



## *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*

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## *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 66<sup>th</sup> Street and 69<sup>th</sup> 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 66<sup>th</sup> Street
- York Avenue and Southdale site entrance and exit intersections
- York Avenue and Site Entrances
- York Avenue and 69<sup>th</sup> 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 66<sup>th</sup> Street - Traffic Signal control**

- SB York Ave approaching 66<sup>th</sup> St – one free right, two through, one left
- NB York Ave approaching 66<sup>th</sup> St – one free right, two through, two left
- EB 66<sup>th</sup> St approaching York Ave – one free right, two through, two left
- WB 66<sup>th</sup> 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 69<sup>th</sup> Street – Traffic Signal control**

- SB York Ave approaching 69<sup>th</sup> St – one through/right, three through, one left
- NB York Ave approaching 69<sup>th</sup> St – one right, three through, one left
- EB 69<sup>th</sup> St approaching York Ave – one through/right, one left
- WB 69<sup>th</sup> 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 8<sup>th</sup> – 21<sup>st</sup>, 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 69<sup>th</sup> 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 65<sup>th</sup> Street. The proposed site included redevelopment of both the 6500 France Avenue site and the 4005 65<sup>th</sup> 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 69<sup>th</sup> 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*, 9<sup>th</sup> 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*, 9<sup>th</sup> 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*, 9<sup>th</sup> 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
<b>Total Site</b>		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.

AG1

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 <sup>th</sup> 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 <sup>th</sup> 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 66<sup>th</sup> Street and York Avenue and York Avenue and 69<sup>th</sup> 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 <sup>th</sup> 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 <sup>th</sup> 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 <sup>th</sup> 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 <sup>th</sup> St	C (E)	31	C (E)	29	D (E)	37	C (E)	29

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

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**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 <sup>th</sup> 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 <sup>th</sup> 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.

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**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 <sup>st</sup> 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*, 4<sup>th</sup> 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

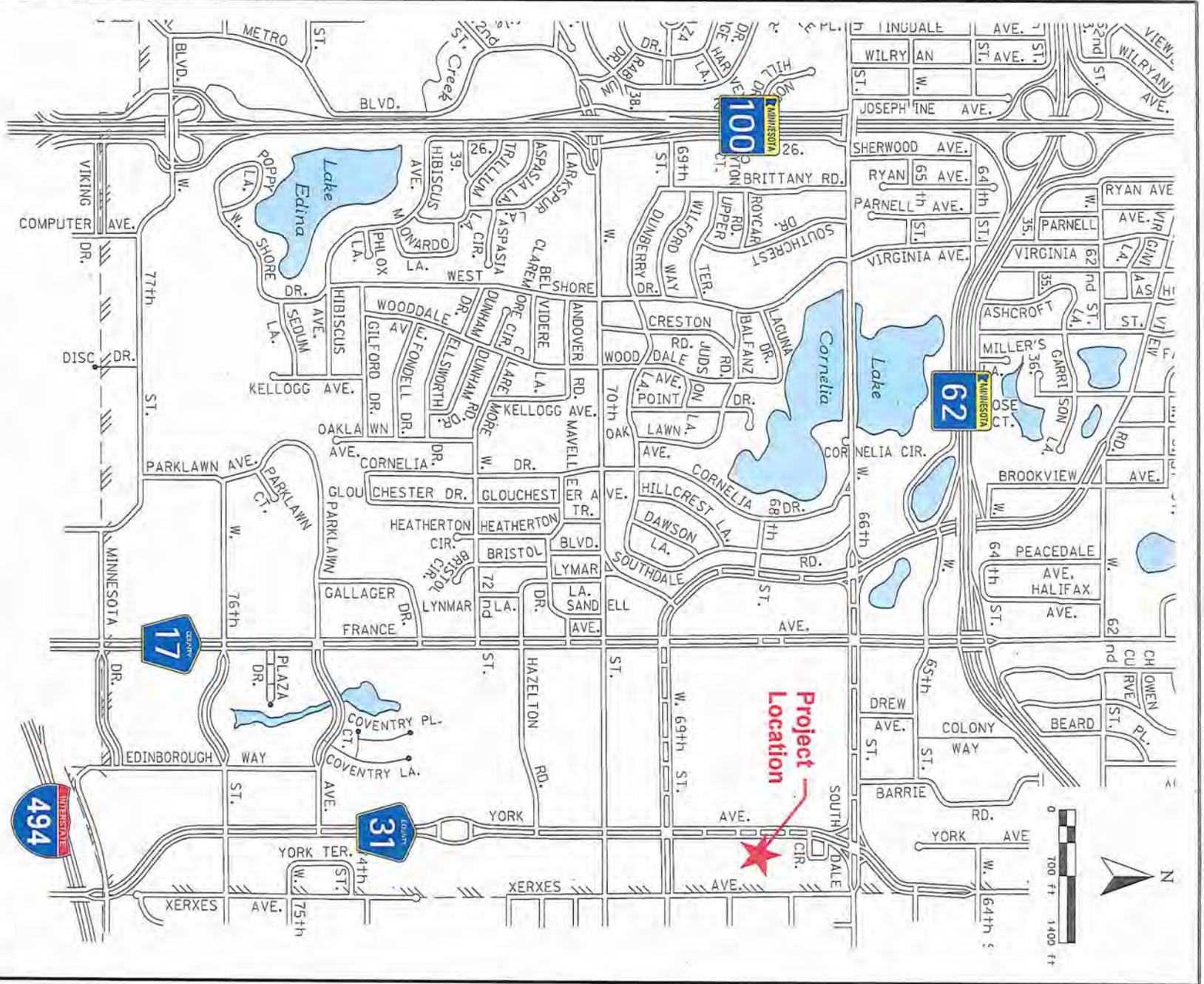


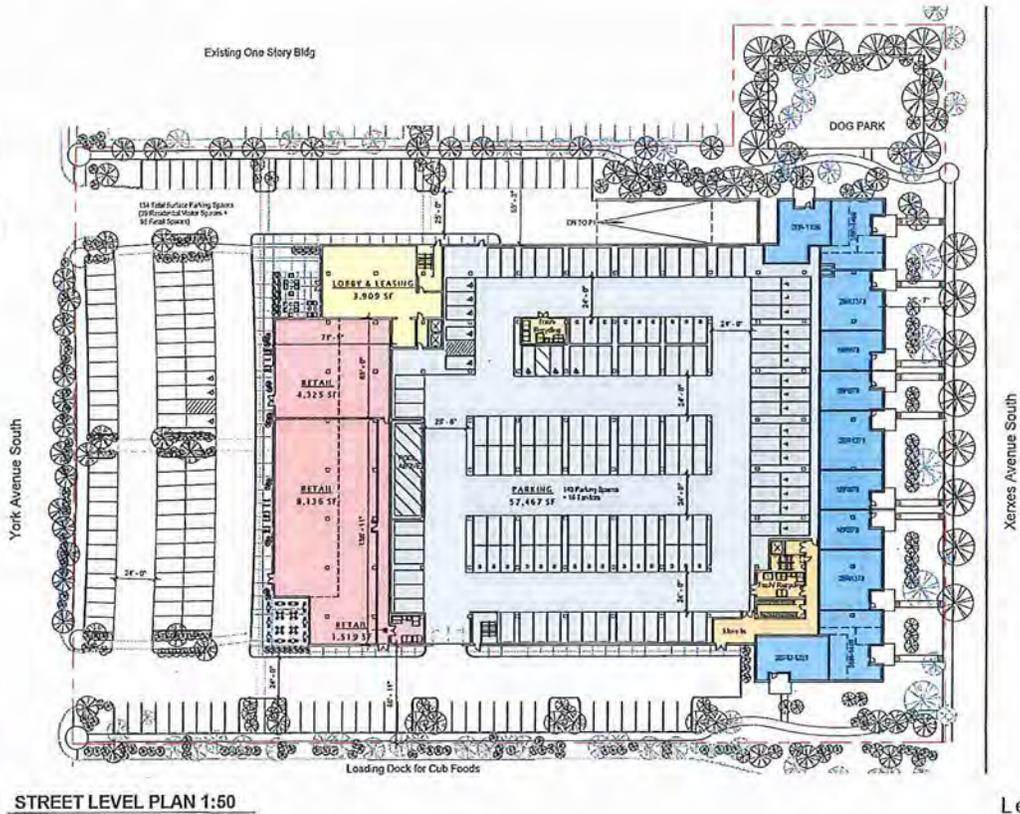
**Traffic and Parking Study**  
**6725 York Avenue Redevelopment**  
 City of Edina, Minnesota

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**Project Location Map**

**Figure 1**





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Edina, MN  
02/14/14  
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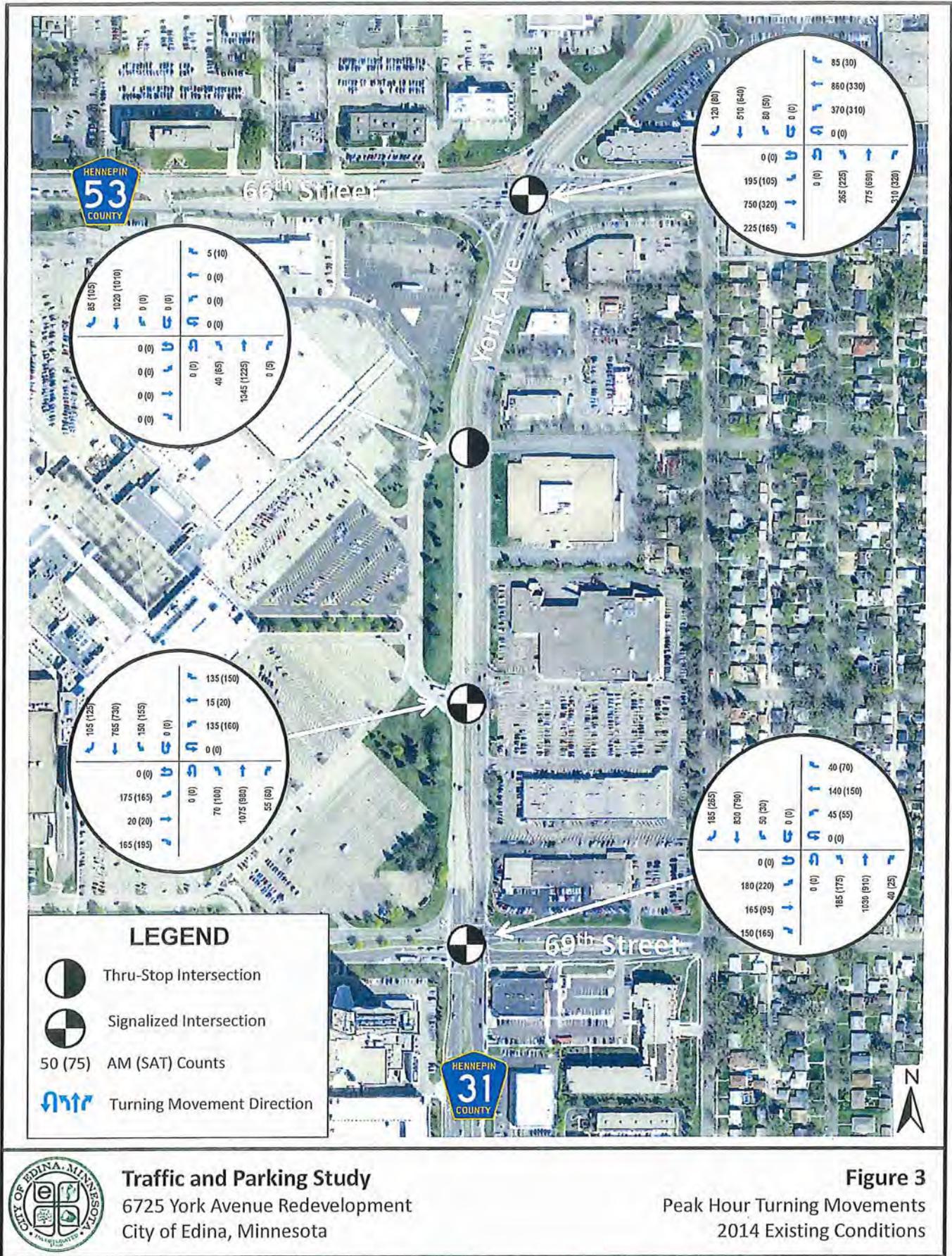


**Traffic and Parking Study**  
6725 York Avenue Redevelopment  
City of Edina, Minnesota

Figure 2

Site Plan

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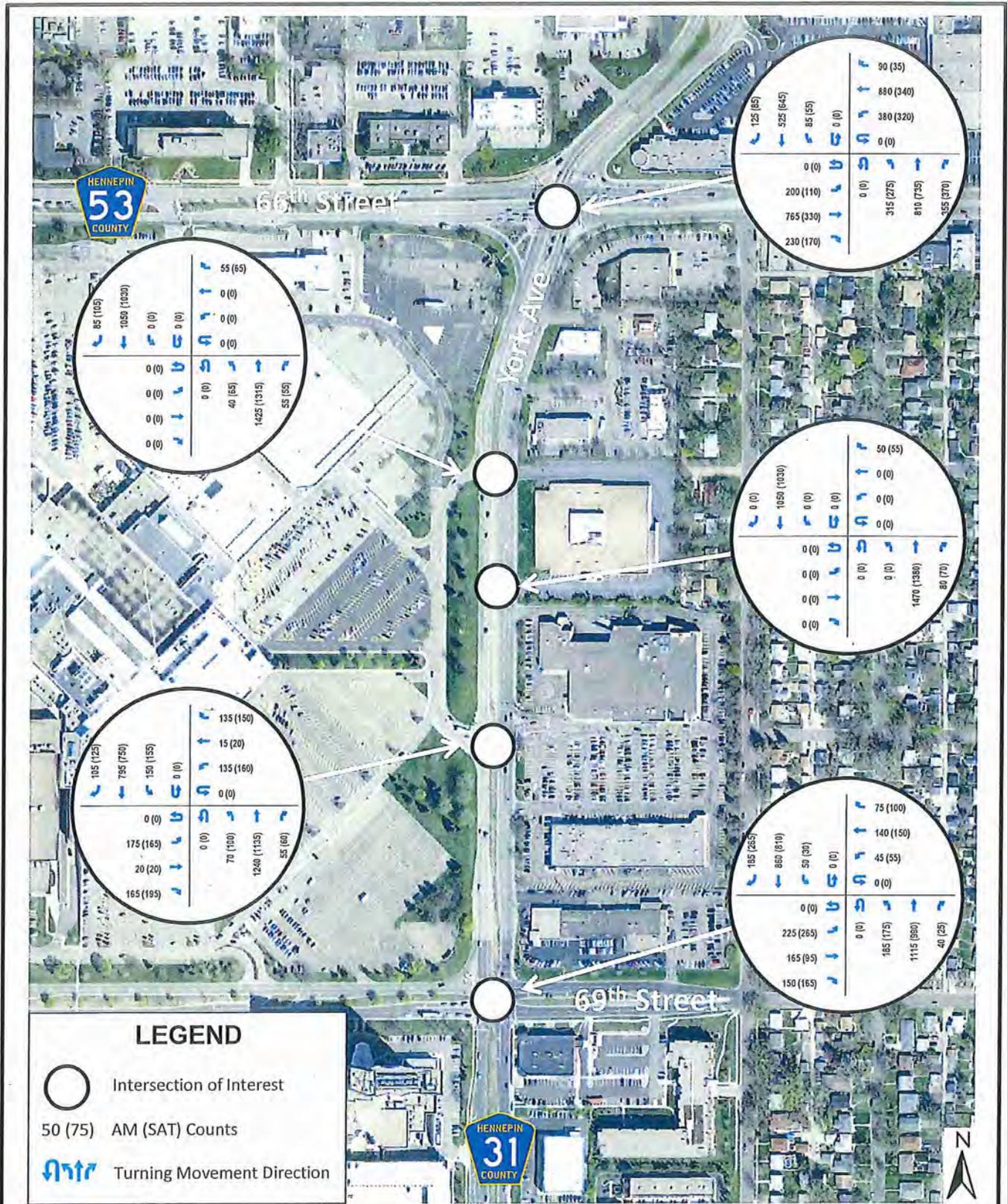


**Traffic and Parking Study**  
6725 York Avenue Redevelopment  
City of Edina, Minnesota

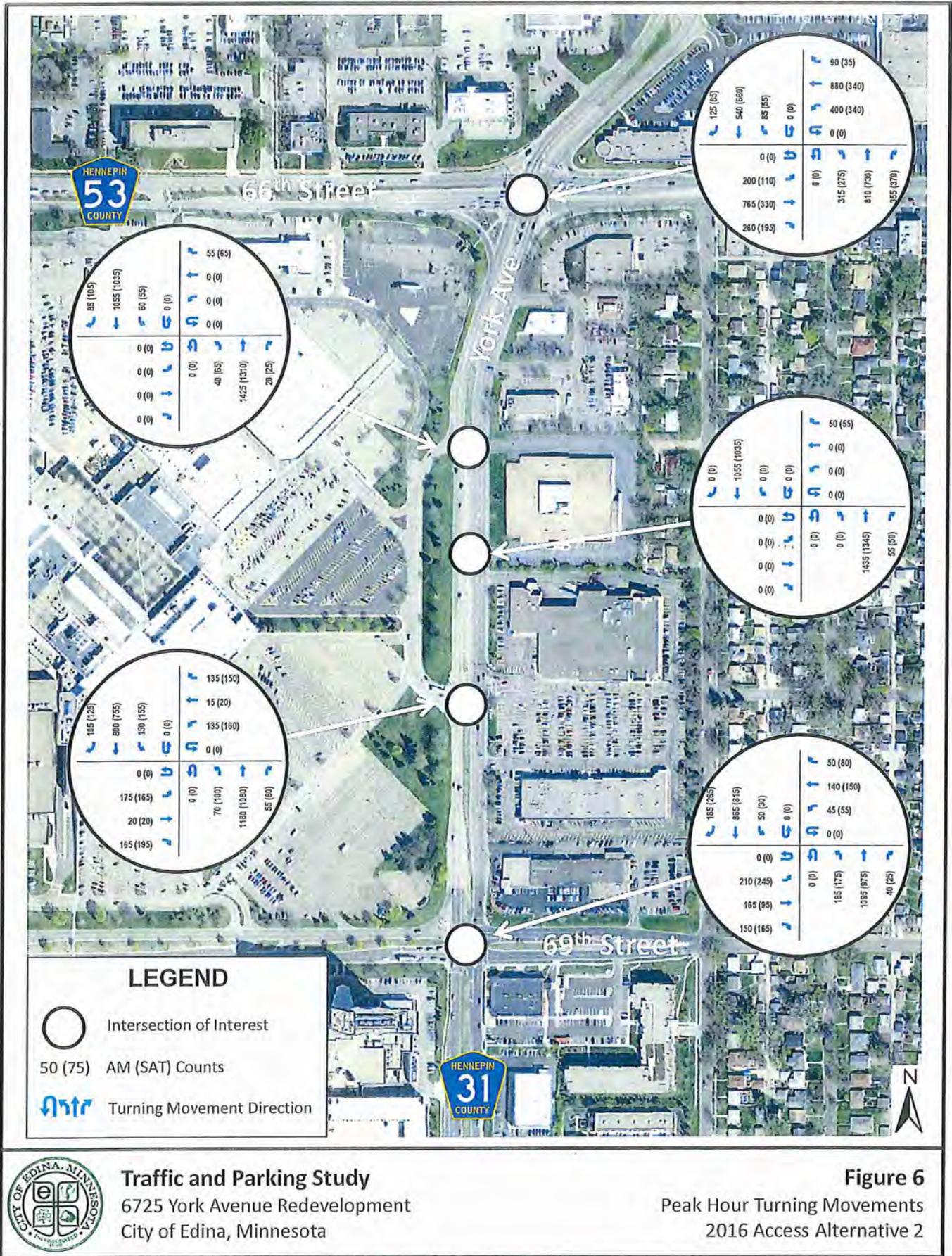
Figure 4

Access Alternative 2

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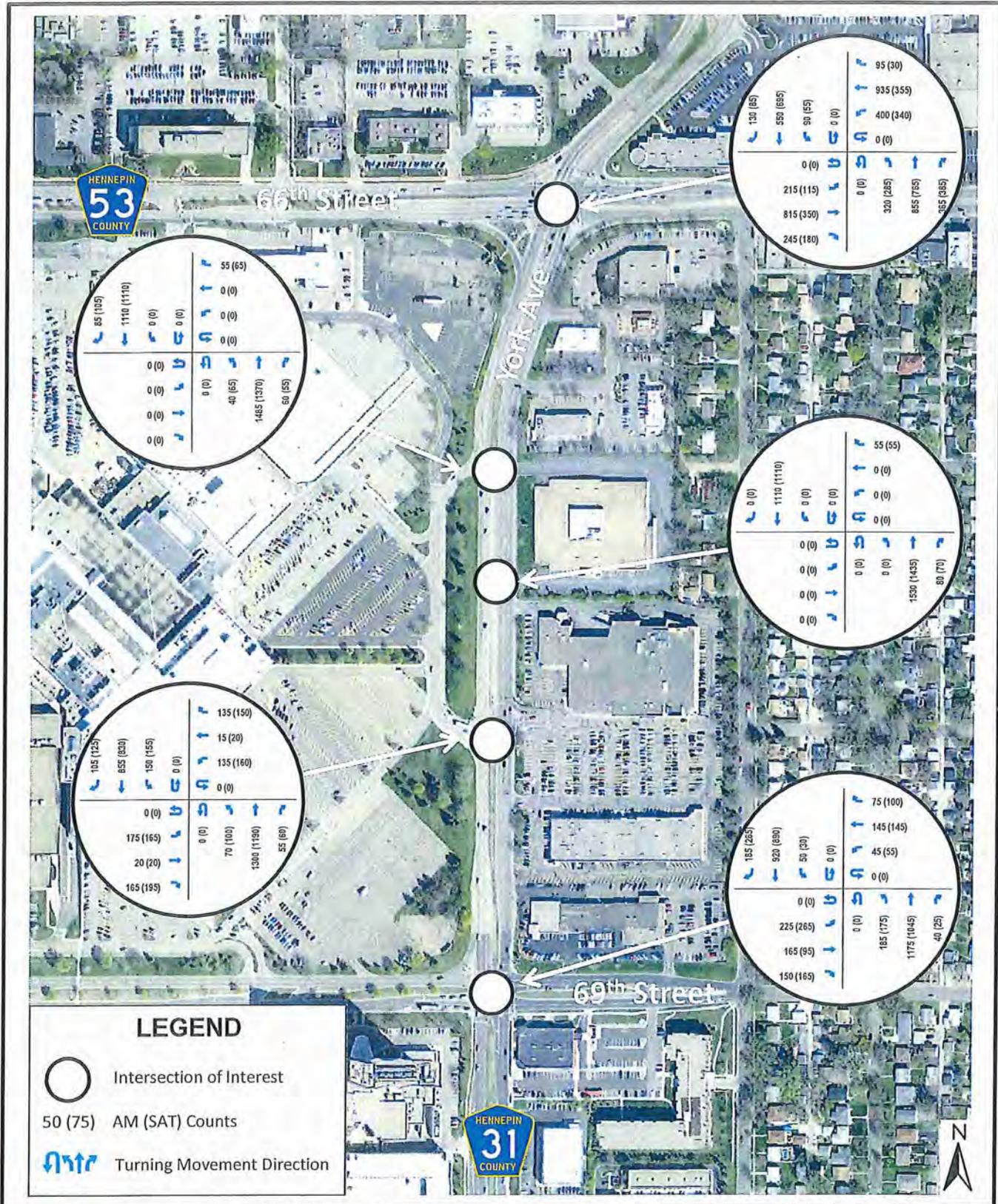
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**Traffic and Parking Study**  
 6725 York Avenue Redevelopment  
 City of Edina, Minnesota

**Figure 6**  
 Peak Hour Turning Movements  
 2016 Access Alternative 2

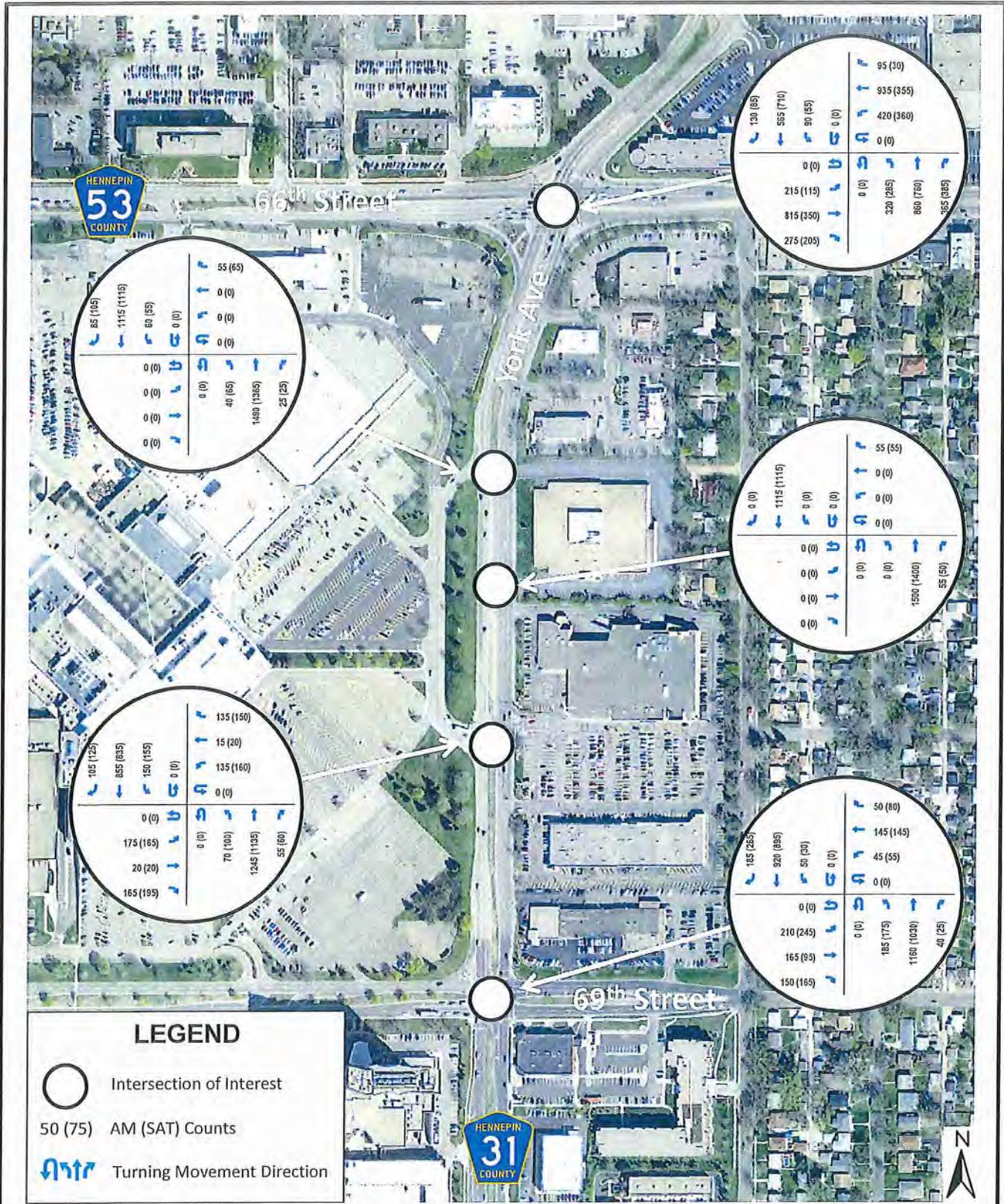
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**Traffic and Parking Study**  
 6725 York Avenue Redevelopment  
 City of Edina, Minnesota

**Figure 7**  
 Peak Hour Turning Movements  
 2030 Access Alternative 1

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**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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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 Grabieli 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

**MINUTES OF THE  
REGULAR MEETING OF THE PLANNING COMMISSION  
CITY OF EDINA, MINNESOTA  
CITY COUNCIL CHAMBERS  
APRIL 9, 2014  
7:00 PM**

**I. CALL TO ORDER**

**II. ROLL CALL**

Answering the roll call were: Potts, Olsen, Kilberg, Halva, Lee, Carr, Platteter, Staunton

Members absent from roll: Scherer and Forrest

**III. APPROVAL OF MEETING AGENDA**

Commissioner Carr moved approval of the meeting agenda as amended to honor the request of the proponent to continue Item VI.C. Preliminary Rezoning & Variances, Mathias Mortenson, 3923 West 49<sup>th</sup> Street, Edina, MN. Commissioner Platteter seconded the motion. All voted aye; motion carried.

**IV. APPROVAL OF CONSENT AGENDA**

**A. Minutes of the Regular Meeting of the Edina Planning Commission March 12, 2014**

Commissioner Carr moved approval of the Consent Agenda and January 22, 2014, meeting minutes. Commissioner Lee seconded the motion. All voted aye; motion carried.

**V. COMMUNITY COMMENT**

Chair Staunton asked if anyone would like to speak; being none, Commissioner Platteter moved to close community comment. Commissioner Lee seconded the motion. All voted aye; public comment closed.

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**VI. PUBLIC HEARINGS**

**A. Comprehensive Plan Amendments, Preliminary Rezoning, and Preliminary Development Plan. Lennar Multifamily Communities, LLC. 6725 York Avenue, 6628, 6700, 6704, 6708, & 6712 Xerxes Avenue, Edina, MN**

Commissioner Potts recused himself from consideration of this agenda item because his company works with this applicant on a different project in a different city. He left the Council Chambers at 7:05 p.m.

## Planner Presentation

Planner Teague informed the Commission that Lennar Corporation is proposing to tear down the existing retail building at 6725 York Avenue, and five single-family homes at 6712, 6708, 6704, 6700, and 6628 Xerxes Avenue. The applicant would then build a six-story, 242-unit upscale apartment building with 12,500 square feet of retail on the first level. A parking lot is proposed in front of the retail store on York Avenue, with underground parking for residents provided under the apartments. Surface spaces would be available along the north and south lot lines for resident guests.

Planner Teague delivered a power point presentation highlight the project including the green space and swimming pool above the parking deck. He recalled the changes the applicant has made since the original sketch plat review, including the elimination of the loading dock, decreasing total number of units, creation of podium height along Xerxes, creating better pedestrian connections, and new green features. He noted that the road system can support the development and the parking is adequate.

Planner Teague concluded his presentation by indicating that staff recommends the City Council approve the Comprehensive Plan Amendments as follows:

- Building Height – from 4 stories and 48 feet to 6 stories and 70 feet.
- Floor Area Ratio – from 1.0 to 1.27.
- Re-guiding the Land Use Plan for the six single-family homes from Low Density Residential to Community Activity Center.

Approval is subject to the following findings:

1. The proposed land uses are consistent with existing and proposed land uses in this area. The City of Richfield has guided the single-family homes on the east side of Xerxes as medium density residential; therefore, the long-term vision of both Edina and Richfield in this area is for higher densities.
2. Podium height is proposed on both Xerxes and York as recommended in the Comprehensive Plan. The six-story portion of the building is stepped back into the site to minimize impact on adjacent property.
3. The Comprehensive Plan recognizes the Southdale area and the CAC as the most intense district in terms of uses, height and coverage. The City allows a floor area ratio of up to 1.5 in other parts of the City, such as 50th France; therefore, the floor area ratio of the proposed use at 1.27, which is predominantly residential, is appropriate for the area.
4. The traffic and parking study done by WSB concludes that the existing roadways can support the proposed project, and there would be adequate parking provided.

Planner Teague indicated that staff also recommends the City Council approve the Preliminary Rezoning from PCD-3, Planned Commercial District to PUD, Planned Unit Development District and Preliminary Development Plan to tear down the existing retail building at 6725 York Avenue, and single family homes at 6712, 6708, 6704, 6700 and 6628 Xerxes Avenue and build a six-story, 242 unit upscale apartment building with 12,500 square feet of retail on the first level. Approval is subject to the following findings:

1. The proposal would meet the purpose and intent of the PUD, as most of the above criteria would be met. The site is guided in the Comprehensive Plan as "Community Activity Center –

- CAC,” which encourages a mixing of uses, including retail and multifamily residential. The proposed uses are therefore consistent with the Comprehensive Plan.
2. The project would create a pedestrian friendly development with extensive pedestrian paths planned for the site. Sidewalks would provide pedestrian connections for residents in the City of Richfield to Southdale.
  3. Podium Height would be used on both York and Xerxes.
  4. Sustainable design principles would be utilized. The proposed buildings would be a high quality brick, stone, precast concrete, metal and glass building. “Edina” limestone is proposed at the street level.
  5. The PUD would ensure that the building proposed would be the only building built on the site, unless an amendment to the PUD is approved by City Council.
  6. The proposed uses would fit in to the neighborhood. As mentioned, this site is guided in the CAC, Community Activity Center which encourages mixing land uses, including retail and multiple family residential, on one site.
  7. The existing roadways would support the project. WSB conducted a traffic impact study, and concluded that the proposed development could be supported by the existing roads subject to conditions.
  8. The proposed project would meet the following goals and policies of the Comprehensive Plan:
    - a. Building Placement and Design. Where appropriate, building facades should form a consistent street wall that helps to define the street and enhance the pedestrian environment.
    - b. Movement Patterns.
      - Provide sidewalks along primary streets and connections to adjacent neighborhoods along secondary streets or walkways.
      - A Pedestrian-Friendly Environment.
    - c. Encourage infill/redevelopment opportunities that optimize use of city infrastructure and that complement area, neighborhood, and/or corridor context and character.
    - d. Support and enhance commercial areas that serve the neighborhoods, the city, and the larger region.
    - e. Increase mixed use development where supported by adequate infrastructure to minimize traffic congestion, support transit, and diversify the tax base.
    - f. Increase pedestrian and bicycling opportunities and connections between neighborhoods, and with other communities, to improve transportation infrastructure and reduce dependence on the car.
    - g. Incorporate principles of sustainability and energy conservation into all aspects of design, construction, renovation and long-term operation of new and existing development.
    - h. Buildings should be placed in appropriate proximity to streets to create pedestrian scale. Buildings “step down” at boundaries with lower-density districts and upper stories “step back” from street.

Approval is subject to the following conditions:

1. The Final Development Plans must be generally consistent with the Preliminary Development Plans dated March 3 & 25, 2014.
2. The Final Landscape Plan must meet all minimum landscaping requirements per Section 850.04 of the Zoning Ordinance.
3. The Final Lighting Plan must meet all minimum landscaping requirements per Section 850.04 of the Zoning Ordinance.
4. Submittal of a complete sign plan for the site as part of the Final Development Plan application. Signage should include monument sign locations and size, way finding signage, and wall signage.

5. Compliance with all of the conditions outlined in the director of engineering's memo dated April 2, 2014.
6. At the time of building permit application, compliance with all of the conditions outlined in the chief building official's memo dated March 27, 2014.
7. Work with staff and Hennepin County to secure a left turn in lane from south bound York Avenue.
8. Ten percent (10%) of the housing units shall be designated for affordable housing. Specific detail would be determined at the time of Final approval.
9. Sustainable design principles must be used. Greater detail shall be provided with the Final Rezoning submittal.
10. Final Rezoning is subject to a Zoning Ordinance Amendment creating the PUD, Planned Unit Development for this site.

Commissioner Platteter asked about the sidewalks in the sketch. Planner Teague pointed out the sketch shows sidewalks' extending beyond what the developer is proposing; adding they will likely be added when adjacent properties develop in the future.

Commissioner Platteter asked about the setback from the building to the nearby residential home (Richfield). Planner Teague estimated an approximate 30-foot setback from the Xerxes right-of-way to the house; plus the setback for the proposed apartment building.

Commissioner Carr asked about the seventh story that is displayed on the west side of the building. Planner Teague responded that will be a good question for the applicant.

Commissioner Olsen asked about how the loading dock will work with the retail. Planner Teague pointed out the traffic pattern for delivery trucks.

Commissioner Olsen asked Chuck Richart, WSB & Associates, how vehicles would get to the south. Mr. Richart stated they would either do a U-turn on 66<sup>th</sup> Street or turn onto France, adding this type of movement was assumed as part of the study.

Chair Staunton observed if the rezoning request was to PCD-3 three setback variances would be required, along with the building height, and the floor area ratio. Planner Teague concurred.

Commissioner Olsen noted Hennepin County Public Works recommended widening the boulevard on Xerxes. Planner Teague indicated that will be part of future discussions, along with the landscaping requirements.

### **Appearing for the Applicant**

Peter Chmielewski, Development Manager, Lennar Multi-Family Communities  
Aaron Russet, ESG Architects

### **Applicant Presentation**

Mr. Chmielewski stated Lennar Multi-Family Communities specializes in doing condo high-rise style in first-tier cities. Lennar is very interested in making this the right project with the right materials and integrating it with the community. He thanked the Planning Commission and the Council for pushing for a redesign in certain areas. Lennar has worked to keep the integrity and language of the building the same, while bringing back some sensitivities. Lennar has hired a broker to handle options agreements

with the homes on Xerxes; a representative with Lennar has met with each of the homeowners to discuss their needs and wants.

Mr. Russet commented this is an incredible area to act as a bridge between very dense commercial areas between single-family homes in the Richfield neighborhood. He pointed out several of the changes that have been made since the last design presented. Accesses were eliminated through the site onto Xerxes. The only physical connections to Xerxes are the front porches and sidewalks all the way to the road. Eventually, hopefully, the sidewalks will connect north/south. The retail space has decreased from 22,000 square foot to 12,500. The original grocer did not work out, so now the idea is to have the retailers fit well into the residences of this site. He discussed the changes in underground parking, trash pick-up, as well as the area designated for resident moving.

Mr. Russet noted that the seventh story is just an architectural feature in order to acknowledge the front door. One of the options considered will be two-story windows. There are now two courtyards rather than one, which has helped increase the undulations of the building façade. He noted the increased square footages of the residential units, which will be more appropriate for those selling houses in Edina but wanting to stay in Edina. The composition materials will be two colors of brick, stucco, some metal panel and some fiber cement panel.

### **Discussion**

Commissioner Carr complimented the architect on the new design.

Chair Staunton asked about the podium setbacks on Xerxes. Mr. Russet presented the front porch elevations and pointed out the 5-foot and 3-foot setbacks. From the previous design, the building moved back 12 feet, plus 5 feet and also 3 feet.

Mr. Chmielewski noted the architect wanted to create multiple setbacks, multiple uses, patios above the walk-outs, then bays, and then balconies, with a flat façade along the top. He pointed out there is a lot happening on the Xerxes façade that helps it appear it is further back than it actually is. Chmielewski added the goal was to push the building back as far as possible while still making it a viable, adding this is one of the highest-priced pieces of land that has ever been purchased in Edina. Concluding, Chmielewski reported other developers have tried to make something work and could not from a metric-standpoint, adding Lennar has worked on this the past year to try to make it feasible.

Chair Staunton noted the building is set back quite a ways from York Avenue. He asked if any thought had been given to pushing the retail space closer to York Avenue so the apartment building could be pushed back from Xerxes without losing any net space.

Mr. Chmielewski responded the goal was to have a boulevard protect the sidewalk. including a minimum parking depth, minimum drive lane, and then brought the building forward as much as possible. Chmielewski stated in his opinion retailers want adequate parking and height, the building has to be set back beyond it, otherwise the ability to have the residential is lost. He concluded Lennar pulled the building towards York as near as possible.

Chair Staunton asked about the parking spaces being flush with York. Mr. Chmielewski responded it is basically flush. He noted there was discussion about sinking the parking, but general contractors gave a lot of pushback regarding excavation.

Commissioner Olsen noted additional setback from Xerxes would have been nice. She asked if there was a way to reduce the building height in order to consider some of Richfield's comments about four stories.

Mr. Russet responded that he worked on Oxford Hills on Grand Ave, adding this is the same type of setback principle used. A challenge of setbacks is the contractors do not like transitions, and plumbing cores need to go all the way through. This makes much larger units along the first and second floors. Russet also pointed out as the building goes up, the kitchen and bathroom plumbing lines are stacked. Concluding, Russet said because of the retail, it is easier to push things back on the York side. The stacking element of the design really drove the discussions.

Mr. Chmielewski concurred the Xerxes has been pushed back as far as it can go.

Commissioner Lee asked about the newly created green space on the upper northeast. Mr. Russet responded he believes the green space may be approximately a third of an acre.

Commissioner Lee asked about proposed retail tenants. Mr. Chmielewski responded a local broker is working on the tenant mix at this time. He added they believe the larger space would be a high-end restaurant, and the other could be a daytime breakfast/coffee or a yoga studio, something that does not compete with the high-end restaurant. Mr. Russet summarized it is not specific to the demographic, but it certainly has to be complimentary.

Chair Staunton asked about a proposed green space in the north corner. Mr. Chmielewski responded the goal for that area is to maintain it as more of a grass/open field. This area could be used by all the residents of the area, rather than just the residents of the building.

Commissioner Olsen asked about consideration of sustainable guidelines. Mr. Russet responded ESG inherently has green base specifications, from sealants to carpets to paints. One of the major sustainable features of this site is the location. On weekends, this site has an amazing opportunity for residents to use features without a car. Additionally, it is a walkable area. In both courtyards, there is a substantial amount of green roof.

Mr. Chmielewski added that being a long-term holder and operator means efficient electricals and minimizing water use in this building and also helps Lennar's bottom line. Also under exploration is a possible shared garden space in the courtyard.

Commissioner Carr asked about bicycle racks. Mr. Russet responded there will be ample bike storage to meet the needs of residents. As the plan evolves, they will be located throughout the underground parking. Typically there is one bike stall per bedroom provided as well. Commissioner Carr asked that bike racks be added for non-residents visiting the restaurants as well.

Commissioner Carr asked about public art at the front of the building. Mr. Chmielewski responded that is not designated yet, but that can be considered.

Commissioner Platteter asked about breaking up the face on the east side and possibly changing the courtyard 90 degrees. Mr. Chmielewski responded that corners for buildings are the most inefficient uses of a building. He discussed why the courtyard was placed as it was in order to achieve the needed density. Mr. Russet added that the current configuration allows for as much sun exposure as possible in as many units as possible.

Commissioner Platteter asked if pets will be allowed and whether dog-walking areas will be allowed. Mr. Chmielewski responded pets will be allowed; a dog spa will be just off the elevator. You can circle the entire site without crossing any main traffic areas.

Commissioner Schroeder asked about parking ratios related to retail. Mr. Chmielewski responded the broker is providing the uses and the ratios, and those requirements have been met since the retail has been shrunk.

Commissioner Schroeder noted the sidewalk is right up against the parking lot on York. He said in his opinion ten spaces per thousand is excessive for retail. He suggested eliminating 24 spaces. Continuing, Schroeder stated something that is 60 feet across should be more than just a setback. Concluding Schroeder said a reduction in parking, could provide more space on Xerxes.

Mr. Chmielewski responded this is something Lennar will look into, especially creating more interest along Xerxes. Retail experts have indicated 100 parking spaces are required for a viable restaurant. With incoming tenants, visitors, and employees, it is down to about 100 spaces.

Chair Staunton opened the public hearing.

### **Public Testimony**

Debbie Goettel, City of Richfield Mayor, thanked the Commission for consideration of their Richfield neighbors. Goettel stated Richfield has no intention of the Richfield side of Xerxes being medium-density; adding the mid-density reference in the Comprehensive Plan is a Met Council planning tool only. She said this is a residential area, and would like this area to be considered as if it were Edina. Considering, she noted the proposed apartment building will face one-and-a-half story Cape Cod houses and one-story ramblers, and those houses will face decreased sunlight as a result of the building shadows. Goettel concluded that an improvement would be increased setbacks from Xerxes and a reduction to a four-story building. She noted this is a soft border and both Cities need to think about each other as neighbors.

Todor Braianova, 6616 Xerxes Avenue S., expressed concerns about traffic increases that will result from the limitations for left turns on York. He asked about the remaining houses left on the Edina side.

Dennis Fink, 6713 Xerxes Avenue S., expressed concern about the height of the building, and reduced sunshine as a result of building shadows. He believes this building looks like South Minneapolis. He does not believe the building is aesthetically pleasing for an area such as this. He also expressed concern about increased traffic.

Linda Schnitzen, 6717 Xerxes Avenue S., commented this building does not fit with the character of a residential neighborhood. She expressed concern about the value of her home. She asked the Commission to consider how this would be handled if this were Edina property on the other side of the street.

Nancy Bahr, 6620 Xerxes Avenue S., commented there will only be four houses on the west side of Xerxes once the project is completed. She asked about the division with the house next to the building.

Todor Braianova, 6616 Xerxes Avenue S., asked how the sidewalks will fit with the street on the west side of Xerxes. He asked about the access to Southdale and the possible addition of a traffic light to help pedestrian traffic.

Nancy Bahr, 6620 Xerxes Avenue S., asked about the remaining four houses and any future plans for them.

Chair Staunton asked if anyone else would like to speak to the issue; being none Commissioner Platteter moved to close the public hearing. Commissioner Lee seconded the motion. All voted aye; motion to close public hearing carried.

### **Continued Discussion**

Chair Staunton asked Mr. Richart to address traffic issues brought up by residents. Mr. Richart explained the various thought processes regarding the turning possibilities around the building. He noted most people will go north than south. To south, most vehicles will go to Penn or other major streets. He discussed the traffic volumes in the intersection are too low to warrant a traffic light. He noted a couple other options for pedestrian crossing, with the new apartments at Southdale and at Cub Foods.

Commissioner Olsen noted there will be a desire to cross the street there rather than walk down to the light; noting this is a larger discussion Edina has to have.

Chair Staunton asked Mr. Chmielewski and Mr. Russet to discuss what was learned on the shadow studies commissioned.

Mr. Chmielewski thanked the Commission and Council for pushing Lennar because Lennar desires to be part of both of these communities. The goal is to do the best job possible because this redevelopment opportunity has a lot benefit to both Richfield and Edina, while balancing the issues at hand. However, there is a limit to how far the developer can go before a project is no longer viable. He presented slides on the shadow study which illustrated the impacts on the building and the homes across the street in March, September, and December. There is very minimal difference between the shadows cast from the nearby Cub Foods, which is approximately 2 stories high, and the proposed building. He then discussed neighboring homes, two of whom are in foreclosure and one had a tax lien, which have a far greater negative impact than anything else on neighbors. New residential construction tends to increase neighboring home values.

Mr. Chmielewski also discussed the vegetative screening to be done as a barrier between the north pocket park and neighbors.

Commissioner Olsen stated she is still struggling with the height of the six-story building and setback from Xerxes Avenue.

Commissioner Lee discussed the value of being deliberate in planning towards future possible development specifically in relation to the park plan on the Xerxes corridor as well as the ability to cross York.

Planner Teague noted that there was focus on getting sidewalks on both sides of this development, so as the parcels develop, it can ultimately connect people across the street to Southdale.

Chair Staunton clarified the two motions before the Council.

The Commissioners discussed the proper procedure of rezoning a district as well as approving a PUD.

Commissioner Carr expressed support for the development.

Commissioner Olsen noted the project has vastly improved since the initial sketch, but she is still concerned about the height and look on the Xerxes side.

Commissioner Lee noted this area is a transition from residential to commercial. She believes a little tweaking will make the project doable. Overall, the density and height are probably where they need to be.

Commissioner Schroeder noted the transition in use between commercial and resident between York and Xerxes is really good. He did express concern about the height of the building along Xerxes.

Chair Staunton expressed support for the changes made on the Xerxes side, but he suggested the entire building could be pushed further back away from Xerxes to reduce the parking.

Planner Teague suggested the residential pieces be rezoned to PCD-3, if the Commission is inclined, so when the applicant comes back for final rezoning, the PUD could be considered at that time. The City Attorney could weigh in on the R-1 not being eligible for a PUD rezoning.

Commissioner Platteter stated he thinks something further can be done on the Xerxes side. He really likes the rest of the project.

### **Motion**

**Commissioner Carr moved to recommend approval of Comprehensive Plan Amendments, for the subject property, subject to staff findings and subject to staff conditions. Commissioner Platteter seconded the motion.**

Chair Staunton noted he would be in favor of the six-story building, though he thinks it can be pushed back farther from Xerxes.

**Ayes; Lee, Carr, Platteter, Staunton. Nays; Schroeder, Olsen. Abstain; Potts. Motion carried. 4-2**

### **Motion**

**Commissioner Carr moved to recommend approval of Preliminary Rezoning, and Preliminary Development Plans for the subject property, subject to staff findings and subject to staff conditions. Commissioner Platteter seconded the motion.**

**Commissioner Platteter offered a friendly amendment recommending the inclusion of affordable housing.**

Commissioners Carr and Platteter accepted that amendment.

**Commissioner Olsen offered a friendly amendment to include recommendations regarding turn lane as received in an email from Carl Stueve, Hennepin County**

Commissioners Carr and Platteter accepted that amendment.

**Chair Staunton called for the vote; amended motion. Ayes; Lee, Carr. Nays; Schroeder, Olsen, Platteter, Staunton. Abstain Potts. Motion failed 2-4.**

**Commissioner Platteter moved to recommend that the City Council deny the Preliminary Rezoning and Preliminary Development Plans for the subject property. Commissioner Olsen seconded the motion.**

Chair Staunton asked Commissions Platteter and Olsen if they had further comments on their rationale for denial. Commissioner Platteter stated he supported the request for a Comprehensive Plan Amendment; however, his vote to deny the Preliminary Rezoning and Preliminary Develop Plan was based on the layout of the project.

**Chair Staunton called for the vote; Ayes; Schroeder, Olsen, Platteter, Lee, Staunton. Nay; Carr. Abstain; Potts. Motion to deny carried 5-1.**

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Commissioner Potts returned to the Council Chambers at 9:45 p.m.

**B. Site Plan and Variances. Border Foods (Taco Bell). 3210 Southdale Circle, Edina, MN**

**Planner Presentation**

Planner Teague informed the Commission that Border Foods Inc. is proposing to tear down the existing Taco Bell restaurant and rebuild a new slightly smaller Taco Bell at 3210 Southdale Circle. The building would be 1,850 square feet in size. To accommodate the proposal to redevelop the site, the applicant is requesting a Site Plan review and the following Variances:

- Parking Setback Variances from 10 to 4 feet from the north and south lot line. (Existing condition is a 3-foot setback.)
- Front Yard Building Setback Variance from 35 to 22 feet.
- Variance for side menu board facing a residential area. (Existing menu board directly faces residential area.)

In 1985, a parking stall setback variance was granted to add parking stalls for what was then a Zantigo Mexican Restaurant. The variance was to match the existing non-conforming setback of three feet. As noted above, a four-foot setback for parking is now proposed.

Planner Teague delivered a power point presentation to highlight the project.

Planner Teague concluded his presentation by indicating that staff recommends the City Council approve the Site Plan with Variances for the construction of a new Taco Bell restaurant at 3210 Southdale Circle. Approval is based on the following findings:

1. The proposal would meet the required standards and ordinances for a Site Plan with the exception of the setback variances.
2. The proposed variances are reasonable. The proposed building is smaller than the existing building on the site; the green space setback for the parking stalls would be increased by one-foot from existing conditions; and the menu board would be moved to the south side of the building and pointed away from the residential area to the east.

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Motion carried.

Forester Horwath addressed issues raised during public testimony relating to cost and timing to replant a large tree, potential City liability if regulating tree placement, and difficult predictability of tree impact. He recommended including the State of Minnesota list of invasive trees within the ordinance. Mr. Horwath stated his concern relating to the amount of time enforcement would require and indicated he had not found tree replacement to be a major concern as property owners were not often cutting down significant trees unnecessarily.

The Council continued discussion of the amendment and asked questions of Mr. Teague and Mr. Neal. ~~Support was expressed for a tree preservation ordinance that included the State of Minnesota list of invasive species and adequate enforceability that would also protect trees during construction.~~ The Council discussed the merits of the Minnetonka tree preservation ordinance in terms of clarity of definitions, reasonable scope, and general tree protection standards in addition to preservation rules. The Council expressed support for the concept of a tree preservation ordinance and asked for additional staff input on the most logical method to preserve the City's tree canopy, whether home additions should be excluded, how to define a basic removal radius, whether lot size should be a factor in terms of replacement ratios, how to limit the City's costs, and boulevard replanting strategy. **Member Sprague made a motion, seconded by Member Brindle, tabling consideration of Ordinance No. 2014-06, Amendment to Chapter 10, Article III of the City Code, Regarding Tree Preservation, to a future Work Session.**

Ayes: Bennett, Brindle, Sprague, Swenson, Hovland

Motion carried.

***VI.B. COMPREHENSIVE GUIDE PLAN AMENDMENT, PRELIMINARY PUD REZONING, PRELIMINARY DEVELOPMENT PLAN, LENNAR CORPORATION, 6725 YORK AVENUE AND 6712, 6708, 6704, 6700, AND 6628 XERXES AVENUE – RESOLUTIONS NO. 2014-51 AND 2014-52 – ADOPTED***

Mayor Hovland recognized elected Richfield officials who were in attendance.

Community Development Director Presentation

Mr. Teague presented the request of Lennar Corporation for a Comprehensive Plan Amendment to change the building height from four stories and 48 feet to six stories and 70 feet; floor area ratio from 1.0 to 1.27; and, regarding the Land Use Plan for the five single-family homes from Low Density Residential to Community Activity Center. He reported on concerns of Richfield residents on the east side of Xerxes Avenue with the proposed setbacks. It was noted the traffic study concluded the existing roadways and parking could support this project and recommended creating a left turn into the site on York Avenue.

Mr. Teague advised that the Planning Commission recommended, on a split vote, approval of the Comprehensive Plan Amendment and denial of the Preliminary Rezoning and Preliminary Development Plan based on the layout of the project. Mr. Teague indicated the proponent had revised the plans by reducing the size of the retail space; expanding the width of the boulevard along York Avenue, shifting the entire building ten feet to the west; and, creating additional setbacks (eight feet) on the top floor corners of the building facing Xerxes Avenue. Staff recommended approval of the Comprehensive Plan Amendment, Preliminary Rezoning, and Preliminary Development Plan per the findings and conditions as outlined in the draft resolutions. If approved, the developer would be required to return for Final Rezoning to PUD; Final Development Plan; and, Ordinance amendment creating the new PUD District. In addition, a City Code amendment would be needed to allow R-1 property to be considered for a PUD.

The Council addressed the indication of the Edina Housing Foundation that 20% affordable housing was a trigger for federal money and the Council had expressed interest in pursuing that type of project where funding could be maximized.

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Proponent Presentation

Peter Chmielewski described projects undertaken and managed by Lennar Corporation.

Aaron ~~Russet~~ Roseth, ESG Architects, presented the project, described revisions to the overall scheme, and indicated that from the perspective of urban design and City building perspectives, this project offered an incredible opportunity to redevelop large parking spaces and outdated mall spaces into a viable walkable commercial node.

Mr. Chmielewski reviewed past consideration of this project and described revisions made to address concerns raised including those expressed by the Mayor and citizens of Richfield, noting it had pushed this project to the edge of viability. He indicated this project met or exceeded the 12 conditions of the PUD and asked that approval not include Condition 8 requiring 10% affordable housing.

The Council asked questions of Mr. ~~Russet Roseth~~ and Mr. Chmielewski relating to ~~other projects constructed by Lennar Corporation, landscaping components proposed~~ the height of a project he designed for St. Paul's Grand Avenue and of Mr. Roseth and Mr. Chmielewski relating to landscaping components proposed with this project and setback distances. Mr. Teague stated the six-story Lyndale Garden project had a setback of about 35 feet from the street with the drive aisle and parking spaces creating separation from ~~single-unit residential properties~~. The six-story Vernon Terrace project had a setback of 35 feet to the lot line. Mr. Teague advised of concerns expressed by Richfield staff and support to shift the building to the west, which for a PCD-3 zoning district adjacent to an R-1 single dwelling unit district required that a six story building be set back twice its height from the nearest lot line of the nearest R-1 property. He stated that the required setback from Edina single dwelling unit properties for the proposed building would be 140 feet; the six-story portion of the building was proposed to be set back 132 feet from the nearest lot line of the homes across Xerxes Avenue in Richfield.

Mr. Knutson advised it was appropriate for the Council to review this request on a preliminary basis and if the rezoning to PUD was not allowed, it would not be finally rezoned. Mr. Teague described Edina's required setbacks depending on the zoning of the property.

Mayor Hovland opened the public hearing at 10:09 p.m.

Public Testimony

Richfield Mayor Debbie Goettel, 6700 Portland Avenue South, addressed the Council.

Patrick Elliott, 6720 Oliver Avenue South, Richfield, addressed the Council.

Fran Peterson, 6912 Washburn Avenue South, Richfield, addressed the Council.

Vivian Baumann, 6913 Xexres Avenue South, Richfield, addressed the Council.

Kathleen White, 7115 Morgan Avenue South, Richfield, addressed the Council.

Matt Tietje, 6733 Russell Avenue South, Richfield, addressed the Council.

Dewayne Sietsema, 6724 Vincent Avenue South, Richfield, addressed the Council.

Lisa Schwab, 6740 Washburn Avenue South, Richfield, addressed the Council.

Todor Braianova, 6616 Xerxes Avenue South, Edina, addressed the Council.

Bill Blanchard, 6936 Washburn Avenue South, Richfield, addressed the Council.

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Steven Schwab, 6740 Washburn Avenue South, Richfield, addressed the Council.

Anita Gibson, 6813 Xerxes Avenue South, Richfield, addressed the Council.

Joe Hoover, 7627 Harriet Avenue, Richfield, addressed the Council.

Frank Lorenz, 7551 York Avenue South, Unit 720, Edina addressed the Council.

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

Ayes: Bennett, Brindle, Sprague, Swenson, Hovland

Motion carried.

Mr. Neal addressed tax ramifications to the Richfield School District and indicated if the project was assessed at \$25 million, it would yield \$530,000 of new property taxes with \$200,000 to the City and between \$175,000 to \$250,000 to the Richfield School District.

Mr. ~~Russet~~ Roseth and Mr. Chmielewski addressed issues raised during public testimony relating to impact of vehicle headlight pollution on Xerxes Avenue South, points of building entrance, areas of resident and visitor parking, 100% stormwater management (via tanks and grit chambers), increased permeability, and pedestrian connections between Xerxes and York Avenues.

Chuck Rickart, WSB & Associates on behalf of the City of Edina, answered questions of the Council and indicated that Xerxes Avenue was not considered in the traffic study as the proposed plan did not include a point of access on Xerxes Avenue. He also commented on sidewalk and crosswalk locations.

Mr. Teague stated the setback was about 105 feet from the edge of the building to the north property line (south edge of the park). Mr. ~~Russet~~ Roseth described the finding of the shadow study and impact to five houses across the street. The Council suggested the landscape plan along Xerxes Avenue include a mixture of plantings and tree species. Mr. Teague reviewed the past and current zoning classification of the ~~Wicks~~ Wickes property.

The Council acknowledged the height limit west of France Avenue and east of Xerxes Avenue was set at four stories in 2005-2006 with the creation of the Westin Hotel. **Member Swenson introduced and moved adoption of Resolution No. 2014-51, Approving a Comprehensive Plan Amendment Regarding Building Height, Floor Area Ratio, and Land Use.** Member Sprague seconded the motion.

Concern was expressed relating to the proposed setback from properties in Richfield and desire for Edina to be a 'good neighbor' to its bordering communities. The Council discussed the varying heights in this area and benefit of the redevelopment project to improve the streetscape, create connectivity, benefit of using podium height, and positive precedence set for York Avenue. The Council reviewed the considerations made to address the concerns expressed by the City of Richfield and to assure the project fit the neighborhood well.

Rollcall:

Ayes: Brindle, Sprague, Swenson, Hovland

Nays: Bennett

Motion carried.

The Council asked staff to address the streetscape to assure balance with the widths of the sidewalk, boulevard, and green buffer strip prior to final consideration. **Member Swenson introduced and moved adoption of Resolution No. 2014-52, Approving Preliminary Rezoning from PCD-3, Planned Commercial District and R-1, Single Dwelling Unit District to PUD, Planned Unit Development and Preliminary**

Development Plan for 6725 York Avenue and 6712, 6708, 6704, 6700, and 6628 Xerxes Avenue, as amended to remove Condition 8, and subject to the following conditions:

1. The Final Development Plans must be generally consistent with the Preliminary Development Plans dated March 3 & 25, 2014 and the revised plans submitted to the City Council on May 6, 2014.
2. The Final Landscape Plan must meet all minimum landscaping requirements per Section 36-1436 through 36-1462 of the City Code.
3. The Final Lighting Plan must meet all minimum requirements per Section 36-1260 of the City Code.
4. Submittal of a complete sign plan for the site as part of the Final Development Plan application. Signage should include monument sign locations and size, way finding signage, and wall signage.
5. Compliance with all of the conditions outlined in the director of engineering's memo dated April 2, 2014.
6. At the time of building permit application, compliance with all of the conditions outlined in the chief building official's memo dated March 27, 2014.
7. Work with staff and Hennepin County to secure a left turn in lane from south bound York Avenue.
- ~~8. Ten percent (10%) of the housing units shall be designated for affordable housing. Specific detail would be determined at the time of final approval.~~
9. Sustainable design principles must be used. Greater detail shall be provided with the Final Rezoning submittal.
10. Final Rezoning is subject to a Zoning Ordinance Amendment creating the PUD, Planned Unit Development for this site.
11. Approval of a Zoning Ordinance Amendment regarding consideration of R-1 property within a PUD, prior to final rezoning.
12. Final Rezoning is contingent on adoption of the Comprehensive Plan Amendment and Met Council approval of the Amendment.

Member Sprague seconded the motion.

Ayes: Brindle, Sprague, Swenson, Hovland

Nays: Bennett

Motion carried.

***VI.C. SITE PLAN WITH MULTIPLE VARIANCES FOR BORDER FOODS, INC. AT 3210 SOUTHDALE CIRCLE – RESOLUTION NO. 2014-53 – ADOPTED***

Community Development Director Presentation

Mr. Teague presented the proposal of Border Foods, Inc. to tear down the existing Taco Bell Restaurant at 3210 Southdale Circle, and rebuild a slightly smaller building of 1,850 square feet. Mr. Teague advised of the parking setback, front yard building setback, and menu board placement variances required to accommodate this project. He reported the Planning Commission unanimously recommended approval of the site plan and variances subject to the findings and conditions as detailed in the April 9, 2014 staff memo.

Proponent Presentation

Barbara Schneider, representing Border Foods, Inc., stated a permit from the Nine Mile Creek Watershed District had already been received. She described the improvements proposed to the Taco Bell site and respectfully requested the Council's approval of the site plan and variances.

Mayor Hovland opened the public hearing at 11:22 p.m.

Public Testimony

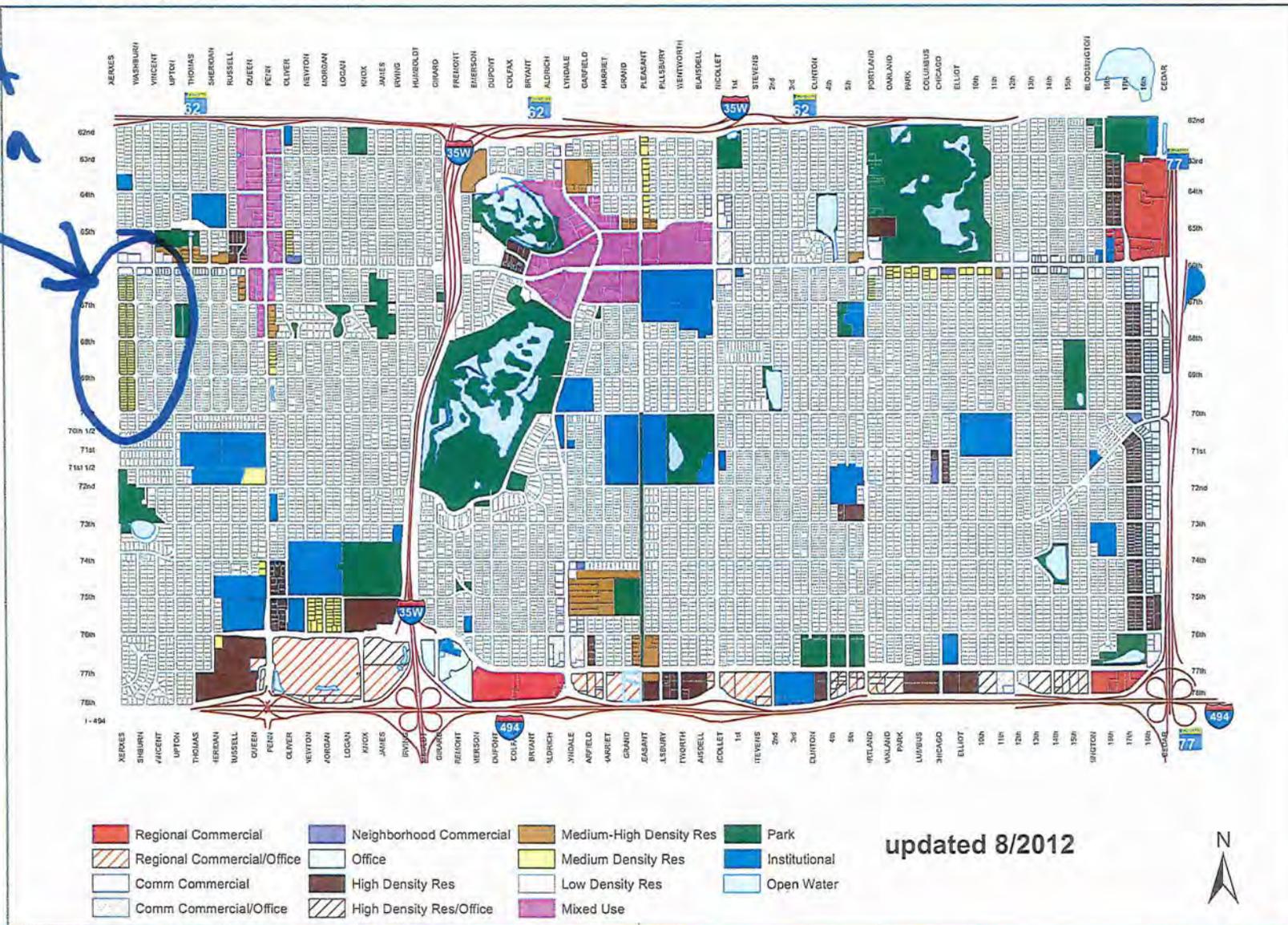
No one appeared to comment.

**Member Bennett made a motion, seconded by Member Brindle, to close the public hearing.**

Ayes: Bennett, Brindle, Sprague, Swenson, Hovland

Motion carried.

Figure 4.8 2030 Future Land Use Plan





### 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.



### 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.

AS3

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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.

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



**Date:** April 2, 2014  
*Revised May 21, 2014 (After detailed plans were submitted)*

**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  
Plans Dated May 12, 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 entire watermain loop with hydrants shall be public and the sanitary sewer trunk pipe up to the terminating manholes before service pipes head into the building shall be public. Indicate on plans what utilities are private versus public by noting that on the pipes.*
  - *The City requires utility easements over the public watermain and sanitary sewer pipes.*
  - *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 signed as-built plans will be required with the final C.O.
  - *An AutoCAD or GIS shape file shall be submitted to engineering of the public utility pipes as part of the asbuilts.*
- *Staff requires 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.*
- *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.*
- *Note the removal of the sidewalk along York Ave.*
- *If an irrigation system is planned, please note where water will be provided from.*
- *Coordinate all connections to watermain and sanitary sewer with Edina Public Works.*

Please contact me if you have any questions regarding this review.

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## City Manager's Office

April 9, 2014

Mr. Cary Teague, Planning Director  
City of Edina  
4801 W. 50<sup>th</sup> 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

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April 9, 2014  
Page 2

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



## City Council

May 2, 2014

**MAYOR**  
DEBBIE GOETTEL

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

**CITY MANAGER**  
STEVEN L. DEVICH

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

Dear Mr. Teague,

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.

I am writing in regards to the Public Hearing being held before the Edina City Council on May 6, 2014 for Comprehensive Plan Amendments and Rezoning related to the proposed development at 6725 York Ave. S. Richfield city officials 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.

On April 8, 2014 a joint Work Session of the Richfield City Council and Richfield Planning Commission was held to discuss the proposed development. 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.

On April 9, the Edina Planning Commission recommended denial of Lennar's site plan; in part because of the negative impacts of the proposed development on Richfield residents. Since that time, the developer has made some very minor adjustments to their plan that do not fully meet the concerns of community leaders and residents in Richfield. Of primary concern are the following:

**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 140 feet from existing single-family lot lines.** The proposed setback less than what Edina requires for PCD-3 District projects when adjacent to R-1 (Single Dwelling Unit District) properties. According to the Edina Planning Commission Report dated April 9, 2014, 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. The staff report states that in this case that is equal to 140 feet. While Lennar's most recent revision increases the setback by 10 feet, at 132 feet it remains short of the City's requirement.

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May 2, 2014

Page 2

**Excessive shadow impacts** result from both the building height and its reduced 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 2:00 p.m. and 3:00 p.m. While I appreciate that the developer has increased the Xerxes Avenue setback, this impact would be eliminated by orienting the site's larger building mass toward York Avenue, the major commercial artery.

**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.

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