

~~Ayes Scherer, Schroeder, Carr and Staunton. Nay, Lee, Olson, Platteter and Forrest.
Motion failed 4-4.~~

~~Commissioner Carr moved to recommend preliminary rezoning approval contingent on approval of the variances. Commissioner Scherer seconded the motion. Ayes; Scherer, Schroeder, Olson, Carr, Platteter, Forrest, Staunton. Nay, Lee. Motion to rezone approved 7-1.~~

~~A discussion ensued on what would happen if the site was approval and the double wasn't built; would the single family home be nonconforming. Planner Teague explained it would be nonconforming; however, if rebuilt as a single family home it would have to be built exactly as is today.~~

P.C. Minutes

VII. REPORTS/RECOMMENDATIONS

A. Sketch Plan – 7200 France Avenue

Planner Presentation

Planner Teague informed the Commission a request to consider a sketch plan proposal to redevelop the 3.51 acre parcel at 7200 France Avenue has been made. Teague said the applicant is requesting consideration of a proposal to tear down the existing office building on the site, and redevelop it with a six and four-story mixed use development project that would include the following:

- 170 unit apartment (6 stories) (20% affordable)
- 25 units of row housing. (4 stories)
- 45,500 square feet of retail space including two restaurants.
- A two-level underground parking ramp.

Teague noted the retail space would be located on the France side of the project. Access to the residential portion of the development would be from 72nd Street. Access to the retail portion would be off of France Avenue. The existing vegetation and trees on the west side of the site would remain to provide screening from the residential area to the west.

To accommodate the request, three amendments to the Comprehensive Plan would be required:

- Building Height – from 4 stories to 6 stories.
- Housing Density – from 30 units per acre to 50.
- Floor Area Ratio – from .5 to 1.88.

A rezoning of all the property would then be required to PUD, Planned Unit Development.

Appearing for the Applicant

Dean Dovolis DJR Architects and Laurie Boisclair, Boisclair Corporation.

Discussion

Commissioner Lee asked what the zoning of the subject site is and if the existing building was non-conforming. Planner Teague responded the subject site is zoned POD, Planned Office District and the building is non-conforming. Teague said the redevelopment is proposed to incorporate elements of the mixed use zoning district.

Applicant Presentation

Mr. Dovolis addressed the Commission and explained in his opinion the geometry of the site works well with the proposed redevelopment. Dovolis explained the goal is to create a gracious entry off of France Avenue that would be an improvement for the City and will enhance the character of the neighborhood. Dovolis pointed out the mixed use aspects of the proposed redevelopment would provide the following:

- The proposed building will replace an existing building with paved surface parking lot.
- 26,500 square feet of retail/office space.
- 195 residential housing units to include an affordable housing element (20%).
- 570 parking spaces.
- Majority of the parking spaces would be located within the building (underground) creating a better visual environment.
- Maintain and enhance green space area to the west.
- Development of roof deck(s), green space and rain gardens.
- Commercial traffic off France Avenue.
- Residential traffic off West 72nd Street.
- Improvement of storm water rates.
- Amendments to the Comprehensive Plan.

Dovolis concluded in his opinion the proposed redevelopment would be a nice evolution along France Avenue providing both housing and retail. Dovolis introduced Laurie Boisclair to further speak to the affordable housing element of the project.

Ms. Boisclair explained that there is an 80%/20% split of market rate to affordable housing. Boisclair said a survey found that the pay rate of those qualifying for "affordable" housing make between \$18.00-\$25.00 per hour.

Discussion

With respect to the affordable housing element Commissioner Scherer asked when the units "turn-over" will the affordability component also carry over. Ms. Boisclair responded in the affirmative.

Commissioner Forrest asked if a square footage per unit was established. Ms. Boisclair responded that she believes a one bedroom unit would be roughly 800 square feet. Unit size would increase thereafter.

Chair Staunton asked if the proposed townhomes are vertical. Mr. Dovolis responded in the affirmative.

Commissioner Kilberg commented that he appreciates the step down element of the building and that special attention was paid to retaining the landscaped buffer on the west. Kilberg said in his opinion the proposal as presented does a good job of balancing density and height. Kilberg acknowledged that the area was designated in the Comprehensive Plan as four stories; however, at first look the proposal appears promising to him. Concluding, Kilberg encouraged the development team to pay special attention to finding traffic solutions pointing out this area is heavily travelled.

Commissioner Lee said she finds the proposal interesting and exciting; however does have concerns with traffic. She added it has been her experience that the speed of traffic along this stretch of France Avenue is high and suggested the addition of turn lanes and broadening the zone along France Avenue. Mr. Dovolis agreed traffic needs to be carefully considered adding the project introduces a "slip lane" that is needed to guide and calm traffic into the site. Continuing, Lee questioned why six stories are needed. Dovolis said height is needed to afford the underground parking. He said the proposed density allows amenities and improves the aesthetics of the site by locating the majority of parking underground. Dovolis acknowledged there is a balance of density to use.

Commissioner Platteter said he also finds this an interesting project. He further suggested when formal application is made that the applicant provide materials indicating building heights in the surrounding area. Platteter added he is also concerned with the slip lane and ramp access/valet parking. Continuing, Platteter said he appreciates the podium height; however there may be too much height on France Avenue. Platteter stated he's not opposed to six stories; however much depends on where those six stores are located.

Commissioner Carr said she too is interested in the proposal; however, finds the building mass along France Avenue too much. Carr suggested more articulation in building wall through colors or angles. Continuing, Carr asked where guest parking was located. Mr. Dovolis responded that guest parking would be in the underground garage, adding there are also a few "short term" parking spaces at grade. Commissioner Carr asked if bike racks are provided. Dovolis responded in the affirmative.

Commissioner Olsen acknowledged the mix of uses; however, said she was struggling with the density, building mass and traffic. Olsen said in her opinion much hinges on the traffic study and what it reveals. She also said the development team needs to work carefully with a traffic engineer and with the County. Concluding, Olsen suggested a more straight connectivity and the addition of a traffic signal. Mr. Dovolis responded they are working with a traffic engineer and are looking at introducing a curb less design will bollards. Dovolis said they are trying to achieve a different effect with this redevelopment. Continuing, Dovolis said he would continue to focus on traffic and the pedestrian mix with the hopes of "enhancing this area". Dovolis said he was also considering tying the project with the open space to the north by developing a playground/public area that would benefit not only the residents of the building but the City.

Commissioner Forrest acknowledged sustainability aspects of the project; however asked the applicant to provide a more detailed and measurable plan prior to formal application.

Commissioner Schroeder said at this time he doesn't have an issue with the mix of uses or density; however, does have a concern that future residents of the building will cut through the neighborhood to go north/west. Schroeder pointed out a residential neighborhood and school are located to the north and west of the subject site and special attention needs to be paid to the potential for cut through traffic. Continuing, Schroeder said he also has a concern with traffic maneuvering and traffic movements from both France and West 72nd Street. Schroeder acknowledged while the project has much to like about it he believes traffic will be the major drawback. Schroeder said he was supportive of connecting the open space to the north with the project as a playground/public space; however, believes that area may be "open space" to filter storm water for the neighborhood. Concluding, Schroder said the architecture is good, but the access points are difficult.

Chair Staunton stated he echo's comments from other Commissioners, adding he likes the mixed use aspect of the project but believes there are some challenges with circulation; acknowledging that the mixed use concept does spread out the traffic. Continuing, Staunton said he was not alarmed by the height; however, there was a reason the Comprehensive Plan deliberately guided this area for no more than four stories. Staunton acknowledged at the time the Comprehensive Plan was revised the City was operating on the premise that four stories west of France Avenue was best. Staunton said in this instance the Commission and Council need to figure out if this is still the case and what this area of Edina can handle. Concluding, Staunton said he's not opposed to the redevelopment plan; it has promise; however, the City needs to be sure this type of density can be handled in this area.

Chair Staunton thanked Mr. Dovolis and Ms. Boisclair for their presentation, adding he looks forward to the formal application.

B. Sketch Plan – 4121 West 50th Street

Planner Presentation

Planner Teague said the Planning Commission is being asked to consider a sketch plan request to allow a change in use of the existing two-story apartment building at 4121 West 50th Street. The proposal is to continue the multi-family use on the first floor and lower level, and remodel the second floor into office space. A PUD rezoning is therefore proposed to allow for the mixed use within the building.

The existing building contains nine residential units. Most units have 2 bedrooms, with 1.5 bathrooms and are roughly 1,000 square feet in size. The building recently was significantly remodeled. There are no plans to expand or modify the exterior of the building. The proposal would simply be for a remodel of the 2nd floor interior and change of use. The proposed plan would maintain the two residential units in the basement or lower level; maintain the four units on the first floor; and remodel the three units on the third floor into office space

The property is currently zoned Planned Residential District 4, PRD-4 and is guided, MXC, Mixed Use Center. The MXC allows multifamily residential and office space. Therefore, the proposed use would be consistent with the Comprehensive Plan.

The following would therefore be required to accommodate the request:

- Rezoning from PRD-4, Planned Residential District-4 to PUD, Planned unit development

Ben Hackel, 7105 Gloucester Avenue, addressed the Council.

Member Swenson made a motion, seconded by Member Sprague, to close the public hearing.

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

Mr. Teague addressed issues raised during public testimony on types of variances that had been considered in this area. Mr. Mortenson indicated his building footprint included all uses on the block but even when considering only the residential-type uses; his proposal remained in line with the average structure. The Council discussed the proposal and asked questions of Mr. Mortenson and Mr. Teague relating to use of the lower level and site drainage. Support was expressed for the improved design, sustainability aspects, and redevelopment of a site bordered on either side by a parking lot.

Council Discussion & Action

Council concern was expressed related to the requested lot coverage variance, lack of hardship required for variance consideration, storm water drainage, ineffective location of two rain gardens at the rear of the property, and potential risk of sanitary infiltration and inflow due to proposed excavations that lacked positive surface drainage. **Member Swenson introduced and moved adoption of Resolution No. 2014-79, Denying Preliminary Rezoning from R-1 to R-2; Lot Area and Width Variances; Building Coverage Variances; and, Side Yard Setback Variances, based on the following findings:**

- 2.01 The variance criteria are not met.**
- 2.02 The current zoning is consistent with the Comprehensive Plan.**
- 2.03 The multiple variances requested demonstrate the property is not suitable for R-2 zoning.**
- 2.04 There are no practical difficulties in complying with the Zoning Ordinance. The property owner does not propose to use the property in a reasonable manner prohibited by the Zoning Ordinance. It is not reasonable to deviate from the ordinance requirements when there is nothing unique about the property that justifies the variances. The need for variances is caused by the applicant's desire to build such a large two-family dwelling on the site.**
- 2.05 Reasonable use of the property exists with the two-story single family currently located on the property.**
- 2.06 The size of the proposed structure creates the need for the lot coverage variance, and the side yard setback variance.**
- 2.07 The City has traditionally not granted variances for building lot coverage when tearing down a home (single-family home or duplex) and building a new one.**
- 2.08 Proposed building coverage would be nearly triple the building coverage that exists today with the single family home.**

Member Sprague seconded the motion.
Ayes: Bennett, Sprague, Swenson, Hovland
Nays: Brindle
Motion carried.

VII. COMMUNITY COMMENT

No one appeared to comment.

VIII. REPORTS / RECOMMENDATIONS

VIII.D. SKETCH PLAN – 7200 FRANCE AVENUE – REVIEWED

Mayor Hovland explained the purpose of sketch plan review, which did not include a public hearing, noting the application process that followed included four opportunities for public testimony.



AUG

Minutes/Edina City Council/July 15, 2014

It was noted the proposal was to redevelop the 3.51-acre parcel at 7200 France Avenue to tear down the existing outdated office building and redevelop it with a six- and four-story mixed use development project.

Proponent Presentation

Dean Dovolis, DJR Architects, presented elements of the project that included 195 residential units with 40 units being affordable; 26,000 square feet of commercial space; and, underground parking. Mr. Dovolis displayed colored artist renditions of exterior elevations.

Bruce Johnson, landscape architect, presented a landscape plan, noting it would create a lush environment through the use of plants, stones, and water and include winter interest.

Laurie Boisclair, Boisclair Corporation and project co-sponsor, described the company's housing portfolio and intention to request housing revenue bonds to allow setting aside 40 affordable units as well as Tax Increment Financing (TIF) to cover the gap in rental disparity between affordable units (81 cents/square foot) to market rate units (\$1.19 per square foot). The affordability threshold would be 50% of area median income. Ms. Boisclair described the tenant base for affordable units that would be scattered throughout the buildings and of varied design and number of bedrooms.

Mat Pascina, SRF Consulting, presented the findings of the independent preliminary traffic analysis. He reported current trip generation from this site was 500 daily trips and the proposed land use would increase it to 2,500 daily trips with retail (accessed from France Avenue) making up two-thirds of that number. Mr. Pascina stated France Avenue, a six-lane facility, could feasibly handle 40,000 to 50,000 vehicles per day. The roadway was currently handling 28,000 vehicles per day, identifying that additional capacity was available. Mr. Pascina explained how the project would minimize impacts to 72nd Street and recommended developing travel demand strategies for residents and employees. In conclusion, Mr. Pascina addressed points of access, turning movements, sight lines, and truck maneuvers.

Community Development Director Presentation

Mr. Teague explained that to accommodate this request, three amendments to the Comprehensive Plan would be required: building height from four stories to six stories; housing density from 30 units per acre to 50 units per acre; and, floor area ratio from .5 to 1.88. A rezoning would also be required to PUD, Planned Unit Development. Mr. Teague reviewed concerns of the Planning Commission related to height and density, traffic, and to require podium height on the France Avenue side.

Council Discussion

The Council supported this location for multi-residential housing, having a 140-foot setback from the closest single-family house to the west, building design elements, underground parking, providing varied (1-3 bedroom) workforce units, not displacing relatively affordable housing, offering a variety of housing units (townhomes and apartments), landscape features, and creation of a green berm/buffer.

The Council offered the following recommendations: reduce intensity of the land use (height, massing, floor area ratio, and density); improve the pedestrian streetscape experience; consider eliminating the sidewalk cut-in and extend the curb; provide a significant podium on France Avenue without creating a step-up facing single-family residential; address traffic circulation to prevent neighborhood impact; encourage multimodal transportation by enhancing bicycle facility and providing interior storage; address stormwater management; provide recreational opportunities for tenants; replace asphalt with green space; and, address and mitigate impacts to the City's infrastructure and schools.

The Council acknowledged the City would hire, at the developer's expense, a consultant to conduct a traffic study. The development team was encouraged to keep the neighborhood's interests in mind.

VIII.E. FINAL ALIGNMENT OF NINE MILE CREEK REGIONAL TRAIL – APPROVED



DATE: November 3, 2014
TO: Cary Teague – Planning Director
CC: Chad Millner – City Engineer
FROM: Ross Bintner P.E. - Environmental Engineer
RE: **7200 France Avenue – Development Review**

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

Planning Concerns

1. Significant planning level concerns for sanitary inflow, stormwater and flood storage exist. Preliminary approvals should be held until agreement is reached on a preliminary stormwater management plan.

Survey

2. Consider platting lot and provide 30' right of way for 72nd Street.

Soils

3. Provide soil borings logs and soils report including piezometer groundwater readings to confirm infiltration rates and support groundwater mounding analysis.
4. Provide copy of phase I environmental review.

Details

5. City Standard Plates available here: http://edinamn.gov/index.php?section=construction_standards

Traffic and Street

6. Provide traffic analysis and expand scope of 72nd street improvements to provide dedicated left turn lane from 72nd Street to building.
7. Entrance and driveway must accommodate a design vehicle of Pierce fire truck I2205. See attached sheets.
8. Some architectural sheets show pedestrian access across France Avenue, remove these markings.
9. Provide widths for 72nd Street driving paths and medians.
10. Show pedestrian access across 72nd street and receiving pedestrian ramp on north side of intersection.
11. Proposed France Avenue lighting must remain consistent with Canto light fixtures.

Sanitary and Water Utilities

12. Depth of sanitary will required pumped outlet from 2 level underground parking garage.
13. Soil infiltration feature is sited adjacent to and up-gradient of 2 level underground parking. Provide groundwater mounding analysis and design infiltration feature such that groundwater elevation will not intercept low floor garage elevation.
14. Provide hydrant access in the courtyard.

ENGINEERING DEPARTMENT

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

ALG



Storm Water Utility

15. France Avenue low point currently flows into 7200 France property. Hydrologic model needs to address modified EOF path for this condition, and grading plan needs to prevent inflow into parking garage.
16. Downstream stormwater system has limited capacity. Provide existing conditions lift station design. Rate will be limited to 0.5cfs or existing conditions, whichever is less.
17. Applicant may review local drainage features at the following links: <https://maps.barr.com/edina/> and http://edinamn.gov/index.php?section=engineering_water_resource
18. The subject property provides conveyance of stormwater and flood storage for adjacent properties to the south through three private easements noted on the ALTA title survey. Provide hydrologic and hydraulic report detailing the proposed changes to rate, volume, flow, flood storage and peak flood elevations.
 - a. Use NOAA Atlas 14 storm probabilities
 - b. Provide storage for LE_20 flood waters
19. Building low floor elevation must follow CWRMP policy 3.1.1.1, be a minimum of 2' above the 100 year HWL of basin.
20. Provide private maintenance agreement for lift station and associated stormwater infrastructure.

Grading, Erosion and Sediment Control

21. MPCA SWPPP will be required for development plans.

Other Agency Coordination

22. Apply for Nine Mile Creek Watershed District permit and schedule preliminary plan review with District Engineer.
23. Other agency permits such as Hennepin County Public Works, MNDH, MPCA, MCES may be required.

ENGINEERING DEPARTMENT

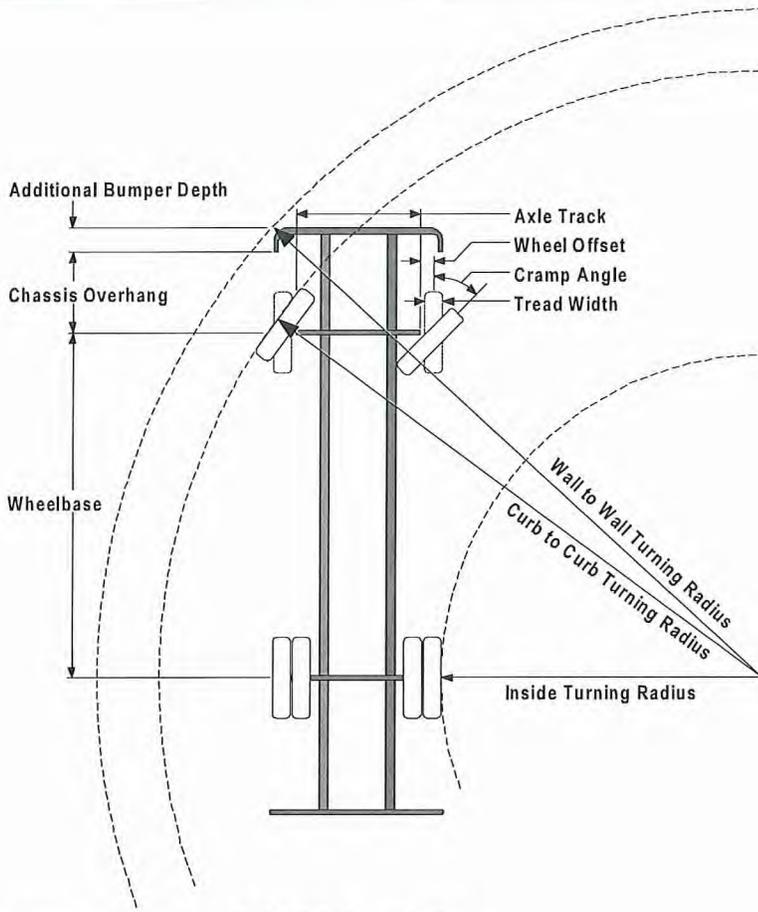
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AG9



Turning Performance Analysis

5/1/2013



Parameters:

Inside Cramp Angle:	45.00 °
Axle Track:	81.92 in.
Wheel Offset:	5.25 in.
Tread Width:	16.60 in.
Chassis Overhang:	65.99 in.
Additional Bumper Depth:	19.00 in.
Front Overhang:	84.99 in.
Wheelbase:	258.00 in.

Calculated Turning Radii:

Inside Turn:	20 ft. 4 in.
Curb to Curb:	36 ft. 8 in.
Wall to Wall:	41 ft. 1 in.

Comments:

Truck 12205

Components	PRIDE #	Description
Front Tires	0078244	Tires, Michelin, 425/65R22.50 20 ply XZY 3 tread
Chassis	0070220	Dash-2000, Chassis, PAP/SkyArm/Midmount
Front Bumper	0123625	Bumper, 19" extended, Imp/Vel
Aerial Device	0006900	xxxAerial, 100' Pierce Platform

Notes:

Actual Inside Cramp Angle may be less due to highly specialized options.

Curb to Curb turning radius calculated for a 9.00 inch curb.

A70



Turning Performance Analysis

5/1/2013

Definitions:

Inside Cramp Angle	Maximum turning angle of the front inside tire.
Axle Track	King-pin to king-pin distance of the front axle.
Wheel Offset	Offset from the center-line of the wheel to the king-pin.
Tread Width	Width of the tire tread.
Chassis Overhang	Distance from the center-line of the front axle to the front edge of the cab. This does not include the bumper depth.
Additional Bumper Depth	Depth that the bumper assembly adds to the front overhang.
Wheelbase	Distance between the center lines of the vehicle's front and rear axles.
Inside Turning Radius	Radius of the smallest circle around which the vehicle can turn.
Curb to Curb Turning Radius	Radius of the smallest circle inside of which the vehicle's tires can turn. This measurement assumes a curb height of 9 inches.
Wall to Wall Turning Radius	Radius of the smallest circle inside of which the entire vehicle can turn. This measurement takes into account any front overhang due to the chassis, bumper extensions and/or aerial devices.

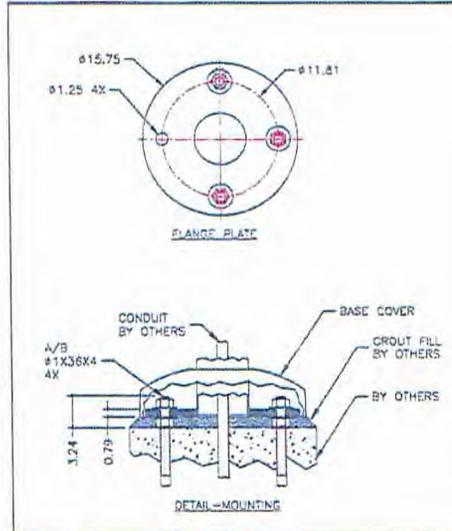
CANTO LIGHT FIXTURE



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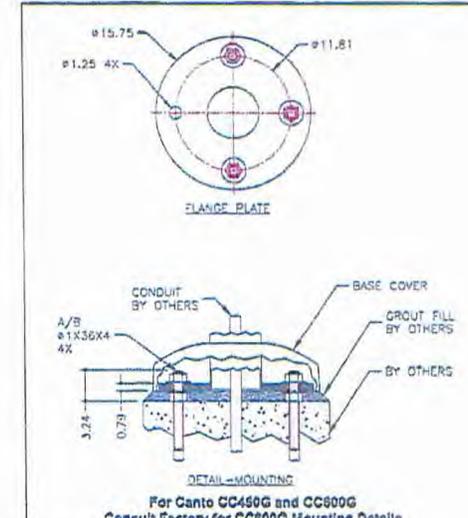


Mounting Detail



CANTO STANDARD

Mounting Detail



CANTO G

For Canto CC450G and CC800G
Consult Factory for CC800G Mounting Details



France Avenue
urban design workshop

WS&A Associates, Inc. and IHR, Inc./ July 2013

lighting concept: *conceptual light fixture*

APRIL 1, 2014



Traffic Impact Study for 7200 France Avenue in Edina, MN

Prepared for:

CITY OF EDINA

Prepared by:

WENCK ASSOCIATES, INC.

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(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 residential and restaurant/retail development located at 7200 France Avenue in Edina, MN. The project site is located in the southwest corner of the France Avenue/72nd Street intersection. The proposed project location is currently occupied by a three story office building.

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

- France Avenue/70th Street
- France Avenue/Hazelton Road
- France Avenue/72nd Street
- France Avenue/Gallager Drive
- France Avenue/proposed access
- 72nd Street/proposed access

Proposed Development Characteristics

The proposed project will involve removal of the existing office building and constructing a new residential and restaurant/retail building. The project includes 521 on-site parking spaces.

The proposed land uses and sizes are shown below.

Proposed Land Uses and Sizes

Land Use	Size	Unit
Apartments	160	DU
Quality restaurant	5,000	SF
Quality restaurant	9,000	SF
Retail	6,000	SF

SF = square feet, DU = dwelling units

As shown in the site plan, the project includes access on both 72nd Street and France Avenue. The access as proposed prohibits left turns onto 72nd Street from the development through the construction of a center median. Left and right turns in and right turns out are allowed. This type of access configuration is known as a three-quarter access because three of the four access movements are allowed. The access on France Avenue is restricted to right turns in and out by the existing center median.

As proposed, all residential trips will use the 72nd Street access while all retail and restaurant trips will use the France Avenue access. The project is expected to be completed by the end of 2016.

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

- The proposed development is expected to generate a net total of 37 trips during the a.m. peak hour and 167 trips during the p.m. peak hour.
- Traffic generated by the proposed project does not change the level of service of any movement to an unacceptable level during either peak hour. No improvements are needed at the intersections analyzed to accommodate the proposed project.
- 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.
- Eliminating the access on France Avenue removes the disruptions caused by traffic slowing to enter and exit the site. However, southbound France Avenue has three through lanes, with the outside lane used for slowing traffic at many locations under existing conditions.
- From a traffic operations perspective, both access options result in minimal impacts to operations on France Avenue. The option with all access on 72nd Street results in slightly higher volumes in the neighborhood area west of the site, but these increases are minimal from an operations standpoint.
- In order for the proposed 72nd Street access to operate as shown, the median and turn lane must be properly designed to eliminate the possibility of lefts turns out. Additional detailed design should be prepared and reviewed to ensure proper operation.

2.0 Purpose and Background

The purpose of this Traffic Impact Study is to evaluate the traffic impacts of the proposed new residential and restaurant/retail development located at 7200 France Avenue in Edina, MN. The project site is located in the southwest corner of the France Avenue/72nd Street intersection. The proposed project location is currently occupied by a three 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:

- France Avenue/70th Street
- France Avenue/Hazelton Road
- France Avenue/72nd Street
- France Avenue/Gallager Drive
- France Avenue/proposed access
- 72nd Street/proposed access

Proposed Development Characteristics

The proposed project will involve removal of the existing office building and constructing a new residential and restaurant/retail building. The project includes 521 on-site parking spaces. The current site plan is shown in **Figure 2**.

The proposed land uses and sizes are shown in Table 2-1.

Table 2-1
Proposed Land Uses and Sizes

Land Use	Size	Unit
Apartments	160	DU
Quality restaurant	5,000	SF
Quality restaurant	7,700	SF
Retail	6,000	SF

SF = square feet, DU = dwelling units

As shown in the site plan, the project includes access on both 72nd Street and France Avenue. The access as proposed prohibits left turns onto 72nd Street from the development through the construction of a center median. Left and right turns in and right turns out are allowed. This type of access configuration is known as a three-quarter access because three of the four access movements are allowed. The access on France Avenue is restricted to right turns in and out by the existing center median.

As proposed, all residential trips will use the 72nd Street access while all retail and restaurant trips will use the France Avenue access.

The project is expected to be completed by the end of 2016.

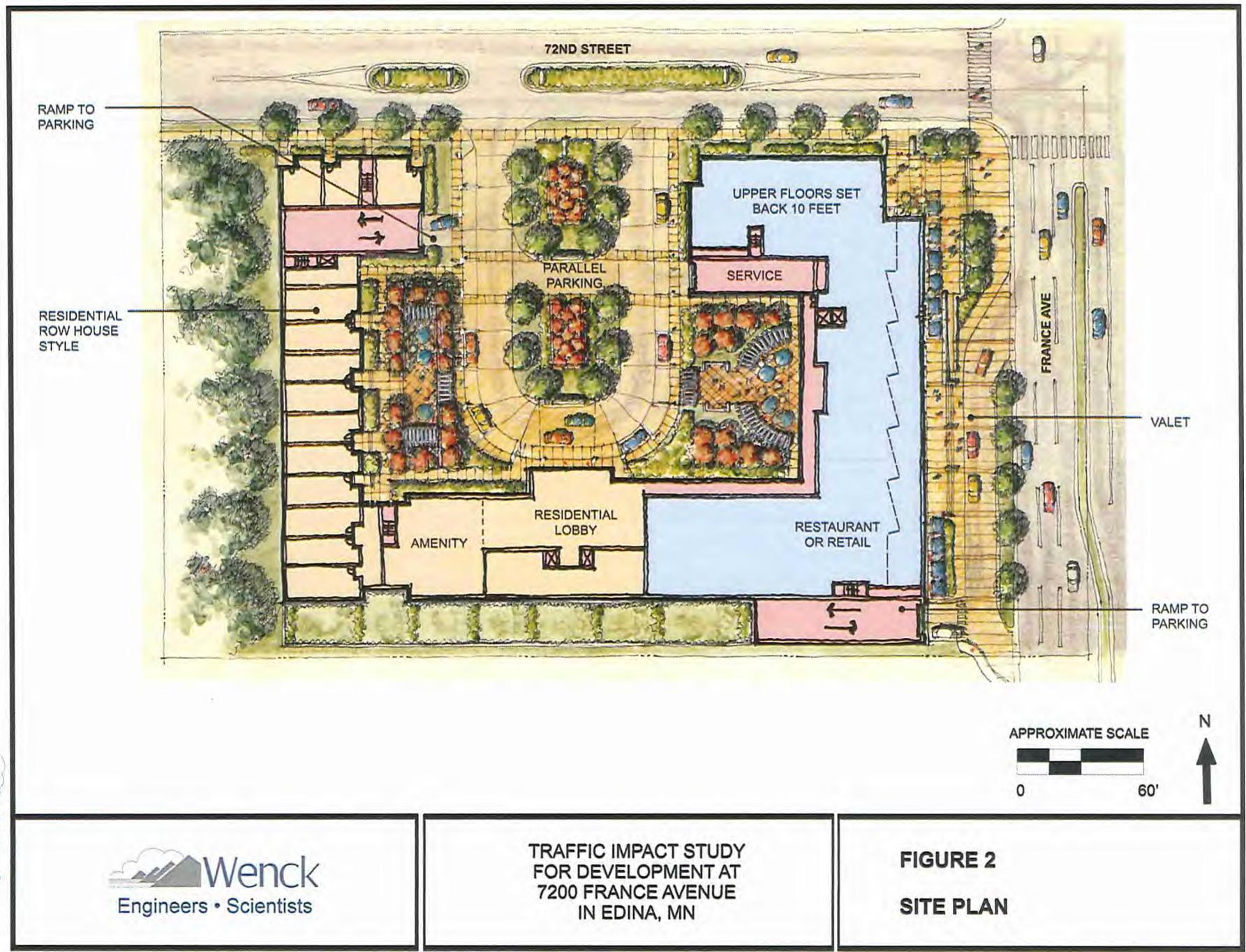
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A&D



TRAFFIC IMPACT STUDY
FOR DEVELOPMENT AT
7200 FRANCE AVENUE
IN EDINA, MN

FIGURE 2
SITE PLAN



3.0 Existing Conditions

The proposed site is currently occupied by a three story office building and surface parking. The site is bounded by France Avenue on the east, 72nd Street on the north, office uses to the south, and residential areas to the west.

Near the site location, France Avenue is a six lane divided roadway with turn lanes at major intersections. 72nd Street is a two lane roadway. Existing conditions at intersections near the proposed project location are shown in **Figure 3** and described below.

France Avenue/70th Street (traffic signal control)

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

France Avenue/Hazelton Road (traffic signal control)

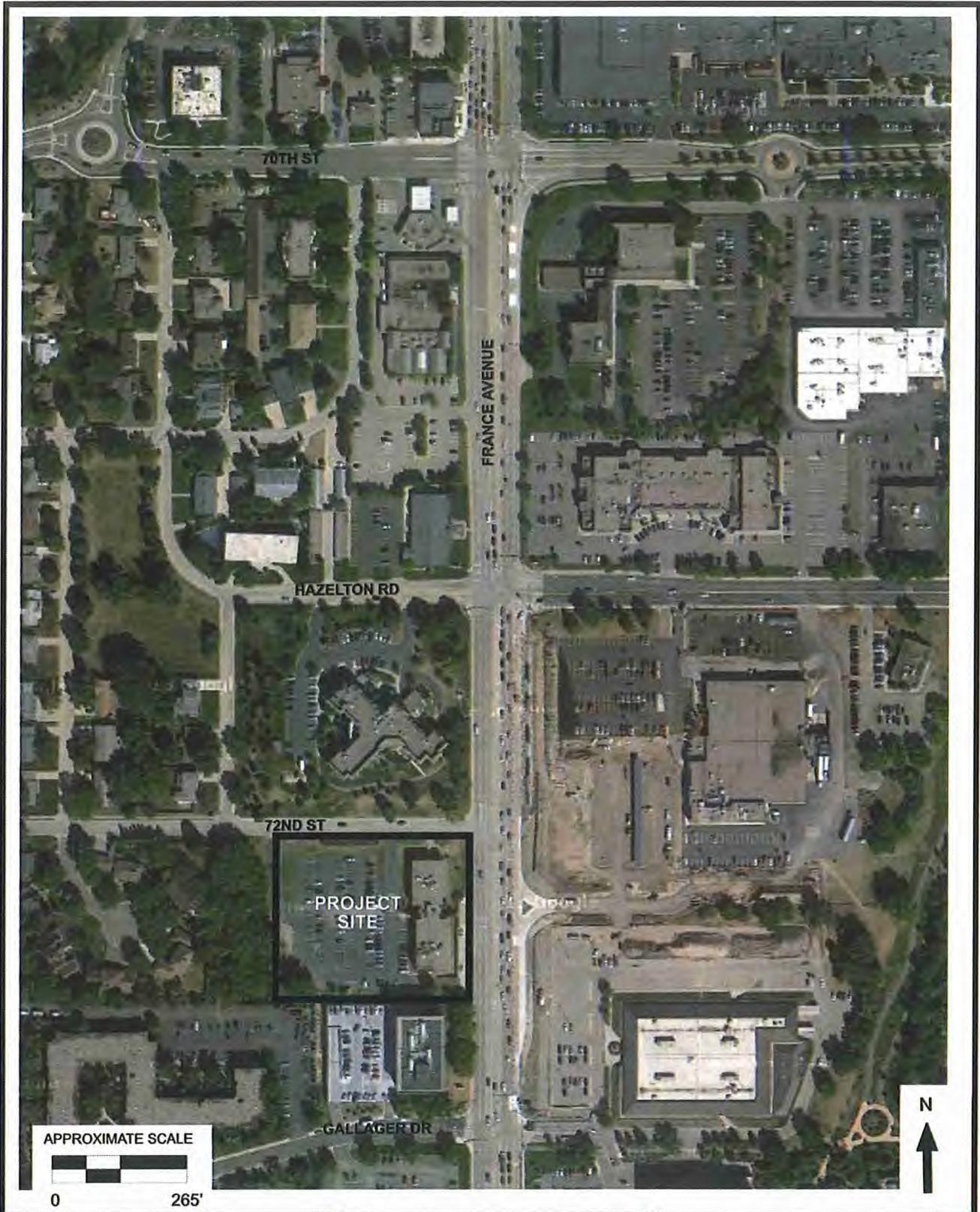
This intersection has four approaches and is controlled with a traffic signal. The westbound approach provides one left turn lane, one through lane, and one right turn lane. The eastbound approach provides one left turn/through/right turn lane. The southbound approach provides one left turn lane, two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

France Avenue at 72nd Street (minor street stop sign control)

This intersection has three approaches and is controlled with a stop sign on the eastbound 72nd Street approach. The eastbound approach provides one right turn lane. The northbound approach provides one left turn lane and three through lanes. The southbound approach provides two through lanes and one through/right turn lane. Left turns are not allowed from 72nd Street onto France Avenue.

France Avenue/Gallager Drive (traffic signal control)

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



TRAFFIC IMPACT STUDY
 FOR DEVELOPMENT AT
 7200 FRANCE AVENUE
 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 2017. Specifically, weekday a.m. and p.m. peak hour traffic forecasts were completed for the following scenarios:

- *2014 Existing.* Turn movement volumes collected in October 2014 were used for existing conditions. The existing volume information includes trips generated by uses near the project site.
- *2017 No-Build.* Existing volumes at the subject intersections were increased by 1.0 percent per year to determine 2017 No-Build volumes. The 1.0 percent per year growth rate was based on both recent growth experienced near the site and expected future growth.
- *2017 Build.* Trips generated by the existing office building were removed and trips generated by the proposed uses were added to the 2017 No-Build volumes to determine 2017 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. The resultant 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
<i>Existing Use-removed</i>									
Office	710	39,600 SF	55	7	62	10	49	59	437
<i>Proposed Uses-added</i>									
Apartments	220	160 DU	16	66	82	65	34	99	1064
Quality restaurant	931	9,000 SF	5	2	7	45	22	67	810
Quality restaurant	931	5,000 SF	3	1	4	26	12	38	450
Retail	820	6,000 SF	4	2	6	11	11	22	256
Net added by project			-27	64	37	137	30	167	2143

SF=square feet, DU=dwelling units

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As shown in Table 4-1, the proposed development will add a net total of 37 trips during the a.m. peak hour and 167 trips during the p.m. peak hour.

The restaurant and retail 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:

- 30 percent to/from the north on France Avenue
- 30 percent to/from the south on France Avenue
- 20 percent to/from the west on 70th Street
- 15 percent to/from the east on 70th Street
- 5 percent to/from the east on Hazelton Road

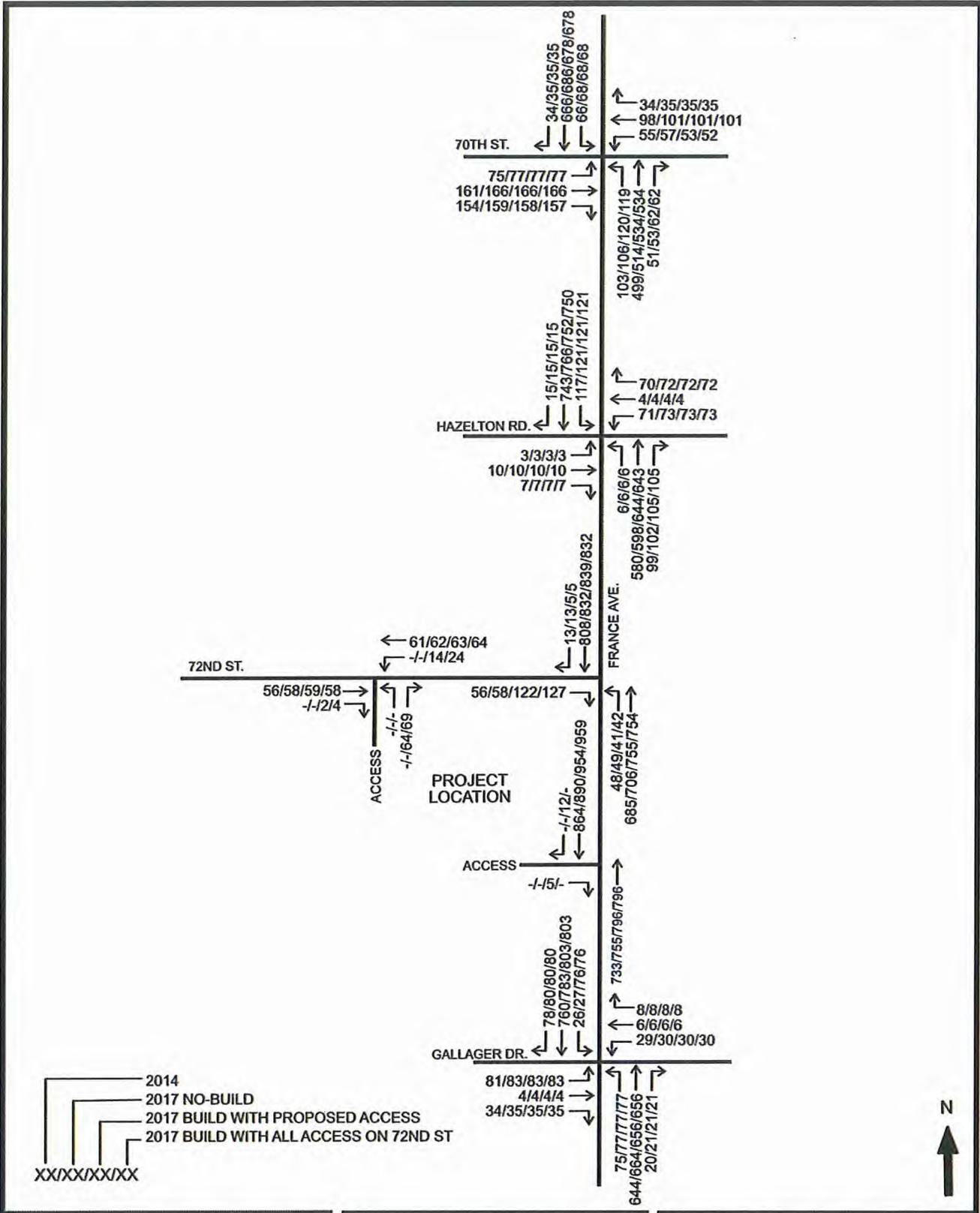
Site Access Options

As shown in the site plan, the project includes access on both 72nd Street and France Avenue. The access as proposed eliminates left turns onto 72nd Street from the development through the construction of a center median. Left and right turns in and right turns out are allowed. The access on France Avenue is restricted to right turns in and out only by the existing center median.

In addition to the proposed access configuration, this study also reviewed the impacts of eliminating the access on France Avenue and providing all access on 72nd Street. It was assumed that under this scenario, the access on 72nd Street would be the same configuration as shown on the site plan.

Traffic Volumes

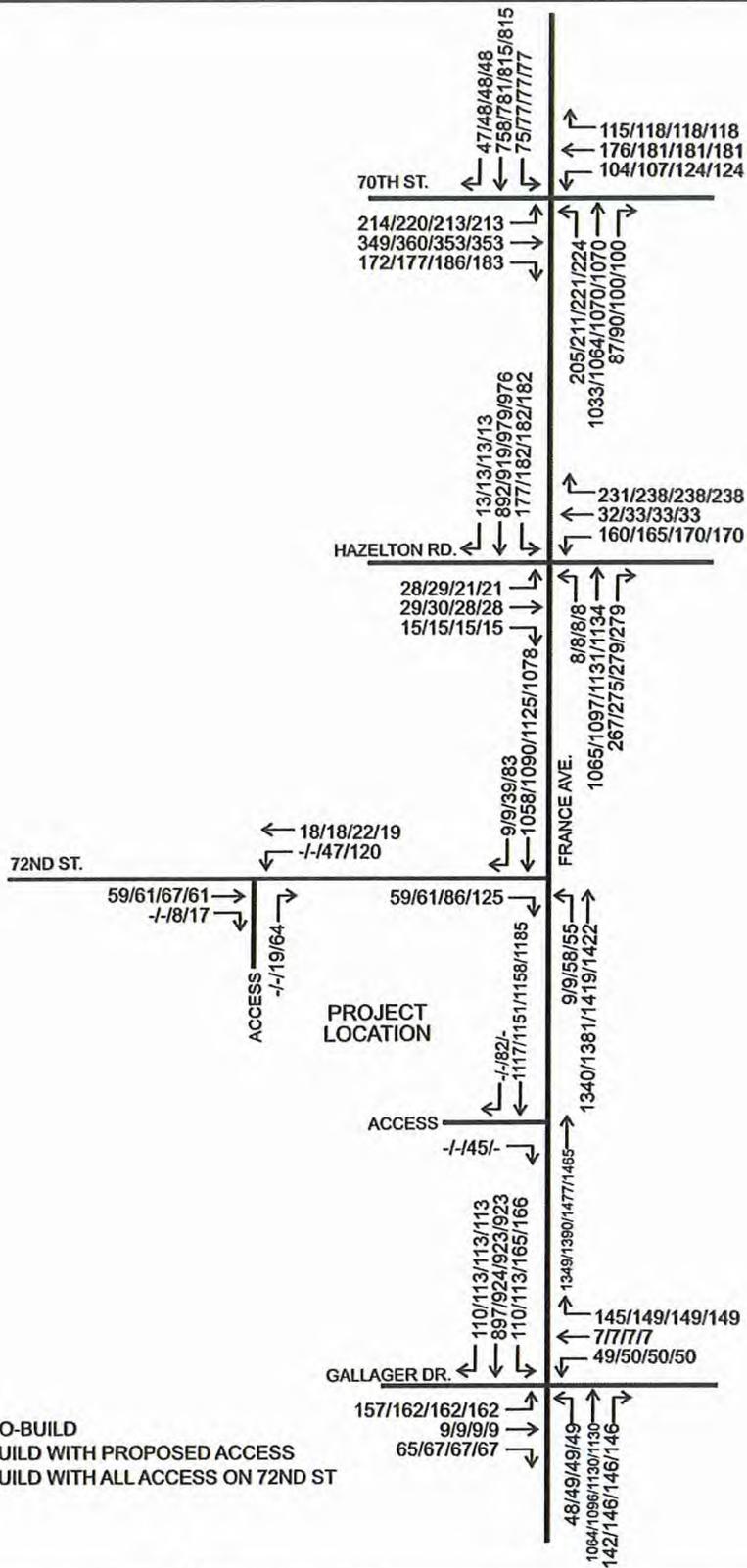
Development trips were assigned to the surrounding roadway network using the preceding trip distribution percentages. Traffic volumes were established for all the forecasting scenarios described earlier during the weekday a.m. and p.m. peak hours and weekday daily. The resultant traffic volumes are presented in **Figures 4, 5, and 6.**



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FIGURE 4
WEEKDAY A.M. PEAK HOUR
TURN MOVEMENT VOLUMES

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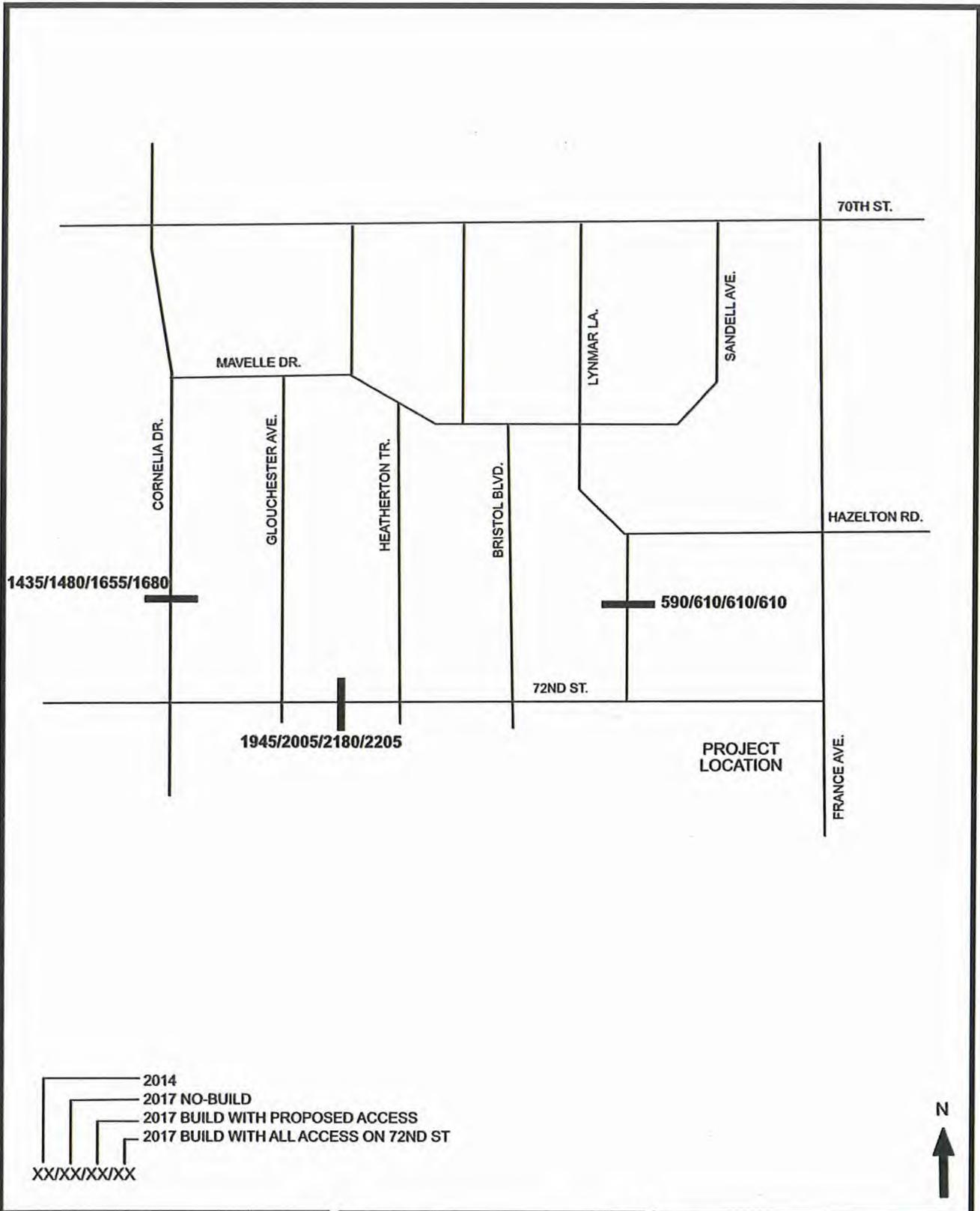
- 2014
 - 2017 NO-BUILD
 - 2017 BUILD WITH PROPOSED ACCESS
 - 2017 BUILD WITH ALL ACCESS ON 72ND ST
- XXXX/XXXX/XXXX



TRAFFIC IMPACT STUDY
FOR DEVELOPMENT AT
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FIGURE 5
WEEKDAY P.M. PEAK HOUR
TURN MOVEMENT VOLUMES

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TRAFFIC IMPACT STUDY
FOR DEVELOPMENT AT
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IN EDINA, MN

FIGURE 6
WEEKDAY DAILY TRAFFIC
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 **Figures 7 and 8**. All LOS worksheets are included in the Appendix for further detail.

France Avenue/70th Street (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.

Traffic generated by the proposed project does not change the level of service of any movement to an unacceptable level during either peak hour. No improvements are needed at this intersection to accommodate the proposed project.

France Avenue/Hazelton Road (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 A.

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

Traffic generated by the proposed project does not change the level of service of any movement to an unacceptable level during either peak hour. No improvements are needed at this intersection to accommodate the proposed project.

France Avenue/72nd Street (minor street stop sign control)

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

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

Traffic generated by the proposed project does not change the level of service of any movement to an unacceptable level during either peak hour. No improvements are needed at this intersection to accommodate the proposed project.

France Avenue/Gallaqer Drive (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 A.

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

Traffic generated by the proposed project does not change the level of service of any movement to an unacceptable level during either peak hour. No improvements are needed at this intersection to accommodate the proposed project.

France Avenue/Site Access (minor street stop sign control)

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

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

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

72nd Street/Site Access (minor street stop sign control)

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

During the p.m. peak hour under all scenarios, 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.

Overall Traffic Impacts

As described above and shown in Figures 7 and 8, 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.

Access Configuration Impacts

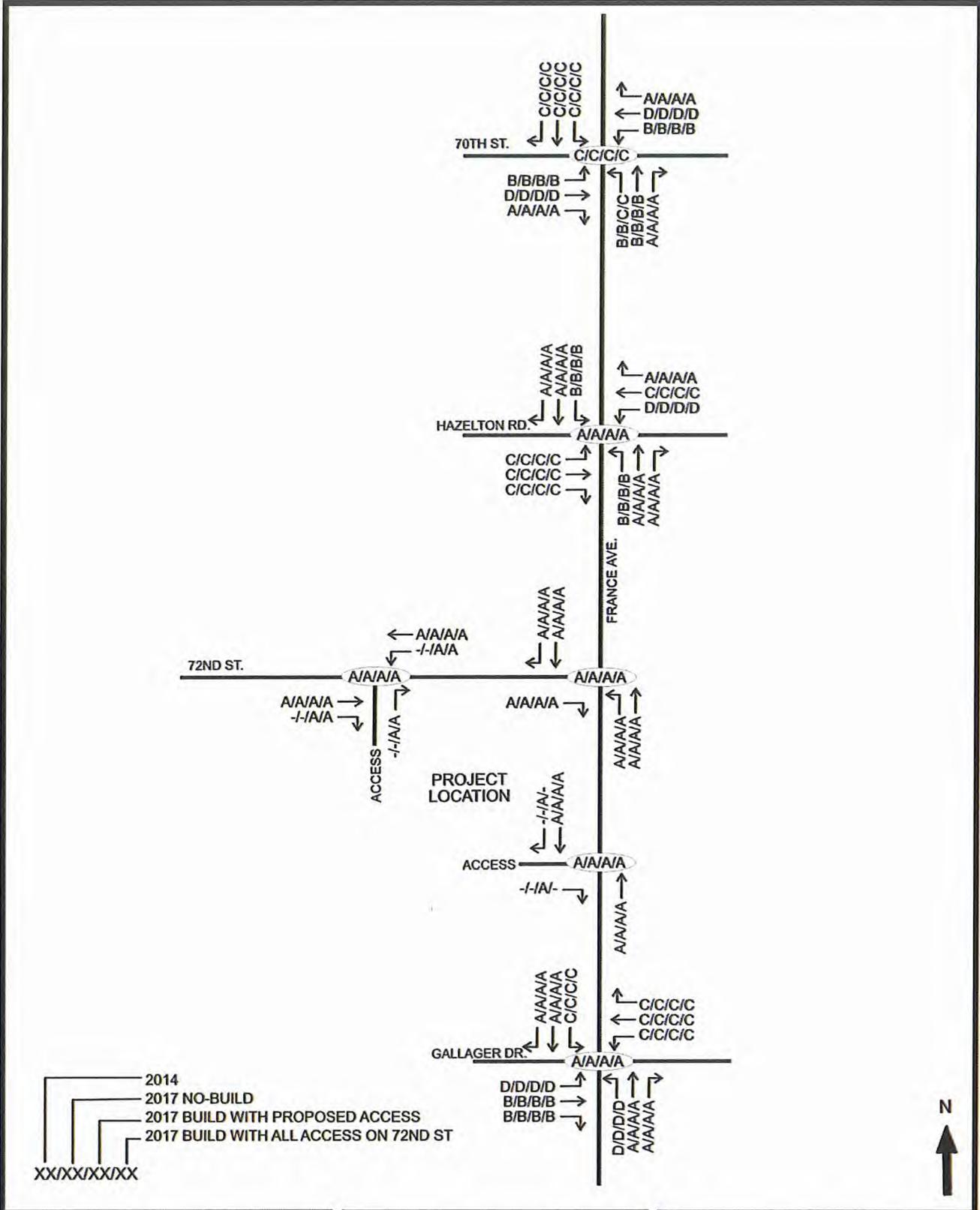
The access as proposed includes a three-quarter access on 72nd Street and a right in/out access on France Avenue. All residential trips will use the 72nd Street access while all retail and restaurant trips will use the France Avenue access. Vehicles can enter the site from both directions on 72nd Street and from the north on France Avenue. Trips from 70th Street have the option of traveling through the neighborhood area to the west to enter the site. The three-quarter access on 72nd Street and the right turn access on France Avenue forces all exiting traffic to France Avenue. Since left turns onto France Avenue are not allowed at 72nd Street, trips oriented to the north will likely make a u-turn at Gallager Drive. U-turns are allowed at Gallager and occur under existing traffic signal control.

Eliminating the access on France Avenue forces all entering and exiting traffic onto 72nd Street. Once again, the three-quarter access on 72nd Street forces all exiting traffic onto France Avenue, resulting in similar operations that occur under the proposed access. As shown in Figure 6, the daily volumes on 72nd Street and Cornelia Drive are slightly higher with all access on 72nd Street.

Eliminating the access on France Avenue removes the disruptions caused by traffic slowing to enter and exit the site. However, southbound France Avenue has three through lanes, with the outside lane used for slowing traffic at many locations under existing conditions.

From a traffic operations perspective, both access options result in minimal impacts to operations on France Avenue. The option with all access on 72nd Street results in slightly higher volumes in the neighborhood area west of the site, but these increases are minimal from an operations standpoint.

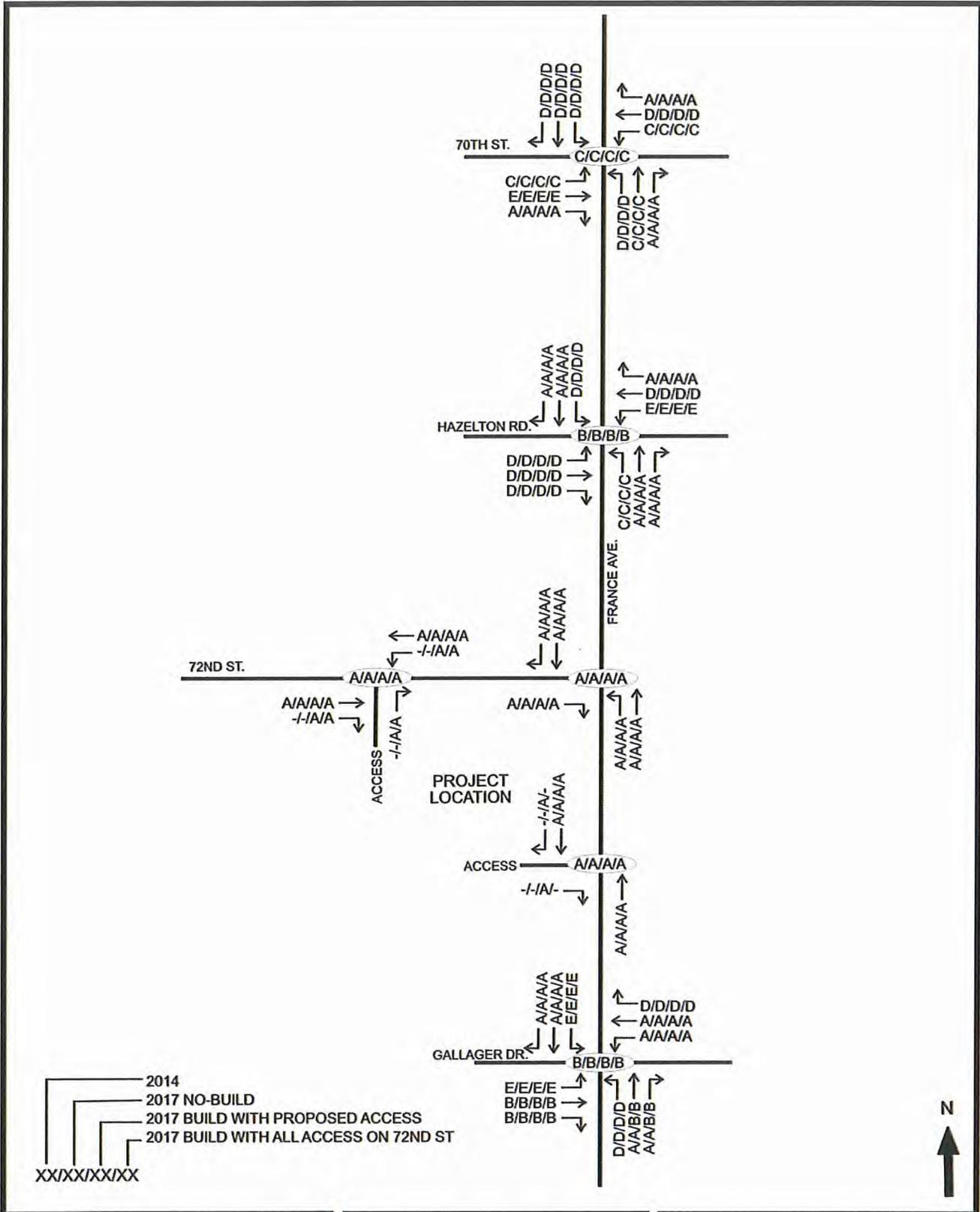
In order for the proposed 72nd Street access to operate as shown, the median and turn lane must be properly designed to eliminate the possibility of lefts turns out. Additional detailed design should be prepared and reviewed to ensure proper operation.



TRAFFIC IMPACT STUDY
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FIGURE 7
WEEKDAY A.M. PEAK HOUR
LEVEL OF SERVICE RESULTS

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TRAFFIC IMPACT STUDY
FOR DEVELOPMENT AT
7200 FRANCE AVENUE
IN EDINA, MN

FIGURE 8
WEEKDAY P.M. PEAK HOUR
LEVEL OF SERVICE RESULTS

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6.0 Conclusions and Recommendations

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

- The proposed development is expected to generate a net total of 37 trips during the a.m. peak hour and 167 trips during the p.m. peak hour.
- Traffic generated by the proposed project does not change the level of service of any movement to an unacceptable level during either peak hour. No improvements are needed at the intersections analyzed to accommodate the proposed project.
- 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.
- Eliminating the access on France Avenue removes the disruptions caused by traffic slowing to enter and exit the site. However, southbound France Avenue has three through lanes, with the outside lane used for slowing traffic at many locations under existing conditions.
- From a traffic operations perspective, both access options result in minimal impacts to operations on France Avenue. The option with all access on 72nd Street results in slightly higher volumes in the neighborhood area west of the site, but these increases are minimal from an operations standpoint.
- In order for the proposed 72nd Street access to operate as shown, the median and turn lane must be properly designed to eliminate the possibility of lefts turns out. Additional detailed design should be prepared and reviewed to ensure proper operation.

Jackie Hoogenakker

From: Sita. k. Dash <drdash.uaslabs@gmail.com>
Sent: Tuesday, November 04, 2014 11:30 AM
To: Jackie Hoogenakker
Cc: Sita. k. Dash
Subject: Case File: 2014.017

TO: City of Edina Planning Department
4801 West 50th Street
Edina, MN 55424

Thank you for giving me the opportunity to review the proposal to build a 5-story, 160 unit apartment building with 20,000 square feet of retail on the first level on the property address 7200 France Ave, Edina, MN.

I do object to this proposal and object to any change to the current zoning of the property at 7200 France Ave, Edina, MN.

Sincerely,

Sita Kantha Dash
7300 France Ave S. Suite 208
Edina, MN 55435

O: 651-583-7281
C: 612-325-1693
F: 952-405-6240

Jackie Hoogenakker

From: Paul Hughes Sr. <paul.sr@peoplehelpinc.com>
Sent: Monday, November 03, 2014 2:01 PM
To: Jackie Hoogenakker
Subject: case file 2014.017

My concern for approval of this request is as follows:

1. Traffic flow Assumption being that a significant number of this proposed apartment residents will have an automobile. Regardless of previous studies indicating amount of vehicle France ave will manage you can only turn South on France off of 72nd. This will cause major traffic congestion in the early am for those using 72nd to get onto France ave. "If" those in the proposed parking wish to turn left onto 72nd out of the parking this will only add to my first sentence expression of traffic congestion. And finally, those turning left out of the apartment complex will be added unnecessary neighborhood traffic around the assisted living facility and the elementary school traffic. In the late afternoon or early evening return of residents heading north bound on France and turning onto 72nd heading west bound this could become a nightmare attempting to enter the designated turn lane (which holds only about 4-5 cars) becoming stacked up waiting to make their left hand turn onto 72nd - should that happen then you have north bound traffic problem on France ave.

Frankly, the investors will profit from approval of this and we residents will pay the price in a combination of congested traffic, potential accidents and bodily injuries. The plan is flawed with underestimated concerns for the already overburdened traffic counts on France Ave, period!

2. A 5 story building with 160 apartments My personal opinion is that the number of apartment units is excessive! And in this latest memo there is no reference to 'low income' housing. Earlier there was mentioned of this accommodating police and nurse personnel unable to afford housing in Edina. I am sorry, if they cannot afford living in Edina they can't afford it. Those of us residence who have invested in the 'cost' of living in Edina over several decades have paid the price for the life style that living in Edina has provided. We are proud of that! and the desirability to be a resident will diminish with planning commission members/city council members warranting more and more 'low cost' housing when the cost is the cost. These members know that one can have any car they want to drive as long as they can afford it and if a person can't afford a certain car than they have to find an alternative.

It would be appropriate to learn what is the underlying motivation of each individual on the planning commission and city council is for considering the disruption of established neighborhoods (the real motivation - not the political one's) with these type of proposals. The city would be served well if the residents within the the 1000 feet of this proposed building project were allowed to vote yes or no on acceptance. I have greater confidence in their ability to discern the merits of this request than the planning commission or city councils arms length mind sets.

My fear is that those two entities have protocol to follow and minds are often made up before we residents are communicated with and even with our input these type issues get jammed down our throats and then we are informed. That is their typical pattern of process.

Jackie Hoogenakker

From: ChadNSmith@eaton.com
Sent: Sunday, November 02, 2014 12:56 PM
To: Jackie Hoogenakker
Subject: Case file 2014.017

Hello

I am against the proposed development on 7200 France Ave by applicant 7200 LLC. The traffic in this area is already too congested. There are two apartment complexes behind Byerlys that will increase the congestion.

Cornelia Elementary is within 2,000 ft of the proposed development. The kids in this neighborhood walk to school and will be affected by the increase in population.

Is this areas utilities capable of handling the increase in sewer demands?

Chad Smith
7017 Bristol Blvd
Edina, MN 55435
612-207-6006

Jackie Hoogenakker

From: Kathy <oconnellgang@comcast.net>
Sent: Wednesday, November 05, 2014 9:54 PM
To: Jackie Hoogenakker; Kevin Staunton
Subject: 72 and France

I see there is a new application for a proposed development at 72nd and France. I have sent my concerns on this previously about the high density nature of the proposal, the impacts on infrastructure, such as schools, streets, water and sewer, traffic patterns, police, fire and telecommunications band width.

The newly proposed plan still has high density, with traffic enter 72nd street where access is forced back through the neighborhood. It is not much different than the original proposal that was previously denied.

My understanding is that Edina has a comprehensive plan to guide development in the city, and zoning laws to support the plan.

This request is asking for significant variances to the comp. plan and zoning rules. It doesn't fit our current view of the city.

I also just attended the Edina 20 year comprehensive plan meeting. In that meeting we discussed that the city needs this new plan to help guide decisions like the one proposed here.

Based on the above, I propose the planning commission deny this request until the new Edina 20 year comprehensive plan is clear. This makes the most sense too have a vision of what we want the city to look like, have a plan to build the proper underlying infrastructure to support the plan , and approve development like the one above if they meet the new plan. This new plan is to be in front of the city council in the beginning of 2015.

Please pass along this email to the city council, planning commission, and city manager, to be read at the upcoming meetings on this proposal.

Tom O'Connell