



PLANNING COMMISSION STAFF REPORT

Originator Cary Teague Community Development Director	Meeting Date July 23, 2014	Agenda # VI.C.
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INFORMATION/BACKGROUND

Project Description

Frauenschuh Commercial Real Estate is proposing to tear down the existing 12,199 square foot office building and build a new 10,000 square foot retail building that would include a drive-through. The property is located at 5108 Edina Industrial Boulevard, just west of Highway 100, and is located across the street from retail uses that are zoned PCD-2, Planned Commercial District. (See pages A1-A4.) Retail uses to the south include the Shell Gas Station, Burger King, Dairy Queen, and a small retail strip center. (See page A5.) North and east of the site are office/light industrial uses. (See property location on pages A1-A8 and the applicant narrative and plans on pages A12–A32.)

To accommodate the request, the following would be required:

1. Preliminary Rezoning from POD-1, Planned Office District-1, to PCD-2, Planned Commercial District-2.
2. Preliminary Development Plan with consideration of Front Yard Setback Variances from 35 to 30 and 25 feet.
3. A Comprehensive Guide Plan Amendment from Office to Neighborhood Commercial.

This "preliminary" review is the first step of a two-step process of City review. Should these "preliminary" requests be approved by the City Council, the second step would be Final Rezoning to PCD-2 and Final Site Plan & Front Yard Setback Variances from 35 feet to 30 and 25 feet. The second step would again require review by both the Planning Commission and City Council.

The proposed Comprehensive Guide Plan Amendment in this first step would be a final action.

The subject site is guided for Office Uses in the Comprehensive Plan. The above mentioned commercial sites located south of the subject property, are guided for Industrial use and are not consistent with the Comprehensive Plan. (Pages A8 and A11.) Therefore, staff is recommending that these commercial sites also be included for consideration of a Comprehensive Plan Amendment to Neighborhood Commercial to bring the existing uses into compliance. These parcels include the following:

- 5125, 5105, 5101 Edina Industrial Boulevard and 7700 Normandale Boulevard. These uses include a small commercial strip center, Burger King and Dairy Queen; each of which are zoned PCD-2, Planned Commercial District. The Shell convenience gasoline station is zoned PCD-4, Planned Commercial District.

See the Zoning for the area on page A2, and the Comprehensive Plan designations for the area on pages A8 and A11. The proposed use of the subject property at 5108 Edina Industrial Boulevard would be consistent with the existing land uses to the south.

Sketch Plan reviews for proposed development of this site were done in 2013 and 2014. (See Planning Commission and City Council minutes on pages A69-A77.)

The applicant has attempted to address as many of the issues raised during Sketch Plan review as possible. The two most notable changes are bringing the building up to the street to create a more pedestrian friendly environment along the street, and relocating the drive-through. (See the previous Sketch Plan on pages A33-A34.)

SUPPORTING INFORMATION

Surrounding Land Uses

- Northerly: An office building; Zoned POD-1, Planned Office District and guided O, Office.
- Easterly: An office building; Zoned POD-1, Planned Office District and guided O, Office.
- Southerly: Burger King and Shell convenience gasoline center, Zoned PCD-2 and PCD-4, Planned Commercial District; and guided for I, Industrial.
- Westerly: The old GM Plant currently leased by Filmtec; zoned PID, Planned Industrial and guided Industrial.

Existing Site Features

The subject property is 1.3 acres in size, is relatively flat and contains an office with surrounding surface parking on all sides. (See pages A1–A3.)

Planning

Guide Plan designation: O – Office.
Zoning: POD-1, Planned Office District-1.

Site Circulation

Access to the site would continue to be from Edina Industrial Boulevard and Metro Boulevard. There are currently two curb cuts to Edina Industrial Boulevard. The access closer to the intersection would be eliminated.

Traffic Study

Wenck and Associates conducted a traffic study. (See the attached study on pages A37–A68.) The study concludes that the proposed development could be supported by the existing adjacent roadways and there would be adequate parking provided. No improvements would be needed to the surrounding street system to accommodate the proposed project.

Landscaping

Based on the perimeter of the site, the applicant is required to have 25 overstory trees and a full complement of understory shrubs. The applicant is proposing 27 overstory trees, including existing and proposed. The trees would include a mixture of Elm, Honey Locust, Crabapple, Linden and Aspen. (See pages A21 and A30.) A full complement of understory landscaping is proposed around the buildings.

Loading Dock/Trash Enclosures

Loading for the retail space would take place at the back of the building or parking lot area. Trash would be collected within the building and at the trash enclosure area in the northeast corner of the parking area. The material of the enclosure would be brick to match the proposed building, as required by City Code. (See pages A22 and A26.)

Grading/Drainage/Utilities

The city engineer has reviewed the proposed plans and found them to be acceptable subject to the comments and conditions outlined on the attached

page A35-A36. The applicant should address the engineer's memo as part of the Final Rezoning process.

Building/Building Material

The building would be constructed of high quality brick and ledgerstone. The building would be finished on all four sides. (See renderings on pages A14–A19.) A materials board would be presented to the Planning Commission and City Council as part of final rezoning of the site.

Drive-through Stacking Space

The proposed drive-through lane would be accessed on the east side of the site, with the pick-up window on the east side of the building. The drive-through lane would contain six stacking spaces behind the menu order board and nine spaces from the pick-up window. (See page A22.) City Code requires five spaces, although the Code does not specifically refer to coffee shops.

A traffic study, done by Wenck and Associates, found that the traffic from the proposed use would not impact the adjacent roadways. The study shows that additional stacking would line up with the drive-aisle area. (See page A42.)

Signage

The applicant would be required to meet all signage regulations of the PCD-2, Zoning District.

Compliance Table

	City Standard (PCD-2)	Proposed
<u>Building Setbacks</u>		
Front – Edina Ind. Blvd	35 feet	30 feet*
Front – Metro Boulevard	35 feet	25 feet*
Rear – East	25 feet	50+ feet
Side – North	25 feet	40+ feet
Building Height	4 stories	1 story
Maximum Floor Area Ratio (FAR)	1.5%	.16%
Parking Stalls (Site)	56	55 (proof of parking for 1 stall)

Drive Aisle Width	24 Feet	24 feet
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***Variance requested
Rezoning**

Per Section 36-216 of the City Code, the commission may recommend approval by the council based upon, but not limited to, the following factors:

(1) Is consistent with the comprehensive plan.

The applicant is requesting a Comprehensive Plan Amendment. Should the City Council approve the Amendment to designate the future land use of the site to neighborhood commercial; the proposal would be consistent with the Comprehensive Plan. The proposed land uses are consistent with existing land uses to the south, which are commercial. The proposed project would meet several Comprehensive Plan goals and policies, including the following:

- a. Building Placement and Design. Where appropriate, building facades should form a consistent street wall that helps to define the street and enhance the pedestrian environment.
- b. Movement Patterns.
 - Provide sidewalks along primary streets and connections to adjacent neighborhoods along secondary streets or walkways.
 - A Pedestrian-Friendly Environment.
- c. Encourage infill/redevelopment opportunities that optimize use of city infrastructure and that complement area, neighborhood, and/or corridor context and character.
- d. Support and enhance commercial areas that serve the neighborhoods, the city, and the larger region.
- e. Buildings should be placed in appropriate proximity to streets to create pedestrian scale.

(2) Is consistent with the preliminary site plan as approved and modified by the council and contains the council imposed conditions to the extent the conditions can be complied with by the final site plan.

The proposed plans are consistent with most of the comments by the Planning Commission and City Council per the Sketch Plan review. Any

conditions imposed in this preliminary review would be required to be presented as part of the Final Rezoning application.

(3) Will not be detrimental to properties surrounding the tract.

The proposed retail uses are consistent with the retail uses to the south, and currently being considered to the east. This limited retail area would provide uses beneficial to the office and industrial areas to the north and west.

(4) Will not result in an overly intensive land use.

The proposed square footage would be less than the existing office building on the site. A traffic study was done and found that the proposed uses could be supported by the existing roadways.

(5) Will not result in undue traffic congestion or traffic hazards.

Again, Wenck and Associates conducted a traffic study which concluded that the proposed uses could be supported by the existing roadways.

(6) Conforms to the provisions of this section and other applicable provisions of this Code.

With the exception of the front yard setback variance requested to bring the building up to the street, the proposed project would conform to all zoning ordinance requirements of the PCD-2, Neighborhood Commercial Zoning District.

(7) Provides a proper relationship between the proposed improvements, existing structures, open space and natural features.

As mentioned above, the proposed retail uses are consistent with the retail uses to the south, and currently being considered to the east. This limited retail area would provide uses beneficial to the office and industrial areas to the north and west. It would provide convenience retail and dining options for the nearby employment area.

PRIMARY ISSUES/STAFF RECOMMENDATION

Primary Issues

- **Is the proposed Comprehensive Plan Amendment to Neighborhood Commercial reasonable for this area?**

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

1. The proposed land uses are consistent with existing and proposed land uses in this area. The uses to the south exist today as neighborhood commercial uses. The proposed limited retail uses and PCD-2 zoning would complement and enhance this limited retail area and the Industrial areas to the north and west.
2. The Comprehensive Plan Amendment for the properties to the south is really a house keeping item, as it was mistakenly guided for industrial use.
3. Neighborhood Commercial is defined as small to moderate-scale commercial, serving primarily adjacent neighborhoods. Primary uses are retail and services, offices, studios, institutional use. Existing uses in this area include a gas station, limited retail and convenience food. All are permitted uses within the PCD-2 and PCD-4 Zoning Districts.
4. The proposal would meet the following Comprehensive Plan goals and policies:
 - a. Building Placement and Design. Where appropriate, building facades should form a consistent street wall that helps to define the street and enhance the pedestrian environment.
 - b. Movement Patterns.
 - Provide sidewalks along primary streets and connections to adjacent neighborhoods along secondary streets or walkways.
 - A Pedestrian-Friendly Environment.
 - c. Encourage infill/redevelopment opportunities that optimize use of city infrastructure and that complement area, neighborhood, and/or corridor context and character.
 - d. Support and enhance commercial areas that serve the neighborhoods, the city, and the larger region.
 - e. Buildings should be placed in appropriate proximity to streets to create pedestrian scale.

5. The traffic study done by Wenck concludes that the existing roadways can support the proposed project.

- **Is the Rezoning to PCD-2 appropriate for the site?**

Yes. Staff believes that the PCD-2 is appropriate for the site for the following reasons:

1. The proposed rezoning meets the criteria in Section 36-216, as noted on Pages 5 and 6 above, in regard to rezoning property. Subject to approval of the Comprehensive Plan Amendment, the project would be consistent with the comprehensive plan. The project would not be detrimental to the surrounding properties; would not result in an overly intensive land use; would not result in undue traffic congestion or hazards; and with the exception of the setback variances would conform to all zoning ordinance requirements.
2. The proposed land uses are consistent with existing and proposed land uses in this area. The uses to the south exist today as neighborhood commercial uses. The proposed limited retail uses and PCD-2 zoning would complement and enhance this limited retail area.

Staff Recommendation

Comprehensive Plan Amendments

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

- To re-guide 5108 Edina Industrial Boulevard from O, Office to NC, Neighborhood Commercial; and
- Re-guide 5125, 5105, 5101 Edina Industrial Boulevard and 7700 Normandale Boulevard from I, Industrial to NC, Neighborhood Commercial.

Approval is subject to the following findings:

1. The proposed land uses are consistent with existing and proposed land uses in this area. The uses to the south exist today as neighborhood commercial uses. The proposed limited retail uses and PCD-2 zoning would complement and enhance this limited retail area.

2. The Comprehensive Plan Amendment for the properties to the south is really a housekeeping item, as it was mistakenly guided for industrial use.
3. Neighborhood Commercial is defined as small to moderate-scale commercial, serving primarily adjacent neighborhoods. Primary uses are retail and services, offices, studios, institutional use. Existing uses in this area include a gas station, limited retail and convenience food. All are permitted uses within the PCD-2 and PCD-4 Zoning Districts.
4. The proposal would meet the following Comprehensive Plan goals and policies:
 - a. Building Placement and Design. Where appropriate, building facades should form a consistent street wall that helps to define the street and enhance the pedestrian environment.
 - b. Movement Patterns.
 - Provide sidewalks along primary streets and connections to adjacent neighborhoods along secondary streets or walkways.
 - A Pedestrian-Friendly Environment.
 - c. Encourage infill/redevelopment opportunities that optimize use of city infrastructure and that complement area, neighborhood, and/or corridor context and character.
 - d. Support and enhance commercial areas that serve the neighborhoods, the city, and the larger region.
 - e. Buildings should be placed in appropriate proximity to streets to create pedestrian scale.
5. The traffic study done by Wenck concludes that the existing roadways can support the proposed project.

Preliminary Rezoning to PCD-2 & Preliminary Development Plan

Recommend that the City Council approve the Preliminary Rezoning from POD-1, Planned Office District to PCD-2, Planned Commercial District and Preliminary Development Plan to tear down the existing retail building at 5108 Edina Industrial Boulevard and build a 10,000 square foot retail building as proposed.

Approval is subject to the following findings:

1. The proposed rezoning meets the criteria in Section 36-216, as noted on Pages 5 and 6 above, in regard to rezoning property. Subject to approval

of the Comprehensive Plan Amendment, the project would be consistent with the Comprehensive Plan. The project would not be detrimental to the surrounding properties; would not result in an overly intensive land use; would not result in undue traffic congestion or hazards; and with the exception of the setback variances would conform to all zoning ordinance requirements.

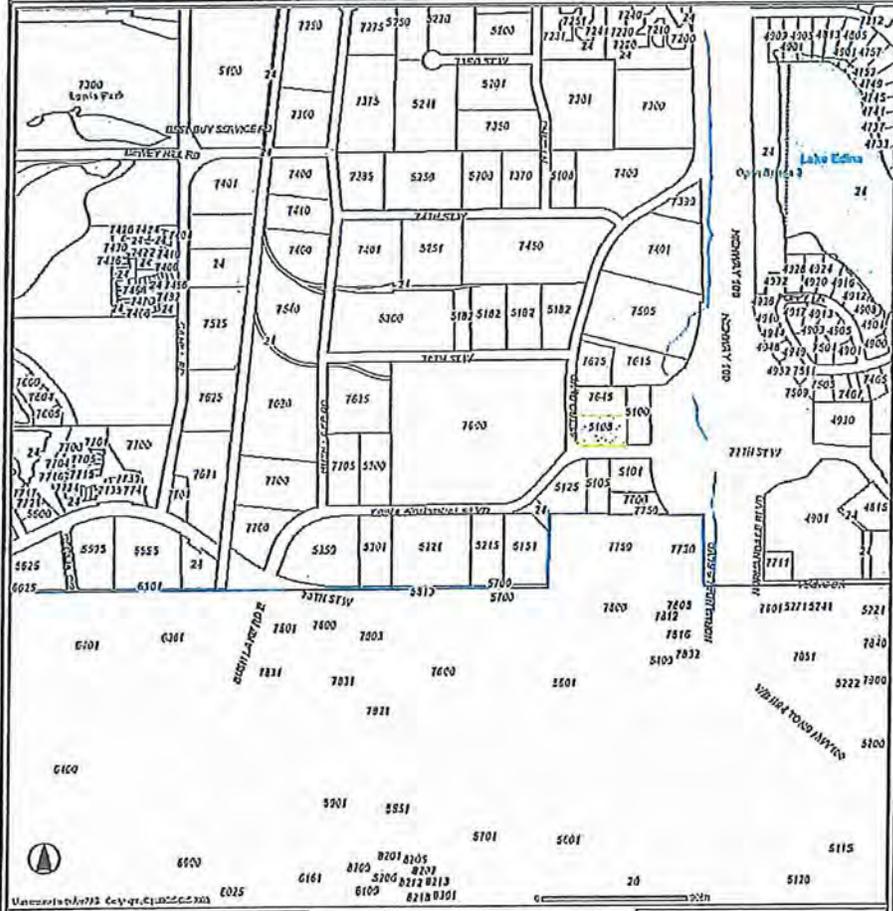
2. The proposed land uses are consistent with existing and proposed land uses in this area. The uses to the south exist today as neighborhood commercial uses. The proposed limited retail uses and PCD-2 zoning would complement and enhance this limited retail area.

Approval is subject to the following Conditions:

1. The Final Development Plans must be generally consistent with the Preliminary Development Plans dated June 6, 2014.
2. The Final Landscape Plan must meet all minimum landscaping requirements per Chapter 36 of the City Code.
3. The Final Lighting Plan must meet all minimum landscaping requirements per Chapter 36 of the City Code.
4. Compliance with all of the conditions outlined in the engineering memo dated July 15, 2014.
5. Approval of the requested Front Yard Setback Variances.

Deadline for a city decision: October 1, 2014

City of Edina



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

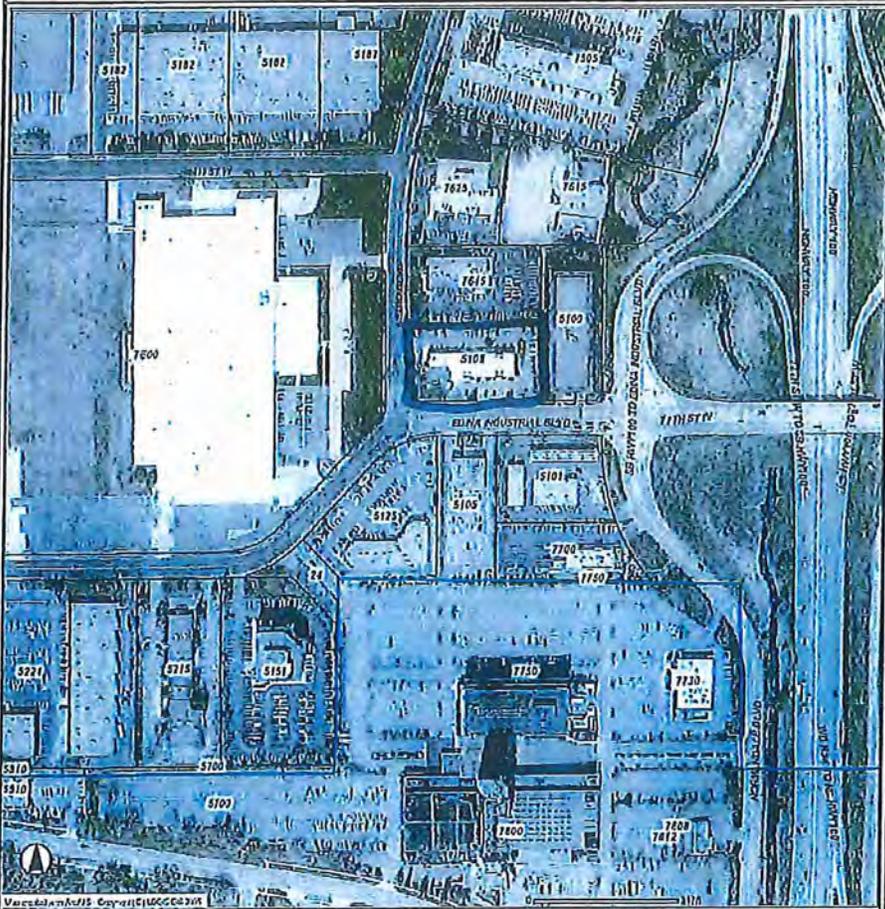
UNIVERSITY CITY OF EDINA, MINN. 55425

0 20 40 Feet



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City of Edina



- Legend**
- Surrounding House Number Labels
 - House Number Labels
 - Street Name Labels
 - City Limits
 - Creeks
 - Lake Homes
 - Lakes
 - Parks
 - Parcels
 - 2012 Aerial Photo





NOTES:

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Map Scale: 1" ≈ 100 ft.

Print Date: 7/17/2014



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

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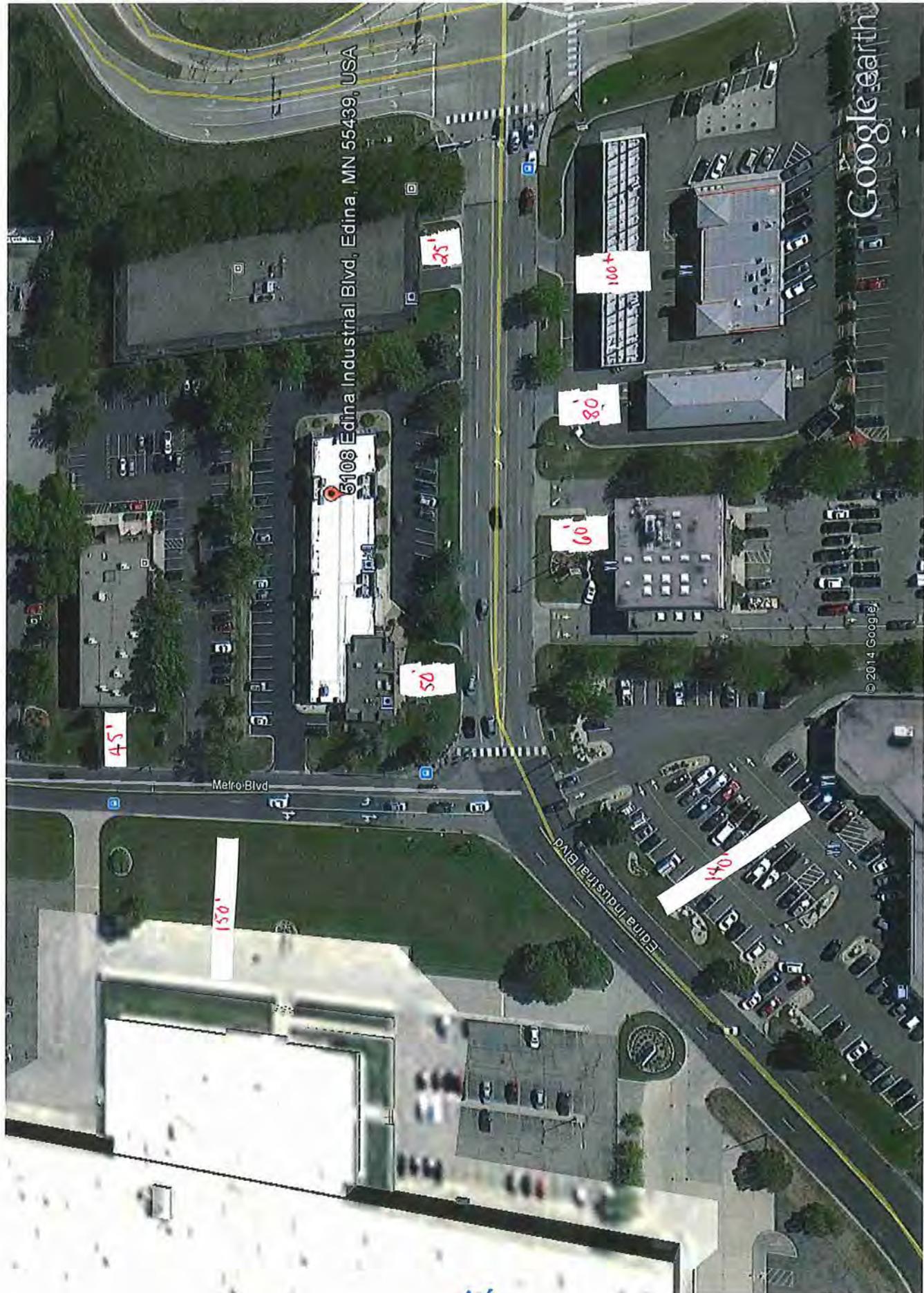
A4



Google earth



A5



AG

Google earth

feet
meters

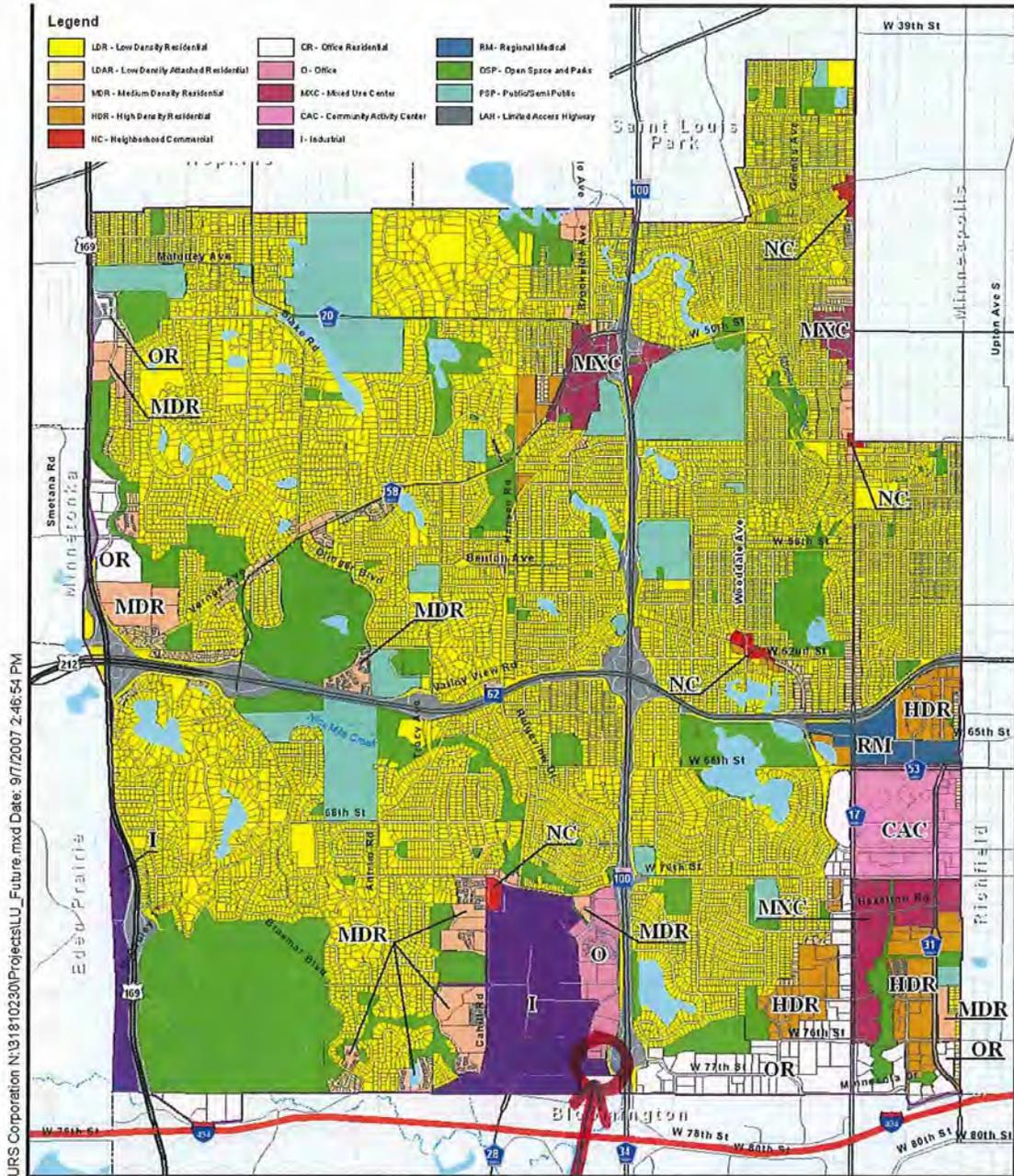


AREA
SETBACKS





A7



URS Corporation N:\18102\30\Projects\LU_Future.mxd Date: 9/7/2007 2:46:54 PM

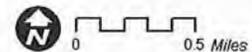


City of Edina
2008 Comprehensive Plan Update

Data Source: URS

Site

Figure 4.3
Future Land Use Plan



AS



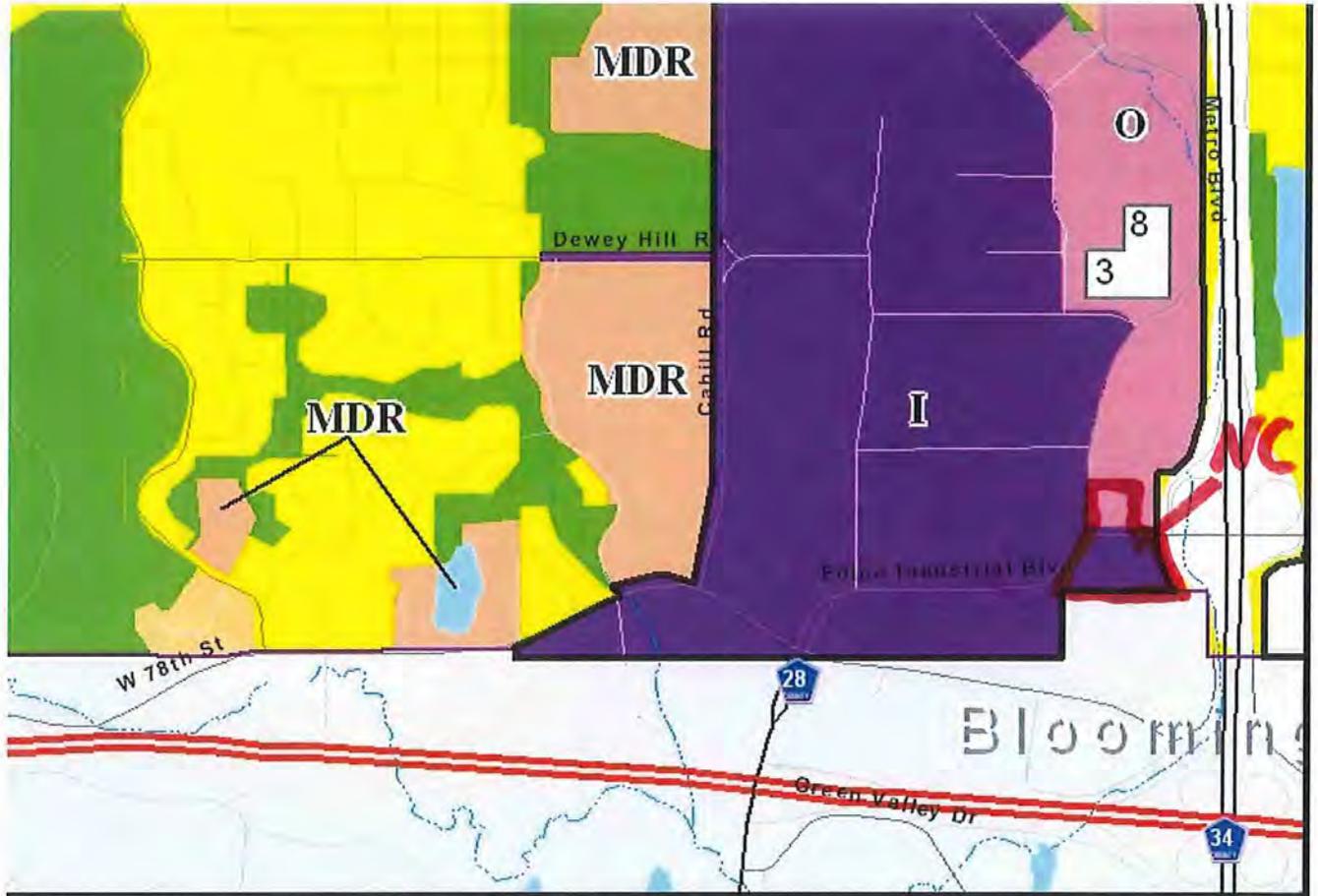
Nonresidential and Mixed Use Categories	Description, Land Uses	Development Guidelines	Density Guidelines
<p>MXC Mixed-Use Center Current examples:</p> <ul style="list-style-type: none"> o 50th and France o Grandview 	<p>Established or emerging mixed use districts serving areas larger than one neighborhood (and beyond city boundaries). Primary uses: Retail, office, service, multifamily residential, institutional uses, parks and open space. Vertical mixed use should be encouraged, and may be required on larger sites.</p>	<p>Maintain existing, or create new, pedestrian and streetscape amenities; encourage or require structured parking. Buildings "step down" in height from intersections. 4 stories at 50th & France; 3-6 stories at Grandview</p>	<p>Floor to Area Ratio-Per current Zoning Code: maximum of 1.5 1 - 2 units/acre</p>
<p>CAC Community Activity Center Example: Greater Southdale area (not including large multi-family residential neighborhoods such as Centennial Lakes)</p>	<p>The most intense district in terms of uses, height and coverage. Primary uses: Retail, office, lodging, entertainment and residential uses, combined or in separate buildings. Secondary uses: Institutional, recreational uses. Mixed use should be encouraged, and may be required on larger sites.</p>	<p>Form-based design standards for building placement, massing and street-level treatment. Buildings should be placed in appropriate proximity to streets to create pedestrian scale. Buildings "step down" at boundaries with lower-density districts and upper stories "step back" from street. More stringent design standards for buildings > 5 stories. Emphasize pedestrian circulation; re-introduce finer-grained circulation patterns where feasible.</p>	<p>Floor to Area Ratio-Per current Zoning Code: maximum of 0.5 to 1.0* 2 - 3 units/acre</p>
<p>I Industrial</p>	<p>Applies to existing predominantly industrial areas within the City. Primary uses: industrial, manufacturing. Secondary uses: limited retail and service uses.</p>	<p>Performance standards to ensure compatibility with adjacent uses; screening of outdoor activities,</p>	<p>Floor to Area Ratio: Per Zoning Code: 0.5*</p>

		destinations.	greater density for senior housing would include: Below grade parking, provision of park or open space, affordable housing, sustainable design principles, and provision of public art. Floor to Area Ratio: per current Zoning Code*
Nonresidential and Mixed Use Categories	Description, Land Uses	Development Guidelines	Density Guidelines
<p>NC Neighborhood Commercial Current examples:</p> <ul style="list-style-type: none"> • Morningside commercial core • Valley View and Wooddale • 70th & Cahill 	<p>Small- to moderate-scale commercial, serving primarily the adjacent neighborhood(s). Generally a 'node' rather than a 'corridor.' Primary uses are retail and services, offices, studios, institutional uses. Residential uses permitted.</p> <p>Existing and potential neighborhood commercial districts are identified for further study.</p>	<p>Building footprints generally less than 20,000 sq. ft. (or less for individual storefronts). Parking is less prominent than pedestrian features.</p> <p>Encourage structured parking and open space linkages where feasible; emphasize enhancement of the pedestrian environment.</p>	<p>2-3 5-12 residential dwelling units/acre Floor to Area Ratio-Per current Zoning Code: maximum of 1.0*</p>
<p>OR Office-Residential No current examples in City. Potential examples include Pentagon Park area and other I-494 corridor locations</p>	<p>Transitional areas along major thoroughfares or between higher-intensity districts and residential districts. Many existing highway-oriented commercial areas are anticipated to transition to this more mixed-use character.</p> <p>Primary uses are offices, attached or multifamily housing.</p> <p>Secondary uses: Limited retail and service uses (not including "big box" retail), limited industrial (fully enclosed), institutional uses, parks and open space. Vertical mixed use should be encouraged, and may be required on larger sites.</p>	<p>Upgrade existing streetscape and building appearance, improve pedestrian and transit environment.</p> <p>Encourage structured parking and open space linkages where feasible; emphasize the enhancement of the pedestrian environment.</p>	<p>2-3 12-30 residential dwelling units/acre Floor to Area Ratio-Per current Zoning Code: maximum of 0.5 to 1.0*</p>
<p>O Office Current examples include the office</p>	<p>This designation allows for professional and business offices, generally where retail services do not occur within the development</p>	<p>Provide buffer/transition to adjacent residential uses. Use high quality</p>	<p>Floor to Area Ratio - Per Zoning Code: Maximum of 0.5</p>



Existing language xxxx
 Language recommended **xxxx**
 Language stricken ~~xxxx~~

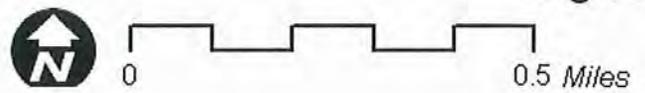
A10



**Future Land Use Plan with
Building Heights**
Southwest Quadrant

Plan Update

Figure 4.6C



All

5108 Edina Industrial Boulevard - Redevelopment

Project Narrative

In connection with recent discussions, this narrative and the enclosed drawings provide an overview of the redevelopment plan for the property at 5108 Industrial Blvd. ("Property").

Overview

Frauenshuh Commercial Real Estate is the owner of the Property, located at the northeast intersection of Edina Industrial Blvd and Metro Blvd. The Property consists of approximately 1.3 acres with an existing one-story multi-tenant commercial building located on the site.

In July of 2013 and March of 2014, Frauenshuh submitted plans as a sketch plan review and met with the planning commission and City Council to discuss the concept of repositioning the property for retail oriented use given the area service, demand and property characteristics. The feedback on the concept of retail use was favorable, while certain design, pedestrian access, circulation and parking considerations were noted as refinements needing further development.

The Property will require a Comprehensive Plan Amendment, rezoning from POD1 (Planned Office District) to PCD2 (Planned Commercial District), and a Variance to accommodate a broader range of retail use on the Property. Rezoning would be consistent with existing neighborhood zoning and land use patterns and would be processed with a site plan review application.

Redevelopment Plan Highlights

The enclosed plans illustrate the redevelopment concept for the Property. The existing structure would be removed from the site and the new building plan would be constructed in one phase.

The redevelopment plan provides the opportunity to create a new, very functional building and site plan with a highly attractive architectural aesthetic, improved traffic flow in and out of the site and good circulation, parking and pedestrian orientation for retail tenants and customers. The building will be constructed on the southwest corner of the property with a total square footage of 10,000 sq.ft., thus creating a pedestrian friendly site layout and parking configuration for retail use.

Several food service providers and neighborhood retail uses have expressed interest in the redevelopment plan and location. Some of the redevelopment plan highlights would include:

- Creation of high quality and consistent architectural aesthetics (incorporation of stone, glass, metals and high quality building signage);
- Placement of the building – in response to the sketch plan review comments,- to reduce interface between pedestrians and vehicles – adjacent to the street with parking on the North.
- Reduction of vehicular access from streets from 3 (existing) to 2.
- Installation of pedestrian enhancements, including sidewalks, interior walkways, outdoor seating areas and related improvements;
- Improved site landscaping including boulevard trees and shrubs and internal landscape elements conducive to the retail environment;
- Drive-through on the east side of the building, subject to tenant requirements;
- Reconfiguration of parking layout (56 spaces),

- Improved internal vehicle access and site circulation.
- Design of the Drive thru on the east side of the building will be complimented by a rain garden feature.

Variance Request

The Applicant wishes to request a variance to allow the front yard setback to be reduced from 35'-0" to 25'-0" in order to respond to the comments from the sketch plan review which suggested that the building placement address the need to accommodate the pedestrian movement in the area. This variance will allow for improved outdoor common space development near the tenant entrances, green space enhancement on all sides of the building, and improved vehicular flow on the site. Pedestrian movement along the sidewalks on the south and west will be able to access the building without crossing parking areas.



① NORTH ELEVATION WITH COLOR
 3/32" = 1'-0"

ART



VIEW FROM SOUTHEAST



ML

VIEW FROM NORTHWEST



A-7

VIEW FROM SOUTHWEST



① SOUTH ELEVATION WITH COLOR
3/32" = 1'-0"

AK



① WEST ELEVATION WITH COLOR
3/32" = 1'-0"



LEDGESTONE

A14



② EAST ELEVATION WITH COLOR
3/32" = 1'-0"



BRICK

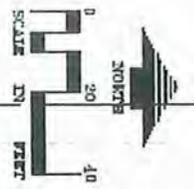


GLASS

5108 EDINA INDUSTRIAL BLVD RETAIL

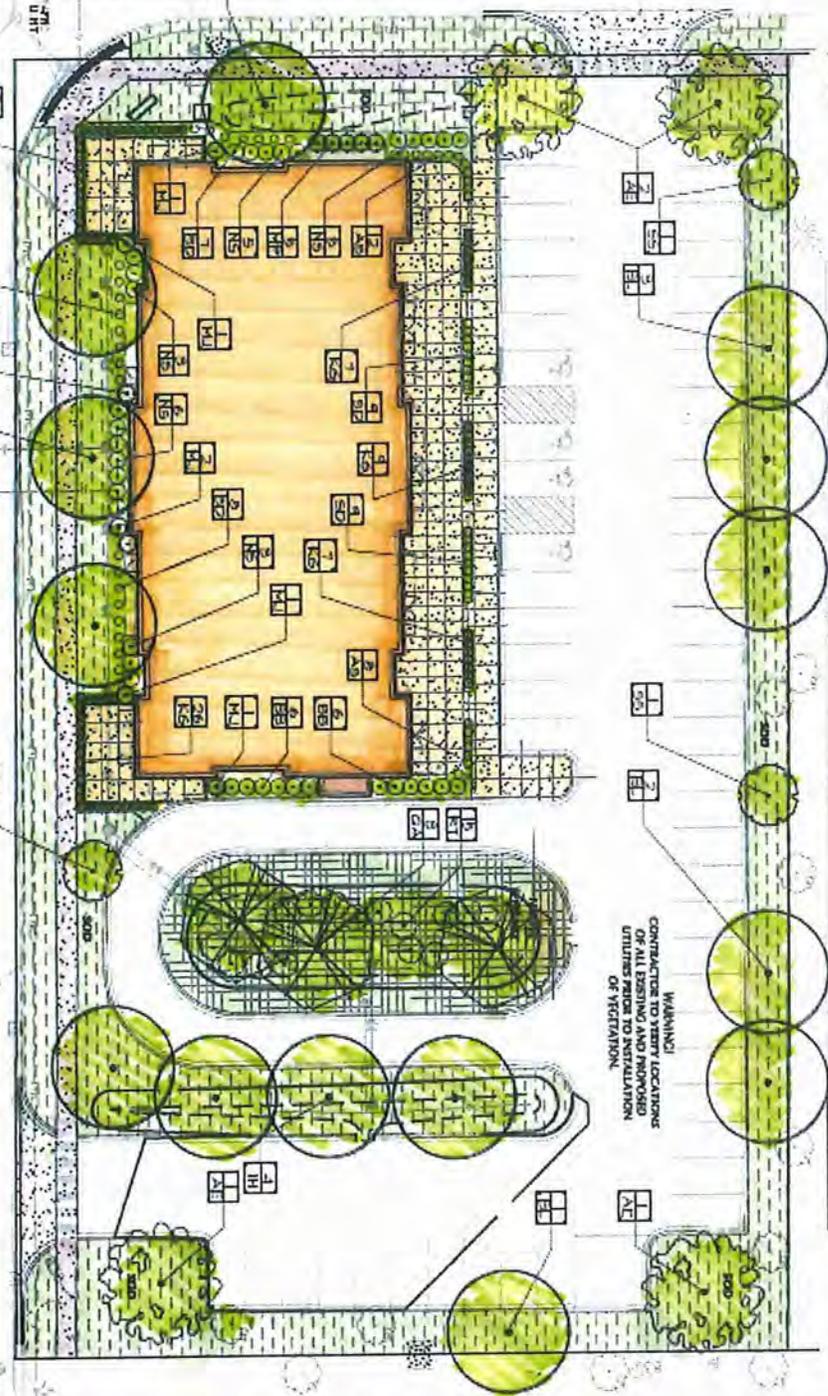
WEST & EAST ELEVATIONS





VETRO BOULEVARD

EDINA INDUSTRIAL BOULEVARD



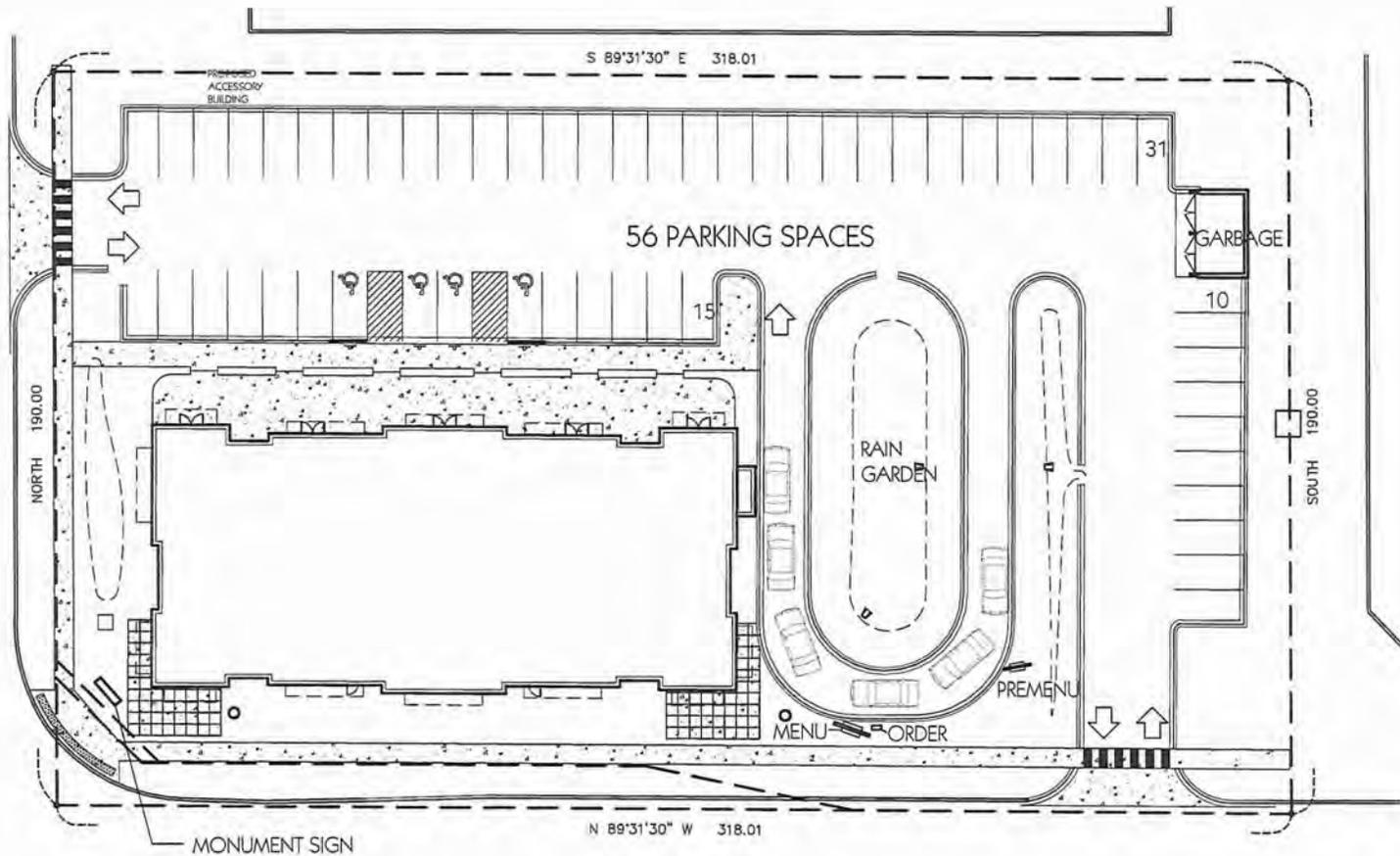
WARRANTY
CONTRACTOR TO VERIFY LOCATION
OF ALL EXISTING AND PROPOSED
UTILITIES PRIOR TO INSTALLATION
OF VEGETATION.

OWNER: STEWARSON PROPERTIES LP

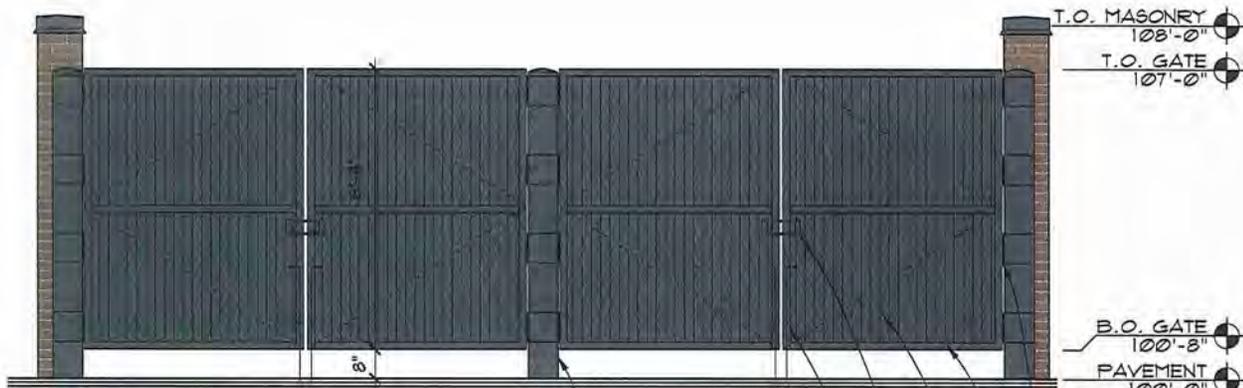
EDINA INTERCHANGE CENTER

8105 EDINA INDUSTRIAL ROAD
SITE PLAN
RUDO/SITE INTERPRETATION
C. 04.14.
S.P.

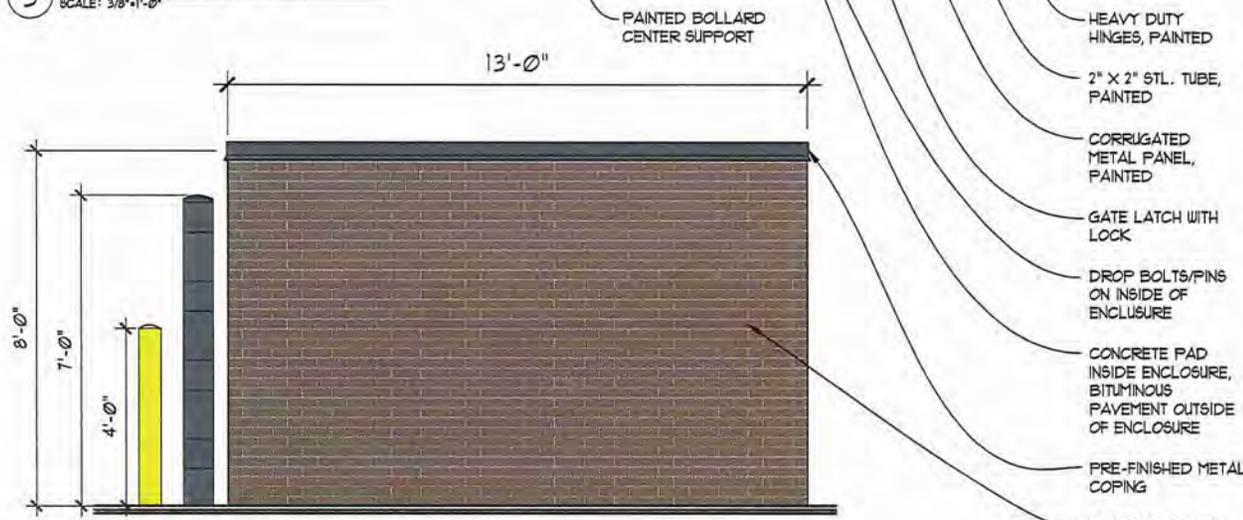
A21



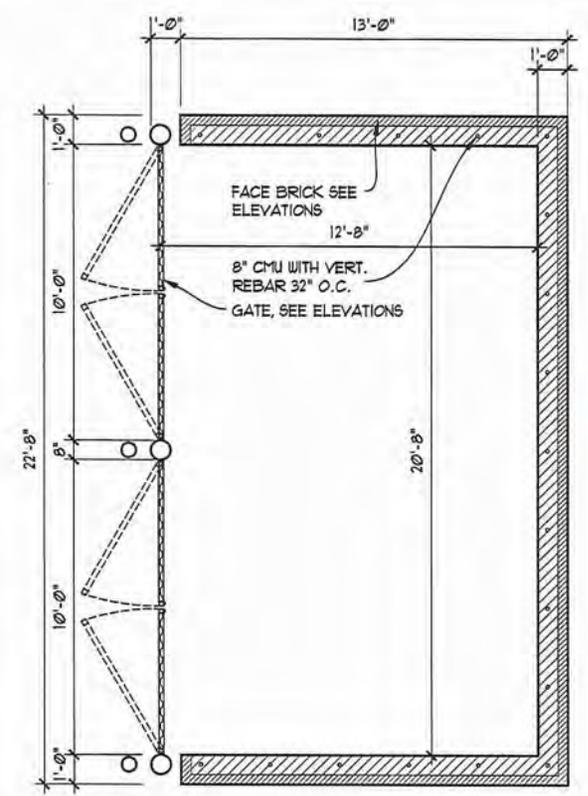
A22



3 WEST ELEVATION
SCALE: 3/8"=1'-0"



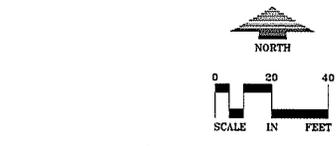
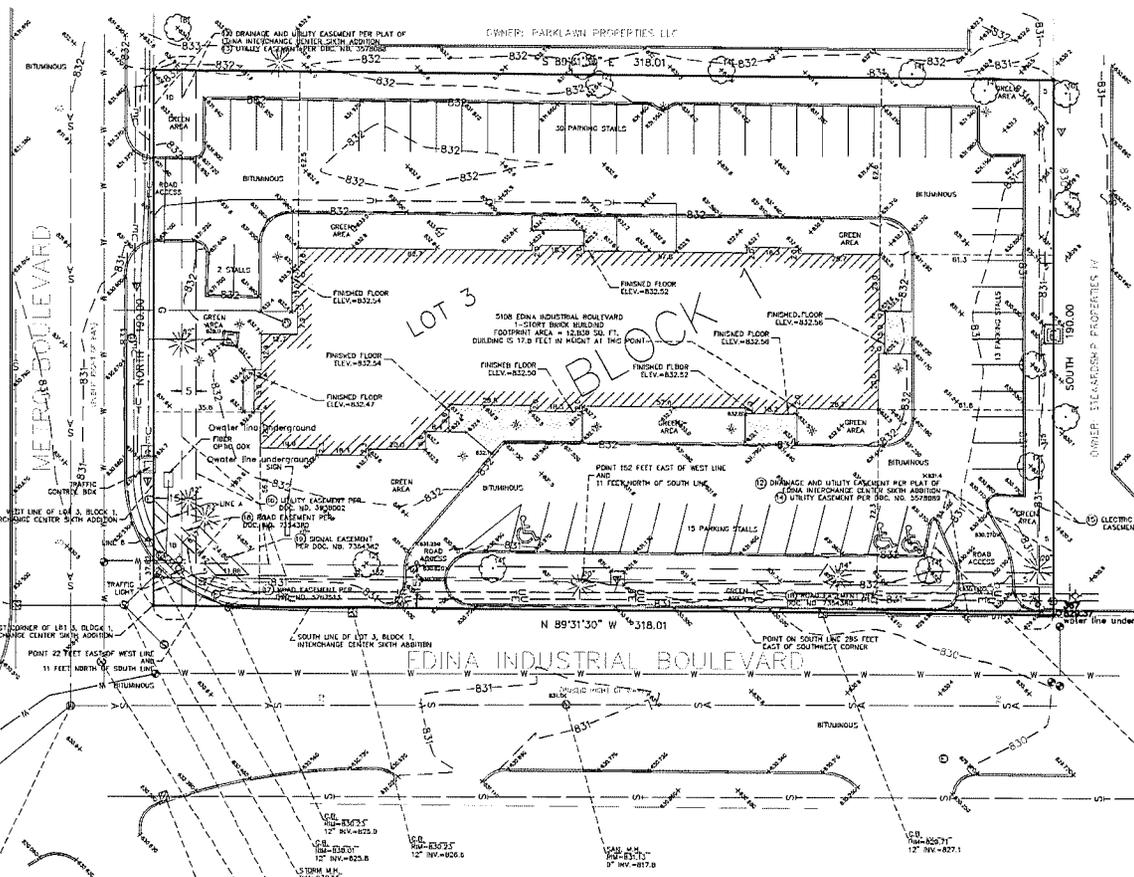
2 SOUTH ELEVATION
SCALE: 3/8"=1'-0"



1 PLAN
SCALE: 1/4"=1'-0"



REV



LEGEND

Symbol	Description
●	Property Monument
▬	Concrete
▬	Concrete Curb
▬	Fence
▬	Overhead Electric
▬	Underground Electric
▬	Underground Telephone
▬	Water
▬	Gas
▬	Sanitary Sewer
▬	Storm Sewer
▬	Electric Water
▬	Electric Box
▬	Electric Manholes
▬	Power Pole
▬	Hydrant
▬	Unknown Manhole
▬	Gate Valve
▬	Catchbasin
▬	Light Pole
▬	Gas Meter
▬	Telephone Manhole
▬	Telephone Box
▬	Water Manhole
▬	Sanitary Manhole
▬	Storm Manhole
○	Deciduous Tree (Diameter in inches)
○	Coniferous Tree (Diameter in inches)
○	Existing Contour
○	Existing Spot Elevation
○	Existing Spot Elevation Gutter
○	Existing Spot Elevation

CALL BEFORE YOU DIG!
Gopher State One Call
 TWIN CITY AREA: 851-454-0802
 TOLL FREE: 1-800-252-1866

WARNING:
 THE CONTRACTOR SHALL BE RESPONSIBLE FOR CALLING FOR LOCATIONS OF ALL EXISTING UTILITIES. THEY SHALL COOPERATE WITH ALL UTILITY COMPANIES IN MAINTAINING THEIR SERVICE AND/OR RELOCATION OF LINES.
 THE CONTRACTOR SHALL CONTACT GOPHER STATE ONE CALL AT 651-454-0802 AT LEAST 48 HOURS IN ADVANCE FOR THE LOCATIONS OF ALL ENGINEERING WIRES, CABLES, CONDUITS, PIPES, MANHOLES, VALVES OR OTHER BURIED STRUCTURES BEFORE DIGGING. THE CONTRACTOR SHALL REPAIR OR REPLACE THE ABOVE WHEN DAMAGED DURING CONSTRUCTION AT NO COST TO THE OWNER.

GENERAL NOTES

- BACKGROUND INFORMATION IS BASED ON A FIELD SURVEY BY LOUCKS ASSOCIATES AND RECORD UTILITY DRAWINGS FROM THE CITY OF EDINA. LOUCKS ASSOCIATES DOES NOT GUARANTEE THE ACCURACY OF INFORMATION PROVIDED BY OTHERS.
- WE HAVE SHOWN BURIED STRUCTURES AND UTILITIES ON AND/OR SERVING THE SITE TO THE BEST OF OUR ABILITY, SUBJECT TO THE FOLLOWING RESTRICTIONS:
 - UTILITY OPERATORS DO NOT CONSISTENTLY RESPOND TO LOCATE REQUESTS THROUGH THE GOPHER STATE ONE CALL SERVICE FOR BOUNDARY PURPOSES SUCH AS THIS.
 - THOSE UTILITY OPERATORS THAT DO RESPOND, OFTEN WILL NOT LOCATE SERVICES FROM THEIR MAIN LINE TO THE CUSTOMER'S STRUCTURE OR FACILITY - THEY CONSIDER THESE SEGMENTS PRIVATE INSTALLATIONS THAT ARE OUTSIDE THEIR JURISDICTION. IF A PRIVATE SERVICE TO AN ADJOINER'S SITE CROSSES THIS SITE OR A SERVICE TO THIS SITE CROSSES AN ADJOINER, IT MAY NOT BE LOCATED SINCE MOST OPERATORS WILL NOT MARK SUCH PRIVATE SERVICES.
 - SNOW AND ICE CONDITIONS DURING WINTER MONTHS MAY OBSCURE OTHERWISE VISIBLE EVIDENCE OF A BURIED STRUCTURE OR UTILITY.
 - MAPS PROVIDED BY OPERATORS, EITHER ALONG WITH A FIELD LOCATION OR IN LIEU OF SUCH A LOCATION, ARE VERY OFTEN INACCURATE OR INCONCLUSIVE.
 - THE SURFACE FEATURES AND ELEVATIONS SHOWN ON THIS DRAWING WERE LOCATED BY LOUCKS ASSOCIATES.
 - ALL OF THE UNDERGROUND UTILITY INFORMATION AND LOCATION SHOWN ON THIS PLAN WERE PREPARED FROM RECORD DRAWINGS OBTAINED FROM THE CLIENT AND THE CITY OF EDINA RECORDS.
 - EXTREME CAUTION MUST BE EXERCISED BEFORE AN EXCAVATION TAKES PLACE ON OR NEAR THIS SITE. BEFORE DIGGING, YOU ARE REQUIRED BY LAW TO NOTIFY GOPHER STATE ONE CALL AT LEAST 48 HOURS IN ADVANCE AT 651-454-0802.
 - THERE MAY BE OTHER UTILITIES ON THE SITE THAT ARE NOT SHOWN ON THIS PLAN. IT IS THE CONTRACTOR'S RESPONSIBILITY TO REMOVE THE UTILITIES, NOTIFY THE ENGINEER IF THERE ARE OTHER SERVICES FOUND.

SRA
 SPERIDIS REINERS ARCHITECTS, INC.

4000 WEST OGDON AVENUE
 SUITE 200
 EDINA, MN 55425
 PH: 652.990.0442
 FAX: 652.990.0463
 WWW.SRAARCHITECTS.COM

WEED CITY PLAT THIS PLAN
 AT 11:00 AM ON FEBRUARY 14, 2013
 AT 11:00 AM ON FEBRUARY 14, 2013
 AT 11:00 AM ON FEBRUARY 14, 2013
 AT 11:00 AM ON FEBRUARY 14, 2013

LOUCKS ASSOCIATES
 PREPARED BY: JESSIE SET
 DATE: 01/20/17
 220 W. WASHINGTON ST. SUITE 200
 EDINA, MN 55425
 PH: 652.990.0442
 FAX: 652.990.0463
 WWW.LOUCKSASSOCIATES.COM

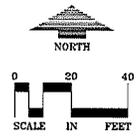
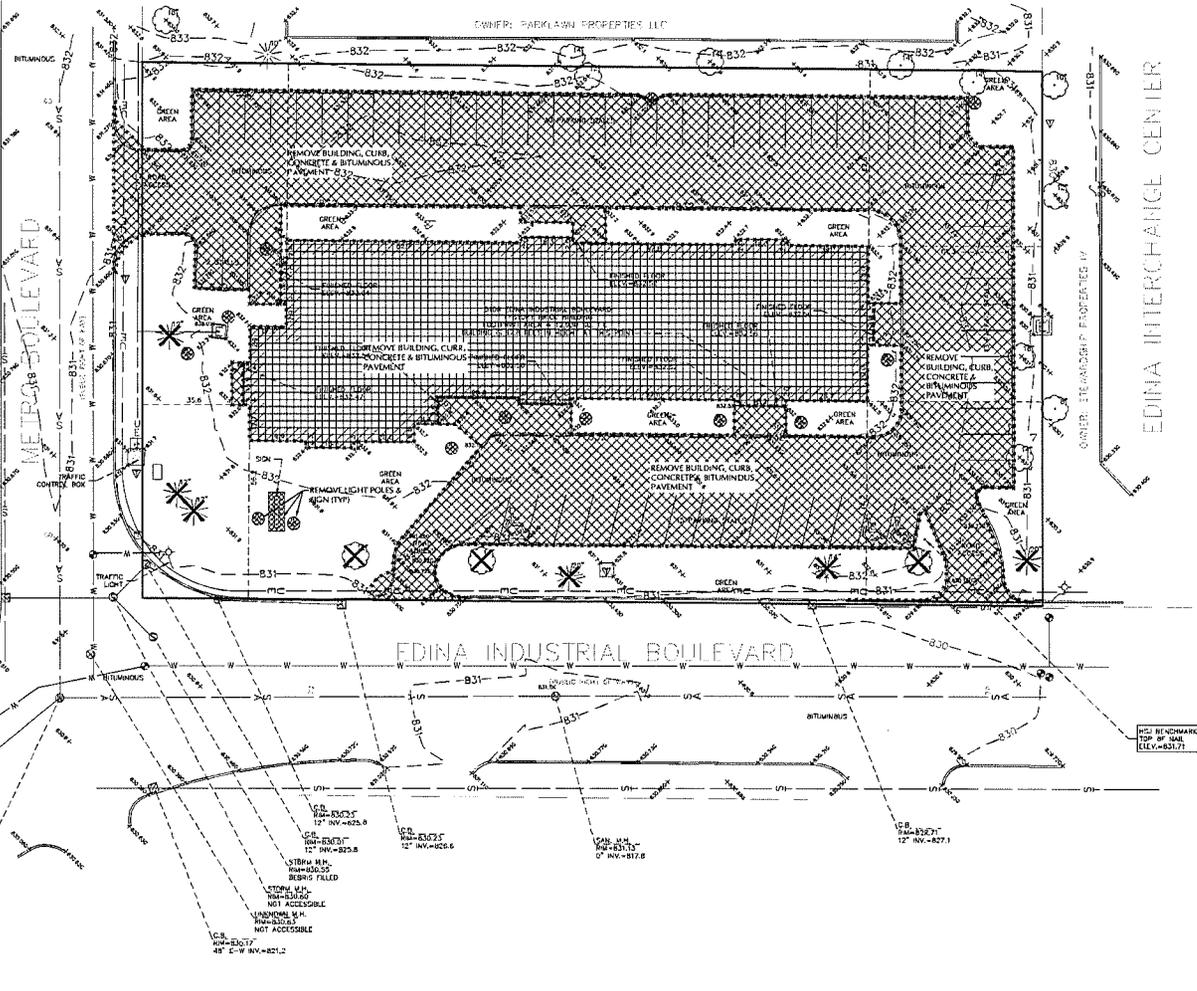
NO.	DATE	DESCRIPTION
1	01/20/17	ISSUED FOR PERMIT
2		
3		
4		
5		

5108 RETAIL
 5108 EDINA INDUSTRIAL BLVD.
 EDINA, MN

EXISTING CONDITIONS

PROJECT NO: 13-0242
 DRAWN BY: WBS
 CHECKED BY: WJZ

C1-1



LEGEND

Symbol	Property Monument
[Hatched Box]	Concrete
[Solid Line]	Concrete Curb
[Dashed Line]	Fence
[Line with 'X' marks]	Overhead Electric
[Line with 'U' marks]	Underground Electric
[Line with 'T' marks]	Underground Telephone
[Line with 'W' marks]	Water
[Line with 'G' marks]	Gas
[Line with 'S' marks]	Sanitary Sewer
[Line with 'SS' marks]	Storm Sewer
[Line with 'E' marks]	Electric Meter
[Line with 'EB' marks]	Electric Box
[Line with 'EM' marks]	Electric Manhole
[Line with 'W' marks]	Water
[Line with 'P' marks]	Power Pole
[Line with 'H' marks]	Hydrant
[Line with 'U' marks]	Unknown Manhole
[Line with 'G' marks]	Gate Valve
[Line with 'C' marks]	Catchbasin
[Line with 'L' marks]	Light Pole
[Line with 'GM' marks]	Gas Meter
[Line with 'TM' marks]	Telephone Manhole
[Line with 'TB' marks]	Telephone Box
[Line with 'WM' marks]	Water Manhole
[Line with 'SM' marks]	Sanitary Manhole
[Line with 'ST' marks]	Storm Manhole
[Circle with 'D' and diameter]	Deciduous Tree (Diameter in Inches)
[Circle with 'C' and diameter]	Coniferous Tree (Diameter in Inches)
[Dashed Line]	Existing Contour
[Line with 'X' and elevation]	Existing Spot Elevation
[Line with 'X' and elevation]	Existing Spot Elevation

DEMOLITION NOTES

- BACKGROUND INFORMATION IS BASED ON A FIELD SURVEY BY LOCKS ASSOCIATES AND RECORDED UTILITY DRAWINGS FROM THE CITY OF EDINA. LOCKS ASSOCIATES DOES NOT GUARANTEE THE ACCURACY OF INFORMATION PROVIDED BY OTHERS.
- THE CONTRACTOR SHALL TAKE ALL PRECAUTIONS NECESSARY TO AVOID PROPERTY DAMAGE TO ADJACENT PROPERTIES DURING THE CONSTRUCTION PHASE OF THIS PROJECT. THE CONTRACTOR WILL BE HELD RESPONSIBLE FOR ANY DAMAGES TO ADJACENT PROPERTIES OCCURRING DURING THE CONSTRUCTION PHASE OF THIS PROJECT.
- IN ACCORDANCE WITH GENERALLY ACCEPTED CONSTRUCTION PRACTICES, THE CONTRACTOR WILL BE SOLELY AND COMPLETELY RESPONSIBLE FOR CONDITIONS ON THE JOB SITE, INCLUDING SAFETY OF ALL PERSONS AND PROPERTY DURING THE PERFORMANCE OF THE WORK. THIS REQUIREMENT WILL APPLY CONTINUOUSLY AND NOT BE LIMITED TO NORMAL WORKING HOURS.
- THE DUTY OF THE ENGINEER OR THE DEVELOPER TO CONDUCT CONSTRUCTION REVIEW OF THE CONTRACTOR'S PERFORMANCE IS NOT INTENDED TO INCLUDE REVIEW OF THE ADEQUACY OF THE CONTRACTOR'S SAFETY MEASURES IN OR NEAR THE CONSTRUCTION SITE.
- BEFORE BEGINNING CONSTRUCTION THE CONTRACTOR SHALL INSTALL A TEMPORARY ROCK ENTRANCE PAD AT ALL POINTS OF VEHICLE ENTRY FROM THE PROJECT SITE. SAID ROCK ENTRANCE PAD SHALL BE MAINTAINED BY THE CONTRACTOR FOR THE DURATION OF THE PROJECT. SEE SHEET C22 FOR DETAILS.
- EROSION AND SEDIMENTATION CONTROL MEASURES SHALL BE ESTABLISHED AROUND THE SITE PERIMETER AS SHOWN AND IN ACCORDANCE WITH NPDES PERMIT REQUIREMENTS, BEST MANAGEMENT PRACTICES, CITY REQUIREMENTS AND THE DETAILS SHOWN ON SHEET C22 & C61 OF THE PROJECT PLANS.
- ALL CONSTRUCTION ACTIVITY INCLUDING STOCKPILING, STAGING & PARKING MUST TAKE PLACE ON-SITE.
- PROTECT EXISTING SITE FEATURES THAT ARE NOT NOTED FOR REMOVAL. IF DISCREPANCIES ARISE, NOTIFY ENGINEER IMMEDIATELY FOR RESOLUTION.
- WE HAVE SHOWN EXISTING UTILITIES BASED ON CITY AS-BUILTS & Gopher ONE LOCATE. THERE MAY BE UTILITIES THAT ARE NOT SHOWN.
- NO WORK TO BE DONE OUTSIDE OF CONSTRUCTION SITE FENCE WITHOUT PRIOR AUTHORIZATION FROM ENGINEER.

DEMOLITION LEGEND:

[Hatched Box]	REMOVE EXISTING CONCRETE & BITUMINOUS PAVING
[Solid Box]	REMOVE EXISTING BUILDING
[Line with 'X' marks]	REMOVE EXISTING CURBS & GUTTERS & UTILITIES
[Circle with 'X' and 'S']	REMOVE EXISTING LIGHT, SIGN & TREE

WARNING
 THE CONTRACTOR SHALL BE RESPONSIBLE FOR CALLING FOR LOCATIONS OF ALL EXISTING UTILITIES. THEY SHALL COOPERATE WITH ALL UTILITY COMPANIES IN MAINTAINING THEIR SERVICE AND/OR RELOCATION OF LINES.

THE CONTRACTOR SHALL CONTACT GOPHER STATE ONE CALL AT 651-454-0002 AT LEAST 48 HOURS IN ADVANCE FOR THE LOCATIONS OF ALL UNDERGROUND WIRES, CABLES, CONDUITS, PIPES, MANHOLES, VALVES OR OTHER BURIED STRUCTURES BEFORE DIGGING. THE CONTRACTOR SHALL REPAIR OR REPLACE THE ABOVE WHEN DAMAGED DURING CONSTRUCTION AT NO COST TO THE OWNER.

CALL BEFORE YOU DIG
Gopher State One Call
 TWIN CITY AREA: 651-454-8002
 TOLL FREE: 1-800-252-1188



4700 WEST CUD SHAWCREE ROAD
 SUITE 200
 WILSON, MINNESOTA 55394
 PH: 652.996.9602
 FAX: 652.996.9603
 WWW.SPERIDESREINERS.COM
 E: 652.996.9674
 F: 652.996.9674



LOCKS ASSOCIATES
 PRELIMINARY
 NOT FOR CONSTRUCTION

SCALE

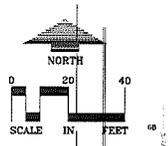
[Symbol]	AS SHOWN	RETAIN EXISTING	FEET
[Symbol]	[Symbol]	[Symbol]	[Symbol]
[Symbol]	[Symbol]	[Symbol]	[Symbol]
[Symbol]	[Symbol]	[Symbol]	[Symbol]

5108 RETAIL
 5108 EDINA INDUSTRIAL BLVD.
 EDINA, MN

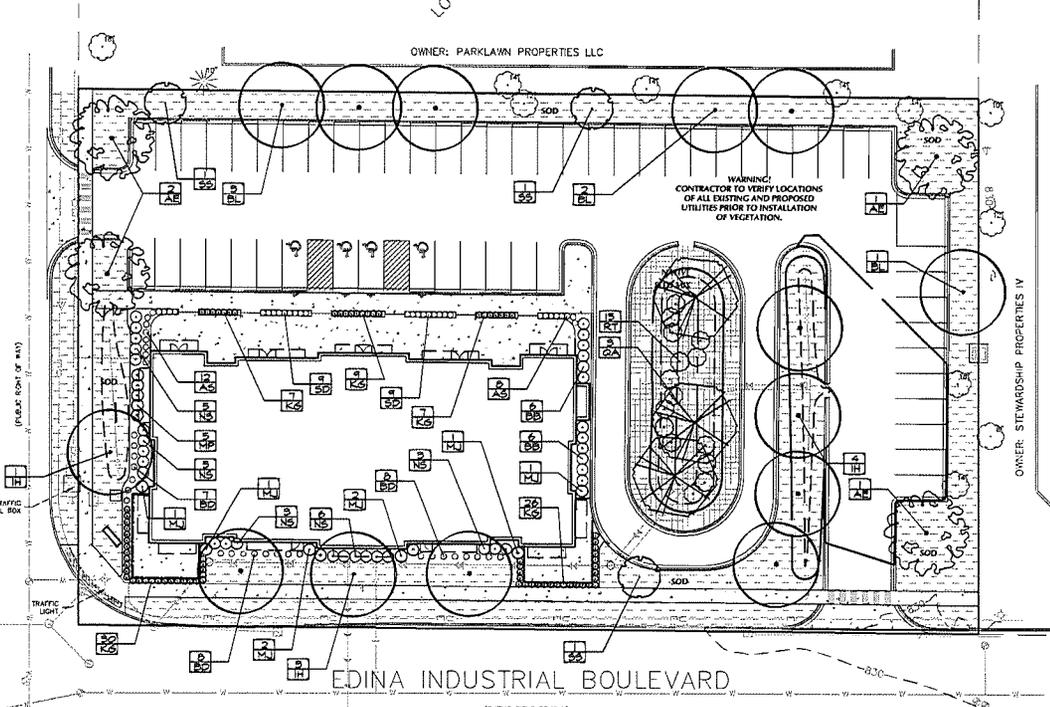
DEMOLITION PLAN

PROJECT NO: 13-096-2
 DRAWN BY: WBS
 CHECKED BY: VAV

C1-2



METRO BOULEVARD



GENERAL NOTES

CONTRACTOR SHALL VISIT SITE PRIOR TO SUBMITTING BID. HE SHALL INSPECT SITE AND BECOME FAMILIAR WITH EXISTING CONDITIONS RELATING TO THE NATURE AND SCOPE OF WORK.

VERIFY LAYOUT AND ANY DIMENSIONS SHOWN AND BRING TO ATTENTION OF THE LANDSCAPE ARCHITECT ANY DISCREPANCIES WHICH MAY COMPROMISE THE DESIGN AND/OR INTENT OF THE PROJECT'S LAYOUT.

ACHIEVE COMPLIANCE WITH ALL APPLICABLE CODES AND REGULATIONS GOVERNING THE WORK OR MATERIALS SUPPLIED.

CONTRACTOR SHALL PROTECT ALL EXISTING ROADS, CURBS, GUTTERS, TRAILS, TREES, LAWNS AND SITE ELEMEN IS DURING PLANTING OPERATIONS. ANY DAMAGE TO SAME SHALL BE REPAIRED AT NO COST TO THE OWNER.

CONTRACTOR SHALL VERIFY ALIGNMENT AND LOCATION OF ALL UNDERGROUND UTILITY AND ABOVE GRADE UTILITIES AND PROVIDE THE NECESSARY PROTECTION FOR SAME BEFORE CONSTRUCTION. MATERIAL INSTALLATION BEGINS MINIMUM 10' - 0" CLEARANCE.

ALL UNDERGROUND UTILITIES SHALL BE LAID SO THAT TRENCHES DO NOT CUT THROUGH ROOT SYSTEMS OF ANY EXISTING TREES TO REMAIN.

EXISTING CONDITIONS, TRAILS, VEGETATION, CURBS/GUTTERS AND OTHER EXISTING ELEMENTS BASED UPON INFORMATION SUPPLIED TO LANDSCAPE ARCHITECT BY OTHERS. CONTRACTOR SHALL VERIFY ANY AND ALL DISCREPANCIES PRIOR TO CONSTRUCTION AND NOTIFY LANDSCAPE ARCHITECT OF SAME.

THE ALIGNMENT AND GRADES OF THE PROPOSED WALLS, TRAILS AND/OR ROADWAYS ARE SUBJECT TO FIELD ADJUSTMENT REQUIRED TO CONFORM TO LOCALIZED TOPOGRAPHIC CONDITIONS AND TO MINIMIZE TREE REMOVAL AND GRADING. ANY CHANGE IN ALIGNMENT MUST BE APPROVED BY LANDSCAPE ARCHITECT.

IRRIGATION NOTES:

CONTRACTOR COMPLETE LIMITS OF IRRIGATION TO SLIPPING SHOP DRAWINGS.

LANDSCAPE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING AN IRRIGATION LAYOUT PLAN AND SPECIFICATION AS A PART OF THE SCOPE OF WORK. WHEN BIDDING, THESE SHALL BE APPROVED BY THE LANDSCAPE ARCHITECT PRIOR TO ORDER AND/OR INSTALLATION. IT SHALL BE THE LANDSCAPE CONTRACTOR'S RESPONSIBILITY TO INSURE THAT ALL SCHEDULED AND PLANTED AREAS ARE IRRIGATED PROPERLY, INCLUDING THOSE AREAS DIRECTLY AROUND AND ADJACENT BUILDING FOUNDATION. CONTRACTOR IS NOT TO SPRINKLE AROUND INVESTMENT.

THE LANDSCAPE CONTRACTOR SHALL PROVIDE THE OWNER WITH A WATERING/LAWN IRRIGATION SCHEDULE APPROPRIATE TO THE PROJECT SITE CONDITIONS AND TO PLANT MATERIAL GROWTH REQUIREMENTS.

CONTRACTOR TO INCORPORATE A RAIN SENSOR INTO IRRIGATION SYSTEM.

PLANTINGS OUTSIDE THE LIMITS OF IRRIGATION ARE TO BE WATERED REGULARLY UNTIL PLANTINGS ACQUIRED HAS BEEN ESTABLISHED.

LANDSCAPE INSTALLATION:

COORDINATE THE PHASES OF CONSTRUCTION AND PLANTING INSTALLATION WITH OTHER CONTRACTORS WORKING ON SITE.

NO PLANTING WILL BE INSTALLED UNTIL COMPLETE GRADING AND CONSTRUCTION HAS BEEN COMPLETED IN THE IMMEDIATE AREA.

WHERE SOILS/ROD ABUTS PAVED SURFACES, FINISHED GRADE OF SOILS/ROD SHALL BE HELD "1" BELOW SURFACE ELEVATION OF TRAIL, SIA, CURB, ETC.

SEED ALL AREAS DISTURBED DUE TO GRADING OTHER THAN THOSE AREAS NOTED TO RECEIVE SOIL. SEED SHALL BE INSTALLED AND APPLIED AS PER MFG'S INSTRUCTIONS.

SOIL ALL DESIGNATED AREAS DISTURBED DUE TO GRADING. SOIL SHALL BE LAID PARALLEL TO THE CONTOUR AND SHALL HAVE STAGGERED JOINTS. ON SLOPES STEEPER THAN 3:1 OR IN DRAINAGE SWALES, THE SOIL SHALL BE STAGED TO THE GROUND.

ALL PLANT MATERIAL SHALL COMPLY WITH THE LATEST EDITION OF THE AMERICAN STANDARD FOR NURSERY STOCK, AMERICAN ASSOCIATION OF NURSERYMEN, UNLESS NOTED OTHERWISE. DECIDUOUS SHRUBS SHALL HAVE AT LEAST 3 CANES AT THE SPECIFIED SHRUB HEIGHT. ORNAMENTAL TREES SHALL HAVE NO V-CUTS AND SHALL BEGIN BRANCHING NO LOWER THAN 3' ABOVE ROOT BALL. STREET AND BOULEVARD TREES SHALL BEGIN BRANCHING NO LOWER THAN 6' ABOVE FINISHED GRADE.

PLANT TREES PRECEDENCE OVER PLANT SCHEDULE IF DISCREPANCIES IN QUANTITIES EXIST. SPECIFIC NOTES TAKE PRECEDENCE OVER NOTES.

NO PLANT MATERIAL SUBSTITUTIONS WILL BE ACCEPTED UNLESS APPROVAL IS REQUESTED OF THE LANDSCAPE ARCHITECT BY THE LANDSCAPE CONTRACTOR PRIOR TO THE SUBMISSION OF A BID AND/OR QUOTATION.

ADJUSTMENTS IN LOCATION OF PROPOSED PLANT MATERIALS MAY BE MADE IN FIELD. SHOULD AN ADJUSTMENT BE ADVISED, THE LANDSCAPE ARCHITECT MUST BE NOTIFIED.

ALL PLANT MATERIALS SHALL BE FERTILIZED UPON INSTALLATION WITH UREA-BONE MEAL OTHER AS PROVIDED FERTILIZER MIXED IN WITH THE PLANTING SOIL, PER THE MANUFACTURER'S INSTRUCTIONS OR MAY BE TREATED FOR SUMMER AND FALL INSTALLATION WITH AN APPLICATION OF GRANULAR 0-20-20 OF 12 OZ PER 2.5" CALIPER PER TREE AND 6 OZ PER SHRUB WITH AN ADDITIONAL APPLICATION OF 10-10-10 THE FOLLOWING SPRING IN THE TREE SAUCER.

ALL PLANTING AREAS RECEIVING GROUND COVER, PERENNIALS, ANNUALS AND/OR VINOS SHALL RECEIVE A MINIMUM OF 1" DEPTH OF PLANTING SOIL CONSISTING OF AT LEAST 45 PARTS TOPSOIL, 45 PARTS PLANT OR MANURE AND 10 PARTS SAND.

ALL TREES TO BE INSTALLED AS PER PLANTING DETAILS.

WRAPPING MATERIAL SHALL BE CORRUGATED PVC PIPING 1" GREATER IN CALIPER THAN THE TREE BEING PROTECTED OR QUALITY HEAVY WATERPROOF CREPE PAPER MANUFACTURED FOR THE PURPOSE. WRAP ALL DECIDUOUS TREES PLANTED IN THE FALL PRIOR TO 1:30 AND REMOVE ALL WRAPPING AFTER 3:1.

BLACK STEEL FLUOR TO BE USED TO CONTAIN SHRUBS, PERENNIALS, AND ANNUALS WHERE BED MEETS SOILS/ROD UNLESS NOTED OTHERWISE.

ALL SHRUB BED MANNINGS TO RECEIVE 3" DEEP SHREDDED HARDWOOD MULCH AND FIBER MAT WEED BARRIER.

ALL TREES NOT IN PLANTING BEDS TO RECEIVE 4" DIA. TREE RING WITH 4" DEEP SHREDDED HARDWOOD MULCH, NO MULCH IN URBEST CONTACT WITH TREE TRUNK.

ALL ANNUAL AND PERENNIAL PLANTING BEDS TO RECEIVE 3" DEEP SHREDDED HARDWOOD MULCH WITH NO WEED BARRIER.

SPREAD GRANULAR PRE-EMERGENT HERBICIDE (PREN OR EQUAL) PER MANUFACTURER'S RECOMMENDATIONS UNDER ALL MULCHED AREAS.

NO PLANT MATERIAL SUBSTITUTIONS WILL BE ACCEPTED UNLESS APPROVAL IS REQUESTED OF THE LANDSCAPE ARCHITECT BY THE LANDSCAPE CONTRACTOR PRIOR TO THE SUBMISSION OF A BID AND/OR QUOTATION.

IF THE LANDSCAPE CONTRACTOR IS CONCERNED OR PERCEIVES ANY DEFICIENCIES IN THE PLANT SELECTIONS, SOIL CONDITIONS OR ANY OTHER SITE CONDITION WHICH MIGHT NEGATIVELY AFFECT PLANT ESTABLISHMENT, SURVIVAL OR GUARANTEE, HE MUST BRING THESE DEFICIENCIES TO THE ATTENTION OF THE LANDSCAPE ARCHITECT PRIOR TO PROCUREMENT AND/OR INSTALLATION.

CONTRACTOR SHALL SUBMIT A WRITTEN REQUEST FOR THE OWNER

ACCEPTANCE INSPECTION OF ALL LANDSCAPE AND SITE IMPROVEMENTS.

CONTRACTOR IS RESPONSIBLE FOR ON-GOING MAINTENANCE OF ALL NEWLY INSTALLED MATERIALS UNTIL TIME OF OWNER ACCEPTANCE. ANY ACTS OF NUISANCE OR DAMAGE WHICH MAY OCCUR PRIOR TO OWNER ACCEPTANCE SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR. CONTRACTOR SHALL PROVIDE THE OWNER WITH A MAINTENANCE PROGRAM INCLUDING, BUT NOT NECESSARILY LIMITED TO, PRUNING, FERTILIZATION AND WEED/SPEED CONTROL.

CONTRACTOR SHALL GUARANTEE NEW PLANT MATERIAL THROUGH ONE CALENDAR YEAR FROM THE DATE OF OWNER ACCEPTANCE.

WARRANTY ONE FULL GROWING SEASONS FOR LANDSCAPE MATERIALS SHALL BEGIN ON THE DATE OF ACCEPTANCE BY THE LANDSCAPE ARCHITECT AFTER THE COMPLETION OF PLANTING OF ALL LANDSCAPE MATERIALS. NO PARTIAL ACCEPTANCE WILL BE CONSIDERED.

REPROUGIBLE AS-BUILT DRAWINGS OF ALL LANDSCAPE INSTALLATION AND SITE IMPROVEMENTS UPON COMPLETION OF CONSTRUCTION INSTALLATION AND PRIOR TO PROJECT ACCEPTANCE.

UNLESS NOTED OTHERWISE THE APPROPRIATE DATES FOR SPRING PLANT MATERIAL INSTALLATION AND WEED/SPEED PLACEMENT FROM THE TIME GROUND HAS THAWED TO JUNE 15.

FALL SOODING IS GENERALLY ACCEPTABLE FROM AUGUST 15 - NOVEMBER 1. FALL SEEDING FROM AUGUST 15 - SEPTEMBER 15. DOORWAY SEEDING IN THE FALL SHALL NOT OCCUR PRIOR TO NOVEMBER 1. PLANTING OUTSIDE THESE DATES IS NOT RECOMMENDED. ANY ADJUSTMENT MUST BE APPROVED IN WRITING BY THE LANDSCAPE ARCHITECT.

CONTRACTOR PLANTING MAY OCCUR FROM AUGUST 15 - OCTOBER 1 AND FALL DECIDUOUS PLANTING FROM THE FIRST FROST UNTIL NOVEMBER 15. PLANTING OUTSIDE THESE DATES IS NOT RECOMMENDED. ANY ADJUSTMENT MUST BE APPROVED IN WRITING BY THE LANDSCAPE ARCHITECT.

LANDSCAPE CONTRACTOR SHALL ESTABLISH TO HIS SATISFACTION THAT SOIL AND COMPACTING CONDITIONS ARE ADEQUATE TO ALLOW FOR PROPER DRAINAGE AT AND AROUND THE BUILDING SITE.

CONTRACTOR SHALL VERIFY LOCATIONS OF ALL EXISTING AND PROPOSED UTILITIES PRIOR TO INSTALLATION OF VEGETATION.

WARNING: CONTRACTOR TO VERIFY LOCATIONS OF ALL EXISTING AND PROPOSED UTILITIES PRIOR TO INSTALLATION OF VEGETATION.

CALL BEFORE YOU DIG
Gopher State One Call
 TWIN CITY AREA: 855-454-0022
 TOLL FREE: 800-522-1088

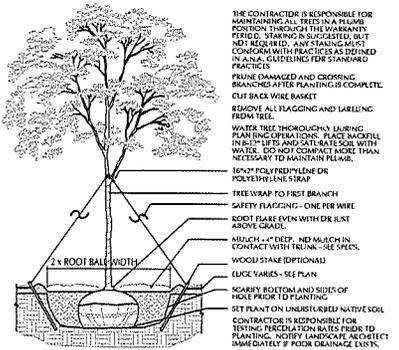
PLANT PALATTE

PLANT	QTY	COLOR/FORM	SCIENTIFIC NAME	SIZE	COY	COMMENTS
PERENNIALS						
1	1	White flowers	Asplenium platyneuron	2" GAL	BM	PLANTING IN FALL
2	1	White flowers	Asplenium platyneuron	2" GAL	BM	PLANTING IN FALL
3	1	White flowers	Asplenium platyneuron	2" GAL	BM	PLANTING IN FALL
4	1	White flowers	Asplenium platyneuron	2" GAL	BM	PLANTING IN FALL
5	1	White flowers	Asplenium platyneuron	2" GAL	BM	PLANTING IN FALL
6	1	White flowers	Asplenium platyneuron	2" GAL	BM	PLANTING IN FALL
7	1	White flowers	Asplenium platyneuron	2" GAL	BM	PLANTING IN FALL
8	1	White flowers	Asplenium platyneuron	2" GAL	BM	PLANTING IN FALL
9	1	White flowers	Asplenium platyneuron	2" GAL	BM	PLANTING IN FALL
10	1	White flowers	Asplenium platyneuron	2" GAL	BM	PLANTING IN FALL
11	1	White flowers	Asplenium platyneuron	2" GAL	BM	PLANTING IN FALL
12	1	White flowers	Asplenium platyneuron	2" GAL	BM	PLANTING IN FALL
13	1	White flowers	Asplenium platyneuron	2" GAL	BM	PLANTING IN FALL
14	1	White flowers	Asplenium platyneuron	2" GAL	BM	PLANTING IN FALL
15	1	White flowers	Asplenium platyneuron	2" GAL	BM	PLANTING IN FALL
16	1	White flowers	Asplenium platyneuron	2" GAL	BM	PLANTING IN FALL
17	1	White flowers	Asplenium platyneuron	2" GAL	BM	PLANTING IN FALL
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66	1	White flowers	Asplenium platyneuron	2" GAL	BM	PLANTING IN FALL
67	1	White flowers	Asplenium platyneuron	2" GAL	BM	PLANTING IN FALL
68	1	White flowers	Asplenium platyneuron	2" GAL	BM	PLANTING IN FALL
69	1	White flowers	Asplenium platyneuron	2" GAL	BM	PLANTING IN FALL
70	1	White flowers	Asplenium platyneuron	2" GAL	BM	PLANTING IN FALL
71	1	White flowers	Asplenium platyneuron	2" GAL	BM	PLANTING IN FALL
72	1	White flowers	Asplenium platyneuron	2" GAL	BM	PLANTING IN FALL
73	1	White flowers	Asplenium platyneuron	2" GAL	BM	PLANTING IN FALL
74	1	White flowers	Asplenium platyneuron	2" GAL	BM	PLANTING IN FALL
75	1	White flowers	Asplenium platyneuron	2" GAL	BM	PLANTING IN FALL
76	1	White flowers	Asplenium platyneuron	2" GAL	BM	PLANTING IN FALL
77	1	White flowers	Asplenium platyneuron	2" GAL	BM	PLANTING IN FALL
78	1	White flowers	Asplenium platyneuron	2" GAL	BM	PLANTING IN FALL
79	1	White flowers	Asplenium platyneuron	2" GAL	BM	PLANTING IN FALL
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83	1	White flowers	Asplenium platyneuron	2" GAL	BM	PLANTING IN FALL
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85	1	White flowers	Asplenium platyneuron	2" GAL	BM	PLANTING IN FALL
86	1	White flowers	Asplenium platyneuron	2" GAL	BM	PLANTING IN FALL
87	1	White flowers	Asplenium platyneuron	2" GAL	BM	PLANTING IN FALL
88	1	White flowers	Asplenium platyneuron	2" GAL	BM	PLANTING IN FALL
89	1	White flowers	Asplenium platyneuron	2" GAL	BM	PLANTING IN FALL
90	1	White flowers	Asplenium platyneuron	2" GAL	BM	PLANTING IN FALL
91	1	White flowers	Asplenium platyneuron	2" GAL	BM	PLANTING IN FALL
92	1	White flowers	Asplenium platyneuron	2" GAL	BM	PLANTING IN FALL
93	1	White flowers	Asplenium platyneuron	2" GAL	BM	PLANTING IN FALL
94	1	White flowers	Asplenium platyneuron	2" GAL	BM	PLANTING IN FALL
95	1	White flowers	Asplenium platyneuron	2" GAL	BM	PLANTING IN FALL
96	1	White flowers	Asplenium platyneuron	2" GAL	BM	PLANTING IN FALL
97	1	White flowers	Asplenium platyneuron	2" GAL	BM	PLANTING IN FALL
98	1	White flowers	Asplenium platyneuron	2" GAL	BM	PLANTING IN FALL
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100	1	White flowers	Asplenium platyneuron	2" GAL	BM	PLANTING IN FALL

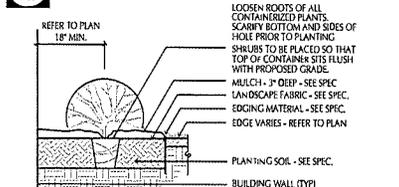
LANDSCAPE REQUIREMENTS

OVERSTORY TREE REQUIREMENT: 1 TREE FOR EVERY 40 L.F. OF LOT PERIMETER. (LOT PERIMETER, 1016 L.F.)

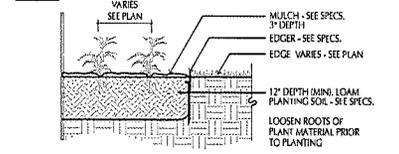
OVERSTORY TREES REQUIRED: 25 TREES
 EXISTING TREES TO REMAIN: 4 TREES
 OVERSTORY TREES PROVIDED: 21 TREES



DECIDUOUS TREE PLANTING DETAIL



SHRUB PLANTING DETAIL



PERENNIAL PLANTING



SRa
 STENZEL REINERS ARCHITECTS, INC.
 4200 WEST CUB SHAVER ROAD
 SUITE 200
 WILSON, WISCONSIN 53193
 TEL: 920.996.0042
 FAX: 920.996.0043
 WWW.SRARCHITECTS.COM
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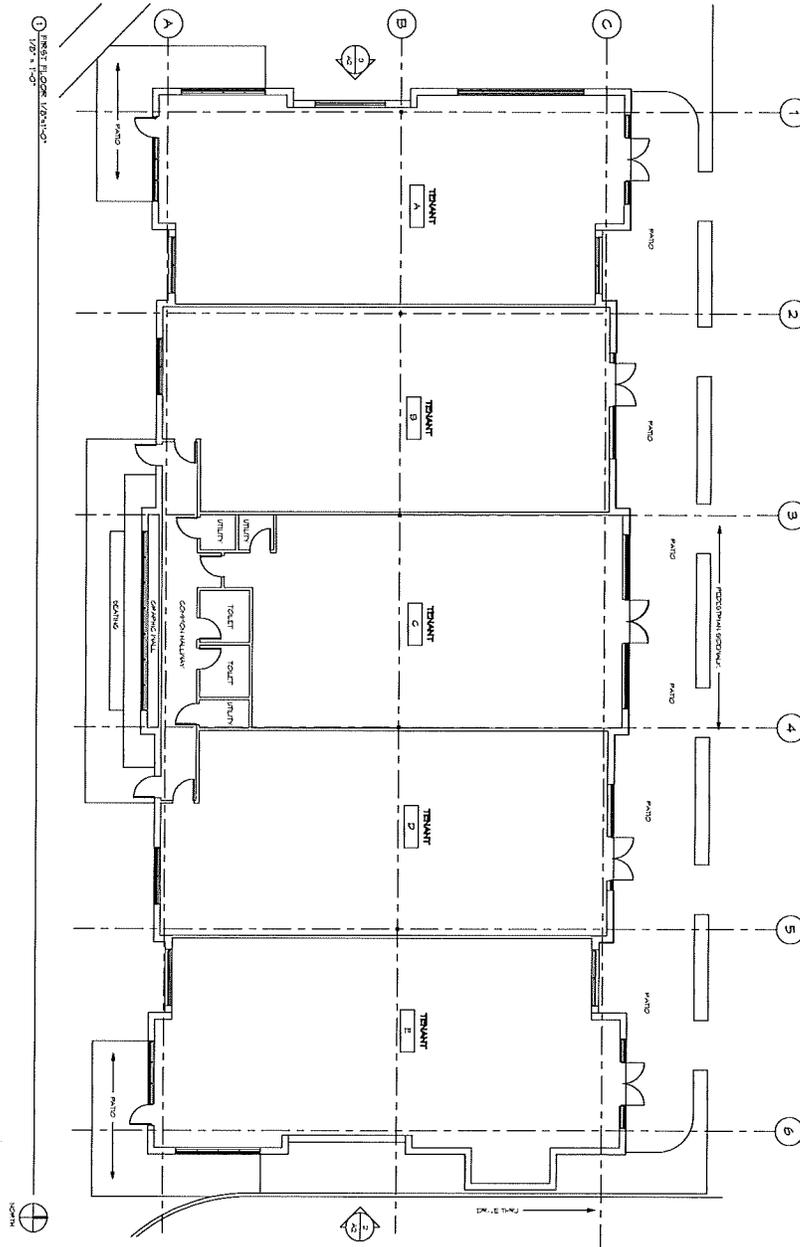
LOOKS ASSOCIATES
 10000 W. 130th St., Suite 300
 Overland Park, KS 66204
 TEL: 913.241.1100
 WWW.LOOKSARCHITECTS.COM

5108 RETAIL
 5108 EDINA INDUSTRIAL BLVD.
 EDINA, MN

LANDSCAPE PLAN

PROJECT NO: 13-0512
 DRAWN BY: WBS
 CHECKED BY: WJW

L1-1



A1

PROJECT NO. 13-0902
 DATE: 06/06/2014
 CHECKED BY: H.S.

• FLOOR PLAN

5108 RETAIL
 5108 EDINA INDUSTRIAL BLVD
 EDINA, MN

03.E

06.06.2014	△	CITY SUBMITTAL
	△	
	△	
	△	
	△	

A31

I HEREBY CERTIFY THAT THIS PLAN, SPECIFICATION OR REPORT HAS BEEN PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A LICENSED ARCHITECT UNDER THE LAWS OF THE STATE OF MINNESOTA.

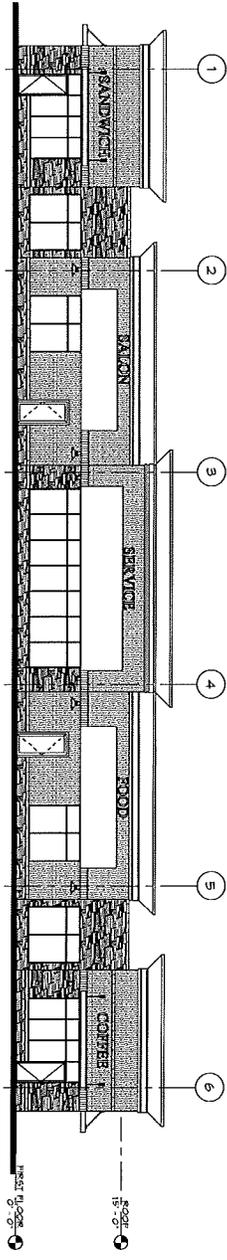
**PRELIMINARY
 NOT FOR
 CONSTRUCTION**

4200 WEST OLD SHAWAYEE ROAD
 SUITE 200
 BLOOMINGTON, IL 61710-2504 55437
 PH: 652.996.9502
 FX: 652.996.9503
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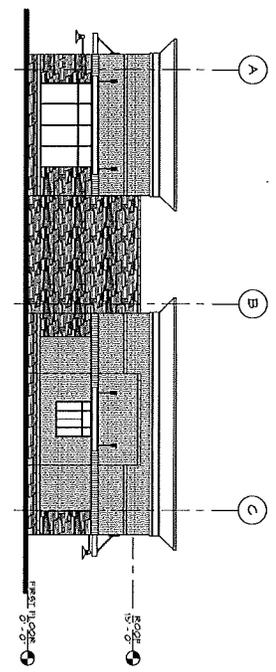


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 SERVICES PROVIDED AS SHOWN ON DRAWING

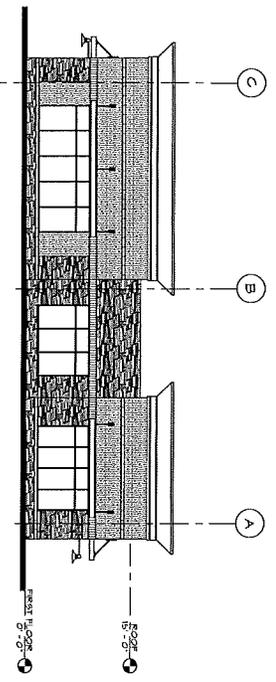
① SOUTH ELEVATION
1/8" = 1'-0"



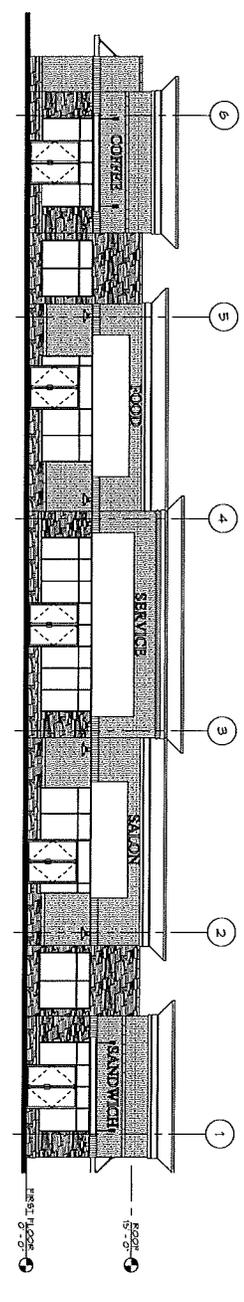
② EAST ELEVATION
1/8" = 1'-0"



③ WEST ELEVATION
1/8" = 1'-0"



④ NORTH ELEVATION
1/8" = 1'-0"



A2

PROJECT NO. 13-006
DRAWN BY: Amber
CHECKED BY: Odedar

• ELEVATIONS
5108 RETAIL
5108 EDINA INDUSTRIAL BLVD
EDINA, MN

SCALE

00.00.0014	△	CITY SUBMITTAL
	△	
	△	
	△	
	△	

HEREIN CERTIFY THAT THIS PLAN, SPECIFICATIONS AND CONTRACT AGREEMENT WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A LICENSED ARCHITECT UNDER THE LAWS OF THE STATE OF MINNESOTA.

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CONSTRUCTION**

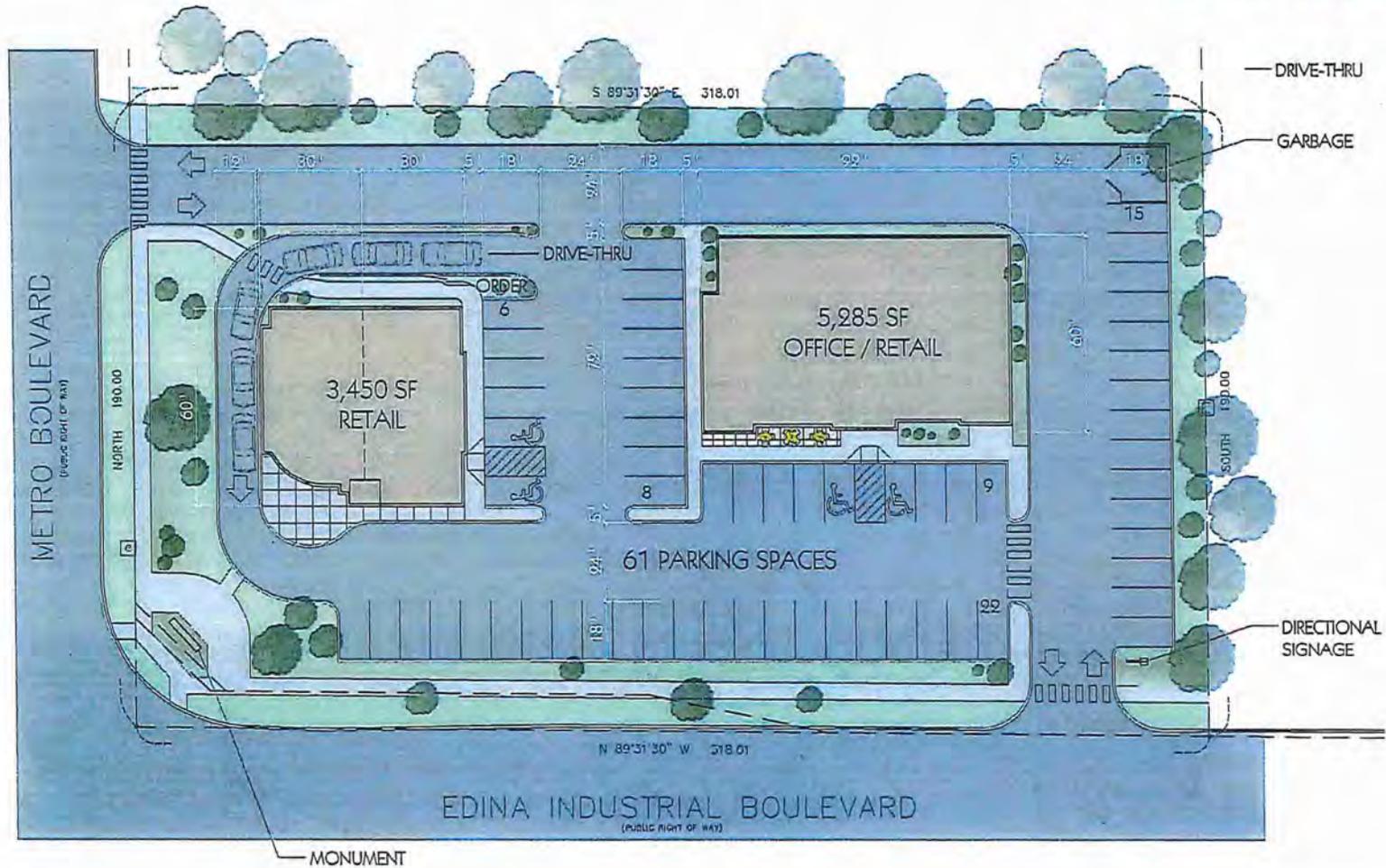
4200 WEST OLD SHAWANOEE ROAD
SUITE 220
BLOOMINGTON, MN 55437
PH: 952.996.9662
FX: 952.996.9663
WWW.SRAARCHITECTS.COM

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2-26-14



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5108 EDINA INDUSTRIAL BLVD
SITE PLAN OPTION A
1"=30'-0"
FEBRUARY 24, 2014





A8

A34



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 SUITE 220
 BLOOMINGTON, MINNESOTA 55437
 PH: 952.996.9662
 FX: 952.996.9663
 WWW.SRARCHITECTSINC.COM

SOUTHWEST PERSPECTIVE
 TWO BUILDING CONCEPT
 5108 EDINA INDUSTRIAL BLVD.
 JANUARY 30, 2014



FRAUENSHUH
 Commercial Real Estate Group



DATE: July 15, 2014
TO: Cary Teague – Planning Director
CC: Chad Millner – City Engineer
FROM: Ross Bintner P.E. - Environmental Engineer
RE: **5108 Edina Industrial Blvd – Development Review**

The Engineering Department has reviewed the subject property for street and utility connections, grading, storm water, erosion and sediment control.

1. City Standard Plates available here: http://edinamn.gov/index.php?section=construction_standards
2. A separate permit is required from Nine Mile Creek Watershed District: www.ninemilecreek.org
3. Developer's agreement will be required for installation of public water fire hydrant and the installation of public sidewalk.

Survey

4. See traffic and street comment below.

Soils

5. Submit soils, soil boring and geotechnical report.

Details

6. No comments.

Traffic and Street

7. 5' concrete walk on Industrial Blvd and intersection is outside of public road easement. I recommend either vacating existing easement and platting or dedicating new easements to clean up the property record.
8. Commercial entrance should follow standard plate 400 and 410.
9. Consider concrete armoring on northern nose of eastern entrance island near filtration basin. Vehicle tracking in this area is very likely.
10. Split large pedestrian curb ramp on Metro/Edina Industrial into two separate, with raise curb section in between.

Sanitary and Water Utilities

11. Show existing utility connections.
12. Relocate hydrant at corner of Metro/Edina Industrial out of sidewalk area, avoid conflict with monument signage.

ENGINEERING DEPARTMENT

7450 Metro Boulevard • Edina, Minnesota 55439
www.EdinaMN.gov • 952-826-0371 • Fax 952-826-0392

A35



Storm Water Utility

13. Provide hydraulic and hydrology calculations that meet Nine Mile Creek Watershed District standards. Capacity is available public stormwater system in NMS_5 subwatershed, downstream of project.
14. Consider connecting into city CB 6375 just to the SE of FES B, as it's a shorter run.
15. Provide copies of maintenance agreement for private stormwater systems.
16. A revised SAC unit determination will be required at building permit application.

Grading, Erosion and Sediment Control

17. Provide erosion, sediment control plan that meets provisions of MPCA construction site general permit.

Other Agency Coordination

18. Nine Mile Creek Watershed permit is required. MDH, MPCA and MCES permits may be required.

ENGINEERING DEPARTMENT

7450 Metro Boulevard • Edina, Minnesota 55439
www.EdinaMN.gov • 952-826-0371 • Fax 952-826-0392

A36



Traffic Impact Study for 5108 Edina Industrial Boulevard in Edina, MN

Prepared for:

**CITY OF EDINA
FRAUENSHUH**

Prepared by:

WENCK ASSOCIATES, INC.
1800 Pioneer Creek Center
P.O. Box 249
Maple Plain, Minnesota 55359-0249
(763) 479-4200

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1.0 Executive Summary

The purpose of this Traffic Impact Study is to evaluate the traffic impacts of the proposed new retail building located at 5108 Edina Industrial Boulevard in Edina, MN. The project site is currently occupied by a single story office building. The project location is shown in **Figure 1**.

This study examined weekday a.m. and p.m. peak hour traffic impacts of the proposed redevelopment at the following intersections:

- Edina Industrial Blvd./Metro Boulevard
- Edina Industrial Blvd./TH 100 west ramps
- Edina Industrial Blvd./project access
- Metro Blvd./project access

Proposed Development Characteristics

The proposed project will involve replacing the existing office use with a new retail building. The site will include 58 parking spaces. Access for the site is provided on both Metro Boulevard and on Edina Industrial Boulevard. The project is expected to be completed by the end of 2015.

The proposed land uses and sizes are shown in Table 1.

Table 1
Proposed Land Uses and Sizes

Land Use	Size	Unit
General retail	3,535	SF
Fast food restaurant without drive-thru	3,950	SF
Coffee shop with drive-thru	2,090	SF

SF = square feet

The conclusions drawn from the information and analyses presented in this report are as follows:

- The proposed redevelopment project is expected to generate a net total of 218 trips during the a.m. peak hour and 186 trips during the p.m. peak hour.
- Trips generated by the proposed development do not change the level of service of movements at any of the analyzed intersections.
- The project trips have minimal impact on the overall traffic operations. No improvements are needed to the surrounding street system to accommodate the proposed project.

2.0 Purpose and Background

The purpose of this Traffic Impact Study is to evaluate the traffic impacts of the proposed new retail building located at 5108 Edina Industrial Boulevard in Edina, MN. The project site is currently occupied by a single story office building. The project location is shown in **Figure 1**.

This study examined weekday a.m. and p.m. peak hour traffic impacts of the proposed redevelopment at the following intersections:

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- Edina Industrial Blvd./TH 100 west ramps
- Edina Industrial Blvd./project access
- Metro Blvd./project access

Proposed Development Characteristics

The proposed project will involve replacing the existing office use with a new retail building. The site will include 58 parking spaces. Access for the site is provided on both Metro Boulevard and on Edina Industrial Boulevard.

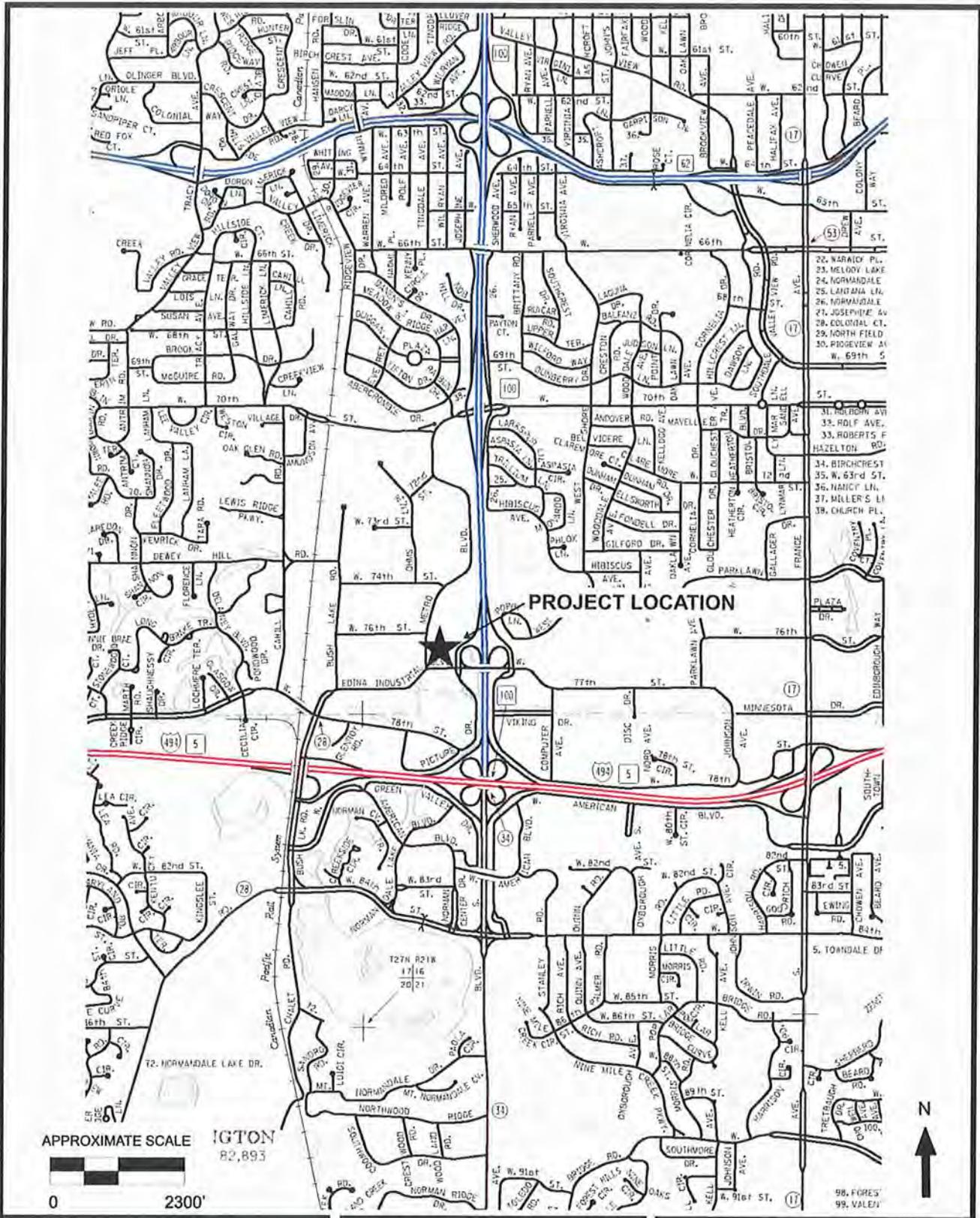
The proposed land uses and sizes are shown in Table 1.

Table 1
Proposed Land Uses and Sizes

Land Use	Size	Unit
General retail	3,535	SF
Fast food restaurant without drive-thru	3,950	SF
Coffee shop with drive-thru	2,090	SF

SF = square feet

The current site plan is shown in **Figure 2**. The project is expected to be completed by the end of 2015.



APPROXIMATE SCALE IGTON
R2,893



**TRAFFIC IMPACT STUDY
FOR DEVELOPMENT AT
5108 EDINA INDUSTRIAL BLVD.
IN EDINA, MN**

**FIGURE 1
PROJECT LOCATION**

Wenck
Engineers • Scientists

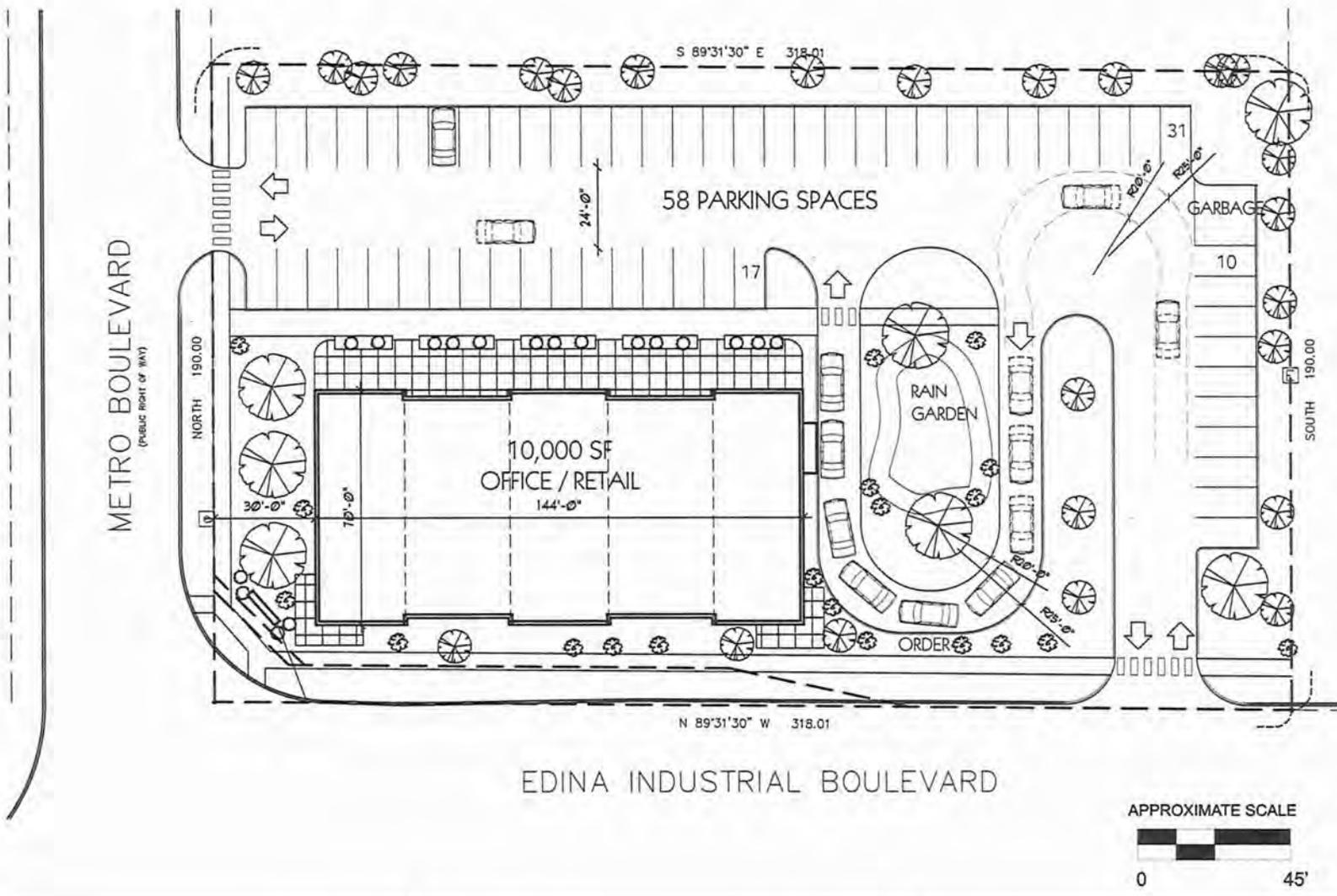
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TRAFFIC IMPACT STUDY
FOR DEVELOPMENT AT
5108 EDINA INDUSTRIAL BLVD.
IN EDINA, MN

FIGURE 2
SITE PLAN



3.0 Existing Conditions

The proposed site currently houses a single story office building. The site is bounded by Metro Boulevard on the west, Edina Industrial Boulevard on the south, and existing office uses on the north and east.

Near the site location, Metro Boulevard is a two-lane, two-way street with turn lanes at major intersections. Edina Industrial Boulevard is a five lane, two-way street with turn lanes at major intersections. Existing conditions at intersections near the proposed project location are shown in **Figure 3** and described below.

Edina Industrial Blvd./Metro Blvd. (traffic signal control)

This intersection has four approaches and is controlled with a traffic signal. The eastbound and westbound approaches provide one left turn/through lane and one through/right turn lane. The southbound approach provides one left turn lane and one through/right turn lane. The northbound approach provides one left turn/through/right turn lane. The northbound approach serves as access for an existing retail area.

Edina Industrial Blvd./TH 100 west ramps (traffic signal control)

This intersection has four approaches and is controlled with a traffic signal. The westbound approach provides one left turn lane, two through lanes, and one right turn lane. The eastbound approach provides one left turn lane, one through lane, and one through/right turn lane. The southbound approach provides two left turn lanes, one through lane, and one right turn lane. The northbound approach provides one left turn lane, one through lane, and one right turn lane.

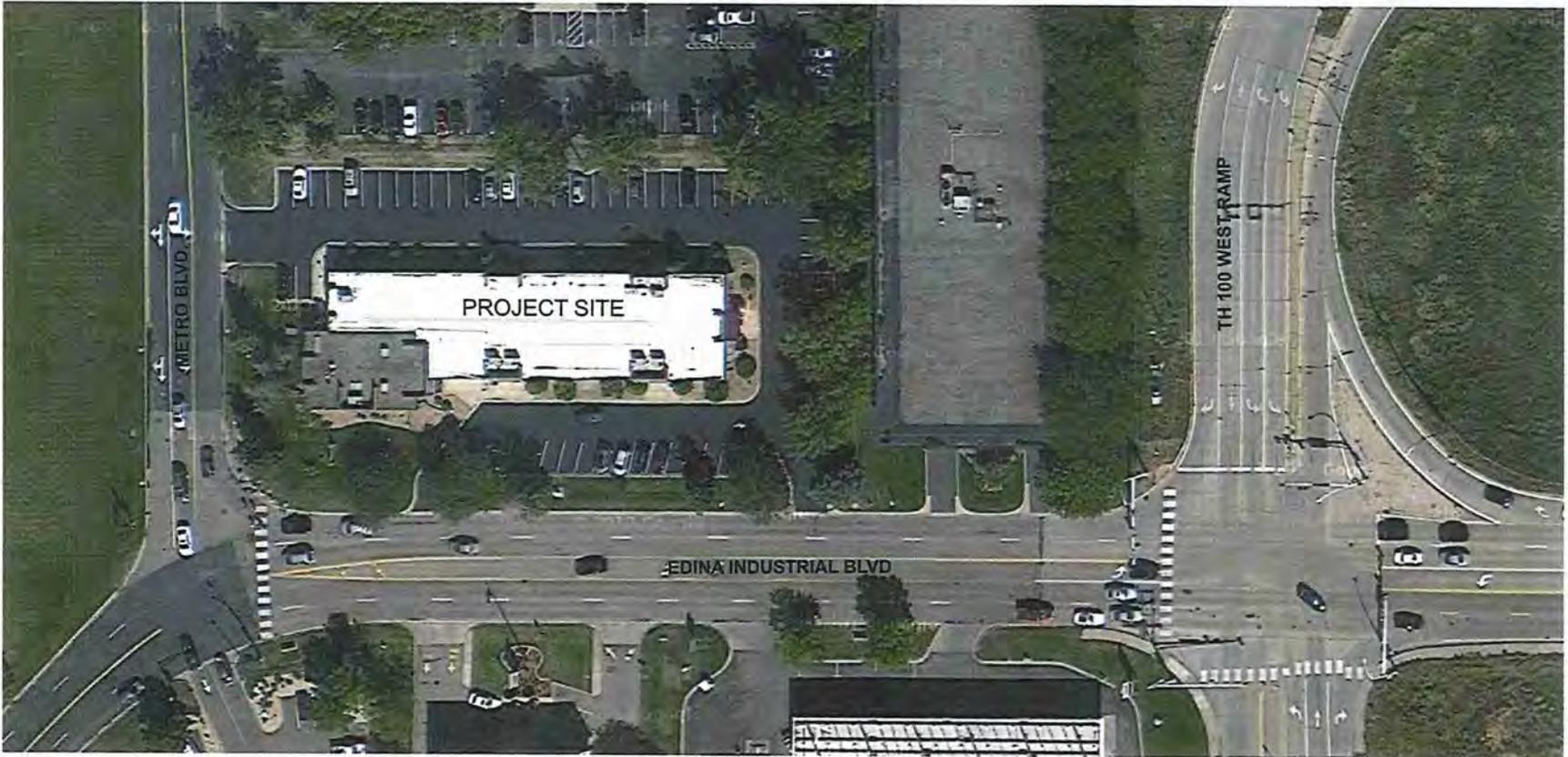
Metro Blvd./project access (minor street stop sign control)

This intersection has three approaches and is controlled with a stop sign on the westbound project access approach. The northbound approach provides one through/right turn lane. The southbound approach provides one left turn/through lane. The westbound approach provides one left turn/right turn lane.

Edina Industrial Blvd./project access (minor street stop sign control)

This intersection has three approaches and is controlled with a stop sign on the southbound project access approach. The eastbound approach provides one left turn lane and two through lanes. The westbound approach provides one through lane and one through/right turn lane. The southbound approach provides one left turn/right turn lane.

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TRAFFIC IMPACT STUDY
FOR DEVELOPMENT AT
5108 EDINA INDUSTRIAL BLVD.
IN EDINA, MN

FIGURE 3
EXISTING CONDITIONS

4.0 Traffic Forecasts

Traffic Forecast Scenarios

To adequately address the impacts of the proposed project, forecasts and analyses were completed for the year 2016. Specifically, weekday a.m. and p.m. peak hour traffic forecasts were completed for the following scenarios:

- *2014 Existing.* Turn movement volumes collected in February 2014 for the MnDOT signal timing project were used for existing conditions. The existing volume information includes trips generated by uses near the project site.
- *2016 No-Build.* Existing volumes at the subject intersections were increased by 2.0 percent per year to determine 2016 No-Build volumes. The 2.0 percent per year growth rate was based on both recent growth experienced near the site and expected future growth.
- *2016 Build.* Trips generated by the existing office building were removed and trips generated by the proposed uses were added to the 2016 No-Build volumes to determine 2016 Build volumes.

Trip Generation

The expected development trips were calculated based on data presented in *Trip Generation*, Ninth Edition, published by the Institute of Transportation Engineers. These calculations represent gross total trips that will be generated by the proposed development. A 10 percent reduction was applied to account for internal trips between the various uses. The resultant net trip generation estimates are shown in **Table 4-1**.

Table 4-1: Weekday Trip Generation for Proposed Land Uses

Land Use	ITE Code	Size	Weekday AM Peak Hour			Weekday PM Peak Hour			Weekday Daily
			In	Out	Total	In	Out	Total	Total
General retail	820	3,535 SF	2	2	4	6	7	13	136
Fast food restaurant without drive-thru	933	3,950 SF	2	2	4	47	45	92	2545
Coffee shop with drive-thru	937	2,090 SF	107	103	210	40	41	81	1540
Totals			111	107	218	93	93	186	4221

SF=square feet

The a.m. peak hour trip generation for the general retail and fast food restaurants assumes these uses are not open before 9 a.m. This is typical for these types of uses. The trips shown during the a.m. peak hour are for deliveries and employees.

As shown in Table 4-1, the proposed development will add a net total of 218 trips during the a.m. peak hour and 186 trips during the p.m. peak hour.

The total trips can be categorized in the following two trip types:

- *New Trips.* Trips solely to and from the proposed development.
- *Pass-By Trips.* Trips that are attracted from the traffic volume on roadways immediately adjacent to the site.

Trip Distribution Percentages

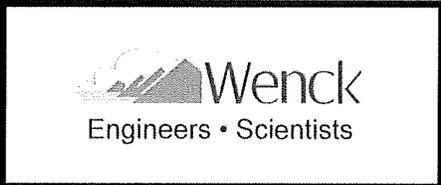
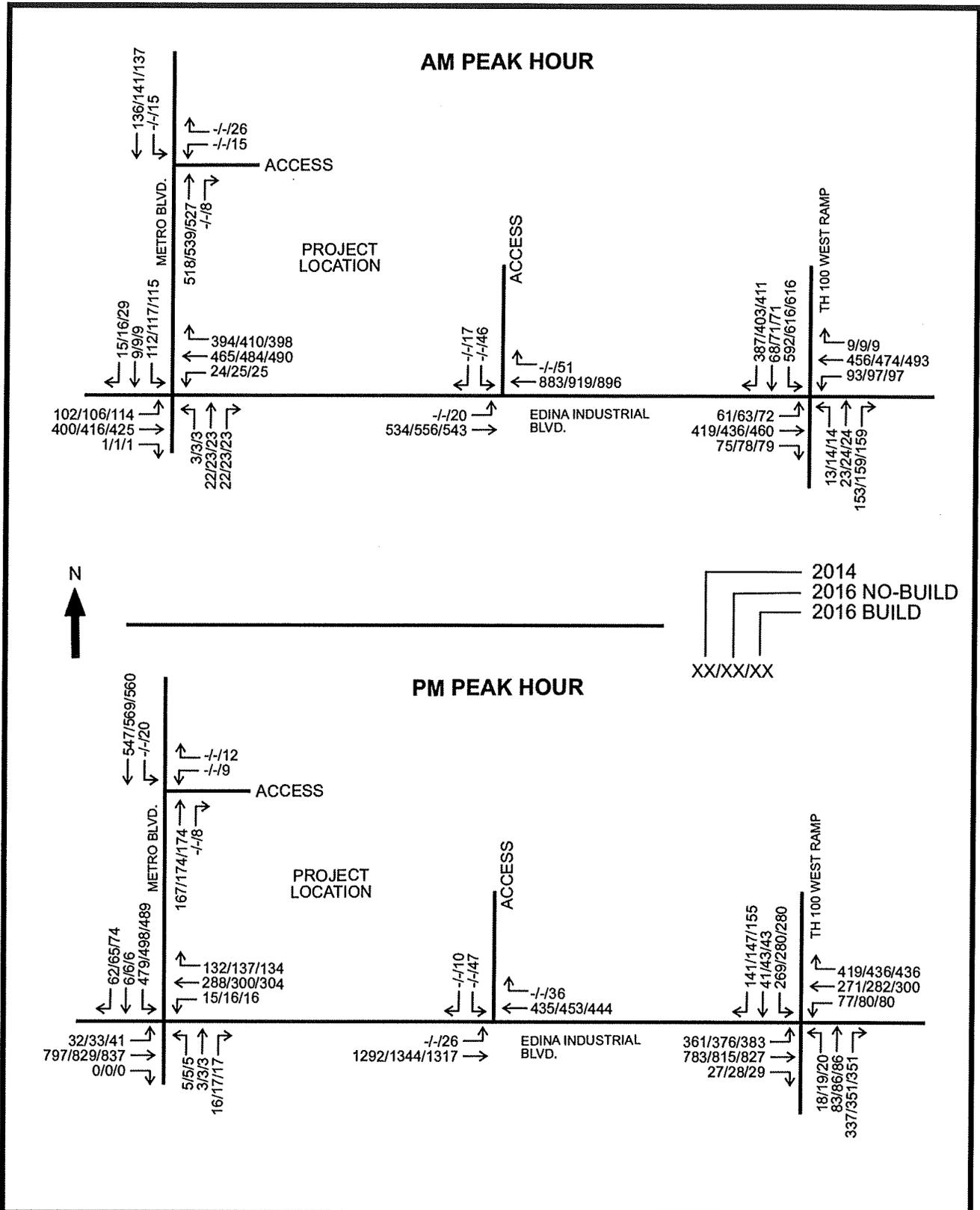
Trip distribution percentages for the subject development trips were established based on the nearby roadway network, existing and expected future traffic patterns, and location of the subject development in relation to major attractions and population concentrations.

The distribution percentages for new trips generated by the proposed development are as follows:

- 20 percent to/from the north on Metro Boulevard
- 30 percent to/from the west on Edina Industrial Boulevard
- 15 percent to/from the north on TH 100 west ramps
- 33 percent to/from the east on Edina Industrial Boulevard
- 2 percent to/from the south on the south frontage road

Traffic Volumes

Development trips were assigned to the surrounding roadway network using the preceding trip distribution percentages. Traffic volumes were established for all the forecasting scenarios described earlier during the weekday a.m. and p.m. peak hours. The resultant traffic volumes are presented in **Figure 4.**



TRAFFIC IMPACT STUDY
 FOR DEVELOPMENT AT
 5108 EDINA INDUSTRIAL BLVD.
 IN EDINA, MN

FIGURE 4
WEEKDAY PEAK HOUR
TURN MOVEMENT VOLUMES

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5.0 Traffic Analysis

Intersection Level of Service Analysis

Traffic analyses were completed for the subject intersections for all scenarios described earlier during the weekday a.m. and p.m. peak hours using Synchro software. Initial analysis was completed using existing geometrics and intersection control.

Capacity analysis results are presented in terms of level of service (LOS), which is defined in terms of traffic delay at the intersection. LOS ranges from A to F. LOS A represents the best intersection operation, with little delay for each vehicle using the intersection. LOS F represents the worst intersection operation with excessive delay. The following is a detailed description of the conditions described by each LOS designation:

- Level of service A corresponds to a free flow condition with motorists virtually unaffected by the intersection control mechanism. For a signalized or an unsignalized intersection, the average delay per vehicle would be approximately 10 seconds or less.
- Level of service B represents stable flow with a high degree of freedom, but with some influence from the intersection control device and the traffic volumes. For a signalized intersection, the average delay ranges from 10 to 20 seconds. An unsignalized intersection would have delays ranging from 10 to 15 seconds for this level.
- Level of service C depicts a restricted flow which remains stable, but with significant influence from the intersection control device and the traffic volumes. The general level of comfort and convenience changes noticeably at this level. The delay ranges from 20 to 35 seconds for a signalized intersection and from 15 to 25 seconds for an unsignalized intersection at this level.
- Level of service D corresponds to high-density flow in which speed and freedom are significantly restricted. Though traffic flow remains stable, reductions in comfort and convenience are experienced. The control delay for this level is 35 to 55 seconds for a signalized intersection and 25 to 35 seconds for an unsignalized intersection.
- Level of service E represents unstable flow of traffic at or near the capacity of the intersection with poor levels of comfort and convenience. The delay ranges from 55 to 80 seconds for a signalized intersection and from 35 to 50 seconds for an unsignalized intersection at this level.
- Level of service F represents forced flow in which the volume of traffic approaching the intersection exceeds the volume that can be served. Characteristics often experienced include long queues, stop-and-go waves, poor travel times, low comfort and convenience, and increased accident exposure. Delays over 80 seconds for a signalized intersection and over 50 seconds for an unsignalized intersection correspond to this level of service.

The LOS results for the study intersections are described below and shown in **Figure 5**. All LOS worksheets are included in the Appendix for further detail.

Edina Industrial Blvd./Metro Blvd. (traffic signal control)

During the a.m. peak hour under all scenarios, all movements operate at LOS B or better. The overall intersection operates at LOS B.

During the p.m. peak hour under all scenarios, all movements operate at LOS C or better. The overall intersection operates at LOS C.

No improvements are needed at this intersection to accommodate the proposed project.

Edina Industrial Blvd./TH 100 west ramps (traffic signal control)

During the a.m. peak hour under all scenarios, all movements operate at LOS D or better. The overall intersection operates at LOS C.

During the p.m. peak hour under all scenarios, all movements operate at LOS E or better. The overall intersection operates at LOS C.

No improvements are needed at this intersection to accommodate the proposed project.

Metro Blvd./project access (minor street stop sign control)

During the a.m. peak hour under the 2017 Build scenario, all movements operate at LOS B or better. The overall intersection operates at LOS A.

During the p.m. peak hour under the 2017 Build scenario, all movements operate at LOS B or better. The overall intersection operates at LOS A.

No improvements are needed at this intersection to accommodate the proposed project.

Edina Industrial Blvd./project access (minor street stop sign control)

During the a.m. peak hour under the 2017 Build scenario, all movements operate at LOS C or better. The overall intersection operates at LOS A.

During the p.m. peak hour under the 2017 Build scenario, all movements operate at LOS C or better. The overall intersection operates at LOS A.

No improvements are needed at this intersection to accommodate the proposed project.

Overall Traffic Impacts

As described above and shown in Figure 5, the project trips have minimal impact on the overall traffic operations. No improvements are needed to the surrounding street system to accommodate the proposed project.

6.0 Conclusions and Recommendations

The conclusions drawn from the information and analyses presented in this report are as follows:

- The proposed redevelopment project is expected to generate a net total of 218 trips during the a.m. peak hour and 186 trips during the p.m. peak hour.
- Trips generated by the proposed development do not change the level of service of movements at any of the analyzed intersections.
- The project trips have minimal impact on the overall traffic operations. No improvements are needed to the surrounding street system to accommodate the proposed project.

7.0 Appendix

- Level of Service Worksheets

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Lanes, Volumes, Timings
88: W. 77th St & Metro Blvd

7/8/2014

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	0	<2>	0	0	<2>	0	0	<1>	0	1	1>	0
Volume (vph)	102	400	1	24	465	394	3	22	22	112	9	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	170		0
Storage Lanes	0		0	0		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	3504	0	0	3299	0	0	1740	0	1770	1684	0
Flt Permitted		0.601			0.930			0.988		0.725		
Satd. Flow (perm)	0	2127	0	0	3071	0	0	1724	0	1350	1684	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					385			23			16	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1027			558			197			721	
Travel Time (s)		23.3			12.7			4.5			16.4	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	529	0	0	929	0	0	49	0	118	25	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Total Split (s)	58.0	58.0		58.0	58.0		32.0	32.0		32.0	32.0	
Total Lost Time (s)		6.0			6.0			6.0		6.0	6.0	
Act Effct Green (s)		18.3			18.3			15.1		15.1	15.1	
Actuated g/C Ratio		0.40			0.40			0.33		0.33	0.33	
v/c Ratio		0.62			0.63			0.08		0.26	0.04	
Control Delay		14.2			8.1			9.0		14.6	8.8	
Queue Delay		0.0			0.0			0.0		0.0	0.0	
Total Delay		14.2			8.1			9.0		14.6	8.8	
LOS		B			A			A		B	A	
Approach Delay		14.2			8.1			9.0			13.6	
Approach LOS		B			A			A			B	
Queue Length 50th (ft)		54			51			4		21	1	
Queue Length 95th (ft)		90			91			25		64	16	
Internal Link Dist (ft)		947			478			117			641	
Turn Bay Length (ft)										170		
Base Capacity (vph)		2121			3064			1002		777	976	
Starvation Cap Reductn		0			0			0		0	0	
Spillback Cap Reductn		0			0			0		0	0	
Storage Cap Reductn		0			0			0		0	0	
Reduced v/c Ratio		0.25			0.30			0.05		0.15	0.03	

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 45.5
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.63
 Intersection Signal Delay: 10.5
 Intersection Capacity Utilization 68.1%
 Analysis Period (min) 15

Intersection LOS: B
 ICU Level of Service C

153

Lanes, Volumes, Timings

1: Normandale Blvd/SB TH 100 Ramps & W. 77th St

7/8/2014

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	1	2>	0	1	2>	0	1	1	1	2	1	1
Volume (vph)	61	419	75	93	456	9	13	23	153	592	68	387
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	350		0	325		25	75		0	250		250
Storage Lanes	1		0	1		0	1		1	2		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1770	3458	0	1770	3529	0	1770	1863	1583	3433	1863	1583
Flt Permitted	0.412			0.366			0.950			0.950		
Satd. Flow (perm)	767	3458	0	682	3529	0	1770	1863	1583	3433	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		22			2				194			407
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		558			910			689			736	
Travel Time (s)		12.7			20.7			15.7			16.7	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)												
Lane Group Flow (vph)	64	520	0	98	489	0	14	24	161	623	72	407
Turn Type	pm+pt	NA		pm+pt	NA		Split	NA	Perm	Split	NA	Perm
Protected Phases	5	2		1	6		3	3		4	4	
Permitted Phases	2			6					3			4
Total Split (s)	18.0	28.0		15.0	25.0		14.0	14.0	14.0	33.0	33.0	33.0
Total Lost Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Act Effct Green (s)	41.9	34.1		43.6	35.0		8.4	8.4	8.4	22.9	22.9	22.9
Actuated g/C Ratio	0.47	0.38		0.48	0.39		0.09	0.09	0.09	0.25	0.25	0.25
v/c Ratio	0.14	0.39		0.23	0.36		0.08	0.14	0.50	0.71	0.15	0.58
Control Delay	13.6	22.1		12.0	17.7		38.2	39.0	9.1	35.1	25.1	6.2
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	13.6	22.1		12.0	17.7		38.2	39.0	9.1	35.1	25.1	6.2
LOS	B	C		B	B		D	D	A	D	C	A
Approach Delay		21.2			16.8			14.7			23.8	
Approach LOS		C			B			B			C	
Queue Length 50th (ft)	17	105		24	77		7	13	0	165	32	0
Queue Length 95th (ft)	44	179		m49	127		25	36	38	204	60	63
Internal Link Dist (ft)		478			830			609			656	
Turn Bay Length (ft)	350			325			75			250		250
Base Capacity (vph)	552	1324		480	1373		196	207	348	1106	600	785
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.12	0.39		0.20	0.36		0.07	0.12	0.46	0.56	0.12	0.52

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 15 (17%), Referenced to phase 2:EBTL, Start of Green
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.71
 Intersection Signal Delay: 20.8
 Intersection Capacity Utilization 52.7%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service A

A54

Lanes, Volumes, Timings
88: W. 77th St & Metro Blvd

7/8/2014

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	0	<2>	0	0	<2>	0	0	<1>	0	1	1>	0
Volume (vph)	106	416	1	25	484	410	3	23	23	117	9	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	170		0
Storage Lanes	0		0	0		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	3504	0	0	3299	0	0	1738	0	1770	1680	0
Flt Permitted		0.585			0.929			0.988		0.724		
Satd. Flow (perm)	0	2070	0	0	3068	0	0	1723	0	1349	1680	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					382			24			17	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1027			558			197			721	
Travel Time (s)		23.3			12.7			4.5			16.4	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	551	0	0	967	0	0	51	0	123	26	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Total Spill (s)	58.0	58.0		58.0	58.0		32.0	32.0		32.0	32.0	
Total Lost Time (s)		6.0			6.0			6.0		6.0	6.0	
Act Effct Green (s)		18.8			18.8			15.1		15.1	15.1	
Actuated g/C Ratio		0.41			0.41			0.33		0.33	0.33	
v/c Ratio		0.65			0.65			0.09		0.28	0.05	
Control Delay		14.8			8.4			9.3		15.3	9.0	
Queue Delay		0.0			0.0			0.0		0.0	0.0	
Total Delay		14.8			8.4			9.3		15.3	9.0	
LOS		B			A			A		B	A	
Approach Delay		14.8			8.4			9.3			14.2	
Approach LOS		B			A			A			B	
Queue Length 50th (ft)		57			55			5		22	2	
Queue Length 95th (ft)		95			98			27		69	16	
Internal Link Dist (ft)		947			478			117			641	
Turn Bay Length (ft)										170		
Base Capacity (vph)		2054			3047			991		768	963	
Starvation Cap Reductn		0			0			0		0	0	
Spillback Cap Reductn		0			0			0		0	0	
Storage Cap Reductn		0			0			0		0	0	
Reduced v/c Ratio		0.27			0.32			0.05		0.16	0.03	

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 46.1
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.65
 Intersection Signal Delay: 11.0
 Intersection Capacity Utilization 70.0%
 Analysis Period (min) 15

Intersection LOS: B
 ICU Level of Service C

A55

Lanes, Volumes, Timings

1: Normandale Blvd/SB TH 100 Ramps & W. 77th St

7/8/2014

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	1	2>	0	1	2>	0	1	1	1	2	1	1
Volume (vph)	63	436	78	97	474	9	14	24	159	616	71	403
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	350		0	325		25	75		0	250		250
Storage Lanes	1		0	1		0	1		1	2		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1770	3458	0	1770	3529	0	1770	1863	1583	3433	1863	1583
Flt Permitted	0.395			0.348			0.950			0.950		
Satd. Flow (perm)	736	3458	0	648	3529	0	1770	1863	1583	3433	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		22			2				194			424
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		558			910			689			736	
Travel Time (s)		12.7			20.7			15.7			16.7	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)												
Lane Group Flow (vph)	66	541	0	102	508	0	15	25	167	648	75	424
Turn Type	pm+pt	NA		pm+pt	NA		Split	NA	Perm	Split	NA	Perm
Protected Phases	5	2		1	6		3	3		4	4	
Permitted Phases	2			6					3			4
Total Split (s)	18.0	28.0		15.0	25.0		14.0	14.0	14.0	33.0	33.0	33.0
Total Lost Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Act Effcl Green (s)	41.2	33.3		42.9	34.2		8.4	8.4	8.4	23.6	23.6	23.6
Actuated g/C Ratio	0.46	0.37		0.48	0.36		0.09	0.09	0.09	0.26	0.26	0.26
v/c Ratio	0.15	0.42		0.24	0.38		0.09	0.14	0.52	0.72	0.15	0.58
Control Delay	14.0	22.9		12.5	18.2		38.2	39.2	10.0	34.7	24.7	6.1
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	14.0	22.9		12.5	18.2		38.2	39.2	10.0	34.7	24.7	6.1
LOS	B	C		B	B		D	D	B	C	C	A
Approach Delay		21.9			17.3			15.6			23.5	
Approach LOS		C			B			B			C	
Queue Length 50th (ft)	18	112		25	81		8	13	0	172	33	0
Queue Length 95th (ft)	46	187		m52	132		26	37	42	212	62	63
Internal Link Dist (ft)		478			830			609			656	
Turn Bay Length (ft)	350			325			75			250		250
Base Capacity (vph)	535	1294		460	1342		196	207	348	1106	600	797
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.12	0.42		0.22	0.38		0.08	0.12	0.48	0.59	0.13	0.53

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 15 (17%), Referenced to phase 2:EBTL, Start of Green
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.72
 Intersection Signal Delay: 21.0
 Intersection Capacity Utilization 54.2%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service A

A56

Lanes, Volumes, Timings
88: W. 77th St & Metro Blvd

7/8/2014

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	0	<2>	0	0	<2>	0	0	<1>	0	1	1>	0
Volume (vph)	114	425	1	25	490	398	3	23	23	115	9	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	170		0
Storage Lanes	0		0	0		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	3504	0	0	3306	0	0	1738	0	1770	1647	0
Flt Permitted		0.583			0.928			0.987		0.724		
Satd. Flow (perm)	0	2063	0	0	3071	0	0	1721	0	1349	1647	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					368			24			31	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1027			558			197			721	
Travel Time (s)		23.3			12.7			4.5			16.4	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	568	0	0	961	0	0	51	0	121	40	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Total Split (s)	58.0	58.0		58.0	58.0		32.0	32.0		32.0	32.0	
Total Lost Time (s)		6.0			6.0			6.0		6.0	6.0	
Act Effcl Green (s)		19.0			19.0			15.1		15.1	15.1	
Actuated g/C Ratio		0.41			0.41			0.33		0.33	0.33	
v/c Ratio		0.67			0.65			0.09		0.27	0.07	
Control Delay		15.3			8.5			9.3		15.2	7.6	
Queue Delay		0.0			0.0			0.0		0.0	0.0	
Total Delay		15.3			8.5			9.3		15.2	7.6	
LOS		B			A			A		B	A	
Approach Delay		15.3			8.5			9.3			13.3	
Approach LOS		B			A			A			B	
Queue Length 50th (ft)		60			56			5		22	2	
Queue Length 95th (ft)		100			98			27		68	20	
Internal Link Dist (ft)		947			478			117			641	
Turn Bay Length (ft)										170		
Base Capacity (vph)		2047			3050			987		766	948	
Starvation Cap Reductn		0			0			0		0	0	
Spillback Cap Reductn		0			0			0		0	0	
Storage Cap Reductn		0			0			0		0	0	
Reduced v/c Ratio		0.28			0.32			0.05		0.16	0.04	

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 46.2
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.67
 Intersection Signal Delay: 11.2
 Intersection Capacity Utilization 70.2%
 Analysis Period (min) 15

Intersection LOS: B
 ICU Level of Service C

AST

Lanes, Volumes, Timings

1: Normandale Blvd/SB TH 100 Ramps & W. 77th St

7/8/2014

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	1	2>	0	1	2>	0	1	1	1	2	1	1
Volume (vph)	72	460	79	97	493	9	14	24	159	616	71	411
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	350		0	325		25	75		0	250		250
Storage Lanes	1		0	1		0	1		1	2		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1770	3461	0	1770	3529	0	1770	1863	1583	3433	1863	1583
Flt Permitted	0.376			0.334			0.950			0.950		
Satd. Flow (perm)	700	3461	0	622	3529	0	1770	1863	1583	3433	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		21			2				194			433
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		558			910			689			736	
Travel Time (s)		12.7			20.7			15.7			16.7	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)												
Lane Group Flow (vph)	76	567	0	102	528	0	15	25	167	648	75	433
Turn Type	pm+pt	NA		pm+pt	NA		Split	NA	Perm	Split	NA	Perm
Protected Phases	5	2		1	6		3	3		4	4	
Permitted Phases	2			6					3			4
Total Split (s)	18.0	28.0		15.0	25.0		14.0	14.0	14.0	33.0	33.0	33.0
Total Lost Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Act Effct Green (s)	41.4	33.3		42.6	33.9		8.4	8.4	8.4	23.6	23.6	23.6
Actuated g/C Ratio	0.46	0.37		0.47	0.38		0.09	0.09	0.09	0.26	0.26	0.26
v/c Ratio	0.18	0.44		0.25	0.40		0.09	0.14	0.52	0.72	0.15	0.59
Control Delay	14.2	23.2		12.7	18.7		38.2	39.2	10.0	34.7	24.7	6.1
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	14.2	23.2		12.7	18.7		38.2	39.2	10.0	34.7	24.7	6.1
LOS	B	C		B	B		D	D	B	C	C	A
Approach Delay		22.2			17.7			15.6			23.4	
Approach LOS		C			B			B			C	
Queue Length 50th (ft)	21	119		25	84		8	13	0	172	33	0
Queue Length 95th (ft)	51	197		m53	139		26	37	42	212	62	64
Internal Link Dist (ft)		478			830			609			656	
Turn Bay Length (ft)	350			325			75			250		250
Base Capacity (vph)	522	1295		449	1331		196	207	348	1106	600	803
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.15	0.44		0.23	0.40		0.08	0.12	0.48	0.59	0.13	0.54

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 15 (17%), Referenced to phase 2:EBTL, Start of Green

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.72

Intersection Signal Delay: 21.1

Intersection Capacity Utilization 54.8%

Analysis Period (min) 15

Intersection LOS: C

ICU Level of Service A

A58

HCM Unsignalized Intersection Capacity Analysis
 20: Metro Blvd & access

7/8/2014

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lanes	1>	0	1>	0	0	<1
Volume (veh/h)	15	26	527	8	15	137
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	16	27	555	8	16	144
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)			174			
pX, platoon unblocked						
vC, conflicting volume	735	559			563	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	735	559			563	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	96	95			98	
cM capacity (veh/h)	381	529			1008	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	43	563	160
Volume Left	16	0	16
Volume Right	27	8	0
cSH	463	1700	1008
Volume to Capacity	0.09	0.33	0.02
Queue Length 95th (ft)	8	0	1
Control Delay (s)	13.6	0.0	1.0
Lane LOS	B		A
Approach Delay (s)	13.6	0.0	1.0
Approach LOS	B		

Intersection Summary			
Average Delay		1.0	
Intersection Capacity Utilization		38.2%	ICU Level of Service
Analysis Period (min)		15	A

AS9

HCM Unsignalized Intersection Capacity Analysis
 18: W. 77th St & access

7/8/2014

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lanes	1	2	2>	0	1>	0
Volume (veh/h)	20	543	896	51	46	17
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	21	572	943	54	48	18
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)		301	257			
pX, platoon unblocked	0.89				0.92	0.89
vC, conflicting volume	997				1298	498
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	760				875	202
IC, single (s)	4.1				6.8	6.9
IC, 2 stage (s)						
IF (s)	2.2				3.5	3.3
p0 queue free %	97				81	98
cM capacity (veh/h)	758				259	719

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	SB 1
Volume Total	21	286	286	629	368	66
Volume Left	21	0	0	0	0	48
Volume Right	0	0	0	0	54	18
cSH	758	1700	1700	1700	1700	313
Volume to Capacity	0.03	0.17	0.17	0.37	0.22	0.21
Queue Length 95th (ft)	2	0	0	0	0	20
Control Delay (s)	9.9	0.0	0.0	0.0	0.0	19.6
Lane LOS	A					C
Approach Delay (s)	0.4			0.0		19.6
Approach LOS						C

Intersection Summary						
Average Delay			0.9			
Intersection Capacity Utilization			36.6%	ICU Level of Service		A
Analysis Period (min)			15			

AGD

Lanes, Volumes, Timings
88: W. 77th St & Metro Blvd

7/8/2014

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	0	<2	0	0	2>	0	0	<1>	0	1	1>	0
Volume (vph)	32	797	0	15	288	132	5	3	16	479	6	62
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	170		0
Storage Lanes	0		0	0		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	3532	0	0	3370	0	0	1674	0	1770	1608	0
Flt Permitted		0.919			0.910			0.967		0.741		
Satd. Flow (perm)	0	3253	0	0	3073	0	0	1636	0	1380	1608	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					85			17			65	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1027			558			176			489	
Travel Time (s)		23.3			12.7			4.0			11.1	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	873	0	0	458	0	0	25	0	504	71	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Total Split (s)	38.0	38.0		38.0	38.0		52.0	52.0		52.0	52.0	
Total Lost Time (s)		6.0			6.0			6.0		6.0	6.0	
Act Effcl Green (s)		25.4			25.4			31.6		31.6	31.6	
Actuated g/C Ratio		0.36			0.36			0.45		0.45	0.45	
v/c Ratio		0.74			0.39			0.03		0.81	0.09	
Control Delay		25.0			15.6			6.8		28.3	4.0	
Queue Delay		0.0			0.0			0.0		0.0	0.0	
Total Delay		25.0			15.6			6.8		28.3	4.0	
LOS		C			B			A		C	A	
Approach Delay		25.0			15.6			6.8			25.3	
Approach LOS		C			B			A			C	
Queue Length 50th (ft)		167			60			2		177	1	
Queue Length 95th (ft)		300			123			14		338	22	
Internal Link Dist (ft)		947			478			96			409	
Turn Bay Length (ft)										170		
Base Capacity (vph)		1594			1549			1145		961	1140	
Starvation Cap Reductn		0			0			0		0	0	
Spillback Cap Reductn		0			0			0		0	0	
Storage Cap Reductn		0			0			0		0	0	
Reduced v/c Ratio		0.55			0.30			0.02		0.52	0.06	

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 69.8
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.81
 Intersection Signal Delay: 22.6
 Intersection Capacity Utilization 83.8%
 Analysis Period (min) 15

Intersection LOS: C
 ICU Level of Service E

AGI

Lanes, Volumes, Timings

1: Normandale Blvd/SB TH 100 Ramps & W. 77th St

7/8/2014

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	1	2>	0	1	2>	0	1	1	1	2	1	1
Volume (vph)	361	783	27	77	271	419	18	83	337	269	41	141
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	350		0	325		25	75		0	250		250
Storage Lanes	1		0	1		0	1		1	2		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1770	3522	0	1770	3217	0	1770	1863	1583	3433	1863	1583
Flt Permitted	0.231			0.332			0.950			0.950		
Satd. Flow (perm)	430	3522	0	618	3217	0	1770	1863	1583	3433	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3			246				160			160
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		558			866			689			736	
Travel Time (s)		12.7			19.7			15.7			16.7	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)												
Lane Group Flow (vph)	380	852	0	81	726	0	19	87	355	283	43	148
Turn Type	pm+pl	NA		pm+pl	NA		Split	NA	Perm	Split	NA	Perm
Protected Phases	5	2		1	6		3	3		4	4	
Permitted Phases	2			6				3				4
Total Split (s)	45.0	75.0		11.0	41.0		41.0	41.0	41.0	23.0	23.0	23.0
Total Lost Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Act Effct Green (s)	94.4	82.5		68.0	60.1		26.2	26.2	26.2	17.4	17.4	17.4
Actuald g/C Ratio	0.63	0.55		0.45	0.40		0.17	0.17	0.17	0.12	0.12	0.12
v/c Ratio	0.70	0.44		0.24	0.51		0.06	0.27	0.87	0.71	0.20	0.46
Control Delay	23.7	22.5		13.2	9.4		47.5	53.1	53.4	74.0	61.4	11.2
Queue Delay	0.1	0.7		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	23.8	23.2		13.2	9.4		47.5	53.1	53.4	74.0	61.4	11.2
LOS	C	C		B	A		D	D	D	E	E	B
Approach Delay		23.4			9.8			53.1			53.2	
Approach LOS		C			A			D			D	
Queue Length 50th (ft)	171	260		17	0		16	74	196	139	38	0
Queue Length 95th (ft)	307	360		34	289		37	118	300	189	78	55
Internal Link Dist (ft)		478			786			609			656	
Turn Bay Length (ft)	350			325			75			250		250
Base Capacity (vph)	636	1937		342	1435		436	459	511	439	238	342
Starvation Cap Reductn	18	672		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.61	0.67		0.24	0.51		0.04	0.19	0.69	0.64	0.18	0.43

Intersection Summary

Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 20 (13%), Referenced to phase 2:EBTL, Start of Green
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.87
 Intersection Signal Delay: 29.0
 Intersection Capacity Utilization 65.3%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service C

AG2

Lanes, Volumes, Timings
88: W. 77th St & Metro Blvd

7/8/2014

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	0	<2	0	0	2>	0	0	<1>	0	1	1>	0
Volume (vph)	33	829	0	16	300	137	5	3	17	498	6	65
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	170		0
Storage Lanes	0		0	0		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	3532	0	0	3373	0	0	1673	0	1770	1606	0
Flt Permitted		0.917			0.906			0.969		0.740		
Satd. Flow (perm)	0	3245	0	0	3062	0	0	1637	0	1378	1606	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					84			18			68	
Lnk Speed (mph)		30			30			30			30	
Link Distance (ft)		1027			558			176			489	
Travel Time (s)		23.3			12.7			4.0			11.1	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	908	0	0	477	0	0	26	0	524	74	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Total Split (s)	38.0	38.0		38.0	38.0		52.0	52.0		52.0	52.0	
Total Lost Time (s)		6.0			6.0			6.0		6.0	6.0	
Act Effct Green (s)		26.4			26.4			33.2		33.2	33.2	
Actuated g/C Ratio		0.36			0.36			0.46		0.46	0.46	
v/c Ratio		0.77			0.41			0.03		0.83	0.10	
Control Delay		26.7			16.4			6.5		30.1	3.9	
Queue Delay		0.0			0.0			0.0		0.0	0.0	
Total Delay		26.7			16.4			6.5		30.1	3.9	
LOS		C			B			A		C	A	
Approach Delay		26.7			16.4			6.5			26.8	
Approach LOS		C			B			A			C	
Queue Length 50th (ft)		189			67			2		204	1	
Queue Length 95th (ft)		316			129			14		361	22	
Internal Link Dist (ft)		947			478			96			409	
Turn Bay Length (ft)										170		
Base Capacity (vph)		1523			1482			1110		930	1106	
Starvation Cap Reductn		0			0			0		0	0	
Spillback Cap Reductn		0			0			0		0	0	
Storage Cap Reductn		0			0			0		0	0	
Reduced v/c Ratio		0.60			0.32			0.02		0.56	0.07	

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 72.4
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.83
 Intersection Signal Delay: 24.0
 Intersection Capacity Utilization 86.3%
 Analysis Period (min) 15

Intersection LOS: C
 ICU Level of Service E

A63

Lanes, Volumes, Timings

1: Normandale Blvd/SB TH 100 Ramps & W. 77th St

7/8/2014

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	1	2>	0	1	2>	0	1	1	1	2	1	1
Volume (vph)	376	815	28	80	282	436	19	86	351	280	43	147
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	350		0	325		25	75		0	250		250
Storage Lanes	1		0	1		0	1		1	2		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1770	3522	0	1770	3217	0	1770	1863	1583	3433	1863	1583
Flt Permitted	0.206			0.321			0.950			0.950		
Satd. Flow (perm)	384	3522	0	598	3217	0	1770	1863	1583	3433	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3			248				160			160
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		558			866			689			736	
Travel Time (s)		12.7			19.7			15.7			16.7	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)												
Lane Group Flow (vph)	396	887	0	84	756	0	20	91	369	295	45	155
Turn Type	pm+pt	NA		pm+pt	NA		Split	NA	Perm	Split	NA	Perm
Protected Phases	5	2		1	6		3	3		4	4	
Permitted Phases	2			6					3			4
Total Split (s)	45.0	75.0		11.0	41.0		41.0	41.0	41.0	23.0	23.0	23.0
Total Lost Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Act Effct Green (s)	92.9	80.9		65.3	57.3		27.2	27.2	27.2	17.8	17.8	17.8
Actuated g/C Ratio	0.62	0.54		0.44	0.38		0.18	0.18	0.18	0.12	0.12	0.12
v/c Ratio	0.75	0.47		0.26	0.55		0.06	0.27	0.88	0.72	0.20	0.47
Control Delay	28.8	23.8		14.1	10.3		46.8	52.4	55.2	74.3	61.2	12.4
Queue Delay	0.1	0.7		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	28.9	24.5		14.1	10.3		46.8	52.4	55.2	74.3	61.2	12.4
LOS	C	C		B	B		D	D	E	E	E	B
Approach Delay		25.9			10.6			54.3			53.7	
Approach LOS		C			B			D			D	
Queue Length 50th (ft)	193	283		17	0		16	77	211	144	40	0
Queue Length 95th (ft)	346	378		35	314		38	122	321	196	81	64
Internal Link Dist (ft)		478			786			609			656	
Turn Bay Length (ft)	350			325			75			250		250
Base Capacity (vph)	616	1903		324	1381		436	459	511	441	239	343
Starvation Cap Reductn	6	639		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.65	0.70		0.26	0.55		0.05	0.20	0.72	0.67	0.19	0.45

Intersection Summary

Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 20 (13%), Referenced to phase 2:EBTL, Start of Green
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.88
 Intersection Signal Delay: 30.6
 Intersection Capacity Utilization 67.3%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service C

AG4

Lanes, Volumes, Timings
88: W. 77th St & Metro Blvd

7/8/2014

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	0	<2	0	0	2>	0	0	<1>	0	1	1>	0
Volume (vph)	41	837	0	16	304	134	5	3	17	489	6	74
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	170		0
Storage Lanes	0		0	0		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	3532	0	0	3377	0	0	1873	0	1770	1604	0
Flt Permitted		0.906			0.905			0.968		0.740		
Satd. Flow (perm)	0	3207	0	0	3062	0	0	1635	0	1378	1604	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					79			18			78	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1027			558			176			489	
Travel Time (s)		23.3			12.7			4.0			11.1	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	924	0	0	478	0	0	26	0	515	84	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Total Spill (s)	38.0	38.0		38.0	38.0		52.0	52.0		52.0	52.0	
Total Lost Time (s)		6.0			6.0			6.0		6.0	6.0	
Act Effct Green (s)		26.9			26.9			32.7		32.7	32.7	
Actuated g/C Ratio		0.37			0.37			0.45		0.45	0.45	
v/c Ratio		0.78			0.40			0.03		0.83	0.11	
Control Delay		26.8			16.3			6.6		30.2	3.8	
Queue Delay		0.0			0.0			0.0		0.0	0.0	
Total Delay		26.8			16.3			6.6		30.2	3.8	
LOS		C			B			A		C	A	
Approach Delay		26.8			16.3			6.6			26.5	
Approach LOS		C			B			A			C	
Queue Length 50th (ft)		190			67			2		203	2	
Queue Length 95th (ft)		325			131			14		350	23	
Internal Link Dist (ft)		947			478			96			409	
Turn Bay Length (ft)										170		
Base Capacity (vph)		1503			1477			1107		928	1106	
Starvation Cap Reductn		0			0			0		0	0	
Spillback Cap Reductn		0			0			0		0	0	
Storage Cap Reductn		0			0			0		0	0	
Reduced v/c Ratio		0.61			0.32			0.02		0.55	0.08	

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 72.3
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.83
 Intersection Signal Delay: 24.0
 Intersection Capacity Utilization 86.2%
 Analysis Period (min) 15

Intersection LOS: C
 ICU Level of Service E

AGS

Lanes, Volumes, Timings

1: Normandale Blvd/SB TH 100 Ramps & W. 77th St

7/8/2014

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	1	2>	0	1	2>	0	1	1	1	2	1	1
Volume (vph)	383	827	29	80	300	436	20	86	351	280	43	155
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	350		0	325		25	75		0	250		250
Storage Lanes	1		0	1		0	1		1	2		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1770	3522	0	1770	3224	0	1770	1863	1583	3433	1863	1583
Flt Permitted	0.195			0.316			0.950			0.950		
Satd. Flow (perm)	363	3522	0	589	3224	0	1770	1863	1583	3433	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3			232				160			163
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		558			866			689			736	
Travel Time (s)		12.7			19.7			15.7			16.7	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)												
Lane Group Flow (vph)	403	902	0	84	775	0	21	91	369	295	45	163
Turn Type	pm+pt	NA		pm+pt	NA		Split	NA	Perm	Split	NA	Perm
Protected Phases	5	2		1	6		3	3		4	4	
Permitted Phases	2			6					3			4
Total Split (s)	45.0	75.0		11.0	41.0		41.0	41.0	41.0	23.0	23.0	23.0
Total Lost Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Act Effct Green (s)	92.9	81.0		64.7	56.8		27.2	27.2	27.2	17.8	17.8	17.8
Actuated g/C Ratio	0.62	0.54		0.43	0.38		0.18	0.18	0.18	0.12	0.12	0.12
v/c Ratio	0.77	0.47		0.27	0.57		0.07	0.27	0.88	0.72	0.20	0.49
Control Delay	31.3	23.9		14.3	11.5		47.0	52.4	55.2	74.3	61.2	13.4
Queue Delay	0.1	0.8		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	31.3	24.7		14.3	11.5		47.0	52.4	55.2	74.3	61.2	13.4
LOS	C	C		B	B		D	D	E	E	E	B
Approach Delay		26.7			11.7			54.3			53.4	
Approach LOS		C			B			D			D	
Queue Length 50th (ft)	212	290		17	0		17	77	211	144	40	0
Queue Length 95th (ft)	366	386		35	345		40	122	321	196	81	70
Internal Link Dist (ft)		478			786			609			656	
Turn Bay Length (ft)	350			325			75			250		250
Base Capacity (vph)	609	1903		317	1364		436	459	511	441	239	345
Starvation Cap Reductn	6	635		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.67	0.71		0.26	0.57		0.05	0.20	0.72	0.67	0.19	0.47

Intersection Summary

Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 20 (13%), Referenced to phase 2:EBTL, Start of Green
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.88
 Intersection Signal Delay: 31.1
 Intersection Capacity Utilization 68.2%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service C

AGG

HCM Unsignalized Intersection Capacity Analysis
 20: Metro Blvd & access

7/8/2014

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lanes	1>	0	1>	0	0	<1
Volume (veh/h)	9	12	174	8	20	560
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	9	13	183	8	21	589
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)			174			
pX, platoon unblocked						
vC, conflicting volume	819	187			192	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	819	187			192	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	97	99			98	
cM capacity (veh/h)	340	855			1382	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	22	192	611			
Volume Left	9	0	21			
Volume Right	13	8	0			
cSH	518	1700	1382			
Volume to Capacity	0.04	0.11	0.02			
Queue Length 95th (ft)	3	0	1			
Control Delay (s)	12.3	0.0	0.4			
Lane LOS	B		A			
Approach Delay (s)	12.3	0.0	0.4			
Approach LOS	B					
Intersection Summary						
Average Delay			0.7			
Intersection Capacity Utilization			53.6%	ICU Level of Service		A
Analysis Period (min)			15			

AG7

HCM Unsignalized Intersection Capacity Analysis
 18: W. 77th St & access

7/8/2014

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lanes	1	2	2>	0	1>	0
Volume (veh/h)	26	1317	444	36	47	10
Sign Control		Free	Free		Slop	
Grade		0%	0%		0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	27	1386	467	38	49	11
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)		301	257			
pX, platoon unblocked					0.78	
vC, conflicting volume	505				1234	253
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	505				748	253
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
IF (s)	2.2				3.5	3.3
p0 queue free %	97				81	99
cM capacity (veh/h)	1056				266	747

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	SB 1
Volume Total	27	693	693	312	194	60
Volume Left	27	0	0	0	0	49
Volume Right	0	0	0	0	38	11
cSH	1056	1700	1700	1700	1700	300
Volume to Capacity	0.03	0.41	0.41	0.18	0.11	0.20
Queue Length 95th (ft)	2	0	0	0	0	18
Control Delay (s)	8.5	0.0	0.0	0.0	0.0	20.0
Lane LOS	A					C
Approach Delay (s)	0.2			0.0		20.0
Approach LOS						C

Intersection Summary						
Average Delay			0.7			
Intersection Capacity Utilization			46.4%	ICU Level of Service		A
Analysis Period (min)			15			

AGS

Mr. Bona agreed to do his best, adding he wants the Commission to know that trees would be removed to accommodate the utility services, building pads and driveways; however, a landscaping plan and/or list would be submitted for City Council review as requested by the Commission.

VII. REPORTS AND RECOMMENDATIONS

A. TIF Resolution – Pentagon Park Proposal Consistency with the Comprehensive Plan

Commissioner Fischer recused himself from the vote; explaining he works with the City on Tax Increment Financing.

Chair Platteter asked Planner Teague if the Commission is being asked to specify that the intent of the Pentagon Park Proposal/TIF District is consistency with the Comprehensive Plan. Planner Teague responded in the affirmative.

Bill Neuendorf addressed the Commission explaining the City has hired Nick Anhoff of Ehlers & Associates to help create a Pentagon Park Tax Increment Financing District.

Motion

Commissioner Grabel moved to adopt the Resolution finding that proposed TIF Plan and modifications to the Redevelopment Plan conforms to the general plans for development and redevelopment of the City. Commissioner Schroeder seconded the motion. All voted aye; motion carried.

B. Sketch Plan Review – 5108 Edina Industrial Boulevard, Edina, MN

Planner Presentation

Planner Teague reminded the Commission Frauenshuh presented a redevelopment sketch plan in 2013 on this site. At that time their intent was to remodel the existing office building into retail space. Continuing, Teague said at this time Frauenshuh is proposing to rezone the site from POD, Planned Office District I, to PCD-2, Planned Commercial District and tear down the existing structure and build two new buildings with retail and office use.

Teague asked the Commission for their comments.

Appearing for the Applicant

David Anderson

Planning Commission
Minutes

a compromise that may work; however as previously mentioned without seeing it it is difficult to design or envision. It was further suggested that staff conditions (all) be available for review at the Council level.

Concluding, Commissioners thanked the developers for their response to their earlier comments adding in their opinion this will be a good project and possibly the first in the redevelopment of the Grandview area.

Ayes; Carpenter, Potts, Platteter, Carr, Forrest, Staunton. Motion carried.

VI. REPORTS AND RECOMMENDATIONS

A. Sketch Plan Review – Frauenshuh Commercial Real Estate Group – 5801 Edina Industrial Boulevard, Edina, MN

Staff Presentation

Planner Aaker informed the Commission they are being asked to consider a sketch plan proposal to re-develop 5801 Edina Industrial Boulevard from office uses to retail uses including a drive-through. Currently the building on the site contains a real estate office, a hair loss treatment center, a telecommunication switching site and a small vacancy formerly occupied by a builder office/showroom. The applicant, Frauenshuh Commercial Real Estate Group, would like to repurpose and remodel the existing building with neighborhood retail services.

Aaker explained to accommodate the request, the following would be required:

1. A Rezoning from POD, Planned Office District-1, to PCD-2, Planned Commercial District-2.
2. A Comprehensive Guide Plan Amendment from Office to Neighborhood Commercial.

Continuing, Aaker reported that the property is located just west of Highway 100 and is located across the street from retail uses that are zoned PCD-2, Planned Commercial District. Uses include a gas station, Burger King, and a small retail strip center. North and east of the site are office/light industrial uses. The proposed use of the property would be consistent with the existing land uses to the south. Aaker noted this property is located within an area of the City that is designated as a "Potential Area of Change" within the 2008 Comprehensive Plan. The Comprehensive Plan states that within the Potential Areas of Change, "A development proposal that involves a Comprehensive Plan Amendment or a rezoning will require a Small Area Plan study prior to planning application. However, the authority to initiate a Small Area Plan rests with the City

Council.” Therefore, the decision to require a Small Area Plan can be made by the City Council at the Sketch Plan review.

Appearing for the Applicant

David Anderson, Frauensuh and Nick Sperides, SRa

Applicant Presentation

Mr. Anderson addressed the Commission and reported their intent is to rezone the property from POD1, (Planned Office District) to PCD2, (Planned Commercial District). Anderson explained this is a sizeable employment area, adding their goal is to repurpose the property to better serve neighborhood commercial service demands and the economic viability of the property.

With graphics Anderson pointed out “before” and “after” schematics of the property noting the building is low level. If the Commission and Council are agreeable to repurposing the property the following changes to the property would include:

- Implement an updated landscape plan
- Improve and repair the building’s exterior, to include lighting, awnings and other architectural features
- Create a better pedestrian experience by including walkways and outdoor seating areas
- Potential for a drive-through option
- Reconfigure the parking in keeping with ordinance requirements and
- Improved internal vehicle access and circulation.

Concluding Anderson asked the Commission for their opinion on the sketch plan.

Discussion

Commissioner Platteter commented that he likes the concept; however, believes this is a hard site to get in and out of. Platteter suggested reconsidering access points (eliminate west entry along Edina Ind. Blvd.) and changing the location of the proposed drive-through; possibly to the rear. Continuing, Platteter also suggested energizing the corner of Metro Blvd/Edina Inc. Blvd. to be more pedestrian friendly. Concluding, Platteter stated he understands the requested change, adding it would continue the synergy of the areas service component; however, this is a hard site.

Mr. Sperides responded that they looked at different scenarios for the drive-through but found out that moving it to the rear wouldn’t work because of the three lanes (in, out & Drive-through), circulation and the difficulty in ensuring that the driver is on the proper side. Commissioner Platteter agreed driver placement was an issue, he noted in the Grandview area a drive-through is located between buildings; in the middle. Mr. Sperides added they are open to revisiting drive-through placement, adding they don’t know if a drive-through would be part of the equation; however, want that option kept open because it’s important to retail. Continuing, Sperides said another point they needed to keep in mind was stacking. Platteter agreed, adding as presented he is unsure if stacking would be adequate. Mr.

Sperides pointed out adequate stacking capacity is also very important for the retailer; without adequate stacking the business would suffer too.

Chair Staunton commented that it is important to both the Commission and City Council that adequate stacking space is provided for drive-through window components. Staunton asked the applicant what their vision is for this property.

Mr. Anderson said Frauenshuh observed this area was undergoing a change and creating an opportunity to repurpose the property in response to that change would benefit everyone. Anderson said what they do know is that the employment base is there and retail services to respond to that base are needed. Continuing, Anderson said the vision is to capture the current activity in a positive manner. Anderson added in his opinion this area has become more of a mixed use area, reiterating the introduction of more retail is good.

Commissioner Potts stated in his opinion this area is very challenging and if redeveloped a complete traffic analysis needs to be completed. Planner Aaker responded if a formal application to rezone the property is submitted a traffic analysis is a requirement of that process.

Commissioner Carr said she realizes this is only in the "sketch plan" phase; however if redeveloped she would like the applicant to pay attention to aesthetics; such as lighting, landscaping, outdoor seating areas, etc. to create a more attractive place to visit and view. Anderson commented the intent would be to revitalize the site.

Commissioner Forrest commented that she's not sure she's on board with the rezoning request. Forrest said she is concerned with parking, vehicle circulation and the potential drive-through space. Continuing, Forrest pointed out as previously mentioned by Commissioner Potts that much depends on the outcome of the traffic analysis.

Mr. Anderson said the initial thought was to gain Commission and Council input on the proposed rezoning. Anderson said if that support was present it would allow them to prepare a site plan supported by a completed market and traffic analysis for formal review. Anderson explained that is the reason why the plans presented aren't firm, reiterating they felt the first step was to gain input on the rezoning.

A discussion ensued on if the Commission felt extending the PCD zoning designation to this side of the street makes sense. Commissioners expressed the opinion that pedestrian and vehicle safety is of the utmost importance, pointing out the volume of activity in this "neighborhood" is very high. Commissioners also observed that it is difficult to make a decision without the facts; such as tenant mix and how that mix relates to traffic.

Commissioner Forrest asked Planner Aaker if the site were rezoned would all uses within the PCD-2 zoning district be allowed. Aaker responded in the affirmative; adding parking requirements need to be met for each use which could limit uses.

The discussion continued on the rezoning clarifying without the traffic analysis and knowledge of the uses in the tenant space it is difficult to make an educated decision. Commissioners suggested moving forward keeping in mind how important the relationship is between traffic and use. It was further noted that if it is found that pedestrians do want to cross the street both ways having these amenities makes sense and would be of benefit to the area and areas users.

Mr. Anderson thanked the Commission for their comments, adding they would speak with City staff before submitting the sketch plan to the City Council.

B. Residential Redevelopment Ordinance – Recap from City Council Meeting

Chair Staunton reminded the Commission of the numerous meetings held on residential redevelopment and amending the Zoning Ordinance. Staunton said the Commission forwarded their final draft to the City Council for their July 16th meeting. Staunton stated he along with Commissioners Forrest and Potts attended that meeting to present the Commission's recommendations. Staunton stated after Council action there was concern that the Council didn't understand the intent of the Commission on specific issues; mainly building height, 2nd story step elimination and setbacks.

Chair Staunton said in speaking with City Staff he felt there was a need to reiterate to the Council the Commission's intent on one set of items (#3 per memo) and referred the Commission to the attached statement of intent and graphics.

Clarifying Staunton said at their July 16th meeting the Council adopted a 30-foot cap on building height and elimination of the second floor setback; however declined to adopt the side yard setback formula. Staunton added he doesn't want to second guess the Council and is agreeable with their decision; however, reiterated he wants to make sure they understood the Commission's intent on side yard setback as part of a "bundle" that works simultaneously. Staunton referred to the table provided in the Ordinance amendment on side yard setbacks and wondered if the Council thought this table was too cumbersome. Staunton said the goal of the Commission was also to provide the public with greater clarity in the Ordinance; however, the Council may not have felt this was achieved in the Commission's final draft.

Staunton told the Commission he would be forwarding his statement along with the graphics provided by Commissioner Potts to the Council before their final reading on the Ordinance amendments at their August 5th meeting. Staunton asked the Commission for their input on the "statement". He acknowledged the statement also recommends that on lots narrower than 75-feet in width that there be at least a total of 25% of the lot width (with a minimum setback no less than what currently exists).

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~~Minutes/Edina City Council/August 20, 2013~~

~~Motion carried.~~

VIII.B. SKETCH PLAN – 5801 EDINA INDUSTRIAL BOULEVARD – REVIEWED

Assistant Planner Presentation

Ms. Aaker presented the sketch plan to re-develop 5801 Edina Industrial Boulevard from office uses to retail uses including a drive-through. Currently, the building contained a real estate office, a hair loss treatment center, a telecommunication switching site, and a small vacancy formerly occupied by a builder office/showroom. The applicant, Frauenshuh Commercial Real Estate Group, would like to repurpose and remodel the existing building with neighborhood retail services. To accommodate the request, the following would be required: 1) A Rezoning from POD, Planned Office District-1, to PCD-2, Planned Commercial District-2; and, 2) A Comprehensive Guide Plan Amendment from Office to Neighborhood Commercial.

Ms. Aaker reported the subject property was located just west of Highway 100 and across the street from retail uses that are zoned PCD-2, Planned Commercial District. Uses included a gas station, Burger King, and small retail strip center. North and east of the site were office/light industrial uses. Use of the property would be consistent with the existing land uses to the south. This property was located within an area the City designated as a "Potential Area of Change" within the 2008 Comprehensive Plan. The Comprehensive Plan stated that within the Potential Areas of Change, a development proposal that involved a Comprehensive Plan Amendment or a rezoning would require a Small Area Plan study prior to planning application. However, the authority to initiate a Small Area Plan would rest with the City Council.

Ms. Aaker stated staff had noted the following issues for discussion in relation to the sketch plan: 1) Drive-through in front of the building with consideration of moving it to the back of the building; 2) Elimination of the existing western access to Edina Industrial Boulevard, as the access was too close to the intersection; 3) Concern over a lack of parking space for conversion into retail spaces; 4) The parking shortage could further increase if a restaurant use were to go into the site; 5) If the drive-through were to be moved to the back there might not be adequate area for two-way circulation; and, 6) Office land uses to the north and west. Ms. Aaker stated the Planning Commission considered the sketch plan proposal and generally believed that the use was appropriate as long as adequate parking was provided.

The Council discussed sidewalks and connectivity, parking, pervious surface requirements, and stacking in relation to the sketch plan.

Proponent Presentation

David Anderson, Frauenshuh, stated the intent was to re-energize this corner of the City. Mr. Anderson discussed that in relation to parking, some of the retail uses on the site might be serving pedestrians, which would reduce the parking demand, that the drive-through proposed on the site offers flow, and that there was also the potential to reduce the square footage of the building to lower parking requirements. The proponent was aware of the discussion on stacking in relation to the site.

The Council discussed landscaping with Mr. Anderson, and encouraged engaging the public from the curb area to the building. The importance of connectivity and safe pedestrian crossing, including a buffer between the sidewalk and street, and squaring off the corner to slow traffic down was discussed. The Council requested review of the zoning options for potential uses and to ensure the required parking was provided. Council support was expressed for a neighborhood retail use in the area under the category of Planned Commercial. A drive-through on the site was discouraged. The Council agreed that a Small Area Plan should not be necessary for the sketch plan as presented.

VIII.C. RESOLUTION NO. 2013-67 ADOPTED – ACCEPTING VARIOUS DONATIONS - ADOPTED

Mayor Hovland explained that in order to comply with State Statutes; all donations to the City must be adopted by Resolution and approved by four favorable votes of the Council accepting the donations.

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Discussion

Commissioner Platteter noted that previously the City Council indicated a small area plan was not required for this redevelopment, adding he wonders if that decision would change if this was split into two lots. Planner Teague said the Council as they did with the previous sketch plan would decide if this proposal met the threshold to initiate a small area plan.

Applicant Presentation

Mr. Anderson told the Commission the property consists of 1.3 acres with an existing one-story multi-tenant building. Anderson said in July 2013 they appeared before the Commission with a renovation concept of all retail. The Commission found the retail aspect acceptable, but had certain circulation and parking concerns. Continuing, Anderson explained the proposal before the Commission is a two-building redevelopment. The existing building would be removed and two new buildings would be constructed in phases depending on the timing of tenant occupancy.

Discussion

Commissioner Forrest stated she likes the new plan; however is a little disappointed that once again the buildings are in a sea of asphalt. Forrest suggested that if the applicant proceeds with a formal application they need work on creating a more pedestrian friendly attractive area.

Commissioner Schroeder said as proposed the site doesn't appear to be pedestrian oriented. He said he also feels the landscaping doesn't meet the goal the Commission has set for redevelopment. Continuing, Schroeder also commented that he has concern with the directional flow of the proposed drive-through. Concluding, Schroeder said if the trend in this area is redevelopment one parcel at a time this may be a good time to consider a small area plan. Developing on a lot to lot basis doesn't create cohesiveness.

Commissioner Potts agreed with previous comments and added the site as presented appears over parked and in his opinion minor changes could occur to better address pedestrian access and introduce more green space on the site. Concluding, Potts also suggested that the development team take another look at the location of the trash enclosure.

Commissioner Carr indicated she liked the concept of two different buildings; however believes the building(s) should be moved farther forward, adding additional green space and parking to the rear.

Mr. Anderson responded that their goal this evening was to get feedback on the two building retail concept. He added they are considering incorporating wider sidewalks and an enhanced plaza seating area, creating a more pedestrian feel to the development.

A75

Commissioner Grabel added that he supports the idea of retail in this location; adding, it's needed. Continuing, Grabel pointed one the City needs to be careful in their attempts to bring buildings to the street because in his opinion it hasn't always been successful.

Commissioner Platteter said he too agrees that the site may be over-parked; adding another concern he has is with the drive-through circulation. Continuing, Platteter stated he was a bit disappointed with the layout of the site adding in his opinion both options; pedestrian friendliness, reduced parking with more landscaping could be accomplished. He concluded that the goal of this development should be to provide options for the public; walkers, vehicles, everyone.

Nick Sperides responded that they considered other options for the drive-through facility acknowledging the difficulty of a drive-through. Continuing, Sperides said that the drive-through set up was designed as presented because most of the traffic flow is off Edina Industrial Boulevard. He acknowledged the path to the drive-through is circuitous, adding he was willing to take another look at it. Concluding, Sperides said the goal was to develop a high quality neighborhood retail service area. He stated they would review the circulation patterns and adjust as needed.

Commissioner Grabel questioned if the drive-through was really needed.

Commissioner Scherer commented that she was disappointed there wasn't a safer route to get from the sidewalk to the proposed coffee shop

Chair Platteter suggested that the development team visit the site and create a "mock-up" with cones to ensure that the drive-through flow works safely. Concluding Platteter thanked the applicants and noted the direction moving forward should be to address traffic circulation, especially as it relates to the drive-through, ensure safe pedestrian access, reduce parking, add landscaping and create more common space.

~~C. Sketch Plan Review - 5100 Edina Industrial Boulevard, Edina, MN~~

Planner Presentation

Planner Teague addressed the Commission and explained this is another Sketch Plan proposal (same area) to tear down the existing office building and built a new retail office building with drive-through on the north end. Teague explained if the applicant proceeds to accommodate the request a rezoning would be needed from POD, Planned Office District 1, to either PCD-2, Planned Commercial District - 2 or PUD, Planned Unit Development.

Teague noted similar to the previous property this property is designated in the Comprehensive Plan as a "Potential Area of Change. Teague reiterated and noted that the City Council did not recommend a Small Area Plan as part of the recent Sketch Plan of the site to the east.

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Council concern was expressed about the appropriateness of retail use and a drive-through (which resulted in reduced parking) in this location. Mr. Dovolis agreed this was a busy gateway location with good visibility from the highway, which attracted retailers. He explained that surface parking was proposed due to the high water table and high cost to construct a building on stilts. Mr. Dovolis described the formal shared parking arrangement and mixed uses that might include retail and office. The drive-thru on the north side could be used by a sandwich shop tenant. He stated support for rezoning to POD as it had yielded a quality building/development at 70th and France.

The Council asked questions of Attorney Knutson and Engineer Bintner related to the shared parking arrangement or proof of parking, should the adjacent use change in the future. Mr. Knutson advised if that occurred, it would be an issue between the tenant and property owner. To assure adequate parking, Mr. Teague suggested addressing specific uses and eliminating uses (i.e., restaurants) that would drive need for parking. The Council supported staff interaction with Mn/DOT to address points of access.

VIII.B. SKETCH PLAN REVIEWED – 5108 EDINA INDUSTRIAL BOULEVARD
Community Development Director Presentation

Mr. Teague presented the sketch plan proposal of Frauenshuh Commercial Real Estate Group to tear down the existing 12,196 square foot structure at 5108 Edina Industrial Boulevard, build two new buildings totaling 9,450 square feet, and change the use from office to retail including a drive-thru. He described the uses of the existing building. It was noted that to accommodate this request, it would require a rezoning from POD, Planned Office District-1 to PCD-2, Planned Commercial District-2; and, a Comprehensive Guide Plan Amendment from Office to Neighborhood Commercial. Mr. Teague advised that the Planning Commission considered this sketch plan proposal at its February 12, 2014, meeting and expressed concern related to site circulation.

Proponent Presentation

David Anderson, Frauenshuh Commercial Real Estate Group, 7101 W 78th Street, Suite, Minneapolis, described site elements, adjusted points of access, and refinements made to the sketch plan to address concerns expressed by the Planning Commission. He stated they have paid attention to parking need and outdoor seating/green space because the focus would be on restaurant and food related users. Mr. Anderson noted this was a small site of 1.3 acres that required small-scale buildings to accommodate site circulation and green space.

Nick Sperides, Sperides Reiners Architects, 42 W. Old Shakopee Road, Bloomington, presented the site plan and reviewed the traffic circulation, drive-thru and sidewalk locations, one curb cut, reduced building size by 715 square feet, and more common space. He then presented exterior building materials, noting the similarity to Starbucks and Whole Foods at Centennial Lakes.

The Council considered the sketch plan proposal and recommended the following: PUD zoning to create flexibility and coordinated development; relocate entrance/exit away from adjoining curb cut; consider proof of parking options rather than being over parked; enhanced redesign of upper parapet to reduce utilitarian appearance; inclusion of a matching crosswalk at the southwest corner; flipping building locations to ease drive-thru access; bicycle racks at both buildings; moving the buildings closer to the street; additional greenspace including an island with trees and garden; specific storm water plan to accommodate the high water table; modify the vehicle centric design to better accommodate pedestrian access; create sidewalk across the berm to connect with Metro Boulevard sidewalk; provide pedestrian connectivity between the two buildings; and additional planting breaks within the parking lot.

With regard to the suggestion to flip the buildings, Mr. Sperides explained it would create conflict in traffic movements and reduce parking capacity.