



PLANNING COMMISSION STAFF REPORT

Originator Cary Teague Community Development Director	Meeting Date February 25, 2015	Agenda # VI.D.
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INFORMATION & BACKGROUND

Project Description

Frank Berman is proposing to combine and subdivide his four properties at 5321 & 5331 Evanswood Lane, and 5320 and 5324 Blake Road seven lots. (See property location on pages A1–A3.) The existing home at 5331 Evanswood Lane would remain, and the home at 5324 Blake Road would be removed. The other two parcels are vacant.

The applicant proposes to construct a 24-foot wide cul-de-sac off Blake Road within a 40-foot right-of-way. Two lots would access of Evanswood Lane, and the remaining five off the new road. The applicant has attempted to minimize tree loss and address drainage issues in the area by locating the roadway along the north lot line, and the stormwater retention areas along the street. (See applicant narrative and plans on pages A4–A22a.)

To accommodate the request the following is required:

1. Preliminary Plat.

All seven of the proposed lots meet the City's minimum lot size requirements. Minimum lot size, width and depth is determined by the median of all lots within 500 feet of the subject property. Based on the surveyors calculation of the medians, the minimum lot size is 21,842 s.f. in size; 166.4 feet in depth; and 120.8 feet in width. (See attached median calculations on pages A22–A22a)

Surrounding Land Uses

The lots on all sides of the subject properties are single-family homes, zoned and guided low-density residential.

Existing Site Features

The site is 4.31 acres in size, and contains two single-family homes. The site contains some gradual slopes and mature trees. (See pages A2-A3.)

Planning

Guide Plan designation: Single-dwelling residential
Zoning: R-1, Single-dwelling district

Lot Dimensions

	Area	Lot Width	Depth
<u>REQUIRED</u>	<u>21,842 s.f.</u>	<u>120.8 feet</u>	<u>166.4 feet</u>
Lot 1	21,842 s.f.	126.89 feet	169.31 feet
Lot 2	21,910 s.f.	129.00 feet	169.86 feet
Lot 3	21,842 s.f.	124.70 feet	170.72 feet
Lot 4	22,328 s.f.	120.88 feet	166.64 feet
Lot 5	24,822 s.f.	121.83 feet	166.80 feet
Lot 6	30,033 s.f.	191.4 feet	190 feet
Lot 7	21,901 s.f.	128.16 feet	184.18 feet

The proposed subdivision meets all lot dimension requirements. (See median calculations done by a licensed surveyor on pages A22-A22a.)

Grading/Drainage and Utilities

Rather than constructing a traditional stormwater pond within the subdivision, in an effort to save additional trees on the site, the applicant is proposing to manage stormwater through rain gardens on each lot. (See grading plan on page A11a.)

The city engineer has reviewed the proposed plans and does have some concern given the existing drainage issues in this neighborhood. (See the engineering memo on pages A33-A34.) The stormwater system downstream is over capacity. The applicant will be required to meet all minimum Minnehaha Creek Watershed district standards, as they are the regulatory authority in Edina in regard to grading and drainage. There shall be no increase in peak rate or volume to neighboring private properties.

At the time of this report, the issues raised by engineering in their review memo have not been met. The applicant is working on the plans to satisfy engineering's requirements. If the applicant has not addressed the issues by the time of the meeting, staff would recommend continuing action on this request to the next Planning Commission meeting. Ross Bintner, from the engineering department will be at the Planning Commission meeting to discuss any revised plan that is submitted, and the issues regarding the proposal.

Adequate drainage and utility easements are proposed along all the lot lines. A general building pad would be graded at the time the roadway is constructed. Each lot would be custom graded at the time of building permit. The detailed grading plans would be reviewed by the city engineer at the time of building permit application for each lot. A construction management plan will be required for the construction of the new homes. Any approval of the proposed plat would be subject to meeting all the conditions required by engineering in their review memo dated February 19, 2015. (See pages A33-A34.)

Street Construction/Sidewalk – Traffic & Safety

The applicant is proposing to construct a cul-de-sac off Blake Road. Five of the proposed lots would access off the cul-de-sac, and two off of Evanswood Lane. (See page A8.) The street would be located generally in the same location as the two existing curb cuts for two homes that are removed. (See page A9.) The cul-de-sac would have a center island that would serve as a rain garden. Both the fire marshal and public works director believe that the center island would be acceptable, as fire trucks and snow plows will be able to adequately access the street and homes on the street.

WSB conducted a traffic study and concluded that the proposed street and additional homes in the area would not have a negative impact on the existing streets in the area. The level of service on the existing streets would not change as a result of the proposal. (See traffic study on pages A23-A31.) WSB examined the existing intersections and spacing along Blake Road, and found that while not ideal, the proposed spacing of the intersections is not a safety concern. The proposed development would generate 58 additional daily trips, 5 in the peak am, and 6 in the peak pm hours. (See page A28.)

With the reduction in the width of the roadway to 24 feet, the applicant shall be required to post one side of the street and the entire cul-de-sac for no parking for a fire lane; additionally residential fire sprinkler protection shall be required for each home subject to approval of the fire marshal. (See memo from the fire marshal dated February 18, 2015 on page A32.)

Per the city's living streets policy, the engineering department is also recommending a 5-foot sidewalk with a 5-foot boulevard to be located within the right-of-way on the south side of the street. (See engineering memo on pages A33-A34, and the living streets sidewalk map and policy on pages A35-A40.) This sidewalk would connect to the existing sidewalk on the east side of Blake Road. (See page A35.)

Tree Removal

With the layout of the subdivision there would be 38 trees removed to accommodate the public street and stormwater retention areas. (See page A13.) The generic building pads would result in an additional 75 trees removed. (See page A12.) Based on the new tree ordinance adopted by the City Council, these trees would not have to be replaced. Any tree outside of these areas would be required for replacement per the new ordinance. Each lot would be reviewed individually at the time of building permit application to determine compliance with the city's new tree ordinance.

Park Dedication

As with all subdivision proposals, park dedication is required. Edina City Code requires a park dedication fee of \$5,000 for each additional lot created. Therefore a park dedication fee of \$15,000 would be required for the three additional lots.

Primary Issue

- **Is the proposed subdivision reasonable for the site?**

Yes. Staff believes that the proposed subdivision is reasonable for the following reasons:

1. The proposed subdivision meets all minimum zoning ordinance requirements. As such, the applicant is entitled to subdivide the property, similar to how other large properties in this area were able to subdivide in the past.

2. The applicant has designed a grading and drainage plan in an attempt to save more trees on the site.
3. The applicant has designed a 24-foot wide street, rather than the traditional 27-foot wide street, to reduce impervious surface.
4. Upon compliance with all city and watershed district requirements for grading and drainage, the proposed subdivision would not have a negative impact on adjacent property.

Staff Recommendation

Because the proposed subdivision meets all of Edina's Zoning Ordinance requirements, recommend that the City Council approve the proposed seven lot subdivision.

Approval is based on the following findings:

1. The proposal meets all the required standards and ordinances for a subdivision.
2. The applicant has reduced the width of the road, and minimized the stormwater ponding on the site in an attempt to minimize tree loss.
3. In meeting all city and watershed district requirements for drainage the proposed subdivision would not have a negative impact on adjacent property.

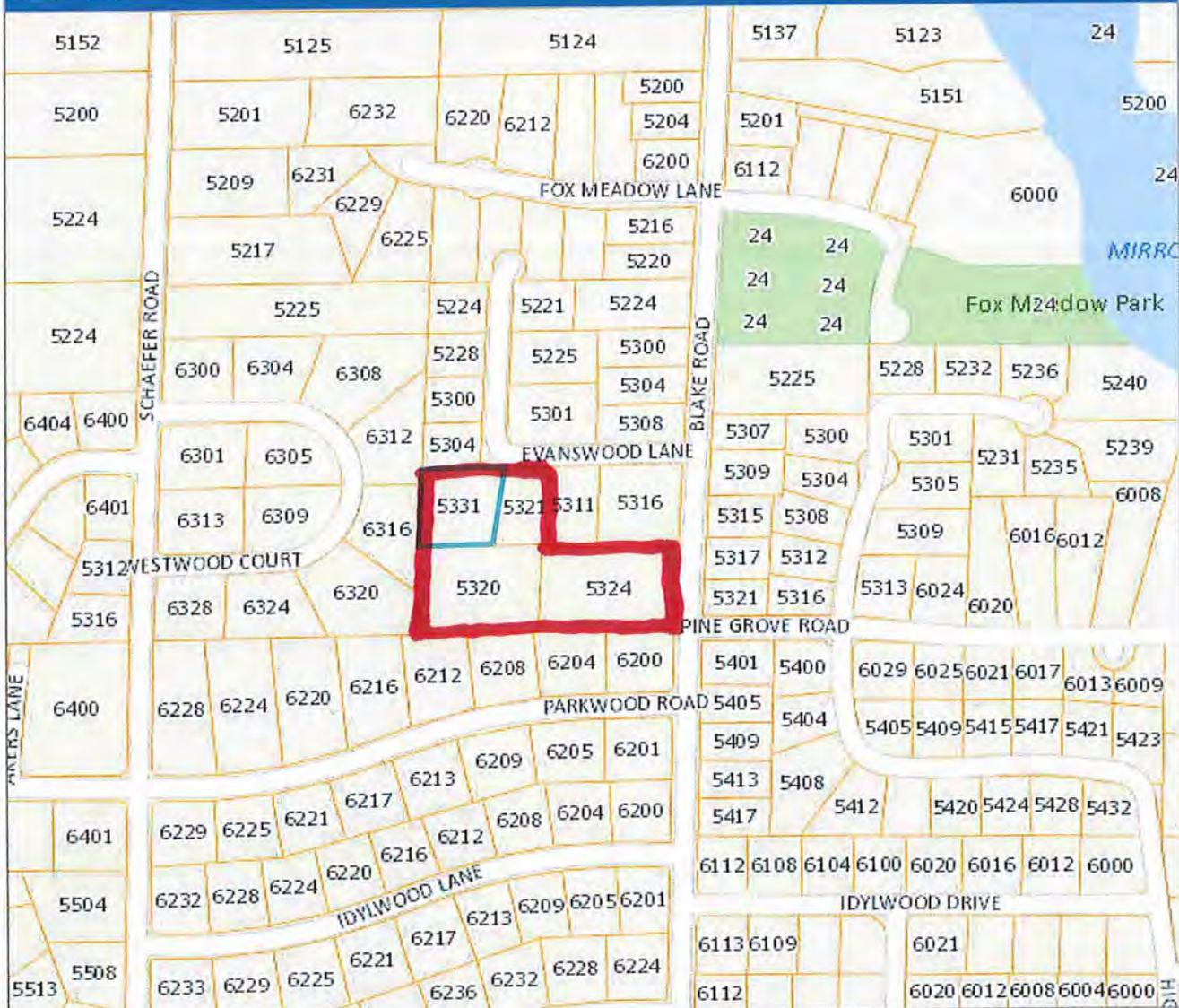
Approval is subject to the following conditions:

1. The City must approve the final plat within one year of preliminary approval or receive a written application for a time extension or the preliminary approval will be void. Final plat shall include a complete grading and drainage plan subject to review and approval of the city engineer.
2. At the time of final plat approval, the applicant shall enter into a Developers Agreement with the City. The Developers Agreement shall include the requirement for construction of the street as proposed, and a sidewalk on the south side of the street as recommended in the engineering memo dated February 19, 2015. The agreement shall also include the conditions of approval.
3. Prior to release of the final plat, the following items must be submitted:

- a. Park dedication fee of \$15,000 must be paid prior to release of the final plat.
 - b. A construction management plan will be required for the overall development of the site.
 - c. Submit evidence of a Minnehaha Creek Watershed District approval. The City may require revisions to the preliminary plat to meet the district's requirements.
4. Prior to issuance of a building permit, the following items must be submitted:
- a. Curb-cut permits must be obtained from the Edina engineering department. Driveway plans must be consistent with the proposed grading plan to preserve as many trees as possible.
 - b. Individual homes must comply with the overall grading plan for the site. Each individual building permit will be reviewed for compliance with the overall grading plan subject to review and approval of the city engineer.
 - c. A construction management plan will be required for the construction of the new homes.
 - d. Utility hook-ups are subject to review of the city engineer.
 - e. All homes must be constructed with fire sprinkler protection in accordance to NFPA 13d or IRC 2904.
 - f. Signage stating "No Parking Fire Lane" along one side of the roadway the entire length of the road, and within the cul-de-sac.
5. Compliance with the conditions outlined in the director of engineering's memo dated February 19, 2015.
6. Compliance with the conditions outlined in the fire marshal's memo dated February 18, 2015.
7. A stop sign is required to be installed on the new street approaching Blake Road. Clear sight lines shall be maintained from the intersection.
8. Compliance with the city's newly adopted tree ordinance.
9. Compliance with the city's living streets policy.

The above recommendation assumes that the applicant has satisfied the concerns raised by our engineering department. If they have not, staff would recommend the issued be tabled so the applicant can revised the plans as requested. Staff will provide an update on the status of the grading and drainage issue at the Planning Commission meeting.

Deadline for a City Decision: May 20, 2015



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

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

Map Scale: 1" = 400 ft.
 Print Date: 2/11/2015

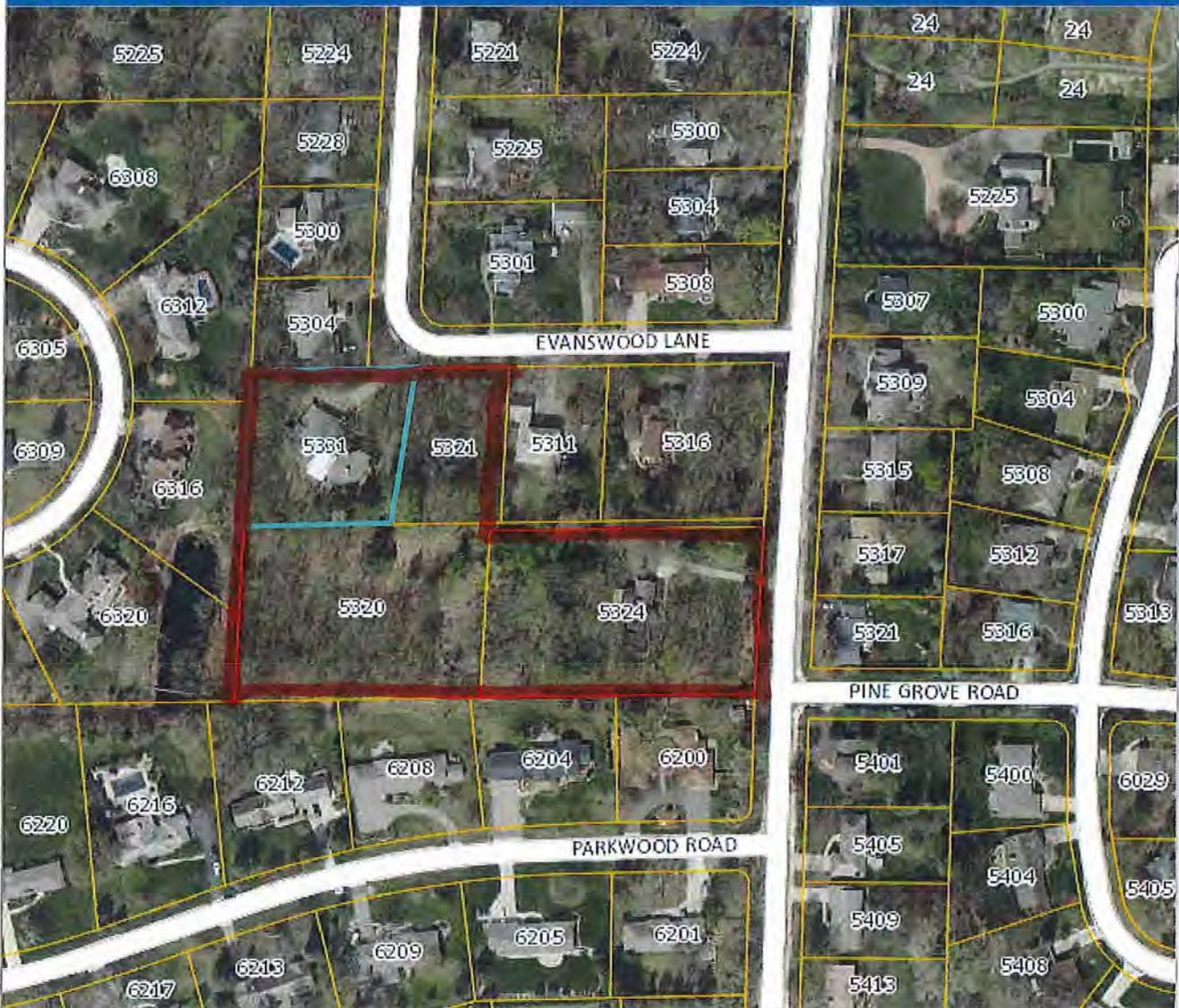


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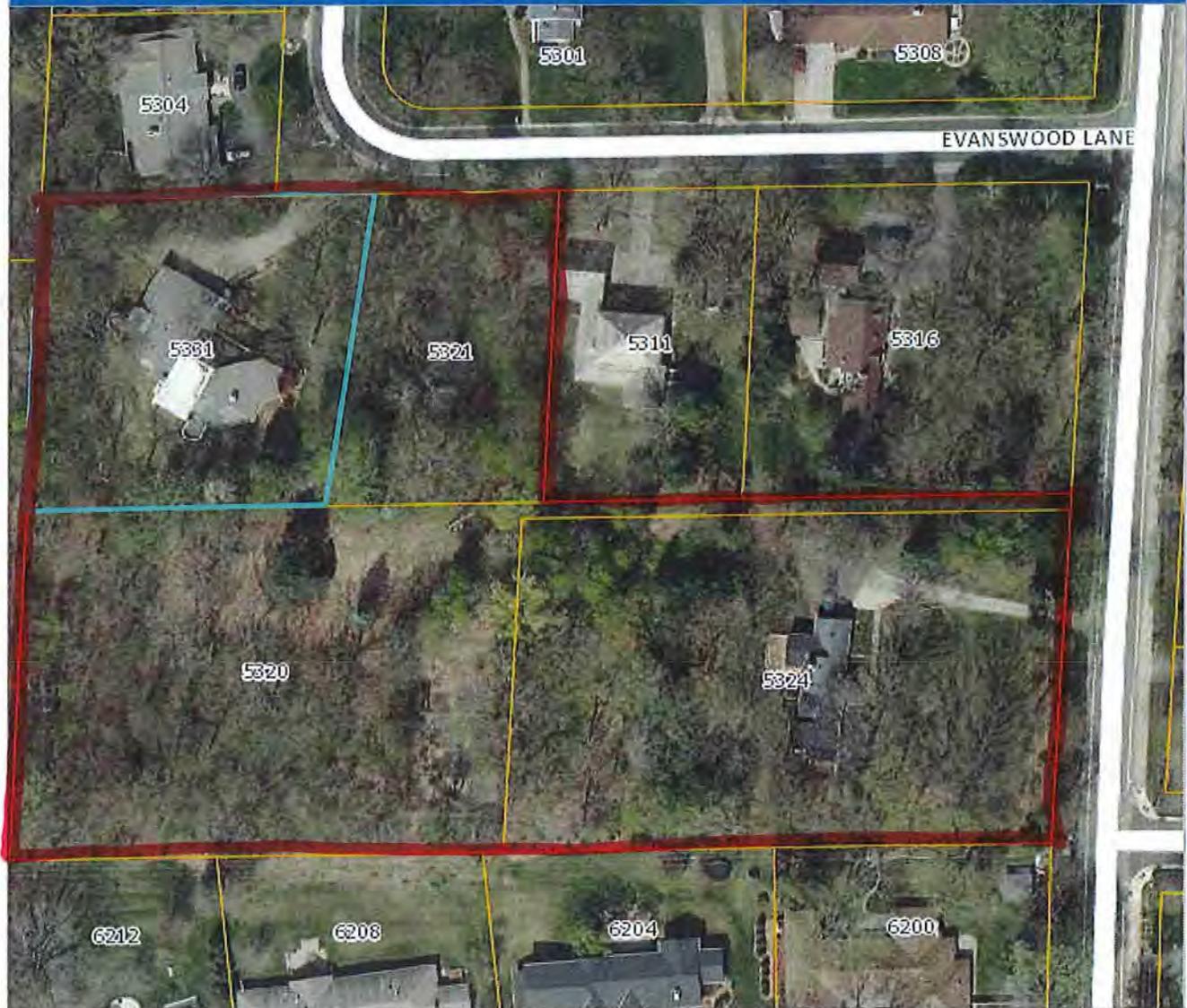


A1



<p>Parcel ID:</p> <p>Owner Name:</p> <p>Parcel Address:</p> <p>Property Type:</p> <p>Home-stead:</p> <p>Parcel Area: 0.81 acres 35,297 sq ft</p>	<p>A-T-B:</p> <p>Market Total:</p> <p>Tax Total:</p> <p>Sale Price:</p> <p>Sale Date:</p> <p>Sale Code:</p>	<p>Map Scale: 1" ≈ 200 ft.</p> <p>Print Date: 2/11/2015</p>  <p>This map is a compilation of data from various sources and is furnished "AS IS" with no representation or warranty expressed or implied, including fitness of any particular purpose, merchantability, or the accuracy and completeness of the information shown.</p> <p>COPYRIGHT © HENNEPIN COUNTY 2015</p> 
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A2



Parcel ID:
 Owner Name:
 Parcel Address:
 Property Type:
 Home-stead:
 Parcel Area:

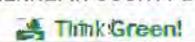
A-T-B:
 Market Total:
 Tax Total:
 Sale Price:
 Sale Date:
 Sale Code:

Map Scale: 1" ≈ 100 ft.
 Print Date: 2/11/2015



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A3

Applicant
Narrative

**BLAKE WOODS
SUBDIVISION**

Edina, MN

**APPLICATION FOR
PRELIMINARY PLAT**

January 23, 2014

PLANNING DEPARTMENT
JAN 23 2015
CITY OF EDINA

• •
• L A N D F O R M •
• • •
From Site to Finish

AA

INTRODUCTION

On behalf of Frank Berman, Landform is pleased to submit this preliminary plat application to create seven residential lots from four existing lots at Blake Road and Evanswood Lane. We are excited about this environmentally sensitive design and anticipate that it will be a great addition to the neighborhood.

PRELIMINARY PLAT APPROVAL

Frank Berman is requesting approval of a preliminary plat to subdivide four lots (PID #30-11-72-144-0053, #3011721440052, #30-11-72-144-0008, #30-11-72-144-0009) to create seven lots. Mr. Berman plans to sell the lots for future construction of single-family detached residential dwelling units. There were three homes on these four parcels. One home was removed and two homes—including Mr. Berman's home—remain.

The proposed subdivision is located in the R-1 Zoning District and is guided low-density residential in the Comprehensive Plan. The design team has worked to ensure that plans are consistent with City's zoning standards. The proposed subdivision will help the city achieve its goals of supporting redevelopment opportunities that complement the neighborhood and optimize use of the City's infrastructure.

Lot standards:

Section 36-438 of the Zoning Ordinance establishes a minimum lot size of 9,000 square feet in the R-1 District, but requires that the minimum lot area be calculated by averaging the median lot area, lot width and lot depth of the lots in the surrounding neighborhood. The average median parcel area for surrounding lots is 21,842 sq. ft., the average median lot width is 120.8 ft and the average median lot depth is 166.4 ft. Lot standards for the proposed subdivision comply with the lot standards as defined in Chapter 36 and referenced in Section 32-73.

Transportation:

We are proposing a 24 foot road in a 40 foot wide right-of-way that will provide access to the proposed lots, connect with existing infrastructure, and minimize tree loss. This new road will replace the two existing curb cuts (one for the existing home and one for the driveway easement for the home that was removed). It is anticipated that the additional seven lots will generate minimal traffic on surrounding roads. The subdivision application requires that a traffic analysis be performed. We request that the study be initiated to fulfill this requirement.

Tree preservation:

The landowners plan to remain in their home, so preserving trees is a priority for them. The proposed lots have been designed to maximize the preservation of trees on the site. The tree survey shows that 82.6% of trees have been saved. The proposed street was aligned along the north edge of proposed Lots 1-5, where the fewest number of trees would be removed. This is the location of the existing driveway easement that served the previous home on the site. Building area and driveway placement are sited to meet setback standards and to remove the fewest number of trees. Trees coverage will remain largely intact along the southern edge of proposed Lots 1-5.

Stormwater management:

Stormwater management is a critical part of the proposed design. In order to preserve as many trees as possible, stormwater will be managed using rain gardens on each lot. Each lot will provide easement access to the rain garden and homeowners will be required to maintain the rain gardens using appropriate plantings and best management strategies.

SUMMARY

We respectfully request approval of a preliminary plat application for the creation of seven lots and associated infrastructure at Blake Road and Evanswood Lane in Edina, MN. We look forward to receiving feedback on the proposed design from the neighborhood on February 3, 2015 and presenting plans to both the Planning Commission on February 25, 2015 and to the City Council on March 17, 2015.

CONTACT INFORMATION

This document was prepared by:

Mary Matze, Planner

Landform

105 South Fifth Street, Suite 513

Minneapolis, MN 55330

Any additional questions regarding this application can be directed to Reid Schulz at rschulz@landform.net or 612.638.0245.

PLANNING DEPARTMENT
JAN 23 2015
CITY OF EDINA

FRANK BERMAN
 CIVIL ENGINEER
 1000 W. WASHINGTON
 EDINA, MN 55425
 TEL: 952.941.1111



**BLAKE WOODS
 SUBDIVISION
 EDINA, MN**

SHEET INDEX

1	PLAN
2	PROPOSED LOTS
3	PROPOSED LOTS
4	PROPOSED LOTS
5	PROPOSED LOTS
6	PROPOSED LOTS
7	PROPOSED LOTS
8	PROPOSED LOTS
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80	PROPOSED LOTS

GENERAL NOTES

1. SEE PLAN FOR PROPERTY AT EDINAVILLE 20TH & 205 BLAKE ROAD SOUTH. ELEVATION = 784.8'

SITE SUMMARY

TOTAL NUMBER OF LOTS: 7 LOTS
 TOTAL PLATTED AREA: 4.31 ACRES
 PROPOSED ROAD-OF-WAY: 0.51 ACRES

ZONING

THE PROPERTY IS CURRENTLY ZONED R1-SINGLE FAMILY.

SETBACK SUMMARY

MINIMUM SETBACK REQUIREMENTS AS FOLLOWS:

FRONT: 25 FT.
 REAR: 25 FT.
 SIDE: 10 FT.

SETBACK DIMENSIONS IN 40' PALMS:

LOT 1: 25 FT.
 LOT 2: 25 FT.
 LOT 3: 25 FT.
 LOT 4: 25 FT.
 LOT 5: 25 FT.
 LOT 6: 25 FT.
 LOT 7: 25 FT.

MINIMUM SETBACK DIMENSIONS AS FOLLOWS:

FRONT: 25 FT.
 REAR: 25 FT.
 SIDE: 10 FT.

MINIMUM SETBACK DIMENSIONS AS FOLLOWS:

FRONT: 25 FT.
 REAR: 25 FT.
 SIDE: 10 FT.

PROPOSED LOTS

LOT 1: 0.51 ACRES
 LOT 2: 0.51 ACRES
 LOT 3: 0.51 ACRES
 LOT 4: 0.51 ACRES
 LOT 5: 0.51 ACRES
 LOT 6: 0.51 ACRES
 LOT 7: 0.51 ACRES

LEGAL DESCRIPTION

LOT 1 AND LOT 2, BLAKE WOODS SUBDIVISION, ACCORDING TO THE RECORDED PLAT TITLED "BLAKE WOODS SUBDIVISION", EDINA, MINNESOTA COUNTY, MINNESOTA.

SUBJECT MATTER

THE PROPERTY DESCRIBED IN THIS PRELIMINARY PLAT IS THE SUBJECT MATTER OF A PENDING LITIGATION IN THE DISTRICT COURT OF EDINA, MINNESOTA, FILED UNDER CASE NO. 03-10-00000. THE PROPERTY DESCRIBED IN THIS PRELIMINARY PLAT IS THE SUBJECT MATTER OF A PENDING LITIGATION IN THE DISTRICT COURT OF EDINA, MINNESOTA, FILED UNDER CASE NO. 03-10-00000.



REVISIONS

NO. DATE BY

PROJECT MANAGER REVIEW

DATE

CERTIFICATION

DATE

PRELIMINARY NOT FOR CONSTRUCTION

PRELIMINARY PLAT

01/22/2015

LANDFORM

FROM STATE FILES

105 South Park Avenue
 Minneapolis, MN 55401
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 WWW: BERMANCIVIL.COM

REVISIONS

NO. DATE BY

PROJECT MANAGER REVIEW

DATE

CERTIFICATION

DATE

PRELIMINARY NOT FOR CONSTRUCTION

PRELIMINARY PLAT

01/22/2015

LANDFORM

FROM STATE FILES

105 South Park Avenue
 Minneapolis, MN 55401
 TEL: 612.338.9870
 FAX: 612.338.9871
 WWW: BERMANCIVIL.COM

PRELIMINARY PLAT

01/22/2015

LANDFORM

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105 South Park Avenue
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PRELIMINARY PLAT

01/22/2015

LANDFORM

FROM STATE FILES

105 South Park Avenue
 Minneapolis, MN 5



- OBTAIN ALL NECESSARY PERMITS FOR CONSTRUCTION WITHIN, OR USE OF, PUBLIC RIGHT-OF-WAY.
- THE DIGITAL FILE, WHICH CAN BE OBTAINED FROM THE ENGINEER, SHALL BE USED FOR STAKING. DISCREPANCIES BETWEEN THE DRAWINGS AND THE DIGITAL FILE SHALL BE REPORTED TO THE ENGINEER. THE BUILDING FOOTPRINT, AS SHOWN ON THESE DRAWINGS AND THE DIGITAL FILE, SHALL BE COMPARED TO THE STRUCTURAL DRAWINGS PRIOR TO STAKING.
- DIMENSIONS SHOWN ARE TO BACK OF CURB UNLESS NOTED OTHERWISE.
 - GREEN SPACES (LANDSCAPE AREA)
 - OVERLAND BUFFER ZONING, PER WATERSHED REGULATIONS

AREA SUMMARY

EXISTING		
PERVIOUS	87,765 SF.	84.4%
IMPERVIOUS	15,800 SF.	15.6%
TOTAL (433 A)	103,565 SF.	100.0%
PROPOSED (NOT INCLUDING FUTURE HOUSES AND DRIVEWAYS)		
PERVIOUS	86,300 SF.	80.8%
IMPERVIOUS	21,476 SF.	19.2%
TOTAL (433 A)	107,776 SF.	100.0%

ZONING AND SETBACK SUMMARY

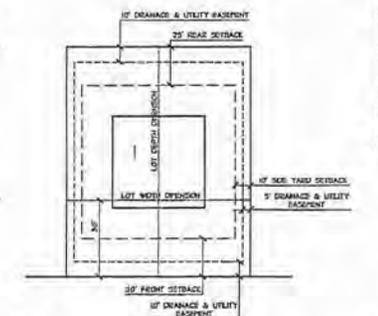
THE PROPERTY IS CURRENTLY ZONED SINGLE FAMILY DWELLINGS.

BUILDING SETBACK INFORMATION IS AS FOLLOWS:
 FRONT YARD = 30 FT.
 REAR = 20 FT.
 SIDE = 10 FT.

LOT COVERAGE INFORMATION IS AS FOLLOWS:
 LOT AREA PERMIT = GREATER THAN THE PERMANENT LOT AREA IN THE NEIGHBORHOOD (21,476 SF.)
 LOT WIDTH PERMIT = GREATER THAN THE PERMANENT LOT WIDTH IN THE NEIGHBORHOOD (20.87 FT.)
 LOT DEPTH PERMIT = GREATER THAN THE PERMANENT LOT DEPTH IN THE NEIGHBORHOOD (96.47 FT.)
 MAX. BUILDING COVERAGE = 25%

PROPOSED LOT AREAS

LOT	LOT AREA	ACRES
LOT 1	21,473 SQ. FT.	0.501 ACRES
LOT 2	24,760 SQ. FT.	0.563 ACRES
LOT 3	22,205 SQ. FT.	0.509 ACRES
LOT 4	22,205 SQ. FT.	0.509 ACRES
LOT 5	24,522 SQ. FT.	0.562 ACRES
LOT 6	30,033 SQ. FT.	0.689 ACRES
LOT 7	28,000 SQ. FT.	0.642 ACRES
DRIVE-OR-WAY DESIGNATION	23,176 SQ. FT.	0.532 ACRES
TOTAL	171,897 SQ. FT.	3.91 ACRES



1 TYPICAL LOT LAYOUT NO SCALE

PLANNING DEPARTMENT
 JAN 29 2015
 CITY OF EDINA
 811
 Know what's Below.
 Call before you dig.

NORTH

0 40 80

FRANK BERMAN
 5211 EWINGWOOD LANE
 EDINA, MN 55425
 TEL: 952.928.1234



PROJECT
BLAKE WOODS
SUBDIVISION
EDINA, MN

SHEET INDEX

NO.	DESCRIPTION
001	GENERAL NOTES
002	DETAILED NOTES
003	EXISTING CONDITIONS
004	PROPOSED CONDITIONS
005	STREETS, DRIVEWAYS AND MINOR UTILITIES
006	STREET PLAN AND PROFILE
007	CONSTRUCTION DETAILS
008	CONSTRUCTION DETAILS
009	CONSTRUCTION DETAILS
010	CONSTRUCTION DETAILS
011	CONSTRUCTION DETAILS
012	CONSTRUCTION DETAILS
013	CONSTRUCTION DETAILS
014	CONSTRUCTION DETAILS
015	CONSTRUCTION DETAILS
016	CONSTRUCTION DETAILS
017	CONSTRUCTION DETAILS
018	CONSTRUCTION DETAILS
019	CONSTRUCTION DETAILS
020	CONSTRUCTION DETAILS

REVISION HISTORY

NO.	DESCRIPTION	DATE
001	ISSUED FOR PERMIT	01/23/2015

PROJECT MANAGER REVIEW

CERTIFICATION

PRELIMINARY
NOT FOR
CONSTRUCTION

PRELIMINARY PLAT
 01/23/2015

LANDFORM
 From Site to Finish

185 South Fifth Avenue Tel: 612-352-9070
 Suite 513 Fax: 612-352-9077
 Minneapolis, MN 55401 Web: landform.net

FILE NAME: C:\01222117
 PROJECT NO: 2224317

SITE PLAN
C2.1
 SHEET 107 4/18

EVANSWOOD LANE

ZUPPEWOOD

RAIN GARDEN C7.4

BASIN B
HWL=946.00
BTH=943.25
OUTLET=944.5
E.O.=945.50

C7.4 RAIN GARDEN

BASIN D
HWL=945.00
BTH=941.50
OUTLET=942.80
E.O.=945.8

2ND ADDITION

RAIN GARDEN C7.4

BASIN A
HWL=948.67
BTH=946.00
OUTLET=946.00
E.O.=947.65

C7.4 RAIN GARDEN

BASIN C
HWL=945.00
BTH=942.35
OUTLET=943.25
E.O.=945.50

TW=950.0
BW=949.4

TW=952.9
BW=950.2

TW=949.8
BW=948.8

TW=949.9
BW=948.6

RAIN GARDEN C7.4

BASIN F
HWL=944.00
BTH=941.0
OUTLET=942.00
E.O.=941.90

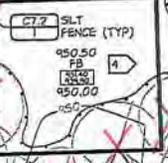
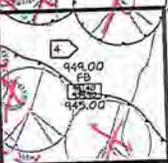
INLET PROTECTION C7.2

(TYP)

RAIN GARDEN C7.4

BASIN E
HWL=945.93
BTH=944.47
OUTLET=945.37
E.O.=945.77

C7.2 SLT FENCE (TYP)



WETLAND/POUND
100-YR HWL=937.93
10-YR HWL=935.89
HWL=935.00
(FROM CITY OF EDNA)

A12

BLOCK

BLAKE ROAD

Tree Removal
Building Ponds

INSTALL INLET
NEAREST DOWN
STREET CATCH BASIN

A13

WETLAND/POND
100-TR HWL=437.93
10-TR HWL=435.04
HWL=435.00
(FROM CITY OF EDNA)



TREE
REMOVAL
Street + Ponding



A14

1. PPE MATERIALS
WATERMAN
WATER SERVICE
SANITARY SEWER
S&W SEWER SERVICE
STORM SEWER
SP CLASS 22 (ANSI A2151/ANNA 021)
UP HOSE DRAIN MATERIALS "OCE POLYMER"
PVC SCH 20 (ASTM D2234, D2240, & F491)
4" FIBER GLASS (ASTM D3034, D2945, & F491)
HOPE AASHTO FOM, PROOF 7503
7'-0" RCP CLASS 3 (ASTM C75)
2. CONTACT UTILITY SERVICES FOR FIELD LOCATION OF SERVICES 72 HOURS PRIOR TO BEGINNING.
3. COORDINATE WITH PRIVATE UTILITIES TO PROVIDE ELECTRIC, NATURAL GAS, AND DISTURBANCE SERVICES TO EACH LOT.
4. PROVIDE FENCE AND MEASURES TO PROTECT ADJACENT PROPERTY FROM DAMAGE DURING UTILITY INSTALLATION.
5. PPE LENGTHS SHOWN ARE FROM CENTER OF STRUCTURE TO CENTER OF STRUCTURE OR END OF ROAD SECTION.
6. ADJUST STRUCTURES TO FINAL GRADE WHEN DETERMINED. COPY WITH REARRANGEMENTS OF UTILITY, FIRST EQUIPMENTS FOR TRAFFIC LOADING IN PAVED AREAS.
7. INSTALL BRACKER WIRE WITH ALL NON-CONDUCTING UTILITIES. REFER TO DETAIL S, SHEET C7.2.
8. CONNECT TO CITY UTILITIES IF ACCORDING WITH CITY OF EDINA STANDARDS.
9. CONTACT CITY OF EDINA PUBLIC WORKS AT 492.626.0271 FOR VET TAP INFORMATION.
10. MAINTAIN 7.5 FEET OR GREATER.
11. REFLECT VALUES TO MAINTAIN 18-INCH MINIMUM OUTSIDE SEPARATION AT SERVICE CONNECTIONS. CENTER PPE LENGTHS TO PROVIDE GREATEST SEPARATION BETWEEN UTILITIES.
12. CONTACT CITY OF EDINA PUBLIC WORKS AT 492.626.0271 FOR FINISHING AND PRESSURE TEST INFORMATION.
13. CONTRACTOR TO PROVIDE ALL UTILITY CROSSINGS PRIOR TO CONSTRUCTION OF NEW UTILITIES TO VERIFY DEPTHS OR SIZING LINES. CONTACT ENGINEER IMMEDIATELY IF ANY CONFLICTS ARE DISCOVERED.
14. THE WATER DISTRIBUTION SYSTEM SHALL BE CONSTRUCTED PER TWNSOFTS RULES, PART 470.2750.

UTILITY CROSSINGS

①	SANITARY SEWER TOP = 427.25
	WATERMAIN BOTTOM = 426.10
	CLEARANCE = 1.15'
②	SANITARY SEWER TOP = 422.40
	WATERMAIN BOTTOM = 421.25
	CLEARANCE = 1.15'

FRANK BERMAN
5321 EDWARDSWOOD LANE
EDINA, MN 55426
TEL: 492.78.9228



PROJECT
BLAKE WOODS SUBDIVISION
EDINA, MN

SHEET INDEX

Sheet	Title
C41	PLAN SHEET
C42	PROPOSED PLAN
C43	CONCRETE WORKING
C44	CONCRETE WORKING AND SECTION CONTROL PLAN
C45	CONCRETE WORKING AND SECTION CONTROL PLAN
C46	CONCRETE WORKING AND SECTION CONTROL PLAN
C47	CONCRETE WORKING AND SECTION CONTROL PLAN
C48	CONCRETE WORKING AND SECTION CONTROL PLAN
C49	CONCRETE WORKING AND SECTION CONTROL PLAN
C50	CONCRETE WORKING AND SECTION CONTROL PLAN
C51	CONCRETE WORKING AND SECTION CONTROL PLAN
C52	CONCRETE WORKING AND SECTION CONTROL PLAN
C53	CONCRETE WORKING AND SECTION CONTROL PLAN
C54	CONCRETE WORKING AND SECTION CONTROL PLAN
C55	CONCRETE WORKING AND SECTION CONTROL PLAN
C56	CONCRETE WORKING AND SECTION CONTROL PLAN
C57	CONCRETE WORKING AND SECTION CONTROL PLAN
C58	CONCRETE WORKING AND SECTION CONTROL PLAN
C59	CONCRETE WORKING AND SECTION CONTROL PLAN
C60	CONCRETE WORKING AND SECTION CONTROL PLAN

REVISION HISTORY

NO.	REVISION	DATE
1	ISSUED FOR PERMITTING	01/23/2015

PROJECT MANAGER REVIEW

DATE: 01/23/2015

BY: [Signature]

CERTIFICATION

PRELIMINARY NOT FOR CONSTRUCTION

PLANNING DEPARTMENT
JAN 23 2015
CITY OF EDINA

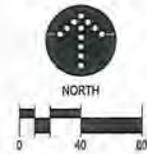
PRELIMINARY PLAT
01/23/2015

LANDFORM
From Site to Finish

100 South Fifth Avenue, Suite 610
Minneapolis, MN 55481
Tel: 612-233-0070
Fax: 612-233-0077
Web: landforms.net

FILE NAME: C41X2211
PROJECT NO.: 22214917

UTILITIES
C4.1





MUNICIPALITY
PROJECT
**BLAKE WOODS
SUBDIVISION
EDINA, MN**

SHEET INDEX

SHEET	TITLE
101	PRELIMINARY PLAT
102	STANDARD SANITARY SEWER MANHOLE
103	STANDARD SANITARY DRAIN MANHOLE
104	STANDARD SANITARY DRAIN MANHOLE
105	STANDARD SANITARY DRAIN MANHOLE
106	STANDARD SANITARY DRAIN MANHOLE
107	STANDARD SANITARY DRAIN MANHOLE
108	STANDARD SANITARY DRAIN MANHOLE
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118	STANDARD SANITARY DRAIN MANHOLE
119	STANDARD SANITARY DRAIN MANHOLE
120	STANDARD SANITARY DRAIN MANHOLE

REVISION HISTORY

NO.	DESCRIPTION	DATE
1	ISSUED FOR PERMITS	10/20/15
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PROJECT MANAGER REVIEW

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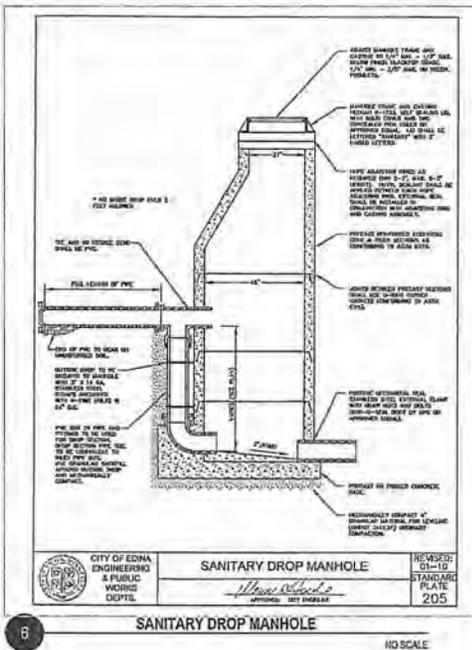
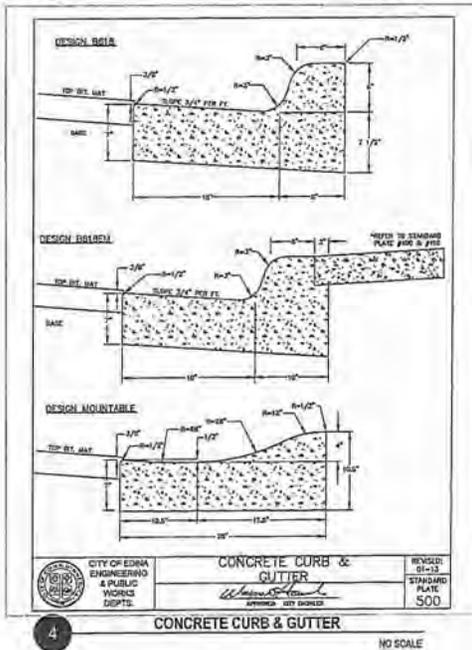
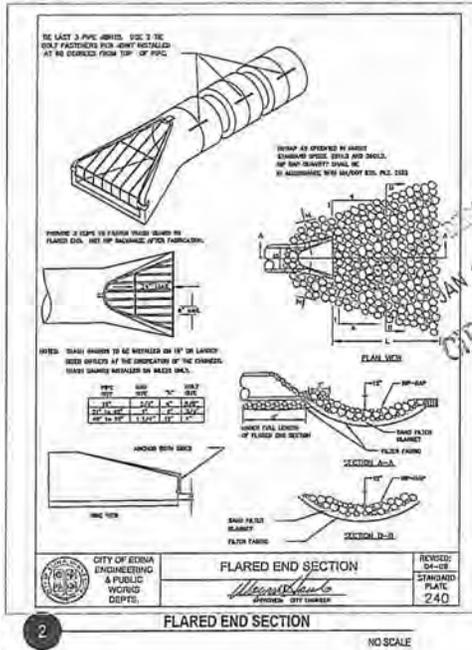
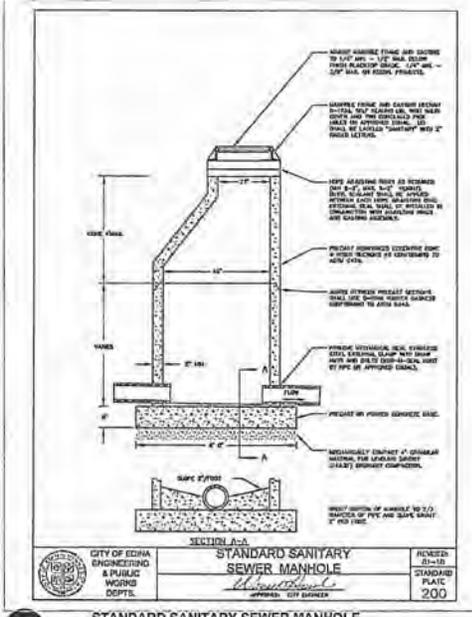
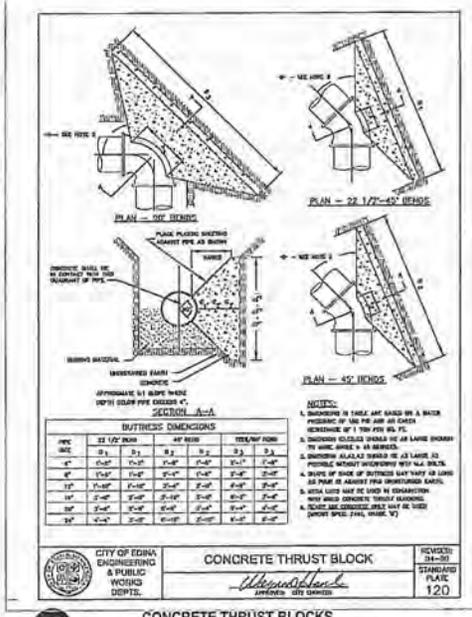
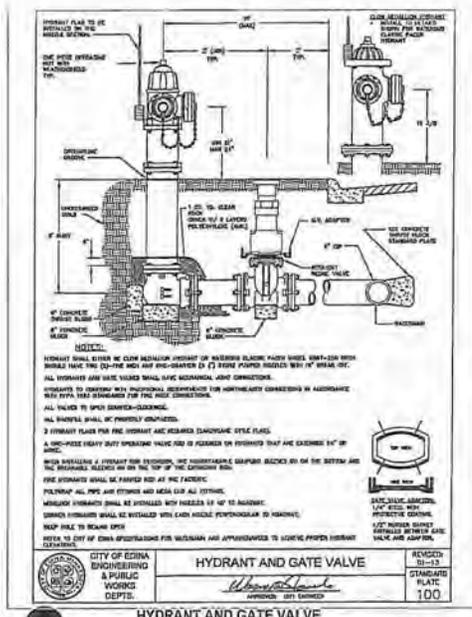
CERTIFICATION
**PRELIMINARY
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CONSTRUCTION**

PRELIMINARY PLAT
01/23/2015

LANDFORM
From Set to Finish

160 South First Avenue Tel: 612-536-0973
Suite 510 Fax: 612-536-6077
Minneapolis, MN 55401 Web: landformllc.com
FILE NAME: C0102211
PROJECT NO: 2216197

CIVIL CONSTRUCTION
DETAILS
C7.1



ALG

EDINA000000372



PROJECT
**BLAKE WOODS
 SUBDIVISION
 EDINA, MN**

SHEET INDEX

NO.	DESCRIPTION
001	PLAN
002	SECTION A-A
003	SECTION B-B
004	SECTION C-C
005	SECTION D-D
006	SECTION E-E
007	SECTION F-F
008	SECTION G-G
009	SECTION H-H
010	SECTION I-I
011	SECTION J-J
012	SECTION K-K
013	SECTION L-L
014	SECTION M-M
015	SECTION N-N
016	SECTION O-O
017	SECTION P-P
018	SECTION Q-Q
019	SECTION R-R
020	SECTION S-S
021	SECTION T-T
022	SECTION U-U
023	SECTION V-V
024	SECTION W-W
025	SECTION X-X
026	SECTION Y-Y
027	SECTION Z-Z
028	SECTION AA-AA
029	SECTION BB-BB
030	SECTION CC-CC
031	SECTION DD-DD
032	SECTION EE-EE
033	SECTION FF-FF
034	SECTION GG-GG
035	SECTION HH-HH
036	SECTION II-II
037	SECTION JJ-JJ
038	SECTION KK-KK
039	SECTION LL-LL
040	SECTION MM-MM
041	SECTION NN-NN
042	SECTION OO-OO
043	SECTION PP-PP
044	SECTION QQ-QQ
045	SECTION RR-RR
046	SECTION SS-SS
047	SECTION TT-TT
048	SECTION UU-UU
049	SECTION VV-VV
050	SECTION WW-WW
051	SECTION XX-XX
052	SECTION YY-YY
053	SECTION ZZ-ZZ
054	SECTION AA-AA
055	SECTION BB-BB
056	SECTION CC-CC
057	SECTION DD-DD
058	SECTION EE-EE
059	SECTION FF-FF
060	SECTION GG-GG
061	SECTION HH-HH
062	SECTION II-II
063	SECTION JJ-JJ
064	SECTION KK-KK
065	SECTION LL-LL
066	SECTION MM-MM
067	SECTION NN-NN
068	SECTION OO-OO
069	SECTION PP-PP
070	SECTION QQ-QQ
071	SECTION RR-RR
072	SECTION SS-SS
073	SECTION TT-TT
074	SECTION UU-UU
075	SECTION VV-VV
076	SECTION WW-WW
077	SECTION XX-XX
078	SECTION YY-YY
079	SECTION ZZ-ZZ
080	SECTION AA-AA
081	SECTION BB-BB
082	SECTION CC-CC
083	SECTION DD-DD
084	SECTION EE-EE
085	SECTION FF-FF
086	SECTION GG-GG
087	SECTION HH-HH
088	SECTION II-II
089	SECTION JJ-JJ
090	SECTION KK-KK
091	SECTION LL-LL
092	SECTION MM-MM
093	SECTION NN-NN
094	SECTION OO-OO
095	SECTION PP-PP
096	SECTION QQ-QQ
097	SECTION RR-RR
098	SECTION SS-SS
099	SECTION TT-TT
100	SECTION UU-UU
101	SECTION VV-VV
102	SECTION WW-WW
103	SECTION XX-XX
104	SECTION YY-YY
105	SECTION ZZ-ZZ
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107	SECTION BB-BB
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128	SECTION WW-WW
129	SECTION XX-XX
130	SECTION YY-YY
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132	SECTION AA-AA
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134	SECTION CC-CC
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136	SECTION EE-EE
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138	SECTION GG-GG
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141	SECTION JJ-JJ
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143	SECTION LL-LL
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145	SECTION NN-NN
146	SECTION OO-OO
147	SECTION PP-PP
148	SECTION QQ-QQ
149	SECTION RR-RR
150	SECTION SS-SS
151	SECTION TT-TT
152	SECTION UU-UU
153	SECTION VV-VV
154	SECTION WW-WW
155	SECTION XX-XX
156	SECTION YY-YY
157	SECTION ZZ-ZZ
158	SECTION AA-AA
159	SECTION BB-BB
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161	SECTION DD-DD
162	SECTION EE-EE
163	SECTION FF-FF
164	SECTION GG-GG
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170	SECTION MM-MM
171	SECTION NN-NN
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173	SECTION PP-PP
174	SECTION QQ-QQ
175	SECTION RR-RR
176	SECTION SS-SS
177	SECTION TT-TT
178	SECTION UU-UU
179	SECTION VV-VV
180	SECTION WW-WW
181	SECTION XX-XX
182	SECTION YY-YY
183	SECTION ZZ-ZZ
184	SECTION AA-AA
185	SECTION BB-BB
186	SECTION CC-CC
187	SECTION DD-DD
188	SECTION EE-EE
189	SECTION FF-FF
190	SECTION GG-GG
191	SECTION HH-HH
192	SECTION II-II
193	SECTION JJ-JJ
194	SECTION KK-KK
195	SECTION LL-LL
196	SECTION MM-MM
197	SECTION NN-NN
198	SECTION OO-OO
199	SECTION PP-PP
200	SECTION QQ-QQ
201	SECTION RR-RR
202	SECTION SS-SS
203	SECTION TT-TT
204	SECTION UU-UU
205	SECTION VV-VV
206	SECTION WW-WW
207	SECTION XX-XX
208	SECTION YY-YY
209	SECTION ZZ-ZZ
210	SECTION AA-AA
211	SECTION BB-BB
212	SECTION CC-CC
213	SECTION DD-DD
214	SECTION EE-EE
215	SECTION FF-FF
216	SECTION GG-GG
217	SECTION HH-HH
218	SECTION II-II
219	SECTION JJ-JJ
220	SECTION KK-KK
221	SECTION LL-LL
222	SECTION MM-MM
223	SECTION NN-NN
224	SECTION OO-OO
225	SECTION PP-PP
226	SECTION QQ-QQ
227	SECTION RR-RR
228	SECTION SS-SS
229	SECTION TT-TT
230	SECTION UU-UU
231	SECTION VV-VV
232	SECTION WW-WW
233	SECTION XX-XX
234	SECTION YY-YY
235	SECTION ZZ-ZZ
236	SECTION AA-AA
237	SECTION BB-BB
238	SECTION CC-CC
239	SECTION DD-DD
240	SECTION EE-EE
241	SECTION FF-FF
242	SECTION GG-GG
243	SECTION HH-HH
244	SECTION II-II
245	SECTION JJ-JJ
246	SECTION KK-KK
247	SECTION LL-LL
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252	SECTION QQ-QQ
253	SECTION RR-RR
254	SECTION SS-SS
255	SECTION TT-TT
256	SECTION UU-UU
257	SECTION VV-VV
258	SECTION WW-WW
259	SECTION XX-XX
260	SECTION YY-YY
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263	SECTION BB-BB
264	SECTION CC-CC
265	SECTION DD-DD
266	SECTION EE-EE
267	SECTION FF-FF
268	SECTION GG-GG
269	SECTION HH-HH
270	SECTION II-II
271	SECTION JJ-JJ
272	SECTION KK-KK
273	SECTION LL-LL
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REVISION HISTORY

NO.	DESCRIPTION	DATE	BY
1	ISSUED FOR PERMIT	01/23/2015	MM

PROJECT MANAGER REVIEW

CERTIFICATION

**PRELIMINARY
 NOT FOR
 CONSTRUCTION**

PRELIMINARY PLAT
 01/23/2015

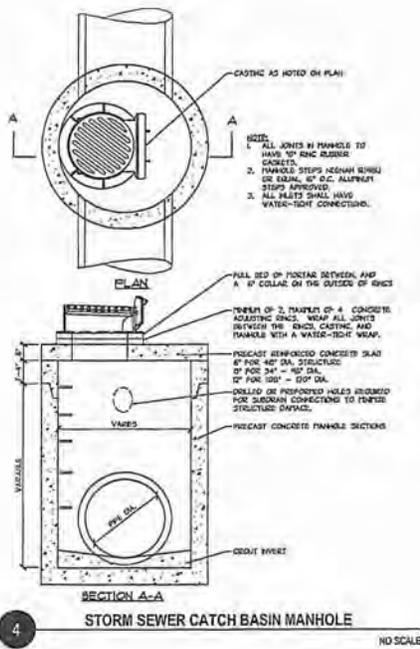
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 From Site to Finish

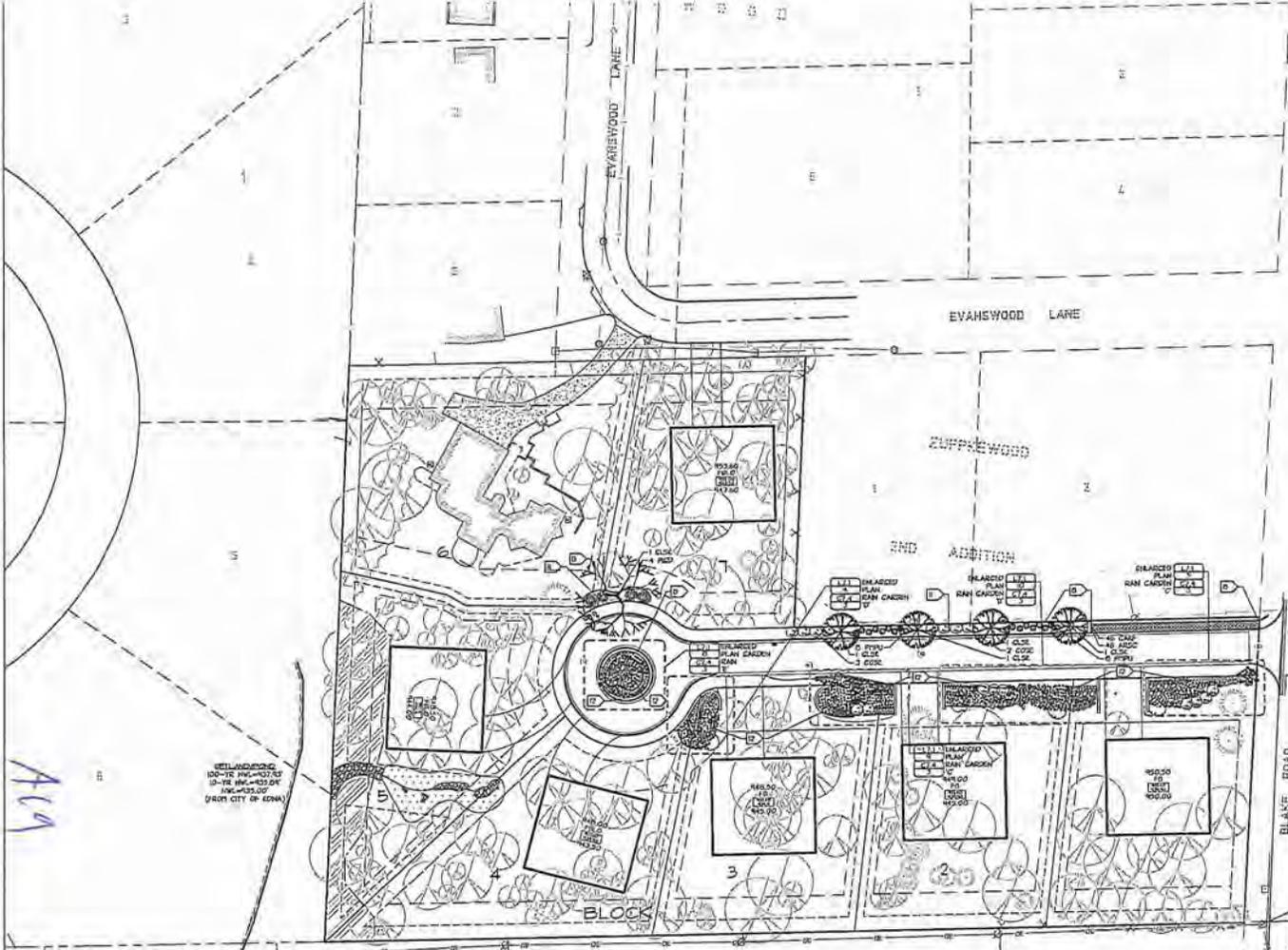
105 South Fifth Avenue Suite 513 Minneapolis, MN 55401
 Tel: 612-338-0070 Fax: 612-338-0077
 Email: landform@landform.com

FILE NAME: C:\0322\17

PROJECT NO.: 22214317

CIVIL CONSTRUCTION
 DETAILS
C7.3





AC9

Name	Code	SET	COMMON NAME	SCIENTIFIC NAME	NATURE SIZE	PLANTING SIZE	ROOT CODE
COMPENSATORY TREES	18	PPPL	PIEDMONT PINE	PIEDMONT PINE	5H x 6W		
COMPENSATORY TREES	18	BRSD	RED SPINTE VINCETOGRA	SEX VERTICILLATA 'RED SPINTE'	3H x 4W		CONTAINER
COMPENSATORY TREES	21	PPPL	AUTUMN PRINCE BLACK CHERRYBERRY	PRUNUS PRINCEPS	5H x 4W		CONTAINER
COMPENSATORY TREES	18	CCFC	CANDIDIA RED OAK	QUERCUS ROBUR 'CANDIDIA'	10H x 10W		CONTAINER
COMPENSATORY TREES	4	CCFC	SEVING WHITEBERRY	GLORIOSA TETRAPHYLLA 'SEVING'	20H x 20W	2.5' CAL	B & D
COMPENSATORY TREES	1	CCFC	ATLANTIC HAWK	QUERCUS BICOLOR	60H x 30W	2.5' CAL	B & D
CRAPPLERS	78	PAW	SWITCHGRASS	PANICUM VIRGATUM	3H x 3W	4"	CONTAINER
CRAPPLERS	107	CARP	FEATHER REED GRASS	CALAMAGROSTIS ACUTIFOLIA 'CARG. FERRISSE'	3H x 2W	4"	CONTAINER
PERENNIALS	42	CCPL	PURPLE CONICFLOWER	SCORSAEVA PURPUREA	3H x 10W		
PERENNIALS	67	ARSC	SILVER PINKS ASTER	ASTERA SCHPERDANS	10H x 2W		CONTAINER
PERENNIALS	79	CCFC	MARSHALL'S DELIGHT (RED SAULT)	PERNAXIA DEPTA 'MARSHALL'S DELIGHT'	3H x 3W		
PERENNIALS	80	CCFC	BLACK STEM GRASS	RUPESCOLA NIGRA 'BLACK STEM'	30H x 20W		
RAIN GARDEN PERENNIALS	32	CCFC	JOB PTT WOOD	SPARGANGLERIA ANGUSTIFOLIA	4H x 4W		
RAIN GARDEN PERENNIALS	102	CCFC	COLDEN ALEXANDER	IRIS ALBA	2H x 4W		CONTAINER
RAIN GARDEN PERENNIALS	10	ANWH	NEW ENGLAND ASTER	ASTER NOVAE-ANGLIAE	4H x 3W		
RAIN GARDEN PERENNIALS	37	VEH	CLAYTON'S SCOT	VERONICA SCOTI	4H x 2W		
RAIN GARDEN PERENNIALS	14	RYD	BLUE FLAG	IRIS VIRGATA	3H x 2W		

- CONTRACT DOCUMENTS**
- CONTACT UTILITY SERVICE PROVIDERS FOR FIELD LOCATION OF SERVICES 72 HOURS PRIOR TO BEGINNING.
 - COORDINATE INSTALLATION WITH CONTRACTORS PERFORMING RELATED WORK.
 - SEED INCREASE MUST BE GENERAL RESIDENTIAL TURF 75-20-0 AS DEMAND IN CURRENT MONTHS. SEEDING SHALL BE BY AIRBORNE METHOD AND CERTIFIED BY THE MINNESOTA TURF IMPROVEMENT ASSOCIATION (MITA). PROVIDE VERIFIABLE DOCUMENTATION TO THE OWNER 30 DAYS PRIOR TO INSTALLATION.
 - PLANT MATERIAL SHALL CONFORM TO THE AMERICAN ASSOCIATION OF LANSCLAPE ARCHITECTS STANDARDS AND BE OF ABOUT 25% FREE FROM DISEASE, PESTICIDE DAMAGE, AND DEFORMATION. FOR DISCREPANCY BETWEEN THE NUMBER OF PLANTS ON THE SCHEDULE AND THE REFERENCE DRAWING ON THE DRAWING, THE DRAWING SHALL CONTROL.
 - PLANTING SOIL SHALL CONSIST OF 4 PARTS TOPSOIL TO 1 PART PEAT HARBOR WITH 3 POUNDS OF CORRECTIVE FERTILIZER PER CUBIC YARD.
 - SPREAD A LAYER OF 6 INCHES OF TOPSOIL AND SEED ALL TURF AREAS REQUIRED BY CONTRACTOR.
 - FOLLOW MITSU TO BEING MANUAL TREE PLANTING INSTRUCTIONS FOR ESTABLISHMENT OF MATING SEED AND PROVIDE COORDINATION FOR EXISTING EXHIBIT PREVENTION AND SEEDING CONTROL.
 - SEED SHALL BE SEED WITH 6-INCH BLACK VINYL EROSION CONTROL MATS OR APPROVED EQUIVALENT WHICH ADJUSTMENT TO EXISTING WALKS OR DRIVELAYS REFER TO DETAIL 3 ON SHEET L205.
 - PLANT PLANTS ACCORDING TO LAYOUT WITH PROPER SPACING.
 - SEE DETAILS FOR DEPTH OF PLANTING SOIL.
 - TOTAL 4 INCH DEPTH OF SHADDED HARDWOOD BARK MULCH IN 3'x6'x6' AREAS.
 - TOTAL 2 TO 3 INCH DEPTH OF SHADDED HARDWOOD BARK MULCH IN PERENNIAL BED AREAS.
 - ONE AND A HALF (1 1/2) INCH OVER 100% FINE SIEVE SODAS MULCH (SEE SHEET L205) TO A DEPTH OF THREE (3) INCHES.

- LANDSCAPE NOTES**
- CONTRACTOR IS TO FOLLOW SET PREPARATION, WEEDING, AND MAINTENANCE OF RAIN GARDEN AS PER THE WEEDING CONSTRUCTION ACT STANDARD 03.05 (03.0505) (WEEDING STANDARDS). FOR ADDITIONAL NOTES CONTRACTOR SHALL FOLLOW THE LANDSCAPE PLANS AND DETAILS SEE DETAILS 3 AND 7 SHEET L211.
 - RAIN GARDEN AREA SHALL BE GRADED TO A DEPTH OF 6"-10". SEE SHEET (C2) FOR ACTUAL GRADING DEPTHS.
 - CONTRACTOR IS TO AVOID COMPACTING SOILS ASSOCIATED WITH PROPOSED RAIN GARDEN AREA. IF COMPACTED AND OCCURRED CONTRACTOR IS TO RIP AREAS TO A DEPTH OF 12" AND TILL IN 1/2" OF ORGANIC COMPOST PRIOR TO ANY PLANTING.
 - CONTRACTOR IS TO MAINTAIN RAIN GARDEN AREA FREE FROM WEEDS AND OTHER UNWANTED PLANT MATERIAL.
 - LANDSCAPE ARCHITECT WILL INSPECT CONDITION OF RAIN GARDEN UPON COMPLETION OF INSTALLATION AND ONE MONTH PROVISIONAL ACCEPTANCE. FOLLOWING IMMEDIATE DATE LANDSCAPE ARCHITECT WILL INSPECT RAIN GARDEN AREA FOR FINAL ACCEPTANCE. INSPECTION WILL INCLUDE GENERAL CONDITION OF PLANTING, LOCATION OF ANY WEEDS, AND POSITIONING OF ANY IDENTIFICATION. FINAL ACCEPTANCE WILL BE GRANTED TO CONTRACTOR AFTER ANY CORRECTIVE HAS BEEN ADDRESSED WITH THIS WORK.
 - AFTER FIRST GROWING SEASON CONTRACTOR IS RESPONSIBLE TO REMOVE ALL DEAD PLANT MATERIAL FROM PREVIOUS GROWING SEASON AND PRUNE SHAG MATERIAL AS NECESSARY FOR OVERALL APPEARANCE OF RAIN GARDEN.
 - CONTRACTOR IS RESPONSIBLE TO MONITOR AND CONTROL DEGRADATION IN PRE-TREATMENT AREAS (TURF) AND IN RAIN GARDEN FOR ONE YEAR.
 - CONTRACTOR IS RESPONSIBLE TO MONITOR FERTILITY IN ALL RAIN GARDEN AREAS FOR ONE YEAR. CONTRACTOR IS TO SUPPLEMENT WASTE IF THERE IS INSUFFICIENT RAINFALL (ONE INCH PER WEEK).
 - MULCH 10 TO 20" OF SHADDED HARDWOOD BARK MULCH IN RAIN GARDEN. CONTRACTOR IS TO TAKE CARE TO MAINTAIN 4" CLEARANCE AROUND BASE OF TREES, AND 2" CLEARANCE AROUND PERENNIALS. FREE FROM WEEDS. CONTRACTOR IS TO MAINTAIN MIN. 10% DEPTH OF MULCH FOR ONE YEAR FROM RAIN GARDEN AREAS TO REMOVE WEED INFESTATION.
 - RAIN GARDEN AREAS ARE TO RECEIVE 1-4" DEPTH OF PLANTING SOIL. PLANTING SOIL IS TO CONSIST OF 20% ORGANIC MATERIAL, 30% SANDY SOIL, AND 30% TOPSOIL. CLAY CAN BE USED TO A MAXIMUM OF 10% OF OVERALL MIX.



PLANNING DEPARTMENT
JAN 29 2015
CITY OF EDINA

FRANK BERMAN
2311 EVANSWOOD LANE
EDINA, MN 55425
TEL: 952.922.1122

MUNICIPALITY

PROJECT
BLAKE WOODS SUBDIVISION EDINA, MN

SHEET INDEX

NO.	DATE	DESCRIPTION
1	01/23/2015	PRELIMINARY PLAT
2	01/23/2015	LANDSCAPE PLAN
3	01/23/2015	PLANTING, MATERIALS AND METHOD SCHEDULE PLAN
4	01/23/2015	STREET LIGHT PLAN AND SCHEDULE
5	01/23/2015	LANDSCAPE ARCHITECTURE
6	01/23/2015	LANDSCAPE ARCHITECTURE
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100	01/23/2015	LANDSCAPE ARCHITECTURE

REVISION HISTORY

NO.	DATE	DESCRIPTION	BY	CHK
1	01/23/2015	PRELIMINARY PLAT	FB	CC

PROJECT MANAGER REVIEW
DATE: 01/23/2015
BY: FB
CHK: CC

CERTIFICATION
I, FRANK BERMAN, LICENSED LANDSCAPE ARCHITECT, STATE OF MINNESOTA, LICENSE NO. 0000000000, HEREBY CERTIFY THAT THIS IS A PRELIMINARY PLAT FOR CONSTRUCTION.

PRELIMINARY PLAT
01/23/2015

LANDFORM
From Site to Finish

100 South Fifth Avenue
Suite 515
Minneapolis, MN 55426
Tel: 612-332-9070
Fax: 612-332-9077
Web: landformllc.com

FILE NAME: L211.DWG
PROJECT NO.: 2221417
LANDSCAPE PLAN
L2.1
SHEET NO. 14/18





PROJECT
BLAKE WOODS
SUBDIVISION
EDINA, MN

SHEET INDEX

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001	01/23/2015	ISSUE FOR PERMITS
002	01/23/2015	ISSUE FOR PERMITS
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029	01/23/2015	ISSUE FOR PERMITS	FRANK BERMAN
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049	01/23/2015	ISSUE FOR PERMITS	FRANK BERMAN
050	01/23/2015	ISSUE FOR PERMITS	FRANK BERMAN

PROJECT MANAGER REVIEW

DATE: 01/23/2015 PROJECT: BLAKE WOODS SUBDIVISION

BY: FRANK BERMAN

CERTIFICATION

PRELIMINARY NOT FOR CONSTRUCTION

IF THE DRAWING, PLAN, SPECIFICATION OR CONTRACT DOCUMENTS ARE TO BE USED FOR ANY OTHER PROJECT, THE USER SHALL OBTAIN THE WRITTEN PERMISSION OF FRANK BERMAN DESIGN GROUP, INC. TO REPRODUCE AND/OR MODIFY THE DRAWING TO REFLECT ANY OTHER PROJECT.

PRELIMINARY PLAT

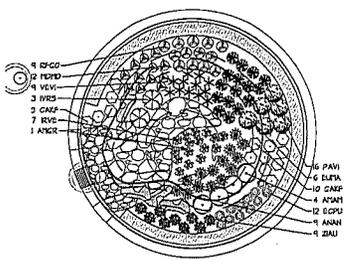
01/23/2015

LANDFORM
From Site to Finish

105 South Fifth Avenue, Suite 515, Minneapolis, MN 55401
Tel: 612-253-0670, Fax: 612-252-0077, Web: landform.net
FILE NAME: L71222107

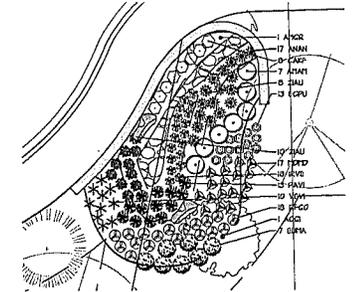
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LANDSCAPE DETAILS
L7.1
SHEET NO. 16/16



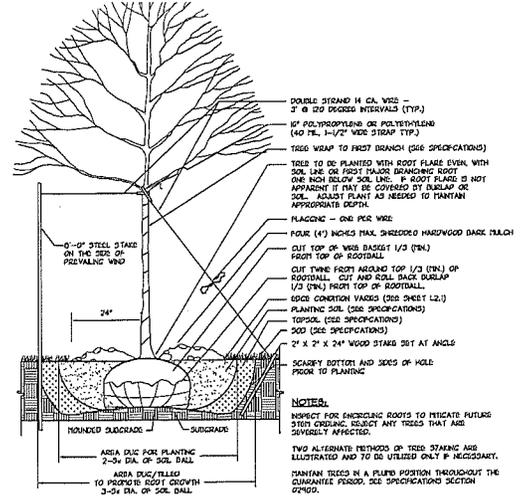
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NO SCALE



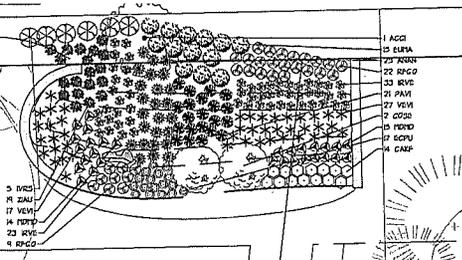
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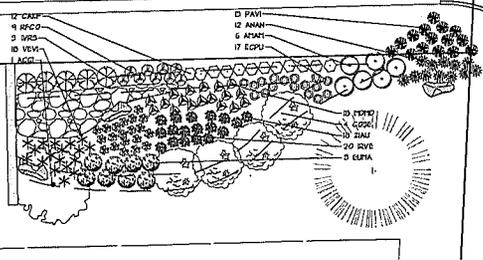
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NO SCALE



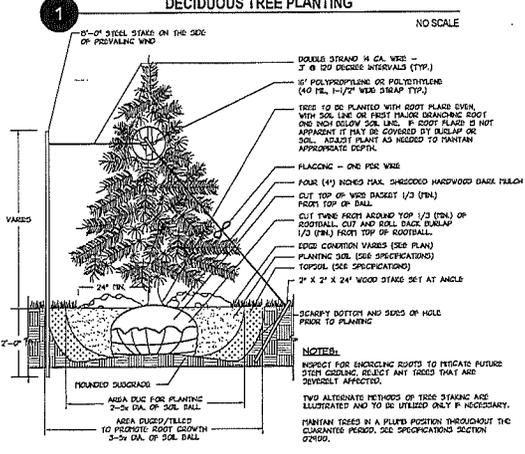
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NO SCALE



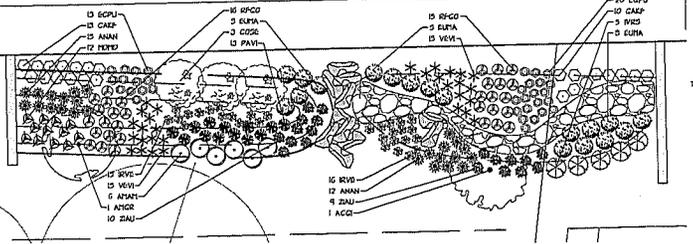
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NO SCALE



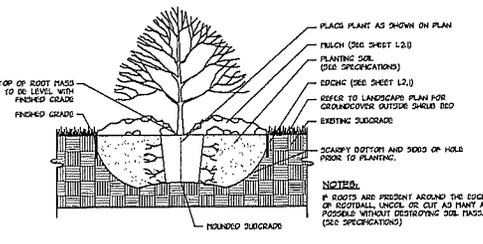
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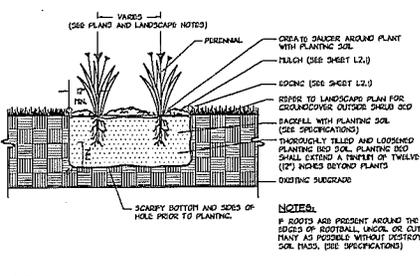
ENLARGED PLAN- RAIN GARDEN 'B'

NO SCALE



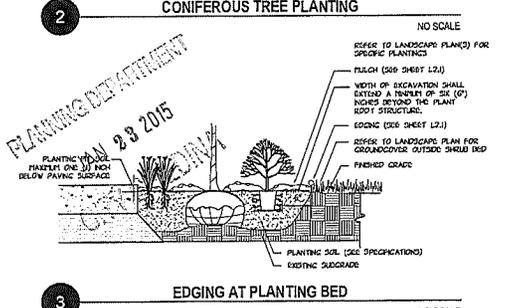
SHRUB PLANTING

NO SCALE



PERENNIAL PLANTING

NO SCALE



EDGING AT PLANTING BED

NO SCALE

Item	Count	KEY	COMMON NAME	SCIENTIFIC NAME	MATURE SIZE	PLANTING SIZE	ROOT CONT.
CONIFEROUS SHRUBS	15	PPPU	PURCHO PINE	PRINJ PURCHO PUTIJO	5H x 6W		
DECIDUOUS SHRUBS	4	MVES	RED SPRITE WHITEBERRY	BEK VERTICILLATA REB SPRTI'	5H x 4W		CONTAINER
DECIDUOUS SHRUBS	23	ANAH	AUTUMN PLUM BLACK CHERRYBERRY	ARONA PELANSCAPE'	5H x 4W		CONTAINER
DECIDUOUS SHRUBS	5	COZE	CAROLINA YED GREEN BUCKWOOD	GRONIS SIOZEA CARONAL'	5H x 5W		CONTAINER
DECIDUOUS TREES	4	CLSK	SEATTLE MOUNTAINDOG	OLESTRA TRICANTHOS 'SEATTLE'	35H x 35W	3.5' CAL.	D & B
DECIDUOUS TREES	1	QUSJ	ATLANTIC PINE	QUERUS INCOLA	60H x 35W	2.5' CAL.	D & B
GRASSES	70	PVAV	SWITCHGRASS	PANICUM VEGICATUM	5H x 2W	4"	CONTAINER
GRASSES	17	CANP	FEATHER REED GRASS	CALAMAGROSTIS AGUTIFOLIA 'KARL FORSTERS'	5H x 2W	4"	CONTAINER
PERENNIALS	92	ECPU	PURPLE CONIFLOWER	CONVALLA PURPUREA	5H x 10W		
PERENNIALS	17	ARSC	SILVER POLDI ARTERISA	ARTEZISA SORPTIYANA	5H x 2W		CONTAINER
PERENNIALS	70	TRFD	MARSHALLS DELIGHT 'DIE BALM'	MONARDA DEPTMA MARSHALLS DELIGHT'	5H x 2W		
PERENNIALS	10	SPK3	BLACK STEB BIRN	REGONIA PALERA COLONYST	30H x 20W		
RAN. GARDEN PERENNIALS	32	ELTA	ACE PFD WEDG	ELFATOLEN FRIGILITATE'	4H x 4W		
RAN. GARDEN PERENNIALS	102	ZIAU	GOLDEN ALEXANDER	ZIDA AUREA	4H x 2W		CONTAINER
RAN. GARDEN PERENNIALS	13	ANAH	NEW ENGLAND ASTER	ASTER NOVAE-ANGLIAE	4H x 2W		
RAN. GARDEN PERENNIALS	32	VEVI	OLIVER'S ROOT	VERONICATRUM VINCIGRUI	4H x 2W		
RAN. GARDEN PERENNIALS	14	RYVE	BLAK FLAG RED	RED VERVICOLOR	5H x 2W		

LOT SUMMARY

Parcel #	Parcel Area	Lot Width	Lot Depth	PID	House No.	Street Name	Owner Name	Addition Name	Lot	Block	Metes & Bnds	
1	21,354 sq.ft.	0.49 acres	140.2	156.1	311172110036	6200	IDYWOOD LA	GEORGE T HOLDEN	PARKWOOD KNOLLS 07TH ADDN	009	001	
2	19,613 sq.ft.	0.45 acres	136.5	145.4	311172110037	6216	IDYWOOD LA	DAVID P MCCARTHY	PARKWOOD KNOLLS 07TH ADDN	005	001	
3	20,486 sq.ft.	0.47 acres	145.3	138.4	311172110038	6212	IDYWOOD LA	DANIEL & KIMBERLY NORMAN	PARKWOOD KNOLLS 07TH ADDN	006	001	
4	21,842 sq.ft.	0.5 acres	146.3	145.6	311172110039	6208	IDYWOOD LA	TIMOTHY J KOEPL	PARKWOOD KNOLLS 07TH ADDN	007	001	
5	21,574 sq.ft.	0.5 acres	144.9	145.9	311172110040	6204	IDYWOOD LA	R M WEATHERLY/A J WEATHERLY	PARKWOOD KNOLLS 07TH ADDN	008	001	
6	21,257 sq.ft.	0.49 acres	143.4	146.5	311172110041	6200	IDYWOOD LA	GEORGE T HOLDEN	PARKWOOD KNOLLS 07TH ADDN	009	001	
7	24,306 sq.ft.	0.56 acres	164.1	148.9	311172110016	6201	PARKWOOD RD	W J & J E JOHNSON	PARKWOOD KNOLLS 03RD ADDN	008	002	
8	25,244 sq.ft.	0.58 acres	174.4	148.3	311172110015	6205	PARKWOOD RD	J P & M O ANDERSON	PARKWOOD KNOLLS 03RD ADDN	007	002	
9	25,632 sq.ft.	0.59 acres	172.2	152.1	311172110014	6209	PARKWOOD RD	W & N DONNELLY	PARKWOOD KNOLLS 03RD ADDN	006	002	
10	24,618 sq.ft.	0.57 acres	160.2	155.4	311172110013	6213	PARKWOOD RD	R W CARHAUS ETAL	PARKWOOD KNOLLS 03RD ADDN	005	002	
11	23,277 sq.ft.	0.53 acres	159.4	145.8	311172110012	6217	PARKWOOD RD	R P & A L HAMES	PARKWOOD KNOLLS 03RD ADDN	004	002	
12	21,876 sq.ft.	0.5 acres	145.8	146.4	311172110011	6221	PARKWOOD RD	S & N MESHBESHER	PARKWOOD KNOLLS 03RD ADDN	003	002	
13	50,803 sq.ft.	1.17 acres	159.8	319.1	311172110002	6224	PARKWOOD RD	JASON & TREVA VOGT	PARKWOOD KNOLLS 03RD ADDN	002	001	
14	45,790 sq.ft.	1.05 acres	159.6	292.1	311172110003	6220	PARKWOOD RD	WILLIAM C FRASER ETAL	PARKWOOD KNOLLS 03RD ADDN	003	001	
15	38,285 sq.ft.	0.88 acres	160.1	245.2	311172110004	6216	PARKWOOD RD	E S & J S EASTMAN	PARKWOOD KNOLLS 03RD ADDN	004	001	
16	31,179 sq.ft.	0.72 acres	159.6	197.8	311172110005	6212	PARKWOOD RD	P E & L M DAHL	PARKWOOD KNOLLS 03RD ADDN	005	001	
17	26,658 sq.ft.	0.61 acres	159.8	166.4	311172110006	6208	PARKWOOD RD	D C DICKINSON & R L WALLIN	PARKWOOD KNOLLS 03RD ADDN	006	001	
18	25,596 sq.ft.	0.59 acres	165.0	152.0	311172110007	6204	PARKWOOD RD	PHILIP M SWEETSER	PARKWOOD KNOLLS 03RD ADDN	007	001	
19	24,517 sq.ft.	0.56 acres	162.0	150.7	311172110008	6200	PARKWOOD RD	CARLA J ROSE	PARKWOOD KNOLLS 03RD ADDN	008	001	
20	15,657 sq.ft.	0.36 acres	90.0	174.0	3211721220041	5417	BLAKE RD	M J CONOVER & D P CONOVER	IDYWOOD 5TH ADDN	005	001	
21	15,657 sq.ft.	0.36 acres	90.0	174.0	3211721220040	5413	BLAKE RD	MATTHEW J LERNER	IDYWOOD 5TH ADDN	004	001	
22	15,657 sq.ft.	0.36 acres	90.0	174.0	3211721220039	5409	BLAKE RD	E J MILLER & R E MILLER	IDYWOOD 5TH ADDN	003	001	
23	15,657 sq.ft.	0.36 acres	90.0	174.0	3211721220038	5405	BLAKE RD	MARY R EBBERT	IDYWOOD 5TH ADDN	002	001	
24	18,267 sq.ft.	0.42 acres	105.0	174.0	3211721220037	5401	BLAKE RD	JMS CUSTOM HOMES LLC	IDYWOOD 5TH ADDN	001	001	
25	17,611 sq.ft.	0.4 acres	126.7	137.9	3211721220028	5400	HIGHWOOD DR W	L & M JOHNSON	IDYWOOD 3RD ADDN	001	002	
26	17,222 sq.ft.	0.4 acres	106.8	152.4	3211721220029	5404	HIGHWOOD DR W	T HIGEL & P LIGEL	IDYWOOD 3RD ADDN	002	002	
27	32,215 sq.ft.	0.74 acres	113.6	207.2	3211721220030	5408	HIGHWOOD DR W	SUNNY SIK KIM TRUSTEE	IDYWOOD 3RD ADDN	003	002	
28	16,266 sq.ft.	0.37 acres	132.6	132.6	3211721220027	5405	HIGHWOOD DR W	J P & S R ENGELBERT	IDYWOOD 3RD ADDN	006	001	
29	19,948 sq.ft.	0.46 acres	138.6	138.6	3211721220047	6029	PINE GROVE RD	LARRY WOOD & JEANNE WOOD	IDYWOOD 6TH ADDN	006	002	
30	20,799 sq.ft.	0.48 acres	138.4	151.9	2911721330015	5313	HIGHWOOD DR W	S R ROUSEY & G D MACMILLAN	IDYWOOD 6TH ADDN	002	001	
31	27,481 sq.ft.	0.63 acres	111.1	247.2	2911721330013	5309	HIGHWOOD DR W	LA DOLAN & T J DOLAN	IDYWOOD 4TH ADDN	009	001	
32	22,440 sq.ft.	0.52 acres	111.9	197.6	2911721330012	5305	HIGHWOOD DR W	JOHN C LARKIN	IDYWOOD 4TH ADDN	008	001	
33	20,688 sq.ft.	0.47 acres	114.7	197.4	2911721330009	5300	HIGHWOOD DR W	C & K WHITE	IDYWOOD 4TH ADDN	002	001	EX ROAD
34	17,175 sq.ft.	0.39 acres	102.8	181.4	2911721330017	5304	HIGHWOOD DR W	R A HAYMAKER & L HAYMAKER	REPLAT IDYWOOD 4TH-LOTS 3 TO 5 BLK 1	001	001	
35	17,174 sq.ft.	0.39 acres	99.6	177.2	2911721330018	5308	HIGHWOOD DR W	CHRISTOPHER D JOHNSON	REPLAT IDYWOOD 4TH-LOTS 3 TO 5 BLK 1	002	001	
36	15,500 sq.ft.	0.36 acres	92.8	162.0	2911721330019	5312	HIGHWOOD DR W	PATRICIA M BOOSALUS	REPLAT IDYWOOD 4TH-LOTS 3 TO 5 BLK 1	003	001	
37	13,845 sq.ft.	0.32 acres	86.1	154.5	2911721330010	5316	HIGHWOOD DR W	SUSAN J LEE	IDYWOOD 4TH ADDN	006	001	
38	13,418 sq.ft.	0.31 acres	86.7	155.0	2911721330007	5321	BLAKE RD	KENDAL MASICA	IDYWOOD 3RD ADDN	004	003	
39	15,485 sq.ft.	0.36 acres	100.0	155.0	2911721330006	5317	BLAKE RD	P J REICHEL & J R REICHEL	IDYWOOD 3RD ADDN	003	003	
40	15,485 sq.ft.	0.36 acres	100.0	155.0	2911721330005	5315	BLAKE RD	J R LARSON & A M LARSON	IDYWOOD 3RD ADDN	002	003	
41	19,448 sq.ft.	0.45 acres	110.0	177.0	2911721330004	5309	BLAKE RD	ROGER D HAUCH & KELLY HAUCK	IDYWOOD 3RD ADDN	001	003	
42	14,851 sq.ft.	0.34 acres	84.0	177.0	2911721330008	5307	BLAKE RD	JON A UMHOEFER	IDYWOOD 4TH ADDN	001	001	
43	62,012 sq.ft.	1.42 acres	168.5	368.4	2911721330050	5225	BLAKE RD	ALVIN E & MARY A MCQUINN	EMERALD WOODS ADDN			LOTS 1 AND 2
44	36,671 sq.ft.	0.84 acres	197.9	186.0	3011721440061	5316	BLAKE RD	D M BALAFAS & K G BALAFAS	ZUPPEKWOOD 2ND ADDN	002	001	
45	22,084 sq.ft.	0.51 acres	119.0	185.9	3011721440060	5311	EVANSWOOD LA	CHARLES I & KIM W GITS	ZUPPEKWOOD 2ND ADDN	001	001	
46	15,371 sq.ft.	0.29 acres	110.0	140.0	3011721440020	5304	EVANSWOOD LA	A C KOEHLER & A M KOEHLER	EVANSWOOD	003	002	
47	15,372 sq.ft.	0.29 acres	110.0	140.0	3011721440019	5300	EVANSWOOD LA	T J MONTGOMERY ET AL	EVANSWOOD	002	002	
48	14,600 sq.ft.	0.34 acres	104.4	140.0	3011721440018	5228	EVANSWOOD LA	A M CARLSON & A J BARNES	EVANSWOOD	001	002	
49	16,891 sq.ft.	0.39 acres	120.8	140.0	3011721440012	5224	EVANSWOOD LA	MIRIAM C OLSON	BROWNSWOOD ADDN	001	002	
50	17,965 sq.ft.	0.41 acres	120.1	150.0	3011721440010	5221	EVANSWOOD LA	C A FUNN & J H FUNN	BROWNSWOOD ADDN	001	001	
51	27,017 sq.ft.	0.62 acres	126.9	211.7	3011721440013	5225	EVANSWOOD LA	OLAF MINGE & AMY MINGE	EVANSWOOD	001	001	
52	31,147 sq.ft.	0.72 acres	146.6	215.6	3011721440017	5301	EVANSWOOD LA	R V MICHALETZ/J M MICHALETZ	EVANSWOOD	005	001	
53	19,513 sq.ft.	0.45 acres	92.3	211.6	3011721440016	5308	EVANSWOOD LA	PAULA A JAMES/ALISON S JAMES	EVANSWOOD	004	001	
54	19,315 sq.ft.	0.44 acres	90.0	215.0	3011721440015	5304	BLAKE RD	M J & L A WADDICK	EVANSWOOD	003	001	
55	19,606 sq.ft.	0.45 acres	90.0	218.1	3011721440014	5300	BLAKE RD	HAIG & LINDSAY E NEWTON	EVANSWOOD	002	001	
56	33,293 sq.ft.	0.76 acres	118.7	280.2	3011721440011	5224	BLAKE RD	G A ANDERSON & J ANDERSON	BROWNSWOOD ADDN	002	001	
57	18,026 sq.ft.	0.41 acres	84.0	215.0	3011721440022	5220	BLAKE RD	JILL C SIHN	EVANSWOOD 2ND ADDN	002	001	
58	17,022 sq.ft.	0.39 acres	100.0	168.0	3011721440048	6209	FOX MEADOW LA	L SCHOENFELD & P SCHOENFELD	OAK PONDS OF INTERLACHEN	004	002	
59	18,242 sq.ft.	0.42 acres	103.0	186.3	3011721440047	6215	FOX MEADOW LA	A E SULLIVAN/T T SULLIVAN TR	OAK PONDS OF INTERLACHEN	003	002	SUBJECT TO STREET
60	16,587 sq.ft.	0.38 acres	104.1	141.5	3011721440046	6217	FOX MEADOW LA	W T GOODNOW & S W GOODNOW	OAK PONDS OF INTERLACHEN	002	002	SUBJECT TO STREET
61	24,167 sq.ft.	0.55 acres	111.3	223.8	3011721440045	6221	FOX MEADOW LA	E B ESKIN & S A CARLSON	OAK PONDS OF INTERLACHEN	001	002	
62	32,493 sq.ft.	0.75 acres	106.5	238.9	3011721440058	6225	FOX MEADOW LA	BERNIE H & PATRICIA K BEAVER	OAK PONDS OF INTERLACHEN 2ND ADDN	004	001	
63	24,375 sq.ft.	0.56 acres	97.5	193.5	3011721440057	6229	FOX MEADOW LA	J S SAVAGE & J M SAVAGE	OAK PONDS OF INTERLACHEN 2ND ADDN	003	001	
64	68,487 sq.ft.	1.57 acres	163.4	419.4	3011721440059	5217	SCHAEFER RD	EDWARD W GLICKMAN	OAK PONDS OF INTERLACHEN 2ND ADDN	005	001	
65	79,001 sq.ft.	1.81 acres	125.5	633.3	3011721440001	5225	SCHAEFER RD	BARBARA R DINWIDDIE ETAL TRE	AUDITOR'S SUBD. NO. 325	019		
66	26,237 sq.ft.	0.6 acres	169.6	155.4	3011721440024	6300	WESTWOOD CT	C & L LARSON JR	WESTWOOD COURT	001	001	
67	29,594 sq.ft.	0.68 acres	176.6	158.7	3011721440025	6304	WESTWOOD CT	FRANCIS DANIEL HUSSIAN III	WESTWOOD COURT	002	001	
68	46,029 sq.ft.	1.06 acres	157.9	225.5	3011721440026	6308	WESTWOOD CT	M H BOEHNE & T BOEHNE	WESTWOOD COURT	003	001	
69	34,001 sq.ft.	0.78 acres	165.8	172.3	3011721440027	6312	WESTWOOD CT	R S BONELLO & J M BONELLO	WESTWOOD COURT	004	001	
70	31,203 sq.ft.	0.72 acres	167.5	159.5	3011721440028	6316	WESTWOOD CT	T W KUCK & A W KUCK	WESTWOOD COURT	005	001	
71	44,507 sq.ft.	1.02 acres	160.6	220.3	3011721440029	6320	WESTWOOD CT	THOMAS A & DIANE C WENTZ	WESTWOOD COURT	006	001	
72	32,298 sq.ft.	0.74 acres	188.8	154.6	3011721440030	6324	WESTWOOD CT	ROBERT E FLYNN ET AL	WESTWOOD COURT	007	001	
73	26,204 sq.ft.	0.6 acres	169.9	155.6	3011721440031	6328	WESTWOOD CT	T S RITZER & K S RITZER	WESTWOOD COURT	008	001	
74	32,350 sq.ft.	0.74 acres	209.0	155.3	3011721440035	6313	WESTWOOD CT	DAVID E PAULTZ	WESTWOOD COURT	004	002	
75	30,928 sq.ft.	0.71 acres	111.9	207.6	3011721440034	6309	WESTWOOD CT	HAROLD & REBECCA LIEBERMAN	WESTWOOD COURT	003	002	
76	29,582 sq.ft.	0.68 acres	113.0	208.4	3011721440033	6305	WESTWOOD CT	K W & T A RAUTIO	WESTWOOD COURT	002	002	
77	32,701 sq.ft.	0.75 acres	214.3	153.9	3011721440032	6301	WESTWOOD CT	CHRISTY LC THIELE	WESTWOOD COURT	001	002	
78	25,672 sq.ft.	0.59 acres	131.0	189.3								
Median	21,842	0.50	120.8	166.4								

MAP NOTES

- THIS IS NOT A BOUNDARY SURVEY. THIS MAP IS FOR LOT ANALYSIS PURPOSES ONLY.
- THE METHOD OF MEASUREMENTS AND CALCULATIONS USED WERE COMPUTED PLATS AND AUTOCAD SOFTWARE.

Median 21,842
 Area 21,842
 width 120.8
 Depth 166.4

A22g

FRANK

5331 E
 ED
 T

MU



BL
 WC
 ED IN

SHEET TITLE

REVIS

CONTACT ENG

DATE REVISION

PROJECT

BY NLS

CEP

I hereby certify that this map was prepared under my direct supervision and under the laws of the state of

M. J. J.



Memorandum

DATE: *February 18, 2015*

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

FROM: *Charles Rickart, P.E., P.T.O.E.*

RE: *Blake Woods Residential Subdivision
Traffic Review
City of Edina, MN
WSB Project No. 1686 - 63*

Background

The purpose of this study is to determine the potential traffic and safety impacts the proposed development of the Blake Woods residential subdivision plan has on the adjacent roadway system. The site is located north of Vernon Avenue, between Pine Grove Road and Evanswood Lane off of Blake Road. The existing site includes one single family residential unit with access to Evanswood Lane. The project location is shown on **Figure 1**.

The proposed subdivision site plan includes development of seven (7) single family residential homes including maintaining the existing home and the construction of six (6) new homes. Access to five (5) of the homes will be via a new cul-de-sac street connection from Blake Road. The one existing home and one new home will have access on Evanswood Lane. The proposed site plan is shown on **Figure 2**.

The following sections of this report document the analysis and anticipated traffic and safety impacts the proposed development will have on the adjacent roadway system.

Site Trip Generation

The estimated trip generation from the proposed development is shown below in **Table 1**. The trip generation rates used to estimate the site traffic is based on extensive surveys for other similar land uses as documented in the Institute of Transportation Engineers *Trip Generation Manual*, 9th Edition. The table shows the total daily, AM peak hour and PM peak hour trip generation for the proposed six (6) new signal family homes.

Table 1 - Estimated Site Trip Generation

Use	Size	ADT			AM Peak			PM Peak		
		Total	In	Out	Total	In	Out	Total	In	Out
Single Family Residential	6 Units	58	29	29	5	1	4	6	4	2

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

Traffic Operations Analysis

In order to determine a base line condition, existing traffic counts were conducted on the adjacent streets the week of February 9th, 2015. Based on these counts the following traffic conditions currently exist on these streets.

Blake Road south of Parkwood Road

Average Daily Traffic (ADT) 2,600
 AM Peak Hour 208
 PM Peak Hour 211

Blake Road north of Pine Grove Road

Average Daily Traffic (ADT) 2050
 AM Peak Hour 186
 PM Peak Hour 208

Blake Road north of Evanswood Lane

Average Daily Traffic (ADT) 1950
 AM Peak Hour 176
 PM Peak Hour 199

Evanswood Lane west of Blake Road

Average Daily Traffic (ADT) 280
 AM Peak Hour 34
 PM Peak Hour 39

Pine Grove Road east of Blake Road

Average Daily Traffic (ADT) 440
 AM Peak Hour 34
 PM Peak Hour 36

Parkwood Road west of Blake Road

Average Daily Traffic (ADT) 340
 AM Peak Hour 33
 PM Peak Hour 36

A24

Blake Road is a north/south street providing local access to Vernon Avenue and Interlachen Boulevard. This type of higher functioning street will carry slightly larger traffic than a typical local City street such as Evanswood Lane, Pine Grove Road or Parkwood Road. Typical local City streets will have traffic volumes ranging from 200 to 2000 vehicles per day (vpd) depending on the density of the area and its connection to other higher functioning streets (i.e. collectors or arterials).

The traffic operations analysis was conducted using established methodologies documented in the Transportation Research Board, *Highway Capacity Manual 2000* (HCM). The HCM provides a series of analysis techniques that are used to evaluate traffic operations. The analysis techniques defined in the HCM are different for roadway segments and intersections. Roadway segment analysis focuses on the average daily volume to capacity ratio, while intersection analysis focuses on delay caused by the AM or PM peak hour critical movements. It is therefore possible to have an efficient intersection located along a poorly operating roadway segment, or a poorly operating intersection along an otherwise free-flowing roadway.

Roadway segments or intersections are given a Level of Service (LOS) grade from "A" to "F" as defined in the HCM. LOS A is the best traffic operating condition, and drivers experience minimal delay along a roadway segment or at an intersection. LOS E represents the condition where the roadway segment or intersection is at capacity. LOS F represents a condition where there is more traffic than can be handled by the roadway segment or intersection. At a stop sign-controlled intersection, LOS F would be characterized by exceptionally long vehicle queues and/or great difficulty in finding an acceptable gap for drivers on the minor legs at a through-street intersection.

For purposes of this review, the roadway segment analysis was conducted at a planning level. The analysis consists of comparing the average daily flow rates on a roadway segments to the ADT roadway segment traffic capacity threshold volumes. A two-lane urban street with driveway and street access has a capacity threshold of 2000 vpd at LOS A and 4000 vpd at LOS E/F. The existing and anticipated (with the development) roadway segment traffic operations are displayed on **Table 2**. As shown on the table, all roadway segments are operating at LOS A or B as they exist today and with the proposed development traffic included.

Table 2 – Roadway Segment Traffic Analysis

Street	Location	Existing AADT	LOS	Projected AADT	LOS
Blake Road	South of Parkwood Road	2600	B	2650	B
Blake Road	North of Pine Grove Road	2050	B	2100	B
Blake Road	North of Evanswood Lane	1950	A	1970	A
Evanswood Lane	West of Blake Road	280	A	290	A
Pine Grove Road	East of Blake Road	440	A	450	A
Parkwood Road	West of Blake Road	340	A	350	A

A25

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

Table 3 - Intersection Level of Service Measures

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

Source: Highway Capacity Manual

The existing and anticipated (with the development) intersection operations were evaluated for both the AM and PM peak hours. Synchro/SimTraffic microsimulation software was utilized to model the area intersections with the peak hour counts, lane geometry, and traffic control. The results of this analysis are illustrated on **Table 4**.

Table 4 – Intersection Traffic Analysis

Intersection	AM Peak Hour				PM Peak Hour			
	Existing Delay (sec)	LOS	Projected Delay (sec)	LOS	Existing Delay (Sec)	LOS	Projected Delay (sec)	LOS
Blake Road at Evanswood Lane	4.7	A	4.9	A	5.2	A	5.4	A
Blake Road at New Street A	NA	NA	2.3	A	NA	NA	2.7	A
Blake Road at Pine Grove Road	7.6	A	7.8	A	8.4	A	8.7	A
Blake Road at Parkwood Road	8.5	A	8.7	A	9.2	A	9.4	A

Delay and LOS = Worst case intersection movement

Results of the intersection traffic analysis shown in the above table indicate that the existing intersections in the area are operating at an acceptable LOS and would continue to operate at acceptable levels with the proposed development.

A26

Traffic Safety Review

In addition to the traffic operations analysis a traffic safety review was also conducted. This included reviewing the crash history in the area, reviewing the sight distance required at the new street intersection to Blake Road and reviewing the site plan for safety issues or concerns.

Crash History: Crash data provided from Minnesota Department of Public Safety (DPS) records from the past 10 years was reviewed for the area. Based on that review two (2) crashes have occurred on Blake Road between Evanswood Lane and Parkwood Road. One (1) rear end property damage crash with a parked car northbound around the Evanswood Lane intersection in 2005 and, one (1) right angle personnel injury crash just north of the Pine Grove Road intersection (at a driveway) in 2007.

Sight Distance Analysis: As-built plans for Blake Road were reviewed to determine if sight distance would be a concern with the construction of a new intersection from the proposed Blake Woods Subdivisions between Pine Grove Road and Evanswood Lane. The analysis included review both the horizontal and vertical profile of the existing roadway in relationship to the new intersection location and the speed of traffic on Blake Road. The Minnesota Department of Transportation (MnDOT) and the American Association of State Highway and Transportation Officials (AASHTO) guidelines were used for the analysis.

Two primary conditions were analyzed:

1. The sight distance required for a stopped vehicle at the new street intersection to safely pull out onto Blake Road. For most practical purposes, providing a 10-second decision time, from the initial detection point to the location of the critical feature, based on design speed, is adequate. Based on these criteria a sight line of approximately 440 feet from the intersection looking north or south on Blake Road should be provided where possible.

The new intersection is located between Evanswood Lane and Pine Grove Road. The intersection of Evanswood Lane is approximately 200 feet north of the new street intersection. The intersections of Pine Grove Road and Parkwood Road are approximately 200 feet and 400 feet south of the new street intersection, respectively.

Based on the review of the horizontal and vertical conditions and assuming that no trees or vegetation are restricting views, there would be sufficient sight lines to see any oncoming vehicle including vehicles turning from the adjacent intersections.

2. The sight distance required to stop for a vehicle in the street turning from Blake Road onto the new street. Based on the guideline a sight distance of 200 feet should be provided to see a vehicle or other object in the street to safely stop traveling at 30mph.

Based on the review of the roadway conditions, a vehicle traveling either northbound or southbound on Blake Road would have sufficient distance to safely stop for a vehicle turning into the new street intersection.

A27

Site Plan Review – The site plan was reviewed with respect to the street alignment and configuration. No issues were identified however, the following should be considered:

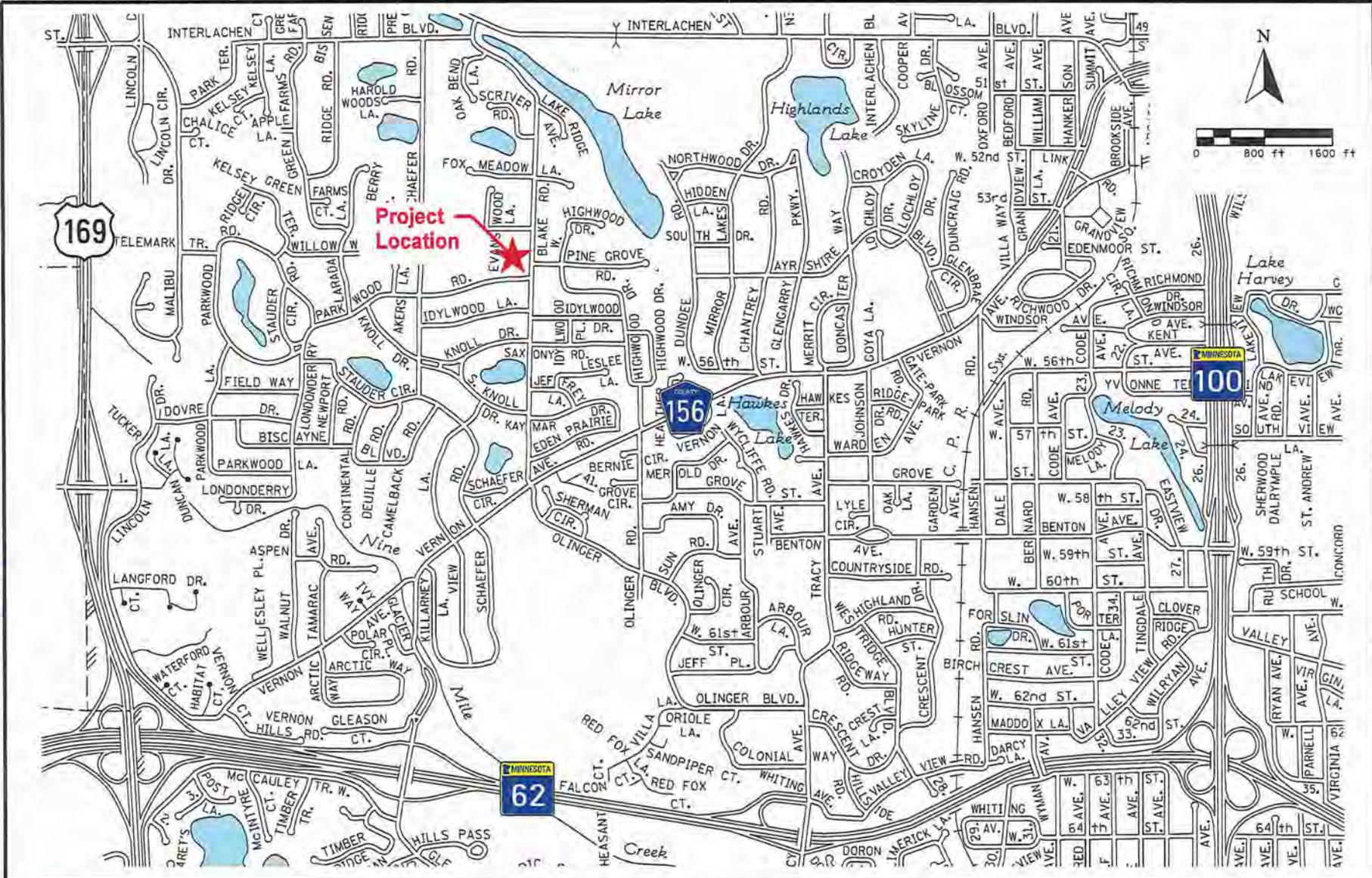
1. A stop sign should be placed on the new street approaching Blake Road.
2. Provide a clear sight line from the intersection in both directions; keep it clear of trees or other landscaping that would be in the line of vision.
3. Clear the trees and vegetation in the right of way to provide a clear sight line at the Evanswood Lane intersection looking south.

Conclusions / Recommendation

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

- The proposed development will generate 58 daily trips, five (5) AM peak hour trips and six (6) PM peak hour trips.
- Based on the traffic operations analysis the intersections and roadway segments on Blake Road will operate at satisfactory (LOS A or B) with the proposed site developed.
- Only two crashes have occurred in the area adjacent to the site in the past 10 years.
- Sufficient sight lines exist for traffic exiting or entering the proposed new street intersection on Blake Road.
- Safety would be improved with the installation of a stop sign for the new street approaching Blake Road and providing a clear sight line from the intersection.
- At the intersection of Evanwood Lane the safety would be improved with clearing the sight line looking south from the intersection.

AJG



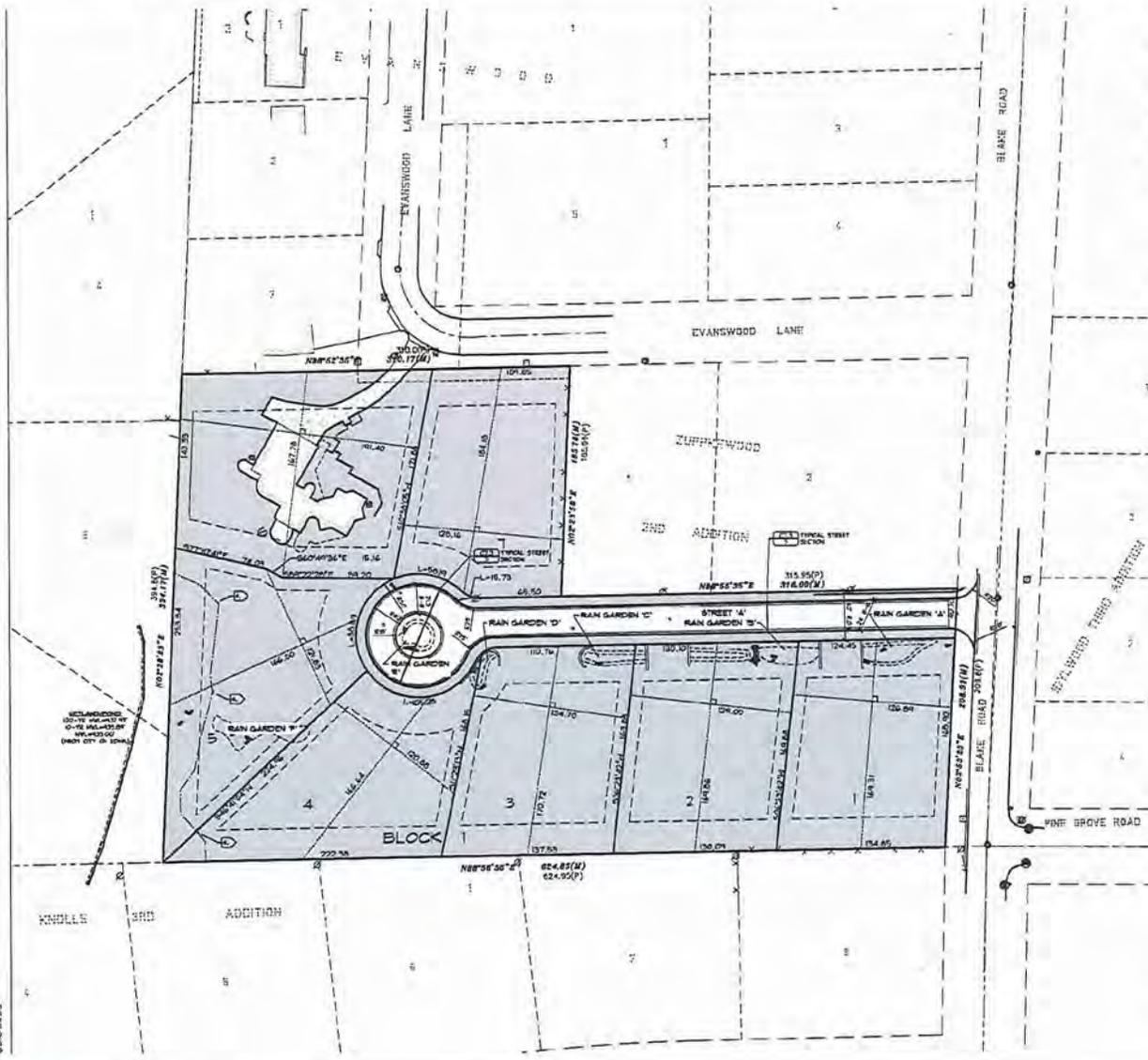
A24



Traffic Review
Blake Woods Subdivision
City of Edina, Minnesota

Figure 1

Project Location Map



A30

- SITE PLAN NOTES**
1. OBTAIN ALL NECESSARY PERMITS AND CONSTRUCTION WITHIN OR USE OF, PUBLIC RIGHT-OF-WAY.
 2. THE UTILITY PEA, WHICH CAN BE OBTAINED FROM THE ENGINEER, SHALL BE USED FOR UTILITY DISCONTINUANCES THROUGH THE DRIVEWAY AND THE SOUTH REY SHALL BE RELOCATED TO THE SIDEWALK. THE BILLING FOOTING, AS SHOWN ON THESE DRAWINGS, AND THE UTILTY PEA, SHALL BE COPIED TO THE STRUCTURAL DRAWINGS PRIOR TO STARTING.
 3. DIMENSIONS SHOWN ARE TO FACE OF CURB UNLESS NOTED OTHERWISE.
- GREEN SPACE LANDSCAPE AREA
 WYTHLED BUFFER ZONE, PER WATERSHED REQUIREMENTS

AREA SUMMARY

EXISTING	PLANNED	PERMITTED	TOTAL (4,212 A)
61,700 SF	61,700 SF	61,700 SF	185,100 SF
0.00 AC	0.00 AC	0.00 AC	0.00 AC
0.00%	0.00%	0.00%	0.00%

PERMITTED DIRT BUILDING SQUARE FEETAGE AND PERCENTAGE	PLANNED	PERMITTED	TOTAL (4,331 A)
0.00 SF	0.00 SF	0.00 SF	0.00 SF
0.00%	0.00%	0.00%	0.00%

CONING AND SETBACK SUMMARY

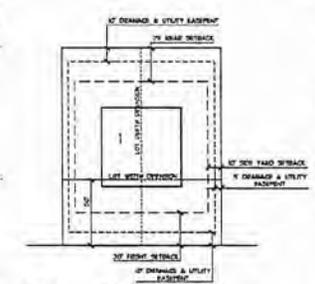
THE PROPERTY IS CURRENTLY ZONED SINGLE FAMILY DWELLING.

BLADING SETBACK INFORMATION IS AS FOLLOWS:
 FRONT YARD = 25 FT.
 SIDE = 10 FT.
 REAR = 10 FT.

LOT CONTOUR INFORMATION IS AS FOLLOWS:
 LOT AREA PERCENT = CALCULATED FROM THE PERMITS LOT AREA IN THE NEIGHBORHOOD (COUNT 32)
 LOT WIDTH PERCENT = CALCULATED FROM THE PERMITS LOT WIDTH IN THE NEIGHBORHOOD (COUNT 32)
 LOT DEPTH PERCENT = CALCULATED FROM THE PERMITS LOT DEPTH IN THE NEIGHBORHOOD (COUNT 32)
 THE BLADING CONVEYS TO THE

PROPOSED LOT AREAS

LOT	LOT AREA	LOT AREA PERCENT
LOT 1	2,121.00 SF	0.00 AC
LOT 2	2,121.00 SF	0.00 AC
LOT 3	2,121.00 SF	0.00 AC
LOT 4	2,121.00 SF	0.00 AC
LOT 5	2,121.00 SF	0.00 AC
LOT 6	2,121.00 SF	0.00 AC
LOT 7	2,121.00 SF	0.00 AC
LOT 8	2,121.00 SF	0.00 AC
LOT 9	2,121.00 SF	0.00 AC
LOT 10	2,121.00 SF	0.00 AC
LOT 11	2,121.00 SF	0.00 AC
TOTAL	23,131.00 SF	0.53 AC



OWNER
FRANK BERMAN
 2110 EDINAVILLE LANE
 EDINA, MINN 55121



PROJECT
BLAKE WOODS SUBDIVISION
EDINA, MN

PROJECT MANAGER
 FRANK BERMAN
 2110 EDINAVILLE LANE
 EDINA, MN 55121
 952.924.1111
 952.924.1112
 952.924.1113
 952.924.1114
 952.924.1115
 952.924.1116
 952.924.1117
 952.924.1118
 952.924.1119
 952.924.1120

REVISION HISTORY

NO.	DESCRIPTION	DATE
1	ISSUED FOR PERMIT	02/12/2015

PROJECT MANAGER REVIEW
 FRANK BERMAN

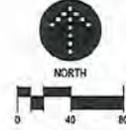
PRELIMINARY NOT FOR CONSTRUCTION

PRELIMINARY PLAT
 01/22/2015

LANDFORM
 From City to Field

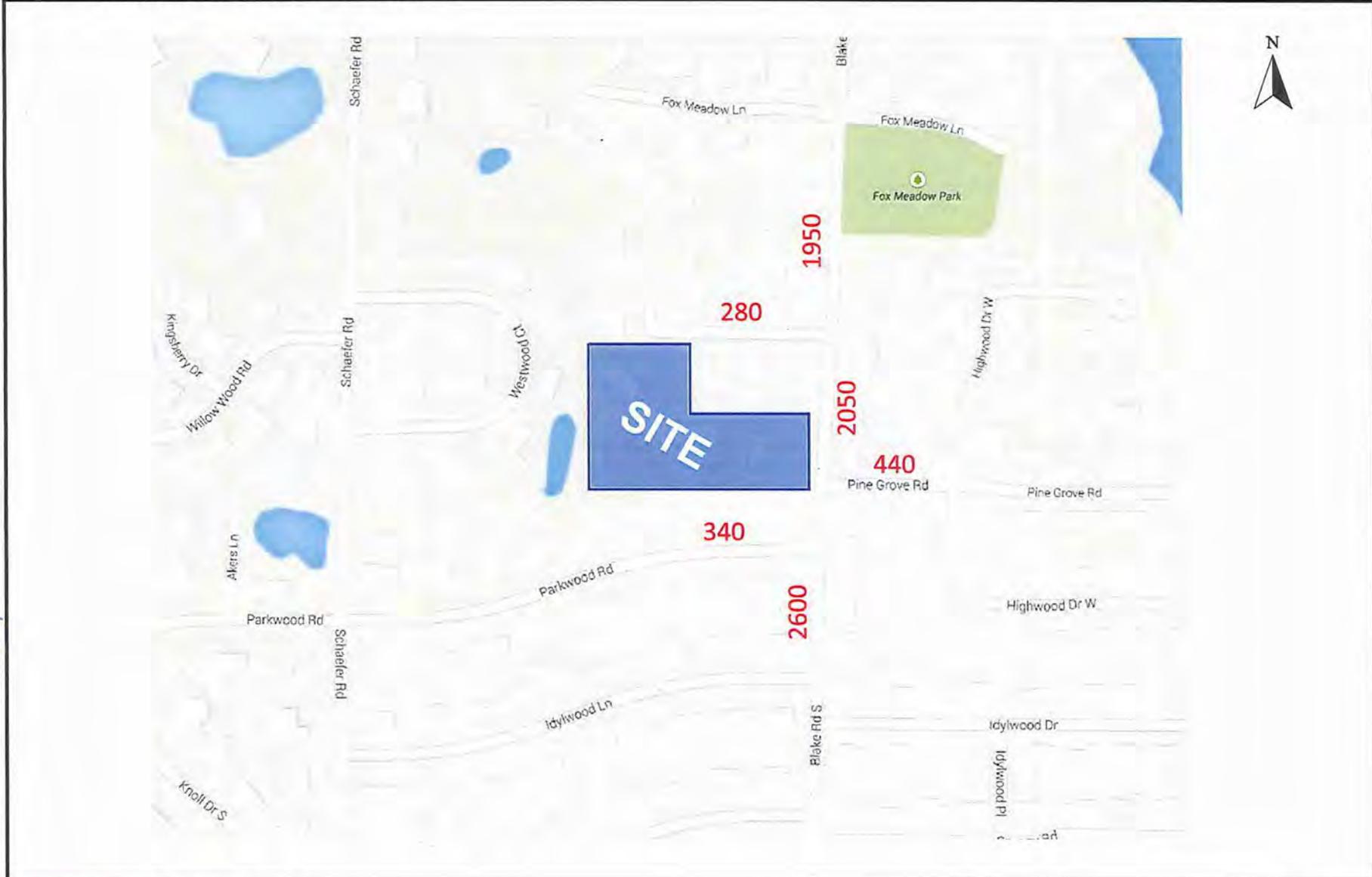
155 South Fifth Avenue TEL: 952.924.4270
 Suite 818 FAX: 952.924.8277
 Minneapolis, MN 55401 Web: landform.com

FILENAME: C21C2217
 PROJECT NO.: 2214317
 DTC PLAN
C2.1
 SHEET NO. 5/16



Traffic Review
 Blake Woods Subdivision
 City of Edina, Minnesota

Figure 2
Site Plan



A-91



Traffic Review
Blake Woods Subdivision
City of Edina, Minnesota

Figure 3
Existing (2015)
Daily Traffic Volumes

Cary Teague

From: Jeff Siems
Sent: Wednesday, February 18, 2015 12:40 PM
To: Cary Teague
Cc: Brian Olson
Subject: Blake woods housing project

Hello Cary,

Per our discussion today regarding the Blake Woods housing project the fire department recommends the following:

- 1) Road width of 24' is below fire code minimums. Residential fire sprinkler system (13D or IRC 2904) required for any building regardless of square footage.
- 2) Fire hydrants should be located in two areas; at the corner of Blake road and Blake woods and at the beginning of the turn-a-round along the North side.
- 3) No Parking Fire Lane signage to be installed along the North side of Blake Woods road and around the turn-a-round on the outside radius.

Jeff Siems, Fire Marshal
Edina Fire Department
952-826-0337 | JSiems@EdinaMN.gov



DATE: February 19, 2014

TO: Cary Teague – Community Development Director

CC: Chad Millner PE – City Engineer

FROM: Ross Bintner PE – Environmental Engineer
Charlie Gerk EIT – Engineering Technician

RE: **Berman Subdivision – Preliminary Development Review**

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

General Comments

1. All rain gardens will need to be on private property and covered by a private maintenance agreement in favor of the local Watershed District. Provide an inspection and maintenance plan that ensures future functionality.
2. A development agreement will be required for the creation of public road and utilities.
3. All maintenance for the landscaping, retaining walls and other related items located within the proposed public right-of-ways and easements will be the responsibility of the subdivisions home owners association or individual property owners.

Survey/ Plat

4. Datum for any future surveys will need to be NAVD 1929.
5. Recorded easements will be required for all public infrastructures not already in platted drainage and utility easement.

Traffic and Street

6. A traffic study will need to be completed for the impact of an entrance at Blake Rd vs. Evanswood Ln.
7. B618 curb and gutter only and standard residential driveway entrances as described in city standard plate 411 and found at the following link: http://edinamn.gov/index.php?section=construction_standards
8. Provide 5-foot wide ADA compliant sidewalks with 5-foot boulevards.
9. 24-foot wide streets will be allowed only if:
 - a. The City of Edina's largest fire truck is able to navigate the road and cul-de-sac.
 - b. Parking is limited to one side only.

Sanitary and Water Utilities

10. Describe sewer and water services and proposed abandonments of existing utilities.
11. A looped 6" DIP from Blake Rd through to the southeast corner of lot 6 north along the property line to Evanswood Ln.
12. Copper lines must be used to the curb stop.
13. Wet tap will need to be completed at night, with an approved closure plan by public works for Blake Rd.
14. Water main to cross northeast at Blake Rd.

ENGINEERING DEPARTMENT

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

A33



Storm Water Utility

15. Applicant may review local drainage features at the following links: <https://maps.barr.com/edina/> and http://edinamn.gov/index.php?section=engineering_water_resource
16. A complete stormwater management plan will need to be completed for the site.
 - a. Stormwater system downstream of sub-watershed MD_29 is over capacity. On site extended detention will be required to control peak rate to the downstream storm system. Provide downstream analysis.
 - b. No increase in peak rate or volume to neighboring private properties.
17. Describe and show downstream connection to public storm sewer system. Connection must remain in public drainage and utility easement on Parkwood Knolls 3rd Addition or public right of way on Shafer Road.

Grading, Erosion and Sediment Control

18. Provide information for grading staging between the land development and individual building permits.
19. A State construction site permit and SWPPP will be required.

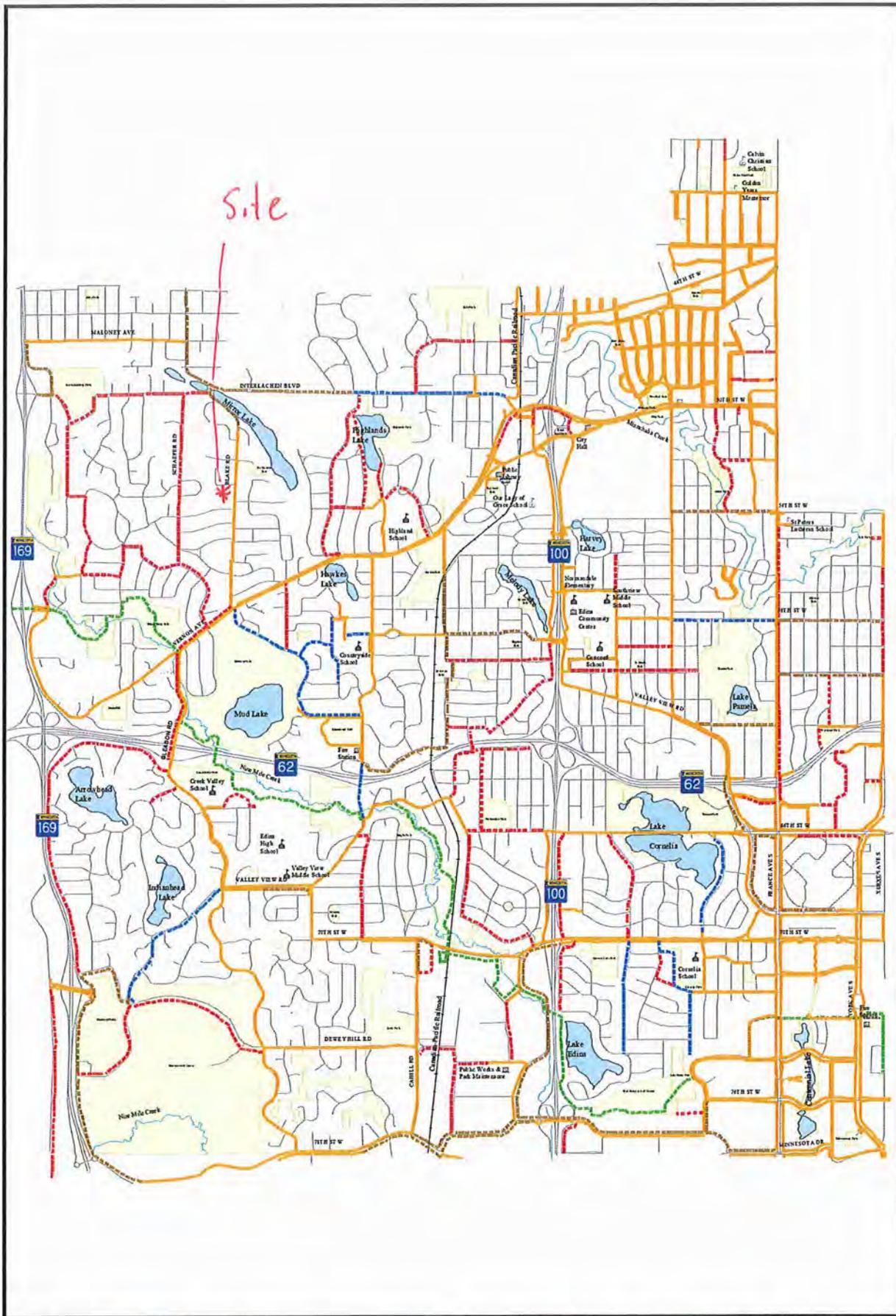
Other Agency Coordination

20. A Nine Mile Creek Watershed permit will be required, along with other agency permits such as MNDH, MPCA, MCES, and a grading permit from the City of Edina Building Department.

ENGINEERING DEPARTMENT

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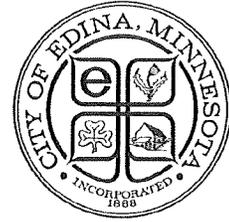
A34



- Legend**
- Existing Sidewalk
 -
 Future State-Ald Sidewalk
 -
 Future Active Routes To School Sidewalk
 -
 Future City Sidewalk
 -
 Future Nine Mile Creek Regional Trail



135



Living Streets Policy

Introduction

Living streets balance the needs of motorists, bicyclists, pedestrians and transit riders in ways that promote safety and convenience, enhance community identity, create economic vitality, improve environmental sustainability, and provide meaningful opportunities for active living and better health. The Living Streets Policy defines Edina's vision for Living Streets and the principles and plans that will guide implementation.

The Living Street Policy ties directly to key community goals outlined in the City's 2008 Comprehensive Plan. Those goals include safe walking, bicycling and driving, reduced storm water runoff, reduced energy consumption, and promoting health. The Living Streets Policy also compliments voluntary City initiatives such as the "do.town" effort related to community health, and the Tree City USA and the Green Step Cities programs related to sustainability. In other cases, the Living Street Policy will assist the City in meeting mandatory requirements set by other agencies. For example, the Living Streets Policy will support the City's Storm Water Pollution Prevention Plan which addresses mandates established under the Clean Water Act.

The Living Streets Policy provides the framework for a Living Streets Plan. The Living Streets Plan will address how the Policy will be implemented by providing more detailed information on street design, traffic calming, bike facilities, landscaping and lighting, as well as best practices for community engagement during the design process. Lastly, existing and future supporting plans such as the Bicycle Plan, Active Routes to Schools, Sidewalk Priority Plan and the Capital Improvement Plan will help to identify which projects are priorities with respect to this Policy.

Living Streets Vision

Edina is a place where...

- Transportation utilizing all modes is equally safe and accessible;
- Residents and families regularly choose to walk or bike;
- Streets enhance neighborhood character and community identity;
- Streets are safe, inviting places that encourage human interaction and physical activity;
- Public policy strives to promote sustainability through balanced infrastructure investments;
- Environmental stewardship and reduced energy consumption are pursued in public and private sectors alike; and
- Streets support vibrant commerce and add to the value of adjacent land uses.

Living Streets Principles

The following principles will guide implementation of the Living Streets Policy. The City will incorporate these principles when planning for and designing the local transportation network and when making public and private land use decisions.

All Users and All Modes

The City will plan, design, and build high quality transportation facilities that meet the needs of the most vulnerable users (pedestrians, cyclists, children, elderly, and disabled) while enhancing safety and convenience for all users, and providing access and mobility for all modes.

Connectivity

- The City will design, operate, and maintain a transportation system that provides a highly connected network of streets that accommodate all modes of travel.
- The City will seek opportunities to overcome barriers to active transportation. This includes preserving and repurposing existing rights-of-way, and adding new rights-of-way to enhance connectivity for pedestrians, bicyclists, and transit.
- The City will prioritize non-motorized improvements to key destinations such as public facilities, public transit, the regional transportation network and commercial areas.
-  The City will require new developments to provide interconnected street and sidewalk networks that connect to existing or planned streets or sidewalks on the perimeter of the development.
- Projects will include consideration of the logical termini by mode. For example, the logical termini for a bike lane or sidewalk may extend beyond the traditional limits of a street construction or reconstruction project, in order to ensure multimodal connectivity and continuity.

Application

- The City will apply this Living Streets Policy to all street projects including those involving operations, maintenance, new construction, reconstruction, retrofits, repaving, rehabilitation, or changes in the allocation of pavement space on an existing roadway. This also includes privately built roads, sidewalks, paths and trails.
- The City will act as an advocate for Living Street principles when a local transportation or land use decision is under the jurisdiction of another agency.
- Living Streets may be achieved through single projects or incrementally through a series of smaller improvements or maintenance activities over time.
- The City will draw on all sources of transportation funding to implement this Policy and actively pursue grants, cost sharing opportunities and other new or special funding sources as applicable.
- All City departments will support the vision and principles outlined in the Policy in their work.

Exceptions

Living Streets principles will be included in all street construction, reconstruction, repaving, and rehabilitation projects, except under one or more of the conditions listed below. City staff will document proposed exceptions as part of the project proposal.

Exceptions:

- A project involves only ordinary maintenance activities designed to keep assets in serviceable condition, such as mowing, cleaning, sweeping, spot repair, concrete joint repair, or pothole filling, or when interim measures are implemented on a temporary detour. Such maintenance activities, however, shall consider and meet the needs of bicyclists and pedestrians.
- The City exempts a project due to an excessively disproportionate cost of establishing a bikeway, walkway, or transit enhancement as part of a project.
- The City determines that the construction is not practically feasible or cost effective because of significant or adverse environmental impacts to waterways, flood plains, remnants or native vegetation, wetlands, or other critical areas.

Design

The City will develop and adopt guidelines as part of the Living Streets Plan to direct the planning, funding, design, construction, operation, and maintenance of new and modified streets, sidewalks, paths and trails. The guidelines will allow for context-sensitive designs.

The City's design guidelines will:

- Keep street pavement widths to the minimum necessary.
- Provide well-designed pedestrian accommodation in the form of sidewalks or shared-use pathways on all arterial and collector streets and on local connector streets as determined by context. Sidewalks shall also be required where streets abut a public school, public building, community playfield or neighborhood park. Termini will be determined by context.
- Provide frequent, convenient and safe street crossings. These may be at intersections designed to be pedestrian friendly, or at mid-block locations where needed and appropriate.
- Provide bicycle accommodation on all primary bike routes.
- Allocate right-of-way for boulevards.
- Allocate right-of-way for parking only when necessary and not in conflict with Living Streets principles.
- Consider streets as part of our natural ecosystem and incorporate landscaping, trees, rain gardens and other features to improve air and water quality.

The design guidelines in the Living Streets Plan will be incorporated into other City plans, manuals, rules, regulations, and programs as appropriate. As new and better practices evolve, the City will update the Living Streets Plan.

Context Sensitivity

Although many streets look more or less the same, every street is a unique combination of its neighborhood, adjacent land uses, natural features, street design, users, and modes. To accommodate these differences, the City will:

- Seek input from stakeholders;
- Design streets with a strong sense of place;
- Be mindful of preserving and protecting natural features, such as waterways, trees, slopes, and ravines;
- Be mindful of existing land uses and neighborhood character; and

- Coordinate with business and property owners along commercial corridors to develop vibrant commercial districts.

Benchmarks and Performance Measures

The City will monitor and measure its performance relative to this Policy. Benchmarks demonstrating success include:

- Every street and neighborhood is a comfortable place for walking and bicycling;
- Every child can walk or bike to school or a park safely;
- Seniors, children, and disabled people can cross all streets safely and comfortably;
- An active way of life is available to all;
- There are zero traffic fatalities or serious injuries;
- No unfiltered street water flows into local waterways; storm water volume is reduced; and
- Retail streets stay or become popular regional destinations.

The City will draw on the following data to measure performance. Additional performance measures may be identified as this Policy is implemented.

- Number of crashes or transportation-related injuries reported to the Police Department.
- Number and type of traffic safety complaints or requests.
- Resident responses to transportation related questions in resident surveys.
- Resident responses to post-project surveys.
- The number of trips by walking, bicycling and transit (if applicable) as measured before and after the project.
- Envision ratings from the Institute for Sustainable Infrastructure.
- Speed statistics of vehicles on local streets.

Implementation

The goal of this Policy is to define and guide the Implementation of Living Streets principles. Several steps still need to be taken to reach this goal. The first step will be to develop a Living Streets Plan to guide the implementation of the Policy. The Plan will:

- Identify and implement standards or guidelines for street and intersection design, universal pedestrian access, transit accommodations, and pedestrian crossings;
- Identify and implement standards or guidelines for streetscape ecosystems, including street water management, urban forestry, street furniture, and utilities;
- Identify regulatory demands and their relationship to this Policy (ADA/PROWAG, MPCA, MNMUTCD, MnDOT state aid, watershed districts);
- Define the process by which residents participate in street design and request Living Streets improvements; and
- Define standards for bicycle and pedestrian connectivity to ensure access to key public, private and regional destinations.

Additional implementation steps include:

- Communicate this Policy to residents and other stakeholders; educate and engage on an ongoing basis;
- Update City ordinances, engineering standards, policies and guidelines to agree with this Policy;
- Inventory building and zoning codes to bring these into agreement with Living Streets principles as established by this Policy;
- Update and document maintenance policies and practices to support Policy goals;
- Update and document enforcement policies and practices to ensure safe streets for all modes;
- Incorporate Living Streets concepts in the next circulation of the City's general plans (Comprehensive Plan, Bicycle Plan, Active Routes to School Plan, etc.);
- Incorporate Living Streets as a criteria when evaluating transportation priorities in the Capital Improvement Plan (CIP);
- Review and update funding policies to ensure funding sources for Living Streets projects; and
- Coordinate with partner jurisdictions to achieve goals in this Policy.

Cary Teague

From: Joan Bonello <joanbonello@me.com>
Sent: Tuesday, February 17, 2015 10:30 AM
To: Cary Teague; Edina Mail
Subject: Blake Woods Subdivision

Mr. Teague,

I am writing to express my concern regarding the proposed Blake Woods Subdivision project.

My husband and I live on Westwood Court (6312). Our backyard abuts the Berman property on the northwest corner. I am concerned about the effects of development on the water table in the neighborhood.

We recently completed a fairly large and expensive landscaping project in our back yard which included removal of large mounts of buckthorn and replacement with more desirable species. During periods of ground saturation, as we saw last summer with large rainfalls, the south portion of our yard becomes flooded. Our neighbors south of us also experienced flooding and water in their basement last summer. The water table is very high already and building on seven new lots and the addition of a new street will create significant run off of storm water.

I attended the meeting with Landform on February 3rd at Highlands Elementary School. Reid Schulz presented the project to neighbors and answered questions. I know there are some plans for water management put forth by Landform, however I would like to make sure the city is also looking at this issue and has done due diligence to ensure the plans for water management are adequate.

I would like to know how the city is planning on ensuring that this new development will not create problems with flooding and groundwater issues for the existing neighbors. Will the neighbors have support from the city to resolve any water management issues that may arise post development?

Please consider the existing ground water issues in our neighborhood and the effect this new development will have on existing water table levels.

Thank you for your time and consideration.

Sincerely,

Joan and Robert Bonello
6312 Westwood Court
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Cary Teague

From: charles.j.gits@ubs.com
Sent: Thursday, January 29, 2015 8:21 AM
To: Ross Bintner
Cc: Cary Teague; Charlie Gerk
Subject: 5311 Evanswood Ln/ Blake Woods Subdivision ~resending my 1/29 email here in better format
Attachments: Legal Disclaimer.txt

Ross
Thanks again for spending the time answering some of my questions about the impact on our home at 5311 Evanswood Ln from the proposed sub division. I'm sending you this email and copying Mr. Gerk and Mr. Teague at your suggestion. I will briefly recall our conversation here.

We built and moved into our house 15 yrs. ago in Aug 1999. At that time there was an existing water culvert next to the telephone pole running underneath the gravel road on the southeast part of our yard.

In spring 2000 we laid sod and created a small rocky dry pond catch area in the south end of our yard and repaired our side of the culvert. Upon seeing the culvert Frank and Toby Berman plugged it up on their side and sent us a letter telling us we were diverting water onto their property. At that time I called and spoke with an Edina city engineer. He replied although there was an existing culvert before we built our home, there was nothing we/he could do and suggested we pump water up to Evanswood Ln. We then installed a sump pump in the dry pond with an underground hose that runs north and empties onto Evanswood Ln. (water then flows east, crosses street and runs south to Blake Rd sewer)

I also have an active basement sump pump that is drain tiled into the dry pond and then this water is also pumped north to street.

Every Spring melt, and after heavy rains our backyard floods, often with 20' x 60' pools that stretch into Berman's lot. (Similar to your attached screen shot area) Idle water pools are also created on the other side of the gravel road. The water appears to run west from Blake road and east from Berman's house and south from Evanswood Ln. So in addition to the sump pump running, I also roll out a 200 ft 4" hose with an extra pump to clear the water from our yard and runoff from Berman's side lot at these times. Sometimes it takes days to empty with two pumps. I have done this for 15 years. The water on the south side of the back lane (Berman 5320 and 5324) sits idle till evaporated. (Last spring green algae formed on the Evanswood Ln curb because we moved a lot of water)

Our lower level is completely furnished with hardwood floors. It has never flooded, and the grass and trees survive after we move the water. However, as I explained to you, I am very concerned about the existing proposal. The displaced water from any house built on 5321 (west lot) will be more than we can tolerate. I can show you photos and I have plenty of history.

Please keep me involved and informed about possible solutions and the project. As I told you, the first time we had heard anything about the project was when we received a 1/21/15 letter from developer Landforms about an open house.

Thanks,

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