signal Control

- SB France Ave approaching Minnesota Drive – one free right, four through, one left
- NB France Ave approaching Minnesota Drive – one free right, three through, one left
- EB Minnesota Drive approaching France Ave – one free right, two through, one left
- WB Minnesota Drive approaching France Ave – one free right, two through, one left

#### W. 77<sup>th</sup> Street at Minnesota Drive – Traffic Signal Control

- SB 77<sup>th</sup> Street approaching Minnesota Drive – one right/through, one through/left
- NB 77<sup>th</sup> Street approaching Minnesota Drive – one free right, one through, one left
- EB Driveway approaching 77<sup>th</sup> Street – one right/through, one through/left
- WB Minnesota Drive approaching 77<sup>th</sup> Street – one free right, one through, one left

W. 77<sup>th</sup> Street at Parklawn Avenue – Traffic Signal Control

- SB Parklawn Avenue approaching 77<sup>th</sup> Street – one right, one right/through, one left
- NB Driveway approaching 77<sup>th</sup> Street – one right/through/left
- EB 77<sup>th</sup> Street approaching Parklawn Avenue – one right/through, one through, one left
- WB 77<sup>th</sup> Street approaching Parklawn Avenue – one right/through, one through, one left

W. 77<sup>th</sup> Street at Computer Avenue – Traffic Signal Control

- SB Driveway approaching 77<sup>th</sup> Street – one right, one through/left
- NB Computer Avenue approaching 77<sup>th</sup> Street – one right, one through/left
- EB 77<sup>th</sup> Street approaching Computer Avenue – one right/through, one through, one left
- WB 77<sup>th</sup> Street approaching Computer Avenue – one right/through, one through, one left

W. 77<sup>th</sup> Street at Burgundy Place – Traffic Signal Control

- SB Driveway approaching 77<sup>th</sup> Street – one right/through, one left
- NB Driveway approaching 77<sup>th</sup> Street – one right/through, one left
- EB 77<sup>th</sup> Street approaching Driveway – one right/through, one through, one left
- WB 77<sup>th</sup> Street approaching Driveway – one right/through, one through, one left

W. 77<sup>th</sup> Street at TH 100 Northbound Ramp/Frontage Road – Traffic Signal Control

- SB TH 100 Ramp approaching 77<sup>th</sup> Street – one free right, one through, two left
- NB Frontage Road approaching 77<sup>th</sup> Street – one right/through, two left
- EB 77<sup>th</sup> Street approaching TH 100 NB Ramp – one right/through, one through, one left
- WB 77<sup>th</sup> Street approaching TH 100 SB Ramp – one right, two through, one left

W. 77<sup>th</sup> Street at TH 100 Southbound Ramp/Frontage Road – Traffic Signal Control

- SB TH 100 Ramp approaching 77<sup>th</sup> Street – one free right, one through, two left
- NB Frontage Road approaching 77<sup>th</sup> Street – one right, one through, one left
- EB 77<sup>th</sup> Street approaching TH 100 NB Ramp – one right/through, one through, one left
- WB 77<sup>th</sup> Street approaching TH 100 SB Ramp – one free right, two through, one left

AM and PM peak hour turning movement counts were conducted in April 2013 in conjunction with the Gateway AUAR update and in January 2014. These counts were used as the existing baseline conditions for the area. The attached **Figure 4** shows the existing intersections and driveways along the corridor that were analyzed as part of this traffic study, with the existing AM and PM 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. The Gateway AUAR identified adjacent development projects in Edina and Bloomington that have yet to be completed. These developments for the projects in Bloomington are shown in **Table 1**. In order to account for these and other development 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 to the 2020 and 2030 analysis years.

**Table 1 - Summary of Adjacent Redevelopment Proposals**

<b>Development</b>	<b>Summary of Proposals</b>
Duke-Weeks Realty Limited Partnership (Norman Pointe)	Phase 1 and 2 completed Phase 3 to add an additional 312,000 sq. ft. of office in the future
Ryan Companies US, Inc. (Marketpoint)	Phase 1 and 2 completed. Phase 3 to add an additional 250,000 sq. ft. of office in the future.
Covington Apartments	250 Apartment units – Approved, under construction.
8100 Office Tower	255,000 ft <sup>2</sup> of office - Future
Hotel	100 Rooms – Future
Luxembourg Apartments	282 Apartment units - Approved, under construction
OATI Office/Data Center	100,000 ft <sup>2</sup> of office - Future
Hotel	257 Rooms - Future
Norman Pointe III Office Tower	312,000 ft <sup>2</sup> Office - Future
Marketpoint III Office Tower	250,000 ft <sup>2</sup> Office – Future

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

**Burgundy Place Development** – The Burgundy Place development site is located west of the Pentagon Park development on the north side of 77<sup>th</sup> Street. It is planned to include approximately 17,000 sf of retail space and 36 apartment units. This development is assumed to be completed for the 2020 analysis.

**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 2020 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 2020 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 2020 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 2020 and 2030 analysis.

**Southdale Residential** - The City recently approved the addition of 232 apartment units with associated parking in the existing Southdale Shopping Center parking lot. The site is located in the northwest quadrant of 69<sup>th</sup> Street and York Avenue. This project is currently under construction. It is assumed that the project will be open and is included as part of the 2020 and 2030 background traffic.

**Additional Southdale Mall Development** - Based on the information received from Southdale Center about the current vacancy rates and plans for renovations, it was determined that following the renovations, the mall would have an additional 143,880 sf of leasable space available. This 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 2020 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 2015 but, will be open and included and included as part of the 2020 and 2030 background traffic.

The estimated trip generation for the additional background traffic is shown below in **Table 2**. 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 AM and PM peak hour trip generation for the proposed uses.

**Table 2 - Estimated Additional Background Trip Generation**

Use	Size	AM Peak Hour			PM Peak Hour		
		Total	In	Out	Total	In	Out
Burgundy Place Development	17,000 sf and 36 units	54	32	22	69	35	34
Byerly's Redevelopment	73,450 sf and 234 units	369	174	195	411	231	180
Think Bank Development	8,441sf	102	58	44	206	103	103
Hospital Expansion	77,500 sf	36	21	15	24	10	14
Senior Housing	209 units	27	18	9	40	18	22
Southdale Apartments	232 units	118	24	94	144	94	50
Shopping Center	143,880 sf	138	86	52	533	256	277
Restaurant	8000 sf	87	48	39	79	47	32

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

### Site Expansion Trip Generation

The estimated trip generation from the Pentagon Park Phase 1 proposed site development is shown below in **Table 3** and the full development of the site is shown in **Table 4**. The trip generation rates used to estimate the proposed site 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 tables show the total daily, AM peak hour and PM peak hour trip generation for the proposed site.

**Table 3 - Estimated Trip Generation – Phase 1**

Use	Size	ADT			AM Peak			PM Peak		
		Total	In	Out	Total	In	Out	Total	In	Out
Hotel	425 rooms	3791	1896	1896	285	165	120	298	146	152
Office	500 ksf	5515	2758	2758	780	686	94	745	127	618
Retail	25 ksf	1108	554	554	25	20	5	68	30	38
Subtotal New Trips		10414	5207	5207	1090	871	219	1111	303	808
Pass-by/Diverted Trips	25% Retail	(277)	(139)	(139)	(6)	(5)	(1)	(17)	(8)	(9)
Existing Office Occupancy	58.9 ksf	(650)	(325)	(325)	(92)	(81)	(11)	(88)	(43)	(45)
<b>Total Phase 1 New Trips</b>		<b>9487</b>	<b>4743</b>	<b>4743</b>	<b>992</b>	<b>785</b>	<b>207</b>	<b>1006</b>	<b>252</b>	<b>754</b>

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

AS9

**Table 4 - Estimated Trip Generation – Full Development**

Use	Size	ADT			AM Peak			PM Peak		
		Total	In	Out	Total	In	Out	Total	In	Out
Office	900 ksf	9927	4963	4963	1404	1236	168	1341	228	1113
Retail	15 ksf	665	333	333	15	12	3	41	18	23
Office – Walsh Title	21 ksf	232	116	116	33	29	4	32	6	26
Subtotal New Trips		10824	5412	5412	1452	1277	175	1414	252	1162
Pass-by/Diverted Trips	25% Retail	(166)	(83)	(83)	(4)	(3)	(1)	(11)	(4)	(7)
Existing Office Occupancy	200.6 ksf	(2212)	(1106)	(1106)	(313)	(275)	(38)	(299)	(51)	(248)
<b>Total Phase 2 New Trips</b>		<b>8846</b>	<b>4223</b>	<b>4223</b>	<b>1135</b>	<b>999</b>	<b>136</b>	<b>1104</b>	<b>197</b>	<b>907</b>

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

### Traffic Distribution

Background and site-generated trips were distributed to the adjacent roadway system based on several factors including the existing Annual Average Daily Traffic (AADT), the travel sheds for the major routes that serve the area and data provided in the Gateway AUAR. In general the Trip Distribution was assumed as shown in *Table 5*:

**Table 5 – Development Traffic Distribution**

Direction	AM		PM	
	In	Out	In	Out
North	27%	22%	21%	26%
South	24%	13%	18%	25%
East	21%	35%	22%	20%
West	28%	30%	39%	29%

The generated trips for the proposed Pentagon Park development were assumed to arrive or exit using the accesses on 77<sup>th</sup> Street. The Phase 1 development will access the site via Computer Drive and the Burgundy Place driveway. These trips were assigned based on the ratio of existing traffic patterns on each respective roadway. The full development trips were assumed to access the site through driveways on 77<sup>th</sup> Street and Parklawn Avenue.

ACD

### ***Future Year Traffic Forecasts***

Traffic forecasts were prepared for the year 2020 which is the year the proposed Phase 1 development would be completed and assumed to be fully occupied and for the 2030 conditions which represents the year the entire Pentagon Park development would be completed as well as the City's Comprehensive Plan development time frame. Three development scenarios were evaluated.

1. Existing Conditions – Assumes existing lane configuration and traffic control.
2. No-Build – Assumes existing lane configuration and traffic control without the proposed Pentagon Park development.
3. Build – Assumes existing lane configuration and traffic control with the proposed Pentagon Park development.

The traffic forecasts were prepared by adding the projected annual background traffic growth and the projected non-development background traffic growth to the existing 2013/2014 traffic counts to determine the “No-Build” traffic conditions. The anticipated Pentagon Park traffic was then added to the no-build to determine the “Build” traffic conditions. The attached **Figures 5 – 8** shows the projected 2020 and 2030 No-Build and Build AM and PM peak hour traffic volumes.

### ***Traffic Operations***

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

1. Existing 2014 Conditions
2. Projected 2020 No Build
3. Projected 2020 Build
4. Projected 2030 No Build
5. Projected 2030 Build

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 6*. 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 6 - 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: *Highway Capacity Manual*

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/E is generally accepted as the lowest acceptable level in urban areas such as Edina. LOS C is often considered to be the desirable minimum level for rural areas. LOS E/F may be acceptable in highly congested urban areas for limited durations or distances, or for 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 7, below, summarizes the existing LOS at the primary intersections in the study area based on the current lane geometry, traffic control and traffic volumes. The table shows that all intersection are operating at an overall LOS D or better during both the AM and PM peak hours with all movements operating at LOS E or better.

**Table 7 - Existing Level of Service**

Intersection	AM Peak Hour		PM Peak Hour	
	LOS	Overall Delay (sec/veh)	LOS	Overall Delay (sec/veh)
France Ave at 76 <sup>th</sup> St	C (D)	31	C (D)	38
France Ave at Minnesota St	C (D)	21	D (E)	43
77 <sup>th</sup> St at Minnesota St	B (C)	17	C (D)	27
77 <sup>th</sup> St at Parklawn Ave	B (C)	16	C (C)	24
77 <sup>th</sup> St at Computer Ave	B (C)	13	C (E)	31
77 <sup>th</sup> St at Burgundy Place	A (B)	8	C (D)	21
77 <sup>th</sup> St at TH 100 Northbound Ramp	C (D)	24	D (E)	43
77 <sup>th</sup> St at TH 100 Southbound Ramp	C (C)	25	D (D)	43

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

**Forecast Traffic Operations**

A capacity and LOS analysis was also completed for the study area intersections for 2020 which is the year after the proposed first phase of the Pentagon Park development would be completed and for the 2030 conditions which represents the full build of the Pentagon Park development and the City's Comprehensive Plan development time frame. The results of the analysis are discussed below and shown in **Tables 8 and 9**.

AG3

**Table 8 – Forecasted No Build**, shows that all intersection will continue to operate at overall LOS D or better in 2020 and 2030 during the AM peak hour. However, during the PM peak hours in both 2020 and 2030 with the increase in traffic, some intersections and movements will be operating at LOS E/F. Specifically, the intersections of 77<sup>th</sup> Street at Computer Drive, 77<sup>th</sup> at the TH 100 ramps, France Avenue at 76<sup>th</sup> Street and France Avenue at Minnesota Street will have overall levels of service at F.

Mitigation improvements that would improve all intersections and movement to an acceptable LOS E or better includes:

**2020 No-Build Mitigation:**

1. Addition of a northbound dual right-turn lane at 77<sup>th</sup> Street and TH 100 Southbound Ramp.
2. Improved signal timing at 77<sup>th</sup> Street and Computer Avenue.

**2030 No-Build Mitigation:**

1. 2020 No-Build improvements
2. Addition of a westbound right-turn lane at 77<sup>th</sup> Street and TH 100 Northbound Ramp
3. Addition of a northbound and southbound left turn lane at 77<sup>th</sup> Street and Computer Drive
4. Addition of a northbound through lane at France Avenue and Minnesota Drive
5. Addition of a southbound through lane at France Avenue and 76<sup>th</sup> Street

**Table 8 – Forecasted No Build Level of Service**

Intersection	2020				2030			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
	LOS	Overall Delay (sec/veh)						
France Ave at 76 <sup>th</sup> St	C (D)	33	D (E)	39	C (D)	35	E (F)	73
France Ave at Minnesota St	C (D)	25	D (E)	49	C (D)	28	E (F)	61
77 <sup>th</sup> St at Minnesota St	B (C)	20	C (D)	28	B (C)	22	C (D)	29
77 <sup>th</sup> St at Parklawn Ave	B (C)	18	C (C)	26	B (C)	20	C (C)	27
77 <sup>th</sup> St at Computer Ave	B (C)	15	D (E)	48	B (C)	16	E (F)	85
77 <sup>th</sup> St at Burgundy Place	A (C)	12	C (E)	33	A (C)	14	D (E)	39
77 <sup>th</sup> St at TH 100 Northbound Ramp	C (D)	26	D (E)	49	C (D)	27	D (F)	52
77 <sup>th</sup> St at TH 100 Southbound Ramp	C (C)	26	E (F)	64	C (D)	32	F (F)	91

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

**Table 9 – Forecasted Build with Pentagon Park Development**, shows that all intersection will continue to operate at overall LOS D or better in 2020 and 2030 during the AM peak hour, however several movements will be at a LOS E/F. During the PM peak hours in both 2020 and 2030 with the increase in traffic, some intersections and movements will be operating at LOS E/F. Specifically, the intersections of 77<sup>th</sup> Street at Computer Drive, 77<sup>th</sup> at the TH 100 ramps, France Avenue at 76<sup>th</sup> Street and France Avenue at Minnesota Street will have overall levels of service at E or F with movements at LOS F.

Mitigation improvements that would improve all intersections and movement to an acceptable LOS E or better includes:

**2020 Build Mitigation:**

1. Addition of a northbound dual right-turn lane at 77<sup>th</sup> Street and TH 100 Southbound Ramp.
2. Addition of a westbound right-turn lane at 77<sup>th</sup> Street and TH 100 Northbound Ramp
3. Addition of a northbound dual left turn lane, southbound left turn lane and eastbound right turn lane at 77<sup>th</sup> Street and Computer Drive.
4. Addition of a northbound through lane at France Avenue and Minnesota Street
5. Addition of a northbound left turn lane, eastbound right turn lane and signal timing improvements at 77<sup>th</sup> Street and Burgundy Place.

**2030 Build Mitigation:**

1. 2020 Build improvements
2. Addition of an eastbound and westbound third lane on 77<sup>th</sup> Street from Industrial Boulevard through Computer Drive.
3. Addition of a southbound through lane at France Avenue and 76<sup>th</sup> Street
4. Addition of an eastbound and westbound dual left turn lane at France Avenue and Minnesota Street.
5. Addition of a southbound left turn lane at 77<sup>th</sup> Street and Minnesota Street.
6. Addition of a eastbound right turn lane at 77<sup>th</sup> Street and Parklawn Avenue,

**Table 9 – Forecast Build with Pentagon Park Development**

Intersection	2020				2030			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
	LOS	Overall Delay (sec/veh)						
France Ave at 76 <sup>th</sup> St	C (D)	35	E (F)	69	D (D)	38	F (F)	117
France Ave at Minnesota St	C (D)	29	D (E)	51	C (D)	31	E (F)	77
77 <sup>th</sup> St at Minnesota St	B (C)	23	C (D)	32	B (C)	25	D (F)	48
77 <sup>th</sup> St at Parklawn Ave	C (D)	25	C (D)	28	B (C)	26	D (F)	42
77 <sup>th</sup> St at Computer Ave	B (D)	13	E (F)	71	D (E)	37	F (F)	95
77 <sup>th</sup> St at Burgundy Place	C (F)	27	D (F)	50	C (F)	34	D (F)	46
77 <sup>th</sup> St at TH 100 Northbound Ramp	D (E)	42	E (F)	63	D (F)	66	E (F)	72
77 <sup>th</sup> St at TH 100 Southbound Ramp	D (E)	55	F (F)	83	D (F)	97	F (F)	120

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

### AUAR Mitigation Requirements

The AUAR completed in 2007 and updated in 2013 identified several required mitigation measure to be completed at various levels and stages of development. *Table 10* shows a summary of the development scenarios identified in the AUAR.

**Table 10 - Summary of Redevelopment Scenarios**

	Existing Conditions	Scenario 1: Comprehensive Plan	Scenario 2: Master Plan	Scenario 3: Maximum Commercial	Scenario 4: Maximum Residential
Office	1,873,000 sf	1,546,000 sf	1,862,000 sf	3,261,000 sf	1,094,000 sf
Commercial / Retail/Hotel		15,000 sf	174,000 sf	15,000 sf	15,000 sf
Office & Light Industrial Mix		1,296,000 sf	1,296,000 sf	1,296,000 sf	1,296,000 sf
Residential	31,000 sf	31,000 sf	914,000 sf	31,000 sf	1,581,000 sf
<b>TOTAL:</b>	<b>1,904,000 sf</b>	<b>2,888,000 sf</b>	<b>4,246,000 sf</b>	<b>4,603,000 sf</b>	<b>3,986,000 sf</b>

Based on the above development scenarios, the Traffic and Transportation Mitigation measures were developed and included in the AUAR. The list below shows the required mitigation from the AUAR and needs with the Pentagon Park development.

**G. Traffic and Transportation**

G1. Scenarios 1 and 4

The following mitigation strategies are needed for Scenario 1 and 4 to accommodate future full development traffic projections:

Intersection: France Avenue / West 76<sup>th</sup> Street  
Improvement: Extend one southbound thru lane on France Avenue to create a total of four thru lanes

**Pentagon Park 2030 No-Build**

Intersection: France Avenue / West 78<sup>th</sup> Street  
Improvement: Eastbound dual right turn lanes on West 78<sup>th</sup> Street  
Southbound lanes approaching the I-494 ramps restriped to provide exclusive lanes to both westbound I-494 and eastbound I-494. The right lane will drop at the westbound I-494 ramp providing an exclusive ramp lane. The second lane will also be an exclusive lane leading to I-494 eastbound, reducing the weaving and stacking of vehicles that occur today. The County has expressed interest in participation.

**Pentagon Park 2030 Full Build**

Intersection: Edina Industrial Boulevard / West 78<sup>th</sup> Street  
Improvement: Eastbound dual left turn lanes on West 78<sup>th</sup> Street

**Pentagon Park 2030 Full Build**

Intersection: Edina Industrial Boulevard / Metro Boulevard  
Improvement: Add southbound right turn lane on Metro Boulevard, restriping the existing two southbound lanes to accommodate an exclusive left turn lane, and a thru/left lane, providing dual left turn lanes.  
Add 300 foot eastbound left turn lane on Edina Industrial Boulevard

**Pentagon Park 2030 Full Build**

Intersection: Northbound TH 100 / West 77<sup>th</sup> Street  
Improvement: Add 150 foot northbound right turn lane on Frontage Road  
Westbound dual right turn lanes on West 77<sup>th</sup> Street

**Pentagon Park 2020 No-Build**

G2. Scenario 2

Scenario 2 will require **all the improvements listed above** in addition to the following:

Intersection: Minnesota Drive / France Avenue  
Improvement: Dual westbound left turn lanes on Minnesota Drive  
Eastbound dual left turn lanes on Minnesota Drive

**Pentagon Park 2030 Full Build**

Intersection: Northbound TH 100 / West 77th Street  
Improvement: Add 150 foot eastbound right turn lane on West 77<sup>th</sup> Street  
**Pentagon Park 2020 Build**

Intersection: Computer Avenue / West 77<sup>th</sup> Street  
Improvement: Northbound dual left turn lanes on Computer Avenue  
**Pentagon Park 2030 Full Build**

Intersection: Minnesota Drive / West 77<sup>th</sup> Street / Johnson Avenue  
Improvement: Southbound dual left turn lanes on West 77<sup>th</sup> Street  
**Pentagon Park 2030 Full Build**

G3. Scenario 3

Scenario 3 will require **all the above improvements listed under Scenarios 1, 2, and 4** in addition to the following:

Intersection: Minnesota Drive / France Avenue  
Improvement: Eastbound dual right turn lanes on Minnesota Drive  
**Pentagon Park 2030 Full Build**

Intersection: France Avenue / West 78<sup>th</sup> Street  
Improvement: Westbound dual right turn lanes on West 78<sup>th</sup> Street  
**Pentagon Park 2030 Full Build**

Interchange: TH 100 / West 77<sup>th</sup> Street  
Improvement: Six-lane section from Metro Boulevard to Computer Avenue  
Dual left turn turns at both TH 100 Ramps (Hence an eight-lane bridge)  
**Pentagon Park 2030 Full Build**

G4. General

The mitigation measures discussion above (G1 – G3) are needed to address full build-out of the site and surrounding area. Specific mitigation measures required for proposed development plans will be established through traffic and transportation studies required for each development proposal. These proposals will need to document compliance within the AUAR and mitigation plan.

G5. Transit/Non-Motorized Transportation

As redevelopment occurs in the Study Area, consideration of site-specific improvements needs to be included as developments are proposed. These would include upgrading the existing transit facilities, including bus shelters, to become ADA compliant and improving the sidewalk and/or path connections in and around each redevelopment.

***Parking Demand***

The parking demand for the proposed development was analyzed based on the anticipated use for the site. Based on the current City Code the proposed development would require a total of 5925 parking spaces. The current site plan includes 6400 spaces. *Table 11* shows a breakdown of the parking required per City Code.

***Table 11 – Parking Required per City Code***

Use / Location	Size	Rate	Parking Required	Parking Provided
Non Residential Mix Used Development / Southside	824,560 sf	GFA/300	2750	2800
Non Residential Mix Used Development / Northside	953,000 sf	GFA/300	3175	3600
Total Parking	1,777,560		5925	6400

Source: City of Edina

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 12* 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 on the site assuming the proposed full development of the site, including the Welsh Title site.

***Table 12 – Site Parking Demand per ITE***

Use	Size	Rate	Weekday Parking Required
Hotel	425 Rooms	1.08/Room	459
Office	1,421,000 sf	3.45/1000sf	4903
Retail	57,000	4.1/1000sf	234
Total Parking			5596

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 not be adequate for the proposed development plan.

### ***Conclusions / Recommendation***

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

- The proposed full development of the Pentagon Park site includes: a 375 – 425 room hotel, 500,000sf of office and 25,000 sf of retail uses on the south parcel; 900,000 sf of office and 15,000 sf of retail on the north parcel, and; 21,000 sf of office on the Welsh Title parcel. It is assumed that the south parcel will be developed as the first phase. The site is anticipated to generate an additional 2127 trips in the AM peak hour and 2110 trips in the PM peak hour.
- Additional trips will be generated from other approved or anticipated development in the surrounding area. Only a portion of these trips will affect the critical intersections adjacent to the proposed Think Bank development.
- Existing traffic operations at the intersections and driveways in the study area shows that all intersection are operating at an overall LOS D or better during both the AM and PM peak hours with all movements operating at LOS E or better.
- Intersection traffic operations for the No-Build conditions in 2020 and 2030 shows that all intersection will continue to operate at overall LOS D or better in 2020 and 2030 during the AM peak hour. However, during the PM peak hours in both 2020 and 2030 with the increase in traffic, some intersections and movements will be operating at LOS E/F. Specifically, the intersections of 77<sup>th</sup> Street at Computer Drive, 77<sup>th</sup> at the TH 100 ramps, France Avenue at 76<sup>th</sup> Street and France Avenue at Minnesota Street will have overall levels of service at F.
- Intersection traffic operations for the Forecasted Build alternative (with the Pentagon Park development traffic) in 2020 and 2030 shows that all intersection will continue to operate at overall LOS D or better in 2020 and 2030 during the AM peak hour, however several movements will be at a LOS E/F. During the PM peak hours in both 2020 and 2030 with the increase in traffic, some intersections and movements will be operating at LOS E/F. Specifically, the intersections of 77<sup>th</sup> Street at Computer Drive, 77<sup>th</sup> at the TH 100 ramps, France Avenue at 76<sup>th</sup> Street and France Avenue at Minnesota Street will have overall levels of service at E or F with movements at LOS F.
- The Gateway Area AUAR completed in 2007 and updated in 2013, including the Pentagon Park development area identified several required mitigation measures to be completed at various levels and stages of development.
- Based on the traffic analysis mitigation improvements can be implemented to improve the overall and movement level of service to E or better at critical intersections.
- The parking shown on the current site plan meets City's Code for the proposed uses. The current plan provides for 6400 parking spaces with 5925 required by City Code. Based on the ITE parking generation estimates the total parking needed for the proposed uses on the site would be 5596.

Based on these conclusions the following improvements are recommended:

1. 2020 No-Build:
  - a. Addition of a northbound dual right-turn lane at 77<sup>th</sup> Street and TH 100 Southbound Ramp
  - b. Improved signal timing at 77<sup>th</sup> Street and Computer Avenue.
  
2. 2020 Build:
  - a. Addition of a northbound dual right-turn lane at 77<sup>th</sup> Street and TH 100 Southbound Ramp.
  - b. Addition of a westbound right-turn lane at 77<sup>th</sup> Street and TH 100 Northbound Ramp
  - c. Addition of a northbound dual left turn lane, southbound left turn lane and eastbound right turn lane at 77<sup>th</sup> Street and Computer Drive.
  - d. Addition of a northbound through lane at France Avenue and Minnesota Street
  - e. Addition of a northbound left turn lane, eastbound right turn lane and signal timing improvements at 77<sup>th</sup> Street and Burgundy Place.
  
3. 2030 No-Build:
  - a. 2020 No-Build Improvements
  - b. Addition of an eastbound and westbound right-turn lane at 77<sup>th</sup> Street and TH 100 Northbound Ramp
  - c. Addition of a northbound and southbound left turn lane at 77<sup>th</sup> Street and Computer Drive
  - d. Addition of a northbound through lane at France Avenue and Minnesota Drive
  - e. Addition of a southbound through lane at France Avenue and 76<sup>th</sup> Street
  
4. 2030 Build:
  - a. 2020 Build improvements
  - b. Addition of an eastbound and westbound third lane on 77<sup>th</sup> Street from Industrial Boulevard through Computer Drive.
  - c. Addition of a southbound through lane at France Avenue and 76<sup>th</sup> Street
  - d. Addition of an eastbound and westbound dual left turn lane at France Avenue and Minnesota Street.
  - e. Addition of a southbound left turn lane at 77<sup>th</sup> Street and Minnesota Street.
  - f. Addition of a eastbound right turn lane at 77<sup>th</sup> Street and Parklawn Avenue,

# APPENDIX



**Traffic Study**  
**Pentagon Park Development**  
 City of Edina, Minnesota

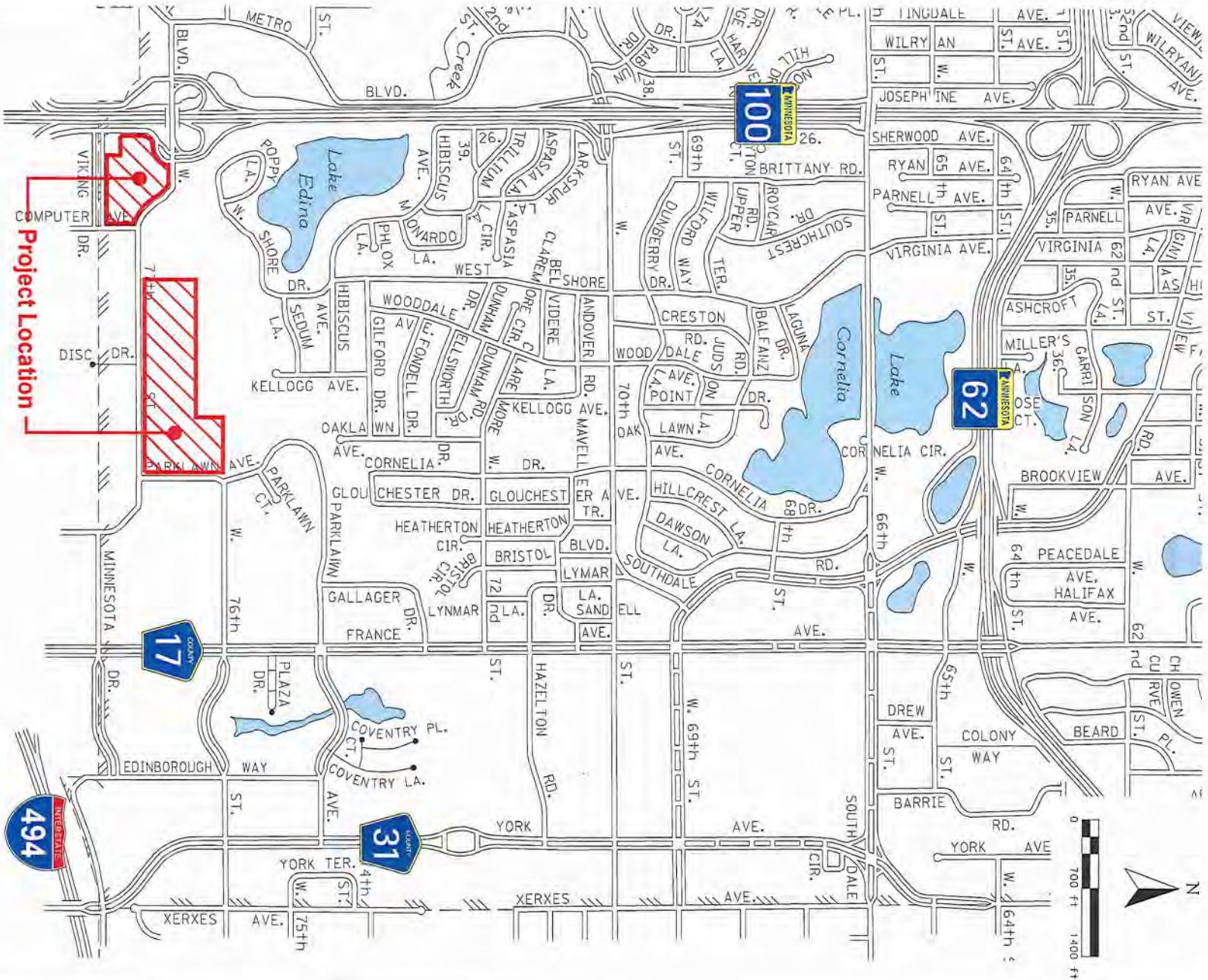


Figure 1

Project Location Map

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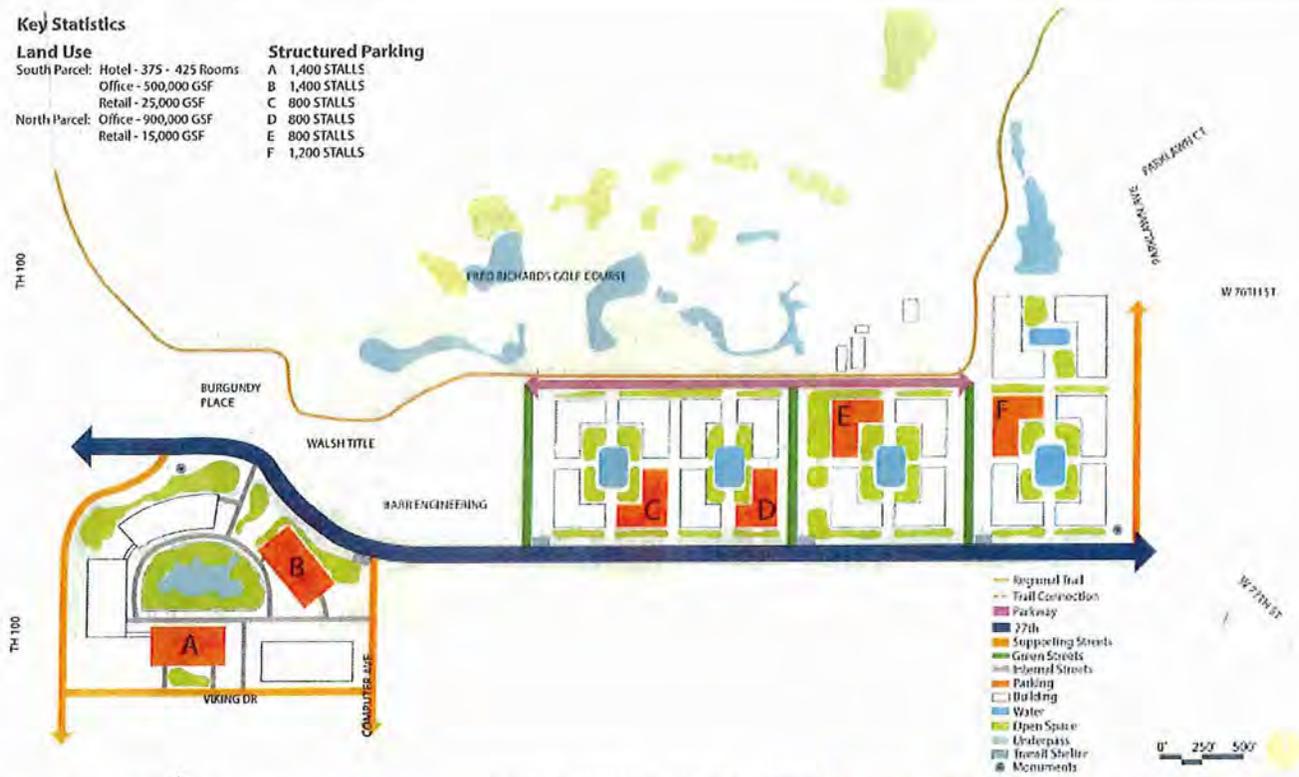
**Key Statistics**

**Land Use**

South Parcel: Hotel - 375 - 425 Rooms  
 Office - 500,000 GSF  
 Retail - 25,000 GSF  
 North Parcel: Office - 900,000 GSF  
 Retail - 15,000 GSF

**Structured Parking**

A 1,400 STALLS  
 B 1,400 STALLS  
 C 800 STALLS  
 D 800 STALLS  
 E 800 STALLS  
 F 1,200 STALLS



DAMON FARBER ASSOCIATES  
 BOB CLOSE STUDIO, LLC

PRELIMINARY PLANNING COMMISSION  
 TIF DIAGRAM OPTION 1  
 EDINA, MN - NOVEMBER 6, 2013

**PENTAGON PARK**

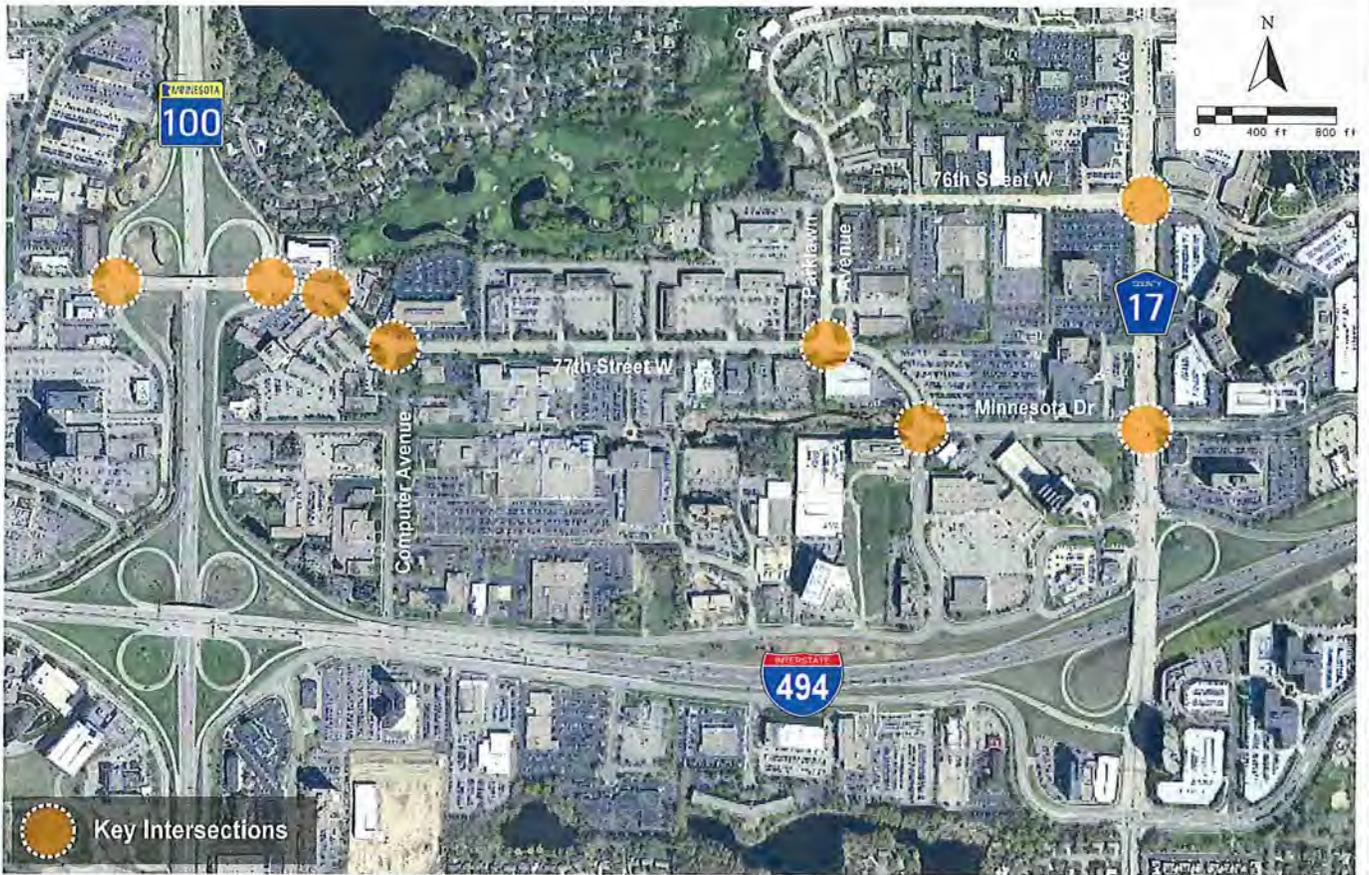


**Traffic Study**  
 Pentagon Park Development  
 City of Edina, Minnesota

Figure 2

Site Plan Option 1

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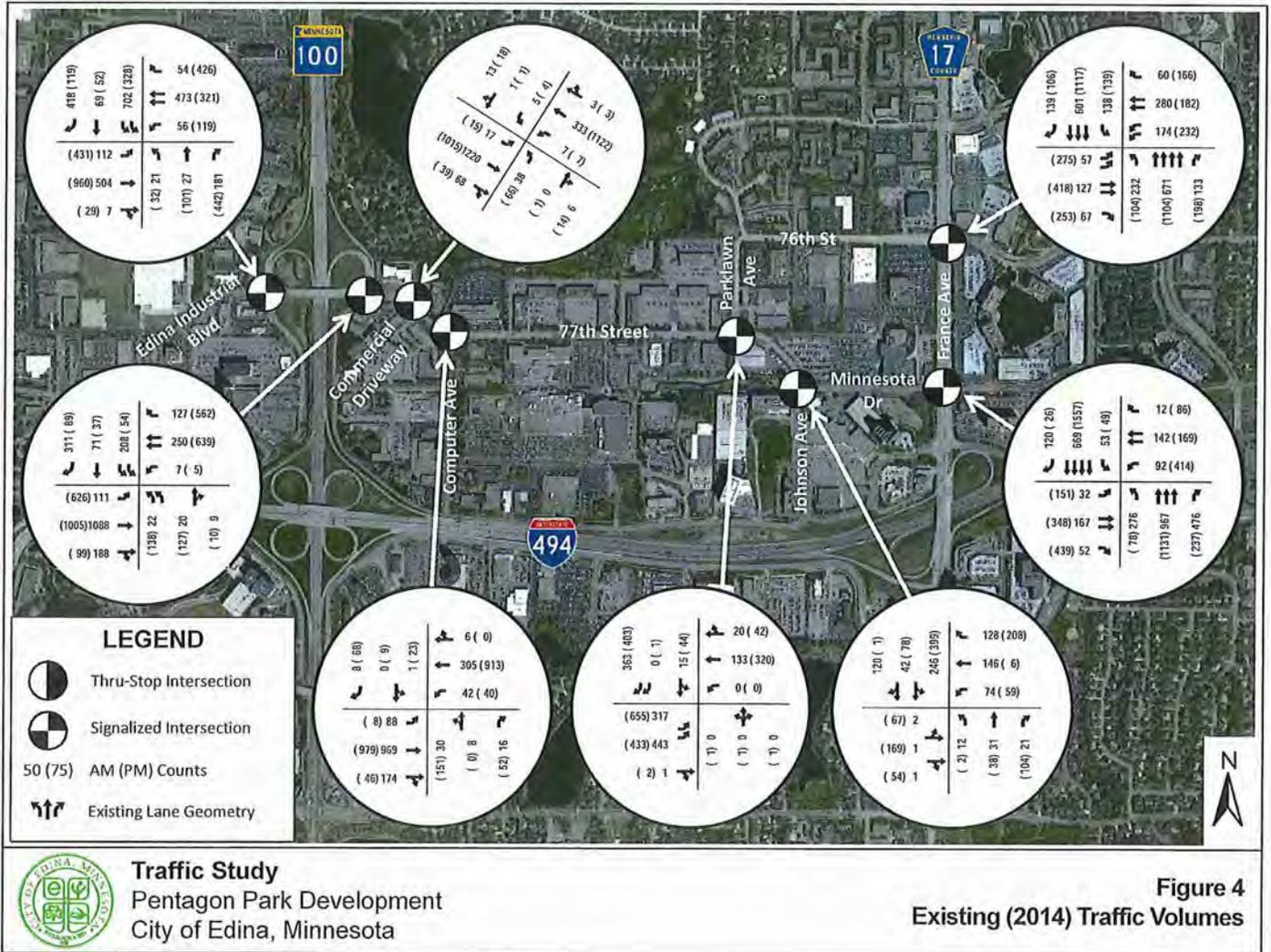


**Traffic Study**  
Pentagon Park Development  
City of Edina, Minnesota

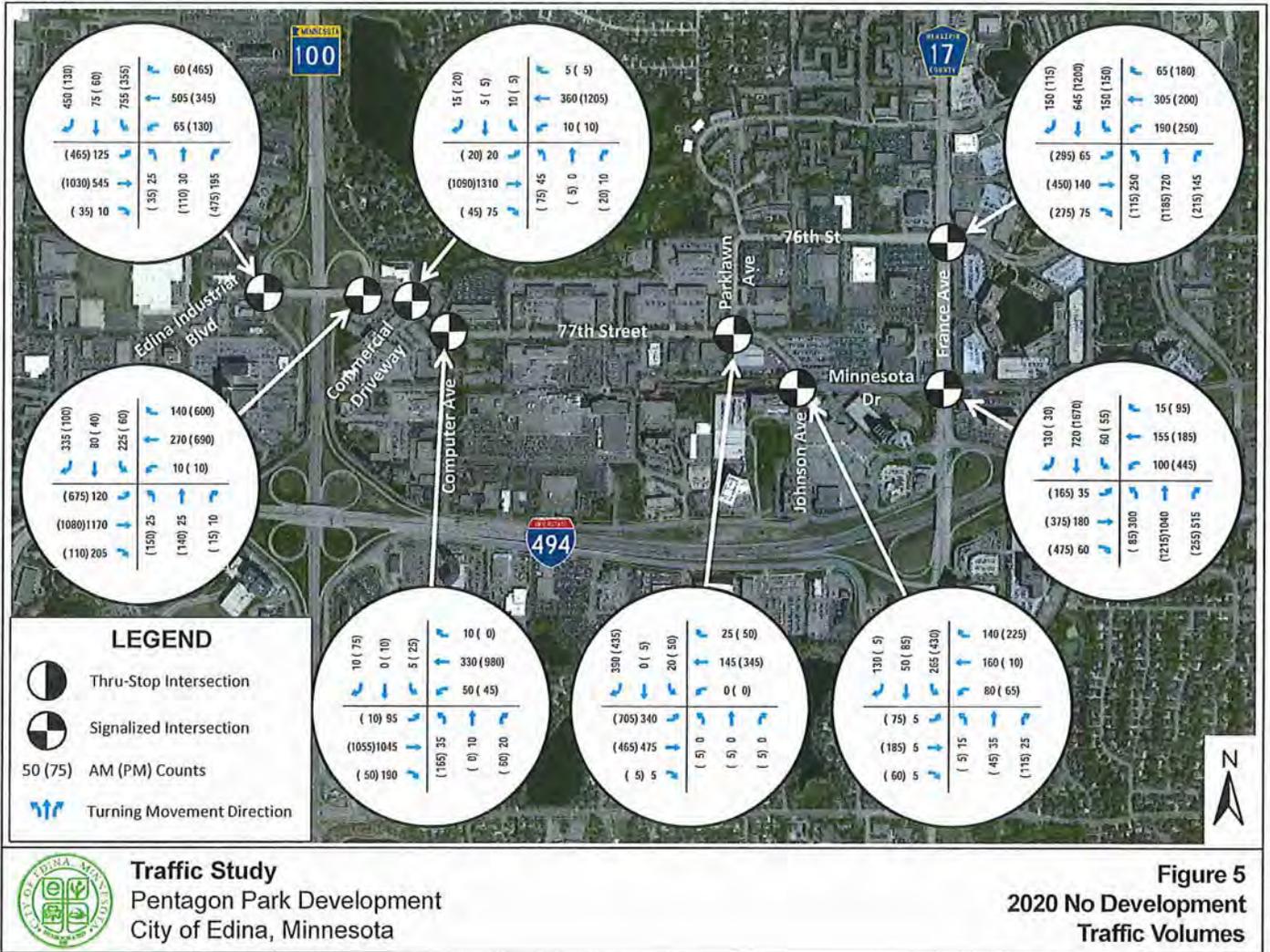
Figure 3

Key Intersections

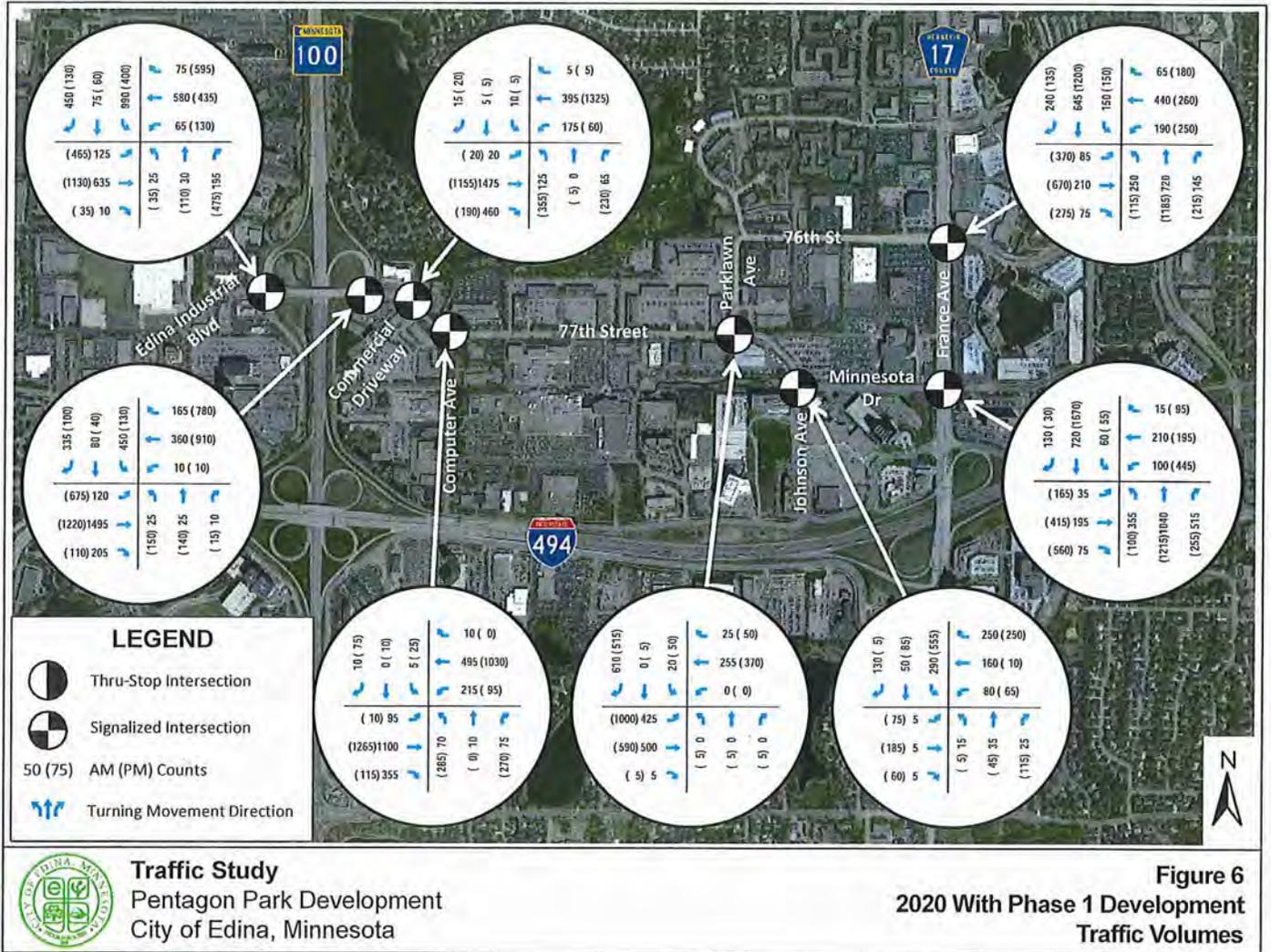
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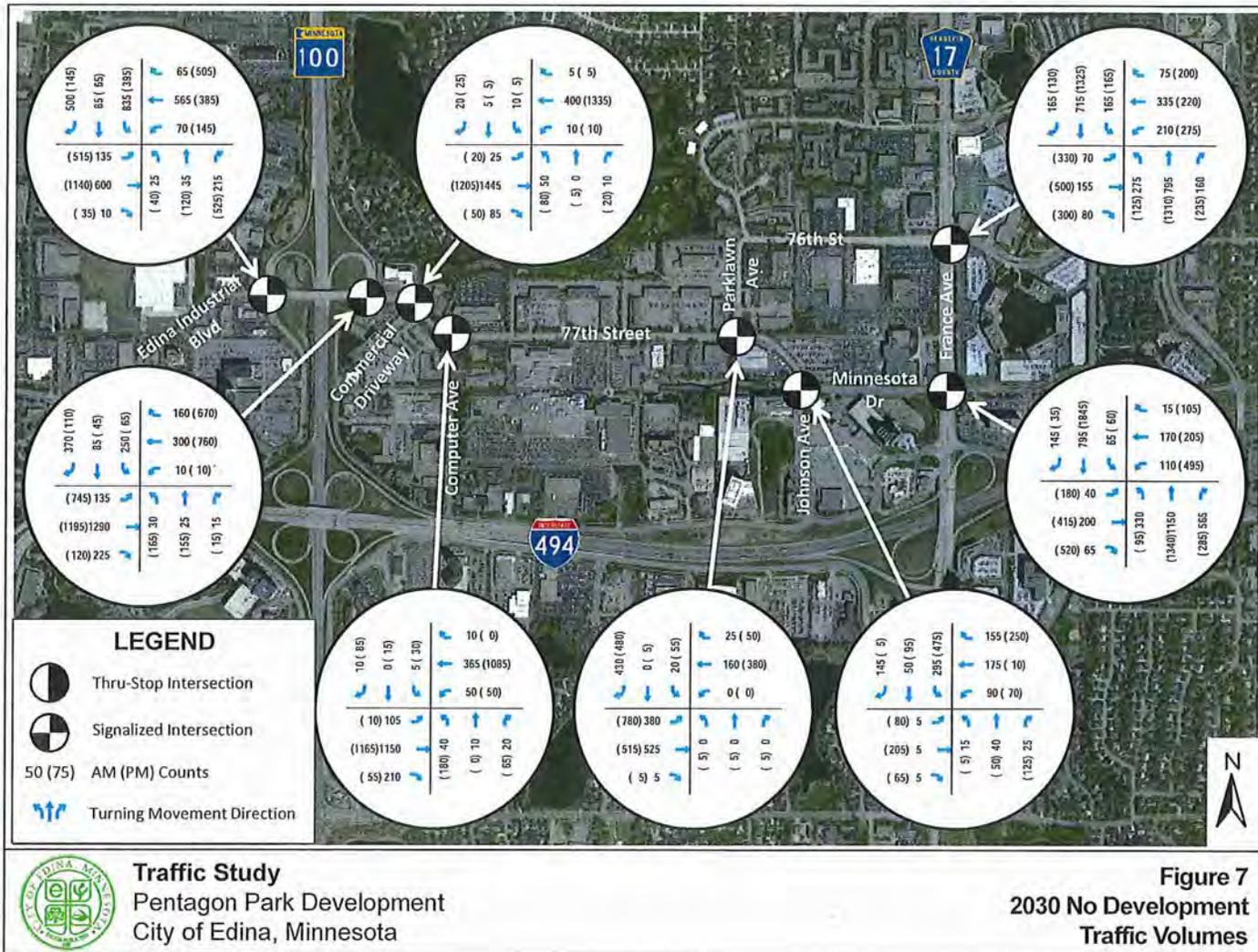
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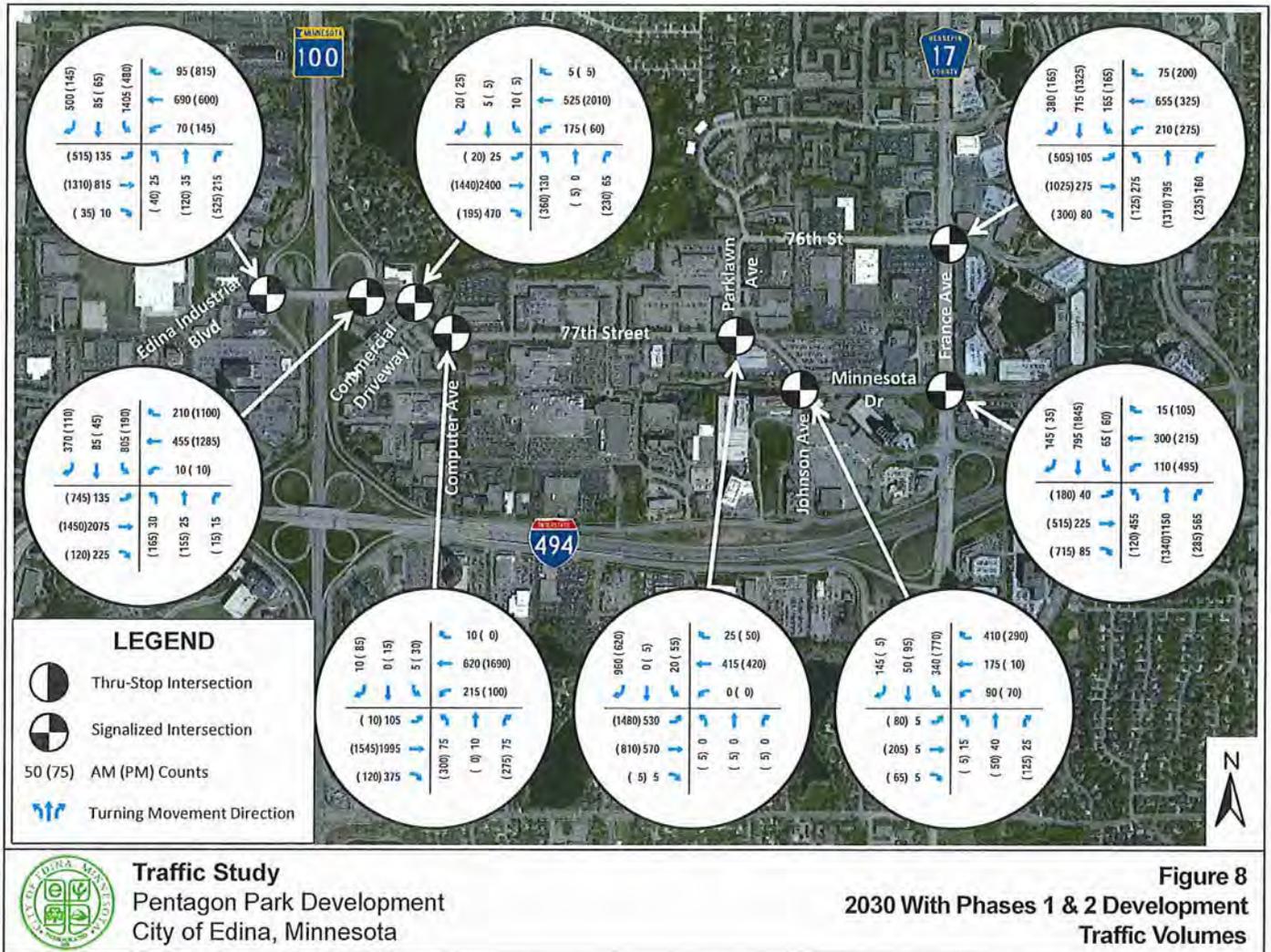
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**FINAL ALTERNATIVE URBAN AREAWIDE REVIEW UPDATE**

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**GATEWAY STUDY AREA - UPDATE**

**FOR THE  
CITY OF EDINA, MINNESOTA**

**Original AUAR: September 2007  
Update 1: June 2013**

**Prepared By:**

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Edina, MN 55424  
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## TITLE SHEET

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## Appendix B – Agency Correspondence

ASA

**I. Introduction and Purpose**

The Gateway Study Area (Study Area) is approximately 135 acres. The Study Area is bounded by Minnesota Trunk Highway 100 (TH 100) on the west; France Avenue on the east; 76<sup>th</sup> Street West and Fred Richards Golf Course on the north; and Edina’s border with Bloomington on the south. The area is shown on **Figures 1, 2, and 3**. The Study Area currently contains a mixture of light industrial/warehouse, commercial, office and residential uses. There is a total of 1,904,000 gross square feet (gsf) of these uses in the existing conditions.

The City of Edina adopted the Final AUAR on November 5, 2007. Pursuant to Minnesota Rules 4410.3610 Subp. 7, for the AUAR to remain valid as the environmental review document for the area, the document needs to be updated every five years until all development in the study area has received final approval. Since redevelopment has not occurred in the study area and the AUAR expired in November 2012, the purpose of this document is to update the AUAR pursuant to Minnesota Rules.

The 2007 AUAR included an analysis of the following development scenarios (**Figure 4-1 to 4-4**):

- Scenario 1 – Comprehensive Plan
- Scenario 2 – Master Plan Scenario
- Scenario 3 – Maximum Commercial Build Scenario
- Scenario 4 – Maximum Residential Scenario

**Table 1: Summary of Redevelopment Scenarios**

	Existing Conditions	Scenario 1: Comprehensive Plan	Scenario 2: Master Plan	Scenario 3: Maximum Commercial	Scenario 4: Maximum Residential
Office	1,873,000	1,546,000	1,862,000	3,261,000	1,094,000
Commercial / Retail/Hotel		15,000	174,000	15,000	15,000
Office & Light Industrial Mix		1,296,000	1,296,000	1,296,000	1,296,000
Residential	31,000	31,000	914,000	31,000	1,581,000
<b>TOTAL:</b>	<b>1,904,000</b>	<b>2,888,000</b>	<b>4,246,000</b>	<b>4,603,000</b>	<b>3,986,000</b>

In 2008, the City updated their Comprehensive Plan. However, Scenario 1 is still consistent with the Comprehensive Plan.

This AUAR Update serves as an update of the 2007 AUAR, and includes a review of the areas that have and have not developed, an update to the environmental analysis as needed, and a review of the mitigation measures. The original 2007 AUAR is available

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for review on the City's web-site at  
<http://edinamn.gov/index.php?section=community-development-planning>.

## II. **Approved Development/Current Conditions**

No redevelopment has occurred within the study area. **Figure 3** shows the aerial photo for the site. In 2008, the City updated their Comprehensive Plan. However, Scenario 1 is still consistent with the Comprehensive Plan.

## III. **Areas Remaining to be Developed**

No redevelopment has occurred within the study area. The initial potential redevelopment that triggered the initial AUAR in 2007 did not come to fruition. Recently, there has been renewed interest in redevelopment of the area. The redevelopment plans are within or below the densities analyzed in the AUAR.

**Timeline:** The 2007 AUAR anticipated redevelopment of the Pentagon Towers and Pentagon Quad areas (approximately 39 acres) to begin in 2008 and be completed within 5-7 years. The remaining 96 acres did not have a specific timeline for redevelopment. This redevelopment has not occurred. The current estimate for redevelopment timeline for the area is 5-10 years.

## IV. **Update to the Environmental Review**

**Wildlife:** The DNR Natural Heritage Database was reviewed to provide an update for any threatened and endangered species. This review and DNR correspondence is included in **Appendix B**. There are no new incidents of rare or endangered species within the study area.

**Contamination and Past Land Use:** Public MPCA database information was reviewed to update this section of the AUAR to identify verified or potential hazardous substances and petroleum release sites associated with the project area or surrounding area. The following databases were reviewed as part of this investigation:

- MPCA "What's in My Neighborhood?" website search
- MPCA Storage Tank Leak site website search

Twenty-nine database listings were identified for the project area. Some of the identified sites were listed on more than one database and the majority of the listings were for small quantity hazardous waste generator (15) and tank sites (7). Inclusions on these databases do not directly indicate an environmental hazard and no spills or mishandling of hazardous waste was identified during the review. However, the following database listings for the project area were determined to directly indicate historic or current environmental contamination:

#### Leaking Underground Storage Tank (LUST) Sites

- MPCA Leak #4105 – Pentagon Office Park located at 4930 West 77<sup>th</sup> Street, Edina, MN 55435. This site has been issued site closure by the MPCA. Site closure indicates that the contamination, if present, has been investigated and determined to not pose a threat to human health or the environment. Note: site closure does not indicate that the site is free of contamination.
- MPCA Leak #627 - Pentagon Office Park located at West 77<sup>th</sup> Street, Edina, MN 55435. This site has been issued site closure by the MPCA.
- MPCA Leak # 617 – Roberts Automatic Products located at 4451 West 76<sup>th</sup> Street, Edina, MN 55435. This site has been issued site closure by the MPCA.

#### Voluntary Investigation and Cleanup (VIC) Sites

- MPCA VIC #28660 – Hillcrest Development located at 4530, 4540, 4550, 4570, 4600, 4640, and 4660 West 77<sup>th</sup> Street, Edina, MN 55435.
- MPCA VIC #29410 – Hillcrest Development located at 4510, 4815, and 4901 West 77<sup>th</sup> Street and 7600 Parklawn Avenue, Edina, MN 55435.
- MPCA VIC #2890 – Parklawn located at 7625 Parklawn Avenue, Edina, MN, 55435.
- MPCA VIC #13540 – National Rental Car located at 7700 France Avenue, Edina, MN 55435.

#### Petroleum Brownfields Sites

- MPCA PB #4182 – Hillcrest Development located at 4530, 4540, 4550, 4570, 4600, 4640, and 4660 West 77<sup>th</sup> Street, Edina, MN 55435 (also a VIC site).
- MPCA PB #4239 – Hillcrest Development located at 4510, 4815, and 4901 West 77<sup>th</sup> Street and 7600 Parklawn Avenue, Edina, MN 55435 (also a VIC site).

**Wastewater System:** The AUAR analyzed the wastewater system in the area, including the Metropolitan Council's interceptor, BN-499. Since the 2007 AUAR, a wastewater project was completed in the area. As a result of the AUAR and potential re-development anticipated within the study area, the City of Bloomington, in conjunction with Met Council, upgraded Lift Station 10 (MCES L-55) to a near-term capacity of 1.8 million gallons per day (mgd). Project improvements also involved constructing a new 16-inch forcemain to replace the existing 12-inch forcemain in West 84<sup>th</sup> Street in Bloomington providing a long-term capacity in the forcemain of 4.8 mgd. Inter-community flows from Edina have been redirected to the new forcemain, essentially bypassing the gravity portions of MCES Interceptor BN-499 to provide additional capacity for re-development in Bloomington.

**Water Supply System:** No changes to the water supply system have occurred in the area.

**Storm Water Management:** The Nine Mile Creek Watershed District adopted updated rules in 2008. Based on these rules, if a redevelopment project disturbs more than 50 percent of the existing impervious surface on the parcel (or increases the imperviousness of the entire parcel by more than 50 percent), retention of one inch of runoff from all the impervious surface will need to be provided. Also, peak flow runoff rates cannot exceed the existing conditions for the 2-year, 10-year, and 100-year storm events and the runoff from a 2.5-inch storm event from the parcel will need to be treated to remove at least 60% of the phosphorus and 90% of the total suspended solids.

Additionally, Edina Lake, which is north of the project area, was added to the impaired waters list in 2008. Edina Lake is impaired for nutrients/eutrophication. No TMDL study has been completed to date.

**Transportation:** The AUAR completed in 2007 analyzed the impacts of the four development scenarios for the years 2014 and 2030. The analysis for both years assumed a 1% per year growth in general background traffic, the approved development in the Cities of Bloomington and Edina (see Cumulative Impacts) and the proposed Gateway Development traffic. Updated traffic counts were conducted the week of April 1, 2013 at selected intersection and roadway segments on 77<sup>th</sup> Avenue. The updated traffic counts were then compared to those assumed in the 2007 AUAR to determine if the analysis and recommended mitigation measures were still valid.

The peak hour traffic counts ranged from 5% to 15% less than those counted for the base year in the AUAR in 2007. In addition, the 2013 counts were 65% to 75% less than the 2014 Scenario 1 condition, which had the smallest associated trip generation.

The Average Daily Traffic (ADT) counts used as a baseline in the AUAR were from the 2005 MnDOT State Aid counts. In 2009 these counts were updated and in general, these counts were at or slightly lower than those in 2005. The 2013 ADT counts compared to the 2009 ADT counts showed a slight increase (10%) on the section of 77<sup>th</sup> Street from TH 100 to Parklawn Avenue.

Based on the facts that 1) no Gateway Development has occurred in the area, and 2) the majority of the additional development has been in Bloomington and Edina and their traffic generation included in the new 2013 traffic counts, and 3) the area traffic levels have not changed significantly from those assumed in the AUAR for the baseline conditions (see Cumulative Impacts), it can be concluded that the future year analysis and recommended mitigation is still valid.

**Cumulative Impacts:** The Study Area and its surroundings are within a first-ring suburb of Minneapolis that is generally fully developed. Cumulative impacts will generally be driven by either individual parcel redevelopment or area-wide redevelopment. To analyze cumulative impacts for the Study Area, the information

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from the 2007 AUAR was updated to reflect known or approved redevelopment projects within or near the TH 100 and I-494 area. **Table 2** summarizes the known redevelopment plans and updates the 2007 AUAR in the area and **Figure 5** shows the location of these projects.

**Table 2. Summary of Adjacent Redevelopment Proposals**

<i>City</i>	<i>Development</i>	<i>Summary of Impacts</i>
<i>Bloomington</i>	<i>Duke-Weeks Realty Limited Partnership (Norman Pointe)</i>	Phase 1 and 2 completed Phase 3 to add an additional 312,000 sq. ft. of office in the future
	<i>Walser Real Estate II, LLC (Walser Toyota)</i>	50,000 sq. ft. car dealership project completed.
		Addition of 112,000 ft <sup>2</sup> of medical office space completed
	<i>Ryan Companies US, Inc. (Marketpoint)</i>	Phase 1 and 2 completed. Phase 3 to add an additional 250,000 sq. ft. of office in the future.
	<i>Hilton Hotel</i>	256 room hotel and adjoining restaurant completed
	<i>Normandale Investments, LLC</i>	122 space parking ramp to meet demand for existing offices completed
	<i>United Properties</i>	285,000 square foot office building at 8200 Norman Center Drive completed
	<i>Covington Apartments</i>	250 Apartment units – Approved, under construction.
	<i>8100 Office Tower</i>	255,000 ft <sup>2</sup> of office - Future
	<i>Hotel</i>	100 Rooms – Future
	<i>Luxembourg Apartments</i>	282 Apartment units - Approved, under construction
	<i>OATI Office/Data Center</i>	100,000 ft <sup>2</sup> of office - Future
	<i>Venture Bank Office</i>	37,000 ft <sup>2</sup> of office – Completed 2009

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	<i>Hotel</i>	257 Rooms - Future
	<i>Norman Pointe III Office Tower</i>	312,000 ft <sup>2</sup> Office - Future
	<i>Marketpoint III Office Tower</i>	250,000 ft <sup>2</sup> Office - Future
	<i>6500 France Avenue</i>	209 Unit Senior Housing / Skilled Care - In review process
<b>Edina</b>	<i>Cypress Properties</i>	Redevelopment of 40,000 ft <sup>2</sup> of a movie theater to 86,000 ft <sup>2</sup> of retail development. (Not Yet Completed)
	<i>Target</i>	Approved increase of retail space from 154,000 ft <sup>2</sup> to 196,500 ft <sup>2</sup> by 2008. (Completed)
	<i>Westin</i>	Approved construction of an 18 story building with 79 condominiums, a 225 room hotel, and 7,000 ft <sup>2</sup> restaurant (Completed)
	<i>York Place Development</i>	Approved construction of 49,000 ft <sup>2</sup> of retail space and 86 senior apartments. Replaces 52,750 ft <sup>2</sup> of office space. (Development Completed as CVS)
	<i>TE Miller Development (7380 France Office)</i>	Net increase of 2,000 gsf of office space (Completed)
	<i>6996 France Avenue</i>	3,000 ft <sup>2</sup> Retail and 5,000 ft <sup>2</sup> Office - Completed
	<i>Centennial Lakes Coffee Shop</i>	2,000 ft <sup>2</sup> Coffee Shop - Approved under construction
	<i>Fairview Southdale Expansion</i>	30,000 ft <sup>2</sup> Emergency Room expansion - In review process
	<i>Southdale Residential</i>	232 Units - Approved under construction
	<i>Whole Foods</i>	32,000 ft <sup>2</sup> Whole Food Grocery store - Completed
	<i>YMCA</i>	21,000 ft <sup>2</sup> Expansion - Completed

AB8

**V. Mitigation Summary and Update**

Many of the mitigation measures outlined in the 2007 AUAR still remain valid. The updated mitigation measures are outlined below and either remain in effect from the 2007 AUAR or have been updated based on new analysis as noted.

**A. Land Use Compatibility and Permitting**

- A1. The proposed change in land use of Scenarios 2, 3, and 4 at the Pentagon Towers and Pentagon Quads site will require a Comprehensive Plan Amendment.
- A2. Any redevelopment will be required to meet Edina zoning requirements.
- A3. Any project proposers will be required to obtain any necessary approvals and permits.
- A4. If components of a proposed project exceed Edina City Code requirements, variances from the City's requirement will need to be applied for by the developer. The City will review these variance requests and make a determination as to the approval or denial of the project as part of the review process. A project proposer could also seek to amend the City Code. This request would also be reviewed by the City.

**B. Geologic Hazards, Erosion Control, and Hazardous Material**

- B1. Prior to demolition an asbestos survey shall be completed by a project proposer. At the time of demolition, any necessary asbestos abatement will need to be completed by the project proposer in compliance with MPCA requirements.
- B2. The management, containment, and cleanup of any spills that may occur within the Study Area during construction will be addressed by the permit holders of the MPCA NPDES/SDS Storm Water Construction Permit and its accompanying Storm Water Pollution Prevention Plan preparation.
- B3. If a neighborhood convenience store and gas station is proposed, the project proposer will be required to adhere to State regulations for containment of underground petroleum tanks and an annual license would be needed.
- B4. The Storm Water Pollution Prevention Plan (SWPPP), including temporary and permanent seeding and staging plans, will be required to be submitted by each project proposer and reviewed by Edina.
- B5. The project proposer will need to develop an erosion control plan and submit this plan to the Nine Mile Creek Watershed District for review and approval.

- B6. During construction, the project proposer and their contractor will implement Best Management Practices as needed to prevent erosion and sedimentation of downstream water resources.
- B7. Edina will develop a SWPPP and obtain an NPDES permit for the construction of any public infrastructure improvements (sanitary sewer, storm sewer, water main) that disturb one acre of land or more.
- B8. Edina will conduct erosion control inspections during construction.
- B9. Project proposers will make environmental hazard investigation documents, such as Phase I Environmental Assessments, available to Edina.
- B10. Project proposers will be required to remediate any contaminated soils encountered in conformance with MPCA regulations.
- B11. Project proposers will be required to remove and properly dispose of trash and debris located within a project site, including all demolition materials that may include asbestos.
- B12. Municipal waste hauler companies will make residential and commercial recycling programs available to the Study Area. General municipal waste will be removed by these waste hauler companies.
- B13. The NPDES Construction Site permit requires a site specific SWPPP to be completed for the construction by the project proposer. This SWPPP is required to include pollution prevention management measures for solid waste and hazardous material spills that occur during construction.
- B14. Mitigation includes conformance with the Edina spill response plan. Spills will be reported to the fire chief and/or applicable City Staff. The fire chief and/or applicable City Staff will in turn notify any other appropriate officials depending on the nature of the spill.
- B15. Project proposers will be required to develop a temporary dewatering plan for construction activities, review this plan with Edina and Nine Mile Creek Watershed District for approval, and conform to the dewatering requirements of the Department of Natural Resources (DNR) and NPDES Construction permit.
- B16. If a redevelopment project involves permanent dewatering for underground facilities, a detailed dewatering plan is required to be developed by the project proposer. This plan would include anticipated dewatering amounts, direction of discharge, analysis of impact on adjacent ponds and downstream receiving waters, and impact on the organic material within the Study Area for the

potential for subsidence. The plan will need to be submitted to Edina, Nine Mile Creek Watershed District, and DNR for review and/or approval.

**C. Fish, Wildlife, Wetlands, and Ecologically Sensitive Resources**

- C1. Buildings to be removed as part of redevelopment will be field checked by the project proposer to determine if there are nesting Peregrine Falcons on the structure. If falcons are noted nesting on the structure, the site cannot be disturbed until the juvenile birds have fledged and left the nest.
- C2. The project proposer will be required to delineate wetlands within their project boundaries, if any, and review these delineations with the Nine Mile Creek Watershed District and Edina to determine jurisdictional status. The Nine Mile Creek Watershed District is the Local Government Unit for the Wetland Conservation Act and will review and verify any wetland delineations.
- C3. If wetland impact is proposed, the project proposer will be required to minimize impact to the maximum extent possible and mitigate for any unavoidable impacts in conformance with the Wetland Conservation Act.

**D. Municipal Water Use and Service**

- D1. Edina will work with Bloomington to determine the needs for water system capacity improvements, water main upgrades, and future service to the Gateway Study Area.
- D2. In conjunction with their Comprehensive Plan update, Edina will complete an update to the 2002 Water Distribution System Analysis for the entire city to determine what current and future water system improvements may be necessary to continue to serve the City's water needs and maintain a water system firm capacity above the maximum daily water use within the City.
- D3. As redevelopment occurs, Edina will complete an analysis of the water mains within the Study Area to determine if performing water main replacement is necessary and if it should occur in conjunction with other potential infrastructure improvements, such as sanitary sewer, storm sewer, and transportation improvements.
- D4. Any abandoned wells found within the Study Area will be sealed in accordance with Minnesota Department of Health guidelines. This will be the responsibility of the project proposer.
- D5. In accordance with Edina's Wellhead Protection Plan, continued protection of the existing Drinking Water Supply Management Areas located within the Study Area will be required for redevelopment projects.

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- D6. There is potential for areas that redevelop within the Bloomington service area to request to be served by Edina. If this occurs, additional analysis and water main improvements will need to be completed by Edina in coordination with Bloomington.
- D7. Individual redevelopment may require the installation of service pumps to serve multi-story buildings and to provide adequate fire protection. The size and type of pumps will vary based on individual building characteristics, should meet the existing local building and fire protection codes, and will be the responsibility of the developer.

**E. Water Quality and Quantity**

- E1. Redevelopment projects will be required to be designed to meet the policies of the most current Edina Comprehensive Storm Water Management Plan.
- E2. Redevelopment projects will be required to be designed to meet the policies of the most current Nine Mile Creek Watershed District requirements.
- E3. Redevelopment within the Study Area will be required to limit peak runoff rates to at least existing conditions and reduce the runoff volume so as not to negatively impact the existing storm sewer system.
- E4. Redevelopment needs to reduce the amount of impervious surface within the project limits or develop a site specific storm water management plan that shows that the project will not impact downstream pollutant or volume loading.
- E5. If warranted by Edina's Nondegradation Plan, project proposers will need to include storm water management strategies that reduce the total suspended solid loadings, total phosphorous pollutant loadings, and storm water runoff volumes from the Study Area.
- E6. Any redevelopment project that disturbs more than one acre of land is required to develop a SWPPP and obtain an NPDES permit from the MPCA.
- E7. Edina and project proposer(s) will investigate the expansion of the existing ponding areas within the Fred Richards Golf Course to provide additional storage and treatment as outlined in Edina's Water Resource Management Plan.
- E8. The Cities of Edina and Bloomington will petition the Nine Mile Creek Watershed District to expand the South Pond (SP\_1) pond to provide additional storm water treatment for the area.
- E9. As Total Maximum Daily Load (TMDL) studies are completed for Nine Mile Creek, the results of these studies will be reviewed by Edina. Redevelopment in

the Study Area will be required to meet any mitigation and pollutant load reductions that may be outlined within the TMDL studies.

**Update:** This mitigation measure also applies to Edina Lake.

- E10. The project proposer will review and determine which Low Impact Development (LID) practices are feasible to be used for each parcel. Edina will review the LID techniques and encourage their use to the greatest extent possible.
- E11. A maintenance plan is required to be reviewed and approved by the Nine Mile Creek Watershed District for privately constructed and maintained storm water management facilities.

#### **F. Wastewater Mitigation Plan**

- F1. Any redevelopment activities that may increase the total sanitary sewer flows within Service Area A beyond threshold limits for peak capacity will require upgraded facilities within the Gateway Study Area (Computer Avenue sanitary sewer) and Bloomington (MCES Bloomington Lift Station No. 10) to accommodate increased flows.

**Update:** Bloomington Lift Station No. 10 is also denoted at MCES Lift Station L-55. In 2011, the pumps in the existing lift station were upgraded to provide a near-term peak capacity of 1.8 million gallons per day (mgd). Future increases in flow for re-development will need to be evaluated as the final lift station site is proposed to be relocated with the proposed future realignment of I-494.

- F2. Edina, Bloomington, and Metropolitan Council Environmental Services will continue discussions and analysis regarding proposed capacity upgrades to Bloomington Lift Station No. 10 and the MCES BN-499 Interceptor along West 84<sup>th</sup> Street in Bloomington.

**Update:** Capacity to L-55 (Bloomington LS 10) was increased to a peak flow of 1.8 MDG as previously discussed. Also in 2011, The MCES BN-499 interceptor was replaced with a 16-inch forcemain from L-55 southerly and westerly along W. 84<sup>th</sup> Street to a gravity sewer approximately 600 feet west of France Avenue. The forcemain was designed to carry peak flows for the proposed redevelopment area.

- F3. Edina will complete its update to their Comprehensive Sanitary Sewer Plan.
- F4. Edina will upgrade Lift Station No. 22.

- F5. In conjunction with redevelopment activities, Edina will determine the condition of the existing sanitary sewer pipe within the Gateway Study Area to determine if repairs or replacement is necessary based on in-place pipe condition and infiltration potential.

**G. Traffic and Transportation**

G1. Scenarios 1 and 4

The following mitigation strategies are needed for Scenario 1 and 4 to accommodate future full development traffic projections:

Intersection: France Avenue / West 76<sup>th</sup> Street  
 Improvement: Extend one southbound thru lane on France Avenue to create a total of four thru lanes

Intersection: France Avenue / West 78<sup>th</sup> Street  
 Improvement: Eastbound dual right turn lanes on West 78<sup>th</sup> Street  
 Southbound lanes approaching the I-494 ramps restriped to provide exclusive lanes to both westbound I-494 and eastbound I-494. The right lane will drop at the westbound I-494 ramp providing an exclusive ramp lane. The second lane will also be an exclusive lane leading to I-494 eastbound, reducing the weaving and stacking of vehicles that occur today. The County has expressed interest in participation.

Intersection: Edina Industrial Boulevard / West 78<sup>th</sup> Street  
 Improvement: Eastbound dual left turn lanes on West 78<sup>th</sup> Street

Intersection: Edina Industrial Boulevard / Metro Boulevard  
 Improvement: Add southbound right turn lane on Metro Boulevard, restriping the existing two southbound lanes to accommodate an exclusive left turn lane, and a thru/left lane, providing dual left turn lanes.  
 Add 300 foot eastbound left turn lane on Edina Industrial Boulevard

Intersection: Northbound TH 100 / West 77<sup>th</sup> Street  
 Improvement: Add 150 foot northbound right turn lane on Frontage Road  
 Westbound dual right turn lanes on West 77<sup>th</sup> Street

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G2. Scenario 2  
Scenario 2 will require **all the improvements listed above** in addition to the following:

- |               |  |
|---------------|--|
| Intersection: | Minnesota Drive / France Avenue  |
| Improvement:  | Dual westbound left turn lanes on Minnesota Drive<br>Eastbound dual left turn lanes on Minnesota Drive |
| Intersection: | Northbound TH 100 / West 77th Street   |
| Improvement:  | Add 150 foot eastbound right turn lane on West 77th Street   |
| Intersection: | Computer Avenue / West 77th Street   |
| Improvement:  | Northbound dual left turn lanes on Computer Avenue   |
| Intersection: | Minnesota Drive / West 77th Street / Johnson Avenue  |
| Improvement:  | Southbound dual left turn lanes on West 77th Street  |

G3. Scenario 3  
Scenario 3 will require **all the above improvements listed under Scenarios 1, 2, and 4** in addition to the following:

- |               |  |
|---------------|--|
| Intersection: | Minnesota Drive / France Avenue  |
| Improvement:  | Eastbound dual right turn lanes on Minnesota Drive   |
| Intersection: | France Avenue / West 78th Street   |
| Improvement:  | Westbound dual right turn lanes on West 78th Street  |
| Interchange:  | TH 100 / West 77th Street  |
| Improvement:  | Six-lane section from Metro Boulevard to Computer Avenue<br>Dual left turn turns at both TH 100 Ramps (Hence an eight-lane bridge) |

G4. General  
The mitigation measures discussion above (G1 – G3) are needed to address full build-out of the site and surrounding area. Specific mitigation measures required for proposed development plans will be established through traffic and transportation studies required for each development proposal. These proposals will need to document compliance within the AUAR and mitigation plan.

G5. Transit/Non-Motorized Transportation  
As redevelopment occurs in the Study Area, consideration of site-specific improvements needs to be included as developments are proposed. These

would include upgrading the existing transit facilities, including bus shelters, to become ADA compliant and improving the sidewalk and/or path connections in and around each redevelopment.

#### **H. Odor, Noise, and Dust**

- H1. During construction activities, the project proposer and contractor shall observe all dust control Best Management Practices for fugitive dust.
- H2. Edina will limit construction activities and any other activities that produce noise audible outside the perimeter of a property to between 7:00AM to 9:00PM Monday through Friday and between 8:00AM and 7:00PM on Saturday, Sunday, and holidays.
- H3. Noise mitigation will be necessary if any residential units are constructed near Receptor 2, located in the southwest quadrant of TH 100/West 77<sup>th</sup> Street. Any residential buildings should be constructed using noise abatement methods. Noise abatement requirements to conform to state standards can be found in Minn. Rules 7030.0050, subp. 3.

#### **I. Archaeological, historical, or architectural resources**

- I1. Prior to redevelopment of the Pentagon Towers and Quads sites that would require razing of the existing structures, an evaluation and documentation of the historical and architectural significance of the sites will be needed by the project proposer. This information will need to be submitted to Edina.

#### **J. Cumulative Impacts**

- J1. Edina will work with Bloomington and potentially participate in a regional traffic study that will assist in anticipating future potential redevelopment within the TH 100/I-494 area and plan for infrastructure improvements.

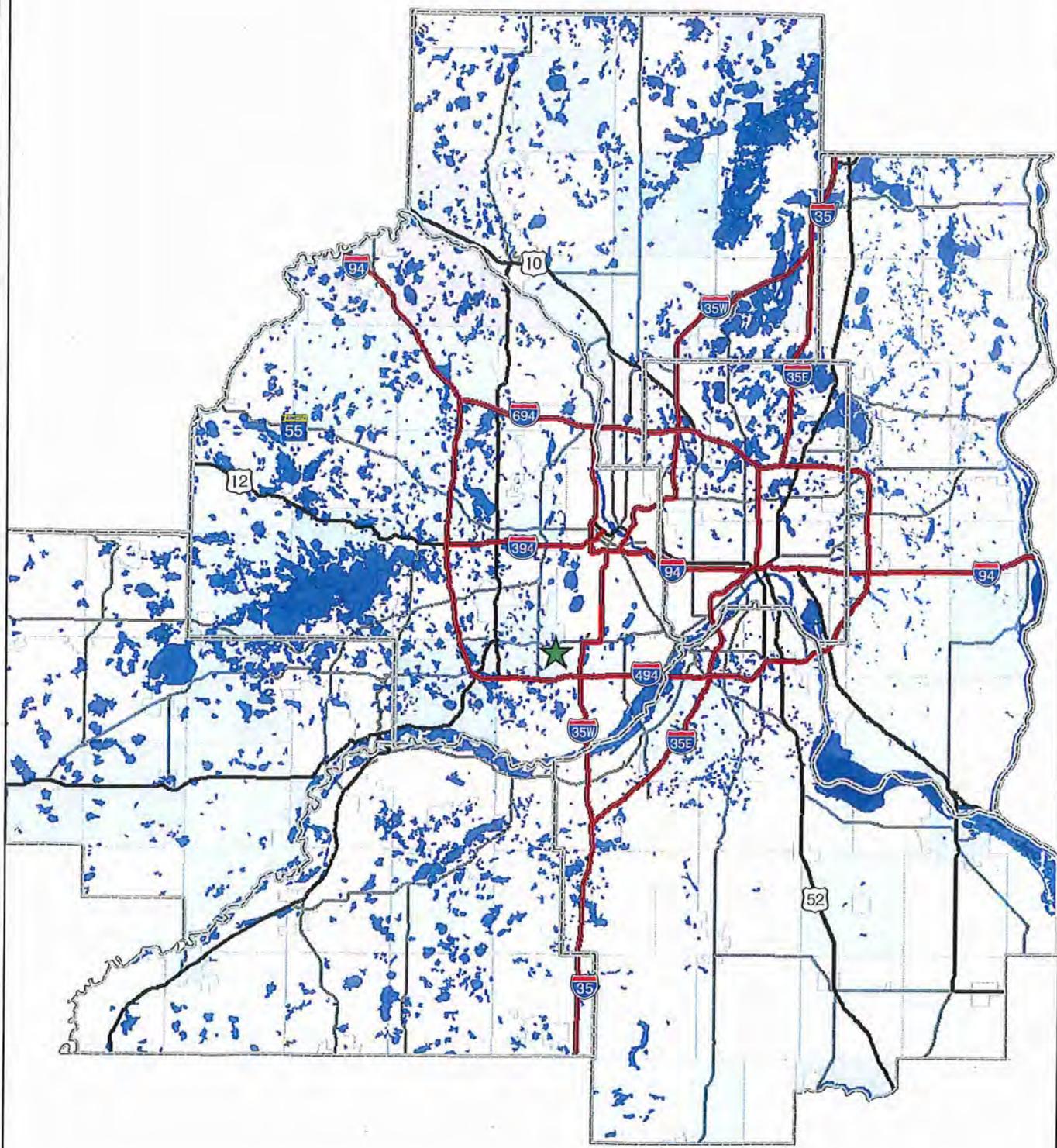
Edina will also coordinate with other entities to address cumulative impacts. These items have been addressed in other areas of the AUAR and include mitigation plan items D1, D6, E8, F1, and F2.

#### **VI. AUAR Update Review**

This AUAR Update has been reviewed pursuant to Minnesota Rules 4410.3610 Subp. 7. The Gateway Study Area AUAR will remain valid for an additional five years from the City Council adoption date.

Adg

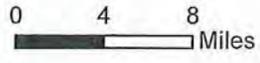
## Appendix A – Figures



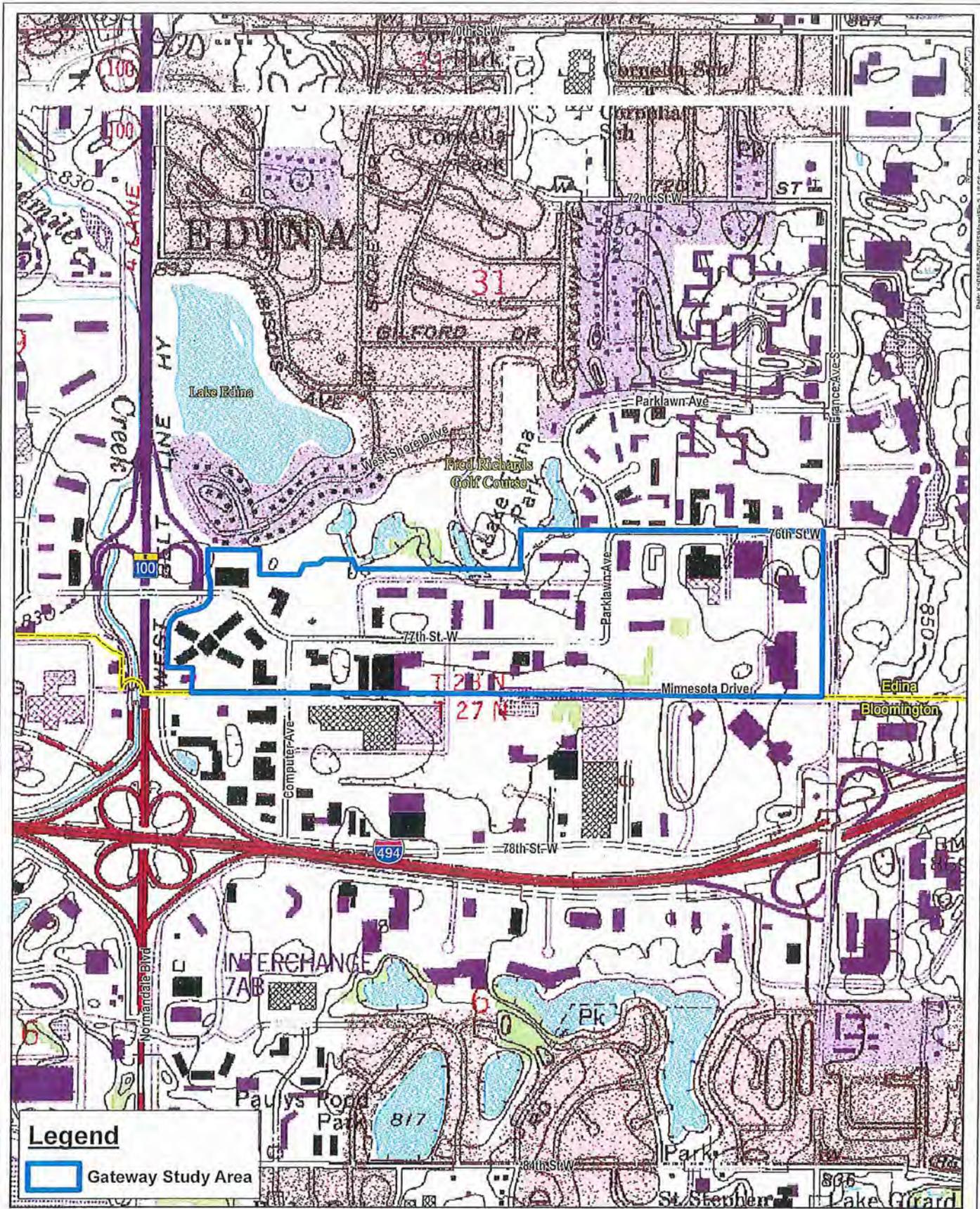
**Figure 1**  
**Location Map**  
**Gateway AUAR**

**Legend**

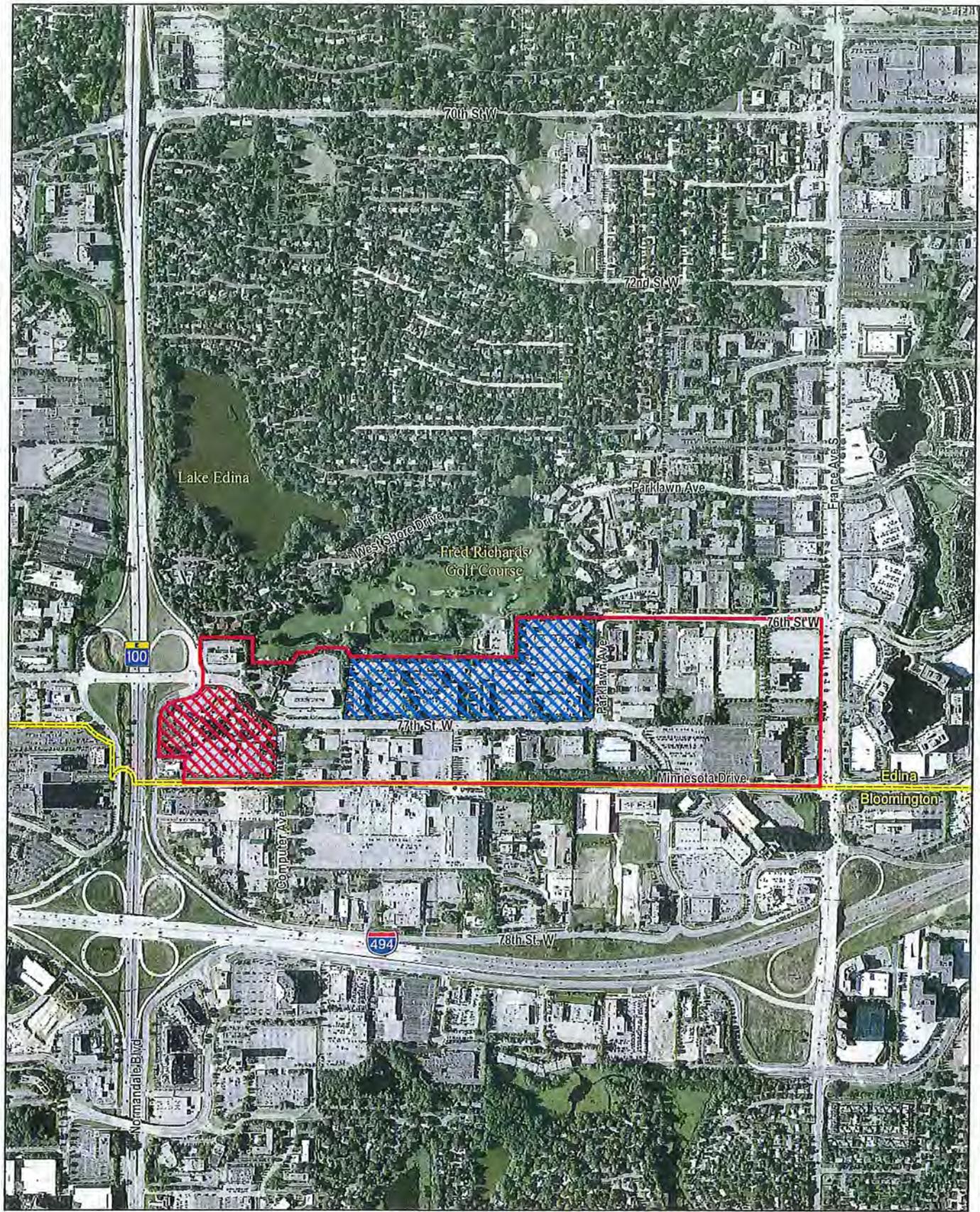
 Project Location



199

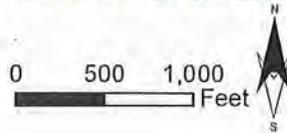


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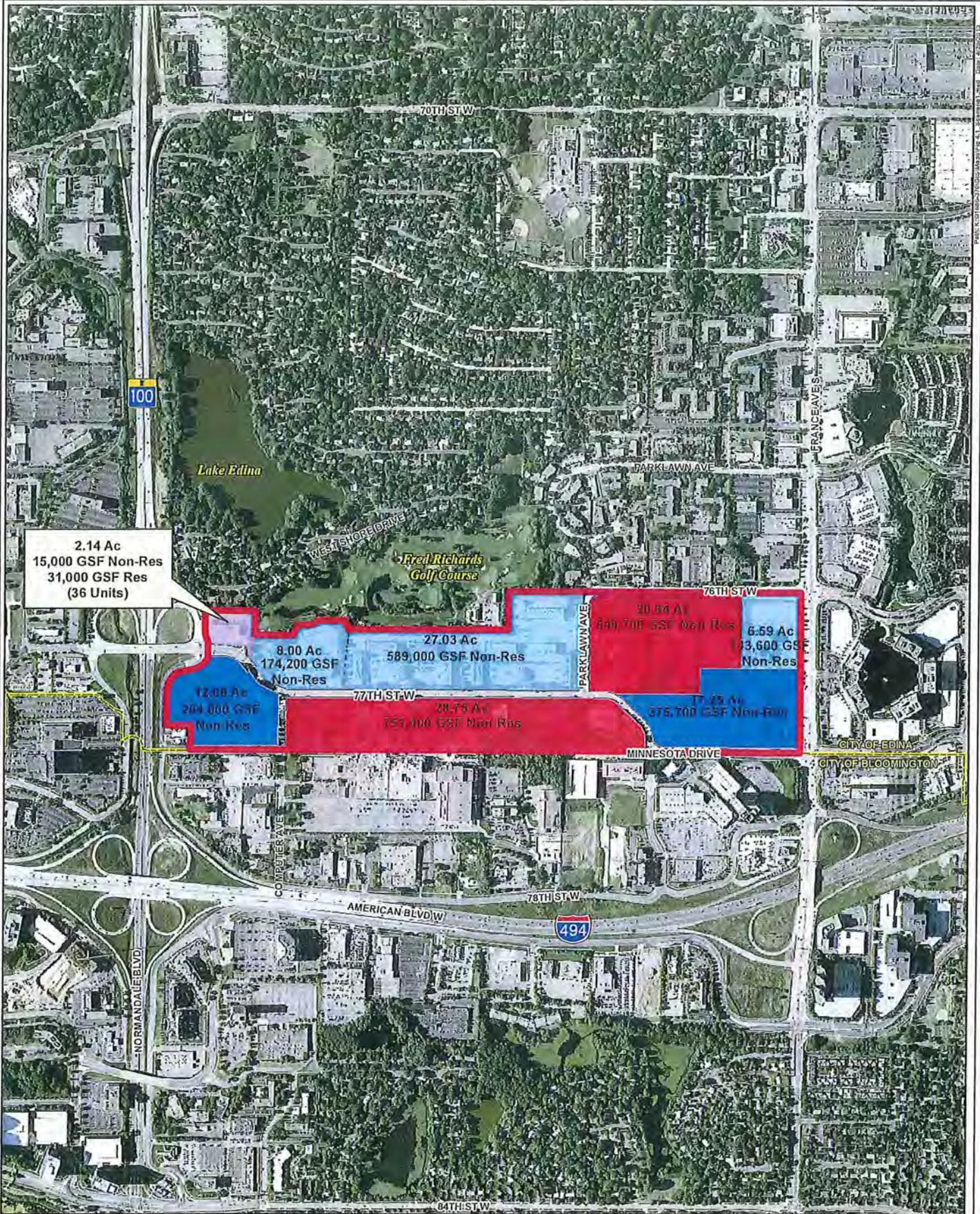


**Figure 3**  
**Aerial Location Map**  
**Gateway AUAR**

- Legend**
- Gateway AUAR Study Area
  - Pentagon Quads
  - Pentagon Towers



A100

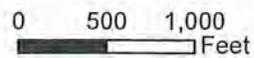


**Figure 4-1**  
**Gateway AUAR**  
**Scenario 1:**  
**Comprehensive Plan**

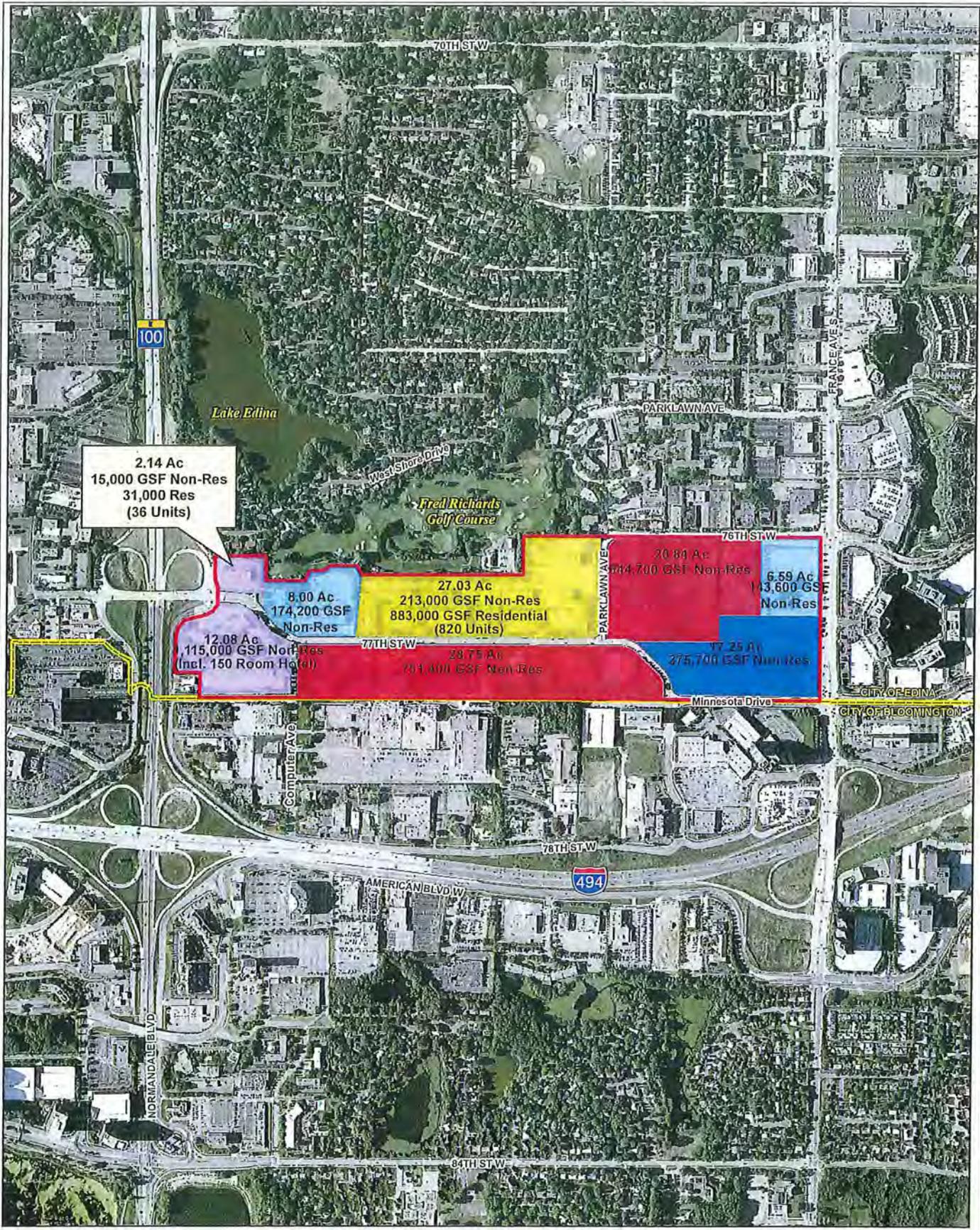
**Legend**

- Gateway AUAR
- POD-1
- PCD-3
- PID
- POD-2

\* GSF = Gross Square Feet



A101

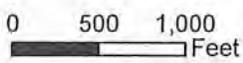


**Figure 4-2**  
**Gateway AUAR**  
**Scenario 2:**  
**Master Plan**

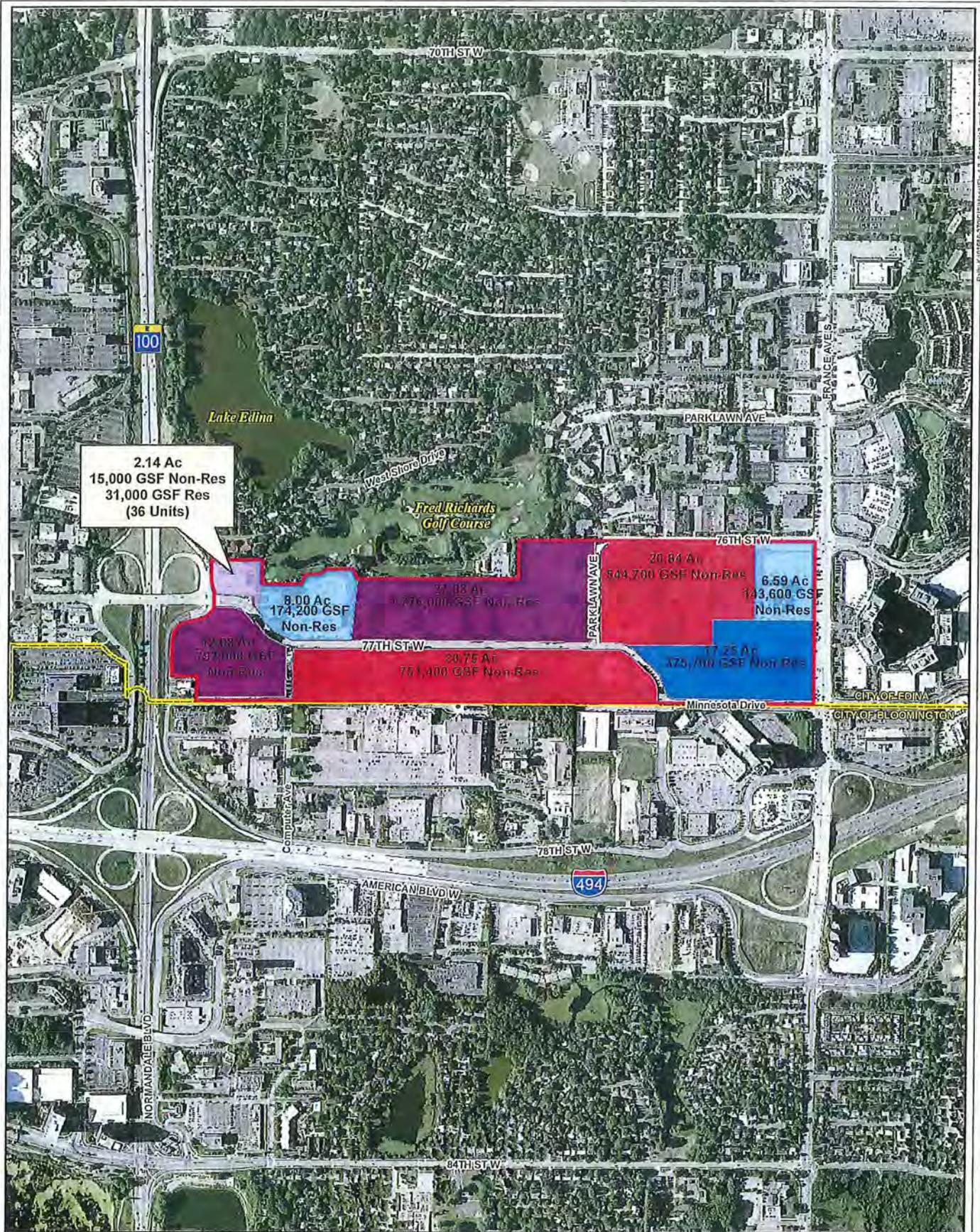
**Legend**

- Gateway AUAR
- POD-1
- PCD-3
- PID
- POD-2
- PSR-4

\* GSF = Gross Square Feet



A102

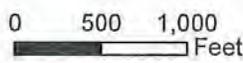


2.14 Ac  
15,000 GSF Non-Res  
31,000 GSF Res  
(36 Units)

**Legend**

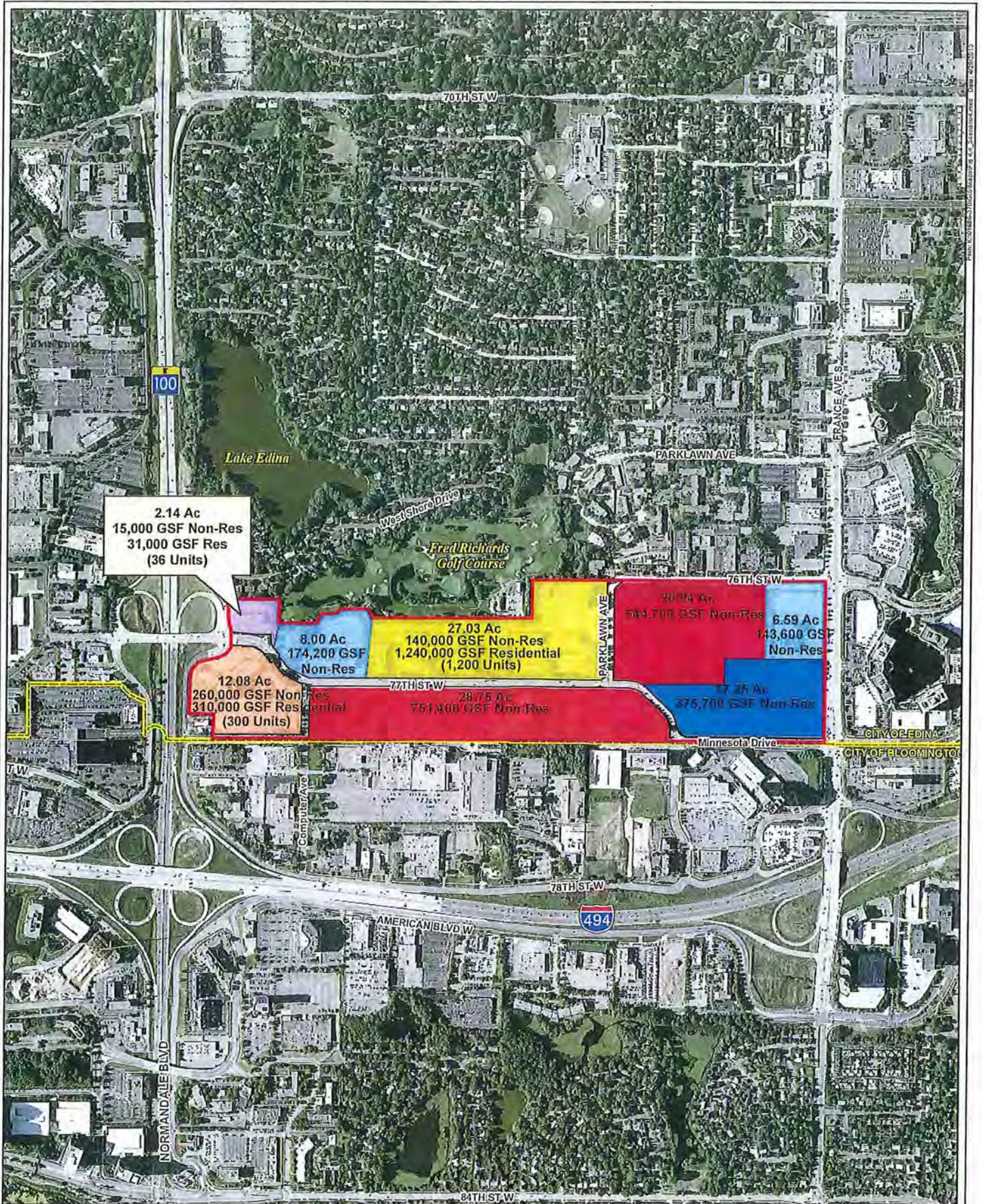
- Gateway AUAR
- PID
- POD-1
- POD-2
- PCD-2
- PCD-3

\* GSF = Gross Square Feet



**Figure 4-3**  
**Gateway AUAR**  
**Scenario 3**

A103



**Figure 4-4**  
**Gateway AUAR**  
**Scenario 4**

**Legend**

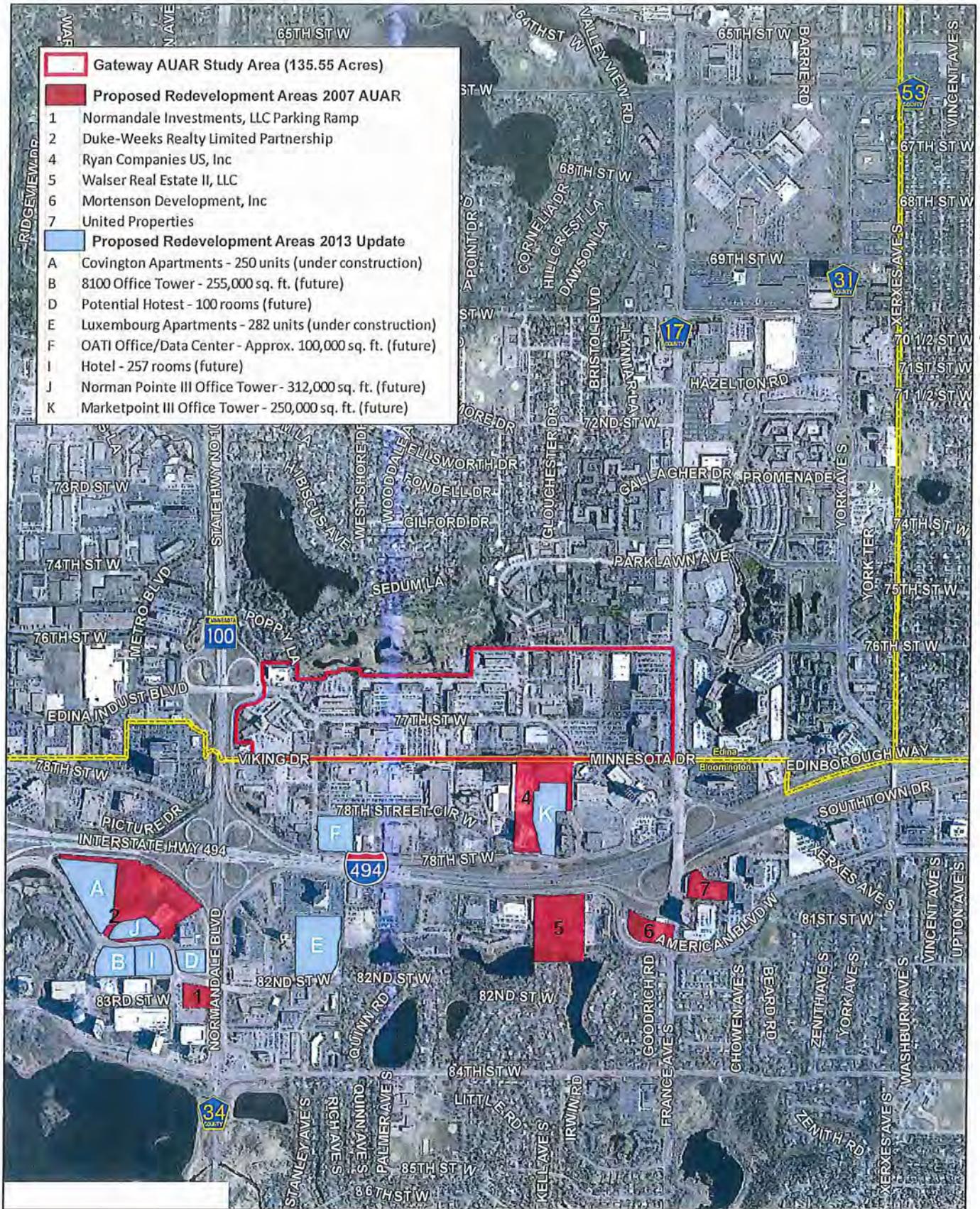
- MDD-5
- POD-1
- PCD-3
- Gateway AUAR
- PID
- POD-2
- PSR-4

0 500 1,000 Feet



\* GSF = Gross Square Feet

4104



**Figure 5**  
**Adjacent Developments Map**  
**Gateway AUAR**



0 750 1,500  
 Feet



A105

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



**Date:** February 19, 2014

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

**From:** Chad Millner – Director of Engineering

**Re:** Pentagon Park Development  
Dated January 22, 2014

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

**Watermain:**

- Provide watermain loop from Burgundy Place to Fred Richards Golf Buildings.

**Sanitary Sewer:**

- Concept flows are consistent with AUAR. Flow or phasing limitations and required public improvements are described in AUAR.

**Pedestrian Facilities:**

- Provide a public trailway easement along Fred Richards Golf Course for the installation of the Nine Mile Creek Regional Trail.
- Provide documentation from the property owners along the south side of 77<sup>th</sup> Street in regards to the installation of a sidewalk with a boulevard. This may require acquisition of easements by the developer.

**Roadways:**

- Roadway design shall follow the Living Streets Policy, Living Streets Plan (anticipated plan approval in fall 2014), and MN State Aid Standards (MSA) where applicable.
- Typical section dimensions along 77<sup>th</sup> Street do not meet MSA. Update section per MSA standards.
- Typical section shown for Parklawn Avenue is incorrect and needs updating.
- It is anticipated that significant soil correction measures will needed to build structurally sound roadways and for proper utility bedding. Soil corrections shall be the responsibility of the developer.
- A recently completed AUAR does not identify any environmental hazards or spills but the area did have former tanks and hazardous waste generators. Any contaminated soils or structures will need to be disposed of by the developer per regulations.

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

G:\PW\ADMIN\COMM\EXTERNAL\GENERAL CORR BY STREETS\70 - 79 Streets\77th St (Pentagon Park)\Eng Reviews\20140219 Edina Review Pentagon Park.doc