



PLANNING COMMISSION STAFF REPORT

Originator Cary Teague Community Development Director	Meeting Date September 10, 2014	Agenda # VI.C.
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INFORMATION/BACKGROUND

Project Description

Frauenschuh Commercial Real Estate is proposing to tear down an 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-A7.) 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-A7 and the applicant narrative and plans on pages A9-A30.)

This request has received the following approvals from the City Council:

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 33 and 25 feet.
3. A Comprehensive Guide Plan Amendment from Office to Neighborhood Commercial.

The proposed plans are generally consistent with the approved Preliminary Plan. The applicant has slightly revised the plans per the recommendations of the Planning Commission and City Council, including shifting the building back to the north to create more patio space in front of the building. The applicant has not however, provided boulevard trees or additional landscaping along Edina Industrial Boulevard as was requested. The applicant believes that trees and additional landscaping would be difficult to maintain, cause problems for snow storage, and trees would block visibility to the building for the retail tenants. (See attached Preliminary Development Plan on page A8.) The boulevard area is 10 feet wide; therefore, there is adequate area for some tree planting and

landscaping. Hennepin County requires trees to be planted six feet back from the curb. Trees could be planted to meet that standard. The city engineer has reviewed the plan and believes the area could be landscaped including trees and still could be maintained. The City of Edina would be responsible for the plowing of snow on this sidewalk in the winter.

The following is requested for this final review:

1. Final Rezoning from POD-1, Planned Office District to PCD-2, Planned Commercial District; and
2. Final Development Plan with Front Yard Setback Variances from 35 to 33 and 25 feet.

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–A4.)

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 A33–A47.) 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 26 overstory trees, including existing and proposed. The trees would include a mixture of Elm, Honey Locust, Crabapple, Linden and Aspen. (See page A20.) 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 A23-A25.)

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 A31-A32. Conditions include establishing an easement over the sidewalks and enter into a developer's agreement for the installation of public water, fire hydrant and public sidewalk. The grading and drainage plan shows three ponding areas designed for drainage. The plans are subject to review approval of the Nine Mile Creek Watershed District.

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 A27–A30.) 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 pages A20 and A38.) 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 also shows that additional stacking would line up with the drive-aisle area. (See page A38.)

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	33 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

**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 City Council did approve a Comprehensive Plan Amendment for this site and surrounding retail area. 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 and Preliminary review, with the exception of providing boulevard trees. A condition of approval could include requiring these trees.

(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.

Variance – Building Setback (Front Yard Setback from 35 to 33 and 25 feet)

Per Section 36-98 of the City Code, a variance should not be granted unless it is found that the enforcement of the ordinance would cause practical difficulties in complying with the zoning ordinance and that the use is reasonable. As demonstrated below, staff believes the proposal does meet the variance standards, when applying the three conditions:

Minnesota Statutes and Edina Ordinances require that the following conditions must be satisfied affirmatively. The Proposed Variance will:

1) *Relieve practical difficulties that prevent a reasonable use from complying with ordinance requirements.*

Reasonable use does not mean that the applicant must show the land cannot be put to any reasonable use without the variance. Rather, the applicant must show that there are practical difficulties in complying with the code and that the proposed use is reasonable. "Practical difficulties" may include functional and aesthetic concerns.

Staff believes the proposed variance is reasonable. The practical difficulty is the small size of the site. A building could be located on the site to meet

all the applicable setback requirements, however, the result would be a building located in the middle of the site with parking lots in front, as demonstrated by the applicant during the sketch plan. The applicant has moved the parking areas to the north and east side of the building, and created green space, sidewalk and seating areas in front, as requested by both the Planning Commission and City Council. This setback to Edina Industrial Boulevard is now 33 feet, which nearly meets the 35-foot setback requirement.

The Comprehensive Plan encourages buildings to be brought up to engage the street. The following goals and policies of the Comprehensive Plan would be met: "Where appropriate, building facades should form a consistent street wall that helps to define the street and enhance the pedestrian environment." This would be the first building in this area to be brought up to the street. Currently there are no sidewalks on the site. The proposed boulevard style sidewalk would hopefully encourage more pedestrian movement in the area.

2) *There are circumstances that are unique to the property, not common to every similarly zoned property, and that are not self-created?*

Yes. The unique circumstances are the small size of the property and location as a corner lot. As mentioned above, the building could be moved back to meet required setbacks, however, would create a parking lot in the front. While there are other small corner lots in the PCD-2 Districts, these circumstances are generally unique compared to all PCD-2 District properties.

3) *Will the variance alter the essential character of the neighborhood?*

No. The proposed new retail building would not alter the essential character of the neighborhood. Rather it would enhance the area, and encourage pedestrian movement.

PRIMARY ISSUES/STAFF RECOMMENDATION

Primary Issues

- **Is the Rezoning to PCD-2 & Front Yard Setback Variance appropriate for the site?**

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

1. The proposed rezoning meets the criteria in Section 36-216, as noted above, in regard to rezoning property. The project would be consistent with the recently amended 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.
3. As demonstrated above the variance criteria would be met.

Staff Recommendation

Final Rezoning to PCD-2, and Final Development Plan with Front Street Setback Variances from 35 feet to 33 and 25 feet

Recommend that the City Council approve the Final Rezoning from POD-1, Planned Office District to PCD-2, Planned Commercial District and Final Development Plan with Variances 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 4-7 above, in regard to rezoning property. 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.
3. The variance criteria are met. The proposed variance is reasonable. The practical difficulty is the small size of the site. A building could be located on the site to meet all the applicable setback requirements, however, the

result would be a building located in the middle of the site with parking lots in front.

4. The unique circumstances are the small size of the property and location as a corner lot. The building could be moved back to meet required setbacks, however, would create a parking lot in the front. While there are other small corner lots in the PCD-2 Districts, these circumstances are generally unique compared to all PCD-2 District properties.
5. The following goals and policies of the Comprehensive Plan would be met: "Where appropriate, building facades should form a consistent street wall that helps to define the street and enhance the pedestrian environment." This would be the first building in this area to be brought up to the street. Currently there are no sidewalks on the site. The proposed boulevard style sidewalk will encourage pedestrian movement in the area.
6. The traffic and parking study done by Wenck concludes that the existing roadways can support the proposed project.

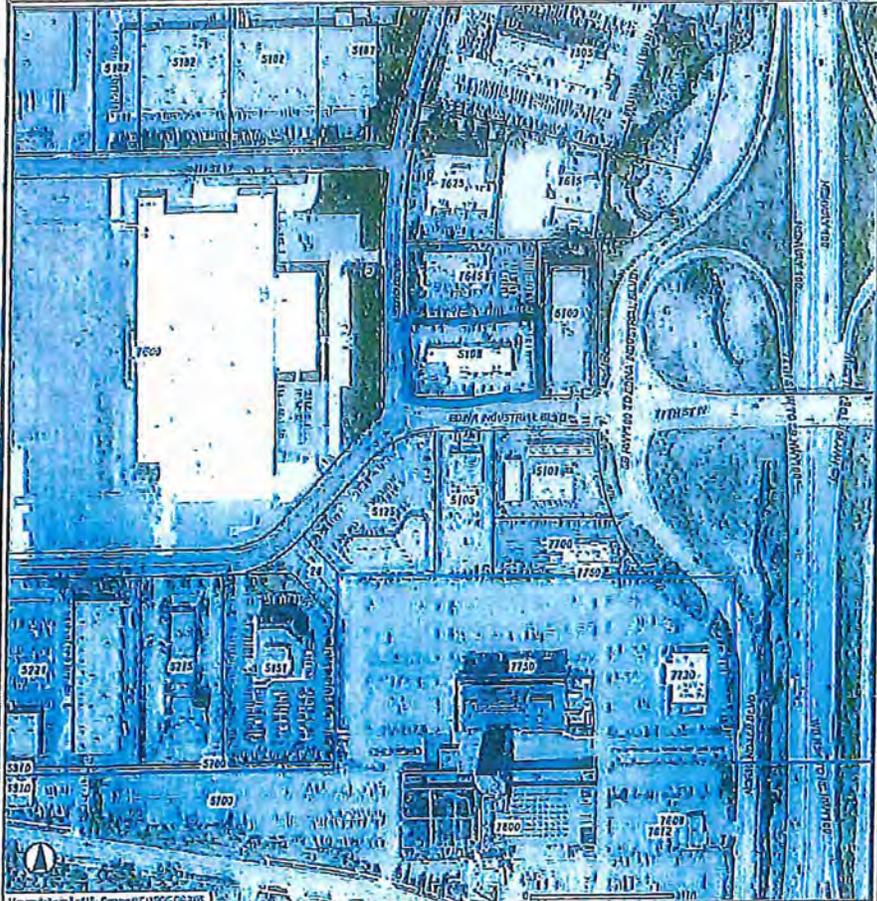
Approval is subject to the following Conditions:

1. Subject to staff approval, the site must be developed and maintained in substantial conformance with the following plans, unless modified by the conditions below:
 - Site plan date stamped August 20, 2014.
 - Grading plan date stamped August 20, 2014.
 - Utility plan date stamped August 20, 2014.
 - Landscaping plan date stamped August 20, 2014.
 - Building elevations date stamped August 20, 2014
 - Building materials board as presented at the Planning Commission and City Council meeting.
2. Prior the issuance of a building permit, a final landscape plan must be submitted, subject to staff approval. Additionally, a performance bond, letter-of-credit, or cash deposit must be submitted for one and one-half times the cost amount for completing the required landscaping, screening, or erosion control measures.
3. Additional landscaping, including deciduous trees shall be planted within the boulevard, subject to review and approval of the city forester and city engineer.
4. The property owner is responsible for replacing any required landscaping that dies.

5. Submit a copy of the Nine Mile Creek Watershed District permit. The City may require revisions to the approved plans to meet the district's requirements.
6. Compliance with all of the conditions outlined in the city engineer memo dated July 15, 2014, including entering into a developer's agreement for construction of utilities and sidewalks.
7. The Final Lighting Plan must meet all minimum landscaping requirements per Section 36 of the Zoning Ordinance.
8. Dedication of an easement over the proposed sidewalk, subject to approval of the city engineer.

Deadline for a city decision: October 21, 2014

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:

-Enter Notes Here-

Map Scale: 1" = 100 ft.

Print Date: 7/17/2014



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A4



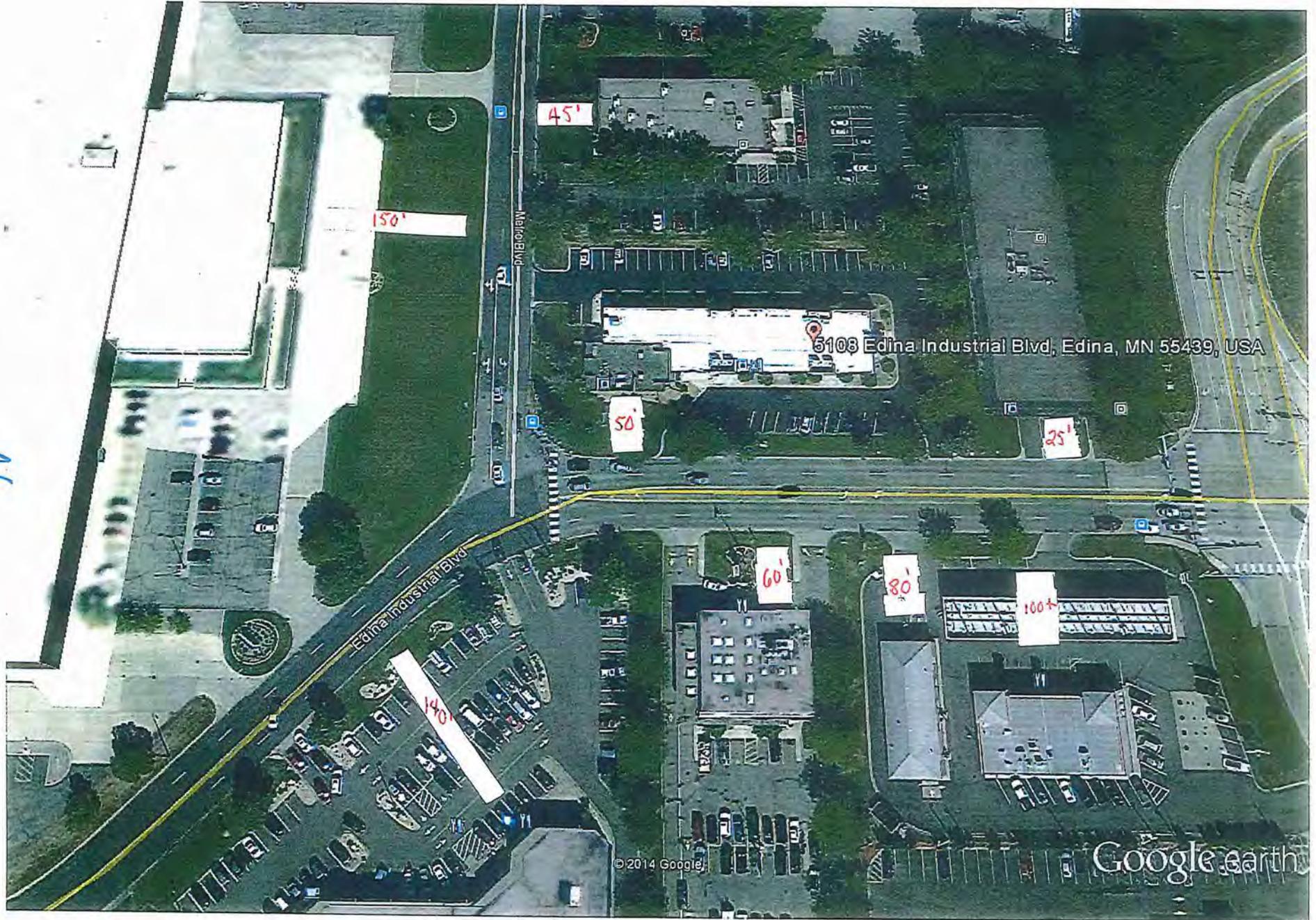
5108 Edina Industrial Blvd, Edina, MN 55439, USA

Google earth



A5

A6



Google earth

feet
meters



AREA
SETBACKS



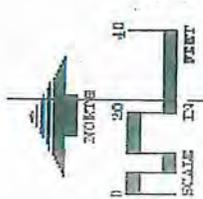
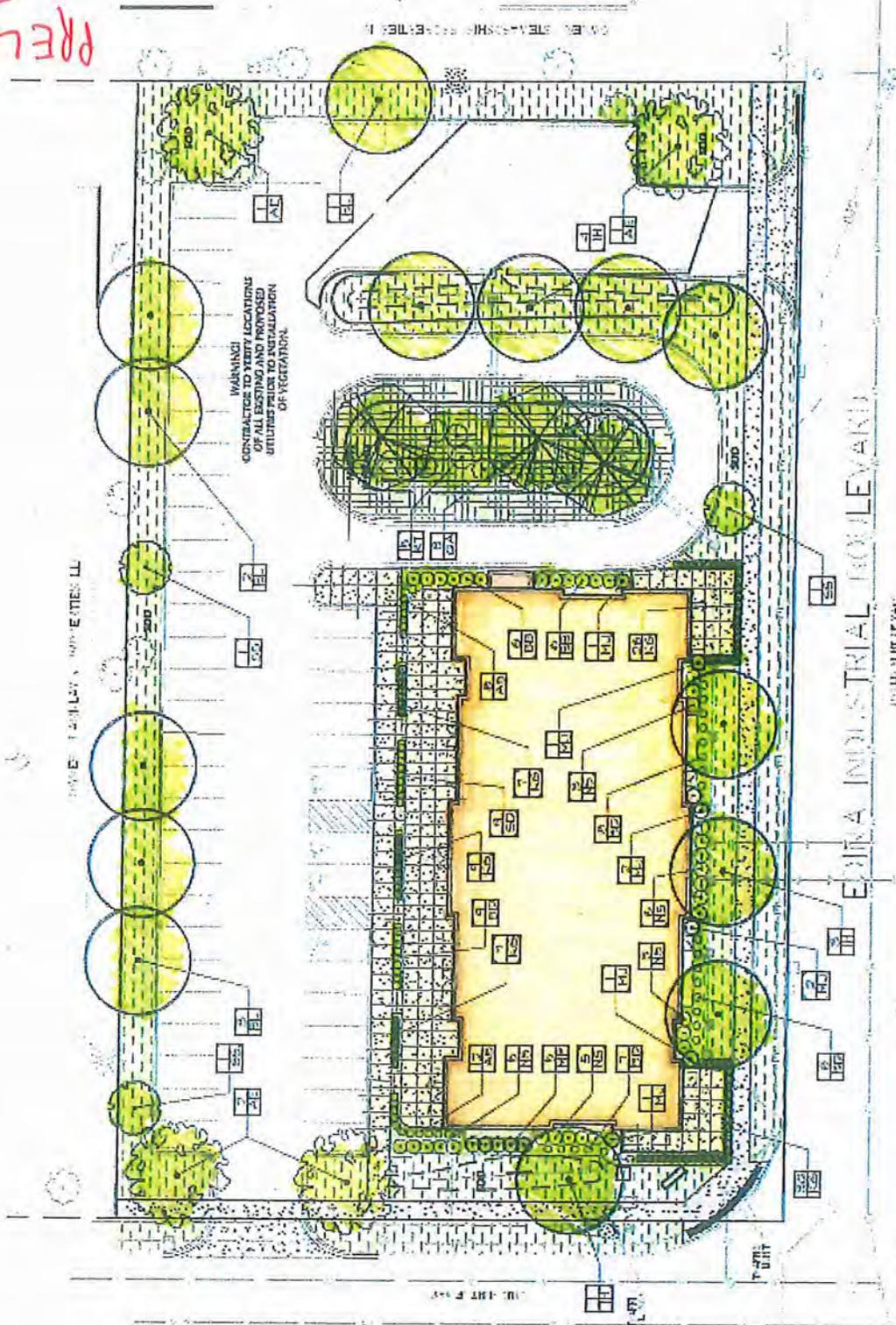


A7

PRELIMINARY
SITE
PLAN

A8

EDINA INTERCHANGE CENTER



5105 EDINA INDUSTRIAL BLVD
SITE PLAN
EDINA INTERCHANGE CENTER,
C. 2014

EDINA INDUSTRIAL BOULEVARD

METRO BOULEVARD

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.

A10

PLANNING DEPARTMENT
NOV 20 2014
CITY OF EDINA

5108 RETAIL

5108 EDINA INDUSTRIAL BLVD
EDINA, MN

PROJECT TEAM

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SHEET INDEX

A0	TITLE SHEET SURVEY
CIVIL SHEETS	
C1-1	EXISTING CONDITIONS
C1-2	DEMOLITION PLAN
C2-1	SITE PLAN
C3-1	GRADING & DRAINAGE PLAN
C3-2	EROSION CONTROL PLAN
C4-1	UTILITY PLAN
C5-1	CIVIL DETAILS
L1-1	LANDSCAPE PLAN
ARCHITECTURE SHEETS	
A1	FLOOR PLAN
A2	ELEVATIONS



PLANNING DEPARTMENT
 AUG 20 2014
 CITY OF EDINA

SRA
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PRELIMINARY
 NOT FOR
 CONSTRUCTION

SCALE:	AS SHOWN
AS SHOWN	AS SHOWN

5108 RETAIL
 5108 EDINA INDUSTRIAL BLVD
 EDINA, MN

* TITLE SHEET

PROJECT NO: 13-0051E
 DRAWN BY: EJA
 CHECKED BY: HSL

A0

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PRELIMINARY
NOT FOR
CONSTRUCTION

A13

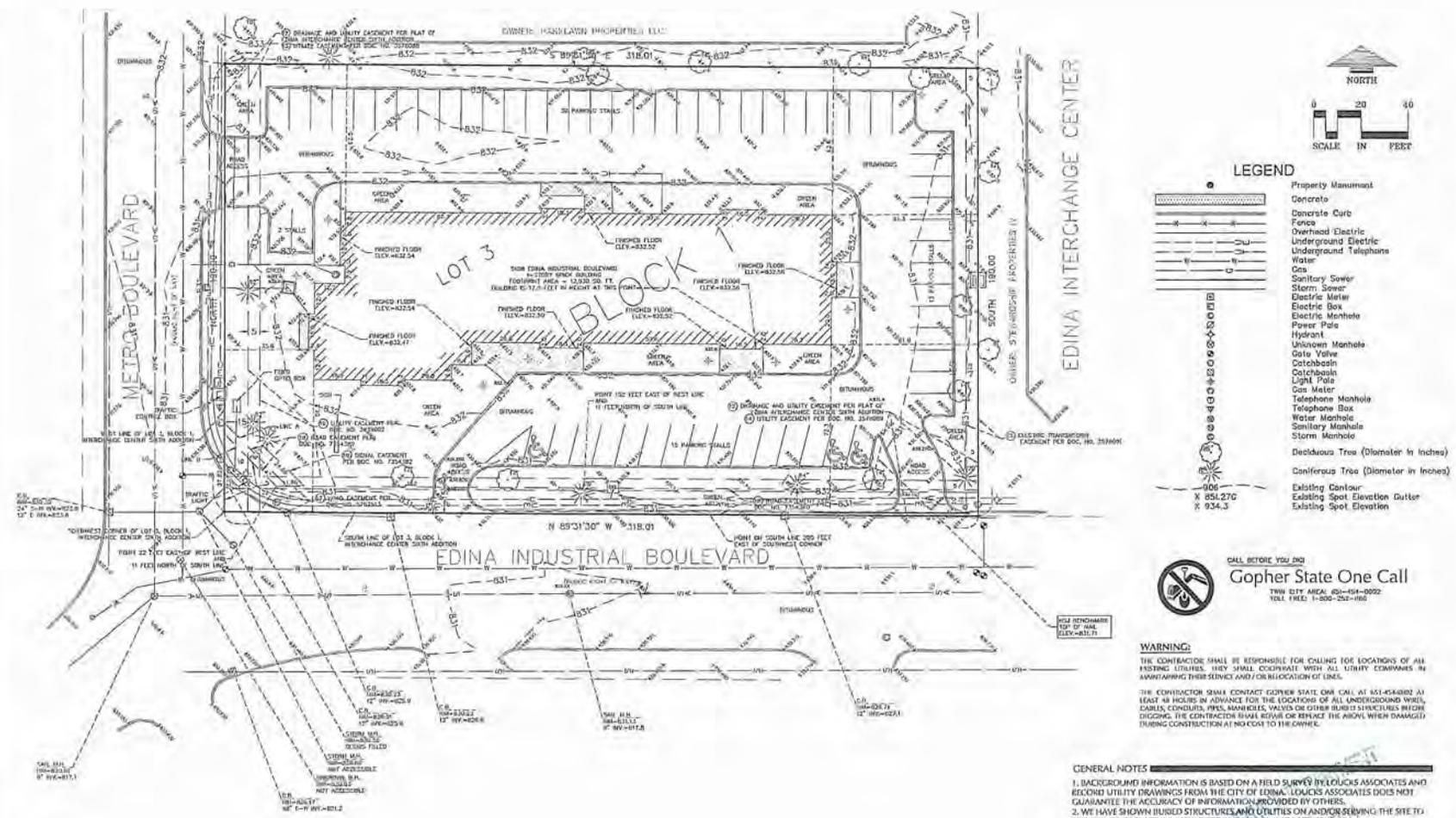
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DATE	DESCRIPTION
03/20/24	PRELIMINARY DESIGN SET
03/20/24	REVISED DESIGN SET
03/20/24	REVISED DESIGN SET
03/20/24	REVISED DESIGN SET
03/20/24	REVISED DESIGN SET

5108 RETAIL
5108 EDINA INDUSTRIAL BLVD.
EDINA, MN

EXISTING CONDITIONS

PROJECT NO: 1340002
DRAWN BY: WRS
CHECKED BY: WSR



LEGEND

- Property Monument
- Concrete
- Concrete Curb
- Fence
- Overhead Electric
- Underground Electric
- Underground Telephone
- Water
- Gas
- Sanitary Sewer
- Storm Sewer
- Electric Meter
- Electric Box
- Electric Manhole
- 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 Gutter
- Existing Spot Elevation

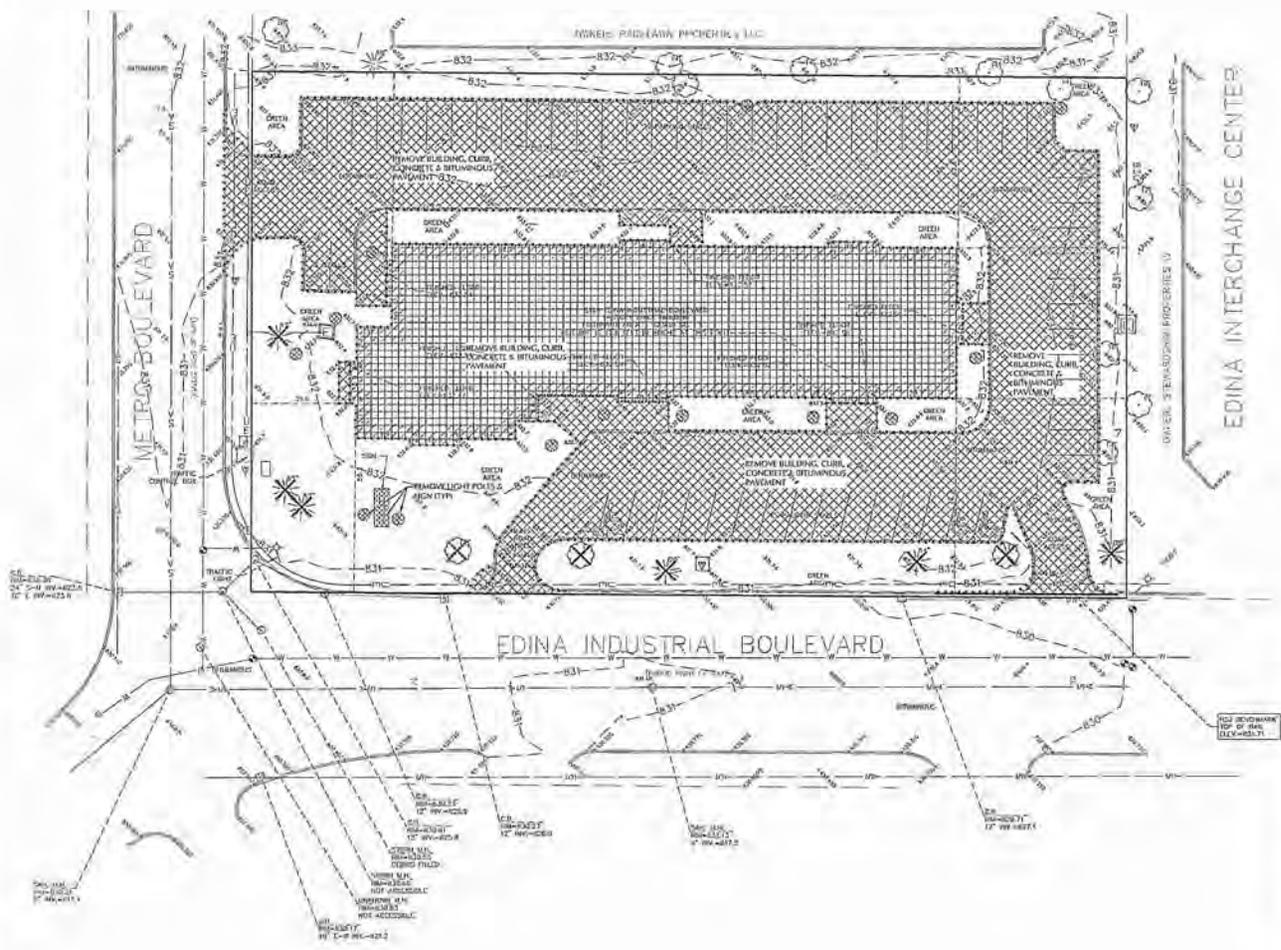
CALL BEFORE YOU DIG
Gopher State One Call
THIS CITY AREA: 651-651-8992
TOLL FREE: 1-800-292-1162

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 AREAS OR RELOCATION OF LINES.

THE CONTRACTOR SHALL CONTACT GOPHER STATE ONE CALL AT 651-651-8992 AT LEAST 48 HOURS IN ADVANCE FOR THE LOCATIONS OF ALL UNDERGROUND WIRE, CABLES, CONDUITS, PIPES, MANHOLES, VALVES OR OTHER BURIED STRUCTURES BEFORE DIGGING. THE CONTRACTOR SHALL REMOVE OR REPAIR THE AREA WHEN DAMAGED DURING CONSTRUCTION AT NO COST TO THE OWNER.

GENERAL NOTES

1. 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.
2. WE HAVE SHOWN BURIED STRUCTURES AND UTILITIES ON AND/OR SERVING THE SITE TO THE BEST OF OUR ABILITY, SUBJECT TO THE FOLLOWING RESTRICTIONS:
 - A. UTILITY OPERATORS DO NOT IMMEDIATELY RESPOND TO LOCATE REQUESTS THROUGH THE GOPHER STATE ONE CALL SERVICE FOR BOUNDARY PURPOSES SUCH AS THIS.
 - B. 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 ADJOINING SITE CROSSES THIS SITE OR A SERVICE TO THIS SITE CROSSES AN ADJOINING SITE, IT MAY NOT BE LOCATED SINCE MOST OPERATORS WILL NOT MARK SUCH PRIVATE SERVICES.
 - C. SNOW AND ICE CONDITIONS DURING WINTER MONTHS MAY OBSCURE OTHERWISE VISIBLE EVIDENCE OF A BURIED STRUCTURE OR UTILITY.
 - D. MAPS PROVIDED BY OPERATORS, EITHER ALONG WITH A FIELD LOCATION OR IN LIEU OF SUCH A LOCATION, ARE VERY OFTEN INACCURATE OR INCONCLUSIVE.
 - E. THE SURFACE FEATURES AND ELEVATIONS SHOWN ON THIS DRAWING WERE LOCATED BY LOUCKS ASSOCIATES.
 - F. 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.
 - G. 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 651-651-8992.
3. 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.



LEGEND

	Property Monument
	Concrete
	Concrete Curb
	Fence
	Overhead Electric
	Underground Electric
	Underground Telephone
	Water
	Gas
	Sanitary Sewer
	Electric Meter
	Electric Box
	Electric Manhole
	Power Pole
	Hydrant
	Water Manhole
	Catchbasin
	Manhole
	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

- ### DEMOLITION 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.
 - THE CONTRACTOR SHALL TAKE ALL PRECAUTIONS NECESSARY TO AVOID NEARBY DAMAGES TO ADJACENT PROPERTIES DURING THE CONSTRUCTION PHASE OF THE PROJECT. THE CONTRACTOR WILL BE HELD RESPONSIBLE FOR ANY DAMAGES TO ADJACENT PROPERTIES OCCURRING DURING THE CONSTRUCTION PHASE OF THIS PROJECT.
 - IN ACCORDANCE WITH CURRENTLY ACCEPTED CONSTRUCTION PRACTICES, THE CONTRACTOR WILL BE FULLY AND COMPLETELY RESPONSIBLE FOR CONDITIONS ON THE JOB SITE, INCLUDING SAFETY OF ALL PERSONS AND PROPERLY PLACING THE PERFORMANCE OF THE WORK. THIS REQUIREMENT WILL APPLY CONTINUOUSLY AND NOT BE LIMITED TO NORMAL WORKING HOURS.
 - THE DUTY OF THE ENGINEER IS TO DEVELOP TO CLIENTS CONSTRUCTION REVIEW OF THE CONTRACTORS PERFORMANCE IS NOT INTENDED TO INCLUDE REVIEW OF THE ADEQUACY OF THE CONTRACTORS OWN FIELD MEASUREMENTS IN CONNECTION WITH THE CONSTRUCTION.
 - EXCEPT WHERE SHOWN OTHERWISE, THE CONTRACTOR SHALL INSTALL A TEMPORARY HOIST ENTRANCE AND ALL HOISTS OF VEHICLES FROM THE PROJECT SITE AND HOIST ENTRANCE SHALL BE APPROVED BY THE CONTRACTOR FOR THE SUBMITTER. THE PRECISE SEE SHEET C-2 FOR DETAILS.
 - EROSION AND SEDIMENTATION CONTROL MEASURES SHALL BE ESTABLISHED AROUND THE SITE PLAN AS SHOWN AND MAINTAINED THROUGHOUT THE CONSTRUCTION PERIOD. BEST MANAGEMENT PRACTICES (BMP) REQUIREMENTS SHALL BE SHOWN ON SHEET C-2 & C-3 OF THE PROJECT PLAN.
 - ALL CONSTRUCTION ACTIVITY INCLUDING STORMWATER CONTROL & PRACTICES SHALL TAKE PLACE ON-SITE.
 - PROTECT EXISTING TREE FEATURES THAT ARE NOT LISTED FOR REMOVAL BY DEMOLITION NOTES, NOTIFY ENGINEER IMMEDIATELY FOR RESOLUTION.
 - WE HAVE SHOWN EXISTING UTILITIES BASED ON CITY RECORDS AS A GENERAL ONE (G.O.A.T.). THERE MAY BE UTILITIES THAT ARE NOT SHOWN.
 - NO WORK TO BE DONE OUTSIDE OF CONSTRUCTION LIMITS UNLESS PRIOR AUTHORIZATION IS OBTAINED.

WARNING

THE CONTRACTOR SHALL BE RESPONSIBLE FOR CALLING FOR LOCATIONS OF ALL EXISTING UTILITIES. THEY SHALL COORDINATE WITH ALL UTILITY COMPANIES BY MAINTAINING THEIR SERVICE AND FOR LOCATION OF LINES.

THE CONTRACTOR SHALL CONTACT Gopher State One Call AT (612) 454-8892 AT LEAST 48 HOURS IN ADVANCE FOR THE LOCATIONS OF ALL UNDERGROUND UTILITIES, CABLES, CONDUITS, PIPES, MANHOLES, BOXES OR OTHER BURIED STRUCTURES OR OBSTACLES. THE CONTRACTOR SHALL REPAIR OR REPLACE THE AREAS WHICH DAMAGED DURING CONSTRUCTION AT HIS/HER OWN COST TO THE OWNER.

CALL METRO, YOU GO
Gopher State One Call
 THE CITY OF EDINA: (612) 454-8892
 THE STATE: (612) 454-8892

DEMOLITION LEGEND

	REMOVE EXISTING CONCRETE & REINFORCING
	REMOVE EXISTING BUILDING
	REMOVE EXISTING CURB & CHUTE & UTILITIES
	REMOVE EXISTING CURB, HOUS & UTILITY

SRA
 SPECIALTY RETAIL ARCHITECTS, INC.

480 WEST OGDEN AVENUE SUITE 100
 ST. LOUIS, MISSOURI 63104-4540
 PHONE: (314) 433-8888
 FAX: (314) 433-8888
 WWW.SRA-ARCHITECTS.COM
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PRELIMINARY DRAWING NOT FOR CONSTRUCTION

AT4

LOUCKS ASSOCIATES
 ENGINEERS, ARCHITECTS & SURVEYORS
 10000 W. WASHINGTON AVENUE SUITE 100
 EDINA, MINNESOTA 55425
 (612) 454-8892

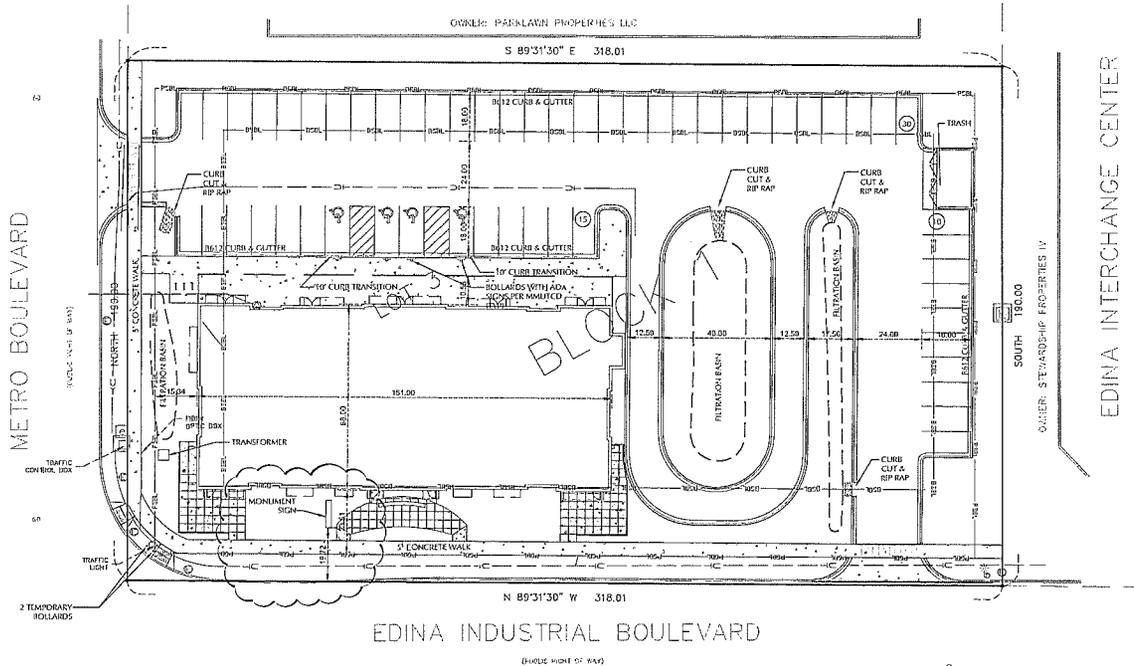
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APPROVED BY	DATE

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 EDINA, MN

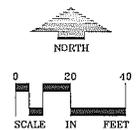
DEMOLITION PLAN

PROJECT NO. 13-0202
 DRAWN BY: WJS
 CHECKED BY: WJS

C1-2



EDINA INTERCHANGE CENTER



SITE PLAN NOTES

1. 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.
2. MINNESOTA STATE STATUTE REQUIRES NOTIFICATION PER "GOPHER STATE ONE CALL" PRIOR TO COMMENCING ANY GRADING, EXCAVATION OR UNDERGROUND WORK.
3. CONTRACTOR SHALL FIELD VERIFY LOCATIONS AND ELEVATIONS OF EXISTING UTILITIES AND TOPOGRAPHIC FEATURES PRIOR TO COMMENCEMENT OF CONSTRUCTION ACTIVITY. THE CONTRACTOR SHALL NOTIFY THE ENGINEER OF ANY DISCREPANCIES OR VARIATIONS FROM THE PLANS.
4. ALL DIMENSIONS ARE SHOWN TO THE FACE OF CURB UNLESS OTHERWISE NOTED.
5. PROVIDE A 3 FOOT TAPE AT ALL CURB TERMINI.
6. ALL PAVING, CONCRETE CURB, CUTTER AND SIDEWALK SHALL BE FURNISHED AND INSTALLED IN ACCORDANCE WITH THE DETAILS SHOWN PER THE REQUIREMENTS OF THE CITY. SEE LANDSCAPE AND ARCHITECTURAL PLANS FOR ANY ADDITIONAL LANDSCAPE APPLICATIONS.
7. A SIGNIFICANT PORTION OF SITE IMPROVEMENTS NOT SHOWN ON THIS SHEET ARE DESCRIBED AND PROVIDED IN FURTHER DETAIL ON THE ARCHITECTURAL AND LANDSCAPE PLANS. THIS INCLUDES LANDSCAPING, LIGHTING AND OTHER FIXTURES.
8. 8x12 CONCRETE CURB AND CUTTER SHALL BE INSTALLED AT THE EDGE OF ALL COMMON DRIVES AND PARKING LOTS WITHIN THE SITE, UNLESS NOTED OTHERWISE.
9. SEE SHEETS C2-1 AND C4-1 FOR GRADING AND UTILITIES.
10. ALL PARKING LOT PAVEMENT MARKINGS SHALL BE 4" WIDE WHITE PAINTED STRIPING.
11. DISABLED PARKING SIGNAGE & PAVEMENT MARKINGS SHALL BE IN ACCORDANCE WITH ADA & MMUTCD.

STALL COUNT ANALYSIS

PROPOSED STANDARD PARKING STALLS	51
PROPOSED ADA PARKING STALLS	4
TOTAL PROPOSED STALLS	55

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.



4500 WEST OLD SHAWNEE ROAD
SUITE 200
MINNETONKA, MINNESOTA 55012
PHONE: 952.894.8542
FAX: 952.894.8543
WWW.SRREINERSARCHITECTS.COM

THIS CITY OF EDINA PRELIMINARY SITE PLAN HAS BEEN REVIEWED BY THE CITY ENGINEER AND APPROVED FOR CONSTRUCTION.

LOUCKS ASSOCIATES
Professional Engineer
13000 Lyndale Ave. S., Suite 200
Edina, MN 55425
Phone: 952.921.1577
Fax: 952.921.1578

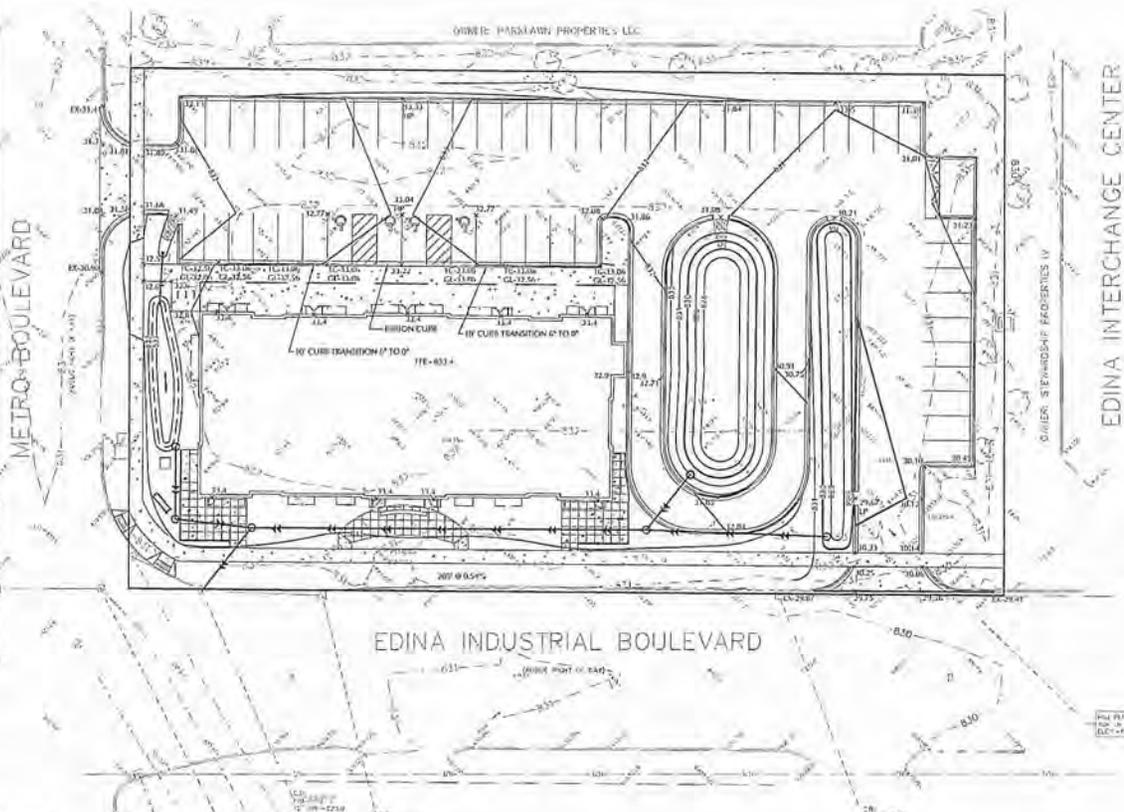
DATE	DESCRIPTION
06/05/24	PERMANENT EASERS SET
08/04/24	REVISED PER CITY COMMENTS
08/28/24	ADJUSTABLE'S SUBMITTAL
09/02/24	REVISED SITE AND LANDSCAPE

5108 RETAIL
5108 EDINA INDUSTRIAL BLVD.
EDINA, MN

• SITE PLAN

PROJECT NO: 13-000-02
DRAWN BY: WIS
CHECKED BY: VJV

C2-1



- GRADING PLAN NOTES**
1. BACKGROUND INFORMATION IS BASED ON A FIELD SURVEY BY LOUCKS ASSOCIATES AND RECORD UTILITY DRAWINGS FROM THE CITY OF BROOKLYN PARK. LOUCKS ASSOCIATES DOES NOT GUARANTEE THE ACCURACY OF INFORMATION PROVIDED BY OTHERS.
 2. THE CONTRACTOR SHALL REFER TO THE ARCHITECTURAL PLANS FOR EXACT LOCATIONS AND DIMENSIONS OF BUILDINGS, VESTIBULES, SLOPED PAVING, EXIT PORCHES, RAMPS, TRUCK DOORS, ENTRY LOCATIONS AND LOCATIONS OF DOWNPOUNTS.
 3. 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.
 4. 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.
 5. BEFORE BEGINNING CONSTRUCTION THE CONTRACTOR SHALL INSTALL A TEMPORARY ROCK ENTRANCE PAD AT ALL POINTS OF VEHICLE EXIT FROM THE PROJECT SITE. SAID ROCK ENTRANCE PAD SHALL BE MAINTAINED BY THE CONTRACTOR FOR THE DURATION OF THE PROJECT.
 6. EROSION AND SEDIMENTATION CONTROL MEASURES SHALL BE ESTABLISHED AROUND THE ENTIRE SITE PERMETER AND IN ACCORDANCE WITH NPDES PERMIT REQUIREMENTS, BEST MANAGEMENT PRACTICES, AND CITY REQUIREMENTS.
 7. ALL SPOT ELEVATIONS SHOWN REPRESENT FINISHED SURFACE OR GUTTER LINE ELEVATIONS UNLESS OTHERWISE NOTED.
 8. CONTRACTOR TO VERIFY EXISTING INFORMATION PRIOR TO CONSTRUCTION AND NOTIFY ENGINEER OF ANY PLAN DISCREPANCIES.
 9. EXISTING UTILITY LOCATIONS AS PER CITY AS-BUILT PLANS AND FIELD SHOTS.
 10. SEE SHEET C3-2 FOR EROSION CONTROL INFORMATION.
 11. GENERAL CONTRACTOR MUST VERIFY ALL TIE IN GRADES.

- ABBREVIATION LEGEND**
- FECH FINISHED ELEVATION
 - TW=TOP OF RETAINING WALL
 - CG=GROUND AT FACE OF RETAINING WALL
 - HP=HIGH POINT
 - LP=LOW POINT
 - TC=TOP OF CURB
 - GL=GUTTER LINE

NOTE:
CATCH BASINS ARE 2 INCHES LOWER THAN FLOW LINE ELEVATION.

NOTE:
SPOT ELEVATIONS AT CURB LINES INDICATE BASE OF CURB AND GUTTER LINE (I.E. FLOW LINE) ELEVATIONS UNLESS OTHERWISE NOTED.

EXISTING	PROPOSED

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 BEGINNING. 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: 651-454-0002
TOLL FREE: 1-800-252-1100



4020 VESTER OLD BRANFORD ROAD
SUITE 200
BROOKLYN PARK, MN 55420-5617
PHONE: 763-437-8888
FAX: 763-437-8888
WWW.SRAARCHITECTS.COM

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CONSTRUCTION

ALG

LOUCKS ASSOCIATES
Professional Engineers & Surveyors
10000 Hennepin Avenue, Suite 100
Edina, Minnesota 55425
Phone: 763-437-8888
Fax: 763-437-8888

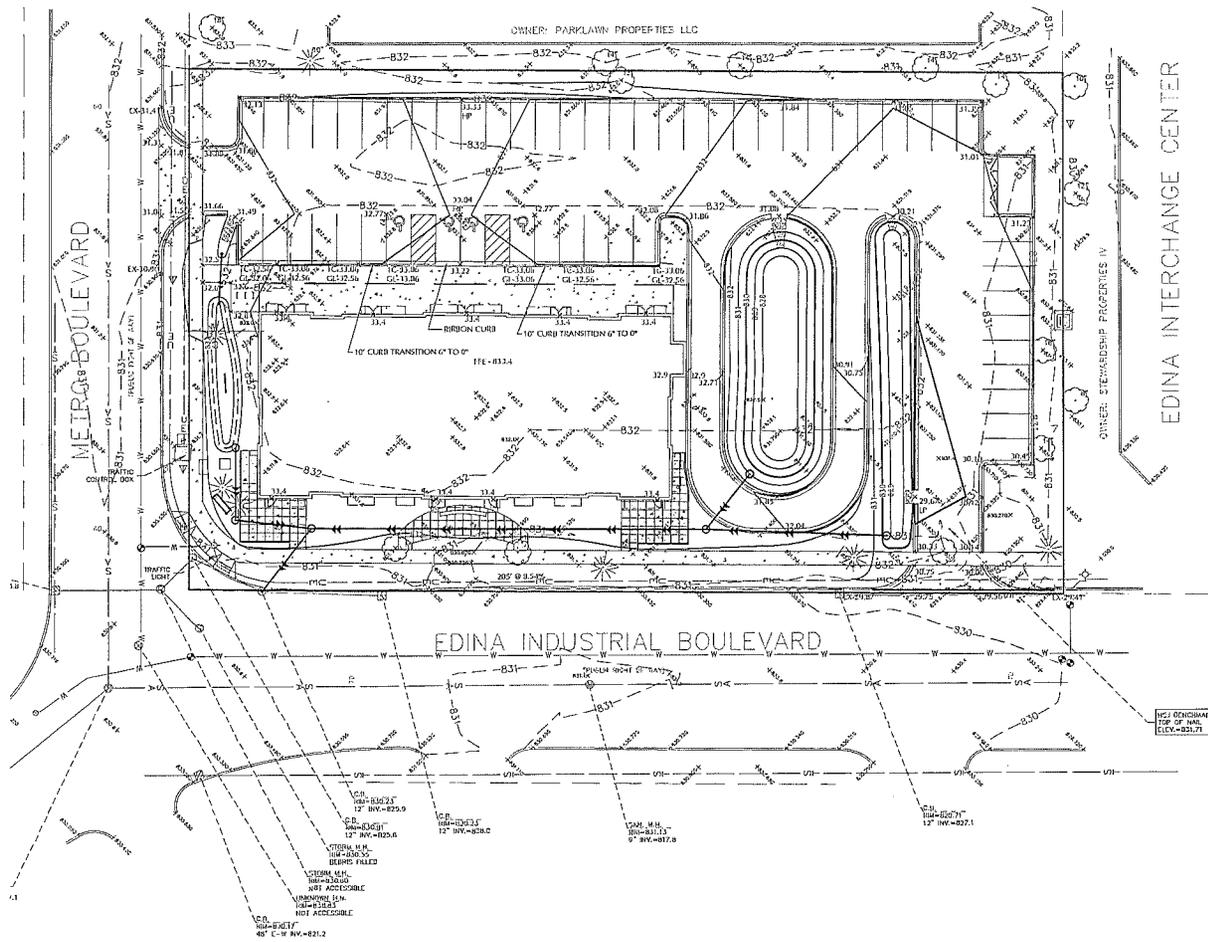
DATE	DESCRIPTION

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EDINA, MN

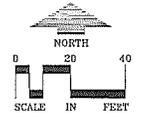
• GRADING & DRAINAGE PLAN

PROJECT NO: 13-006-2
DRAWN BY: WVS
CHECKED BY: WVS

C3-1



EDINA INTERCHANGE CENTER

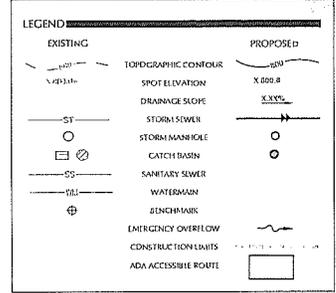


EROSION CONTROL SCHEDULE

1. CONTRACTOR MUST NOTIFY THE CITY OF BURLINGTON PARK 48 HOURS BEFORE ANY CONSTRUCTION ACTIVITY.
2. INSTALL EROSION CONTROL MEASURES AT LOCATIONS SHOWN ON EROSION CONTROL PLAN PRIOR TO ANY LAND DISTURBANCE. INSTALL SEDIMENT FILTERS IMMEDIATELY FOLLOWING INSTALLATION OF STRUCTURE.
3. REMOVE ALL STOPS TRACKED OR OTHERWISE DEPOSITED INTO PUBLIC AND PRIVATE AREAS. REMOVAL SHALL BE ON A DAILY BASIS WHEN TRACKING OCCURS AND MAY BE ORDERED BY INSPECTORS AT ANY TIME IF CONDITIONS WARRANT. SWEEPINGS SHALL BE MAINTAINED THROUGHOUT THE DURATION OF THE CONSTRUCTION AND DONE IN A MANNER TO PREVENT DUST BEING BLOWN TO ADJACENT PROPERTIES.
4. SLOPES MUST BE STABILIZED BY BEING SEEDED AND COVERED WITH AN EROSION CONTROL blanket OR MULCHED WITH A TRACKING AGENT AS SOON AS POSSIBLE AFTER GRADING AND NO LATER THAN 14 DAYS.
5. ALL EROSION CONTROL INSTALLATIONS SHALL REMAIN IN PLACE AND BE MAINTAINED IN GOOD CONDITION BY THE CONTRACTOR UNTIL THE SITE HAS BEEN REVEGETATED, AT WHICH TIME THEY SHALL BE REMOVED. INSPECT TEMPORARY EROSION AND SEDIMENT CONTROL DEVICES ON A DAILY BASIS AND REPLACE, DETRIMENTED, DAMAGED, OR ROTTED EROSION CONTROL DEVICES IMMEDIATELY. FOR PROPOSED PAVED SURFACE AREA, THE CONTRACTOR MAY REMOVE NECESSARY Silt FENCING TO CONSTRUCT ROADWAY WHILE MAINTAINING ADEQUATE EROSION CONTROL IN ADJACENT AREAS.
6. LOCATE SOIL OR DIRT STOCKPILES NO LESS THAN 25 FEET FROM ANY PUBLIC OR PRIVATE ROADWAY OR DRAINAGE CHANNEL. IF REMAINING FOR MORE THAN SEVEN DAYS, STABILIZE THE STOCKPILES BY MULCHING, VEGETATIVE COVER, PAIRS, OR OTHER MEANS. CONTROL EROSION FROM ALL STOCKPILES BY FRACING NET BARBERS AROUND THE PERIMETER. TEMPORARY STOCKPILES LOCATED ON PAVED SURFACES MUST BE NO LESS THAN TWO FEET FROM THE DRAINAGE GUTTER LINE AND SHALL BE COVERED IN LESS THAN 24 HOURS. SUFFICIENT TOPSOIL SHALL BE STOCKPILED TO ALLOW FOR THE REPLACEMENT OF A MINIMUM OF 4" OF TOPSOIL FOR DISTURBED AREAS THAT ARE TO BE RESEED LATER.
7. INSTALL Silt PROTECTION AT ALL PUBLIC AND PRIVATE CATCH BASIN INLETS, WHICH RECEIVE RUNOFF FROM THE DISTURBED AREAS. CATCH BASIN INSERTS OR OTHER APPROVED FILTER FABRIC WRAPPED GRATES ARE NOT ALLOWED FOR INLET PROTECTION.
8. THE CONTRACTOR SHALL STABILIZE SITE GRADING, UTILITY INSTALLATION AND ROADWAY CONSTRUCTION SO THAT THE GENERAL SITE CAN BE UNLOCKED AND RESEEDED SOON AFTER COMPLETION. ALL DISTURBED AREAS SHALL BE RESEED AND MULCHED WITHIN 14 DAYS AFTER COMPLETION OF FINAL GRADING OR WITHIN 14 DAYS OF GRADING INCOMPLETELY. ALL MULCH MATERIAL SHALL BE DISCLOD INTO THE SOIL IN THE DIRECTION PERPENDICULAR TO THE STORMWATER FLOW OVER SUCH AREAS. AN EARLY APPLICATION OF GRAVEL BASE ON AREAS TO BE PAVED IS RECOMMENDED TO REDUCE MINOR EROSION POTENTIAL.
9. READY MIXED CONCRETE AND CONCRETE PATCH PLANTS ARE PROHIBITED WITHIN THE PUBLIC RIGHT OF WAY. ALL CONCRETE RELATED PRODUCTION, CLEANING AND MIXING ACTIVITIES SHALL BE DONE IN THE DESIGNATED CONCRETE MIXING/WASHOUT LOCATION AS SHOWN ON THE EROSION CONTROL PLAN. UNDER NO CIRCUMSTANCES MAY THE WASHOUT WATER DRAIN ONTO THE PUBLIC RIGHT OF WAY OR INTO ANY PUBLIC OR PRIVATE STORM SEWER CONVEYANCE.

EROSION CONTROL MAINTENANCE PROGRAM

1. INSPECT CONSTRUCTION SITE ON A DAILY BASIS AND WITHIN 24 HOURS OF A RAINFALL EVENT OF MORE THAN 0.5 INCHES IN 24 HOUR PERIOD. WEEKLY REPORTS REQUIRED. A COPY OF THE SWPPP SHALL BE KEPT CONVENIENT FOR REVIEW. THE SWPPP SHALL BE AMENDED AND UPDATED AS CONDITIONS CHANGE ON SITE.
2. SEDIMENT DEPOSITS SHOULD BE REMOVED AFTER EACH STORM EVENT. THEY MUST BE REMOVED WHEN DEPOSITS REACH APPROXIMATELY ONE-HALF THE HEIGHT OF THE BARRIER.
3. ANY SEDIMENT REMAINING IN PLACE AFTER THE Silt FENCING OR FILTER FABRIC IS NO LONGER REQUIRED SHALL BE DRESSED TO CONFORM WITH THE EXISTING GRADE, PREPARED AND STORED WITH THE APPROPRIATE SEED MIX.
4. IN THOSE AREAS WHERE WOOD FIBER BARRIERS OR OTHER SLOPS STABILIZATION METHOD HAS FAILED, THE SLOPS SHALL BE REESTABLISHED, SEED AND TOPSOIL REPLACED, AND ADDITIONAL SOPE TREATMENT INSTALLED.
5. Silt FENCES SHALL BE REMOVED WHEN THEY HAVE SERVED THEIR USEFUL PURPOSE, BUT NOT BEFORE THE UPRAMP SLOPE AREA HAS BEEN PERMANENTLY STABILIZED. REMOVAL IS REQUIRED WITH ALL TEMPORARY EROSION CONTROL FACILITIES (SEDIMENT FILTERS, Silt BARRIERS, ETC) ONCE SITE IS PERMANENTLY STABILIZED BY THE BARBERS.
6. ALL PERMANENT SEDIMENTATION BASINS MUST BE RESTORED TO THEIR DESIGN AND REMOVAL OF ALL TEMPORARY SYNTHETIC STRUCTURAL, NON-BIODEGRADABLE EROSION AND SEDIMENT CONTROL DEVICES WILL BE THE SITE OWNER'S RESPONSIBILITY. FINAL STABILIZATION WITH PERMANENT VEGETATION ESTABLISHMENT. FINAL STABILIZATION FOR PURPOSES OF THIS REMOVAL IS 70% ESTABLISHED COVER OVER DISTURBED AREA.



470 WEST 100th AVENUE, SUITE 500
MINNEAPOLIS, MN 55431
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ALT

LOUCKS ASSOCIATES
Professional Engineers & Surveyors
1200 Hennepin Avenue, Suite 200
Minneapolis, MN 55402
Tel: 612.338.1111
www.loucks.com

05/16/24	DESIGN	REVISION

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EDINA, MN

• EROSION CONTROL PLAN

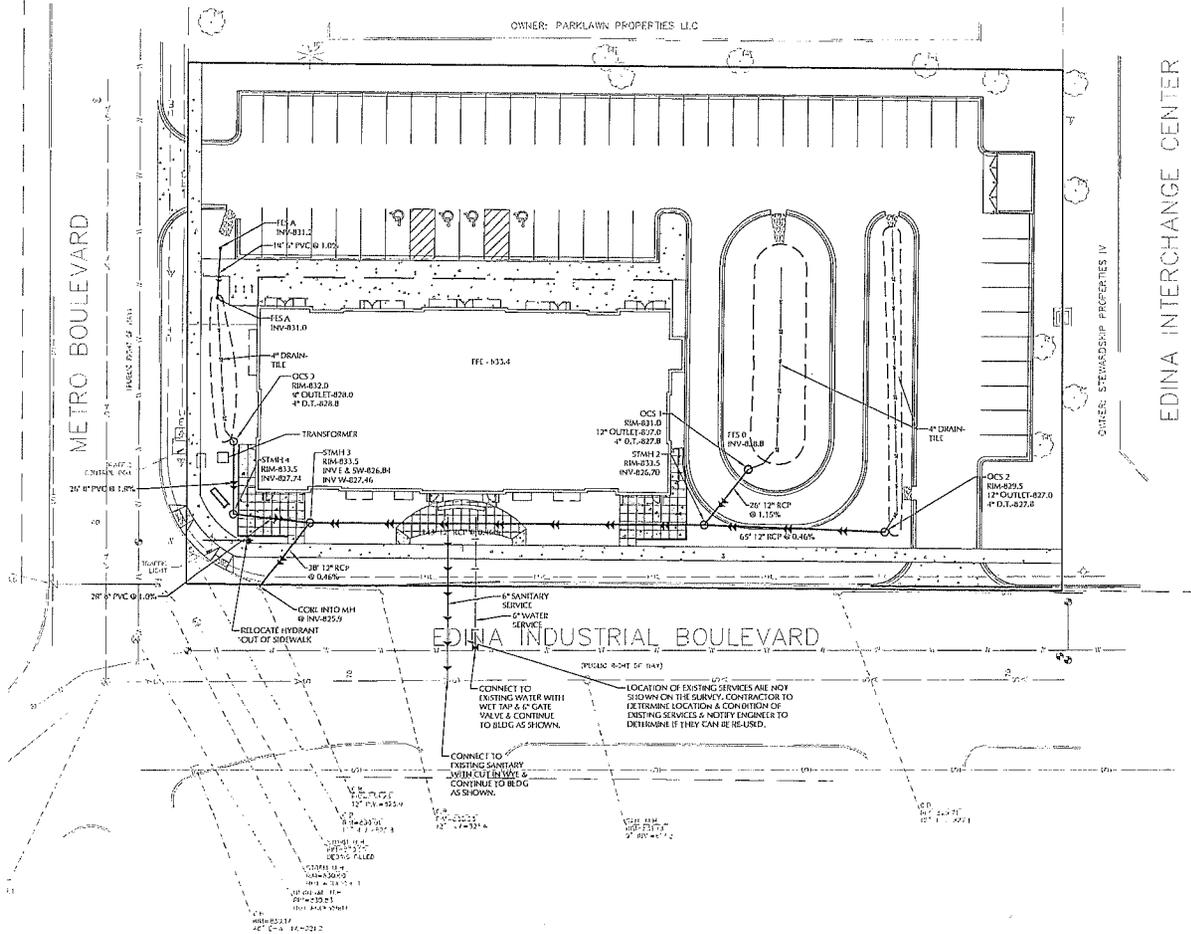
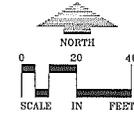
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DRAWN BY: WJS
CHECKED BY: WJS

C3-2

METRO BOULEVARD

OWNER: PARKLAW PROPERTIES LLC

EDINA INTERCHANGE CENTER
OWNER: STEWARDHIP PROPERTIES IV



- 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.
 - ALL SANITARY SEWER, STORM SEWER AND WATERMAIN UTILITIES SHALL BE FURNISHED AND INSTALLED PER THE REQUIREMENTS OF THE SPECIFICATIONS, THE CITY AND THE STANDARD UTILITIES SPECIFICATION OF THE CITY ENGINEERS ASSOCIATION OF MINNESOTA (CEAM), 1999 EDITION. JOINT PIPE CONNECTIONS INTO ALL CONCRETE STRUCTURES SHALL BE MADE WITH WATER TIGHT MATERIALS, UTILIZING AN A-LOCK OR WATERSTOP CASSETTE OR BODY. CAST-IN-PLACE RUBBER ROOF OR APPROVED EQUAL WHERE THE ALIGNMENT PRECLUDES THE USE OF THE ABOVE APPROVED WATER TIGHT METHODS. CONSOLIDATED WATERSTOP SEALANT, OR APPROVED EQUAL WILL ONLY BE ALLOWED AS APPROVED BY THE ENGINEER. ALL SANITARY SEWER MAIN LINE SHALL BE SOR 35. ALL SANITARY SEWER SERVICES SHALL BE SOR 36.
 - SEE SHEETS CB-1 AND THE CONTRACT SPECIFICATIONS FOR SPECIFIC UTILITY DETAILS AND UTILITY SERVICE DETAILS.
 - ALL UTILITY PIPE BEDDING SHALL BE COMPACTED SAND OR FINE GRANULAR MATERIAL PER THE REQUIREMENTS OF THE CITY. ALL COMPACTING SHALL BE PERFORMED PER THE REQUIREMENTS OF THE CEAM SPECIFICATION.
 - THE CONTRACTOR SHALL NOTIFY GOPHER STATE ONE CALL AT 651-454-0882 AT LEAST 48 HOURS PRIOR TO PERFORMING ANY EXCAVATION OR UNDERGROUND WORK.
 - ADJUST ALL EXISTING STRUCTURES, BOTH PUBLIC AND PRIVATE TO THE PROPOSED GRADES WHERE DISTURBED AND COMPLY WITH ALL REQUIREMENTS OF THE UTILITY OWNERS. STRUCTURES BEING RESET TO PAVED AREAS MUST MEET OWNERS REQUIREMENTS FOR TRAFFIC LOADING.
 - PROPOSED PIPE MATERIALS:
STORM SEWER AND 18\"/>
 - STORM SEWER PIPE SHALL MEET OR EXCEED ASTM A422-10 20# MINIMUM PIPE STIFFNESS PER ASTM D2412 60PSI FOR 8'-10\"/>
 - ALL CONSTRUCTION & POST-CONSTRUCTION PARKING SHALL BE ON-SITE. NO ON-STREET PARKING LOADING UNLOADING ALLOWED.
 - PROPOSED GAS, TELEPHONE & ELECTRIC SERVICES ARE APPROXIMATE LOCATIONS ONLY. COORDINATE EACH SERVICE WITH THE UTILITY OWNER AND GENERAL CONTRACTOR. IF ANY PROPOSED SERVICE LOCATION VARIES SIGNIFICANTLY OR CONFLICTS, THE ENGINEER MUST BE NOTIFIED PRIOR TO THE INSTALLATION OF THE SERVICE.
 - THE CONTRACTOR SHALL DETERMINE THE LOCATION & CONDITION OF EXISTING BUILDING SERVICE. RE-USE IF POSSIBLE. IF EXISTING SERVICES CAN NOT BE RE-USED, CONTACT ENGINEER FOR ALTERNATIVE. ADDITIONAL SERVICES MAY EXIST.

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 651-454-0882 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.



SRA
STEWARDSHIP BUSINESS ARCHITECTS, INC.

450 VICTORY OGDEN AVENUE, SUITE 200
EDINA, MN 55074-5547
TEL: 612-223-9283
WWW.STEWARDSHIP-ARCH.COM

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1100 W. WASHINGTON AVE., SUITE 100
EDINA, MN 55074-5547
TEL: 612-223-9283
WWW.LOUCKS-ASSOCIATES.COM

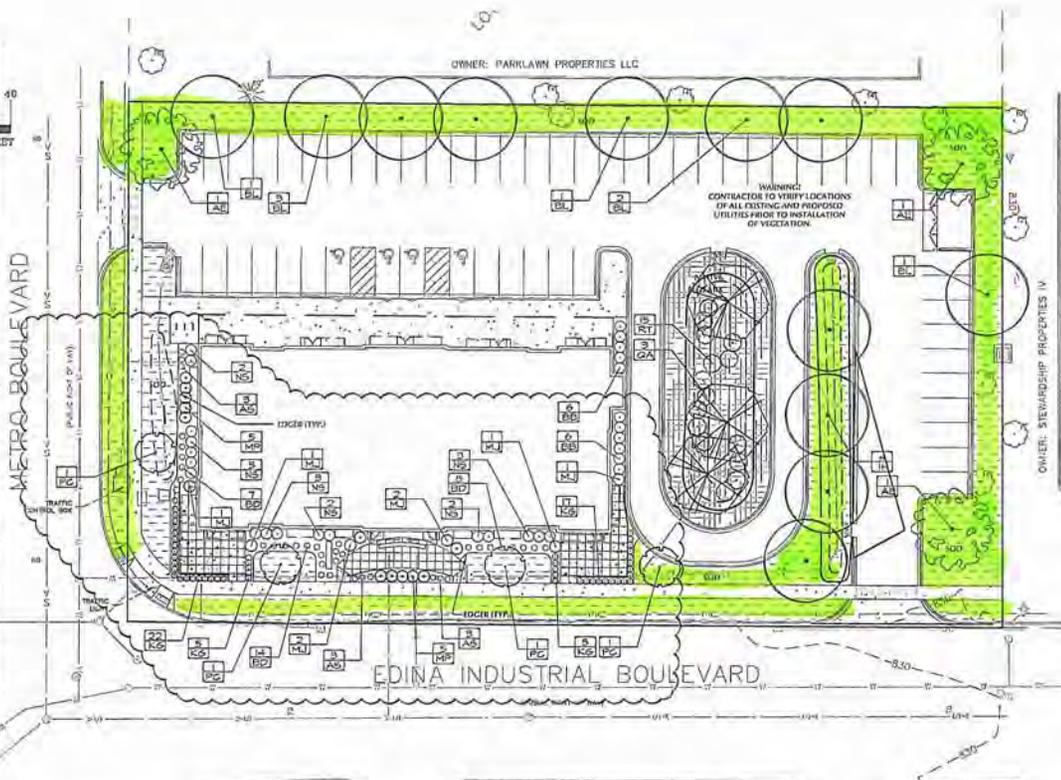
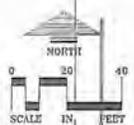
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EDINA, MN

• UTILITY PLAN

PROJECT NO: 13-06-9
DRAWN BY: WBS
CHECKED BY: WVV

C4-1

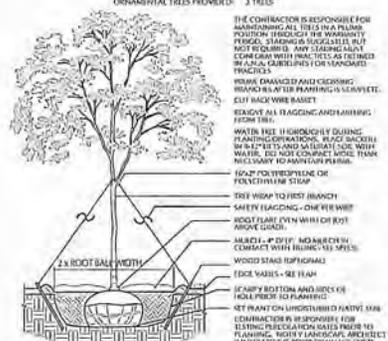


EDINA INTERCHANGE CENTER
OWNER: STEWARDSHIP PROPERTIES IV

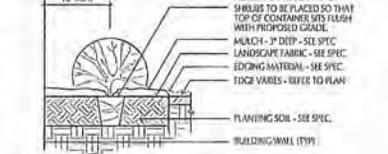
Gopher State One Call
TWIN CITY AREA: 651-494-0002
TOLL FREE: 1-800-252-8500

PLANT PALLETTE		DATE: 11/11/2011	PROJECT: 11/11/2011
100	100' x 100' x 100'	100' x 100' x 100'	100' x 100' x 100'
101	100' x 100' x 100'	100' x 100' x 100'	100' x 100' x 100'
102	100' x 100' x 100'	100' x 100' x 100'	100' x 100' x 100'
103	100' x 100' x 100'	100' x 100' x 100'	100' x 100' x 100'
104	100' x 100' x 100'	100' x 100' x 100'	100' x 100' x 100'
105	100' x 100' x 100'	100' x 100' x 100'	100' x 100' x 100'
106	100' x 100' x 100'	100' x 100' x 100'	100' x 100' x 100'
107	100' x 100' x 100'	100' x 100' x 100'	100' x 100' x 100'
108	100' x 100' x 100'	100' x 100' x 100'	100' x 100' x 100'
109	100' x 100' x 100'	100' x 100' x 100'	100' x 100' x 100'
110	100' x 100' x 100'	100' x 100' x 100'	100' x 100' x 100'
111	100' x 100' x 100'	100' x 100' x 100'	100' x 100' x 100'
112	100' x 100' x 100'	100' x 100' x 100'	100' x 100' x 100'
113	100' x 100' x 100'	100' x 100' x 100'	100' x 100' x 100'
114	100' x 100' x 100'	100' x 100' x 100'	100' x 100' x 100'
115	100' x 100' x 100'	100' x 100' x 100'	100' x 100' x 100'
116	100' x 100' x 100'	100' x 100' x 100'	100' x 100' x 100'
117	100' x 100' x 100'	100' x 100' x 100'	100' x 100' x 100'
118	100' x 100' x 100'	100' x 100' x 100'	100' x 100' x 100'
119	100' x 100' x 100'	100' x 100' x 100'	100' x 100' x 100'
120	100' x 100' x 100'	100' x 100' x 100'	100' x 100' x 100'

LANDSCAPE REQUIREMENTS
OVERSTORY TREE REQUIREMENT: 1 TREE FOR EVERY 40 S.F. OR 100 PERMITS. 100 PERMITS TO BE L.F.E.
UNDERSTORY TREE REQUIREMENT: 4 TREES FOR EVERY 40 S.F. OR 100 PERMITS. 100 PERMITS TO BE L.F.E.



DECIDUOUS TREE PLANTING DETAIL
SCALE: 1/4\"/>



SHRUB PLANTING DETAIL
SCALE: 3/4\"/>



PERENNIAL PLANTING
SCALE: 3/4\"/>

GENERAL NOTES

CONTRACTOR SHALL VERIFY SITE CONDITIONS FOR PLANTING BEDS. HE SHALL PROTECT AND BECOME FAMILIAR WITH EXISTING CONDITIONS RELATING TO THE NATURE AND SCOPE OF WORK.

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

ACQUIRE COMPLIANCE WITH ALL APPLICABLE CODES AND REGULATIONS GOVERNING ALL WORK ON WATERWAYS SUBJECTS.

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

CONTRACTOR SHALL VERIFY MEASUREMENT AND LOCATION OF ALL UNDERGROUND AND ABOVE GRADE UTILITIES AND PROVIDE THE NECESSARY PROTECTION FOR SAME BEFORE CONSTRUCTION / MATERIAL INSTALLATION BEGINS. MINIMUM 18\"/>

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

EXISTING CONDITIONS, TREES, 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 GRADING OF THE PROPOSED WALKWAYS, YARDS AND DRIVEWAYS ARE SUBJECT TO FIELD ADJUSTMENT REQUIRED TO COMPLY WITH LOCALIZED TOPOGRAPHIC CONDITIONS AND TO ADJUST THE REGIONAL AND COUNTRY. ANY CHANGE IN ALIGNMENT MUST BE APPROVED BY LANDSCAPE ARCHITECT.

IRRIGATION NOTES:

CONTRACTOR SHALL VERIFY THE LIMITS OF IRRIGATION PRIOR TO SUBMITTING HIS DRAWINGS.

LANDSCAPE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING AN IRRIGATION LAYOUT PLAN AND SPECIFICATION AS PART OF THE SCOPE OF WORK WHEN APPLICABLE. 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 IRRIGATED AND PLANTED AREAS ARE IRRIGATED PROPERLY, INCLUDING THOSE AREAS DIRECTLY AROUND AND ADJACENT BUILDING FOUNDATIONS. CONTRACTOR IS NOT TO SPRINKLE AROUND FOUNDATIONS.

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

CONTRACTOR TO INCORPORATE BARRIERS INTO IRRIGATION SYSTEM.

PLANTING OUTSIDE THE LIMITS OF IRRIGATION ARE TO BE WATERED REGULARLY UNTIL PLANTING/STABILIZED HAS BEEN ESTABLISHED.

LANDSCAPE INSTALLATION:

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

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

WHERE SLOPED AREAS PAVED SURFACES, FINISHED GRADE OF SLOPED SHALL BE 1\"/>

KEEP ALL AREAS DISTURBED DUE TO GRADING OR OTHER WORK THESE AREAS NOTED TO BE REVEALED. REVEAL SHALL BE REPAIRED AND MATCHED AS PER APPROVED SPEC.

SCD ALL DESIGNATED AREAS DISTURBED DUE TO GRADING, SCD SHALL BE Laid PROTECT TO THE CONTRACTOR AND SHALL HAVE STAGGERED JOINTS. ON SLOPES (STEEPER THAN 3:1) OR IN DRAINAGE SWALES, THE SCD SHALL BE STAKED TO THE GROUND.

ALL PLANT MATERIAL SHALL COMPLY WITH THE LATEST EDITION OF THE AMERICAN STANDARD FOR HURDLE STOCK, AMERICAN ASSOCIATION OF HURDLE STOCK, AMERICAN ASSOCIATION OF HURDLE STOCK, UNLESS NOTED OTHERWISE. DECIDUOUS TREES SHALL HAVE AT LEAST 3 CANES AT THE SPECIFIED STRENGTH. EVERGREEN TREES SHALL HAVE ONLY 1 CANE AND SHALL BE BRANCHING NO LOWER THAN 7\"/>

ALL PLANTS TO BE INSTALLED AS PER PLANTING DETAILS.

WORKING MATERIAL SHALL BE CONFINED TO THE TRUCK OR TRAILER IN CURB OR IN PLACE OF THE TRUCK BEING PULLED OR QUANTITY HEAVY WASTE SHOULD BE REMOVED FROM THE SITE.

BLACK STEEL EDGES TO BE USED TO CONFINEMENT PERMANENT, AND ANIMALS WHICH DO NOT MEET SPECIFIED LIMITS NOTED OTHERWISE.

ALL SHRUB BEDS HANDED TO RECEIVE 1\"/>

ALL TREES NOT IN PLANTING BEDS TO RECEIVE 4\"/>

ALL ANIMALS AND PERMANENT PLANTING BEDS TO RECEIVE 1\"/>

SPREAD GRANULAR FERTILIZER MEDICAL WHEN OR SOIL PER MANUFACTURER'S RECOMMENDATIONS UNLESS ALL PLANTED AREAS.

MAINTENANCE STEPS TO HAVE EDGE AND MULCH AS SPECIFIED IN PLANTING DETAILS OR SPECIFICATION.

IF THE LANDSCAPE CONTRACTOR IS CONFIRMED OR RECEIVES ANY DEFECTS IN THE PLANT MATERIALS, SOIL COMPOSITION OR ANY OTHER SITE CONDITION WHICH AFFECTS THE PLANTING MATERIALS, SURVIVAL OR GROWTH, HE MUST BRING THESE DEFECTS TO THE ATTENTION OF THE LANDSCAPE ARCHITECT PRIOR TO PROCEEDING WITH RE-INSTALLATION.

CONTRACTOR SHALL SUBMIT A WRITTEN REQUEST FOR THE OWNER'S

ACCEPTANCE INSPECTION FOR ALL LANDSCAPE AND SITE IMPROVEMENTS.

CONTRACTOR IS RESPONSIBLE FOR Ongoing MAINTENANCE OF ALL NEWLY INSTALLED MATERIALS UNTIL TIME OF OWNER ACCEPTANCE. ANY ACTS OF NEGLIGENCE 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, PLANNING, DETERMINATION AND DISAPPEARANCE CONTROL.

CONTRACTOR SHALL GUARANTEE NEW PLANT MATERIAL THROUGHOUT ONE FULL GROWTH YEAR FROM THE DATE OF OWNER ACCEPTANCE.

WARRANTY ONE FULL GROWTH SEASON FOR LANDSCAPE MATERIALS SHALL BEGIN ON THE DATE OF ACCEPTANCE BY THE LANDSCAPE ARCHITECT AT THE COMPLETION OF PLANTING OF ALL LANDSCAPE MATERIALS. NO OTHER ACCEPTANCE WILL BE CONSIDERED.

REPRODUCIBLE ANIMAL DRAWINGS OF ALL LANDSCAPE INSTALLATION AND SITE IMPROVEMENTS UPON COMPLETION OF CONSTRUCTION INSTALLATION AND PRIOR TO PROJECT ACCEPTANCE.

UNLESS NOTED OTHERWISE THE APPROPRIATE DATE FOR SPRING PLANT MATERIALS INSTALLATION AND SEEDING PLACEMENT IS FROM THE TIME CONTRACT HAS BEEN SIGNED TO BEGIN.

FALL SEEDING IS GENERALLY ACCEPTABLE BEGINNING IN OCTOBER 15, FALL SEEDING FROM AUGUST 15 - SEPTEMBER 15. DOMINANT SEEDING IN THE FALL SHALL NOT OCCUR PRIOR TO RECEIVABLE PLANTING OUTSIDE THESE DATES IS NOT RECOMMENDED. ANY ADJUSTMENT MUST BE APPROVED BY WRITING BY THE LANDSCAPE ARCHITECT.

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

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

RELATED TO SHRUB AND FALL INSTALLATION WITH AN APPLICATION OF GRANULAR FERTILIZER OF 12 OZ PER 2\"/>

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

WHERE SLOPED AREAS PAVED SURFACES, FINISHED GRADE OF SLOPED SHALL BE 1\"/>

KEEP ALL AREAS DISTURBED DUE TO GRADING OR OTHER WORK THESE AREAS NOTED TO BE REVEALED. REVEAL SHALL BE REPAIRED AND MATCHED AS PER APPROVED SPEC.

SCD ALL DESIGNATED AREAS DISTURBED DUE TO GRADING, SCD SHALL BE Laid PROTECT TO THE CONTRACTOR AND SHALL HAVE STAGGERED JOINTS. ON SLOPES (STEEPER THAN 3:1) OR IN DRAINAGE SWALES, THE SCD SHALL BE STAKED TO THE GROUND.

ALL PLANT MATERIAL SHALL COMPLY WITH THE LATEST EDITION OF THE AMERICAN STANDARD FOR HURDLE STOCK, AMERICAN ASSOCIATION OF HURDLE STOCK, UNLESS NOTED OTHERWISE. DECIDUOUS TREES SHALL HAVE AT LEAST 3 CANES AT THE SPECIFIED STRENGTH. EVERGREEN TREES SHALL HAVE ONLY 1 CANE AND SHALL BE BRANCHING NO LOWER THAN 7\"/>

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MAINTENANCE STEPS TO HAVE EDGE AND MULCH AS SPECIFIED IN PLANTING DETAILS OR SPECIFICATION.

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CONTRACTOR SHALL SUBMIT A WRITTEN REQUEST FOR THE OWNER'S

SRA
SPECIALIZED RETAIL ARCHITECTS, INC.

400 WEST 100TH AVENUE, SUITE 100
MINNEAPOLIS, MN 55425-1537
TEL: 612-339-8900
WWW.SRAARCHITECTS.COM

PRELIMINARY CONSTRUCTION

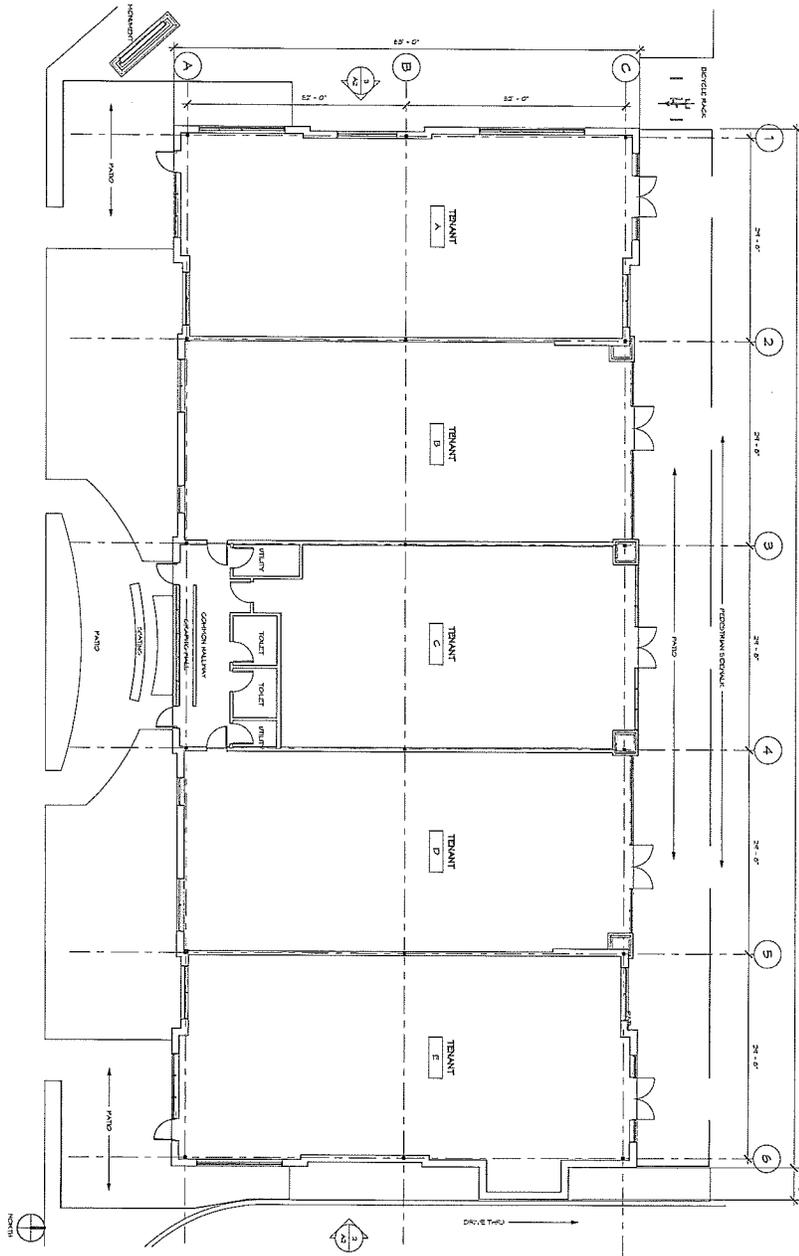
LOUCKS ASSOCIATES
ARCHITECTS & PLANNERS
1000 W. WASHINGTON AVENUE, SUITE 100
MINNEAPOLIS, MN 55408
TEL: 612-339-8900
WWW.LOUCKSASSOCIATES.COM

5108 RETAIL
5108 EDINA INDUSTRIAL BLVD.
EDINA, MN

LANDSCAPE PLAN

PROJECT NO.: 13-098
DATE: 11/11/2011
DRAWN BY: WVS

L1-1



5108 RETAIL
 5108 EDINA INDUSTRIAL BLVD
 EDINA, MN

FLOOR PLAN

DATE	DESCRIPTION
06.06.2014	△ CITY SUBMITTAL
03.18.2014	△ CITY SUBMITTAL
	△
	△
	△

I HEREBY CERTIFY THAT THE PLANS
 PREPARED BY ME OR UNDER MY DIRECT SUPERVISION
 AND THAT I AM A DULY LICENSED
 ARCHITECT IN THE STATE OF MINNESOTA.

**PRELIMINARY
 NOT FOR
 CONSTRUCTION**

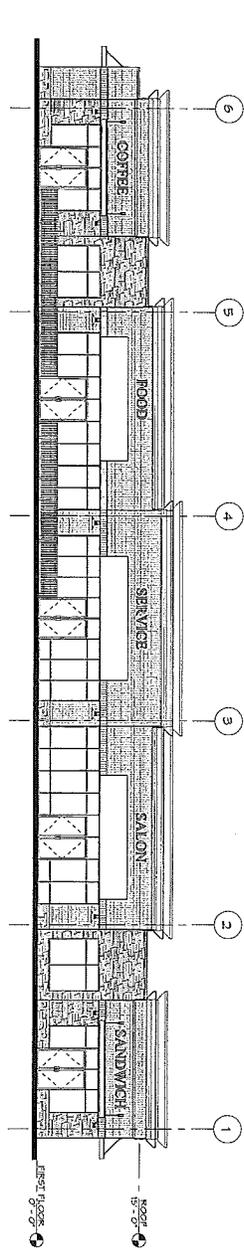
4200 WEST OLD SHAWANOPE ROAD
 SUITE 200
 BROWNINGTON, MINNESOTA 55419
 PH: 952.994.9542
 FX: 952.994.9543
 WWW.SRARCHITECTS.NC.COM



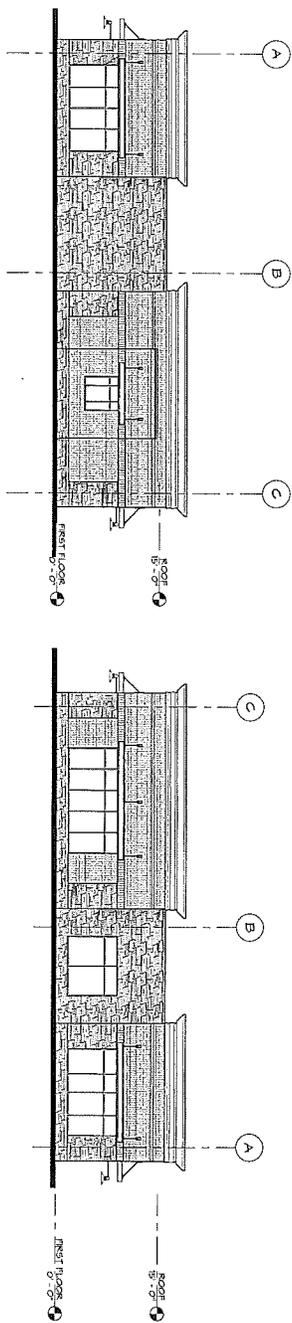
© COPYRIGHT 2014
 20000100 005 AND 10001 1/4

A1

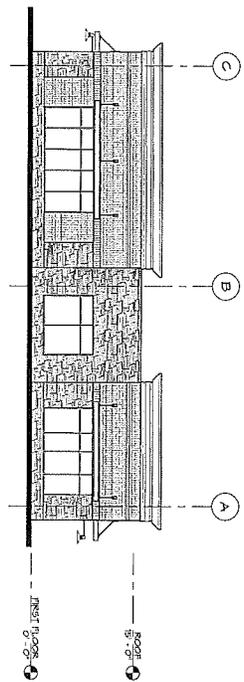
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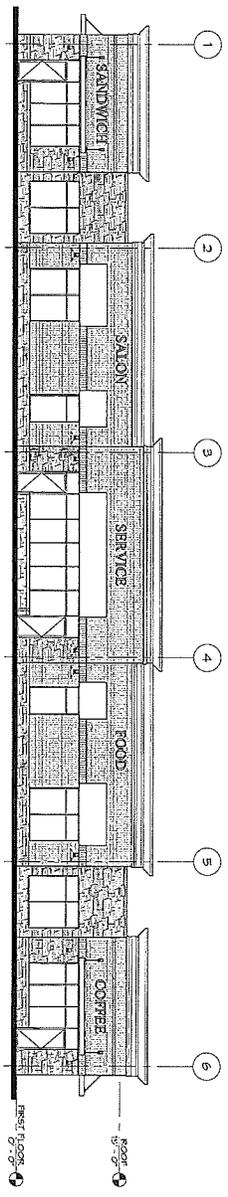
1 NORTH ELEVATION
1/8" = 1'-0"



2 EAST ELEVATION
1/8" = 1'-0"



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



4 SOUTH ELEVATION
1/8" = 1'-0"

4500 WEST OLD SHAWNEE ROAD
SUITE 200
BLOOMINGTON, MINNESOTA 55437
PH: 952.996.9622
FX: 952.996.9623
WWW.SRARCHITECTS-INC.COM



WE HEREBY CERTIFY THAT THIS PLAN, SPECIFICATION OR REPORT WAS PREPARED BY ME OR UNDER MY CLOSE SUPERVISION AND THAT I AM A duly LICENSED ARCHITECT FOR THE STATE OF MINNESOTA.

PRELIMINARY
NOT FOR
CONSTRUCTION

DATE	DESCRIPTION
06.06.2014	△ CITY SUBMITTAL
08.15.2014	△ CITY SUBMITTAL
	△
	△
	△

5108 RETAIL
5108 EDINA INDUSTRIAL BLVD
EDINA, MN

ELEVATIONS

PROJECT NO: 130042
DRAWING: E.A.
DATE: 08/20/14

A2

A22

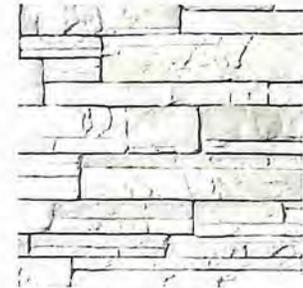
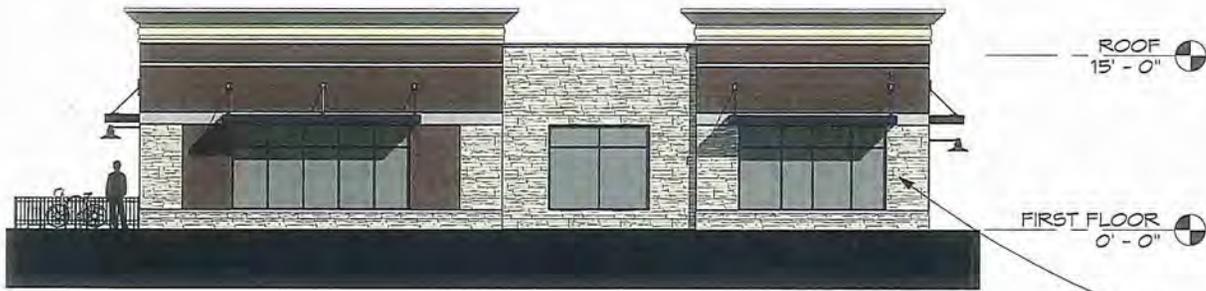
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*5108 Edina Industrial Blvd
7/15/2016*

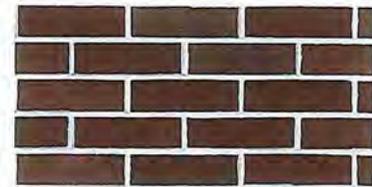
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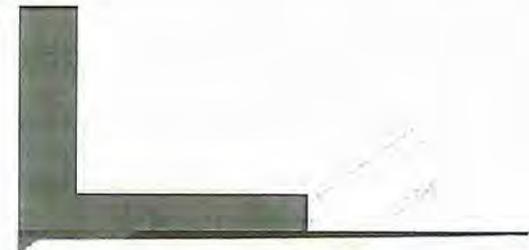


LEDGESTONE

A25



BRICK



GLASS

5108 EDINA INDUSTRIAL BLVD RETAIL

WEST & EAST ELEVATIONS



5108 EDINA INDUSTRIAL BLVD RETAIL

FLOOR PLAN 081514

A27



VIEW FROM NORTHWEST

DATE: 11/11/14
DRAWN BY: J. H. H. H.
CHECKED BY: J. H. H. H.

A26



VIEW FROM SOUTHWEST

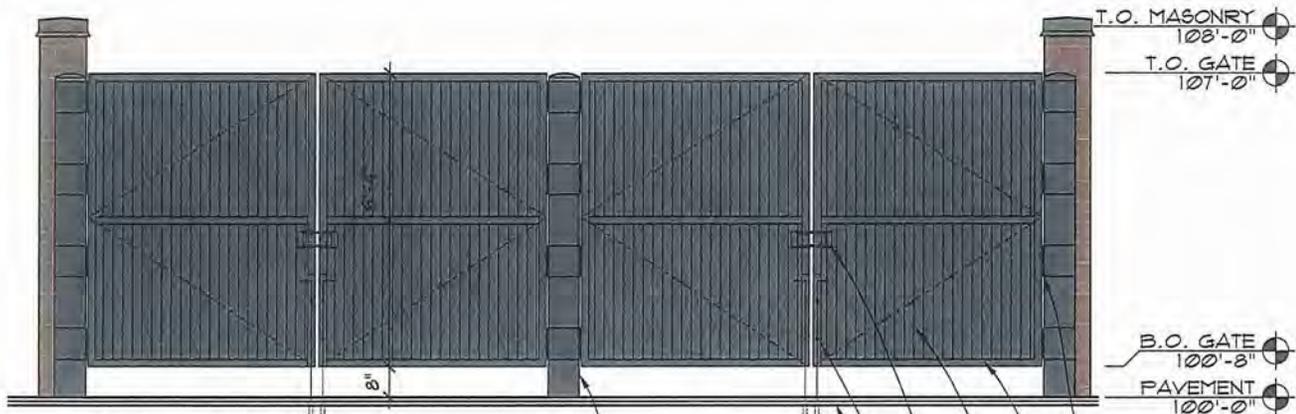
5108 Edina Industrial Blvd Retail
2017.07.20

A29

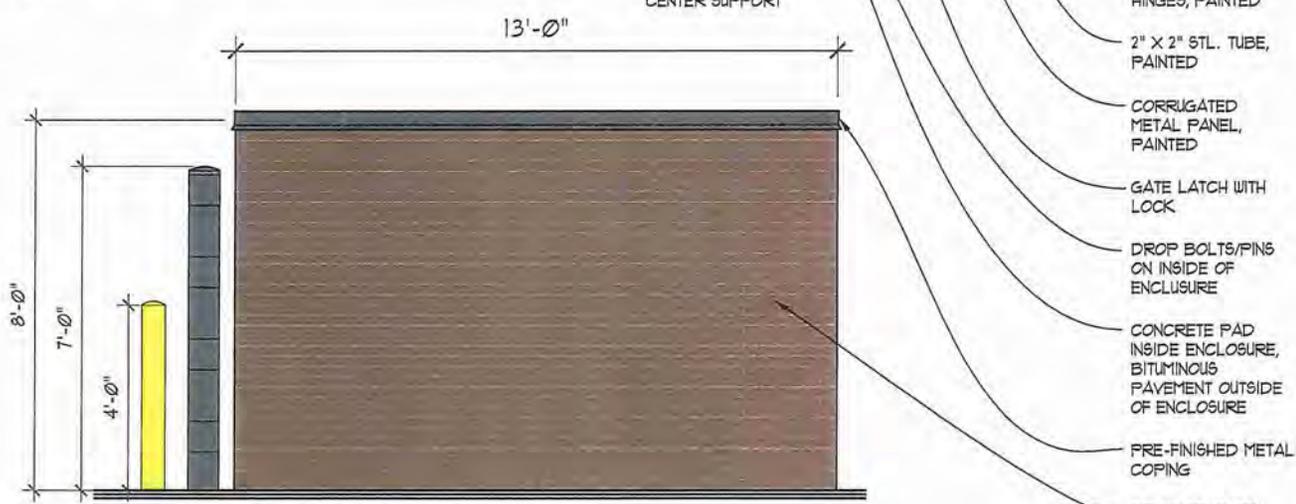


VIEW FROM SOUTHEAST

130

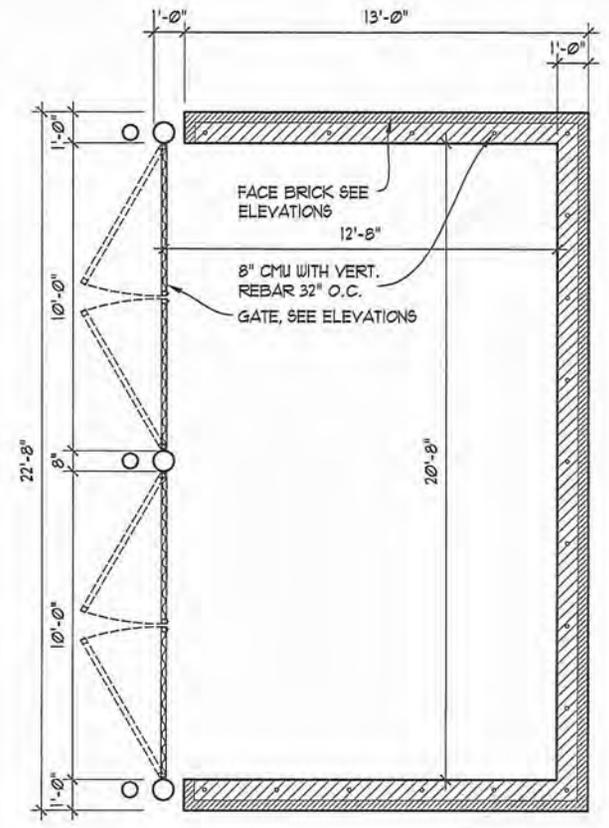


3 WEST ELEVATION
SCALE: 3/8"=1'-0"



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

- T.O. MASONRY 108'-0"
- T.O. GATE 107'-0"
- B.O. GATE 100'-8"
- PAVEMENT 100'-0"
- HEAVY DUTY HINGES, PAINTED
- 2" X 2" STL. TUBE, PAINTED
- CORRUGATED METAL PANEL, PAINTED
- GATE LATCH WITH LOCK
- DROP BOLTS/PINS ON INSIDE OF ENCLOSURE
- CONCRETE PAD INSIDE ENCLOSURE, BITUMINOUS PAVEMENT OUTSIDE OF ENCLOSURE
- PRE-FINISHED METAL COPING
- BRICK TO MATCH BUILDING
- PAINTED BOLLARD CENTER SUPPORT



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





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.



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.



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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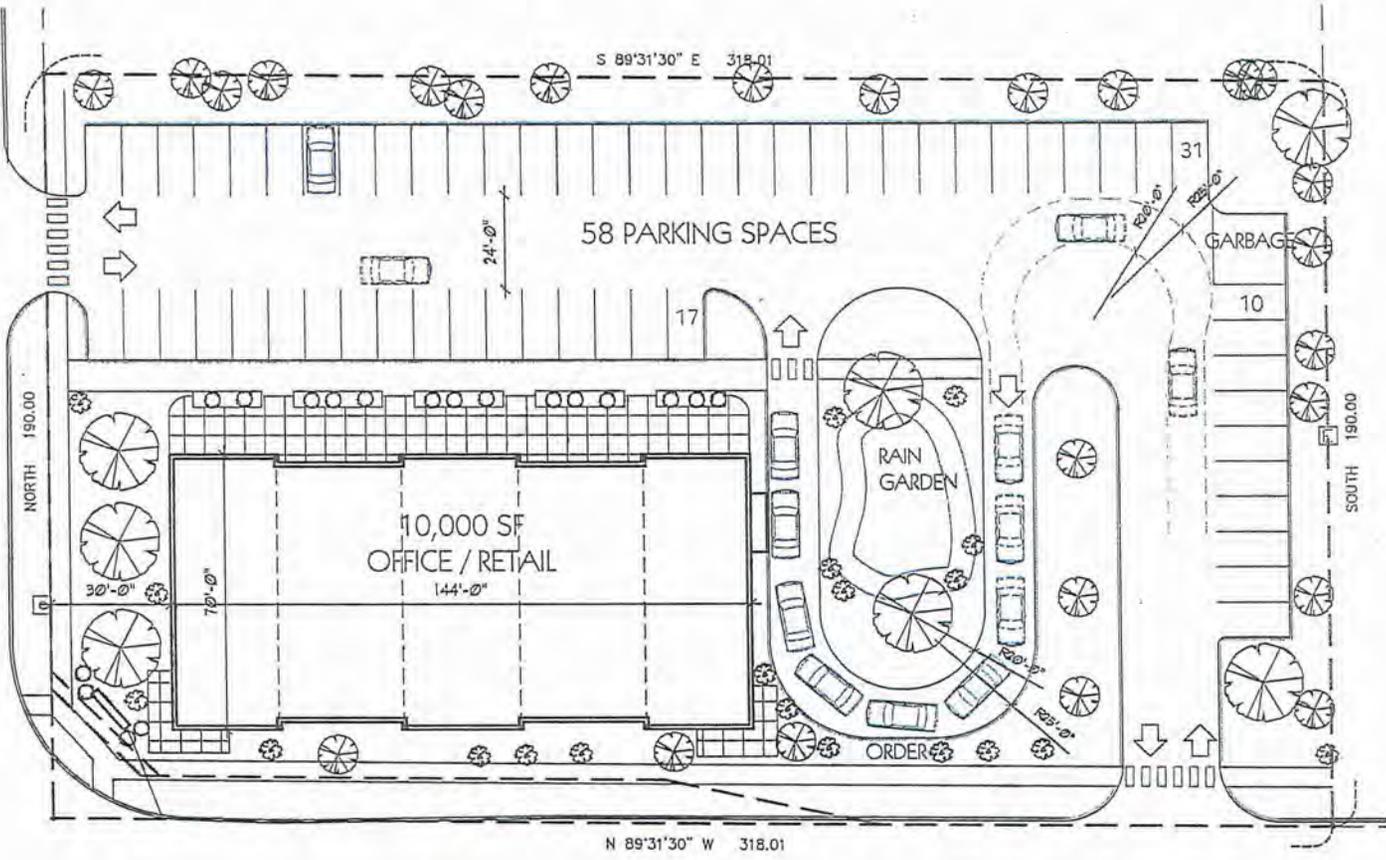
SF = square feet

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

A36

Wenck

METRO BOULEVARD
(PUBLIC RIGHT OF WAY)



EDINA INDUSTRIAL BOULEVARD

APPROXIMATE SCALE



Wenck
Engineers • Scientists

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.



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

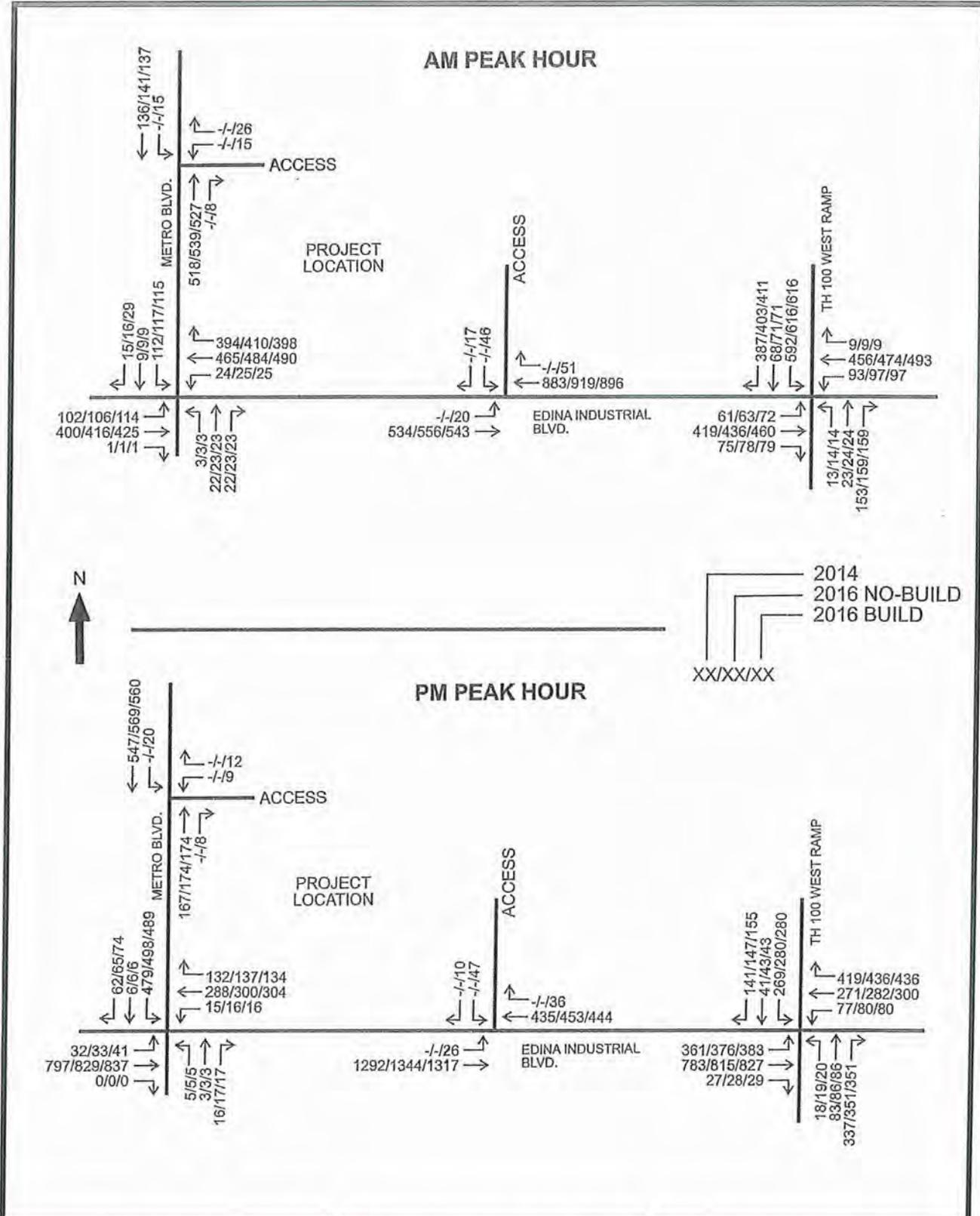
Trip distribution percentages for the subject development trips were established based on the nearby roadway network, existing and expected future traffic patterns, and location of the subject development in relation to major attractions and population concentrations.

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.

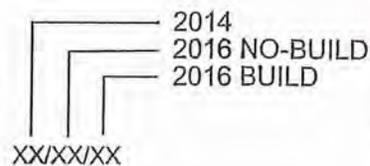
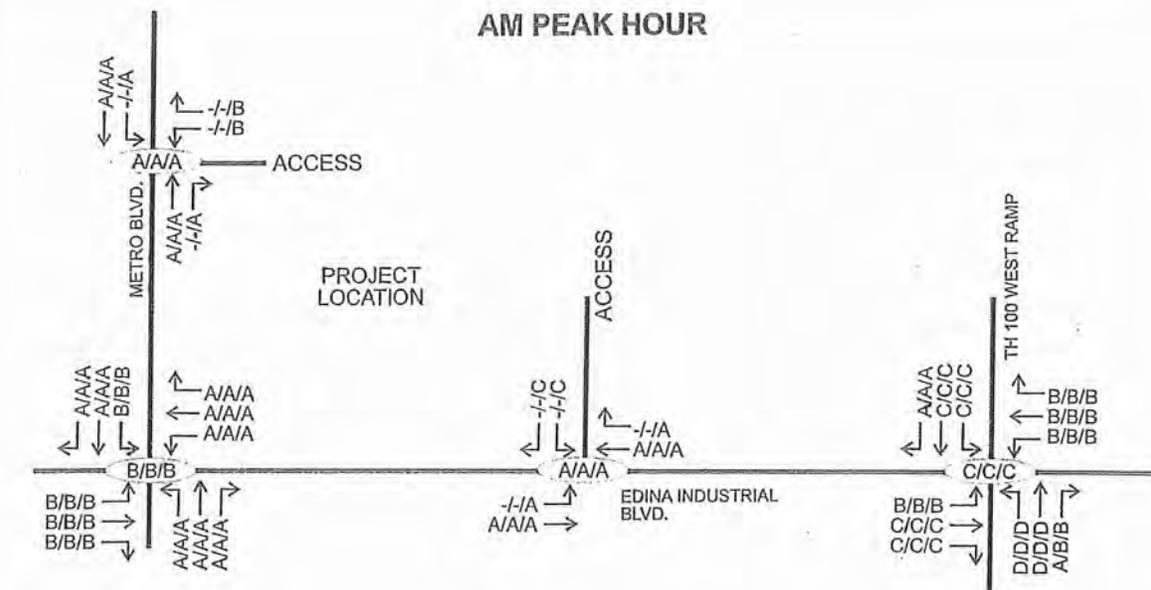
During the p.m. peak hour under the 2017 Build scenario, all movements operate at LOS C or better. The overall intersection operates at LOS A.

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

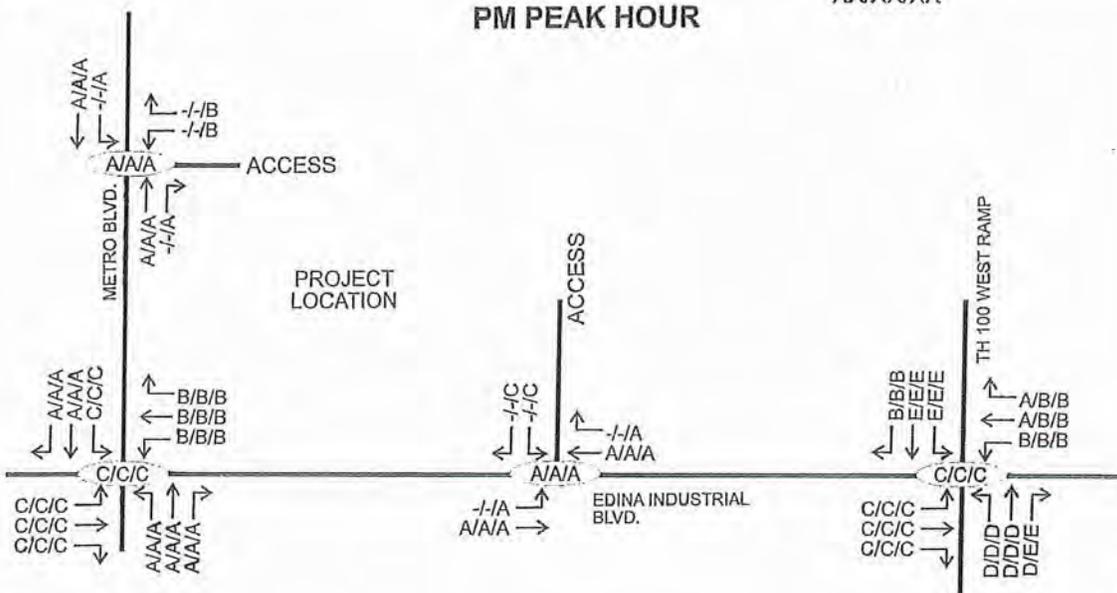
Overall Traffic Impacts

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.

AM PEAK HOUR



PM PEAK HOUR



AGC

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.

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 Frauenschuh 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 Frauenschuh is proposing to rezone the site from POD, Planned Office District 1, 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

P.C.
2/12/2014

A48

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, Frauenshuh 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).

~~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.

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.

Commissioner Grabel added that he supports the idea of retail in this location; adding, it's needed. Continuing, Grabel pointed out 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.

Minutes/Edina City Council/April 1, 2014

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.

PO
1/23/2014

**VII. C. Rezoning, Comprehensive Plan Amendment & Variances.
Frauenshuh. 5108 Edina Industrial Boulevard, Edina, MN**

Planner Presentation

Planner Teague told the Commission Frauenshuh 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. Retail uses to the south include the Shell Gas Station, Burger King, Dairy Queen, and a small retail strip center. North and east of the site are office/light industrial use. Teague explained 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.

Teague further noted 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.

Planner Teague stated staff recommends 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.

Continuing, Teague further recommended 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 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 further 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.

Appearing for the Applicant

Dave Anderson, Frauenshuh and Nick Sperides, Sperides Reiners Architects

Applicant Presentation

Mr. Anderson addressed the Commission and gave a brief run-through of the revisions to the plans since their last meeting with the Commission.

Discussion

Commissioner Platteter commented that the proposed sidewalk going north doesn't appear to connect, and wondered if there was a way to ensure there is a sidewalk connection north. Mr. Anderson responded that connection would be reviewed. Platteter said it makes sense to him to have a connection to the north so people in the offices to the north could walk to the site instead of driving.

Commissioner Platteter asked if the transformer would be screened. Mr. Sperides responded in the affirmative.

Commissioner Forrest asked Mr. Terhaar, Wenck & Associates if he found any issues with traffic flow. Mr. Terhaar responded that for the most part traffic flows well and will continue to work well. He acknowledged there are times when there is back up at left lane ramp; however it does clear rather quickly. Forrest asked if Terhaar believes this "use" would generate more traffic than the present use. Terhaar responded in the affirmative, adding they believe there will be an increase during the PM peak hours.

Commissioner Carr complimented the applicant on their design changes and questioned what the proposed exterior stone looks like. Mr. Sperides explained at final review they will be presenting a material that would better highlight the materials and color scheme.

Commissioner Platteter asked if there is a bus stop in the area. Mr. Anderson responded in the affirmative; however, there is no bus shelter.

Commissioner Lee commented that it appears the site will be losing the existing green buffer zone. Commissioner Scherer agreed, adding she also has a concern that the

introduction of three overstory trees isn't enough.

Commissioner Schroeder said he has an issue with drainage noting off Metro Boulevard there is a low area along the sidewalk that could flood during a heavy rainfall. He added in his opinion it's not a good idea to have people walk to the building through a stream of water. Mr. Sperides agreed, adding he would review the engineering drawings and "take care" of any drainage issues.

Public Hearing

Chair Staunton opened the public hearing; no one was present. Commissioner Carr moved to close the public hearing. Commissioners Platteter seconded the motion. All voted aye; public hearing closed.

Discussion

Commissioner Kilberg commented that in his opinion the redevelopment of this site establishes a good precedent. He said with this proposal pedestrians are better served. Kilberg complimented the drive-through redesign, adding in his opinion its much better than at sketch plan. Continuing, Kilberg stated he likes the rain garden feature. In conclusion, Kilberg said he likes the location of the building instead of having to view a sea of cars. Kilberg said he supports the proof of parking, the improvement to traffic flow and is in favor of the amendment to the Comprehensive Plan and the Preliminary Rezoning and Development Plan.

Chair Staunton asked Planner Teague if the amendment to the Comprehensive Plan should include the property to the east. Planner Teague said at this time it would be best to only focus on the subject site.

Commissioner Lee commented if the goal of the Commission is to bring new buildings up to the street the Commission should be clearer in what they mean when they suggest that an applicant "pull the building" up to the street. She stated the solution presented is good; however, engaging the street could be better defined. Continuing, Lee said she also likes to see boulevard trees and does have a concern that the existing trees and green buffer would be lost with this redevelopment.

Chair Staunton said the intent of "pulling the building" up to the street was to engage the street.

Commissioner Schroeder explained that the direction from the Commission to relax the setback of the building from the front street was to create an engaging street front with patio spaces, etc. Schroeder said the Commissions goal was to achieve an active engaging pedestrian friendly experience at front building façades; however, at times achieving that goal was difficult because the applicant(s) may have certain restraints (safety).

Mr. Sperides said they would work toward creating more active patio areas.

A discussion ensued with Commissioners acknowledging that the corner of Edina Industrial Boulevard/Metro Boulevard is busy; and encouraged the applicant to add more vegetation in that area. The discussion continued focusing on the parking area and public space and ways to better achieve balance.

Commissioner Carr suggested that the applicant use pavers in the two patios and other areas because when viewing the site there appears to be a lot of concrete. Mr. Sperides responded that at this time the materials for the hard surface areas haven't been finalized; however, would keep in mind the use of pavers.

Motion

Commissioner Platteter moved to recommend a Comprehensive Guide Plan amendment based on staff findings and subject to staff conditions.

Commissioner Carr seconded the motion. All voted aye; motion carried.

Commissioner Platteter moved to recommend Preliminary Rezoning and Preliminary Development Plan with variances based on staff findings and subject to staff conditions. Commissioner Carr seconded the motion.

Commissioner Schroeder asked if the motion allows for movement flexibility along the north side of the building patio area. Commissioner Lee said she would also like to see additional landscaping added. Chair Staunton suggested adding their issues as an amendment to the motion.

Commissioner Schroeder moved to amend the motion to include as an additional condition a reapportionment of the public space on the north side to create more useable space on the south side. Commissioners Platteter and Carr accepted that amendment.

Commissioner Lee moved to amend the motion to include as an additional condition the addition of vegetation and trees on the boulevard area. Commissioners Platteter and Carr accepted that motion subject to findings.

A brief discussion ensued with Mr. Anderson pointing out with regard to the request for additional plantings on the boulevard there is a concern that tenant identification and signage could be compromised. Commissioner Lee commented that with careful selection of plantings such as deciduous trees any impact should be minimal.

Chair Staunton called for the vote; all voted aye; preliminary rezoning and preliminary development plan approved 7-0.