



PLANNING COMMISSION STAFF REPORT

Originator Cary Teague Community Development Director	Meeting Date October 10, 2012	Agenda # VI.B
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INFORMATION/BACKGROUND

Project Description

Mount Properties is proposing to tear down the existing office buildings at 4005 West 65th Street and 6500 France Avenue to build a new five-story, 62-foot tall, 102,478 square foot medical office/retail building with an attached 4-5 level parking ramp. (See site location, applicant narrative and plans on pages A1–A73.)

The Planning Commission previously considered redevelopment of this site for a two phase, 4-6 story building. That proposal was to be denied by the City Council. (See attached City Council minutes on pages A111–A112.) The Council did not support the height of a six-story building. The applicant withdrew the request, prior to the City Council taking final action.

The revised plan now proposes a one phase five-story building with the mechanical equipment to be located inside the building and on the ground along the south lot line. The overall height would not exceed the height of the mechanical equipment on the roof of the previously proposed four-story building.

The site plan and building are generally similar to the previous plan; access to the site would remain from 65th Street, with a secondary right out on France.

Some of the differences in the proposed plans from the previous plans include:

- Five-story building with no roof top mechanical equipment, 62 feet tall. (Previous building was six stories and measured 88 feet to the top of the mechanical equipment.) The result of no rooftop equipment is to locate the mechanical equipment (chiller) setback six feet from the south lot line. (See pages A47 and A33.)
- Attached parking ramp. (Previous ramp was detached.)

- Five-level parking ramp. (Previous ramp was four-levels.)
- Proposed building has a rounded grand building entry appearance at 65th & France. (Previous building had a traditional sharp building corner at 65th and France.)
- Green roof on top of the building. (Previous plan had a green roof only on the two building podiums.)

The first floor of the new building would contain 7,000 square feet of medical/retail space that may include a coffee shop. The next remaining 95,478 square feet would contain medical office use.

In order to obtain the above-mentioned approvals, the applicant must go through a two-step process.

The first step in the process is to obtain the following approvals:

1. A Comprehensive Plan Amendment to allow a building height of five stories and 62 feet on this site. The Comprehensive Plan requires a maximum height of four stories or 48 feet; (This requires a four-fifths vote of the City Council for approval.)
2. Preliminary Rezoning from POD-1, Planned Office District to PUD, Planned Unit Development; and
3. Preliminary Development Plan.

If the Comprehensive Plan Amendment, Preliminary Rezoning and Preliminary Development Plan are approved by the City Council, the following is required for the second step:

1. Final Development Plan and Final Rezoning to PUD.
2. Zoning Ordinance Amendment establishing the PUD.

Surrounding Land Uses

- Northerly: Fairview Hospital parking ramp; zoned APD, Automobile Parking District
- Easterly: Fairview Hospital; zoned and guided Regional Medical District.
- Southerly: Point of France condos; Zoned PRD-4, Planned Residential District & High Density Residential
- Westerly: Cornelia Place Apartments; zoned PRD-4, High Density Residential; and guided High Density Residential

Existing Site Features

The subject property is 2.34 acres in size, is relatively flat and contains two office buildings. (See pages A1–A3.)

Planning

Guide Plan designation: Regional Medical. (See pages A5–A14.)
Zoning: POD-1, Planned Office District. (See page A4.)

Comprehensive Guide Plan

This property is located within an area of the City that is designated as a “Potential Area of Change” within the 2008 Comprehensive Plan. (See page A7.) The Comprehensive Plan states that within the Potential Areas of Change, “A development proposal that involves a Comprehensive Plan Amendment or a rezoning will require a Small Area Plan study prior to planning application. However, the authority to initiate a Small Area Plan rests with the City Council.” The Council did not require a small area plan as part of the recent request for development of the six-story building on this site.

The site is guided in the Comprehensive Plan for “Regional Medical – RM.” (See pages A5–A6.) Therefore, the proposed use would be consistent with the existing Comprehensive Plan designation.

The Comprehensive Plan requires a maximum height of four stories and 48 feet tall, with a podium height of two stories. (See page A14.) As mentioned, the applicant is requesting a Comprehensive Plan Amendment to allow a five-story 62-foot tall building on the site.

Rezoning to PUD

The applicant is requesting a rezoning of this site from Planned Office District-1, (POD-1) to Planned Unit Development (PUD). The Planned Office District allows for medical office buildings up to a floor area ratio of .5 (50%). Under current zoning a 51,482 square foot office building would be permitted. The proposed 102,478 square foot building would have a floor area ratio of 1.0.

The site is currently guided for Regional Medical use; therefore, the proposed use is consistent with the Comprehensive Plan. The Regional Medical Zoning District allows a floor area ratio of 1.0 (100%).

Within a PUD District, the setback regulation, building coverage and floor area ratio of the most closely related conventional zoning district shall be considered

presumptively appropriate, but may be departed from to accomplish the purpose and intent of the PUD.

The table on the following page demonstrates a comparison of the base zoning compared to the proposed.

Compliance Table

	City Standard (PCD-1)	Proposed
<u>Building Setbacks</u> Front – France Avenue Front – 65 th Street Side – West Rear – South <u>Parking Structure Setbacks</u> Front – France Avenue Front – North Side – West Rear – South Chiller Setback	62 feet 62 feet 62 feet 62 feet 52 feet 52 feet 58 feet 58 feet 20 feet	25 & 35 feet* 25 & 35 feet* 100+ feet 30 feet* 80+ feet 25 feet* 15 feet* 20 feet* 6 feet*
Building Height Parking Ramp Height	Four Stories or 48 feet whichever is less 48 feet	Five Stories & 62 feet* 4-5 levels & 40-52* north side 4-5 levels & 46-58 feet* south side
Building Coverage	30%	59%*
Maximum Floor Area Ratio (FAR)	50%	100%*
Parking Stalls	548 – Based on 95,478 s.f. medical (27 doctors) and 7,000 s.f. general retail	423* proof of parking to 548
Parking Stall Size	8.5' x 18'	8.5 x 18'
Drive Aisle Width	24 feet	24 feet

****Would require Variances if no PUD***

As a comparison, the following variances were required for Twin City Orthopedic:

1. Front building setback variance from 74 feet to 52 feet. (A 22-foot variance.)
2. Rear building setback variance from 74 feet to 20 feet. (A 54-foot variance.)
3. Side building setback variance from 74 feet to 20 feet. (A 54-foot variance.)
4. Front parking structure setback variance from 67 feet to 18 feet. (A 49-foot variance.)
5. Rear parking structure setback variance from 67 feet to 20 feet. (A 47-foot variance.)
6. Side parking structure setback variance from 57 feet to 10 feet. (A 47-foot variance.)
7. A side yard drive-aisle setback variance from 10 feet to 3 feet. (A 6.7-foot variance.)
8. Minimum tract area variance from 10 acres to 2 acres. (An 8 acre variance.)
9. A parking stall variance from 393 stalls to 373 stalls. (A 20-stall variance.)

(The FAR for Twin City Orthopedic was .85 or 85%)

(The FAR for the Fairview Hospital Campus is 1.16 116%)

Rezoning to PUD

Per Section 850.04. Subd. 4 D provides the following regulations for a PUD:

- 1. Purpose and Intent. The purpose of the PUD District is to provide comprehensive procedures and standards intended to allow more creativity and flexibility in site plan design than would be possible under a conventional zoning district. The decision to zone property to PUD is a public policy decision for the City Council to make in its legislative capacity. The purpose and intent of a PUD is to include most or all of the following:**
 - a. provide for the establishment of PUD (planned unit development) zoning districts in appropriate settings and situations to create or maintain a development pattern that is consistent with the City's Comprehensive Plan;**
 - b. promote a more creative and efficient approach to land use within the City, while at the same time protecting and promoting the health, safety, comfort, aesthetics, economic viability, and general welfare of the City;**
 - c. provide for variations to the strict application of the land use regulations in order to improve site design and operation, while at the same time incorporate design elements that exceed the City's standards to offset the effect of any variations. Desired design elements may include: sustainable design, greater utilization of new technologies in building design, special construction materials, landscaping, lighting, stormwater management, pedestrian oriented design, and podium height at a street or transition to residential neighborhoods, parks or other sensitive uses;**
 - d. ensure high quality of design and design compatible with surrounding land uses, including both existing and planned;**
 - e. maintain or improve the efficiency of public streets and utilities;**
 - f. preserve and enhance site characteristics including natural features, wetland protection, trees, open space, scenic views, and screening;**
 - g. allow for mixing of land uses within a development;**
 - h. encourage a variety of housing types including affordable housing; and**

- i. ensure the establishment of appropriate transitions between differing land uses.**

The applicant is proposing a development that would be consistent with the Comprehensive Plan. The Plan guides this site as Regional Medical; therefore, the proposed medical office with complementary retail uses would be consistent with the Comprehensive Plan. The proposal would create a more efficient and creative use of the property. The building would be pulled up close to the street, with sidewalks in front, and separated from the street by green space to promote a more walkable environment. Parking would be located in back in the ramp. Landscaping and patios are also proposed in front, with store fronts opening toward France Avenue. The applicant is also proposing to utilize sustainable design principals. Green building practices are suggested, and green roofs are proposed. (See pages A24–A26, of the applicant’s narrative that explains how this project meets the above purpose and intent of the PUD Ordinance.)

2. Applicability/Criteria

- a. *Uses. All permitted uses, permitted accessory uses, conditional uses, and uses allowed by administrative permit contained in the various zoning districts defined in Section 850 of this Title shall be treated as potentially allowable uses within a PUD district, provided they would be allowable on the site under the Comprehensive Plan. Property currently zoned R-1, R-2 and PRD-1 shall not be eligible for a PUD.***

This site would be envisioned to allow uses permitted within the Regional Medical District, as this site is guided Regional Medical in the Comprehensive Plan. The Zoning Ordinance amendment on pages A102–A110 lists the uses that would be allowed on this site. WSB and Associates did a parking analysis that determined that the proposed parking would support the uses proposed. (See pages A74–A101.)

- b. *Eligibility Standards. To be eligible for a PUD district, all development should be in compliance with the following:***
 - i. *where the site of a proposed PUD is designated for more than one (1) land use in the Comprehensive Plan, the City may require that the PUD include all the land uses so designated or such combination of the designated uses as the City Council shall deem appropriate to achieve the purposes of this ordinance and the Comprehensive Plan;***

The site is guided in the Comprehensive Plan for “Regional Medical,” which allows medical offices as a permitted use. The current site is

zoned POD-1, and guided for Regional Medical. Within the Regional Medical District, 10% of an office building may contain retail uses allowed in the PCD-1 and PCD-2 Zoning District, as long as the primary function of the uses is to serve the office users. The proposed uses would be consistent with that standard. (See pages A107–A110 for a list of uses allowed within the PCD-1 and PCD-2 Districts.)

ii. any PUD which involves a single land use type or housing type may be permitted provided that it is otherwise consistent with the objectives of this ordinance and the Comprehensive Plan;

As mentioned above, the proposed uses would be medical office and limited retail, consistent with Comprehensive Plan.

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

The proposed building density would have an FAR of 1.0 or 100%. The Floor Area Ratio contemplated in the Comprehensive Plan and Zoning Ordinance is 1.0 or 100%.

As a comparison, the TCO building has an FAR of 8.5 or 85%, and the Fairview Hospital campus has an FAR of 1.16 or 116%.

iv. the setback regulation, building coverage and floor area ratio of the most closely related conventional zoning district shall be considered presumptively appropriate, but may be departed from to accomplish the purpose and intent described in #1 above.

The proposed project does not closely relate to the conventional zoning district. Ten (10) variances would be required and a Comprehensive Plan Amendment necessary to accommodate the proposal. However, the request is similar to the request made by Twin City Orthopedic, and FAR now complies with the contemplated land use designation of Regional Medical in the Comprehensive Plan.

Site Access

The primary access to the site would remain off of 65th Street West. There would be a right-out only onto France. (See page A33.)

Parking & Traffic

Per Section 850.08 Subd. 1, the following are the parking requirements: One space per 200 square feet for medical office and 1 space per doctor. The retail requirement is 8 spaces for the first 1,000 square feet and six spaces for each additional 1,000 square feet. The medical office would be 95,478 square feet, and would have 27 doctors (1 doctor for each 3,500 square feet of medical office.); the retail space would be 7,000 square feet. Based on the above, 548 parking stalls are required. The applicant is proposing 548 spaces with proof-of-parking. A parking study was done by WSB which concludes that the proposed parking would support the uses. (See pages A73a–A73c.) Should parking ever become a problem, the City of Edina could require the proof-of-parking stalls to be built.

A traffic study was also done by WSB, which concludes that the existing roadways support the proposed uses. (See traffic study on pages A73a–A101.) However, as was conditioned in the approvals for Twin City Orthopedic, should signal improvements be deemed necessary at 65th Street and France Avenue, the property owner would be required to participate in appropriate cost sharing for signal improvements. This would be a requirement in the Developer's Agreement.

Landscaping

Based on the perimeter of the site, 34 overstory trees and a full complement of understory trees and shrubs are required. The applicant is proposing to plant 58 overstory trees around the perimeter of the site & 250+ understory trees and shrubs. (See landscape plan on page A65.) Final landscape plans shall be reviewed more closely during the review of the Final Development Plan.

Grading & Utilities

The city engineer has reviewed the plans and found them generally acceptable and offered comments. (See page A113.)

A more detailed review would be done as part of the Final Development Plan and Final Rezoning.

Noise Study

During the Sketch Plan review, the Planning Commission requested information regarding noise. A noise study was done by Kvernstoen, Ronnholm and Associates, which concludes that the noise generated by the rooftop mechanical equipment will not add to the noise levels currently on the site. (See pages A27–A29.) With the proposed location of the chiller now being on the ground, this study should be updated as part of the final development plan review, if the

Comprehensive Plan Amendment and Preliminary Rezoning and Plans are approved by the City Council.

Signage

Signage would be allowed per the requirements of the Regional Medical District within the Zoning Ordinance Amendment for the PUD. (See draft on pages A102–A104.)

PRIMARY ISSUES/STAFF RECOMMENDATION

Primary Issues

- **Is the proposed Comprehensive Plan Amendment to allow greater height reasonable for this site?**

Yes. Staff believes the proposed height increase is reasonable for the site for the following reasons:

1. The proposed height is consistent with adjacent buildings to the south and east. To the south, the Point of France building is 13 stories and 123 feet tall. To the east, Fairview Southdale Hospital is eight stories and 124 feet tall, and Southdale Medical Center is six stories and 92 feet tall. Therefore, the proposed five-story, 62-foot tall building would be in character with the adjacent buildings.
2. The building includes a podium height of two stories along the street, which would give pedestrians on the sidewalks in front a feeling that the building is not as tall. (See page A46.) Comprehensive Plan Contemplates allowing a maximum of four stories with a podium height of two stories at the street. (See graphic on page A14.)
3. The proposed plan would meet the density requirement of a 1.0 floor area ratio in the RMD, Regional Medical District.

- **Is the proposed rezoning to PUD appropriate for the site?**

Yes. Staff believes the proposal to rezone the site to PUD is reasonable for the site for the following reasons:

1. The proposed uses would fit in to the neighborhood. As mentioned, this site is guided in the Comprehensive Plan for “Regional Medical,” which allows medical uses, and limited retail. Through the PUD rezoning, the City has the ability to specifically limit the uses on the site to be consistent with limited

retail uses per the PCD-1 Zoning District to ensure that the uses can be supported by the parking provided.

2. The proposal would create a more efficient and creative use of the property. The building would be pulled up close to the street with a podium height of two-stories, with sidewalks in front, and separated from the street by green space to promote a more walkable environment. Parking would be located in back. Landscaping and patios are also proposed in front, with store fronts opening toward France Avenue. The applicant is also proposing to utilize sustainable design principals, including a green roof. (See pages A24–A26, of the applicant’s narrative that explains how this project meets the above purpose and intent of the PUD Ordinance.)
3. A floor area ratio of 1.0 or 100% would be consistent with the buildings and floor area ratios on the west side of France on 65th Street.
4. The existing roadways would support the project. WSB conducted a traffic impact study based on the proposed development, and concluded that the traffic generated from the project would not impact the adjacent driveways or intersections. No additional improvements other than those shown on the site plan would be required to accommodate the site redevelopment. (See traffic study on pages A73a–A101.)
5. Ensure that the building proposed would be the only building built on the site, unless an amendment to the PUD is approved by City Council.
6. The proposed project would meet the following goals and policies of the Comprehensive Plan:
 - a. Building Placement and Design. Where appropriate, building facades should form a consistent street wall that helps to define the street and enhance the pedestrian environment. On existing auto-oriented development sites, encourage placement of liner buildings close to the street to encourage pedestrian movement.
 - Locate prominent buildings to visually define corners and screen parking lots.
 - Locate building entries and storefronts to face the primary street, in addition to any entries oriented towards parking areas.
 - Encourage storefront design of mixed-use buildings at ground floor level, with windows and doors along at least 50% of the front façade.
 - Encourage or require placement of surface parking to the rear or side of buildings, rather than between buildings and the street.

- b. Movement Patterns.
 - Provide sidewalks along primary streets and connections to adjacent neighborhoods along secondary streets or walkways.
 - Limit driveway access from primary streets while encouraging access from secondary streets.
 - Provide pedestrian amenities, such as wide sidewalks, street trees, pedestrian-scale lighting, and street furnishings (benches, trash receptacles, etc.)
- c. Encourage infill/redevelopment opportunities that optimize use of city infrastructure and that complement area, neighborhood, and/or corridor context and character.

Staff Recommendation

Comprehensive Plan Amendment

Recommend that the City Council approve the request for a Comprehensive Plan Amendment to allow a 5-story, 62-foot tall building on the site.

Approval is subject to the following findings:

1. The proposed height is consistent with adjacent buildings to the south and east. To the south, the Point of France building is 13 stories and 123 feet tall. To the east, Fairview Southdale Hospital is eight stories and 124 feet tall, and Southdale Medical Center is six stories and 92 feet tall.
2. The building includes a podium height of two stories along the street, which would give pedestrians on the sidewalk in front, a feeling that the building is not as tall.
3. The proposed plan would meet the density requirement of a 1.0 floor area ratio.

Preliminary Rezoning to Planned Unit Development & Preliminary Development Plan

Recommend that the City Council approve the Preliminary Rezoning from POD-1, Planned Office District to PUD, Planned unit development, and the Preliminary Development Plan.

Approval is based on the following findings:

1. The proposed land uses are consistent with the Comprehensive Plan.
2. The site layout would be an improvement over a site layout required by standard zoning; the building is brought up to the street, provides podium

height, and front door entries toward the street, includes sidewalks to encourage a more pedestrian friendly environment along the street.

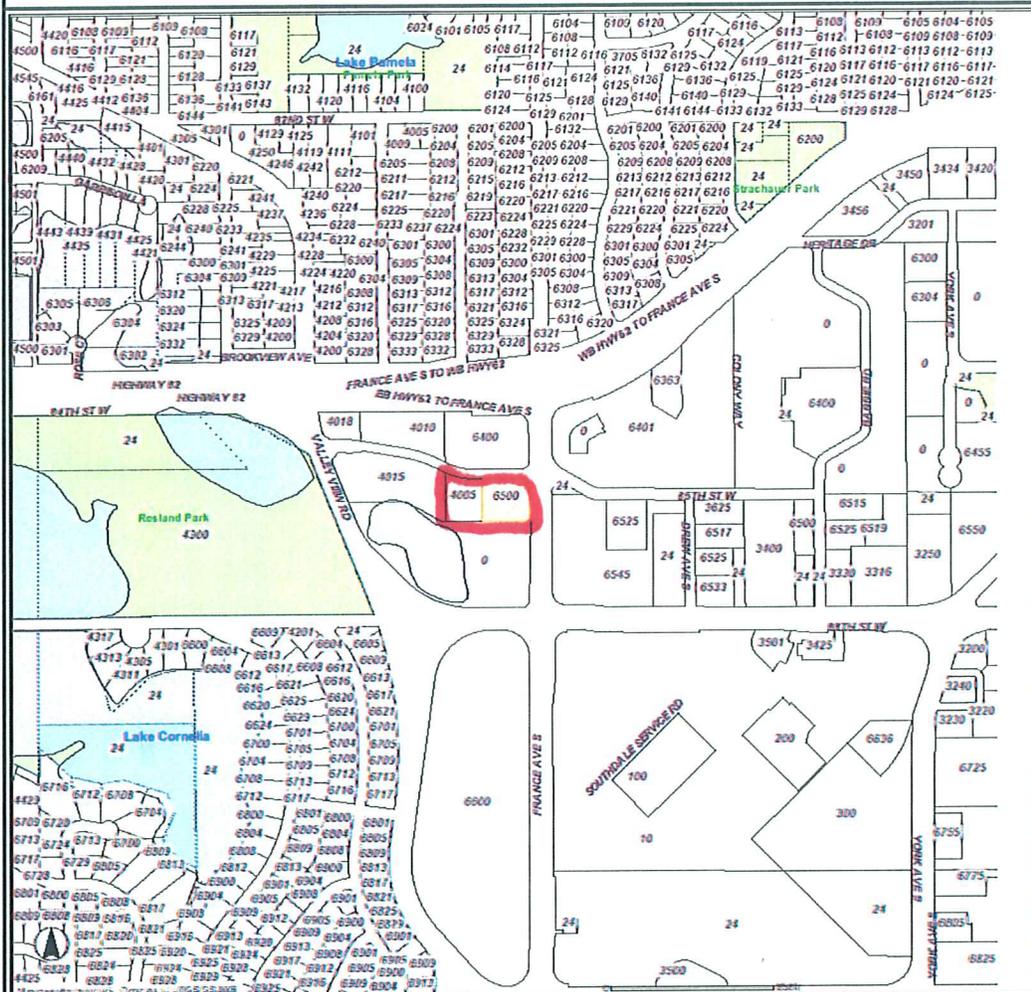
3. The design of the building is of a high quality brick, glass and concrete. A five story building would be generally consistent with the four story buildings on West 65th Street.
4. Traffic would be improved in the area by eliminating the right-in and out access on France Avenue.
5. Based on the traffic study done by WSB, the existing roadways can support the proposed development.
6. The proposed project would meet the following goals and policies of the Comprehensive Plan:
 - a. Building Placement and Design. Where appropriate, building facades should form a consistent street wall that helps to define the street and enhance the pedestrian environment. On existing auto-oriented development sites, encourage placement of liner buildings close to the street to encourage pedestrian movement.
 - Locate prominent buildings to visually define corners and screen parking lots.
 - Locate building entries and storefronts to face the primary street, in addition to any entries oriented towards parking areas.
 - Encourage storefront design of mixed-use buildings at ground floor level, with windows and doors along at least 50% of the front façade.
 - Encourage or require placement of surface parking to the rear or side of buildings, rather than between buildings and the street.
 - b. Movement Patterns.
 - Provide sidewalks along primary streets and connections to adjacent neighborhoods along secondary streets or walkways.
 - Limit driveway access from primary streets while encouraging access from secondary streets.
 - Provide pedestrian amenities, such as wide sidewalks, street trees, pedestrian-scale lighting, and street furnishings (benches, trash receptacles, etc.)
 - c. Encourage infill/redevelopment opportunities that optimize use of city infrastructure and that complement area, neighborhood, and/or corridor context and character.

Preliminary approval is subject to the following conditions:

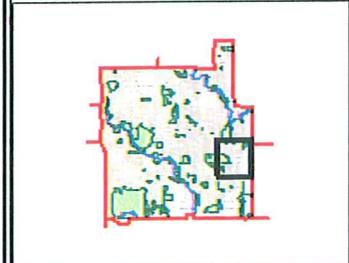
1. The Final Development Plan must be generally consistent with approved Preliminary Development Plans dated September 10, 2012.
2. A noise study must be done to demonstrate that the proposed mechanical equipment meets all noise regulations.
3. Sustainable design. The design and construction of the entire project must be done with the Sustainable Initiatives as outlined in the applicant's narrative within the Planning Commission staff report.
4. All buildings must be built with sprinkler systems, subject to review and approval of the fire marshal.
5. The mechanical equipment/chiller must be relocated to meet the required 20-foot side yard setback or screened so not to be visible from all lot lines.
6. Compliance with all of the conditions outlined in the director of engineering's memo dated October 4, 2012. (Page A113.)
7. As part of a Developers Agreement the property owner would be required to participate in appropriate cost sharing for signal improvements at 65th Street and France Avenue.
8. Adoption and compliance with a PUD Ordinance for the site.
9. As part of any final approval, the applicant must enter into a Proof-of-Parking Agreement to add more parking if needed.

Deadline for a city decision: January 1, 2012

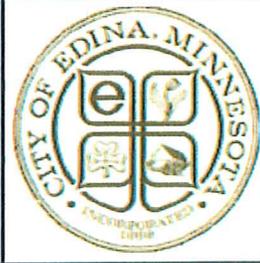
City of Edina



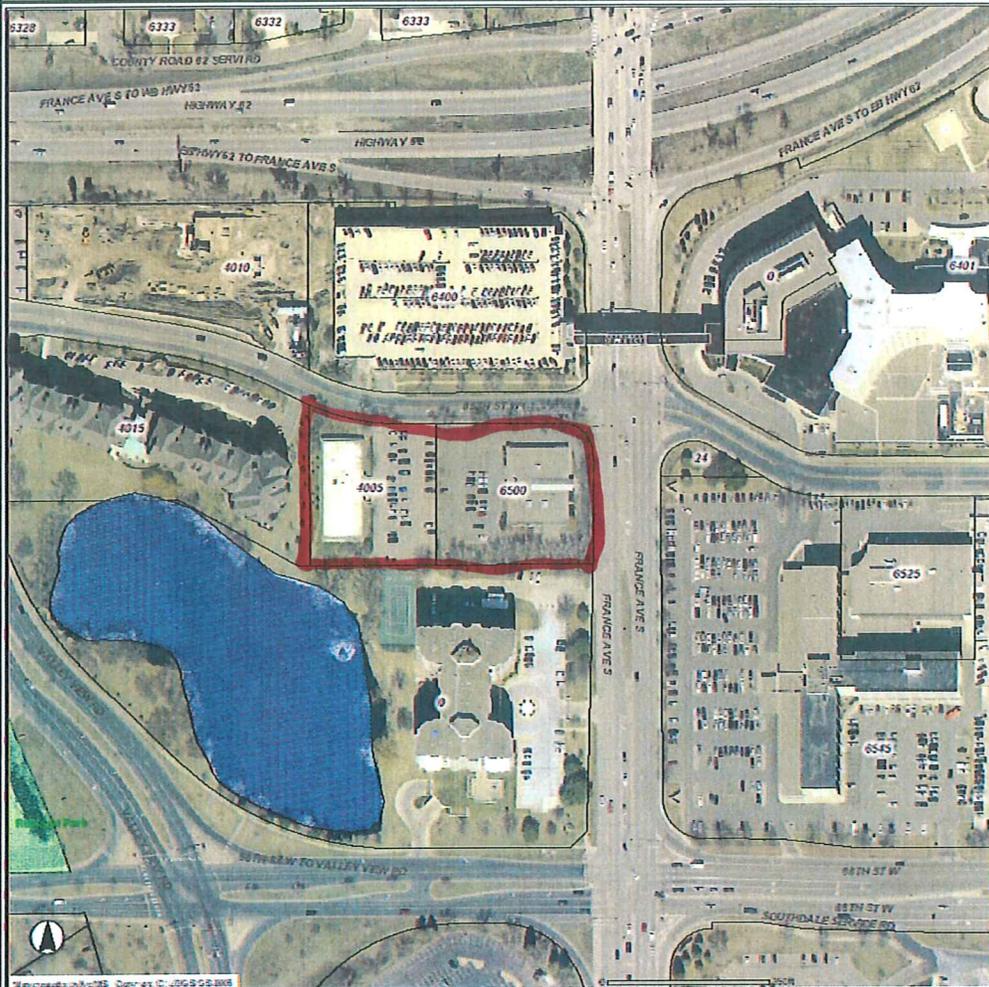
- Legend**
- Highlighted Feature
 - House Number Labels
 - Street Name Labels
 - City Limits
 - Creeks
 - Lake Names
 - Parks
 - Parcels



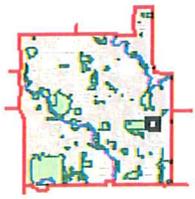
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Edina, MN 55435



City of Edina



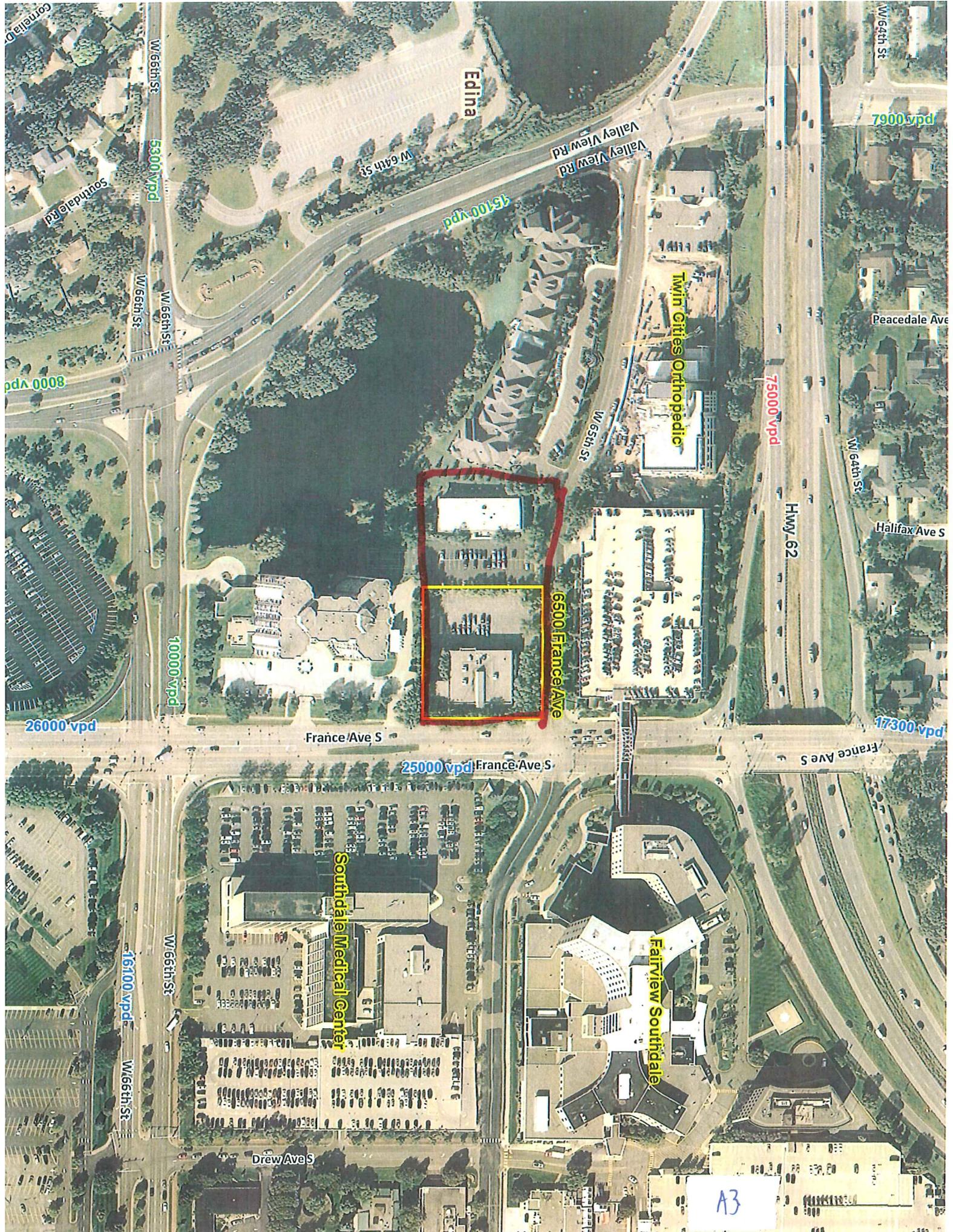
- Legend**
- House Number Labels
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 - Lake Names
 - Lakes
 - Parks
 - Parcels
 - 2009 Aerial Photo



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**6500 France Ave S
Edina, MN 55435**





Edina

Twin Cities Orthopedic

Southdale Medical Center

Fairview Southdale



6500 France Ave

A3

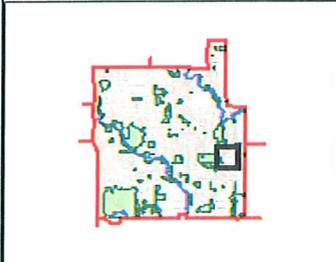
Map labels and traffic volume data:

- Streets: Edina, Valley View Rd, W 64th St, W 65th St, W 66th St, Hwy 62, Peacedale Ave, Halifax Ave S, France Ave S, Drew Ave S, Southdale Rd, Connelley Dr.
- Buildings: Twin Cities Orthopedic, Southdale Medical Center, Fairview Southdale.
- Traffic Volume Labels: 7900 vpd, 15100 vpd, 5300 vpd, 8000 vpd, 10000 vpd, 26000 vpd, 25000 vpd, 17300 vpd, 75000 vpd, 16100 vpd.

City of Edina



- Legend**
- House Number Labels
 - Street Name Labels
 - City Limits
 - Creeks
 - Lake Names
 - Lakes
 - Parks
 - Zoning
 - APD (Automobile Parking District)
 - MDD-4 (Mixed Development District)
 - MDD-5 (Mixed Development District)
 - MDD-6 (Mixed Development District)
 - PCD-1 (Planned Commercial District)
 - PCD-2 (Planned Commercial District)
 - PCD-3 (Planned Commercial District)
 - PCD-4 (Planned Commercial District)
 - PD (Planned Industrial District)
 - POD-1 (Planned Office District)
 - POD-2 (Planned Office District)
 - PRD-1 (Planned Residential District)
 - PRD-2 (Planned Residential District)
 - PRD-3 (Planned Residential District)
 - PRD-4 (Planned Residential District)
 - PRD-5 (Planned Residential District)
 - PSR-4 (Planned Senior District)
 - R-1 (Single Dwelling Unit)
 - R-2 (Double Dwelling Unit)
 - RMD (Regional Medical District)
 - Parcels
 - 2009 Aerial Photo



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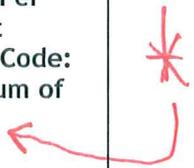
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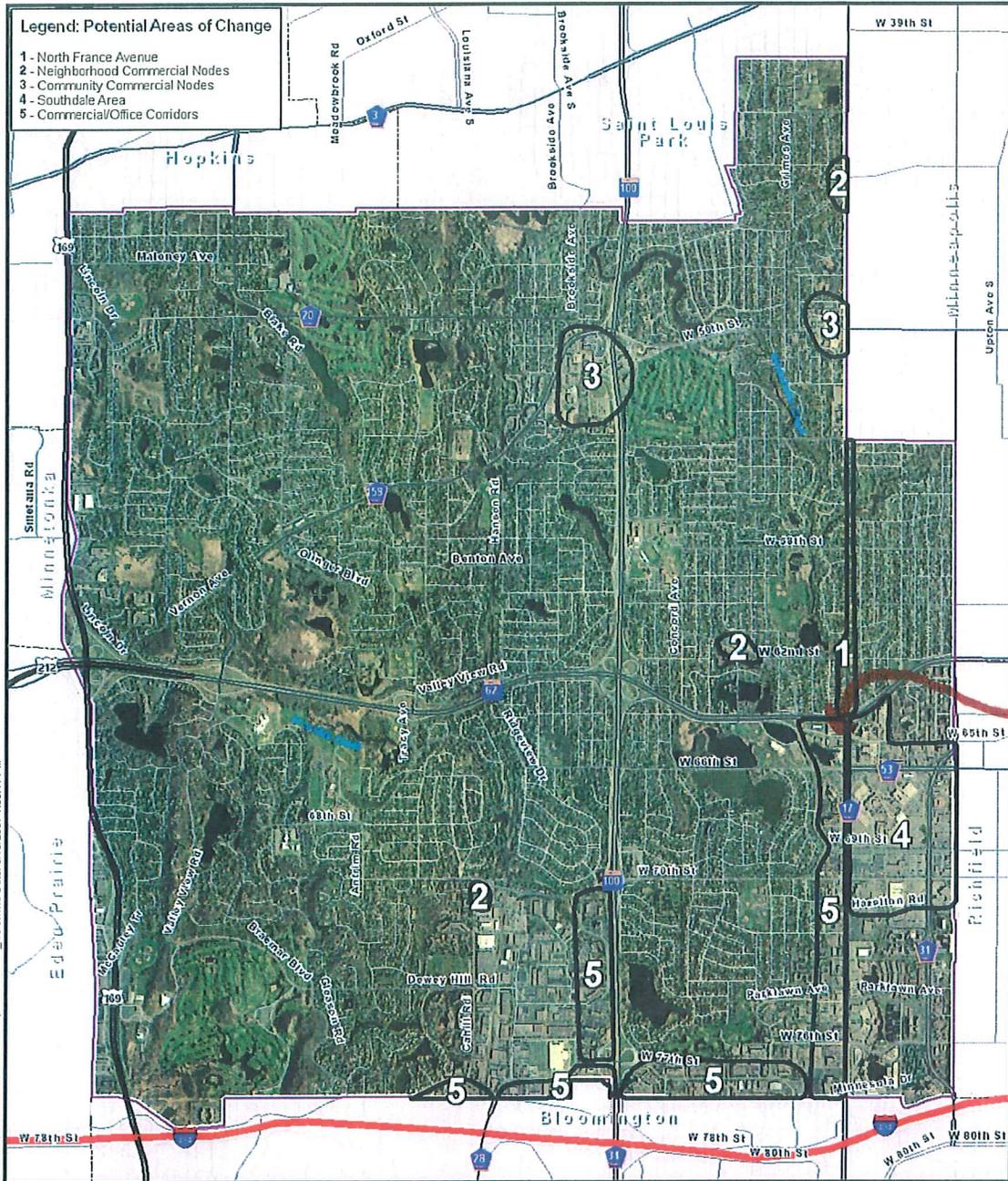
Nonresidential and Mixed Use Categories	Description, Land Uses	Development Guidelines	Density Guidelines
RM Regional Medical	Hospitals, medical and dental offices and clinics, and laboratories for performing medical or dental research, diagnostic testing, analytical or clinical work, having a direct relationship to the providing of health services. General office uses are permitted.	Form-based design standards for building placement, massing and street-level treatment. Pedestrian circulation and open space amenities should be provided for larger sites.	Floor to Area Ratio - Per current Zoning Code: maximum of 1.0
OSP Open Space and Parks	Applies to major parks and protected open space that is publicly owned. May not include all small parks, since some are included in residential land use districts.	Performance and buffering standards for intensive outdoor recreation, parking.	N/A
PSP Public/Semi-Public	Applies to schools, large institutional uses (churches, cemeteries) and semi-public uses such as country clubs. Some small uses of these types may be integrated into other land use districts.	Performance and buffering standards for intensive outdoor recreation, parking.	To be determined - may require review of large-scale development or institutional expansion
LAH Limited Access Highway	Expressways and access ramps for two regional arterial highways (TH 62 and TH 100) occupy land within the City to serve local and regional travel needs.	NA	NA



*Floor-to-area ratio, or FAR, refers to the ratio of a building's floor area to the size of its lot. Thus, an FAR of 1.0 could mean a two-story building covering 50% of the lot; a 3-story building on one-third of the lot, etc.

Potential Areas of Change

Among its many purposes, the Comprehensive Plan functions as a long range tool that attempts to anticipate where change and growth will occur in the City. Identifying those potential areas of change is an initial stage in the process of guiding new construction and redevelopment when it is proposed by private property owners. It is not an attempt to stimulate change, but to acknowledge that it may occur and be proactive in shaping it. Locations identified in this section appear to be areas where change may occur during the life of this Plan. Many of these areas were identified in a group exercise at Public Meeting #2 as



URS Corporation N:\318102300\Projects\Potential_AOC.mxd Date: 8/13/2007 1:09:11 PM

Figure 4.4



City of Edina
2008 Comprehensive Plan Update

Date of Aerial Photography: August 2006

**Conceptual Land Use Framework:
Potential Areas of Change**



A7



between offices and residential buildings. Edinborough is linked with the Centennial Lakes project by a network of pedestrian greenways.

The following guidelines are directed toward creating successful mixed use environments. (Also see the citywide standards for movement patterns, public spaces and built form earlier in this section.)

Building Placement and Design. Where appropriate, building facades should form a consistent street wall that helps to define the street and enhance the pedestrian environment. On existing auto-oriented development sites, encourage placement of liner buildings close to the street to encourage pedestrian movement.

- Locate prominent buildings to visually define corners and screen parking lots.
- Locate building entries and storefronts to face the primary street, in addition to any entries oriented towards parking areas.
- Encourage storefront design of mixed-use buildings at ground floor level, with windows and doors along at least 50% of the front façade.



Movement Patterns.

- Provide sidewalks along primary streets and connections to adjacent neighborhoods along secondary streets or walkways.
- Limit driveway access from primary streets while encouraging access from secondary streets.
- Encourage enhanced transit stops, including shelters, shade and seating where feasible.
- Provide pedestrian amenities, such as wide sidewalks, street trees, pedestrian-scale lighting, and street furnishings (benches, trash receptacles, etc).



Appropriate Parking Standards. Mixed use developments often produce an internal capture rate. This refers to residents and workers who obtain goods and services from within the development without making additional vehicle trips. Parking ratios for mixed use development should reflect the internal capture rate and the shared parking opportunities this type of development offers.



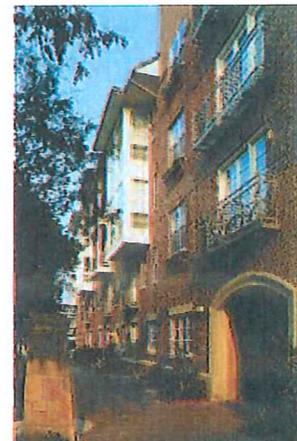
3. Improve Connectivity in Large-scale Superblock Development.

Internal and external connectivity. As part of redevelopment or expansion of large-scale sites, reintroduce an internal local street and pathway network that connects through the site and to suitable entry points at the perimeter. The goal is to encourage pedestrians to reach the site and drivers upon arriving to continue all further movement by foot. As a result, the capacity of internal roads can be reduced and more area devoted to amenities, providing still more incentives to walk. Bicycle facilities should allow residents in surrounding neighborhoods to bike safely to the site. Transit stops should be provided in visible and central locations.

“Edge” or transitional uses. Moderately sized liner buildings should be encouraged to soften the edge of large-scale superblock development. Medium-density housing types such as townhouses combined with structured parking may also be an appropriate transitional use.



4. Provide appropriate transitions between land uses. Rather than discouraging movement between adjacent land uses with berms and fences, focus on creating elegant and attractive transitions between adjacent uses. Transitional areas include well-landscaped pedestrian walkways, seating areas, arcades, and other spaces that encourage public use, rather than separation.



5. Buildings Frame the Street. Building placement and heights can serve to define the streetscape and visually reduce the apparent width of the street. Generally speaking, wider streets can accommodate taller buildings subject to the height limitations described elsewhere in this Chapter.

6. Façade Articulation. Primary facades should be designed with a well-defined base, middle and top, providing visual interest at ground level. Building entries and access points should be clearly visible from the primary street. Long building facades should be divided into smaller increments using contrasting materials, textures, detailing, setbacks or similar techniques.





7. Transparency and Natural Surveillance. Building forms and facades should provide an awareness of the activity within the buildings through frequent doors and windows oriented toward public streets and open space.

8. Variety of Building Forms. Encourage an integrated mix of building types, heights and footprints within blocks, rather than single buildings or building groups.

9. Building Height Transitions. Taller buildings (generally four stories or higher) should step down to provide a height transition to surrounding residential buildings, including buildings across a street or pathway, and to avoid excessive shadowing of sidewalks, parks and public spaces.



10. Building Heights. The question of building height is particularly significant in a largely developed community, where any new building has the potential to block views or cast shadows on established neighborhoods and land uses. The design guidelines above, as well as the recommended building heights in Figures 4.6A, 4.6B, and 4.6C, provide general guidance for buildings that exceed the typical residential height of 2.5 stories:

Edina already has many tall buildings, but not all of them provide the kind of transition outlined in Principle 9 above. Building height should be considered within the larger urban design context as illustrated in the photos below.





Building Height Issues

1. **Visual Impacts**
City Image / Landmarks / Views
2. **Aesthetic Scale // Proportions**
3. **Light Access**
4. **Shadow Impacts**
5. **Density**
6. **Traffic Capacity**
7. **Utility Capacity**
8. **Cost of Land**
9. **Market Conditions**
10. **Developer Investment // Building Technology**

Visual / Aesthetics

Capacity

Financial



Because of the limited number of locations where tall buildings can be sited, and the need for sensitivity to surrounding uses, the following Height Maps have been established for those parts of the city with potential for higher density development. The maps were developed to specify the following height measurements:



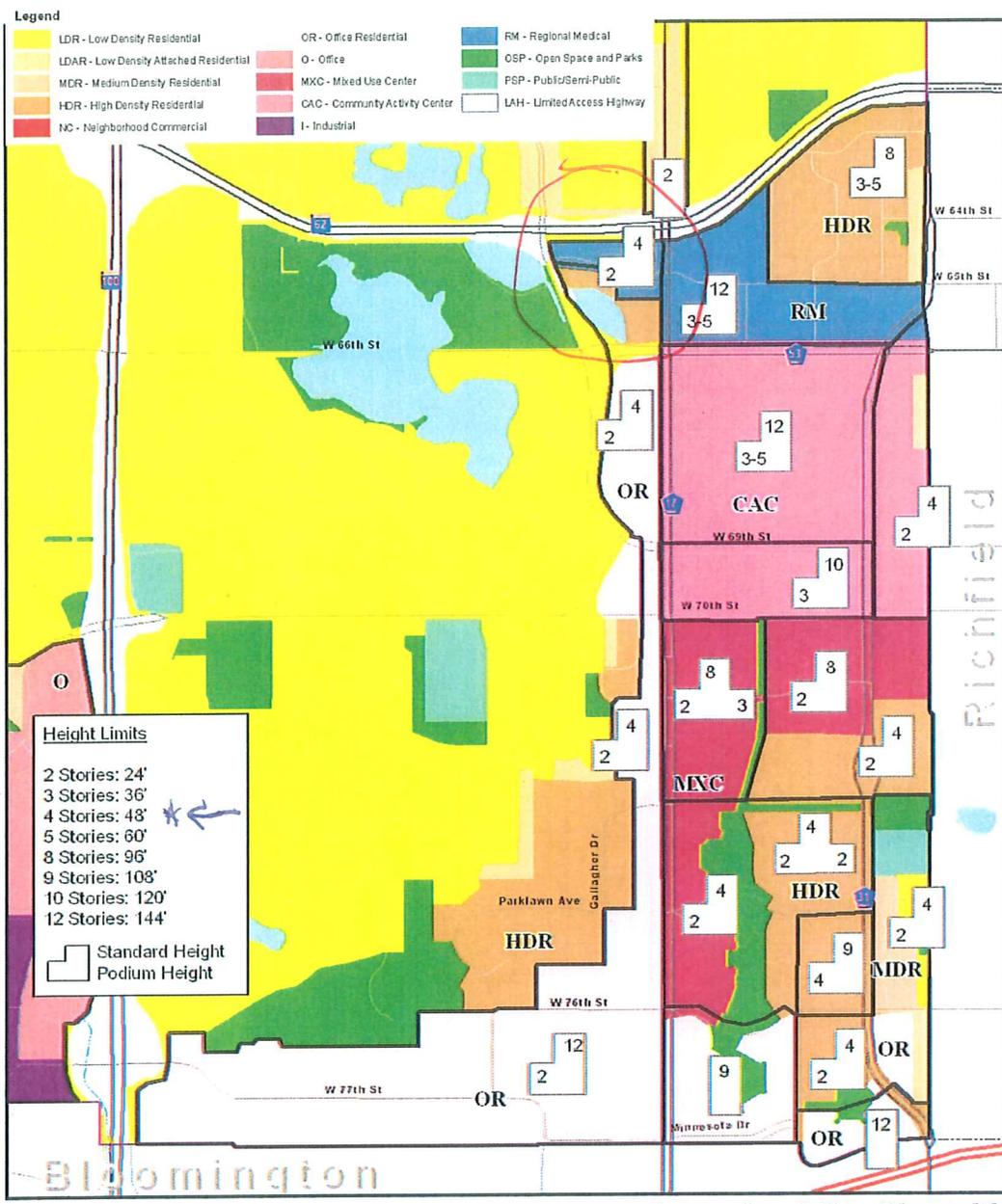
Podium Height: The "podium" is that part of the building that abuts the street, or that provides the required transition to residential neighborhoods, parks, and other sensitive uses.



Standard Height: This height measurement extends to the top of the building (building height is measured as specified in the Zoning Ordinance).



"Podium height" building examples



URS Corporation N:\318102300\Projects\LU_SE_heights.mxd Date: 10/25/2007 2:13:59 PM

 **City of Edina**
2008 Comprehensive Plan Update
Data Source: URS

Future Land Use Plan with Building Heights
Southeast Quadrant
Figure 4.6B

 0 0.5 Miles

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A15



416



417



119



View from Northwest

A19



View from Northeast



View from Southwest

Existing Conditions



View from Southeast

March 28, 2012

Edina
 PLANNING DEPARTMENT
 MAR 28 2012
 FOR REVIEW

EDINA MEDICAL PLAZA
6500 France Avenue South

PROJECT SUMMARY

September 10, 2012

Our development team is looking forward to working with the City of Edina to obtain the necessary approvals for the *Edina Medical Plaza*. Everyone will strive to make this building an outstanding addition to this regional medical area.

Development Team

These professionals are local business owners that live and work in the community.

- Architect:** Edward Farr Architects, Ed Farr
Long established firm that is strong on design concepts.
Past projects include Normandale Lakes Office Park and
Two Twelve Medical Center
- Civil Engineering:** Alliant Engineering, Mark Rausch
Multi-disciplinary consulting firm focusing on transportation
and land development services representing the public and
private sectors.
- Developer:** Mount Development Co., Stephen Michals
Five medical buildings have been completed in the past 6
years for Ridgeview Medical Center.
- Owner:** Aurora Investments, LLC, Luigi Bernardi
Current medical building ownership;
All "class A" buildings
7373 France Avenue, Edina
212 Medical Center, Chaska
Multiple Buildings in Wisconsin

Please contact Stephen Michals with any questions on this new building - 952-941-1383.



Site Area = 102,965 sq ft / 2.34 acres

Property Guided per Comp. Guide Plan: RM Regional Medical, no change proposed

Property Zoned: POD-1, proposed to P.U.D.

Proposed Redevelopment: New Medical Office Building and Parking Ramp
5 stories, 102,478 gross sq ft / 96,500 rentable sq ft* with 4 level parking ramp.
Proof of Parking, if needed – add 1 additional level (5 total) on parking ramp.
*Not including partial basement mechanical equipment room.

Proposed Occupancy:

Medical Offices -	95,478 gross sq ft to 102,478 gross sq ft (93% - 100%)
Medical Retail -	7,000 gross sq ft to 0 gross sq ft (7% - 0%)
Total -	102,478 gross sq ft (100%)

Proposed Parking:

Levels 1 - 4 =	423 stalls	4.13/1000 gsf
Proof of Pkg: 1 add'l level =	125 stalls	5.35/1000 gsf
Total possible parking =	548 stalls	

Building Setbacks:

	<u>Med Office Bldg</u>	<u>Parking Ramp</u>
North	25'-0"/35'-0"***	varies: 25'-0" min / 50'-0" max.
South	30'-0"	20'-0"
East	25'-0"/35'-0"***	225'-0"
West	226'-0"	15'-0"

** 35'-0" setback is above podium level

Overview: Our revised submittal reduces the height of the medical building down from 89 ft (six stories bldg plus rooftop HVAC equipment) down to 62 ft (five story building with no rooftop HVAC). Note that our new five story / 62 ft bldg height is comparable in height to the previous submittal's Phase I / four story building height (including HVAC equipment); since the City Council recommended that we shouldn't build taller than that Phase 1 / four story proposal. Another difference in this submittal is that the project will no longer be 'phased'; we intend to construct the entire five story building. The building area remains similar, with our F.A.R. slightly below the 1.0 maximum identified for this Regional Medical District. To reduce the number of stories from six to five, we increased the size of each floor plan westward, towards the parking ramp, leaving room underneath for our service drive on grade.

Also per the City Council's suggestion, we have eliminated the basement level of our parking ramp, and raised that level up above grade. The parking ramp will be constructed at four levels / 423 stalls to meet our anticipated parking demand. However, the ramp is expandable by one more level (+ 125 cars) for a total of five levels / 548 cars for proof-of-parking compliance.

Planning Concept: As per our earlier application, joining the two parcels (6500 France & 4005 W 65th St) offer many advantages to the site layout. We are still adopting an urban, pedestrian-friendly, streetscape along France Ave by bringing the building forward to the street; as well as incorporating a 'podium' design effect by setting the building back above 2nd floor to maintain a comfortably-scaled pedestrian experience. The streetscape includes over-story trees along the right-of-way, a 10 ft wide sidewalk and decorative planters that contain colorful plantings (annuals, perennials and low evergreen shrubs). Vehicular ingress is available at two driveways along 65th St W.; and vehicular egress is available at three points from the site, dispersing the traffic more effectively. The main public vehicular entrance off of W 65th St leads to a visitor entry drop-off circle at the front door, as well as a dedicated delivery

area / loading zone for the building.

Building Design: The building design will be an attractive façade using multiple colors of face brick, warm-toned architectural precast concrete wall panels with a variety of surface finishes, reflective bronze-tone Low-e glass in champagne painted aluminum frames and a small amount of EIFS decorative cornice trim. The main entrance located off of W 65th St serves as a visitor drop-off area for patients, and features a distinctive glazed crown with backlighting at night. The NE building corner at France Ave and W 65th St is still an important point of identity for the building, and has been redesigned with the upgraded corner design treatment as suggested in earlier city reviews. The corner plaza area will offer outdoor seating, and also coordinates with the City’s initiative to upgrade the pedestrian experience at these corners. The plaza will have decorative surfacing treatment, planting areas and bollards behind the curb.

Visual Screening for the Adjacent Properties: We will supplement the already mature landscape buffer between Point of France and our site with new coniferous trees and over-story trees along our south yard. The ash trees along this borderline with Point of France are approx. 35’ – 50’ tall, providing excellent screening for most months of the year. On the west, we will be improving the visual screening buffer for the apartment occupants by adding more evergreen trees. The existing outdoor trash dumpsters will be placed inside a dedicated trash & recycling room, screened from public view.

Parking: The ramp has been re-designed to better complement the office façade with a compatible multi-colored architectural precast concrete façade. We are proposing to build four levels / 423 cars initially, which we feel will serve the building based on our experience. Later, if demand requires, we could build one more ramp level (Level 5 / 125 more cars), for a total possible parking count of 548. However, we are promoting many forms of alternative transportation in order to reduce conventional car parking demand; refer to our list at the end of this narrative. This will be a Pay-Park facility, similar to the Fairview Southdale Hospital ramp. Up to 20% of the parking may be compact car size; but we have not yet shown striping for these smaller stalls on our plan. New to our application is the alignment of the parking ramp levels to the medical building floors, in order to offer convenient pedestrian / wheelchair access from most levels of the ramp directly into the building.

Required Parking - w/ Retail option:

Retail, 1st Floor - 7,000 GSF: $8/1000 + (6/1000 \times 6000 \text{ GSF}) =$	44 Stalls
Medical Office - 95,478 GSF: $1/200 + 1/3500 \text{ (Doctors)} =$	504 Stalls
Total Required Parking = 548 Stalls	

Required Parking - no Retail:

Medical Office - 102,478 GSF: $1/200 + 1/3500 \text{ (Doctors)} =$	542 Stalls
Total Required Parking = 542 Stalls	

Provided Parking:

Levels 1 - 4 Ramp	423
Level 5 Ramp (proof of pkg)	125
<hr/>	
Total Possible	548



Sanitary Sewer and Watermain: The existing properties located at 4005 65th St. W. and 6500 France Ave So. are currently encumbered by two public utilities - an existing 12” ductile iron water main and 12” ductile iron sanitary sewer in the south quarter of the property.

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The existing water main and sanitary sewer referenced serve other properties and thus the continuity of those mains is required. A second 8" sanitary sewer line is located within the boundary of both properties but that line is in use only by the two existing buildings and thus does not need to remain if the proposed project is constructed.

The existing 12" sanitary sewer along the southern property line of the 6500 France Ave property will remain as is. The proposed development does not require any modification to that line. The proposed plan is to construct a new sanitary service wye in the existing line to provide an 8" service to the new building. The existing 8" sanitary service line to the 4005 building will be 'cut off' at the west side of the proposed parking ramp and will then be connected to the parking ramp for servicing the floor drains in the lowest level of the ramp.

The existing 12" water main loop cutting through the site will be relocated and re-routed to the north side of the properties. A new 12" main will be installed northerly along France Ave., then westerly just to the north of the proposed building and ramp to the western edge of the property, then southerly back to the existing water main completed the new loop. It is currently proposed to directional bore install the water main on the east end of the site to avoid removal of the existing trees in that location. The east to west water main will be installed via direct bury as its proposed location can be installed without removal of the existing trees along W 65th St. An 8" water service is proposed from a tee off the re-routed 12" water main just north of the proposed building entrance. The proposed building service will enter the building in the corner west of the main building entrance. A new hydrant is proposed in the central entrance area of the new building off the proposed 8" service line.

Stormwater Management: The proposed stormwater management storage facilities proposed for the Edina Medial Plaza project meets the requirements of Nine Mile Creek Watershed and the City of Edina. The three primary requirements that have been met are:

1. Volume retention onsite equivalent to 1" of runoff over the entire proposed site impervious surface. (Accomplished via underground storage and infiltration via perforated piping and rock bedding).
2. Water quality volume from entire site equivalent to runoff from the 2" type II storm event and 25 year sediment storage. (Retention volume counts towards WQ volume and remainder accomplished via additional underground storage and filtration via perforated piping and rock bedding).
3. Discharge rate control shall be provided so the proposed conditions do not exceed existing conditions for the 2, 10, and 100 yr storm events. The proposed site plan reduces by 8.5% the amount of impervious surface and thus proposed discharge rates are decreased automatically.

The proposed plan is to maintain the same point of stormwater discharge from the properties as is currently present. A private storm sewer collection system will be routed from north to south through the central portion of the site collecting the majority of site runoff. The storm sewer will drain through a pretreatment device to the proposed underground storage system at the southern end of the site which will ultimately overflow to the existing flared end that will then continue to drain southerly to the Point of France pond.

Landscape Design Strategies: The landscape design provides a mix of over-story, coniferous and ornamental trees, shrubs and perennials to create a vibrant display of color and foliage. We will attempt to preserve the four existing Honeylocust trees along France Avenue and eight of the boulevard Ash trees along W 65th St. Raised curbed planters are to be

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SEP 11 2012

provided along France Avenue that will be planted with colorful, annual flowers. The perimeter of the Medical Office Building will be planted with a mixture of plant types to soften and compliment the building architecture. The parking ramp will be screened by existing and proposed conifers on the west and south sides. A trail and a gazebo will overlook the Point of France Pond to the south of the parking garage. The diversity of plantings will provide color variety and year round interest. In addition, the project is proposing to provide a green roof system on top, covering approximately 1/3 of our roof. This sustainable initiative will help reduce the heat island effect, reduce stormwater runoff quantity, as well as providing a nicer view down on our roof from the residents of Point of France building.

Site Lighting: Decorative wall mounted lighting along France Av and W 65th St frontages, and around the main entry area. Metal halide pole lights on top of the parking ramp with low-height, sharp cutoff features to eliminate light spill off our property; these are on timers.

Site Signage: Building name / address at corner of France & W 65th St., and address above front entry. Possible tenant names on façade based on City code. Directional signs at both entries along W 65th St.

Hours of Use: Normal Business Hours anticipated. Possible retail tenants at street level with extended and/or weekend hours.

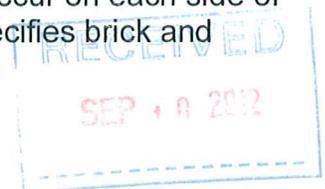
Zoning: Planned Office District 1 (POD-1), proposing to PUD, due to variances requested for building setbacks, building height and Floor Area Ratio (F.A.R.).

Green Building Practices: Throughout all phases of the project - *Design, Construction and Operation*, we will use best practices of environmental awareness. All clinics and vendors will be educated on *Reduce-Recycle-Reuse* operations. We have a Green Building Practices Narrative with our submission. New to our proposal is the inclusion of a green roof area on top of our building, which can be enjoyed by residents on the north side of Point of France.

Community Benefits from the New Project

1. Our application is for a new five level medical office building. The 6500 France building and 4005 W. 65th Street buildings will be removed. Both law firms will relocate in the community and retain the current jobs.
2. This site provides outstanding visibility for medical clinics offering service to our community and support to the regional medical presence of the SW suburbs. This is consistent with the City Guide Plan of medical buildings along France Avenue which is an address easily recognized for patients.
3. The building is sized to have a critical mass of providers to allow cross referrals among the clinics. This is a key factor for the success of each clinic.
4. Edward Farr Architects is known for creating special building design features. This building is more than a traditional medical building. The focal point will be the glass and brick detail of the main entry corner. Numerous surface changes occur on each side of the building to create interest and shadow elements. City code specifies brick and glass.

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5. We are striving to create a pedestrian environment along France Avenue with extensive flower gardens. TangleTown Gardens is the designer of these features, and their passion for unique colorful plants is shown in the enclosed photos. Colored concrete walks and accent lighting will make this area a pleasant visual experience.
6. Green Building Practices will be implemented for the three phases: *building design, construction phase and long term operation* of the clinics. The General Contractor has compiled a summary of the *Green Practices* we will pursue for each phase of the project.
7. The adjacent 4005 W. 65th land parcel will be included for a consistent regional medical master plan. This took substantial effort and negotiation with the building owner.
8. A portion of the building roof will have a vegetated green roof, with native wild flowers and sedum, to enhance the view down onto the roof from the neighboring Point of France building, as well as reducing our heat island effect and improving our stormwater runoff quantity.
9. There will be ongoing seminars with the clinics to evaluate methods and new technology for their clinics – *Reduce* consumption, *Re-use* materials, and *Recycle* waste. The benefit to the building will be reduced operating expenses and good stewardship of our business resources.
10. Alternative transportation is a key element of any project. A tangible goal will be to reduce the number of cars coming to the building which will reduce the parking stalls required to service the clinics. We have provided several successful alternate transportation systems:

Designated premium parking spaces for “smart cars”

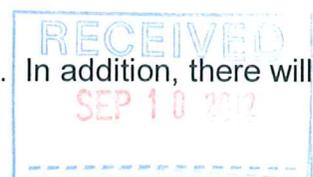
Scooter, motorcycle, bike parking will be an enclosed space that is secure, well lit, and air tempered. We want these employees or patients to know they are recognized for their efforts.

Employees may participate in the ZAP chip monitor system which will provide a monthly printout of number of rider days. There will be a calculation of carbon footprint poundage saved to each participant.

Hour Car business has been evaluated for rental cars parked in the ramp. The established bus system will support the need around the hospital and shopping center for the hourly car rental.

The MTC #6 bus line services multiple stops within 1 block of the building. Additional routes around Southdale are 515, 538, 539, 578, 579, 684. See the attached graphic

11. The estimated real estate taxes will be over two times the current revenue. The two existing buildings pay \$144,000 and the fully assessed medical building will likely pay in excess of \$380,000.
12. There will be over 100 new medical staff positions in the building. In addition, there will be 40-60 construction jobs over 12 months.



13. Storm water management will be improved through *rate control* and *water quality*, including our green roof. The current site has direct, unrestricted runoff. There is almost 8% less hard surface area in the new plan than the current buildings, which mean more green space for the community.
14. The current buildings have substantial deferred maintenance. The building exterior, landscaping and parking lot are ready for redevelopment.
15. The new development is using existing utilities and roads in the community. Urban planning considers this good stewardship to reuse existing sites with current infrastructure.
16. The new building exterior has been enhanced over code to create a significant *Gateway* image on this corner.
 - A focal point is the W 65th Street pedestrian corner
 - Detailed brick design on all four sides
 - Accent lighting along public street frontages
 - Special landscaping from *Tangletown Gardens*
17. Every business has a carbon footprint. We will provide information to each clinic to establish a "Carbon Impact Analysis." For the first two years we plan to have seminars for clinic managers discussing ways to reduce their impact and manage more efficiently. *PayitGreen Company* has set the model to challenge companies to purchase local products to reduce paper correspondence and conserve operational materials.
18. Ramp Enhancements
 - All columns are clad in architectural precast panels
 - Architectural features add interest and shadow lines
 - Three colors and finishes to the precast panels create a variety of textures
19. The entrance traffic circle will have an area for a significant piece of art on the center area. We are planning a special commissioning for this feature.

Final comment for the approval of the project

The building size at 102,478 sq ft over five stories is very important to create a successful project.

Market rents set the overall budget. We are projecting rents to be 20% higher than other buildings in area to absorb the land cost. Redevelopment is difficult when you are purchasing two older buildings. The value for the Developer on the acquisition of the two older buildings is the land. The viability of the development is based on the approval of the 102,478 sq ft project.

Thank you for your review and consideration of this project.

We are ready to move forward on this outstanding new medical building which will be an enhancement to your Regional Medical Area.

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27 March 2012

Steve Michals
Mount Development Co.
10400 Viking Dr. Suite 160
Eden Prairie, MN. 55344

PLANNING DEPARTMENT
MAR 28 2012
CITY OF EDINA

NOISE MONITORING REPORT: 6500 FRANCE AVENUE SOUTH

Kvernstoen, Rönholm & Associates, Inc. was retained by Mount Development Co. to measure noise levels at the property lines at the 6500 France location, and to verify the sound levels produced by the Rooftop Units (RTU's) on the proposed new building.

To that end I traveled to the site on 3/16/2012 to perform statistical noise measurements at the locations shown on Fig. 1.

Procedure

Each measurement period was 30 minutes. The microphone was set on a tripod at the locations shown on Fig 1. The meter used was a Larson-Davis precision noise level meter (SN #150) equipped with logging functions and a wind screen for the microphone. The meter was field-calibrated directly before and after the measurements. The temperature was 79 degree F, with very light breezes from the South. Barometric pressure was 29.3 inches Hg.

Results

Measurement results are shown in Table 1 on the next page. I have included several statistical measurements in order to show the variability of the traffic noise, although the only important number is the L₅₀ metric. The L_{xx} numbers

refer to the percentage of time that the noise level was exceeded for that percentage of time. For example, the L₅₀ of at the corner of 65th and France was 68.8 dBA, means that for 50% of the time the noise level was above 68.8 dBA.

Results are as shown below:

Loc'n	L ₁	L ₅	L ₁₀	L ₅₀	L ₉₀	L ₉₅	L ₉₉
1.	76.0	74.1	72.9	<u>67.0</u>	58.4	57.2	55.2 dBA
2.	61.5	59.5	58.5	<u>55.6</u>	53.1	52.7	52.2
3.	76.0	74.2	73.0	<u>68.8</u>	62.7	61.5	59.5

Only the noise level at location #2 is within the MPCA rules as expressed in Minnesota Rule 7030. The rules are as follows:

Daytime (7:00 AM – 10:00 PM): 60 dBA
Nighttime (10:00 PM – 7:00 AM): 50 dBA

I also verified the projected sound levels at the south property line of 6500 France due to the two RTU's that will be located on the roof. This sound level is calculated directly in a horizontal line from the RTU's, or approximately 3 – 4 stories in the air. Sound levels on the ground would be somewhat lower because of shielding by the roof and parapet of the 6500 France building. My calculations of noise levels from the two RTU's corroborate those made earlier by the project mechanical engineer of 43 dBA at the closest property line to the South.

The 43 dBA sound level at the property line is well within the daytime and nighttime MPCA rules. Given that the measured L₅₀ is 55.6 dBA at that location, and that the spectrum from the RTU's will be similar to that of the traffic noise, the RTU's will not add at all to the noise levels currently on the site.



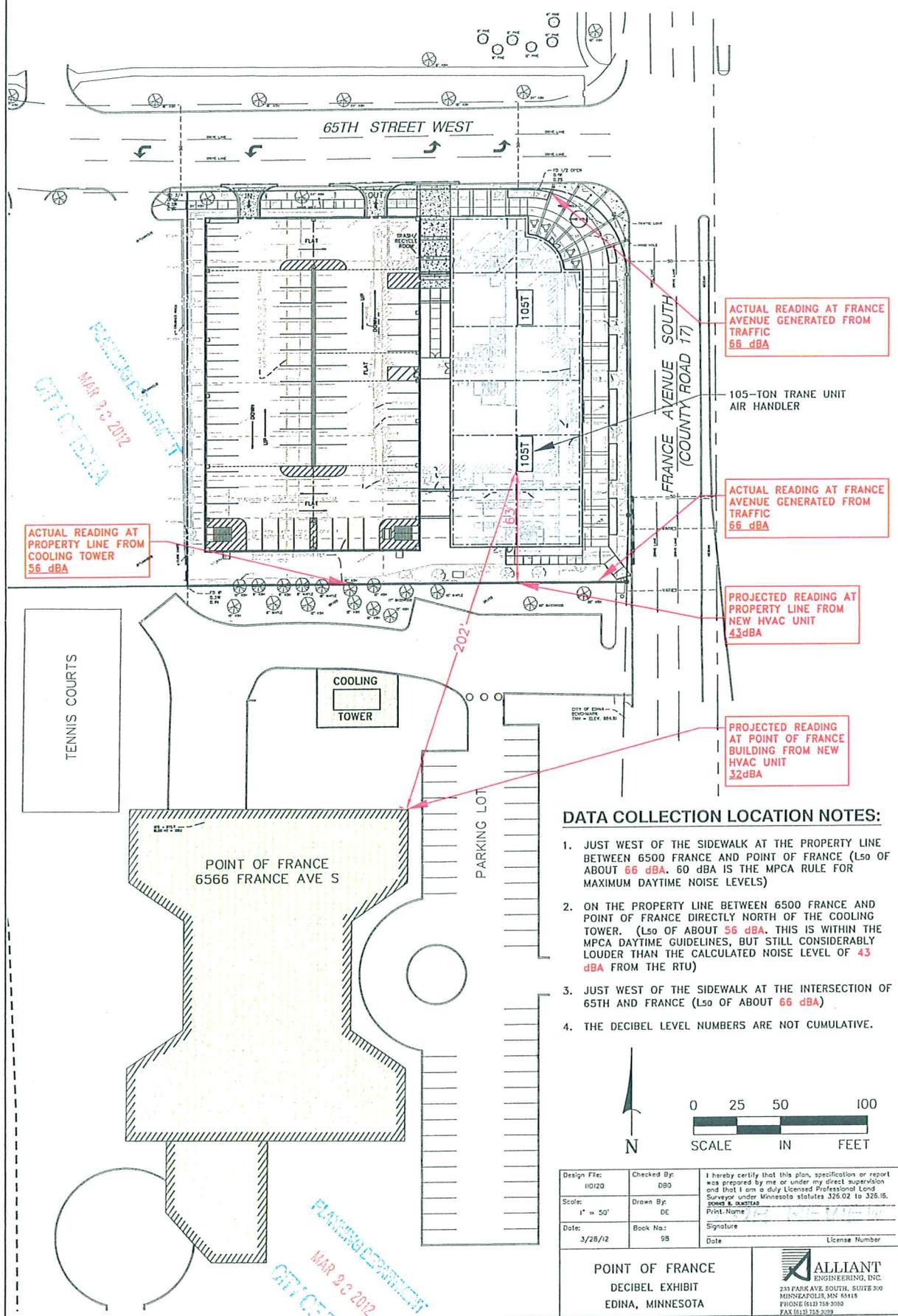
Steven Kvernstoen

PLANNING DEPARTMENT
MAR 28 2012
CITY OF EDINA

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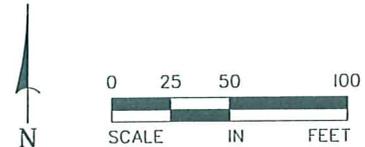
DECIBEL LEVEL GRAPHIC

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DATA COLLECTION LOCATION NOTES:

1. JUST WEST OF THE SIDEWALK AT THE PROPERTY LINE BETWEEN 6500 FRANCE AND POINT OF FRANCE (L50 OF ABOUT 66 dBA. 60 dBA IS THE MPCA RULE FOR MAXIMUM DAYTIME NOISE LEVELS)
2. ON THE PROPERTY LINE BETWEEN 6500 FRANCE AND POINT OF FRANCE DIRECTLY NORTH OF THE COOLING TOWER. (L50 OF ABOUT 56 dBA. THIS IS WITHIN THE MPCA DAYTIME GUIDELINES, BUT STILL CONSIDERABLY LOUDER THAN THE CALCULATED NOISE LEVEL OF 43 dBA FROM THE RTU)
3. JUST WEST OF THE SIDEWALK AT THE INTERSECTION OF 65TH AND FRANCE (L50 OF ABOUT 66 dBA)
4. THE DECIBEL LEVEL NUMBERS ARE NOT CUMULATIVE.



Design File: 101020	Checked By: DBO	I hereby certify that this plan, specification or report was prepared by me or under my direct supervision and that I am a duly Licensed Professional Land Surveyor under Minnesota statutes 326.02 to 326.16. POWELL & QUINN Print Name: _____
Scale: 1" = 50'	Drawn By: DE	
Date: 3/28/12	Book No.: 99	Signature: _____ Date: _____ License Number: _____

POINT OF FRANCE
DECIBEL EXHIBIT
EDINA, MINNESOTA

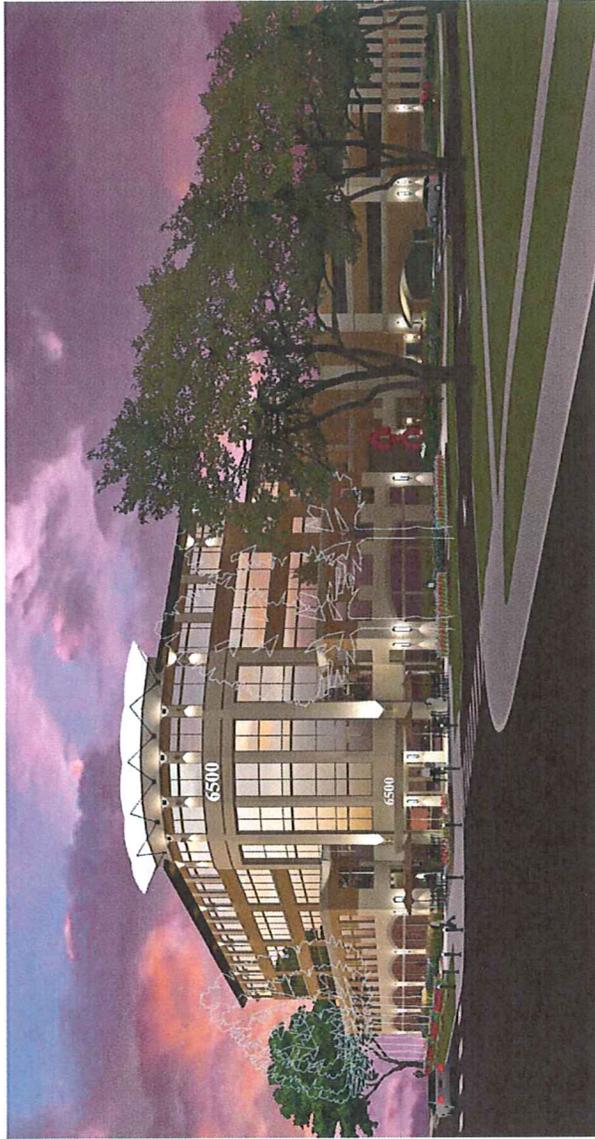
ALLIANT
ENGINEERING, INC.
233 PARK AVE. SOUTH, SUITE 300
MINNETONKA, MN 55345
PHONE (612) 758-2050
FAX (612) 758-2099

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Preliminary Development Plan, Comprehensive Guide Plan Amendment and Re-Zoning Permit Submittal

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6500 France Avenue

September 10, 2012

EDWARD FARR
ARCHITECTS INC

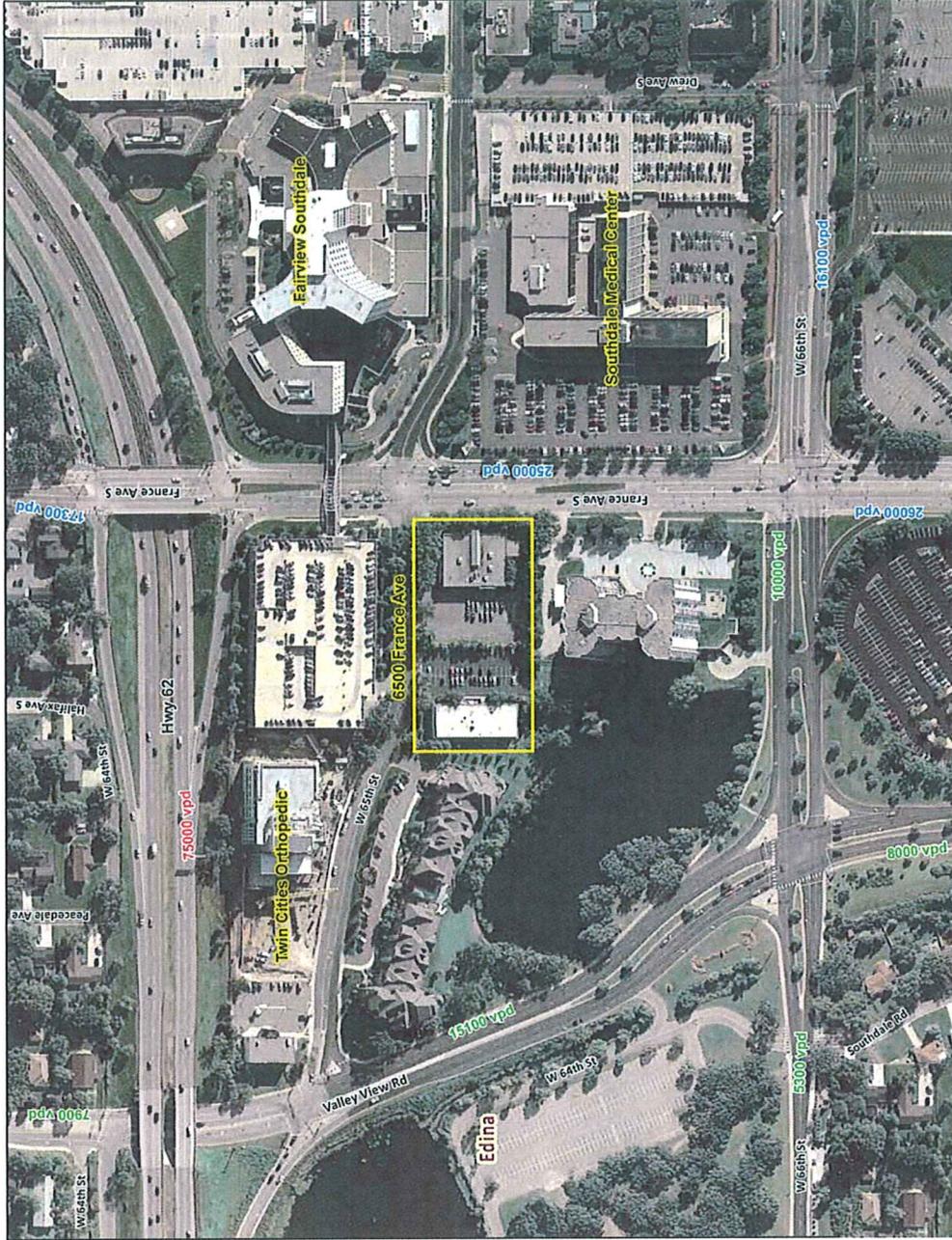
EDINA MEDICAL PLAZA



AURORA
Investments, LLC



MOUNT DEVELOPMENT CO.



Regional Map

September 10, 2012

EDWARD FARR
ARCHITECTS INC

EDINA MEDICAL PLAZA



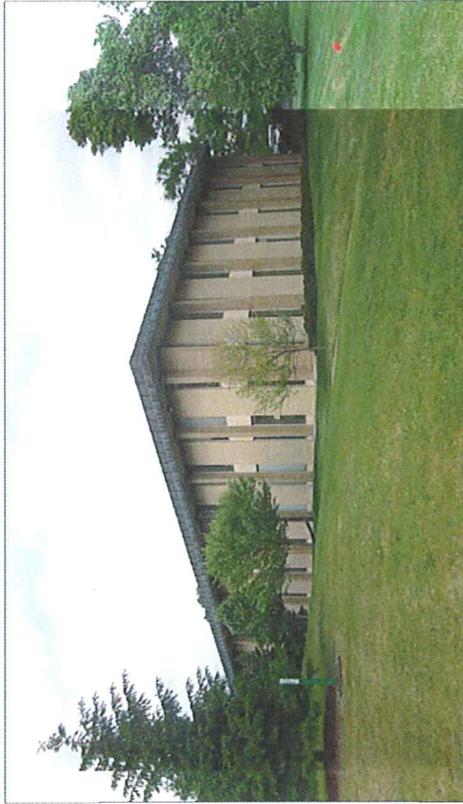
AURORA
Investments, LLC



MOUNT DEVELOPMENT CO.



View from Northwest showing 4005 W 65th St. Bldg.



View from Southwest showing 4005 W 65th St. Bldg.
Existing Conditions



View from Northeast showing 6500 France Building



View from Southeast showing 6500 France Building
September 10, 2012

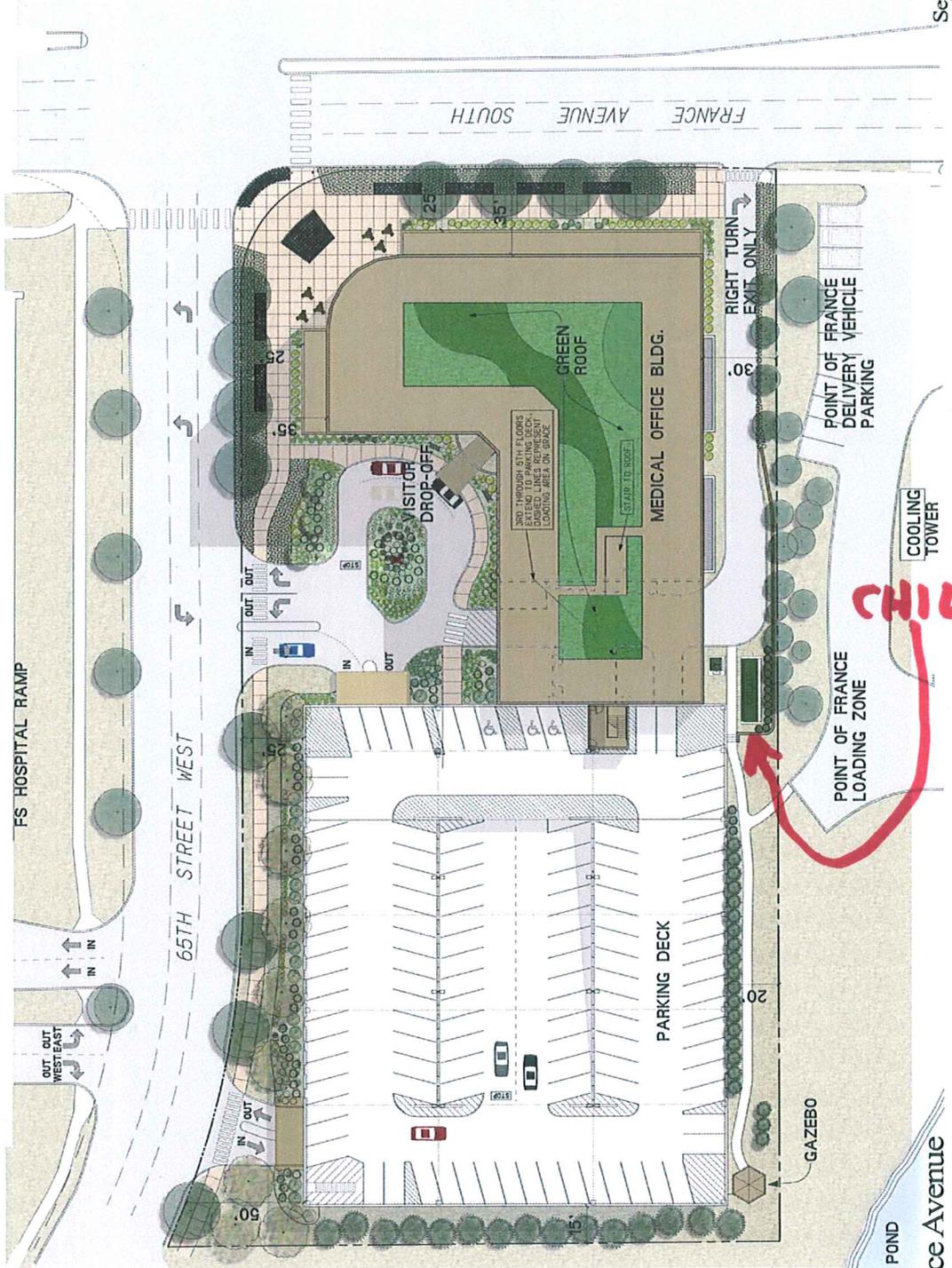
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EDINA MEDICAL PLAZA



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September 10, 2012



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Site Plan
6500 France Avenue



Main Entry

September 10, 2012

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Parking Ramp Entry

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View from Northeast Corner

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View from Southeast Corner

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View from Southwest Corner

September 10, 2012

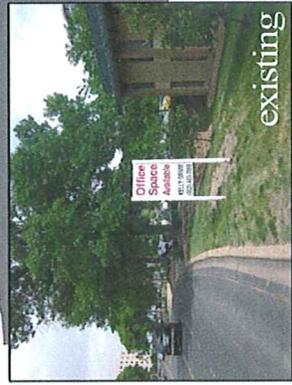
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existing

View from Northwest Corner

September 10, 2012

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Northwest Aerial

September 10, 2012

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Northeast Aerial

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Main Entry Aerial

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The design of this project was prepared by specification of Aurora, was prepared by me, I am a duly Licensed Architect in Minnesota. The name of the firm is Edward A. Farr

Date: 07/10/2012
 Project Name: Edina Medical Plaza
 Fig. No: 11.064

Material Legend

- 1 FACE BRICK #1 - FIELD
- 2 FACE BRICK #2 - BASE
- 3 FACE BRICK #3 - ACCENT
- 4 EIFS CORNICE
- 5 PRECAST (PC) CORNICE
- 6 BRONZE SELECTIVE GLASS IN CHAMPAGNE ALUM FRAMES
- 7 ARCH'L PC CONC - LIMESTONE
- 8 STRUCT. PC CONC #1 - EXP AGG TO MATCH BRICK #1
- 9 STRUCT. PC CONC #2 - ACID ETCH TO MATCH BRICK #2
- 10 STRUCT. PC CONC #3 - ACID ETCH TO MATCH BRICK #3
- 11 PC CONC #4 TO MATCH PRECAST CORNICE
- 12 PREFINISHED LOUVER
- 13 DECORATIVE WALL LIGHT
- 14 TRANSLUCENT CROWN W/ STAINLESS STEEL SUPPORT
- 15 BUILDING ADDRESS NUMBERS
- 16 LIGHT POLES, METAL HALIDE
- 17 PREFINISHED METAL PANELS
- 18 ORNAMENTAL GUARDRAIL

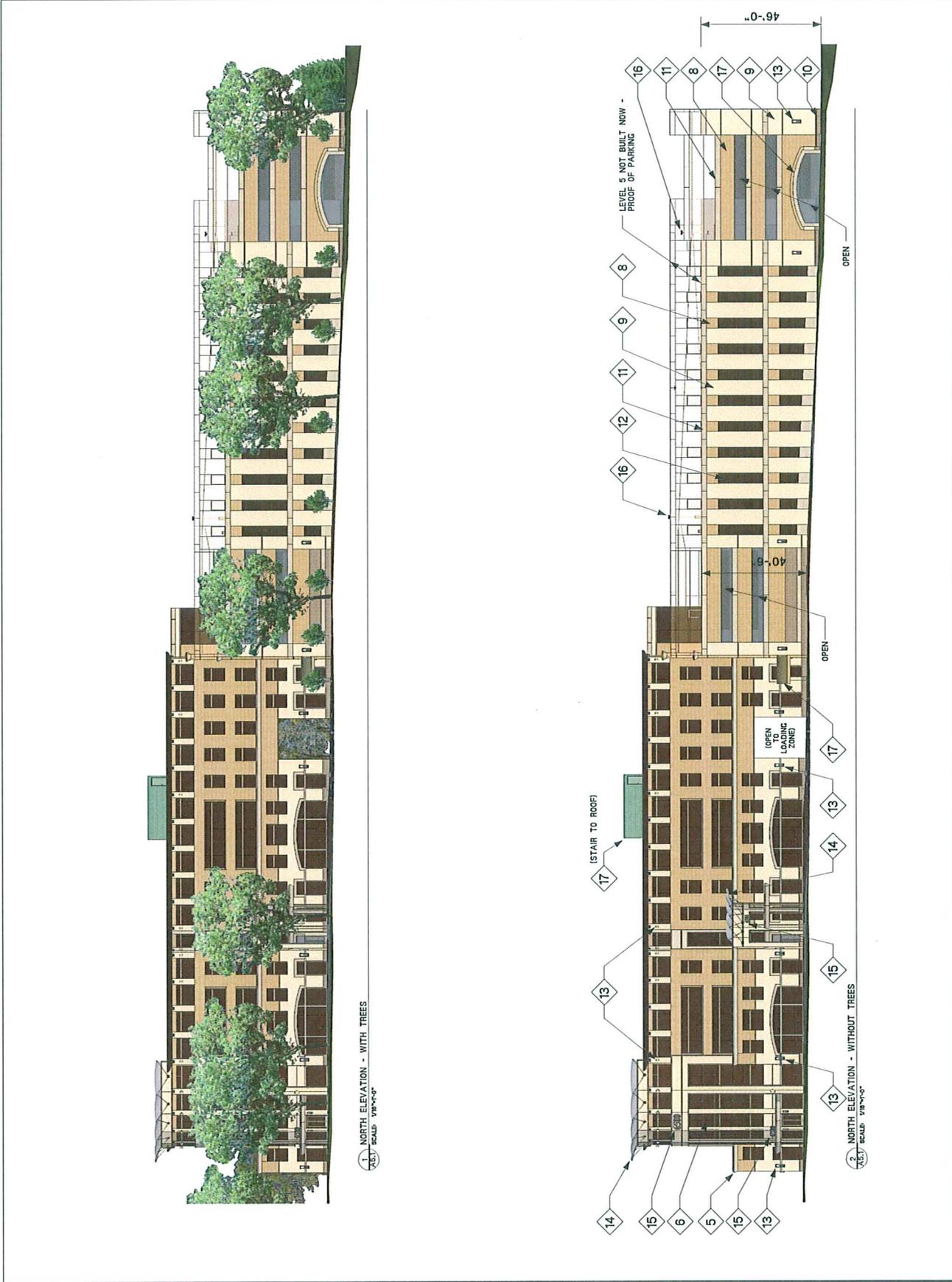
EDWARD FARR ARCHITECTS INC
 1700 Oakdale Avenue, Suite 100
 Minneapolis, MN 55411
 Phone: 612.338.1100
 Fax: 612.338.1101
 www.edwardfarr.com

AURORA Investments, LLC

Project: EDINA MEDICAL PLAZA
 Mount Development Co.
 8600 FRANCE AVENUE SOUTH
 EDINA, MINNESOTA

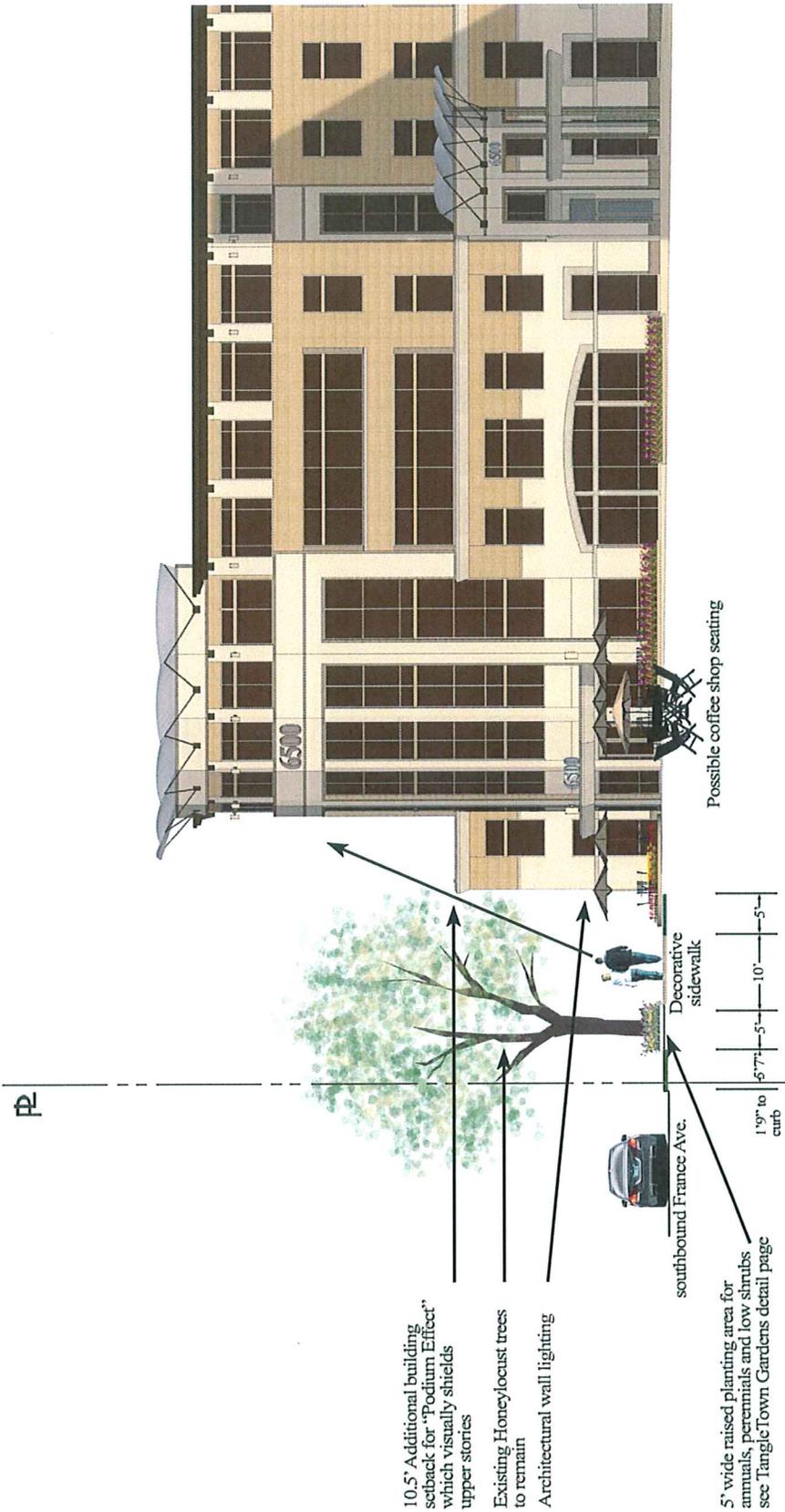
Revised For: 07/10/2012
 Client: SUBMITTAL

Project Name: EDINA MEDICAL PLAZA
 Project Number: 11.064
 Sheet Number: A5.1



A43

A46



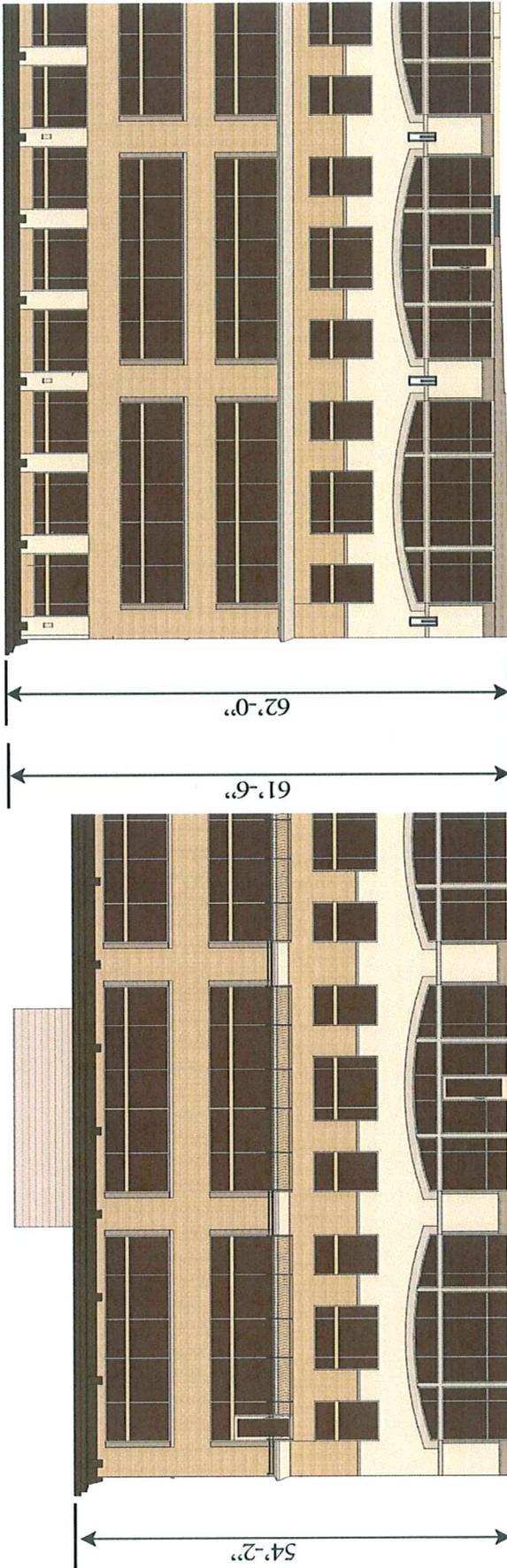
September 10, 2012

Pedestrian sidewalk at France Avenue looking south

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Proposed: 5 Story w/o RTU's

Phase 1: 4 Story with RTU's
(Previous Submittal)

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Building Height Comparison

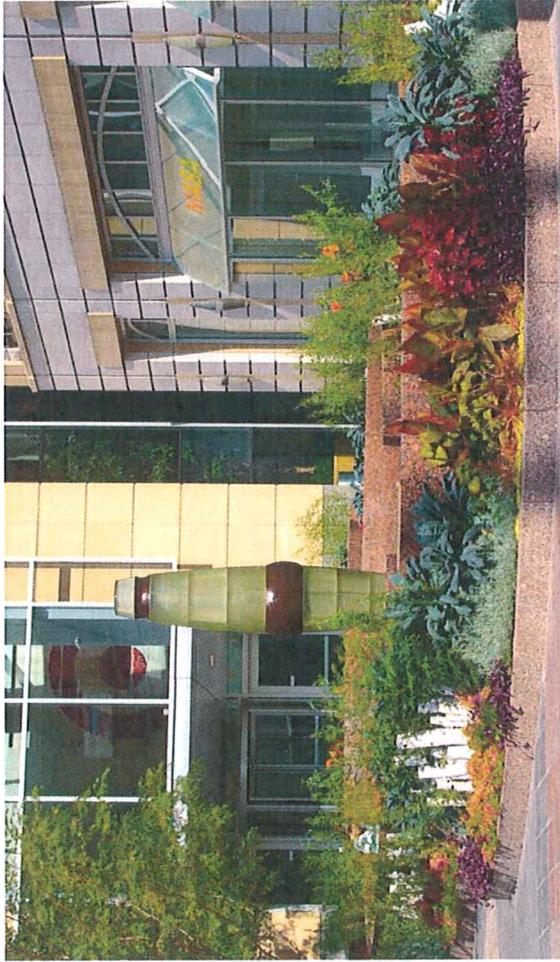
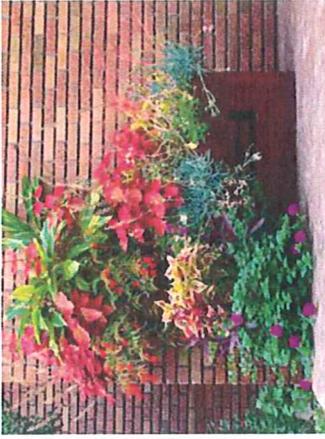


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EDINA MEDICAL PLAZA

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A48



**Planting Concepts
for public sidewalk
planter areas**

6500 France Ave.
Dean Engelmann & Scott Endre, Principals
Olivia Spyra, Landscape Designer



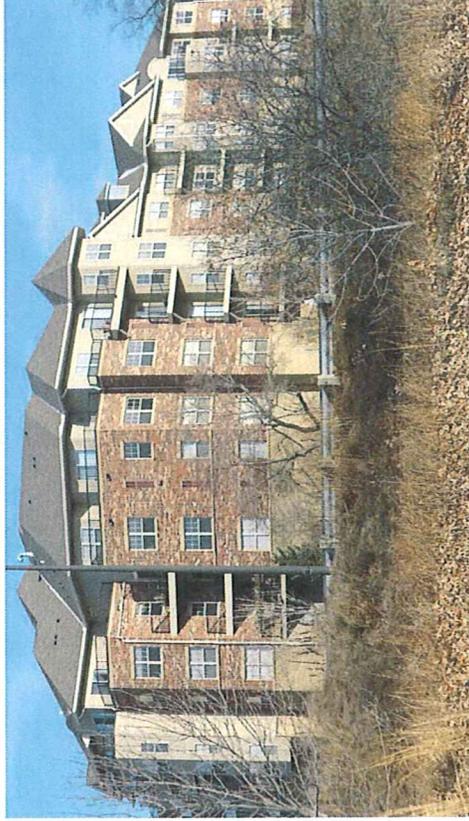
6500 France Ave. Medical Plaza
Dean Engelmann & Scott Endre, Principals
Olivia Spyra, Landscape Designer

Edina Medical Plaza



6500 France Avenue South
5 Stories - 62'

Comelia Place Apartments



4105 W. 65th Street
4 Stories - 79'
(4 level building including gable roof)

Building measurements to the highest point

September 10, 2012

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Edina Medical Plaza



6500 France Avenue South
5 Stories - 62'

Fairview Southdale Hospital



6401 - 6405 France Avenue South
4 & 8 Stories - 124'

Building measurements to the highest point

September 10, 2012

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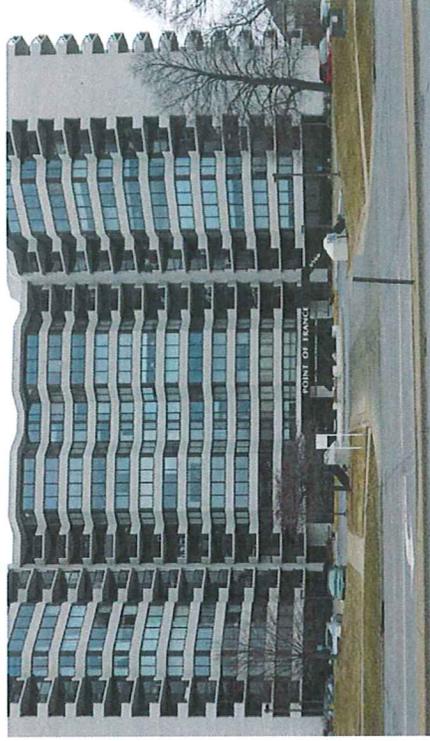
A50

Edina Medical Plaza



6500 France Avenue South
5 Stories - 62'

Point of France



6566 France Avenue South
13 Stories - 123'

Building measurements to the highest point

September 10, 2012

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Edina Medical Plaza



6500 France Avenue South
5 Stories - 62'

Southdale Medical Center



6545 France Avenue South
6 Stories - 92'

Building measurements to the highest point

September 10, 2012

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EDINA MEDICAL PLAZA



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AS2

Edina Medical Plaza



6500 France Avenue South
5 Stories - 62'

Southdale Office Centre



6600 & 6800 France Avenue South
6 & 7 Stories - 99'

Building measurements to the highest point

September 10, 2012

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EDINA MEDICAL PLAZA

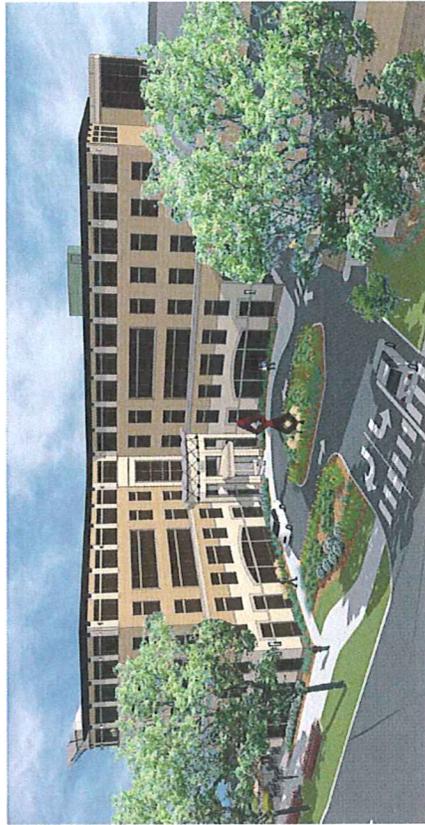


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Edina Medical Plaza



6500 France Avenue South
5 Stories - 62'

Twin City Orthopedics



4010 West 65th Street
4 Stories - 82' & 85'

Building measurements to the highest point

September 10, 2012

EDWARD FARR
ARCHITECTS INC

EDINA MEDICAL PLAZA



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