

APPLICANT
NARRATIVE



MULTIFAMILY COMMUNITIES

PROJECT NARRATIVE

6725 YORK AVENUE SOUTH, EDINA, MN 55435

Monday, March 3rd, 2014

Team

DEVELOPER: LENNAR MULTIFAMILY COMMUNITIES, LLC (LMC)

Lennar Corporation (NYSE: LEN) is a Miami-based homebuilder founded in 1954, with a market capitalization of over \$8.6 billion. It has offices in 33 markets and 16 states, and employs approximately 5,750 associates nationwide. In mid-2011, Lennar created **Lennar Multifamily Communities, LLC (LMC)**, a company that specializes in the development, management, construction, and ownership of Class A multifamily communities across the nation. LMC's core vision is to work in top tier cities with top tier architects to create luxury condominium quality rental communities. Since its founding, LMC has attracted an outstanding team of seasoned professionals, has purchased 12 sites and contracted for 16 more. Eleven projects are under construction and the company has plans to start 20 more projects in 2014. LMC's pipeline includes over 16,000 units and \$3.9 billion in total development cost. Beyond the numbers, LMC is led by professionals that are passionate about creating vibrant communities that positively impact not only the residents, but also the surrounding communities that we become an integral part of.

ARCHITECT: ELNESS SWENSON GRAHAM ARCHITECTS (ESG)

Since our founding in 1970, **Elness Swenson Graham (ESG) Architects** has helped our clients create environments for business, community and leisure. In doing so, we have gained the experience and ability to deliver high quality designs for many building types. But this alone is not enough to achieve our mission. The essence of ESG is more than just architecture and buildings. Throughout our entire time, our commitment to enriching our built environment has remained steadfast. It's a commitment that drives us to go beyond the expected to deliver the superior, the timeless, the memorable and the unique; to create environments that capture the human spirit and uplift our lives. This is what we do best. We strive to combine our clients' needs and stewardship for the environment with our knowledge of buildings, markets and culture to deliver uplifting and forward-looking design solutions.

The experience derived from our work allows us to offer each client a great breadth of informed and integrated services. We bring holistic solutions to complex problems. We create truly unique environments that enhance our communities and help our clients successfully pursue their goals in the development and construction industries.

ESG is committed to creating communities that are both memorable and practical. We breathe life and vitality into our new urban environments.

For generations outside our core cities, our society has created single purpose neighborhoods that isolate us from one another and separate us from our workplaces and shopping marts. In so doing, we have placed incredible strains on our infrastructure and resources. Today we want more. We want to build real communities and promote stewardship for our land. We want to live close to our workplaces and close to others. We want to eat out more, to walk to shops, to sit outside in a pleasant, vibrant, safe environment made up of diverse buildings, diverse people, and great public places.

AS

Staying ahead of the market - Residential Communities and Community Planning

Whether it is on a single site or a large parcel, multi-family residential development has long been a large part of our built environment. Housing is a forceful driver of new development and will remain so as long as our population continues to grow. But our lifestyles evolve and our sensibilities toward land development change. This creates new demands for new residential paradigms. Many people are moving back to the city in large numbers. They wish to live in walkable communities. They now seek vital, 24 hour neighborhoods where they can find the amenities and conveniences of a more urban lifestyle. By advocating for New Urban principles, our Residential Studio has propelled ESG to regional and national prominence. Our portfolio of completed work illustrates these principles and highlights the value that high quality design brings to reshaping our neighborhoods and cities.

Project Purpose and Vision

The purpose and vision for this multifamily development in Edina is to create a high-end luxury rental community with complimentary retail. This complimentary high-end retail tenant(s) (such as a high end restaurant, food service, health club, or other community based retail tenant(s)) will flourish with the other shopping opportunities along York Avenue while also adding an incredible lifestyle value to the residents of the building. This development will give Edina residents a wonderful living option as they downsize, retire, move, etc. while still staying in the community they love. The project will also establish a better utilization for the Wickes furniture site and eliminate the existing dated structure. We strongly believe that this project will become a catalyst for future redevelopment opportunities for other properties going North along York Avenue. The strong pedestrian connection and community terraces will dramatically enhance the walkability of this area with connection into and throughout the site. Special attention has been paid toward the building materials and massing to properly fit within this community; creating a place that is "Pure Edina" by incorporating elements from the surrounding areas such as the limestone that is on City Hall and other Edina structures.

Architectural Description

The architectural design and massing of this project is based on guidance from urban design and architectural design principles developed in the City of Edina's land use plans and timeless city building strategies. The design and massing creates a new fabric and a better street definition along York and Xerxes Avenues. A large opening in the building mass breaks up the south façade and allows for both increased solar penetration and a view enriching vegetative courtyard.

The architectural expression and materials of this project will incorporate contemporary materials and façade composition. The building materials will feature a transparent glass storefront, masonry, and "Edina" limestone at the street level, above which will float a traditionally inspired composition of masonry, architectural metal, and large amounts of glass.

Special attention has been paid toward proper setbacks, material usage, landscaping, and privacy along Xerxes Avenue where our development is adjacent to the single family residential community. Building design details include a dark, grounding two-story podium, segmented to reflect the scale of the homes across the street, an active street level with walk-up units, expressed with a front porch entry design, the creation of three-story bays to create plane changes and additional stepping in the facade, and color and material changes reducing the appearance of height.

Streetscape and Public Realm

The design of this development features streetscape improvements including new pavement, street trees, and lighting. The groundscape will feature green landscape elements, high quality pavement, pedestrian gathering and sitting areas, and decorative lighting. The sidewalks will wrap the entire site allowing neighboring properties a through-way access from York Avenue to Xerxes. This pedestrian connection will also create a one-third mile walking path around the site as a safe walking path for residences and the community. Distinct nodes will be linked to these sidewalks as community terraces. These nodes will both highlight the residential entrance and commercial tenant on each side of the facade facing York Avenue. Safety of pedestrians walking along York will be improved with a landscaped buffer and increased sidewalk width.

Green and Sustainable Features

The key sustainability strategy for this project is to create an urban mixed-use, pedestrian friendly community that allows residents to live, work, and play without dependence on daily automobile usage. The mixed use development will include a complimentary retail tenant to the residential tenants. The development team is committed to the sustainable design principles reflected in the City's comprehensive plan. Our sustainable design mission is to promote livable communities through the use of energy efficient systems, green building practices, reduced dependency on automobiles, creative density, high quality pedestrian and bicycle public realm, and the preservation of natural resources. The project will feature a series of green elements including green construction practices, materials specification, thermal high-efficiency windows and exterior envelope, and numerous permeable planted green spaces both on the site as well as on the amenity level roof.

6725 YORK AVENUE

PROJECT ADDRESS:
6725 York Ave S
Edina, MN



UNIT MIX & SQUARE FOOTAGES

Level	Line	Total GSF	Parking GSF	Garage GSF	Appt GSF	Units/Assembly	Gar GSF*	Units	Residential Garage	Residential Parking**	Surface Parking***	Ministry
Level 1	Parking	92,029	92,029						1,194	291	114	87%
Level 1	Residential	91,336	92,959	13,064	15,518	3,576	12,947	13				85%
Level 2	Residential	54,129			41,842	4,639	41,823	43	440			87%
Level 3	Residential	52,332			52,332		46,861	47	440			87%
Level 4	Residential	52,332			52,332		46,861	47	440			87%
Level 5	Residential	52,332			52,332		46,861	47	440			87%
Level 6	Residential	52,332			52,332		46,861	47	440			87%
Total		484,139	133,022		274,066	8,267	234,026	227	1,684	114	114	86%

* Surface parking includes 179 residential surface parking stalls
 ** Residential surface parking is included
 *** Includes 114 surface parking stalls, 114 stalls/level
 Rates of total residential parking @ 425 stalls = 1.75 multi-unit

Level	Units	Below	1st	1st/2nd	2nd	2nd/3rd	3rd	Total	Units
Level 1	0	0	0	0	0	0	0	0	0
Level 2	2	3	19	1	13	2	3	43	43
Level 3	0	3	22	3	12	1	1	42	42
Level 4	0	3	22	3	12	1	1	42	42
Level 5	0	3	22	3	12	1	1	42	42
Level 6	0	3	22	3	12	1	1	42	42
Total	2	15	111	13	45	7	9	222	222
Net	0.9%	6%	46%	3%	35%	2.9%	2.7%		
Area Sq	567	792	798	88%	1178	1452	1344	567	
Area Sq	567	827.75	738.825	848.925	1217.3175	1231.1325	1840.2348		

AS

PROJECT LOCATION



Site Location

Vicinity

PROJECT TEAM

Client/Developer: Lennar Multifamily Investors
1302 E. Woodland Rd, Suite 304
Schaumburg, IL 60173
Ph: 847-522-3262
Contact: Peter Chmielewski

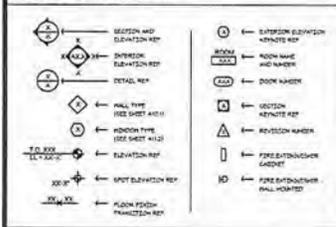
Architect: Ellness Swenson Graham Architects Inc.
300 Washington Ave. South, Suite 1000
Minneapolis, MN 55415
Ph: 612-330-5208
F: 612-330-2492
Contact: Jason Roseth, Christine Behrend

Landscaper: Damon Farber Associates
401 2nd Ave N, Suite 410
Minneapolis, MN 55401
Ph: 612-332-7522
F: 612-332-0006
Contact: Jesse Symonkewicz

Civil: Sunde Engineering, PLLC
10030 Market Ave. South
Bloomington, MN 55437
Ph: 652-220-8672
Contact: Mike Gierber

Survey: Sunde Land Surveys, LLC
9021 E. Bloomington Fwy, Suite 118
Bloomington, MN 55420
Ph: 952-881-2400
F: 952-888-0528
Contact: Lenny Carlson

SYMBOLS LEGEND



SHEET INDEX

SHEET NUMBER	SHEET NAME	POP & REZONING SUBMITTAL (03/03/2014)	NO PARKING SET (03/03/2014)
01.1	TITLE SHEET	+	+
02.0	GENERAL INFORMATION	+	+
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02.2	GENERAL INFORMATION	+	+
02.3	GENERAL INFORMATION	+	+
02.4	GENERAL INFORMATION	+	+
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03.00	GENERAL INFORMATION	+	+

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CITY OF EDINA PDF & REZONING SUBMITTAL 03/03/2014

ORIGINAL DATE: 03/03/2014
REVISIONS: No. Description Date

ESG
CREATED BY: [Name]

6725 YORK AVE.

TITLE SHEET
T1.1



EDINA LANDSCAPE ARCHITECTURE AND DESIGN
500 Washington Avenue South
Minneapolis Minnesota 55415
763.422.9900 FAX 763.422.9902
www.edinalandscapedesign.com

I hereby certify that this document was prepared by me or under my direct supervision and that I am a duly licensed architect under the laws of the State of Minnesota.
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Title: _____
Date: _____

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WEST SIDE OF SITE (ALONG YORK AVE.)



EAST SIDE OF SITE (ALONG ZERKOW AVE.)



NW CORNER OF SITE



NE CORNER OF SITE

A9



SE CORNER OF SITE



SE CORNER OF SITE



VIEW NORTH OF SITE (FROM YORK)



VIEW SOUTH OF SITE (FROM YORK)

CITY OF EDINA
PDP & REZONING
SUBMITTAL
03/03/2014

ORIGINAL DATE: 01/2014
REVISIONS
No. Description Date

213506
PROJECT NUMBER
ESG ESG
DRAWN BY: DATE: 03/12/2014

6725 YORK AVE.

SITE PHOTOGRAPHS
A0.2



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2



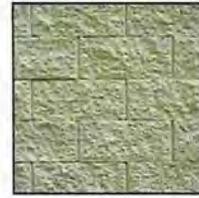
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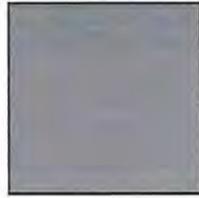
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EXTERIOR FINISHES

- 1A BRICK #1- YELLOW
- 1B BRICK #2- TAN
- 1C BRICK #3- REDDISH-BROWN
- 2A ARCHITECTURAL CAST STONE- CREAM
- 3B BRICK #1- BLACK
- 4A ROOFACE OAK- TAN
- 4B METAL PANEL- DARK BRONZE
- 5A FLOOR COVER BRONZE #1- OAK
- 5B FLOOR COVER BRONZE #2- DARK BRONZE
- 7B STUCCO #1- CREAM
- 7C STUCCO #2- BROWN
- 7D STUCCO #3- DARK BRONZE
- 8A REFURBISHED WOOD/DOOR- DARK BRONZE
- 8B REFURBISHED ALUMINUM STOREFRONT SYSTEM
- 9A BRICK METAL #1- OAK
- 9B BRICK METAL #2- DARK BRONZE
- 9C BRICK METAL #3- CREAM
- 9D BRICK METAL #4- BROWN
- 9E BRICK METAL #5- WHITE



7



8



9



STUCCO TEXTURE



STUCCO COLORS

11

12



12



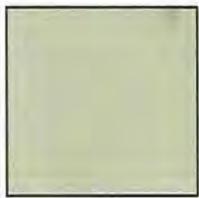
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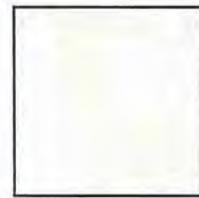
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16



17



18

ADD



Edina, Minnesota 55425-1001
 510 Washington Avenue, Suite 200
 Minneapolis, Minnesota 55415
 P: 612-338-5100
 F: 612-338-5101
 WWW.ESCINC.COM

Colors and finishes that are not shown are available by order and subject to availability and that I am a field service contact under the terms of the State of Minnesota.
 Signature: _____
 Title of Escrow Agent: _____
 Date: _____

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 03/03/2014

ORIGINAL ISSUE: APPROVED

REVISIONS:

No.	Description	Date

213506
 PROJECT NUMBER

ESC PROJECT NUMBER: _____
 ESC PROJECT NUMBER: _____

6725 YORK AVE.

EXTERIOR BUILDING MATERIALS
A0.3



LOOKING NORTHEAST ALONG YORK



LOOKING SOUTHEAST ALONG YORK



edina city council
500 Washington Avenue South
Minneapolis, Minnesota 55425
612.222.7700
www.edinacity.com

This study report that this document was prepared for use in order to assist in the decision making process for a City Council action under the laws of the State of Minnesota.

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A11

CITY OF EDINA PDP & REZONING SUBMITTAL 03/03/2014		
ORIGINAL ISSUE	03/03/2014	
REVISIONS		
No.	Description	Date
213506	PROJECT NUMBER	
ESG	Checked	Date
6725 YORK AVE.		
PERSPECTIVE VIEWS		
A0.4		

A12

6725 YORK AVE.

Edina, MN



LOOKING NORTHWEST ALONG KERKES



LOOKING SOUTHWEST ALONG KERKES



ALBERT SWENSON GLASBECK ARCHITECTS
 500 WASHINGTON AVENUE SOUTH
 MINNEAPOLIS, MINNESOTA 55415
 P. 612.338.1100
 F. 612.338.1101
 WWW.ESGARCHITECTS.COM

I hereby certify that this document was prepared by me or under my direct supervision and that I am a duly licensed architect under the laws of the State of Minnesota.

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Date of Printing _____

Project # _____

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 03/03/2014

ORIGINAL ISSUE: 03/03/14

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 No. Description Date

2/13/06
 PROJECT NUMBER

ESG DRAWN BY
 ESG CHECKED BY

6725 YORK AVE.

PERSPECTIVE VIEWS
A0.5

SB



NORTH ELEVATION



EAST ELEVATION (FACING XERXES AVE.)



SOUTH ELEVATION



WEST ELEVATION (FACING YORK AVE.)

14	ROOF - 14'
15	ROOF - 13'
16	ROOF - 12'
17	ROOF - 11'
18	ROOF - 10'
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100	ROOF - 0'

A3.1
EXTERIOR ELEVATIONS

6725 YORK AVE.

DATE: 02/03/2014
SUBMITAL
PDP & REZONING
CITY OF EDINA

PROJECT NUMBER: 113506
DATE: 02/03/2014
SCALE: 1/8" = 1'-0"

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6725 YORK AVE.
Edina, MN





Edina, Minnesota
100 Washington Avenue South
Minneapolis, Minnesota 55415
Tel: 612.317.1100
Fax: 612.317.1102
www.esgarch.com

I hereby certify that this document was prepared by me or under my direct supervision and that I am a duly licensed architect under the laws of the State of Minnesota.

Signature: _____
Name in Printing: _____
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ORIGINAL ISSUE: 04/14/2014
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NO. DESCRIPTION DATE

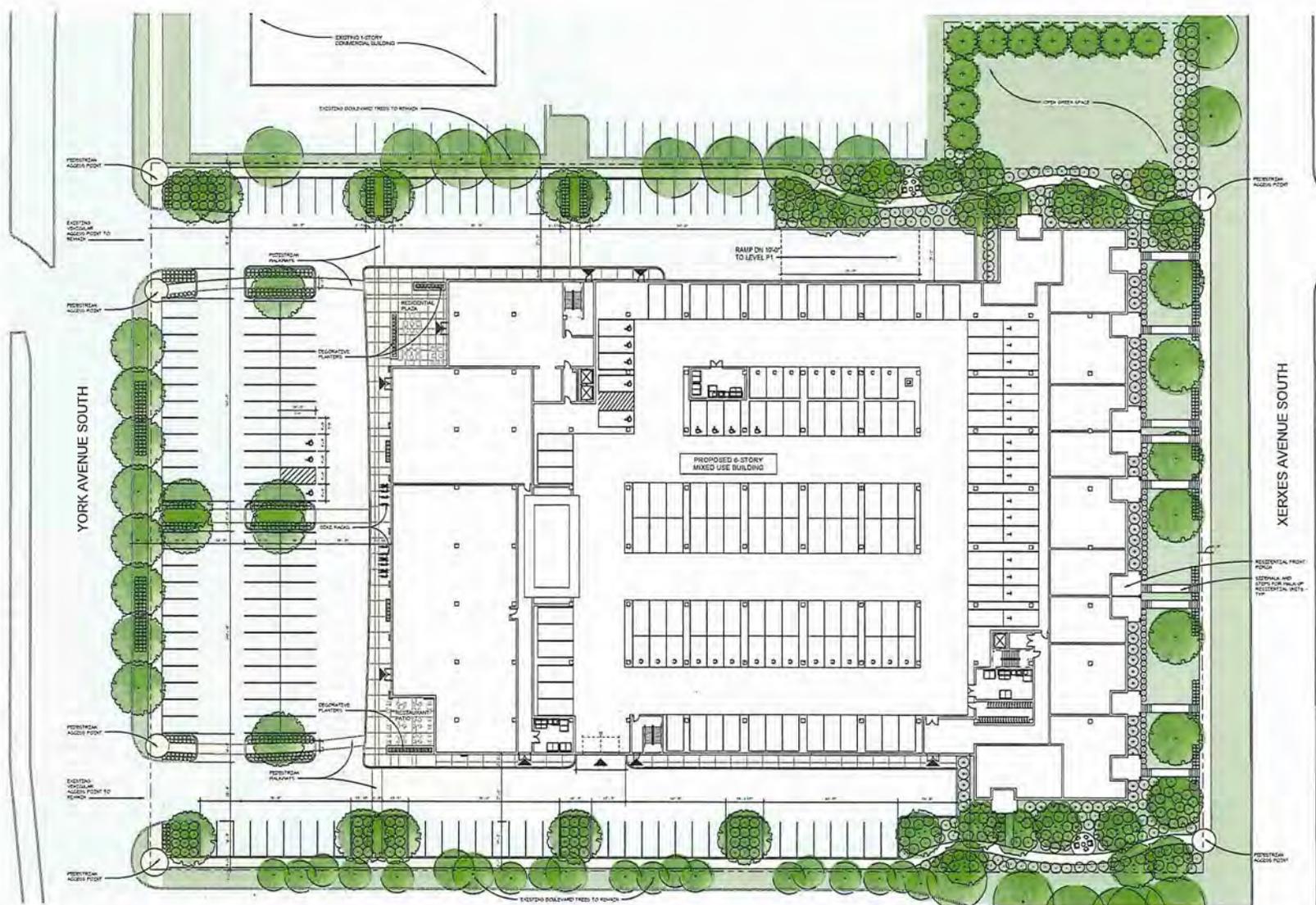
213606
PROJECT NUMBER
ESG
DESIGNED BY



6725 YORK AVE.

ARCHITECTURAL SITE PLAN
A0.1

515



ARCHITECTURAL SITE PLAN
7x2016

6725 YORK AVE.
 COLA, MD

RECEIVED
 3-25-14



ESG ARCHITECTURE
 1300 Washington Avenue South
 Jacksonville, Florida 32211
 Tel: 904.251.3100
 Fax: 904.251.3102
 www.esgarchitect.com

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 CHECKED BY: [Name]
 DATE: 03/03/2014

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 03/03/2014

ORIGINAL DATE: 03/03/2014
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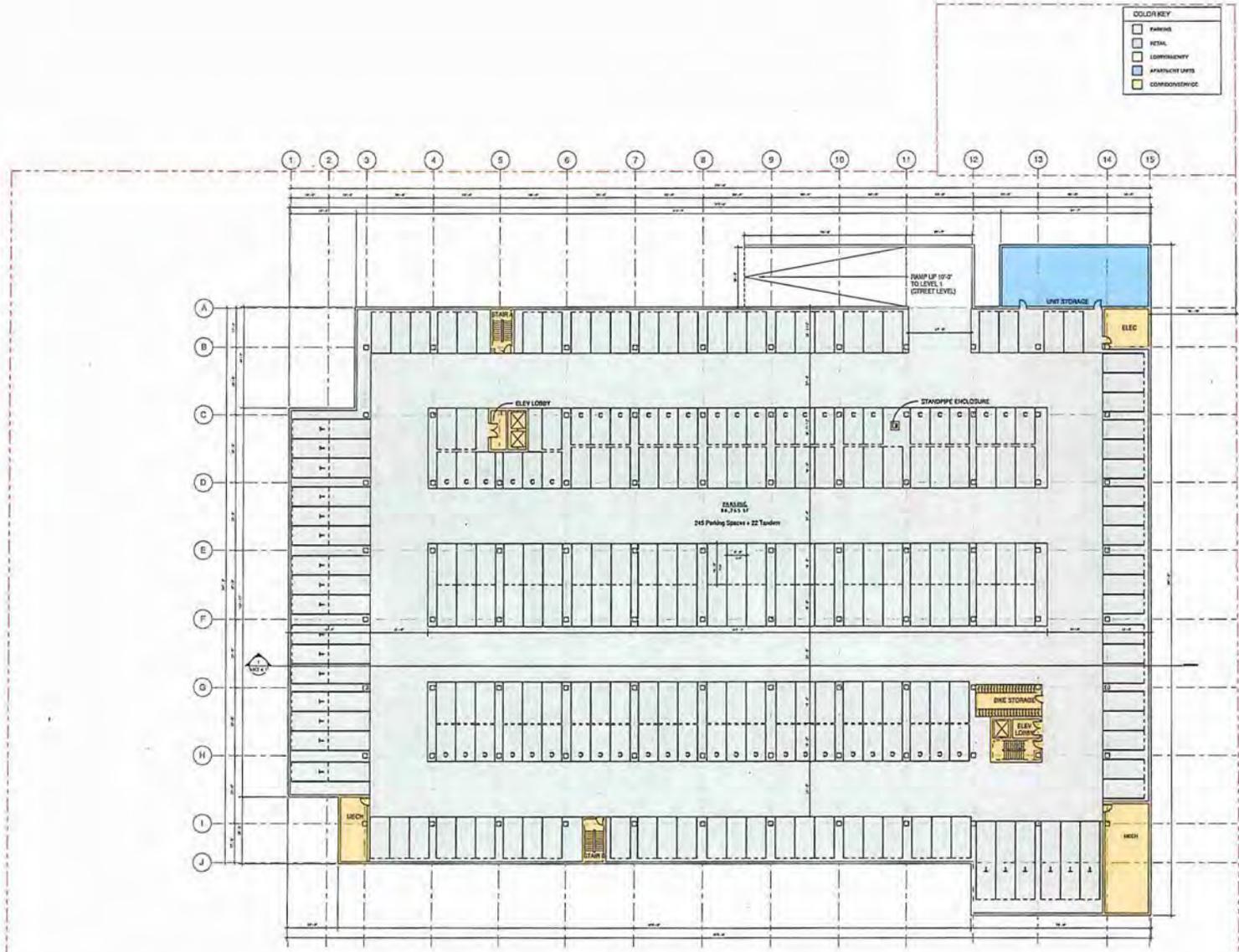
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 ESC ESC

6725 YORK AVE.

PLAN - LEVEL P1 (PARKING)
 A1.0

COLOR KEY

[Light Blue Box]	PARKING
[Light Green Box]	RETAIL
[Light Yellow Box]	COMMONWEALTH
[Light Purple Box]	APARTMENT UNITS
[Light Orange Box]	COMMONWEALTH



#17

PLAN - LEVEL P1 (PARKING)

6725 YORK AVE.
60th Fl.

RECEIVED
3-25-14



elias olesen graham architects
1000 Washington Avenue South
Minneapolis Minnesota 55415
T: 612.338.2300
F: 612.338.2302
www.esgarchitects.com

These notes are to be read in conjunction with the contract documents and the drawings. The contractor shall be responsible for obtaining all necessary permits and for the accuracy of the information provided.

Notes to be read in conjunction with the contract documents and the drawings.

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ORIGINAL ISSUE
KEYWORDS
NO Description Date

11

213106
Project Number

ESG ESG
Project Architect

12

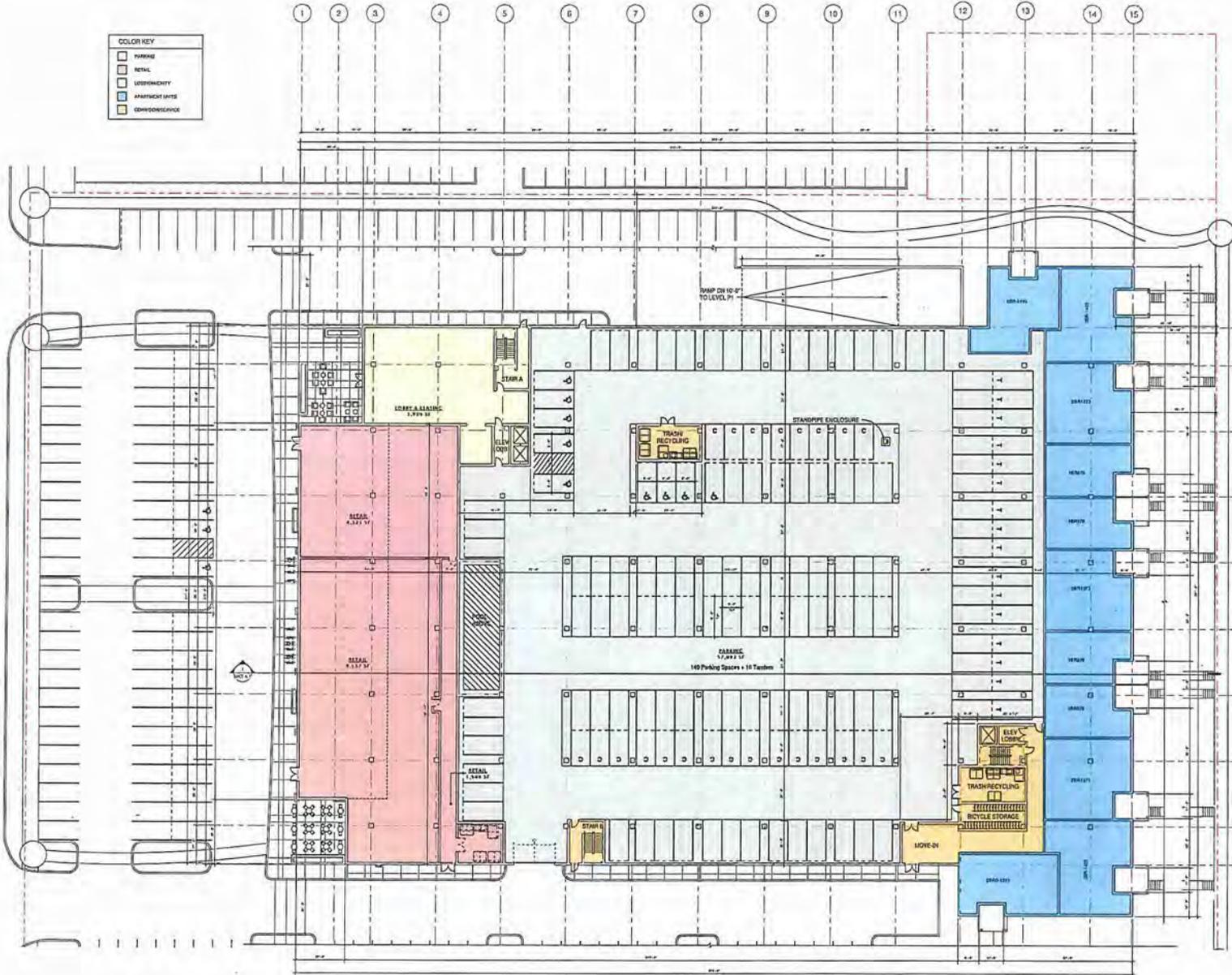
6725 YORK AVE.

PLAN - LEVEL 1 (STREET LEVEL)

A1.1

COLOR KEY

[Pink Box]	TRASH
[Light Blue Box]	RECYCLING
[Light Green Box]	STAIRWELL
[Light Yellow Box]	APARTMENT UNIT
[Light Purple Box]	COMMONSPACE



A1.1

PLAN - LEVEL 1 (STREET LEVEL)

6725 YORK AVE.

6725 YORK AVE.

Edina, MN

RECEIVED
3-25-14



ESG
100 Washington Avenue South
Minneapolis, Minnesota 55415
P 612.339.3300
F 612.339.3302
www.esg.com

I hereby certify that the drawings are prepared to the best of my skill, knowledge and true level of skill and experience under the laws of the State of Minnesota.

Signature
Title or Position

PROJECT: 1401

DATE: 03/11/14

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CONSTRUCTION

SD PRICING SET
03/03/2014

ORIGINAL DATE: 03/03/2014

REVISIONS

NO. Description Date

H

J

6725 YORK AVE.

PLAN - LEVEL 2

A1.2

COLOR KEY

- PARKING
- RETAIL
- LOBBY/ENTRANCE
- APARTMENT UNITS
- CORRIDOR/SERVICE



A1.1

6725 YORK AVE.
Evan, WI

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3-25-14



ESG
3500 WASHINGTON AVENUE, SUITE 100
MILWAUKEE, WISCONSIN 53212
TEL: 414.224.5500
WWW.ESGARCHITECTS.COM

ESG ARCHITECTS AND INTERIORS, INC.
DESIGNED BY THE ARCHITECT AND ENGINEER
AND SHALL NOT BE A BASIS FOR CONSTRUCTION
UNLESS SHOWN AS PART OF THE CONTRACT

DATE: 03/03/2014
PROJECT: 6725 YORK AVE

(A)

(B)

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REFERENCE ONLY**

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CONSTRUCTION**

(E)

SD PRICING SET
03/03/2014

ORIGINAL ISSUE: 03/03/2014

REVISIONS

NO.	Description	Date
(C)		

(H)

0315506
ESG ARCHITECTS AND INTERIORS, INC.

ESG ARCHITECTS AND INTERIORS, INC.
03/03/2014

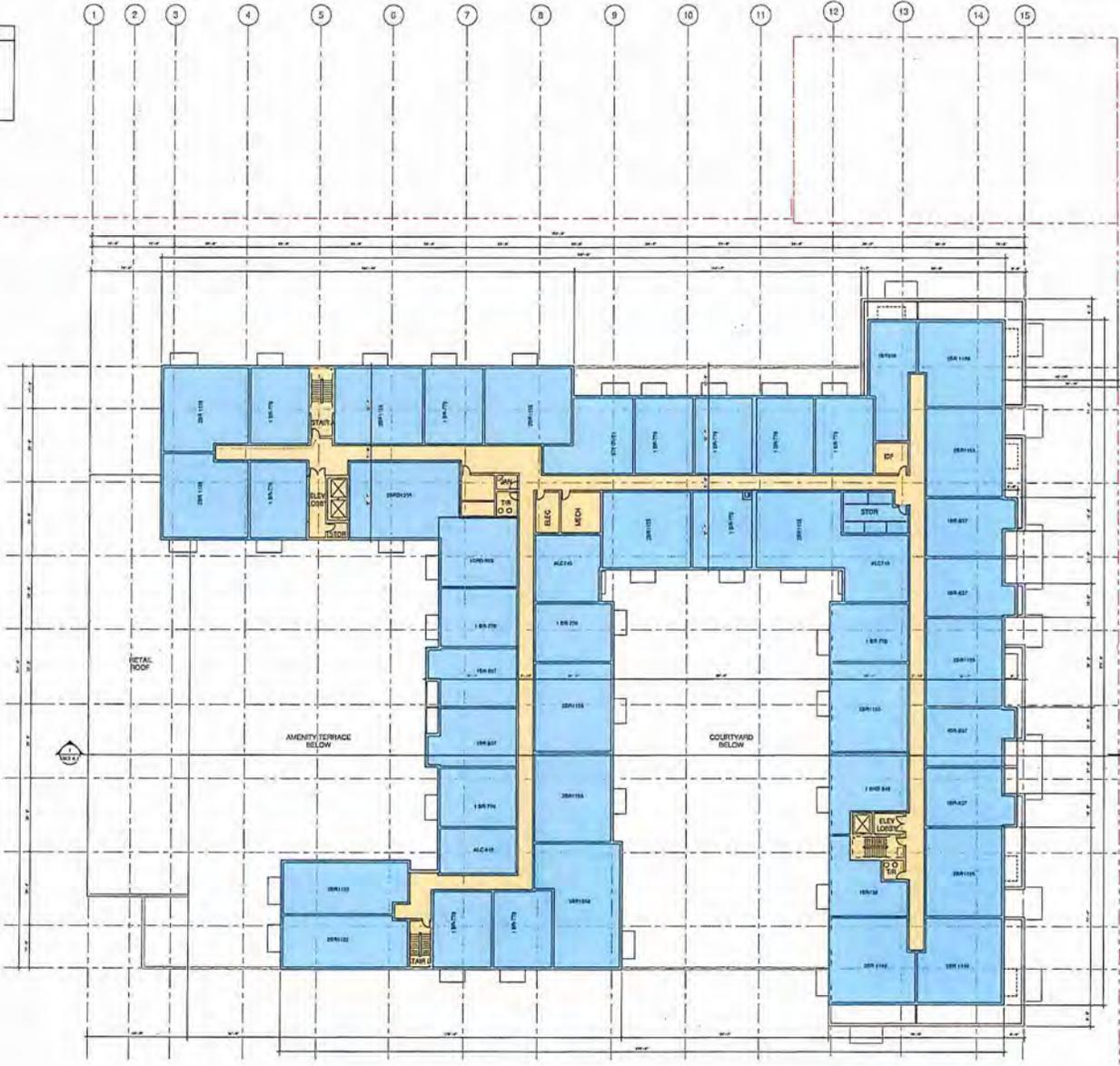
(J)

6725 YORK AVE.

PLAN - LEVEL 3-5
A1.3

COLOR KEY

[Blue Box]	FINISH
[Light Blue Box]	MECH.
[Yellow Box]	COMMON AREA
[Light Blue Box]	APARTMENT UNITS
[Yellow Box]	COMMON SERVICE



A20

6725 YORK AVE.
 Eden, WA

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 3-25-14



ESG
 550 Washington Avenue South
 Minneapolis, Minnesota 55415
 Tel: 612.338.7500
 Fax: 612.338.7502
 www.esginc.com

This price sheet is a summary of the information contained in the contract documents and is not intended to be used as a contract. It is subject to the terms and conditions of the contract documents.

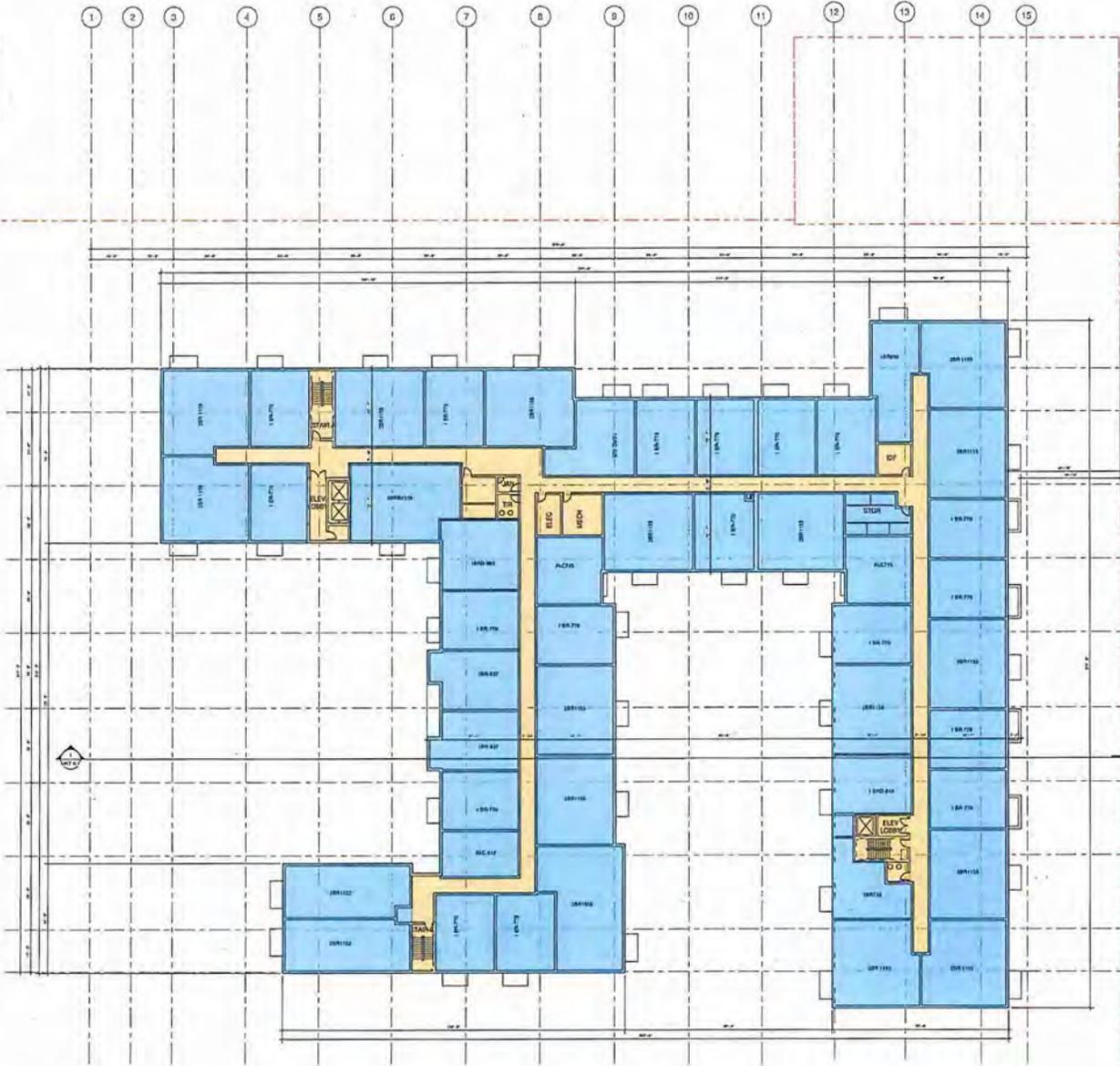
ESG is not responsible for any errors or omissions in this price sheet. It is the responsibility of the user to verify the accuracy of the information contained herein.

ISSUED FOR REFERENCE ONLY
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PLAN - LEVEL 6
 A1.6

COLOR KEY

[Blue Box]	PARKING
[Red Box]	REAR
[Yellow Box]	LOBBY/ENTRY
[Light Blue Box]	APARTMENT UNITS
[Orange Box]	COMMON SERVICE

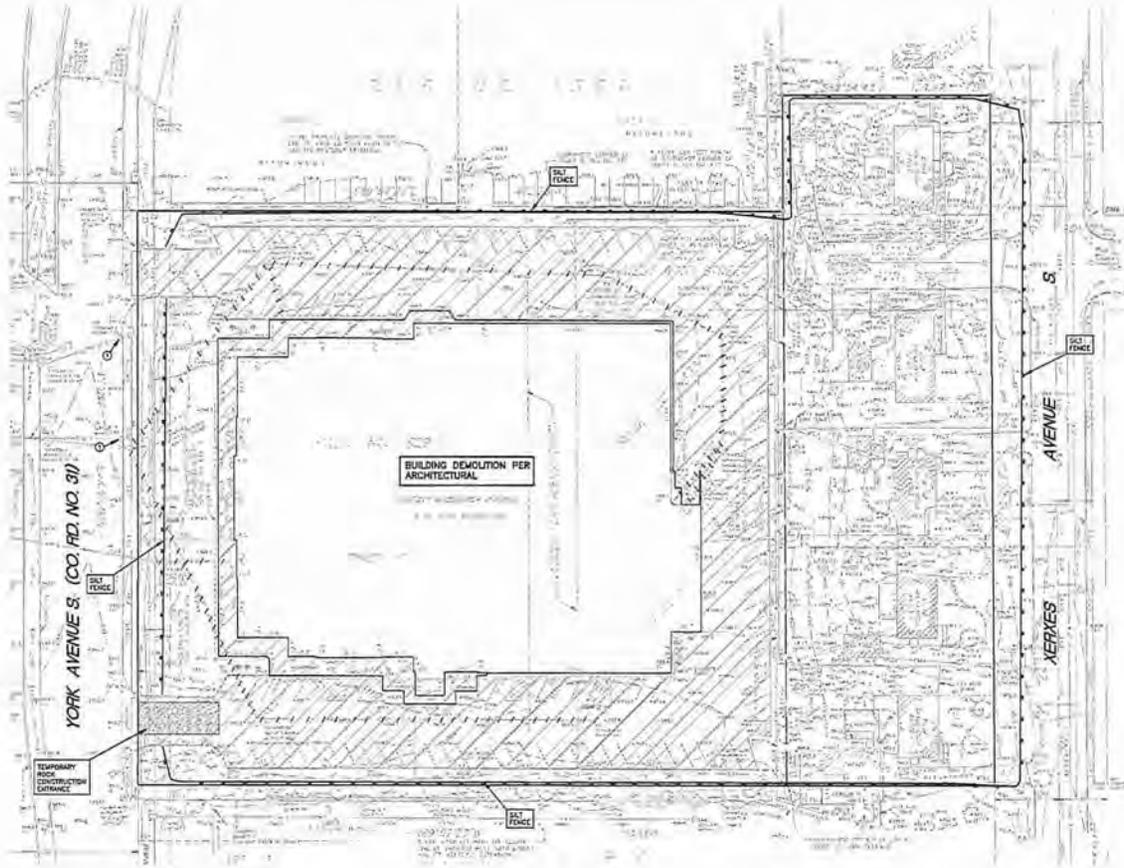


A21

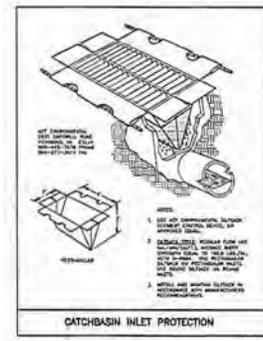
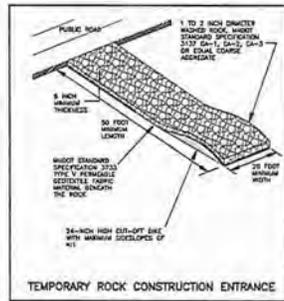
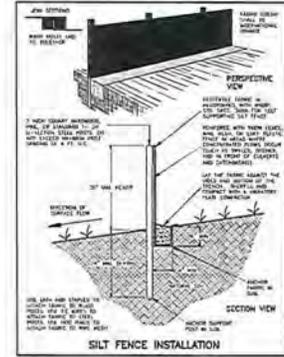
SD PRICING SET 03/03/2014		
ORIGINAL ISSUE:	REVISION:	
NO.	Description	Date
(H)		
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6725 YORK AVE.		
PLAN - LEVEL 6 A1.6		



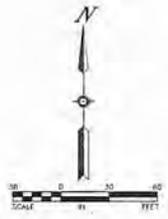
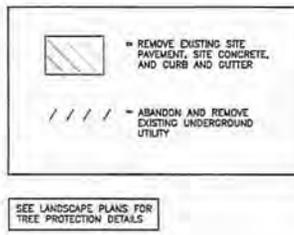
NOTES:
 ① - CATCH BASIN INLET PROTECTION (AND SILT SACK, OR CITY OF MINNEAPOLIS APPROVED EQUAL). SEE DETAIL.



422



- 1) CLEARING:**
1. Perform all clearing and grubbing work in accordance with the provisions of MNDOT Standard Specification Section 2151, and for additional requirements contained herein.
 2. Clearing is defined as the complete removal and disposal of all portions of natural and artificial obstructions including, structures, trees, shrubs, bushes, windfalls, stumps, and other vegetation in the designated areas that will remain ground except stumps. Grubbing is defined as the excavation, removal, and disposal of all portions of natural and artificial obstructions including, structures, trees, shrubs, bushes, windfalls, and other vegetation that exist below ground including stumps.
 3. Clear and grub the construction area in advance of the grading operation.
 4. **Stump Removal:** Completely remove all stumps, roots 40 mm (1.5 inches) in diameter or larger, buried logs, and all other objectionable material occurring within the limits of the new building and to horizontal distance of 1.0 m (3.0 feet) beyond the building walls.
 5. **Clearing Steps:** Grub all stumps, roots 40 mm (1.5 inches) in diameter or larger, buried logs, and all other objectionable material occurring within the grading limits to a depth of not less than 1 m (3.28 feet) below the existing ground surface or subgrade excavation, whichever is deeper.
 6. Remove and compact all depressions resulting from the clearing and grubbing operations with suitable material in order to make the surface identical to the original undisturbed surface of the ground.
 7. After the site has been cleared and prior to any cutting or filling operations, strip or haul and organic soils from areas to be built upon, paved, or where grades are to be changed more than 152 mm (6 inches). Strip the existing topsoil to whatever depth is required. Preserve topsoil by covering with underlying material, or other objectionable material. Remove heavy growing or trees from areas before stripping. Where trees are to be left standing, state (owner) obtains a sufficient clearance away from the trees in order to prevent damage to the main root system.
 8. Stumps will be re-cut at an area part of the new construction. Remove excess soil from the site.
 9. Conduct operations in a manner that will leave most surface water. Identify and eliminate low point debris and trash. Do not disturb site drainage. Do not exceed a maximum depth of 1 foot.
 10. Keep the soil erosion pump in order to prevent drying out soil.



SEE SHEETS C1.3 AND C1.4 FOR ADDITIONAL NOTES AND DETAILS

6725 YORK AVE.
 EDINA, MN



edina's water system projects
 100 Washington Avenue South
 Minneapolis Minnesota 55411
 P. 612.339.3308
 F. 612.339.3382
 www.esgmn.com

I hereby certify that the documents are prepared by me or under my direct supervision and that I am a duly Licensed ENGINEER under the laws of the State of Minnesota.



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CITY OF EDINA
 PDP & REZONING
 SUBMITTAL
 03/03/2014

ORIGINAL ISSUE: 03/03/14
 REVISIONS:
 No. Description Date

213506
 (SHEET NUMBER)

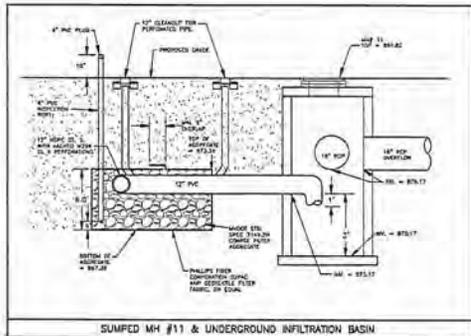
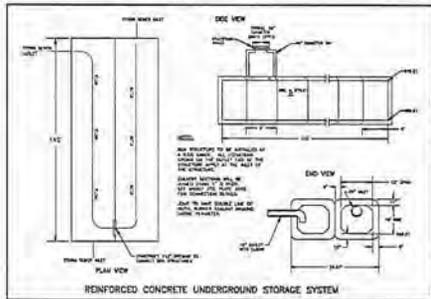
NM MK
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6725 YORK AVE.
 DEMOLITION AND EROSION CONTROL PLAN

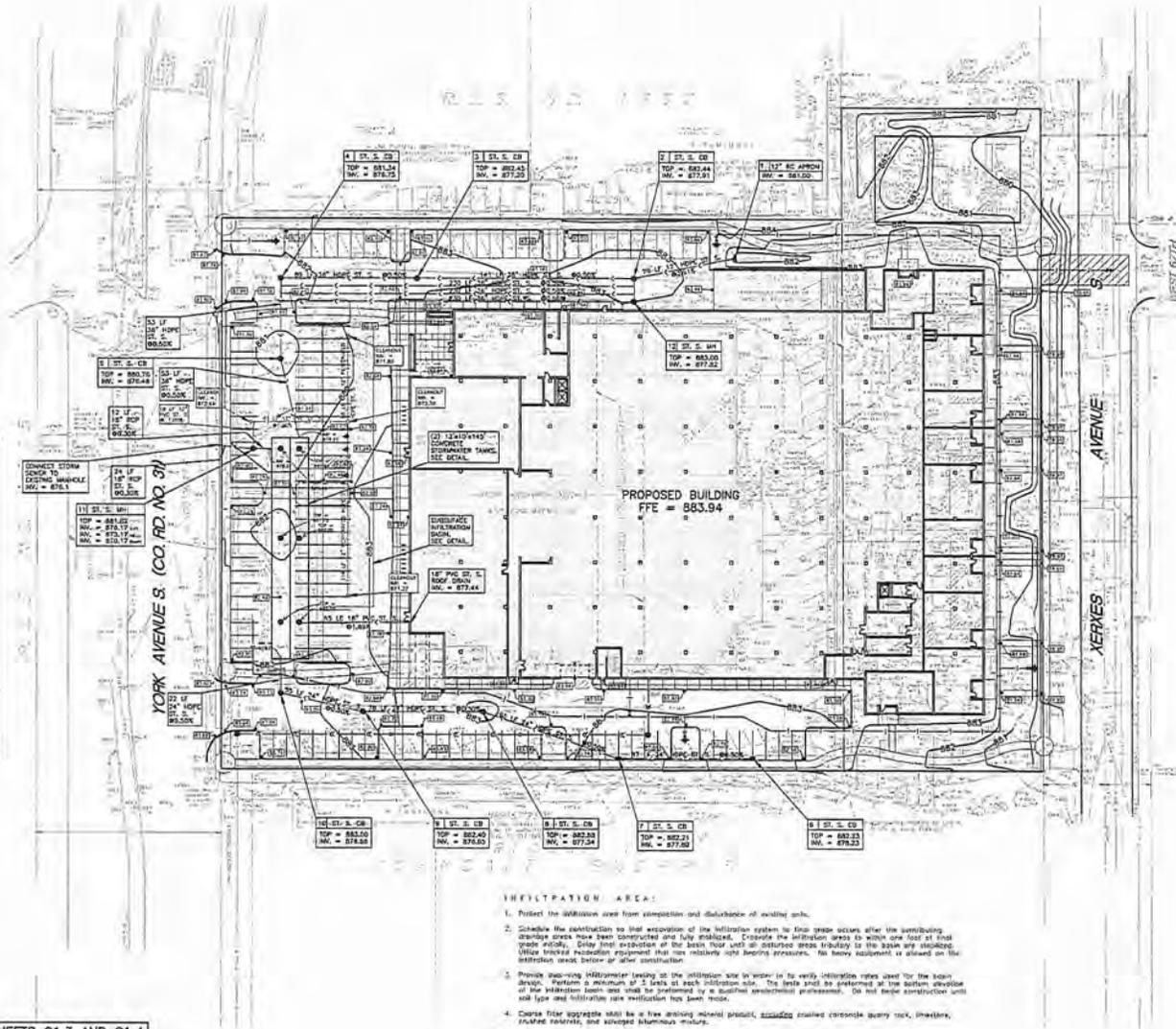
C1.0



No construction, demolition or commercial power residential equipment shall be operated within the city between the hours of 6:00pm and 7:00am on weekdays in during any holes, on Saturdays, Sundays and state and federal holidays, except under permit.



SEE SHEETS C1.3 AND C1.4 FOR ADDITIONAL NOTES AND DETAILS



A23



esg
150 Washington Avenue South
Minneapolis, Minnesota 55411
Tel: 612.338.1500
Fax: 612.338.1502
www.esgarch.com

This is a preliminary drawing. It is not to be used for construction without the approval of the Engineer of Record. The Engineer of Record is responsible for the accuracy of the information shown on this drawing.



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CITY OF EDINA
PDP & REZONING
SUBMITTAL
03/03/2014

ORIGINAL ISSUE: 04/04/14
REVISIONS:
No. Description Date

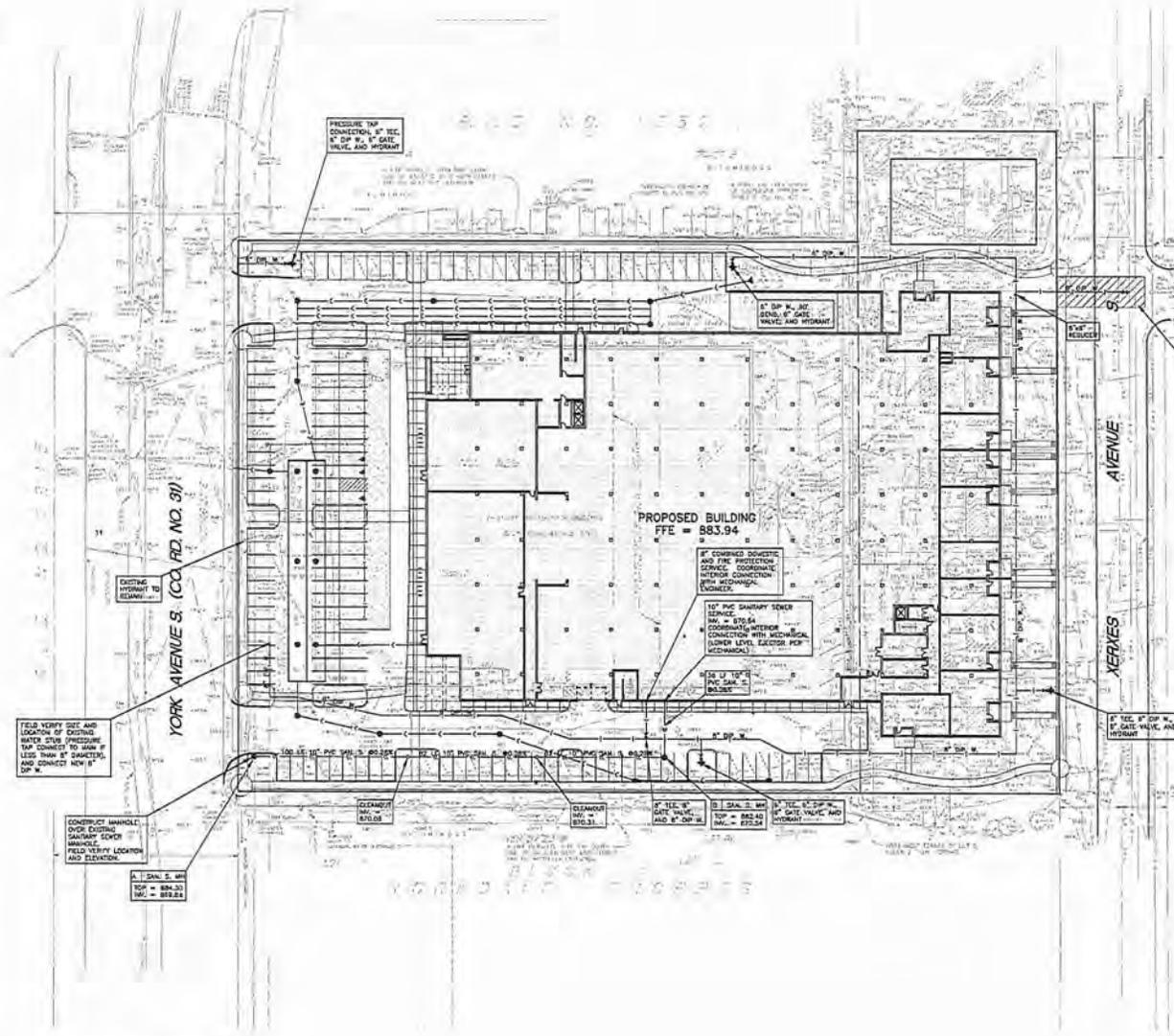
213506
SHEET NUMBER
NM ME
DRAWN: LK/STW

6725 YORK AVE.
GRADING AND DRAINAGE PLAN

C1.1



No construction, demolition or commercial power maintenance equipment shall be operated within the city between the hours of 6:00am and 7:00pm on weekdays or during any hours on Saturdays, Sundays and state and federal holidays, except under permit.



SEE SHEETS C1.3 AND C1.4 FOR ADDITIONAL NOTES AND DETAILS

A24



stress sewer system graphics
160 Washington Avenue South
Minneapolis, Minnesota 55411
P 612.339.5505
F 612.339.5182
WWW.PSSYSTEMS.COM

I hereby certify that this document was prepared by me or under my direct supervision and that I am a duly licensed ENGINEER under the laws of the State of Minnesota.



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NOT FOR CONSTRUCTION

CITY OF EDINA
PDP & REZONING SUBMITTAL
03/03/2014

NO.	DESCRIPTION	DATE

713506
PROJECT NUMBER

NM MIC
COURTNEY CHALLENGER

6725 YORK AVE.
SEWER AND WATER UTILITIES
C1.2



edina landscape system architects
 555 washington avenue south
 minneapolis, minnesota 55415
 p 612.339.1100
 f 612.339.1102
 www.esgarch.com

I hereby certify that the drawings were prepared by me or under my direct supervision and that I am a duly Licensed Landscape Architect under the laws of the State of Minnesota.

Signature: [Blank]
 License # [Blank]



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 03/03/2014

ORIGINAL ISSUE: 03/03/14
 REVISIONS:

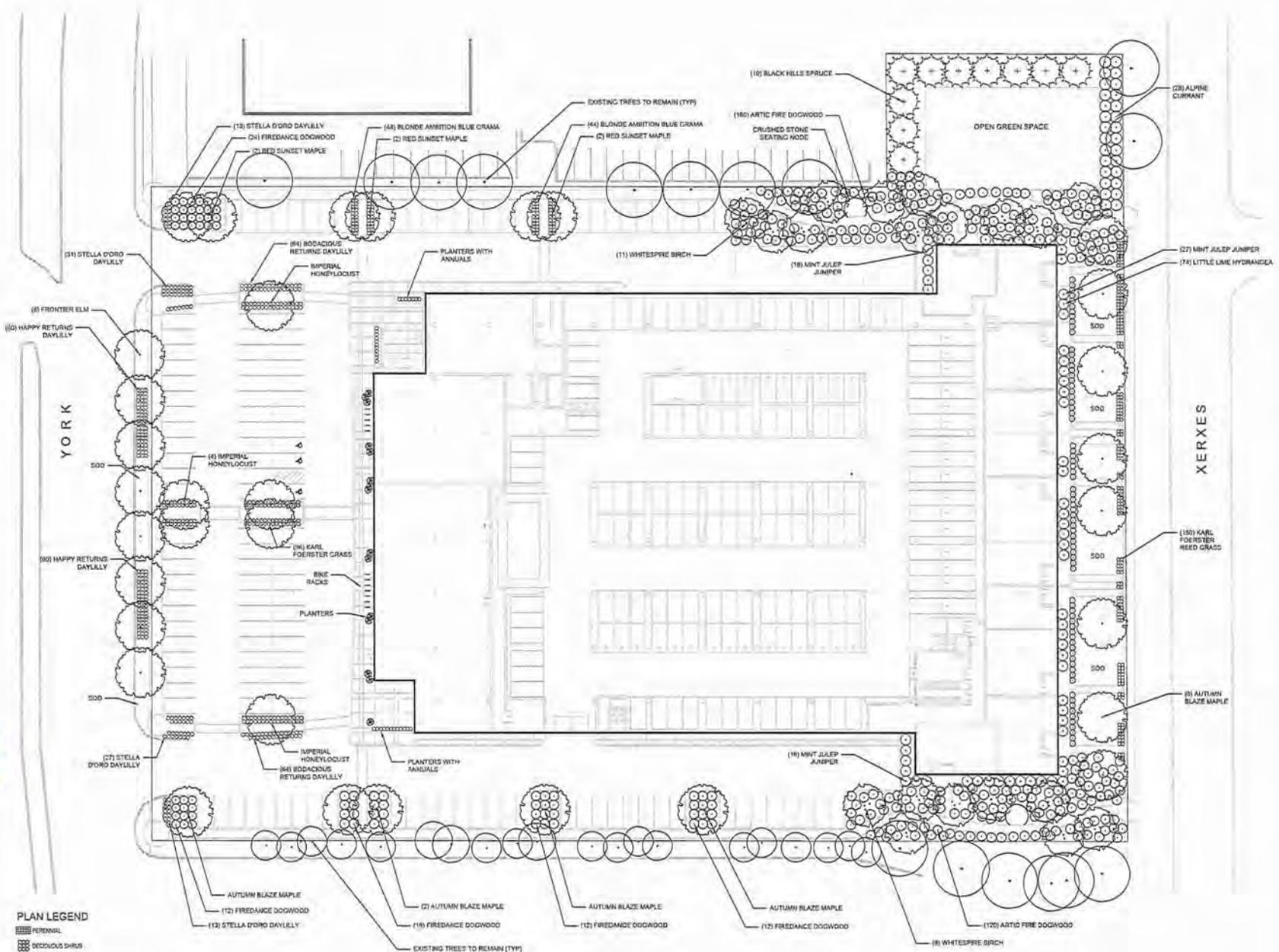
No.	Description	Date

213506
 PROJECT NUMBER
 JS
 DRAWN BY JS
 CHECKED BY JS

6725 YORK AVE.

LANDSCAPE PLAN
LA1.0

as



- PLAN LEGEND**
- PERENNIAL
 - DECIDUOUS SHRUB
 - CONIFEROUS SHRUB
 - DECIDUOUS TREE

1 LANDSCAPE PLANTING PLAN





Edina's landscape architects
100 Washington Avenue South
Minneapolis, Minnesota 55415
612-339-5500
612-339-5122
www.esgmn.com

Contracting and site construction
prepared by Michael J. Miller, Licensed Professional Engineer
and State of Minnesota Licensed Landscape Architect
under the State of Minnesota

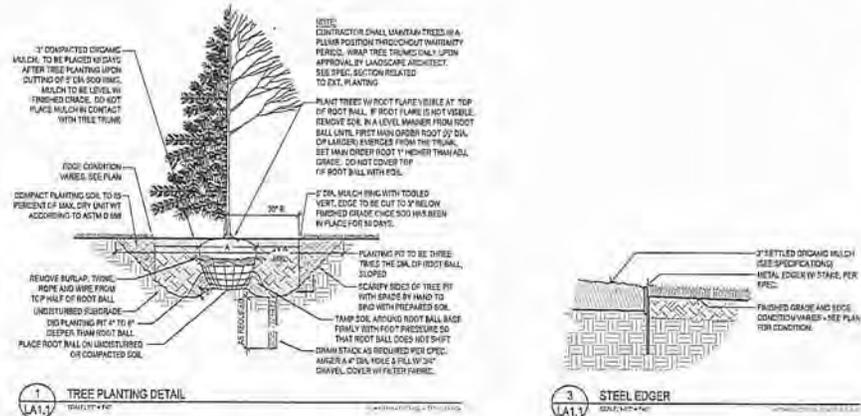
Project Name: _____
Project Address: _____
Project City: _____



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ONLY

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CONSTRUCTION

A259



PLANTING DETAILS

TOTAL SQM	QTY.	COMMON NAME	SCIENTIFIC NAME	SIZE	CONT.	COMMENTS
DECIDUOUS TREES						
1	1	AUTUMN BLAZE MAPLE	Acer x freemanii 'Jelkoffii'	24" DIA.	BAR	SINGLE STRAIGHT LEADER
1	1	FRONTRIER ELM	Ulmus parviflorus 'Frontrier'	24" DIA.	BAR	SINGLE STRAIGHT LEADER
1	1	WAXY HORNET LOCUST	Robinia pseudoacacia 'waxym'	24" DIA.	BAR	SINGLE STRAIGHT LEADER
1	1	RED SUNSET MAPLE	Acer glabrum 'Sunset'	24" DIA.	BAR	SINGLE STRAIGHT LEADER
1	1	WHITESPIRE BIRCH	Betula piceolata 'Whitespire'	24" DIA.	BAR	SINGLE STRAIGHT LEADER
EVERGREEN TREES						
1	1	BLACK HILLS SPRUCE	Picea canadensis	12" HGT.	BAG	
DECIDUOUS SHRUBS						
200	200	ARCHITECTURE DOGWOOD	Cornus stolonifera	24" HGT.	ES CONT.	SPACE PER PLAN
75	75	THORNLESS DOGWOOD	Cornus paniculata 'Ballington'	24" HGT.	ES CONT.	PLANT 2' DIA.
75	75	LUTEA FLAME HYDRANGEA	Hydrangea paniculata 'Lutea'	18" HGT.	ES CONT.	SPACE PER PLAN
EVERGREEN SHRUBS						
1	1	JASMINE WINT JUCY	Lonicera chrysantha 'Winter'	24" HGT.	ES CONT.	SPACE PER PLAN
PERENNIALS						
10	10	BURUNDI AMBITON BLUE GRASS	Bouteloua gracilis 'Wanda Ambition'	10" HGT.	BT CONT.	SPACE PER PLAN
10	10	BLONDE'S RETURN'S DAY LILY	Narcissus 'Blonde's Return'	10" HGT.	BT CONT.	SPACE PER PLAN
10	10	SHARP RETURNS DAY LILY	Narcissus 'Sharp Returns'	10" HGT.	BT CONT.	SPACE PER PLAN
10	10	YALE PEGASUS BERT GRASS	Hemipogon 'Yale Pegasus'	10" HGT.	BT CONT.	SPACE PER PLAN
10	10	STELLA DORIS DAY LILY	Narcissus 'Stella Doris'	10" HGT.	BT CONT.	SPACE PER PLAN

PLANTING SCHEDULE

GENERAL NOTES

- CONTRACTOR SHALL INSPECT THE SITE AND BECOME FAMILIAR WITH EXISTING CONDITIONS RELATING TO THE NATURE AND SCOPE OF WORK.
- CONTRACTOR SHALL VERIFY PLANT LAYOUT AND BRING TO THE ATTENTION OF THE LANDSCAPE ARCHITECT DISCREPANCIES WHICH MAY COMPROMISE THE DESIGN OR INTEGRITY OF THE LAYOUT.
- CONTRACTOR SHALL ACQUIRE COMPLIANCE WITH APPLICABLE CODES AND REGULATIONS GOVERNING THE WORK AND MATERIALS SUPPLIED.
- CONTRACTOR SHALL PROTECT EXISTING ROAD, CURB/CUTTERS, TRAILS, TREES, LAWN AND SITE ELEMENTS DURING CONSTRUCTION OPERATIONS. DAMAGE TO SAME SHALL BE REPAIRED AT NO ADDITIONAL COST TO THE OWNER.
- CONTRACTOR SHALL VERIFY ALLOWMENT AND LOCATION OF UNDERGROUND AND ABOVE GRADE UTILITIES AND PROVIDE THE NECESSARY PROTECTION FOR SAME BEFORE CONSTRUCTION BEGINS (MINIMUM 1' CLEARANCE).
- CONTRACTOR SHALL COORDINATE THE PHASES OF CONSTRUCTION AND PLANTING INSTALLATION WITH OTHER CONTRACTORS WORKING ON SITE.
- UNDERGROUND UTILITIES SHALL BE INSTALLED SO THAT TRENCHES DO NOT CUT THROUGH ROOT SYSTEMS OF EXISTING TREES TO REMAIN.
- EXISTING CONTIGUOUS, TRAILS, VEGETATION, CURB/CUTTERS AND OTHER ELEMENTS ARE BASED UPON INFORMATION SUPPLIED TO THE LANDSCAPE ARCHITECT BY OTHERS. CONTRACTOR SHALL VERIFY DISCREPANCIES PRIOR TO CONSTRUCTION AND NOTIFY LANDSCAPE ARCHITECT OF SAME.
- HORIZONTAL AND VERTICAL ALIGNMENT OF PROPOSED WALKS, TRAILS OR ROADWAYS ARE SUBJECT TO FIELD ADJUSTMENT REQUIRED TO CONFORM TO LOCALIZED TOPOGRAPHIC CONDITIONS AND TO MINIMIZE TREE REMOVAL AND GRADING. CHANGES IN ALIGNMENT AND GRADING MUST BE APPROVED BY THE LANDSCAPE ARCHITECT PRIOR TO IMPLEMENTATION.
- CONTRACTOR SHALL REVIEW THE SITE FOR DEFICIENCIES IN SITE CONDITIONS WHICH MIGHT NEGATIVELY AFFECT PLANT ESTABLISHMENT, SURVIVAL OR WARRANTY. UNDESIRABLE SITE CONDITIONS SHALL BE BRING TO THE ATTENTION OF THE LANDSCAPE ARCHITECT PRIOR TO BEGINNING OF WORK.
- CONTRACTOR IS RESPONSIBLE FOR Ongoing MAINTENANCE OF RECENTLY INSTALLED MATERIALS UNTIL TIME OF SUBSTANTIAL COMPLETION. REPAIR OF ACTS OF NEGLIGENT OR DAMAGE WHICH MAY OCCUR PRIOR TO SUBSTANTIAL COMPLETION SHALL BE THE RESPONSIBILITY OF THE LANDSCAPE ARCHITECT.
- EXISTING TREES OR SIGNIFICANT SHRUB MASSINGS FOUND ON SITE SHALL BE PROTECTED AND SAVED UNLESS NOTED TO BE REMOVED OR ARE LOCATED IN AN AREA TO BE GRADED. QUESTIONS REGARDING EXISTING PLANT MATERIAL SHALL BE BROUGHT TO THE ATTENTION OF THE LANDSCAPE ARCHITECT PRIOR TO REMOVAL.
- EXISTING TREES TO REMAIN UPON DIRECTION OF LANDSCAPE ARCHITECT SHALL BE FERTILIZED AND PRUNED TO REMOVE DEAD WOOD, DAMAGED AND RUBBING BRANCHES.
- CONTRACTOR SHALL PREPARE AND SUBMIT A WRITTEN REQUEST FOR THE SUBSTANTIAL COMPLETION INSPECTION OF LANDSCAPE AND SITE APPROVEMENTS PRIOR TO SUBMITTING FINAL PAY REQUEST.
- CONTRACTOR SHALL PREPARE AND SUBMIT PROTECTIVE AS-BUILT DRAWINGS OF LANDSCAPE INSTALLATION, IRRIGATION AND SITE IMPROVEMENTS UPON COMPLETION OF CONSTRUCTION INSTALLATION AND PRIOR TO SUBSTANTIAL COMPLETION.
- SYMBOLS ON PLAN DRAWING TAKE PRECEDENCE OVER SCHEDULES IF DISCREPANCIES IN QUANTITIES EXIST. SPECIFICATIONS AND DETAILS TAKE PRECEDENCE OVER NOTES.

PLANTING NOTES

GRADING NOTES

- DRAINAGE LIMITS ARE DEFINED AS THE JUNCTURE OF PROPOSED GRADE WITH EXISTING GRADE UNLESS NOTED OTHERWISE.
- GRADING LIMITS AND LIMITS OF WORK SHOWN ON PLAN ARE ONLY APPROXIMATE AND MAY BE ADJUSTED IN FIELD BY LANDSCAPE ARCHITECT. WORK OUTSIDE OF THESE LIMITS WILL BE DONE AT LANDSCAPE ARCHITECT'S DISCRETION UNLESS DIRECTED BY LANDSCAPE ARCHITECT BY WRITING.
- RELIEF CUT IS NECESSARY TO PROVIDE A 2% MINIMUM GRADE AWAY FROM BUILDINGS WITHIN LIMITS OF CONSTRUCTION.
- MAINTAIN A UNIFORM GRADE BETWEEN CONTOURS IN AREAS TO BE GRADED UNLESS NOTED OTHERWISE.
- ELEVATION, IF SHOWN ARE FINISHED ELEVATIONS. SPOT ELEVATIONS TAKE PRECEDENCE OVER CONTOURS.
- CONTRACTOR SHALL CONTACT PUBLIC UTILITIES FOR LOCATION OF UNDERGROUND WIRES, CABLES, CONDUITS, PIPES, MANHOLES, VALVES OR OTHER BURIED STRUCTURES BEFORE GRADING. LANDSCAPE ARCHITECT SHALL REPAIR OR REPLACE THE ABOVE IF DAMAGED DURING CONSTRUCTION AT NO ADDITIONAL COST TO THE OWNER.
- CONTRACTOR SHALL PROVIDE PROPER EROSION CONTROL MEASURES AS REQUIRED TO INSURE THAT EROSION IS KEPT TO AN ABSOLUTE MINIMUM - SEE CIVIL SPECIFICATION.
- PROVIDE TEMPORARY COVERINGS FOR CATCH BASINS AND MAN HOLES UNTIL FINISHED DRAINAGE IS COMPLETE - SEE CIVIL SPECIFICATION.

PLANTING NOTES

- NO PLANTS WILL BE INSTALLED UNTIL FINAL GRADING AND CONSTRUCTION HAS BEEN COMPLETED IN THE RESPECTIVE AREA.
- PROPOSED PLANT MATERIAL SHALL COMPLY WITH THE CURRENT EDITION OF THE AMERICAN STANDARD FOR NURSERY STOCK, ANSI Z60.1.
- STREET AND HIGHWAY TREES SHALL BEGAIN BRANCHING NO LOWER THAN 10' ABOVE PAVED SURFACE.
- PROPOSED PLANT MATERIAL SHALL BE LOCATED AND STAKED AS SHOWN ON PLAN. LANDSCAPE ARCHITECT MUST APPROVE STAKING OF PLANT MATERIAL PRIOR TO SHIPPING.
- NO PLANT MATERIAL SUBSTITUTIONS WILL BE ACCEPTED UNLESS APPROVAL IS GRANTED BY THE LANDSCAPE ARCHITECT TO THE CONTRACTOR PRIOR TO THE SUBMISSION OF BID.
- ADJUSTMENTS IN LOCATION OF PROPOSED PLANT MATERIALS MAY BE NEEDED IN FIELD. LANDSCAPE ARCHITECT MUST BE NOTIFIED PRIOR TO ADJUSTMENT OF PLANTS.
- PLANT MATERIALS TO BE INSTALLED PER PLANTING DETAILS.
- TREE WRAPPING MATERIAL SHALL BE TWO-MILLED PLASTIC SHEETING APPLIED FROM TRUNK FLARE TO FIRST BRANCH. WRAP SMOOTH-BARKED DECIDUOUS TREES PLANTED IN THE FALL PRIOR TO DECEMBER 1st AND REMOVE WRAPPING AFTER MAY 1st.

TURF NOTES

- SOIL AREAS DISTURBED DUE TO GRADING UNLESS NOTED OTHERWISE.
- WHERE 500 SQUARE PAVED SURFACES, FINISHED GRADE OF JOOSEED SHALL BE HELD 1" BELOW SURFACE ELEVATION OF TRAIL, BLVD, CURB, ETC.
- SOIL SHALL BE Laid PARALLEL TO THE CONTOURS AND SHALL HAVE STAGGERED JOINTS, ON SLOPES.

**CITY OF EDINA
PDP & REZONING
SUBMITTAL
03/03/2014**

ORIGINAL DATE: 03/20/14
REVISIONS
BY: GSK/MSB
DATE: 03/20/14

218506
PROJECT NUMBER

IS DRAWN BY: _____
IS CHECKED BY: _____

6725 YORK AVE.

LANDSCAPE SCHEDULE
& DETAILS
LA1.1

RECEIVED
 3-25-14



esg
 eschschneider group architects
 100 washington avenue south
 michigan city, indiana 46360
 phone: 765.225.1100
 fax: 765.225.1101
 www.esgarchitects.com



DECEMBER MORNING 8AM
 (DEC 21 SUNRISE: 7:51 AM)



DECEMBER MORNING 9AM



DECEMBER MORNING 10AM



DECEMBER AFTERNOON 11AM



DECEMBER AFTERNOON 12PM



DECEMBER AFTERNOON 1PM



DECEMBER EVENING 2PM



DECEMBER EVENING 3PM



DECEMBER EVENING 4PM
 (DEC 21 SUNSET: 4:41 PM)

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 ONLY
 NOT FOR
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SHADOW STUDY 03/25/2014		
ORIGINAL DATE:	03/25/14	
REVISIONS:		
No.	Description	Date
213106	Project Number	
ESG	ESG	
Author	Designer	
6725 YORK AVE.		
SHADOW STUDY - DECEMBER		
A0.7		

A0.7



Memorandum

DATE: *April 2, 2014*

TO: *Mr. Cary Teague, Planning Director
Mr. Chad Milner, Director of Engineering
City of Edina*

FROM: *Charles Rickart, P.E., PTOE*

RE: *6725 York Avenue Redevelopment
Traffic and Parking Study
City of Edina, MN
WSB Project No. 1686-51*

Background

The purpose of this study is to determine the potential traffic and parking impacts the proposed redevelopment of the Wickes Furniture site at 6725 York Avenue. The site is located on the west side of York Avenue between 66th Street and 69th Street across from Southdale Shopping Center. The project location is shown on **Figure 1**.

The proposed site redevelopment includes 242 multifamily residential units and 13,980 sf of retail uses. Access to the site will be from the two existing driveways on York Avenue. Currently both driveways provide right-in/right-out access. It is being proposed with the development plan that additional left turn access be allowed at the northern driveway. The proposed site plan is shown on **Figure 2**.

The traffic impacts of the existing and proposed development were evaluated at the following locations.

- York Avenue and 66th Street
- York Avenue and Southdale site entrance and exit intersections
- York Avenue and Site Entrances
- York Avenue and 69th Street

The following sections of this report document the analysis and anticipated impacts of the proposed redevelopment.

Existing Traffic Characteristics

The existing lane configuration and traffic control include:

York Avenue (CSAH 31) is north/south a 4-lane divided “B” Minor Arterial Hennepin County roadway. Primary access to York Avenue is by local streets and development driveways. The posted speed limit in the vicinity of the site is 30 mph. The current Average Daily Traffic on York Avenue is 20,200 vehicles per day. The lane configurations at each of the study area intersection are as follows:

York Avenue at 66th Street - Traffic Signal control

- SB York Ave approaching 66th St – one free right, two through, one left
- NB York Ave approaching 66th St – one free right, two through, two left
- EB 66th St approaching York Ave – one free right, two through, two left
- WB 66th St approaching York Ave – one free right, two through, two left

York Avenue at Southdale Site Entrance – Sidestreet Stop Sign control

- SB York Ave approaching Site Entrance – one right, two through
- NB York Ave approaching Site Entrance – one continuous right, two through, one left
- WB Development Driveway approaching York Ave – one right out only

York Avenue at Southdale Site Exit – Traffic Signal control

- SB York Ave approaching Site Entrance – two through, one left
- NB York Ave approaching Site Entrance – one right, two through
- EB Site Entrance approaching York Ave – one right/through, two left
- WB Development Driveway approaching York Ave – one right, two left

York Avenue at 69th Street – Traffic Signal control

- SB York Ave approaching 69th St – one through/right, three through, one left
- NB York Ave approaching 69th St – one right, three through, one left
- EB 69th St approaching York Ave – one through/right, one left
- WB 69th St approaching York Ave – one right, one through, one left

PM peak hour and Saturday peak hour turning movement counts and daily hourly approach counts were conducted during the weeks on July 8th – 21st, 2012. The AM peak hour counts were found to be 20% to 25% lower than the PM peak or Saturday peak counts. Therefore, only the PM and Saturday peak hours were analyzed with this study. These counts were used as the existing baseline conditions for the area.

The City recently approved the addition of 232 apartment units with associated parking in the existing Southdale Shopping Center parking lot. The site is located in the northwest quadrant of 69th Street and York Avenue. This project is currently under construction and will have a direct impact on the existing York Avenue traffic. Therefore, it was assumed that the traffic from the Southdale Residential development would be included in the existing (2014) traffic conditions. A Traffic Study was completed for this development which documented the anticipated traffic levels.

Figure 3 shows the existing intersections and driveways along each corridor that were analyzed as part of this traffic study with the 2014 PM peak hour and Saturday peak hour traffic volumes.

Background (Non Development) Traffic Growth

Traffic growth in the vicinity of a proposed site will occur between existing conditions and any given future year due to other development within the region. This background growth must be accounted for and included in future year traffic forecasts. Reviewing the historical traffic counts in the area, traffic has stayed somewhat constant or dropped in the past few years. However, in order to account for some background growth in traffic the Hennepin County State Aid traffic growth projection factor of 1.1 over a 20 year period was used to project traffic from the 2012 counts to the 2014, 2016 and 2030 analysis years.

In addition to the regional background traffic growth, other specific none development related traffic near the site was determined and included with the overall background traffic. These projects included:

Byerly's Redevelopment - The City has been working with Lund Food Holdings for the reconstruction of the existing Byerly's grocery store site, located in the southeast quadrant of France Avenue and Hazelton Road to include: a new 47,119 square foot Byerly's store; a six/seven-story 109-unit apartment building; a six/seven-story, 77-unit apartment building with a first floor 10,711 square foot retail area, and; a six-story, 48-unit apartment building with 11,162 square feet of retail space on the first level. This project is currently under construction and will be partially completed in 2014 and assumed to be fully completed for the 2016 analysis.

Think Bank Development - The City recently approved the proposed redevelopment of the Szechuan Star site at 3655 Hazelton Road adjacent to the Byerly's site to include an 8,441 sf bank building with a four lane drive thru. The project is planned for construction in 2014 and assumed fully completed for the 2016 and 2030 analysis years.

Fairview Southdale Hospital Expansion – The proposed plan includes the expansion of the emergency center, urgent care, behavioral health and observation area. The proposed expansion consists of a 77,500 sf (gross area), two-story building located on the north side of the existing hospital building. This project has been approved by the City Council. It is assumed that it will be completed in 2014 and included in the background traffic for the 2016 and 2030 analysis.

Edina Medical Plaza (6500 France Avenue) – The City recently approved the redevelopment of the properties in the southwest quadrant of France Avenue and 65th Street. The proposed site included redevelopment of both the 6500 France Avenue site and the 4005 65th Avenue site with a five story 96,500 sf medical office building. However, recently the City was presented a revised site plan changing the use on the site to a 209 unit senior housing and skilled care facility. It is assumed that it will be completed in 2014 and included in the background traffic for the 2016 and 2030 analysis.

Additional Southdale Mall Development - Based on the information received from Southdale Center about the current vacancy rates and plans for renovations, it was determined that following the renovations, the mall would have an additional 143,880 sf of leasable space available. This figure includes leasable retail and food court space. The analysis assumes that all leasable space will be occupied and included in the background traffic for the 2016 and 2030 analysis.

Future Restaurant Development - A future restaurant is anticipated in the northeast quadrant of France Avenue and 69th Street in the Southdale Center Parking lot. The restaurant was assumed to be 8,000 sf in size with approximately 300 seats. The analysis assumes the restaurant will not be developed by 2016 but, will be open and included as part of the 2030 background traffic.

The estimated trip generation for the additional background traffic is shown below in *Table 1*. The trip generation rates used to estimate the additional development traffic is based on extensive surveys of the trip-generation rates for other similar land uses as documented in the Institute of Transportation Engineers *Trip Generation Manual*, 9th Edition. The table shows the Saturday peak hour and PM peak hour trip generation for the proposed uses.

Table 1 - Estimated Additional Background Trip Generation

Use	Size	PM Peak Hour			Saturday Peak Hour		
		Total	In	Out	Total	In	Out
Byerly's Redevelopment	73,450 sf and 234 units	411	231	180	556	282	274
Think Bank Development	8,441sf	206	103	103	182	91	91
Hospital Expansion	77,500 sf	24	10	14	30	12	18
Senior Housing	209 units	40	18	22	48	22	26
Southdale Apartments	232 units	144	94	50	118	59	59
Shopping Center	143,880 sf	533	256	277	693	333	360
Restaurant	8000 sf	79	47	32	112	67	45

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

Development Site Trip Generation

The estimated trip generation from the proposed 6725 York Avenue project is shown below in *Table 2*. The trip generation used to estimate the proposed site traffic is also based on rates for other similar land uses as documented in the Institute of Transportation Engineers *Trip Generation Manual*, 9th Edition. The table shows the PM peak hour and Saturday peak hour trip generation for the proposed development.

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In addition, it was assumed that all the traffic from the site would be new and that no adjustments were made for dual purpose or pass-by/diverted trips. This also will provide for a worst case traffic condition.

Table 2 - Estimated Development Site Trip Generation

Use	Size	PM Peak Hour			Saturday Peak Hour		
		Total	In	Out	Total	In	Out
Apartments	242 units	150	98	53	126	63	63
Retail	13,980 sf	70	31	39	96	53	43
Total Site		220	129	92	221	116	106

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

Trip Distribution

Site-generated trips were distributed to the adjacent roadway system based on several factors including the existing Annual Average Daily Traffic (AADT) and the travel sheds for the major routes that serve it. In general the Trip Distribution was assumed, 30% to the north, 40% to the south, 15% to the east and 15% to the west.

The generated trips for the proposed 6725 York Avenue development were assumed to arrive or exit using driveways on York Avenue, and were assigned based on the ratio of existing AADT volumes on each respective roadway.

Future Year Traffic Forecasts

Traffic forecasts were prepared for the year 2016 which is the year after the proposed site would be fully developed and for the 2030 conditions which represents the City's Comprehensive Plan development time frame. Four improvement alternatives were evaluated.

1. No Build – Assuming existing lane configurations and traffic control
2. Access Alternative 1 – Existing condition, right-in/right-out at the north driveway.
3. Access Alternative 2 – Left in from York Avenue at the north driveway. **Figure 4** shows these proposed improvements.

The traffic forecasts were prepared by adding the projected annual background traffic growth and the projected non-development traffic growth to the existing 2012 traffic counts to determine the "No-Build" traffic conditions. The anticipated 6725 York Avenue development traffic was then added to the no-build to determine the "Build" traffic conditions. **Figures 5 – 9** shows the projected 2016 and 2030 No-Build and Build PM peak hour and Saturday peak hour traffic volumes.

Traffic Operations

Existing and/or forecasted traffic operations were evaluated for the intersections and access driveways on York Avenue. The analysis was conducted for the following scenarios.

1. Existing 2014 Conditions
2. Projected 2016 Alternative 1
3. Projected 2016 Alternative 2
4. Projected 2030 Alternative 1
5. Projected 2030 Alternative 2

This section describes the methodology used to assess the operations and provides a summary of traffic operations for each scenario.

Analysis Methodology

The traffic operations analysis is derived from established methodologies documented in the *Highway Capacity Manual 2000* (HCM). The HCM provides a series of analysis techniques that are used to evaluate traffic operations.

Intersections are given a Level of Service (LOS) grade from “A” to “F” to describe the average amount of control delay per vehicle as defined in the HCM. The LOS is primarily a function of peak traffic hour turning movement volumes, intersection lane configuration, and the traffic controls at the intersection. LOS A is the best traffic operating condition, and drivers experience minimal delay at an intersection operating at that level. LOS E represents the condition where the intersection is at capacity, and some drivers may have to wait through more than one green phase to make it through an intersection controlled by traffic signals. LOS F represents a condition where there is more traffic than can be handled by the intersection, and many vehicle operators may have to wait through more than one green phase to make it through the intersection. At a stop sign-controlled intersection, LOS F would be characterized by exceptionally long vehicle queues on each approach at an all-way stop, or long queues and/or great difficulty in finding an acceptable gap for drivers on the minor legs at a through-street intersection.

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 Ranges

	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: HCM

LOS, as described above, can also be determined for the individual legs (sometimes referred to as “approaches”) or lanes (turn lanes in particular) of an intersection. It should be noted that a LOS E or F might be acceptable or justified in those cases where a leg(s) or lane(s) has a very low traffic volume as compared to the volume on the other legs. For example, improving LOS on such low-volume legs by converting a two-way stop condition to an all-way stop, or adjusting timing at a signalized intersection, could result in a significant penalty for the many drivers on the major road while benefiting the few on the minor road. Also, geometric improvements on minor legs, such as additional lanes or longer turn lanes, could have limited positive effects and might be prohibitive in terms of benefit to cost.

Although LOS A represents the best possible level of traffic flow, the cost to construct roadways and intersection to such a high standard often exceeds the benefit to the user. Funding availability might also lead to acceptance of intersection or roadway designs with a lower LOS. LOS D is generally accepted as the lowest acceptable level in urban areas. LOS C is often considered to be the desirable minimum level for rural areas. LOS D or E may be acceptable for limited durations or distances, or for very low-volume legs of some intersections.

The LOS analysis was performed using Synchro/SimTraffic:

- Synchro, a software package that implements Highway Capacity Manual (HCM) methodologies, was used to build each signalized intersection and provide an input database for turning-movement volumes, lane geometrics, and signal design and timing characteristics. In addition, Synchro was used to optimize signal timing parameters for future conditions. Output from Synchro is transferred to SimTraffic, the traffic simulation model.
- SimTraffic is a micro-simulation computer modeling software that simulates each individual vehicle’s characteristics and driver behavior in response to traffic volumes, intersection configuration, and signal operations. The model simulates drivers’ behaviors and responses to surrounding traffic flow as well as different vehicle types and speeds. It outputs estimated vehicle delay and queue lengths at each intersection being analyzed.

Existing Level of Service Summary

Table 4, below, summarizes the existing LOS at the primary intersections in the study area based on the current lane geometry, traffic control and 2014 traffic volumes assuming the Southdale Residential project is open. The table shows that all intersection are/would be operating at an overall LOS D or better during both the weekday PM and Saturday peak hours with all movements operating at LOS E or better.

Table 4 – Existing (2014) Level of Service

Intersection	PM Peak Hour		Saturday Peak Hour	
	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)
York Ave at 66 th St	C (E)	34	C (E)	29
York Ave at North Site Access/Southdale Entrance	A (B)	4	A (B)	3
York Ave at South Site Access	A (A)	3	A (A)	2
York Ave at Southdale Exit	C (E)	26	C (E)	23
York Ave at 69 th St	C (E)	29	C (E)	27

C = Overall LOS, (D) = Worst movement LOS Source: WSB & Associates, Inc.

Forecast Traffic Operations

A capacity and LOS analysis was completed for the study area intersections for 2016 which is the year after the proposed 6725 York Avenue site would be fully developed and for the 2030 conditions which represents the City's Comprehensive Plan development time frame. The results of the analysis are discussed below and shown in *Tables 5 - 7*.

Table 5 – Forecasted No Build, shows that all intersection will continue to operate at overall LOS D or better in 2016 and 2030 during both the weekday PM and Saturday peak hours. However, with the increase in traffic, some additional movements will be operating at LOS E. Overall delays will also increase slightly from the existing conditions to the 2030 conditions, especially at the major intersections at 66th Street and York Avenue and York Avenue and 69th Street.

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Table 5 – Forecasted No Build - Level of Service

Intersection	2016				2030			
	PM Peak Hour		Saturday Peak Hour		PM Peak Hour		Saturday Peak Hour	
	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)
York Ave at 66 th St	D (E)	36	C (E)	29	D (E)	46	C (E)	30
York Ave at North Site Access/Southdale Entrance	A (B)	4	A (B)	3	A (B)	5	A (B)	4
York Ave at South Site Access	A (A)	3	A (A)	2	A (A)	3	A (A)	3
York Ave at Southdale Exit	C (E)	26	C (E)	25	C (E)	27	C (E)	25
York Ave at 69 th St	C (E)	29	C (E)	28	D (E)	34	C (E)	28

C = Overall LOS, (D) = Worst movement LOS Source: WSB & Associates, Inc.

Table 6 – Forecasted Build Access Alternative 1, shows that, assuming right-in/right-out access, all intersection would continue to operate at overall LOS D or better in 2016 and 2030 during both the weekday PM and Saturday peak hours. All movement will be operating at LOS E or better in 2014 and 2030. Overall LOS and delays do not show any other significant changes from the No-build condition.

Table 6 – Forecasted Build Access Alternative 1 - Level of Service

Intersection	2016				2030			
	PM Peak Hour		Saturday Peak Hour		PM Peak Hour		Saturday Peak Hour	
	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)
York Ave at 66 th St	D (E)	36	C (E)	29	D (E)	46	C (E)	31
York Ave at North Site Access/Southdale Entrance	A (B)	4	A (B)	4	A (B)	5	A (B)	4
York Ave at South Site Access	A (B)	3	A (B)	3	A (B)	3	A (B)	3
York Ave at Southdale Exit	C (E)	26	C (E)	25	C (E)	27	C (E)	25
York Ave at 69 th St	C (E)	31	C (E)	29	D (E)	37	C (E)	29

C = Overall LOS, (D) = Worst movement LOS Source: WSB & Associates, Inc.

Table 7 – Forecasted Build Access Alternative 2, assuming a left turn in at the northern site access, has similar results as Access Alternative 1 showing that all intersection will continue to operate at overall LOS D or better in 2016 and 2030 during both the weekday PM and Saturday peak hours. Specifically the proposed left turn in movement from York Avenue to the North Site Access would be operating at an LOS C in both 2016 and 2030. All other movement will be operating at LOS E or better in 2016 and 2030. Overall LOS and delays do not show any other significant changes from the No- build or Build Alternative 1 condition.

Table 7 – Forecasted Build Access Alternative 2 - Level of Service

Intersection	2016				2030			
	PM Peak Hour		Saturday Peak Hour		PM Peak Hour		Saturday Peak Hour	
	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)
York Ave at 66 th St	D (E)	36	C (E)	29	D (E)	46	C (E)	31
York Ave at North Site Access/Southdale Entrance	A (C)	5	A (C)	6	A (C)	6	A (C)	7
York Ave at South Site Access	A (B)	3	A (C)	4	A (C)	3	A (C)	4
York Ave at Southdale Exit	C (E)	31	C (E)	25	C (E)	28	C (E)	25
York Ave at 69 th St	C (E)	31	C (E)	29	D (E)	37	C (E)	29

C = Overall LOS, (D) = Worst movement LOS Source: WSB & Associates, Inc.

Vehicle Queuing Analysis

A queuing analysis for the existing and future 2016 and 2030 conditions was prepared evaluating the anticipated vehicle queues with the proposed Site Access Alternatives. The analysis was conducted using the SimTraffic simulation software. **Table 8** shows the results of the queuing analysis for the 2030 full build of the area conditions.

The results found that during both the weekday PM and Saturday peak hours, with both access alternatives for 2016 and 2030 conditions, the maximum and average queues do not exceed any of the available or proposed turn lane storage on York Avenue. However, at both site access driveways the maximum queue will block parking spaces. The maximum queue represents the longest length of queue that was observed during the analysis period.

In addition, observations at the other none site access intersections showed that, in some cases the maximum queues were exceeded. The observations were identified just one time during the peak periods with an extremely short duration of less than 2 seconds. In all cases the queues exceed the storage in the left turn lanes by 25 feet (1 vehicle) or less and would clear without blocking the adjacent driveways or intersection and not impacting through traffic.

Table 8: Site Access Maximum Vehicle Queues

Location	Direction	Approaching	Available Vehicle Queuing Storage	Site Access Alternative (feet)	
				Alt 1 – Right-in / Right-out	Alt 2 – Left in
York Ave at North Site Access	Southbound Left	Site Access	110	NA	97
	Eastbound Right	York Ave	50	72	101
York Ave at South Site Access	Eastbound Right	York Ave	50	85	86

Parking Demand

The parking demand for the proposed site development was analyzed based on the anticipated use for the site and the PCD-3 zoning. Based on the current City Code the proposed development would require a total of parking spaces. The current site plan includes 6400 spaces. **Table 9** shows a breakdown of the parking required per City Code.

Table 9 – Parking Required per City Code

Use	Size	Rate	Parking Required	Parking Provided
Multi-Residential	242 units	1/unit	242	419
Retail (Retail / Restaurant)	13,980 sf (9,655 sf / 120 seats/12 employees)	8/1 st 1000sf + 6/additional 1000sf (Restaurant = 1/3seats + 1/employee on shift)	86 (112)	95
Total Parking			328 (354)	514

Source: City of Edina – PCD Zoning District

The parking demand was also analyzed based on industry standards. The parking generation rates used to estimate the parking demand was based on surveys of the parking generation for other similar land uses as documented in the Institute of Transportation Engineers *Parking Generation Manual*, 4th Edition. **Table 10** below shows the estimated parking generation rate and the anticipated peak parking demand on a typical weekday. This would represent the worst case conditions for the parking assuming the proposed full development of the site.

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Table 10 – Site Parking Demand per ITE

Use	Size	Rate	Weekday Parking Required
Multi-Family Residential	242 units	1.20/unit	291
Retail (Retail / Restaurant)	13,980 sf (9,655 sf / 4325 sf)	4.1/1000sf (4.1/1000sf / 13.3/1000sf)	58 (98)
Total Parking			349 (389)

Source: Institute of Transportation Engineers Parking Generation Manual, 4th Edition

Based on the results of the parking analysis, it can be concluded that the parking proposed with the site plan would be adequate for the proposed development plan.

Conclusions / Recommendation

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

- The proposed 6725 York redevelopment project includes the addition of 242 apartment units and 13,980 sf of associated retail space. The site is anticipated to generate 220 trips in the weekday PM peak hour and 221 trips in the Saturday peak hour.
- Existing (2014) traffic operations, assuming the Southdale Residential project is completed, all the intersections and driveways on York Avenue are operating at overall LOS D or better for the weekday PM peak hour and Saturday peak hour..
- Intersection traffic operations for the No-Build conditions in 2016 and 2030 will continue to operate at an overall LOS D or better for the weekday PM peak hour and Saturday peak hour.
- Two build site access alternatives were analyzed. Access Alternative 1 included a right-in/right-out at the northern access to the site. Access Alternative 2 included a left in access from York Avenue to the northern site access.
- Intersection traffic operations for both access alternatives in 2016 and 2030 will continue to operate at an overall LOS D or better for the weekday PM peak hour and Saturday peak hour.
- The queuing analysis indicates that no significant impact on intersections or access locations will occur as a result of the proposed full build conditions in 2016 or 2030.

- The proposed addition of the left turn in (Access Alternative 2) would not create operational or vehicle queuing issues in the 2016 or future 2030 build conditions.
- The existing or proposed available parking would meet the City's Code and are below those identified by ITE. No parking space variances would be required.

Based on these conclusions the following is recommended.

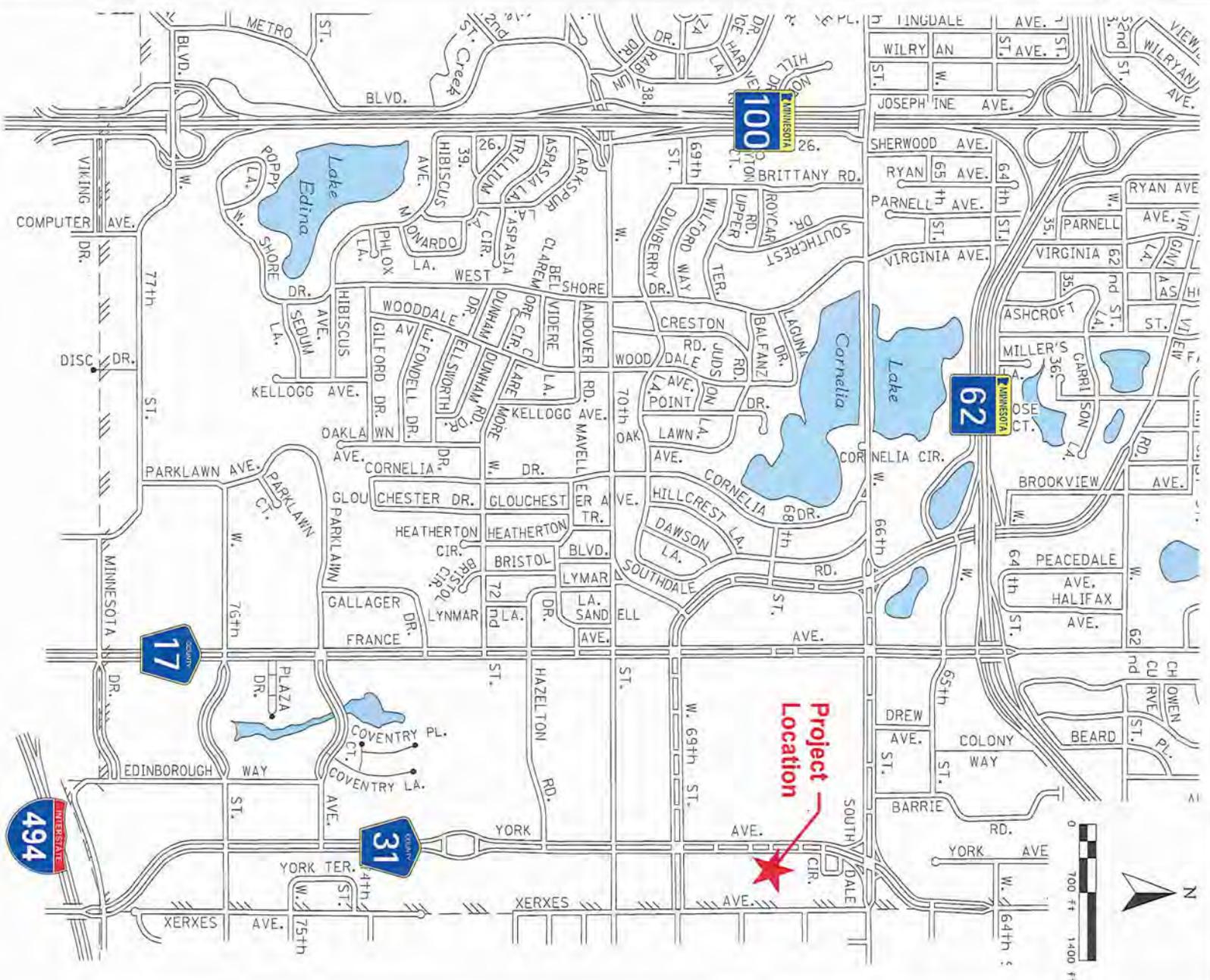
1. Construct the access and pedestrian accommodations as shown in the site plan (*Figure 2*).
2. Provide the proposed roadway improvements as shown for Access Alternative 2 (*Figure 4*), providing a left turn in from York Avenue at the North Site Access. **This will require Hennepin County approval.**

No additional roadway improvements or additional parking would be required to accommodate the proposed 6725 York Avenue development.

APPENDIX

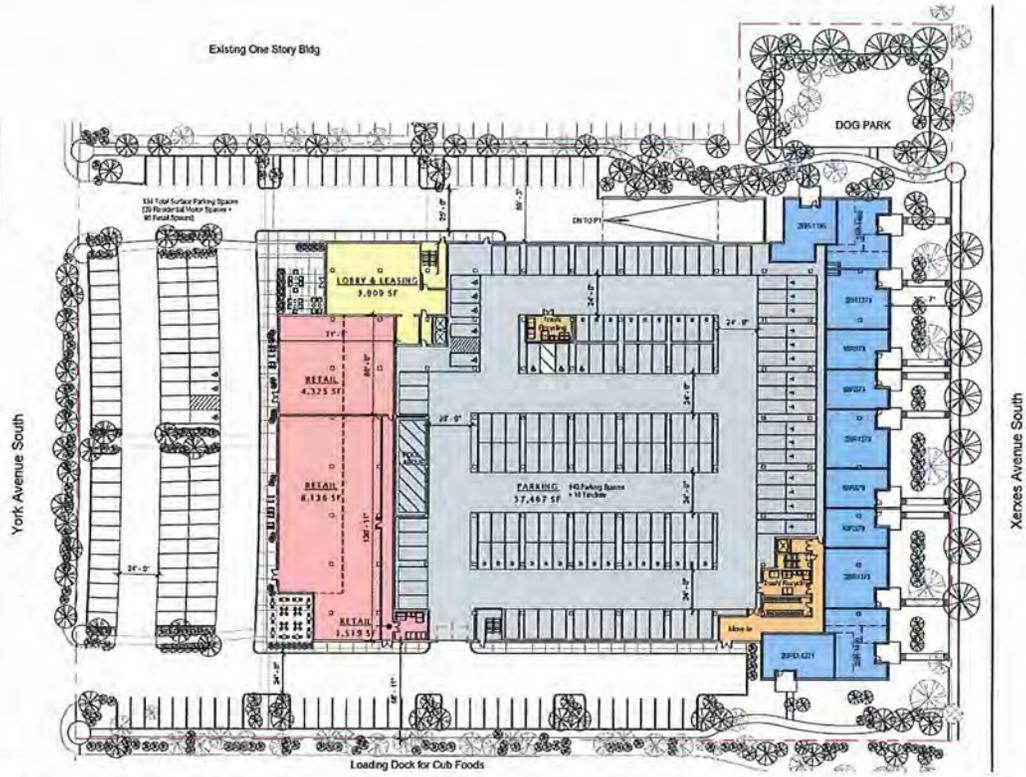


Traffic and Parking Study 6725 York Avenue Redevelopment City of Edina, Minnesota



A4-2

Figure 1
Project Location Map



STREET LEVEL PLAN 1:50



Traffic and Parking Study
6725 York Avenue Redevelopment
City of Edina, Minnesota

Figure 2
Site Plan

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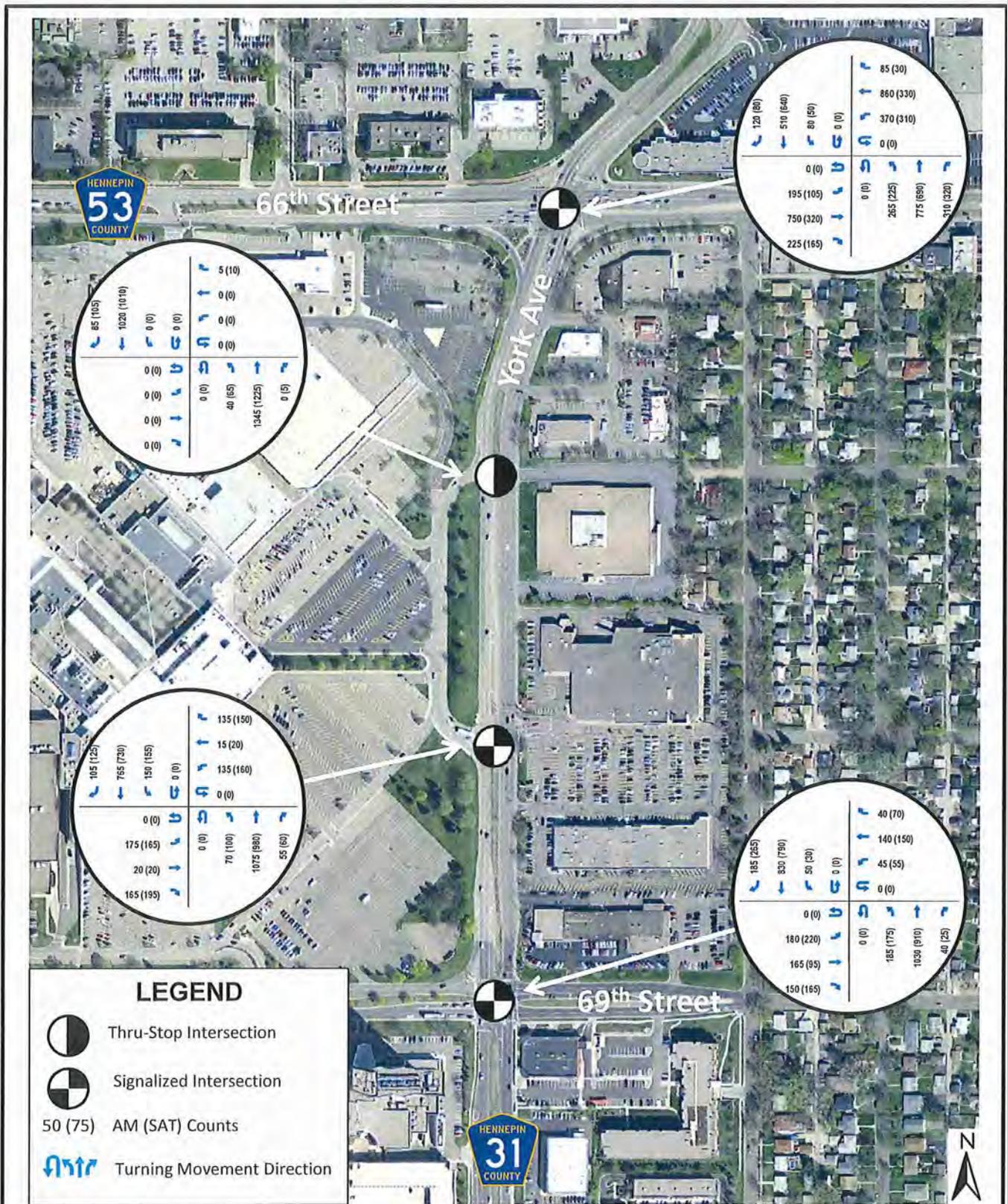
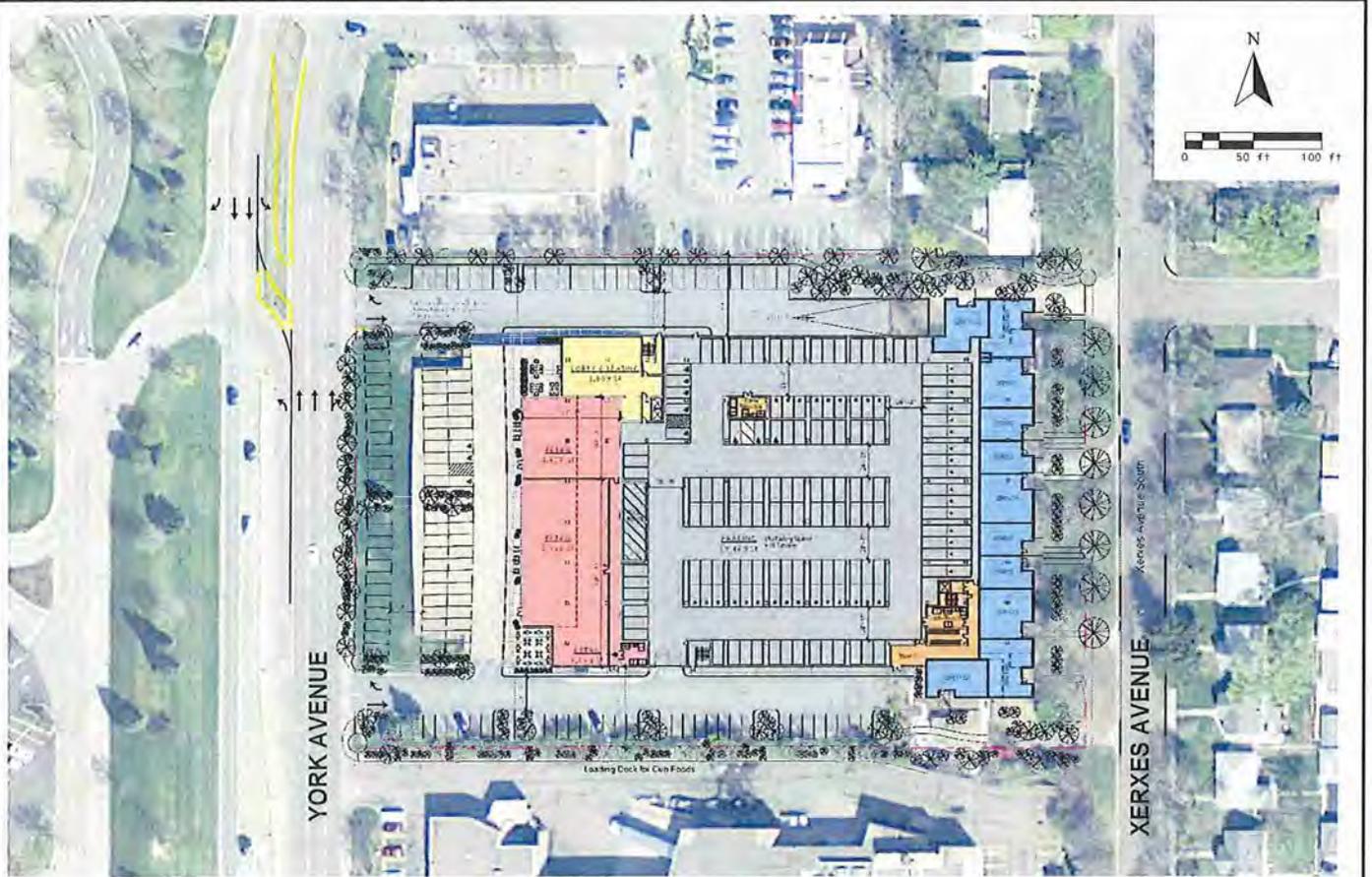


Figure 3
Peak Hour Turning Movements
2014 Existing Conditions

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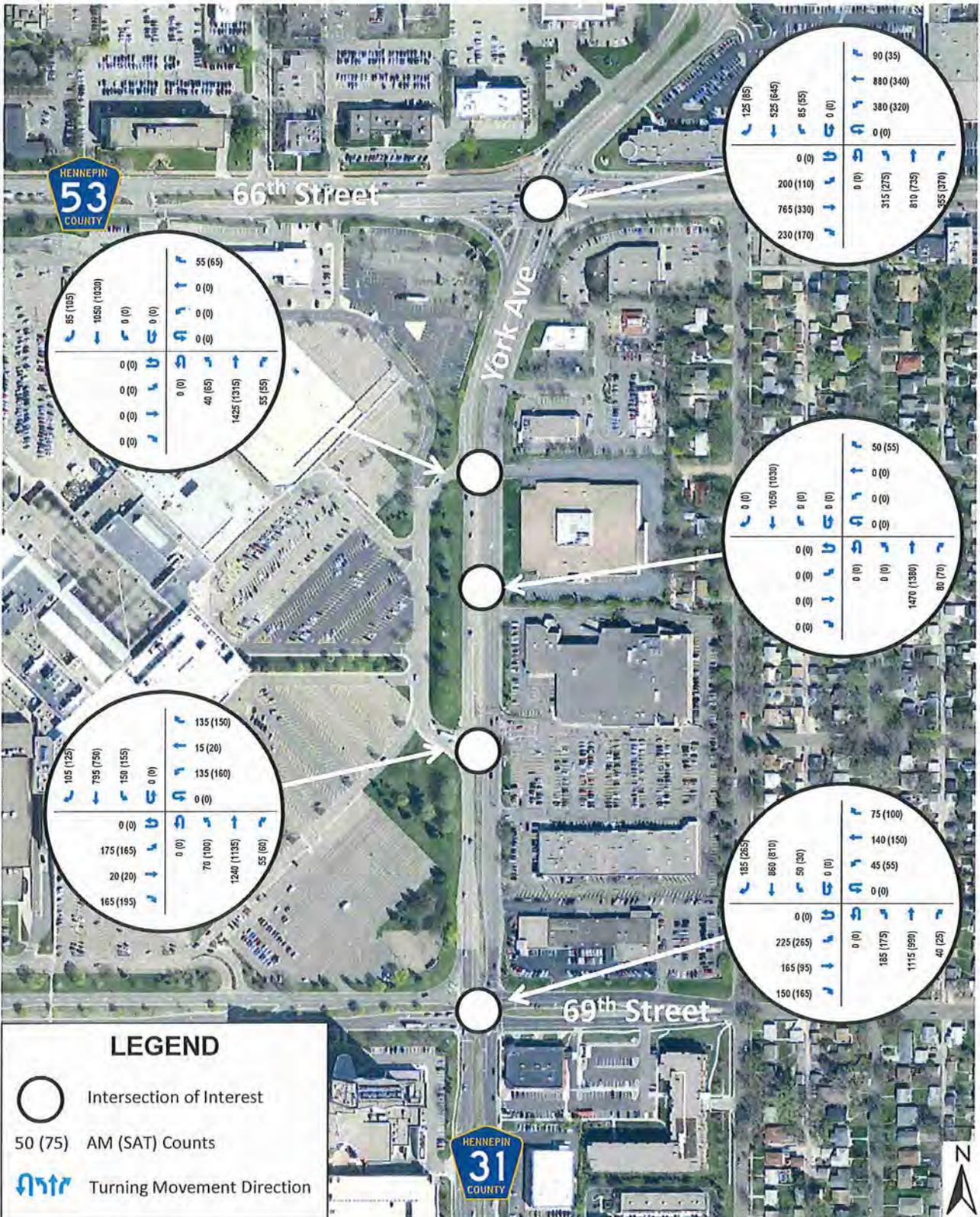


Traffic and Parking Study
6725 York Avenue Redevelopment
City of Edina, Minnesota

Figure 4

Access Alternative 2

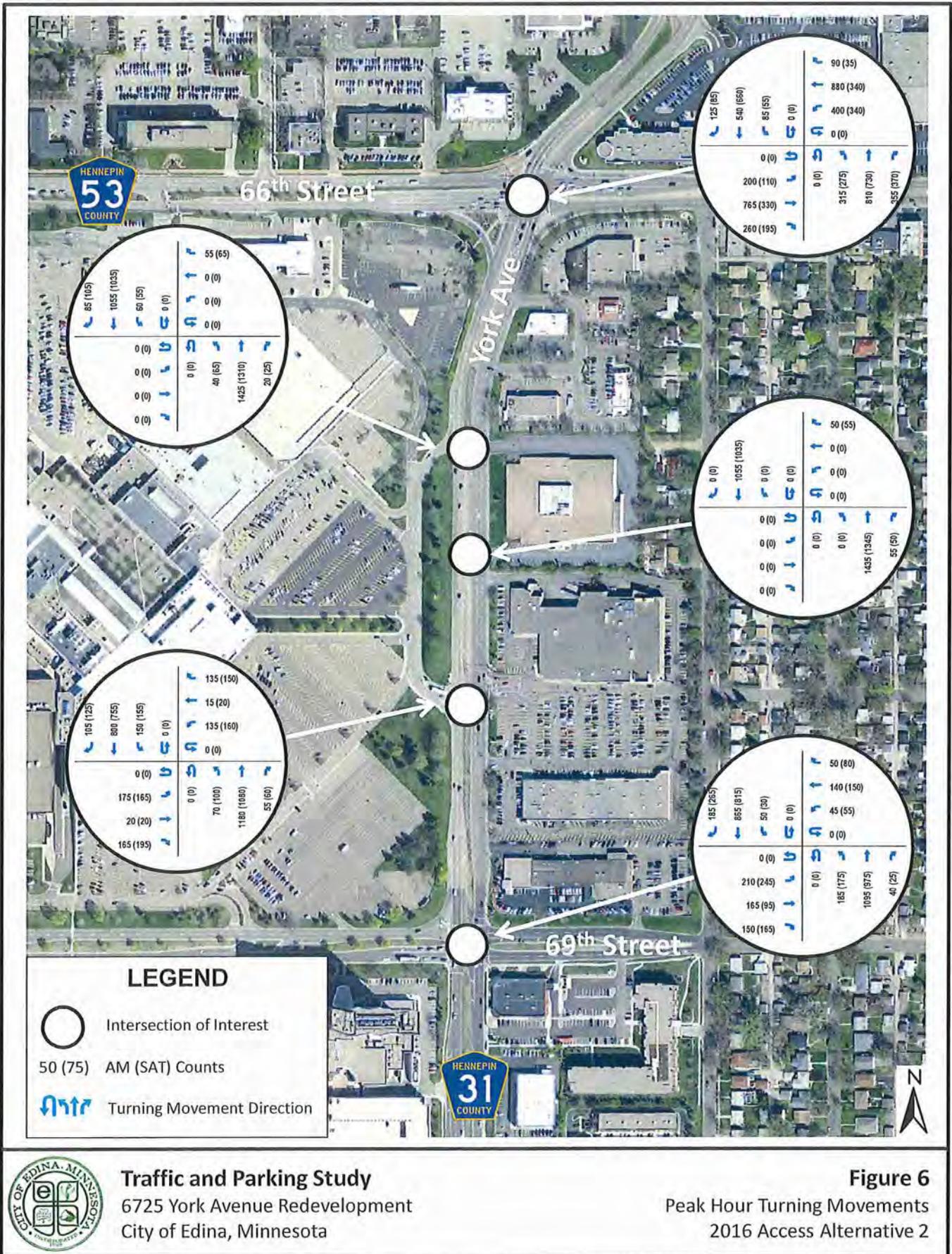
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Traffic and Parking Study
 6725 York Avenue Redevelopment
 City of Edina, Minnesota

Figure 5
 Peak Hour Turning Movements
 2016 Access Alternative 1

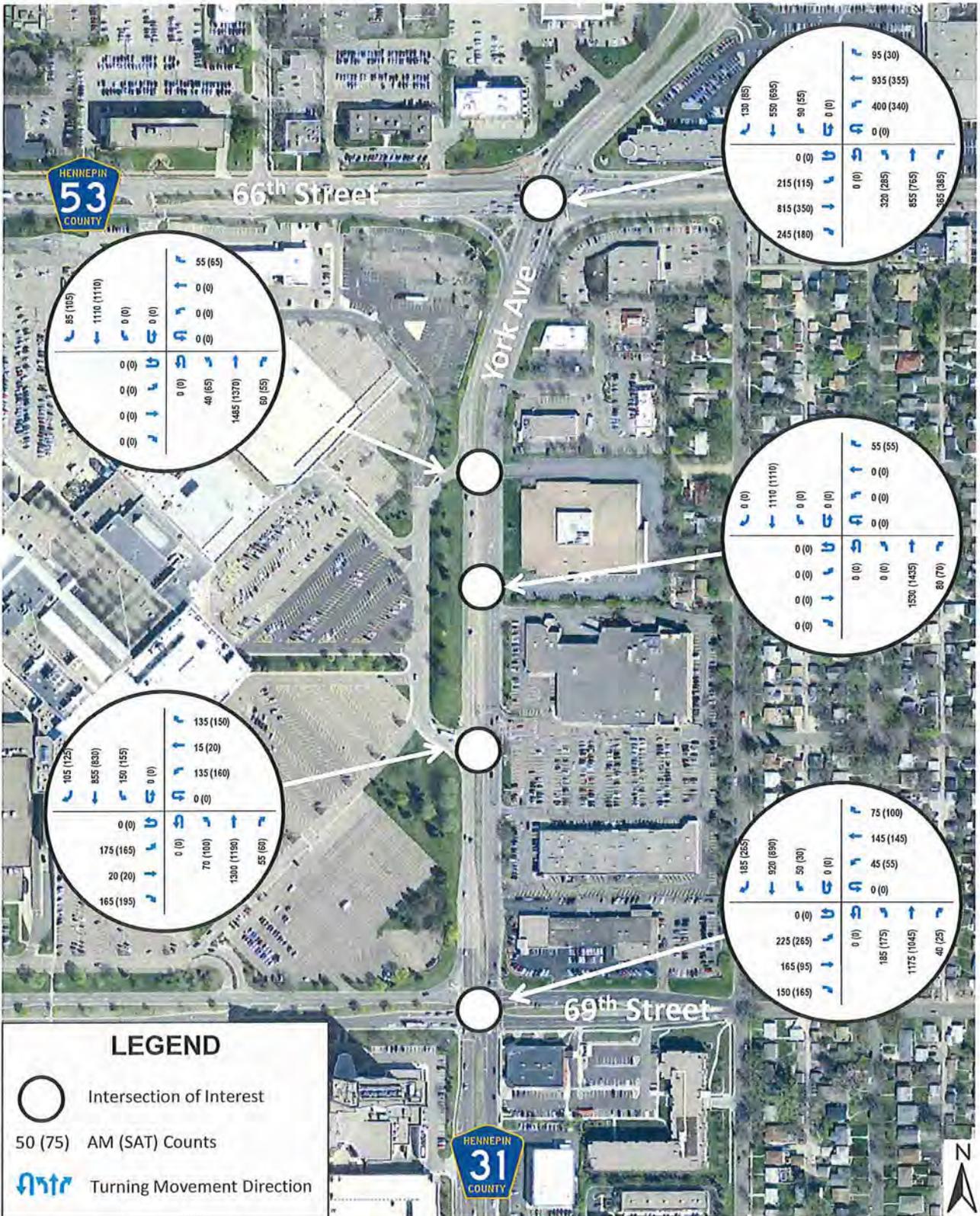
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Traffic and Parking Study
 6725 York Avenue Redevelopment
 City of Edina, Minnesota

Figure 6
 Peak Hour Turning Movements
 2016 Access Alternative 2

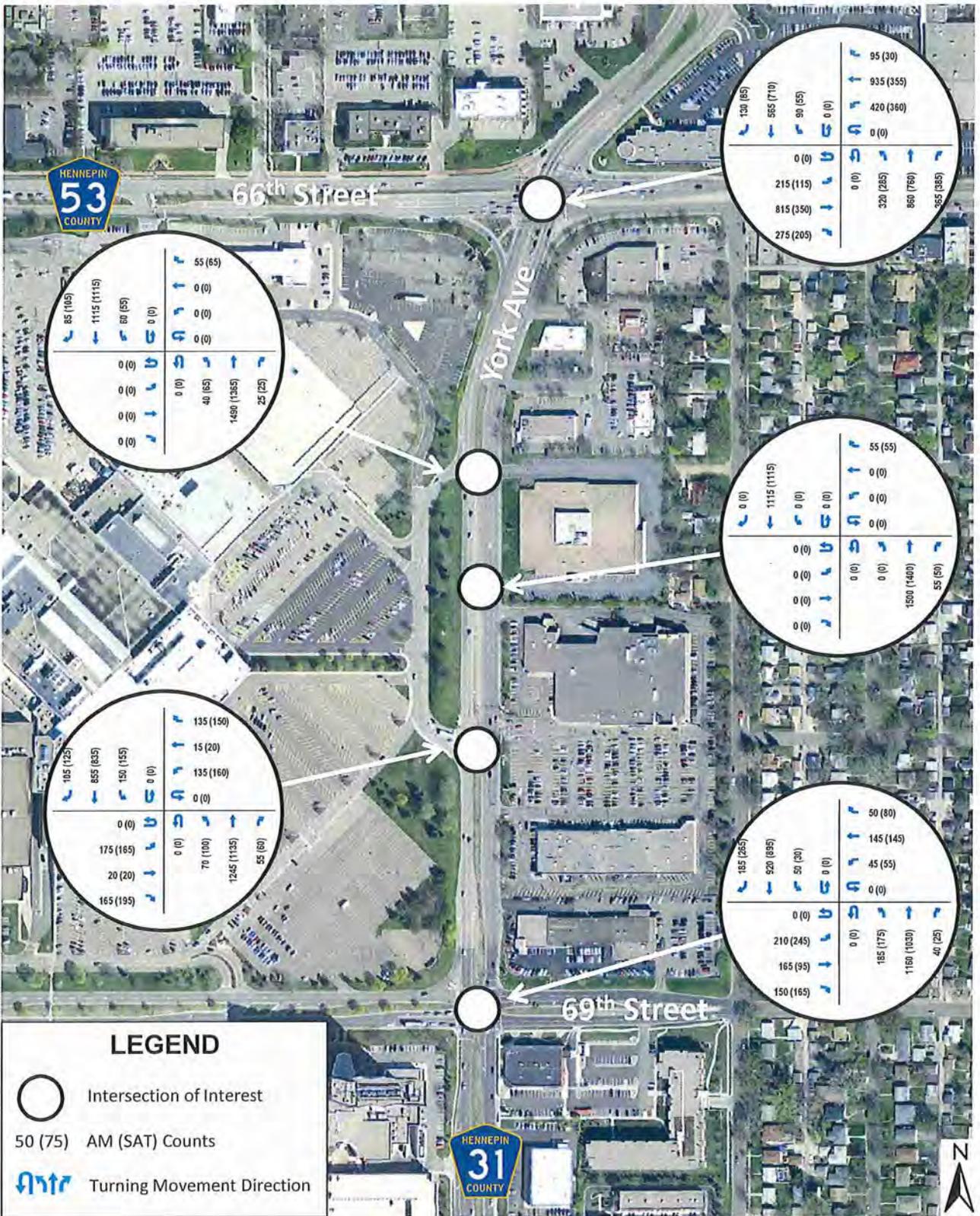
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Traffic and Parking Study
 6725 York Avenue Redevelopment
 City of Edina, Minnesota

Figure 7
 Peak Hour Turning Movements
 2030 Access Alternative 1

A44d



Traffic and Parking Study
 6725 York Avenue Redevelopment
 City of Edina, Minnesota

Figure 8
 Peak Hour Turning Movements
 2030 Access Alternative 2

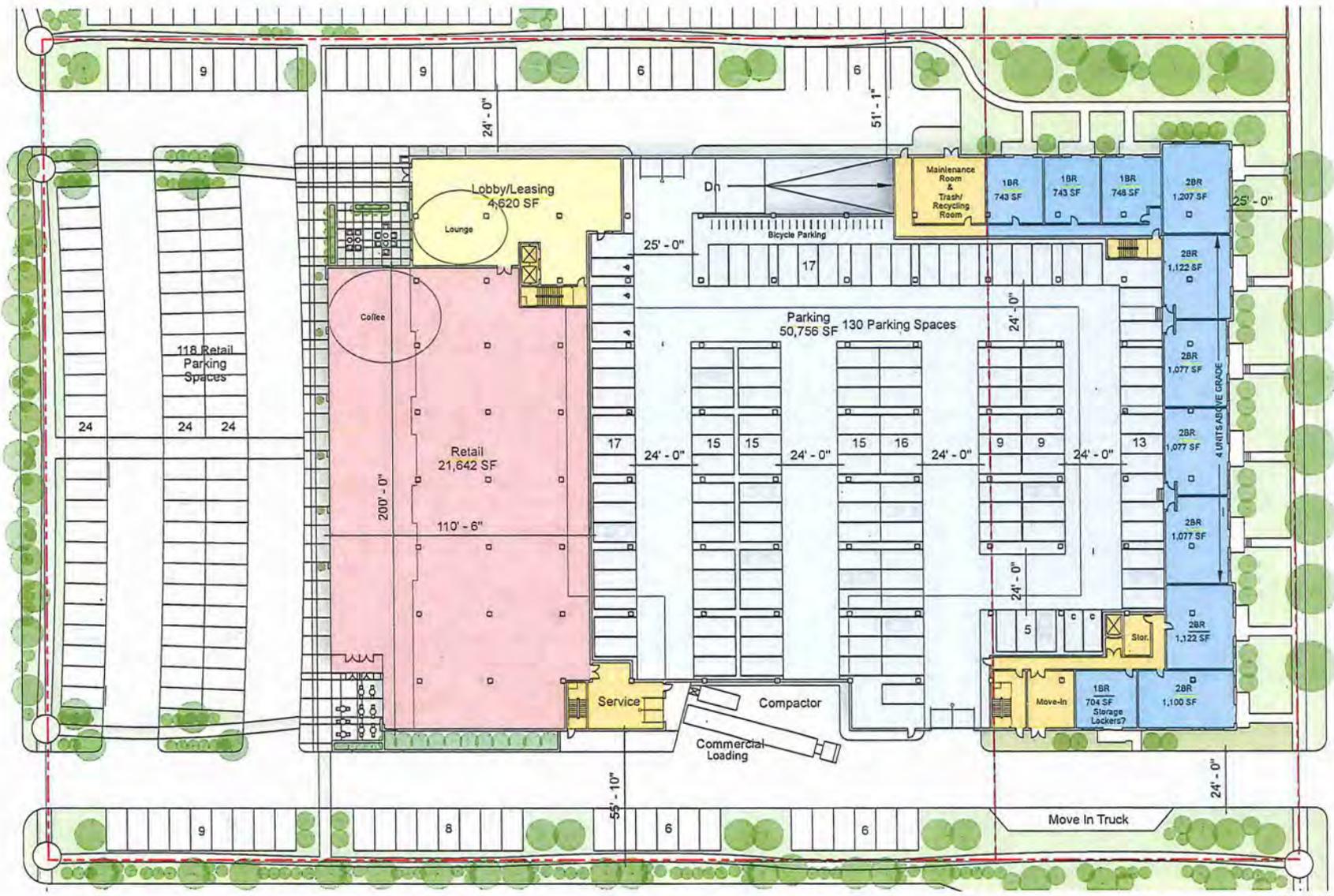
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Sketch Plan

A45

York Avenue South

Xerxes Avenue South



Street Level Plan

Sketch Plan



145

XERXES AVE

Rendering Looking NE

esc
architects

LENNAR
LENNAR MULTIFAMILY INVESTORS

MULTI-FAMILY DEVELOPMENT 6725 York Avenue South Edina, MN 08.28.13

Sketch Plan



A47

Rendering Looking SW

esg
architects

LENNAR
LENNAR MULTIFAMILY INVESTORS

MULTI-FAMILY DEVELOPMENT 6725 York Avenue South Edina, MN 08.28.13

Sketch Plan

A48



Rendering Looking SE

Sketch Plan



MULTI-FAMILY DEVELOPMENT
 6725 York Avenue South Edina, MN
 08.28.13

LENNAR

esg architects

Acq

Commissioner Potts recused himself from the discussion.

Planner Comments

Planner Teague told the Commission staff received a Sketch Plan Review for 6725 York Avenue (the former Wick's). Teague explained the applicant is in negotiation with the owners of Wick's and the five (5) residential homes fronting Xerxes Avenue. Teague stated the subject site is currently zoned PCD-3. Continuing, Teague said the applicant is proposing to tear down the existing commercial and the five single family homes and build a six-story, 273 unit upscale apartment building with 22,289 square feet of retail space on the first level. A parking lot is proposed in front of the retail component on York with underground parking for residents provided under the apartments.

Teague reported to accommodate the request four (4) amendments to the Comprehensive Plan would be required as follows:

- Building Height – from 4 stories and 48 feet to 6 stories and 66 feet
- Housing Density – from 30 units per acre to 82
- Floor Area Ratio – from 1.0 to 3.1
- Re-guiding the land use for the six single-family homes from Low Density Residential to Community Activity Center.

Teague concluded the applicant is considering a rezoning of the properties to PUD, Planned Unit Development.

Appearing for the Applicant

Peter Chmielewski, Lennar Multifamily Investors, LLC

Applicant Presentation

Mr. Chmielewski gave a brief history on Lennar and explained that originally they only considered the Wick's site; however felt only utilizing that site pushed the envelope so they decided to approach residential property owners on Xerxes to obtain those houses and add them to the site. Continuing, Chmielewski said they propose to build a high-end luxury multifamily rental community with complimentary retail. Chmielewski introduced Aaron Russet to further speak to the proposal.

Mr. Russet told the Commission they are very happy to be in Edina. Russet referred to the density and explained that the calculations presented in the redevelopment materials did not include the five single family homes they are hoping to acquire. Continuing, Russet explained they are proposing to build a 273-unit upscale multifamily complex that is six (6) stories with retail below. Russet said the attraction to this site is the walkability factor, adding from this

location the residents of the building have access to all venues, shopping, City Park, library, Government Center, etc.

Russet further explained that their intent is to create an urban mixed-use, pedestrian friendly sustainable community. As previously mentioned by Mr. Chmielewski the area offers abundance to amenities and this creates an environment without dependence on daily automobile trips. Continuing, Russet said they are committed to sustainable design principles reflected in the City's Comprehensive Plan. He added their intent will feature green elements including green construction, practices, material specification, thermal high-efficiency windows and numerous planted green spaces both on the site as well as on the roof. Russet said they are also working with the White Group on sustainability.

With graphics Mr. Russet concluded highlighting the following aspects of the project:

- Open terraces on both ends of the project (pocket parks)
- Walking paths of high quality pavement
- Decorative lighting
- Front doors
- All parking is proposed to be contained within
- Building is designed open to the south
- Exterior building materials include transparent glass storefront, masonry and "Edina" limestone at street level. Above includes composition of masonry, architectural metal and large amounts of glass
- Unit breakdown 7% studio, 40% one bedroom, 11% one bedroom plus den and 32% two bedrooms.

Chair Staunton thanked the development team for their presentation and explained the Sketch Plan Review process is informal and nonbinding.

Commissioner Grabiell stated he was encouraged that someone was considering purchasing the site and redeveloping the property. Grabiell acknowledged he was somewhat concerned when he first reviewed the materials; however, if the five residential homes are acquired that's a different story. Grabiell asked if three bedrooms or two bedrooms plus den were ever considered. Mr. Russet responded that this development would be a "rent by choice" and they have found that many people that rent by choice are either downsizing or desire smaller living space. Russet explained that at this time they are waiting for an update of the market study; however, it appears the market may be for smaller spaces. Continuing, Grabiell acknowledged this is an area of heightened activity, questioning if the market is sound for this type of project in such a dense area. Russet responded that population metrics indicated a drop in home ownership and for every percent home ownership drops a million families need a home. Walkability is also a very important factor in home choice and this area is highly walkable.

Commissioner Carpenter asked if the owners of the homes have been contacted. Mr. Chmielewski said that process is continuing through a real estate broker adding two of the homes are in foreclosure and it takes a little more time when working with banks.

Commissioner Carr stated she really loves the look of the building but does have a concern with the proposed density; which is clearly on the high side. Carr said she agreed with the comments from Grabiell especially on unit size, adding the two bedroom with den in her opinion would be an attractive choice. Carr said in her opinion the project is intriguing and if special care is taken in buffering the residential properties in Richfield this may be a good project. Concluding Carr noted that with regard to the retail space depicted on the plans the applicant should be aware for future retail tenants that the abutting property is a large grocery store.

Mr. Chmielewski said with regard to unit numbers, spacing and size it's important to find the right density to ensure that the project will be successful. Chmielewski said the property owners reside in New York City and their price for the subject property reflects the New York City market. Chmielewski said the development team would take under advisement all comments from the Commission and would make every effort to buffer Xerxes Avenue. He added at this time their intent through design is to make the units feel and look like townhomes/brownstones vs. the traditional apartment building look.

Commissioner Schroeder said he finds the project and site plan interesting, adding he likes the connectivity and other elements of the project; however has a few concerns about the Xerxes Avenue side. Schroeder said the Xerxes Avenue component of the project is the most difficult to address. He pointed out as presented the proposed façade facing Xerxes Avenue is imposing. He suggested that they reconsider the large façade and relocate a portion of the building by placing it on top of the building nearest France Avenue. This change; in his opinion, would better suit the site, adding height in this area is generally found along York Avenue; not Xerxes (Westin, new Southdale apartments etc.). Continuing Schroeder pointed out when considering the projects impact on Xerxes Avenue, vehicle traffic, especially truck traffic, needs to be further reviewed. Schroeder stated if left as is all truck traffic would only occur on Xerxes Avenue. Concluding Schroeder asked the applicants to consider "marrying" the subject sites loading dock area with the Cub Foods loading dock. This action would reduce and mitigate all delivery traffic.

Commissioner Scherer complemented the look of the building but shared concerns over the amount of concrete on the site and its impact on Richfield.

Commissioner Platteter stated that overall he's not opposed to the density of the project or building height; however, has a concern with the ramp accessing the underground parking. Platteter suggested that this access point be relocated more to the middle to avoid confusion. With regard to connectivity Platteter said he likes the incorporation this project includes to enhance pedestrian spaces. Concluding, Platteter said he also supports the requirement for affordable housing.

Commissioner Grabiell asked Planner Teague if he knows the zoning classification the City of Richfield has on their side of Xerxes (east). Teague responded he's not sure of that zoning. He added he knows that Richfield either has or is going through a rezoning process for this area to allow for more density. Grabiell said during the review process the City needs to keep in mind what's best for Edina while being respectful to the City of Richfield.

The development team acknowledged that much of their focus is in "the devils in the details", adding they really appreciate the comments from the Commission. Mr. Russett acknowledged this site is a challenge; however believes it's worth it.

Commissioner Forrest said that while the project has good points she is concerned with how portions of the project violate the Comprehensive plan. Forrest added as previously mentioned the homes across the street from this project will be impacted. She concluded she likes the look but has concerns.

The discussion ensued with Commissioners in agreement that the project has merit; however, wants the development team to take a further look at reducing the buildings impact on Xerxes Avenue, increase greenspace where possible, consider the City Comprehensive Plan during the design process, reconsider the façade of the building as it relates to Xerxes Avenue, carefully consider the retail tenant mix, better design the building's access point and continue to work on the loading dock area and the underground parking access, etc. Also it is very important to work with the residents of Richfield to reduce and or minimize the buildings impact on them.

Chair Staunton thanked the applicant for sharing their sketch plan with them. Staunton stated he hopes their venture is successful adding that so far no one has found something that could work for this site. Staunton reiterated his thanks and stressed to the applicant the importance of communicating with the City of Richfield.

The applicants ensured Chair Staunton they would engage the City of Richfield and Xerxes Avenue residents.

B. 2014 Work Plan

Chair Staunton told the Commission every fall the Planning Commission Work Plan is discussed and prioritized. Staunton said that at this time he would like Commissioners to start thinking about the 2014 Work Plan. Staunton said any topic suggestions should be forwarded to Teague or him prior to the Commission meeting. Staunton concluded that his goal for finalizing the Work Plan is for some time in September or October.

Commissioner Scherer noted it may be a good idea to discuss the Work Plan prior to a Commission meeting. Commissioners agreed.

VIII. CORRESPONDENCE AND PETITIONS

Minutes/Edina City Council/September 17, 2013

on Series 2013B was at a 3% interest rate. **Member Sprague introduced and moved adoption of Resolution 2013-80, Awarding Sale of G.O. Bonds Series 2013B.** Member Swenson seconded the motion.

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

VIII.B. SKETCH PLAN REVIEW – 6725 YORK AVENUE (WICK'S SITE) AND FIVE SINGLE FAMILY HOMES ON XERXES AVENUE TO THE EAST OF 6725 YORK – REVIEWED

Community Development Director Presentation

Mr. Teague presented the request of Lennar Multifamily Investors, LLC for sketch plan review of its proposal to redevelop the property at 6725 York Avenue. The proposed project would also include five single-family houses on Xerxes Avenue. The proponent was in negotiations with these property owners to purchase and incorporate the houses into the development. Mr. Teague stated the property at 6725 York (the former Wick's building site) was currently zoned PCD-3, Planned Commercial District-3, and guided CAC, Community Activity Center. The five-single family houses were zoned and guided for low-density residential use. The proponent was requesting consideration of a proposal to tear down the existing commercial building and the five single-family houses and build a six-story, 273 unit, and upscale apartment building with 22,289 square feet of retail on the first level. A parking lot was proposed in front of the retail store on York Avenue and underground parking for residents. Surface spaces would be available along the north and south lot lines for resident's guests. The loading area for the market would be at the rear of the retail building and south side of the apartment building. Mr. Teague advised that to accommodate the request, four amendments to the Comprehensive Plan would be required: Building Height from 4 stories and 48 feet to 6 stories and 66 feet; Housing Density from 30 units per acre to 59 units per acre; Floor Area Ratio from 1.0 to 1.55; Re-guiding the land use for the six single-family houses from Low Density Residential to Community Activity Center. In addition to the amendments, a rezoning of all the properties would then be required to Planned Unit Development (PUD).

Mr. Teague stated the Planning Commission reviewed the sketch plan and provided comments relating to reducing the buildings impact on Xerxes Avenue, increasing greenspace where possible, consideration of the City Comprehensive Plan during the design process, reconsidering the façade of the building as it relates to Xerxes Avenue, need for continued work on the loading dock area and the underground parking access, and incorporation of affordable housing.

Proponent Presentation

Peter Chmielewski, Lennar Multifamily Investors, LLC, introduced the concept of the sketch plan for the property located at 6725 York Avenue with five single-family houses on Xerxes Avenue to the east of 6725 York Avenue. Mr. Chmielewski discussed the intent to build a high-end luxury multifamily rental community with complimentary retail.

Aaron Russet, ESG Architects, provided a presentation on the subject sketch plan, the setback on Xerxes Avenue, landscaping, walking path/sidewalk network, gathering spots, outdoor seating area, retail element, landscape buffer, and parking.

The Council discussion included concern relating to the six story height across from single-family houses, the importance to include affordable units, incorporating a green roof over the market, option of utilizing podium height along Xerxes Avenue, improving the articulation/façade of the market area, reduction in density, including some smaller units in unit mix, greenspace, additional work needed on the appearance of the townhouses, concern with the loading dock area and underground parking access, and concern with the concept of routing truck traffic onto Xerxes Avenue.

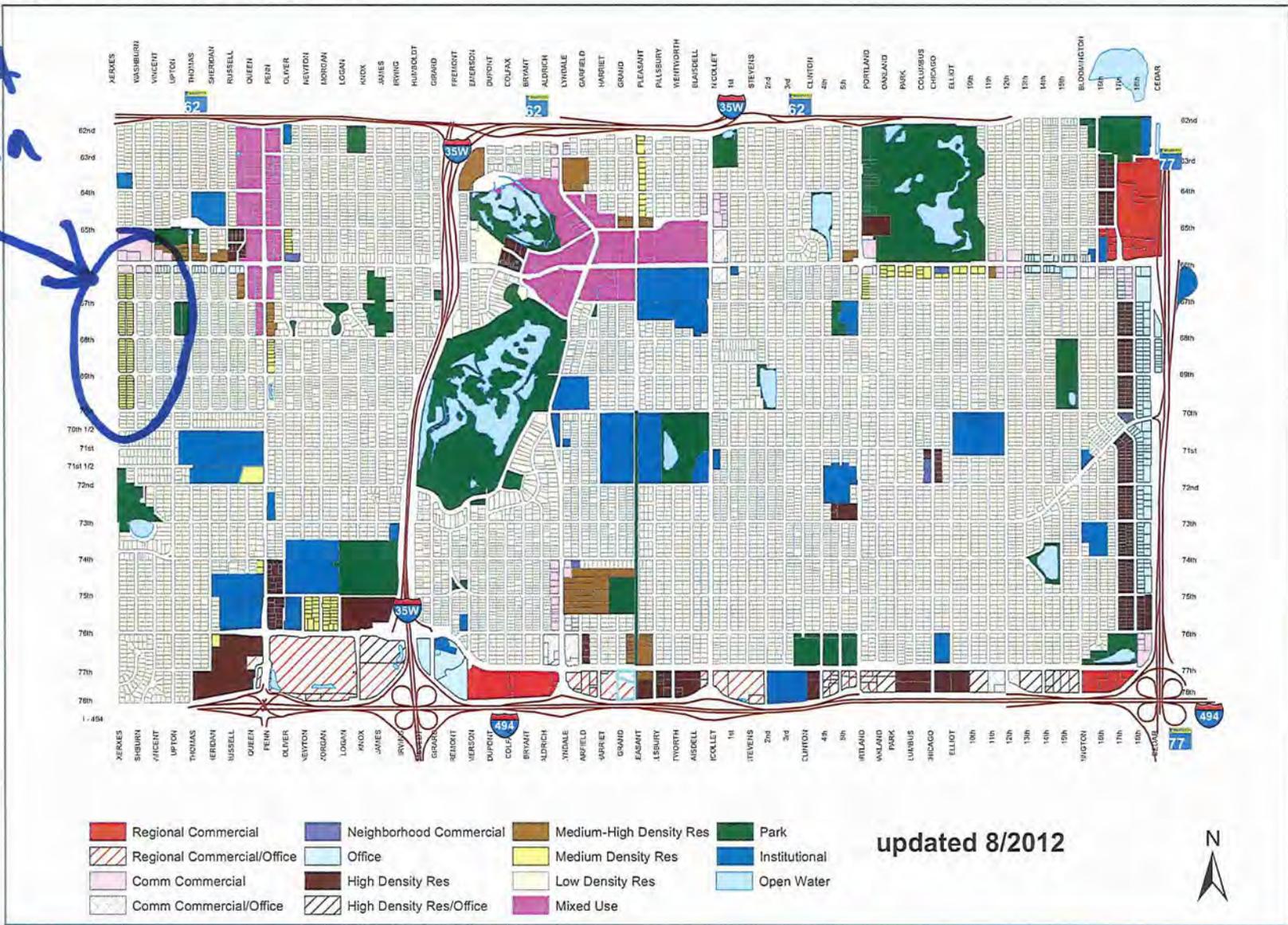
VIII.C. SECOND READING GRANTED – ZONING ORDINANCE AMENDMENT REGARDING THE R-1 & R-2 ZONING DISTRICT REQUIREMENTS; ORDINANCE NO. 2013-09 – ADOPTED

Community Development Director Presentation

Figure 4.8 2030 Future Land Use Plan

Subject Area

A55





Medium Density Residential (MDR)

The Medium Density Residential land use category was derived from the Single-family Residential – High Density category (R-SFH) that was included in the City’s 1999 Comprehensive Plan. The medium density residential category replaces the R-SFH category. Naming this category medium density better clarifies the intent of the residential uses within this category. Medium density residential accommodates attached housing, predominantly townhomes or condominiums ranging from 7 to 12 units per acre. Medium density residential also includes manufactured housing.

A56



Medium - High Density Residential (MHD)

Medium - High Density Residential includes multi-unit and multi-building developments. The intent is to allow for higher density housing, such as townhome developments. The allowed density would range from 12 to 24 units per acre and no greater than 4 stories tall.

City Hall • Phone 952-833-9520
Fax 952-826-0390 • www.CityofEdina.com



Date: March 27, 2014
To: Cary Teague, Community Development Director
cc: Tom Schmitz, Fire Chief
From: David Fisher, Chief Building Official
Re: 6725 York Ave – Former Wicks Furniture Re-Development
Draft Plans Dated March 3, 2014

The Building Department has reviewed the above proposed project with following comments:

- Provide a complete building code analysis when the construction plans are submitted to the city for building permits.
- All exiting must go to a public way.
- Provide adequate fire department access to the buildings.
- The building setbacks must comply with the 2006 IBC for exterior wall protection.
- Retaining walls over 4 feet require engineering and a building permit.
- Provide fire sprinklers to NFPA 13.
- Verify fire sprinkler requirements under balconies.
- Verify the accessible parking is in compliance with the state building code.
- There has been a 30% review with the building & fire department staff for this project. I would recommend that this project continues with the pre-construction meetings with the design professionals, contractor, the project manager and the city building and fire department staff.

A57

Engineering Department • Phone 952-826-0371
Fax 952-826-0392 • www.CityofEdina.com



Date: April 2, 2014
To: Cary Teague – Community Development Director
From: Chad Millner – Director of Engineering
Re: 6725 York Ave – Former Wicks Furniture Re-Development
Draft Plans Dated March 3, 2014

Engineering has reviewed the above stated proposed plan and offer the following comments:

- A Nine Mile Creek Watershed permit will be required, along with potential other agency permits such as Hennepin County Public Works, MNDH, MPCA, and MCES.
- A developer's agreement will be required for the placement of the public water main and sanitary sewer and for any other public improvements. The developer agreement should indicate that the watermain and sanitary sewer mainline are public. The agreement should also state that the City is responsible for the maintenance and operation of the watermain and sanitary sewer and in the event that the City needs to excavate for a repair of the system that the City is not responsible for restoring the surface, such as pavements and or landscaping.
- A set of as-built plans will be required with the final C.O.
- Staff recommends connecting the watermain to the Edina water distribution system. Watermain cannot be connected to both Edina and Richfield distribution systems.
- Details are needed on the infiltration system such as expected infiltration rates. This would be part of the watershed permitting process.
- Indicate on plans what utilities are private versus public by noting that on the pipes.
- Engineering will indicate where to place the watermain gate-valves.
- Construct utilities per City of Edina Standard Details.
- Watertight sanitary sewer castings are required on all sanitary sewer manholes.
- SAC and WAC fees will be required.

Staff will require a more detail review of the Civil Plans if this project is approved by the City Council. Please contact me if you have any questions regarding this review.

A58

Jackie Hoogenakker

From: Carla J Stueve <Carla.Stueve@hennepin.us>
Sent: Tuesday, March 25, 2014 11:44 AM
To: Jackie Hoogenakker
Cc: Steven J Groen; Robert H. Byers
Subject: 6725 York Avenue
Attachments: Carla Stueve P E PTOE.vcf; streetscape guide - approved 1995.pdf

Hi Jackie,

We reviewed the preliminary site plan for 6725 York Avenue this morning at our plat review committee meeting. Based on our streetscape guidelines, 6 feet of operational clear zone is required back from the face of the curb for a roadway with a posted speed of 35 mph or less. Based on our review of the 6725 York Avenue Landscape Plan, the proposed trees along York Avenue do not meet these guidelines. I have attached a copy for your use.

Ideally, we would encourage the developer to widen the boulevard and move the trees behind the 6-foot required clear zone, with the sidewalk on the outside of that space. We understand that there are utilities that may be affected by this proposed modification that may need to be considered.

If you have any questions, or need additional information, please let me know. Otherwise, when this development reaches the preliminary plat stage, please forward that to us for further review.

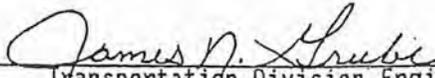
Thanks!
Carla



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HENNEPIN COUNTY
DEPARTMENT OF PUBLIC WORKS
TRANSPORTATION DIVISION

**RECOMMENDED URBAN LANDSCAPE/
STREETScape GUIDELINES**


Transportation Division Engineer

Revision No. 0 Date 04/03/95

APRIL, 1995

AGD

April 3, 1995

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A01

April 3, 1995

**HENNEPIN COUNTY
DEPARTMENT OF PUBLIC WORKS
TRANSPORTATION DIVISION**

**RECOMMENDED URBAN
LANDSCAPE/STREETSCAPE GUIDELINES
APRIL, 1995**

INTRODUCTION

Hennepin County Department of Public Works' Transportation Division (Division) has as a delegated function and responsibility to maintain a system of roadways that provide transportation for residents of the County in a safe, efficient manner. Year around safety requires adequate sight distances and a minimum operational clear zone that can also accommodate snow storage. The Division has prepared this Recommended Urban Landscape/Streetscape Guidelines (Guidelines) to more consistently and thoroughly respond to questions about urban landscape/streetscape design practices.

All landscape/streetscape plans must be prepared and signed in accordance with the Board of Architecture, Engineering, Land Surveying, Landscape Architecture and Interior Design. The City Engineer shall also approve and sign the title or cover sheet for those landscape/streetscape plans. The City Engineer must also evaluate sight distances along the project and assure the Division, in a report, that sight distances are adequate.

The placement of obstacles or fixed objects, such as structures, trees, etc., within Hennepin County's right of way shall be cause for the Municipality to assume legal liability and additional maintenance responsibility through a Cooperative Agreement.

RECOMMENDED GUIDELINE CRITERIA

The following is an alphabetical listing of the Division's recommended guidelines for landscape/streetscape design. The criteria listed is not all inclusive or necessarily complete. Requests for more clarification should be addressed to the Division Engineer or his/her designee. Figure 1 at the end of this document contains a summarization of the recommended operational clear zone guidelines.

• **Boulevard**

The Division prefers a low maintenance boulevard. Snow and ice control methods may prevent the survival of some desired vegetation. The Municipality has the responsibility for mowing and the maintenance of facilities behind the curb.

April 3, 1995

- Crosswalks

Crosswalks shall conform to the Minnesota Manual on Uniform Traffic Control Devices (MMUTCD).

The County's standard crosswalk is a block type pattern, painted white, on top of bituminous or concrete pavement. Municipalities have the responsibility to maintain pavement crosswalk markings after the initial painting.

Non-standard crosswalk surfaces (such as decorative brick, colored aggregate, etc.) shall require prior approval by the Division. Municipalities shall have the responsibility to install and maintain any crosswalk surface, as well as the abutting material, if the crosswalk surface is not consistent with the road surface. The municipality shall also indemnify the County for the use of a non-standard crosswalk surface.

- Curb

Curb design must conform to Hennepin County's Standard Design and the State Aid manual. Curb and pedestrian ramps must comply with the Americans With Disabilities Act (ADA).

- Irrigation

Water from irrigation systems shall not flow or spray onto the traveled roadway or onto any County owned structures such as traffic signal components and signage. Concrete gutters shall collect excess water from irrigation systems and not allow water to flow across roadways (gutter in).

Effects of subgrade saturation shall be addressed when irrigation systems are proposed. Provisions, such as perforated pipe, shall be included for the pickup and disposal of irrigation water.

The Division will not allow an open cut for installation or maintenance of irrigation piping within three years of construction, so consideration should be given to installing irrigation piping within a sleeve for roadway crossings. Maintenance and repair of the irrigation system is the responsibility of the owner.

- Landscaping/Streetscaping

Roadway geometrics and driver sight distances shall be considered when installing landscape items. A report indicating adequate sight distances have been maintained is required for all access points along the project. The report should consider all elements obstructing a driver's vision such as trees, shrubs, plantings/planters, structures, etc.

Any loose landscaping material, such as bark, must have an adequate means of containment that will prevent the material from spilling onto the roadway or sidewalk. The Municipality shall be responsible for maintaining such material, if installed, and for removing the material from the roadway or sidewalk if the material spills onto those surfaces. Loose landscape rock is not permitted within Hennepin County's right of way because of problems caused during mowing, etc.

April 3, 1995

The Municipality or owner has the responsibility to trim all plantings and to maintain visibility.

Hennepin County's responsibility for landscape/streetscape restoration, after any County activity, shall be limited to top soil, sod or seed. Restoration of specialty landscape/streetscape items, sidewalks and plantings shall be the responsibility of others.

The Division prefers traffic control signage to be located behind the sidewalk. Landscape/streetscape should not obstruct the view of signage.

Landscape/streetscape should make allowances for placement or future expansion of utilities within the right of way.

Traffic control during maintenance of landscaping shall comply with MMUTCD for traffic control.

- Medians

The Division can supply typical design standards for raised and depressed medians. Median drainage is a concern of the Division and should be discussed with the Division's Design Section. The Division's guideline does not allow planting trees within the median unless there is the minimum operational clear zone for the posted speed limit (see Operational Clear Zone).

Plantings, including raised planting beds, in medians shall not be higher than 3 feet from the bottom of the curb gutter line, however, sight lines must still be checked. Plantings should be kept as far back from the face of curb as possible to minimize disturbance due to snow plowing (see also Irrigation). If the Municipality proceeds with placing plantings within Hennepin County right of way, then the Municipality has the responsibility to trim plantings to maintain sight lines.

- Operational Clear Zone

To facilitate the safe operation and maintenance of a roadway facility, an operational clear zone is required. Encroachment into the operational clear zone causes safety and maintenance concerns.

The Division standard provides an operational clear zone of 6 feet from the face of curb where posted speeds are 35 miles per hour (MPH) or less. For speeds greater than 35 MPH to 45 MPH, the Division standard provides a 10 foot operational clear zone. The required operational clear zone for speeds over 45 MPH shall be analyzed on an individual basis by the Division (see Figure 1).

- Right of Way

Streetscape/landscape items within the County's right of way are reserved for the public and owned by the Municipality. Hennepin County does not allow private enhancements within the County's right of way.

April 3, 1995

- Sidewalks

The Division recommends a sidewalk with a minimum 5 foot width and prefers the sidewalk be placed 6 feet from the face of curb to accommodate snow storage.

- Signals, Signing and Other Traffic Control Devices

All traffic control devices must comply with MMUTCD.

For urban cross sections, the Division recommends traffic signs be placed at least 6 feet from the face of curb to the edge of sign. Sign placement is preferred behind the sidewalk. The location of utilities should be considered with regard to future sign placement. In areas where there is no sidewalk, clearance to the signage should be at least 6 feet from the curb or edge of shoulder to allow for snow storage and/or future sidewalk(see Snow Storage).

Landscape/streetscape should not obstruct the view of signage.

Traffic signals shall have the Division's standard type and color. Any other color scheme requires prior review and approval by the Division and require the Municipality to maintain the paint system at no cost to the Division. Lead based paint shall not be used. Paint must comply with current Mn/DOT specifications.

- Snow Storage

The Division requires minimum operational clear zones for snow storage along the side of the road based on the posted speed limit. The requirement of an operational clear zone for snow storage allows the Division to efficiently clear roads of snow and help maintain the road's traffic carrying capacity. Inadequate snow storage will reduce lane widths, adversely affect traffic handling capacity of the road and prevent trucks from using the partially blocked traffic lane. Roads that are not cleared of snow along the curb to the storm drain can also cause drainage problems when the snow melts.

The Division may require that the Municipality obtain an easement if there is inadequate snow storage available within the right of way as a result of landscape/streetscape structure placement. In areas where landscape/streetscape structures cause inadequate room to store snow off the road, the Municipality will be required to either move or haul away the snow (see Introduction for legal liability and maintenance requirements).

- Street Lighting

Street lighting must be functional and meet appropriate standards for illumination. Special consideration should be given to eliminating glare and shadows. Questions on lighting should be referred to the Division's Design Section.

April 3, 1995

- Trees

Trees, in general, can obstruct the view of signs and signals. Prior to the placement of any tree, sight lines should be evaluated that includes consideration for fully mature trees and their canopies.

The Division standard does not sanction the planting of trees on County right of way within the operational clear zone (see Operational Clear Zone).

Planting coniferous trees is discouraged within Hennepin County's right of way.

Tree grates in sidewalks or paved areas, unless properly installed and maintained, can be a hazard to pedestrians, people with disabilities, and snow removal operations, etc. The Municipality assumes all liability for the placement of any tree grates or other obstacles within the County's right of way.

Irrigation, if deemed necessary, should be limited to a trickle type system (see Irrigation).

The Division does not contribute to the replacement of any streetscape/landscape alteration as a result of any highway maintenance, modification or utility work.

- Utilities

Underground utilities that do not extend above the surface may be placed within the County's operational clear zone. Above ground utilities, however, should be placed outside the County's operational clear zone.

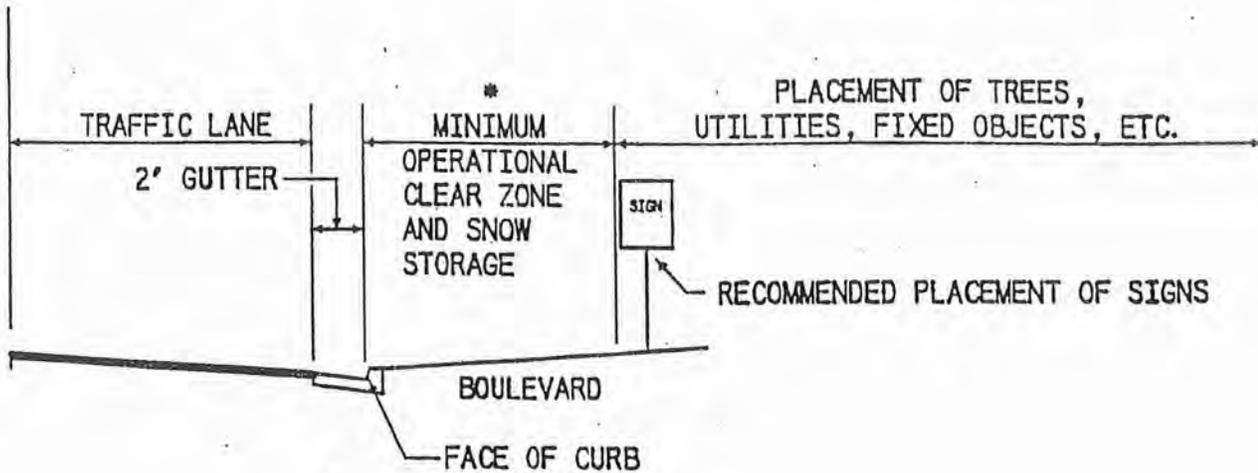
PERMITS

The Division's Permit Office shall be informed of all construction or maintenance work within the County's road right of way. Traffic Control and time of work must be approved by the Division prior to beginning any work. (Example: Parking in a traffic lane during rush hour is not allowed.)

FIGURE 1

HENNEPIN COUNTY DEPARTMENT OF PUBLIC WORKS TRANSPORTATION DIVISION RECOMMENDED LANDSCAPE / STREETScape GUIDELINES

URBAN TYPICAL ROADWAY CROSS SECTION



*

POSTED SPEED LIMIT

35 M.P.H. OR LESS

GREATER THAN 35 M.P.H. TO 45 M.P.H.

GREATER THAN 45 M.P.H.

MINIMUM OPERATIONAL CLEAR ZONE

6 FOOT (FROM THE FACE OF CURB)

10 FOOT (FROM THE FACE OF CURB)

ANALYZED ON AN INDIVIDUAL BASIS BY THE DIVISION.

APRIL 1995

AGJ



City Affordability Goals

Since 1996, Edina has participated in the Metropolitan Livable Communities Act program. The Livable Communities Act (LCA) is a Metropolitan Council grant-based program to encourage communities to achieve goals in affordable and life-cycle housing production and quality of life improvements. At the program's inception, the Metropolitan Council estimated the amount of the City's existing housing stock that was affordable and the City and the Metropolitan Council jointly established goals for the criteria of affordability, life-cycle housing (housing types that are not single-family detached units) and housing density.



See Table 5.2 on next page.

Table 5.2. Livable Communities Act Benchmarks and Goals for Edina

		City Index	Benchmark	Goal
Affordability	Ownership	31%	64-77%	31%
	Rental	14%	32-45%	43%
Life-cycle housing	Type (non-SF detached)	43%	38-41%	43%
	Owner/renter mix	71/29%	(64-71)/ (30-36)%	71/29%
Density	Single-family detached	2.3/acre	2.3-2.9/acre	2.3/acre
	Multi-family	16/acre	11-15/acre	16/acre

Table 5.2 shows the Metropolitan Council's 1995 estimates and City of Edina goals:

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- The *City Index* column refers to a snapshot of the Edina's affordable housing, life-cycle housing, and housing density taken from the data available in 1995.
- The *Benchmark* column is a range that represents the City Index average for communities within similar Metropolitan Council planning sectors.
- The *Goal* column indicates the affordable and life-cycle housing share, and the densities negotiated between Edina and the Metropolitan Council.
- *Affordability* refers to the estimate of the share of Edina's affordable housing stock that was considered affordable at the start of the LCA program.
- *Life-cycle Housing* includes housing types that are not single-family detached units; the figures are percentages based on Edina's total housing stock.
- *Density* means the number of housing units per acre for both single-family detached units, and multi-family units.



The Metropolitan Council has identified new affordable housing needs for all cities and townships within the Twin Cities Metropolitan Area for the period from 2011-2020. The housing plan element of local comprehensive plans is required to reflect the allocated portion of the forecasted demand for affordable housing. The City's share of this allocation is 212 affordable housing units by 2020.

Current City Housing Programs

Edina Housing and Redevelopment Authority

The Edina Housing and Redevelopment Authority (HRA) was established in 1974 for the purpose of undertaking urban redevelopment projects and assisting with the development of affordable housing. The HRA has facilitated the development of a number of low- and moderate-income housing developments, including Yorkdale Townhomes, Oak Glen, Summit Point and South Haven.



City Manager's Office

April 9, 2014

Mr. Cary Teague, Planning Director
City of Edina
4801 W. 50th Street
Edina, MN 55424

MAYOR
DEBBIE GOETTEL

CITY COUNCIL
PAT ELLIOTT
TOM FITZHENRY
EDWINA GARCIA
SUZANNE M. SANDAHL

CITY MANAGER
STEVEN L. DEVICH

Dear Mr. Teague,

I am writing in regards to the Public Hearing being held before the Edina Planning Commission on April 9, 2014 for Comprehensive Plan Amendments and Rezoning related to the proposed development at 6725 York Ave. S.

I would like this letter to be entered into the public record as it relates to this Public Hearing and, if possible, have the following read aloud at the Public Hearing.

On April 8, 2014 a joint Work Session of the Richfield City Council and Richfield Planning Commission was held to discuss the proposed development at 6725 York Avenue South in Edina. I am writing this letter to reflect the discussion that occurred at that meeting. In addition to Richfield's Council Members and Planning Commissioners, Edina City Manager Scott Neal and Metropolitan Council Representative Steve Elkins were present at that meeting.

Although Richfield public officials have no formal legal authority to play a role in the consideration of land use applications in the City of Edina, we feel that it is good public policy and good practice as a neighboring community to allow meaningful impact by an adjoining jurisdiction, especially in a case such as this which is located on a "soft border" between two communities.

Richfield policy makers and staff do have a number of concerns as they relate to this proposed development. They are as follows:

A height in excess of four to five stories. The existing commercial site is guided for Community Activity Center in Edina's Comprehensive Plan. The maximum height in this area is four stories or 48 feet. The maximum height allowed in the Single Dwelling Unit District is two and a half stories. The proposed six-story building exceeds these allowances and exceeds what the Richfield Comprehensive Plan anticipated for the site. This additional height would adversely affect Richfield homes.

A building setback of less than 132 feet from existing single-family lot lines. The proposed setback is significantly less than what Edina requires for PCD-3 District and/or Planned Resident District (PRD) projects when adjacent to R-1 (Single Dwelling Unit District) properties.

- The PCD-3 District north of 70th Street requires a minimum setback from an R-1 property line that is equal to twice the height of the proposed building. In this case that is equal to 132 feet; however, the proposal is for a setback of approximately 104 feet.
- The PRD District requires a minimum setback from an R-1 property line in accordance with the following calculation: $10(\text{height of building}-40) + 80$. The total height of

The Urban Hometown

6700 PORTLAND AVENUE, RICHFIELD, MINNESOTA 55423 612.861.9700 FAX: 612.861.9749

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the proposed building is approximately 75 feet; however, the maximum height of the portion facing Xerxes Avenue is approximately 65 feet. The required setback would be between 330 - 423 feet, depending on the number applied. If the building were only 4 stories or 44 feet, the requirement would be for a minimum setback of 120 feet.

Excessive shadow impacts result from both the building height and its minimal setback. As a response from a request by Richfield staff members, Lennar conducted a shadow analysis. This analysis shows that in December, the buildings would begin to cast shade on six to eight Richfield homes sometime between 1:00 p.m. and 3:00 p.m. This impact would be lessened, and possibly eliminated, by reducing the building's height to four stories and/or increasing the building's setback from Xerxes Avenue. The project seems to have excess retail parking that would allow for the building(s) to be shifted farther to the west.

Architectural Context. The project will face a block of one-and-a-half story cape cods and single-story ramblers. The proposed design is not context-sensitive to the period or style of housing in the adjacent neighborhood.

Dog Park. The neighborhood has expressed concerns about noise related to a dog park and would prefer passive open space.

I firmly believe that these are all concerns that Edina residents would have if they were in the same position as those Richfield residents adjacent to the property and, in short, we are asking that you treat Richfield residents concerns with as much validity as if they were your own residents.

Sincerely,



Debbie Goettel
Mayor

Copy: Richfield City Council
City Manager
Community Development Director