



To: MAYOR AND COUNCIL

Agenda Item #: VI.A.

From: Cary Teague, Community Development Director

Action

Discussion

Date: August 4, 2014

Information

Subject: PUBLIC HEARING – Comprehensive Plan Amendment, Preliminary Rezoning, & Preliminary Development Plan. Frauenshuh Commercial Real Estate. 5125, 5105, 5101, and 5108 Edina Industrial Boulevard and 7700 Ni Boulevard. Res. No. 2014-82, Comprehensive Plan; and Res. No. 2014-83 for Preliminary Rezoning and I

Action Requested:

Adopt the attached Resolutions approving the Comprehensive Plan Amendment and Preliminary Rezoning from POD-1, Planned Office District to PCD-2, Planned Commercial District.

Planning Commission Recommendation:

The Planning Commission unanimously recommended approval of the Comprehensive Plan Amendment, subject to the findings and conditions in the staff memo dated April 9, 2014; and unanimously recommended approval of the Preliminary Rezoning and Preliminary Development Plan. The Commission recommended several conditions that have been added to the conditions in the attached resolution, including providing more open space between the building and street, and providing additional landscaping.

Information / Background:

Frauenshuh Commercial Real Estate is proposing to tear down the existing 12,199 square foot office building and build a new 10,000 square foot retail building that would include a drive-through. The property is located at 5108 Edina Industrial Boulevard, just west of Highway 100, and is located across the street from retail uses that are zoned PCD-2, Planned Commercial District. Retail uses to the south include the Shell Gas Station, Burger King, Dairy Queen, and a small retail strip center. North and east of the site are office/light industrial uses. (See property location on pages A1-A8 and the applicant narrative and plans on pages A12-A32 in the Planning Commission staff report.)

To accommodate the request, the following would be required:

1. Preliminary Rezoning from POD-1, Planned Office District-1, to PCD-2, Planned Commercial District-2.
2. Preliminary Development Plan with consideration of Front Yard Setback Variances from 35 to 30 and 25 feet.
3. A Comprehensive Guide Plan Amendment from Office to Neighborhood Commercial.

This “preliminary” review is the first step of a two-step process of City review. Should these “preliminary” requests be approved by the City Council, the second step would be Final Rezoning to PCD-2 and Final Site Plan & Front Yard Setback Variances from 35 feet to 30 and 25 feet. The second step would again require review by both the Planning Commission and City Council.

The proposed Comprehensive Guide Plan Amendment in this first step would be a final action.

The subject site is guided for Office Uses in the Comprehensive Plan. The above mentioned commercial sites located south of the subject property, are guided for Industrial use and are not consistent with the Comprehensive Plan. Therefore, staff is recommending that these commercial sites also be included for consideration of a Comprehensive Plan Amendment to Neighborhood Commercial to bring the existing uses into compliance. These parcels include the following:

- 5125, 5105, 5101 Edina Industrial Boulevard and 7700 Normandale Boulevard. These uses include a small commercial strip center, Burger King and Dairy Queen; each of which are zoned PCD-2, Planned Commercial District. The Shell convenience gasoline station is zoned PCD-4, Planned Commercial District.

Sketch Plan reviews for proposed development of this site were done in 2013 and 2014. (See Planning Commission and City Council minutes on pages A69-A77 of the Planning Commission Staff Report.)

The applicant has attempted to address as many of the issues raised during Sketch Plan review as possible. The two most notable changes are bringing the building up to the street to create a more pedestrian friendly environment along the street, and relocating the drive-through. (See the previous Sketch Plan on pages A33-A34.)

ATTACHMENTS:

- Resolution No. 2014-82, Comprehensive Plan
- Resolution No. 2014-83, Rezoning
- Planning Commission minutes, April 9, 2014
- Planning Commission staff report



RESOLUTION NO. 2014-82
RESOLUTION APPROVING A COMPREHENSIVE PLAN AMENDMENT
FOR PROPERTIES LOCATED ON EDINA INDUSTRIAL BOULEVARD

BE IT RESOLVED by the City Council of the City of Edina, Minnesota, as follows:

Section 1. BACKGROUND.

- 1.01 Frauenshuh Commercial Real Estate is proposing to tear down the existing 12,199 square foot office building and build a new 10,000 square foot retail building that would include a drive-through. The property is located at 5108 Edina Industrial Boulevard, just west of Highway 100, and is located across the street from retail uses that are zoned PCD-2, Planned Commercial District. Retail uses to the south include the Shell Gas Station, Burger King, Dairy Queen, and a small retail strip center. North and east of the site are office/light industrial uses.
- 1.02 The subject site is guided for Office Uses in the Comprehensive Plan. The above mentioned commercial sites located south of the subject property, are guided for Industrial use and are not consistent with the Comprehensive Plan. Therefore, these commercial sites also are being considered for a Comprehensive Plan Amendment to Neighborhood Commercial to bring the existing uses into compliance. These parcels include the following:
- 5125, 5105, 5101 Edina Industrial Boulevard and 7700 Normandale Boulevard. These uses include a small commercial strip center, Burger King and Dairy Queen; each of which are zoned PCD-2, Planned Commercial District. The Shell convenience gasoline station is zoned PCD-4, Planned Commercial District.

To accommodate the request, the following would be required:

- A Comprehensive Guide Plan Amendment from Office to Neighborhood Commercial.

1.03 The properties are legally described as follows:

- 5108 Edina Industrial Boulevard - Lot 3, Block 1, Edina Interchange Center 6th Addition, Hennepin County, Minn.
- 5125 Edina Industrial Boulevard - Lot 1, Block 1, Glasers Addition to Edina, Hennepin County Minn.
- 5105 Edina Industrial Boulevard - Lot 2, Block 1, Glasers Addition to Edina, Hennepin County Minn.
- 5101 Edina Industrial Boulevard - Lot 10, Block 8, Edina Interchange Center, Hennepin County Minn.
- 7700 Normandale Boulevard - Lot 11, Block 8, Edina Interchange Center, Hennepin County Minn.
-

1.04 On July 9, 2014, the Planning Commission recommended approval of the Comprehensive Plan Amendment. Vote: 6 Ayes and 0 Nays.

CITY OF EDINA

Section 2. FINDINGS

2.01 Approval is subject to the following findings:

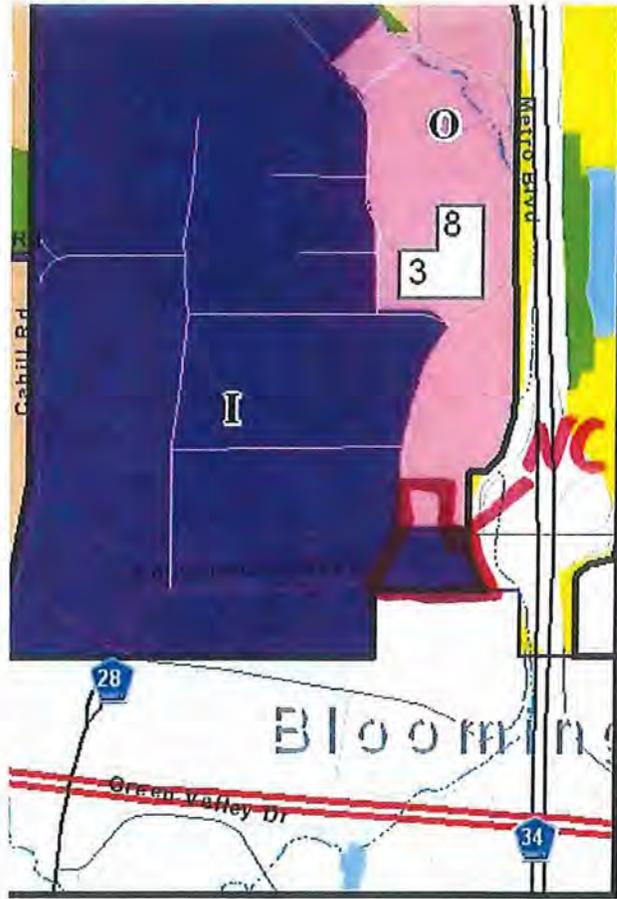
1. The proposed land uses are consistent with existing and proposed land uses in this area. The uses to the south exist today as neighborhood commercial uses. The proposed limited retail uses and PCD-2 zoning would complement and enhance this limited retail area.
2. The Comprehensive Plan Amendment for the properties to the south is really a housekeeping item, as it was mistakenly guided for industrial use.
3. Neighborhood Commercial is defined as small to moderate-scale commercial, serving primarily adjacent neighborhoods. Primary uses are retail and services, offices, studios, institutional use. Existing uses in this area include a gas station, limited retail and convenience food. All are permitted uses within the PCD-2 and PCD-4 Zoning Districts.
4. The proposal would meet the following Comprehensive Plan goals and policies:
 - a. Building Placement and Design. Where appropriate, building facades should form a consistent street wall that helps to define the street and enhance the pedestrian environment.
 - b. Movement Patterns.
 - Provide sidewalks along primary streets and connections to adjacent neighborhoods along secondary streets or walkways.
 - A Pedestrian-Friendly Environment.
 - c. Encourage infill/redevelopment opportunities that optimize use of city infrastructure and that complement area, neighborhood, and/or corridor context and character.
 - d. Support and enhance commercial areas that serve the neighborhoods, the city, and the larger region.
 - e. Buildings should be placed in appropriate proximity to streets to create pedestrian scale.
5. The traffic study done by Wenck concludes that the existing roadways can support the proposed project.

Section 3. APPROVAL

NOW THEREFORE, it is hereby resolved that the City Council of the City of Edina, approves the Comprehensive Plan amendment as follows, subject to Met Council approval:

The following properties are Guided NC, Neighborhood Commercial:

- 5125, 5105, 5101, and 5108 Edina Industrial Boulevard and 7700 Normandale Boulevard. (See legal descriptions on Exhibit A.)



ATTEST: _____
 Debra A. Mangen, City Clerk

 James B. Hovland, Mayor

STATE OF MINNESOTA)
 COUNTY OF HENNEPIN)SS
 CITY OF EDINA)

CERTIFICATE OF CITY CLERK

I, the undersigned duly appointed and acting City Clerk for the City of Edina do hereby certify that the attached and foregoing Resolution was duly adopted by the Edina City Council at its Regular Meeting of August 4, 2014, and as recorded in the Minutes of said Regular Meeting.

WITNESS my hand and seal of said City this ____ day of _____, 2014.

 City Clerk



RESOLUTION NO. 2014-83
APPROVING PRELIMINARY REZONING FROM POD-1, PLANNED OFFICE
DISTRICT TO PCD-2, PLANNED COMMERCIAL DISTRICT
FOR 5108 EDINA INDUSTRIAL BOULEVARD

BE IT RESOLVED by the City Council of the City of Edina, Minnesota, as follows:

Section 1. BACKGROUND.

- 1.01 Frauenshuh Commercial Real Estate is proposing to tear down the existing 12,199 square foot office building and build a new 10,000 square foot retail building that would include a drive-through. The property is located at 5108 Edina Industrial Boulevard, just west of Highway 100, and is located across the street from retail uses that are zoned PCD-2, Planned Commercial District. Retail uses to the south include the Shell Gas Station, Burger King, Dairy Queen, and a small retail strip center. North and east of the site are office/light industrial uses.
- 1.02 The property is legally described as follows:
- Lot 3, Block 1, Edina Interchange Center 6th Addition, Hennepin County, Minn.
- 1.03 To accommodate the request, the following would be required:
1. Preliminary Rezoning from POD-1, Planned Office District-1, to PCD-2, Planned Commercial District-2.
 2. Preliminary Development Plan with consideration of Front Yard Setback Variances from 35 to 30 and 25 feet.
- 1.04 This "preliminary" review is the first step of a two-step process of City review. Should these "preliminary" requests be approved by the City Council, the second step would be Final Rezoning to PCD-2 and Final Site Plan & Front Yard Setback Variances from 35 feet to 30 and 25 feet. The second step would again require review by both the Planning Commission and City Council.
- 1.05 On July 9, 2014, the Planning Commission unanimously recommended approval of a Comprehensive Plan Amendment, subject to the findings and conditions in the staff memo dated April 9, 2014.

A motion to approve the Preliminary Rezoning and Preliminary Development Plan failed on a 3-3 Vote. The Commission recommended several conditions in their motion that have been added to the conditions in the attached resolution.

Section 2. FINDINGS

2.01 Approval is based on the following findings:

1. The proposed rezoning meets the criteria in Section 36-216, as noted on Pages 5 and 6 above, in regard to rezoning property. Subject to approval of the Comprehensive Plan Amendment, the project would be consistent with the Comprehensive Plan. The project would not be detrimental to the surrounding properties; would not result in an overly intensive land use; would not result in undue traffic congestion or hazards; and with the exception of the setback variances would conform to all zoning ordinance requirements.
2. The proposed land uses are consistent with existing and proposed land uses in this area. The uses to the south exist today as neighborhood commercial uses. The proposed limited retail uses and PCD-2 zoning would complement and enhance this limited retail area.

Section 3. APPROVAL

NOW THEREFORE, it is hereby resolved by the City Council of the City of Edina, approves the Preliminary Rezoning to PCD, Planned Commercial District and Preliminary Development Plan subject to the following conditions:

1. The Final Development Plans must be generally consistent with the Preliminary Development Plans dated June 6, 2014.
2. The Final Landscape Plan must meet all minimum landscaping requirements per Chapter 36 of the City Code.
3. The Final Lighting Plan must meet all minimum landscaping requirements per Chapter 36 of the City Code.
4. Compliance with all of the conditions outlined in the engineering memo dated July 15, 2014.
5. Approval of the requested Front Yard Setback Variances.
6. The patio space shall be re-apportioned to provide more open space between the building and Edina Industrial Boulevard.
7. The proposed landscaping shall be increased, and should include consideration of additional plantings along the building; and boulevard trees along Edina Industrial Boulevard, subject to review and approval of the city engineer.

Adopted by the city council of the City of Edina, Minnesota, on August 4, 2014.

ATTEST: _____
Debra A. Mangen, City Clerk

James B. Hovland, Mayor

STATE OF MINNESOTA)
COUNTY OF HENNEPIN)SS
CITY OF EDINA)

CERTIFICATE OF CITY CLERK

I, the undersigned duly appointed and acting City Clerk for the City of Edina do hereby certify that the attached and foregoing Resolution was duly adopted by the Edina City Council at its Regular Meeting of August 4, 2014, and as recorded in the Minutes of said Regular Meeting.

WITNESS my hand and seal of said City this ____ day of _____, 2014.

City Clerk

PC
1/23/2014

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

Planner Presentation

Planner Teague told the Commission Frauenshuh Commercial Real Estate is proposing to tear down the existing 12,199 square foot office building and build a new 10,000 square foot retail building that would include a drive-through. The property is located at 5108 Edina Industrial Boulevard, just west of Highway 100, and is located across the street from retail uses that are zoned PCD-2, Planned Commercial District. Retail uses to the south include the Shell Gas Station, Burger King, Dairy Queen, and a small retail strip center. North and east of the site are office/light industrial use. Teague explained to accommodate the request, the following would be required:

1. Preliminary Rezoning from POD-1, Planned Office District-1, to PCD-2, Planned Commercial District-2.
2. Preliminary Development Plan with consideration of Front Yard Setback Variances from 35 to 30 and 25 feet.
3. A Comprehensive Guide Plan Amendment from Office to Neighborhood Commercial.

Teague further noted this “preliminary” review is the first step of a two-step process of City review. Should these “preliminary” requests be approved by the City Council, the second step would be Final Rezoning to PCD-2 and Final Site Plan & Front Yard Setback Variances from 35 feet to 30 and 25 feet. The second step would again require review by both the Planning Commission and City Council. The proposed Comprehensive Guide Plan Amendment in this first step would be a final action.

Planner Teague stated staff recommends that the City Council approve the request for a Comprehensive Plan Amendments as follows:

- To re-guide 5108 Edina Industrial Boulevard from O, Office to NC, Neighborhood Commercial; and re-guide 5125, 5105, 5101 Edina Industrial Boulevard and 7700 Normandale Boulevard from I, Industrial to NC, Neighborhood Commercial.

Approval is subject to the following findings:

1. The proposed land uses are consistent with existing and proposed land uses in this area. The uses to the south exist today as neighborhood commercial uses. The proposed limited retail uses and PCD-2 zoning would complement and enhance this limited retail area.
2. The Comprehensive Plan Amendment for the properties to the south is really a housekeeping item, as it was mistakenly guided for industrial use.

3. Neighborhood Commercial is defined as small to moderate-scale commercial, serving primarily adjacent neighborhoods. Primary uses are retail and services, offices, studios, institutional use. Existing uses in this area include a gas station, limited retail and convenience food. All are permitted uses within the PCD-2 and PCD-4 Zoning Districts.
4. The proposal would meet the following Comprehensive Plan goals and policies:
 - a. Building Placement and Design. Where appropriate, building facades should form a consistent street wall that helps to define the street and enhance the pedestrian environment.
 - b. Movement Patterns.
 - Provide sidewalks along primary streets and connections to adjacent neighborhoods along secondary streets or walkways.
 - A Pedestrian-Friendly Environment.
 - c. Encourage infill/redevelopment opportunities that optimize use of city infrastructure and that complement area, neighborhood, and/or corridor context and character.
 - d. Support and enhance commercial areas that serve the neighborhoods, the city, and the larger region.
 - e. Buildings should be placed in appropriate proximity to streets to create pedestrian scale.
5. The traffic study done by Wenck concludes that the existing roadways can support the proposed project.

Continuing, Teague further recommended that the City Council approve the Preliminary Rezoning from POD-1, Planned Office District to PCD-2, Planned Commercial District and Preliminary Development Plan to tear down the existing retail building at 5108 Edina Industrial Boulevard and build a 10,000 square foot retail building as proposed subject to the following findings:

1. The proposed rezoning meets the criteria in Section 36-216, as noted on Pages 5 and 6 above, in regard to rezoning property. Subject to approval of the Comprehensive Plan Amendment, the project would be consistent with the Comprehensive Plan. The project would not be detrimental to the surrounding properties; would not result in an overly intensive land use; would not result in undue traffic congestion or hazards; and with the exception of the setback variances would conform to all zoning ordinance requirements.
2. The proposed land uses are consistent with existing and proposed land uses in this area. The uses to the south exist today as neighborhood commercial uses. The proposed limited retail uses and PCD-2 zoning would complement and enhance this limited retail area.

Approval is further subject to the following Conditions:

1. The Final Development Plans must be generally consistent with the Preliminary Development Plans dated June 6, 2014.
2. The Final Landscape Plan must meet all minimum landscaping requirements per Chapter 36 of the City Code.
3. The Final Lighting Plan must meet all minimum landscaping requirements per Chapter 36 of the City Code.
4. Compliance with all of the conditions outlined in the engineering memo dated July 15, 2014.
5. Approval of the requested Front Yard Setback Variances.

Appearing for the Applicant

Dave Anderson, Frauenshuh and Nick Sperides, Sperides Reiners Architects

Applicant Presentation

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

Discussion

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

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

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

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

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

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

introduction of three overstory trees isn't enough.

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

Public Hearing

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

Discussion

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

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

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

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

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

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

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

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

Motion

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

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

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

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

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

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

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

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



PLANNING COMMISSION STAFF REPORT

Originator Cary Teague Community Development Director	Meeting Date July 23, 2014	Agenda # VI.C.
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INFORMATION/BACKGROUND

Project Description

Frauenschuh Commercial Real Estate is proposing to tear down the existing 12,199 square foot office building and build a new 10,000 square foot retail building that would include a drive-through. The property is located at 5108 Edina Industrial Boulevard, just west of Highway 100, and is located across the street from retail uses that are zoned PCD-2, Planned Commercial District. (See pages A1-A4.) Retail uses to the south include the Shell Gas Station, Burger King, Dairy Queen, and a small retail strip center. (See page A5.) North and east of the site are office/light industrial uses. (See property location on pages A1-A8 and the applicant narrative and plans on pages A12-A32.)

To accommodate the request, the following would be required:

1. Preliminary Rezoning from POD-1, Planned Office District-1, to PCD-2, Planned Commercial District-2.
2. Preliminary Development Plan with consideration of Front Yard Setback Variances from 35 to 30 and 25 feet.
3. A Comprehensive Guide Plan Amendment from Office to Neighborhood Commercial.

This "preliminary" review is the first step of a two-step process of City review. Should these "preliminary" requests be approved by the City Council, the second step would be Final Rezoning to PCD-2 and Final Site Plan & Front Yard Setback Variances from 35 feet to 30 and 25 feet. The second step would again require review by both the Planning Commission and City Council.

The proposed Comprehensive Guide Plan Amendment in this first step would be a final action.

The subject site is guided for Office Uses in the Comprehensive Plan. The above mentioned commercial sites located south of the subject property, are guided for Industrial use and are not consistent with the Comprehensive Plan. (Pages A8 and A11.) Therefore, staff is recommending that these commercial sites also be included for consideration of a Comprehensive Plan Amendment to Neighborhood Commercial to bring the existing uses into compliance. These parcels include the following:

- 5125, 5105, 5101 Edina Industrial Boulevard and 7700 Normandale Boulevard. These uses include a small commercial strip center, Burger King and Dairy Queen; each of which are zoned PCD-2, Planned Commercial District. The Shell convenience gasoline station is zoned PCD-4, Planned Commercial District.

See the Zoning for the area on page A2, and the Comprehensive Plan designations for the area on pages A8 and A11. The proposed use of the subject property at 5108 Edina Industrial Boulevard would be consistent with the existing land uses to the south.

Sketch Plan reviews for proposed development of this site were done in 2013 and 2014. (See Planning Commission and City Council minutes on pages A69-A77.)

The applicant has attempted to address as many of the issues raised during Sketch Plan review as possible. The two most notable changes are bringing the building up to the street to create a more pedestrian friendly environment along the street, and relocating the drive-through. (See the previous Sketch Plan on pages A33-A34.)

SUPPORTING INFORMATION

Surrounding Land Uses

- Northerly: An office building; Zoned POD-1, Planned Office District and guided O, Office.
- Easterly: An office building; Zoned POD-1, Planned Office District and guided O, Office.
- Southerly: Burger King and Shell convenience gasoline center, Zoned PCD-2 and PCD-4, Planned Commercial District; and guided for I, Industrial.
- Westerly: The old GM Plant currently leased by Filmtec; zoned PID, Planned Industrial and guided Industrial.

Existing Site Features

The subject property is 1.3 acres in size, is relatively flat and contains an office with surrounding surface parking on all sides. (See pages A1–A3.)

Planning

Guide Plan designation: O – Office.
Zoning: POD-1, Planned Office District-1.

Site Circulation

Access to the site would continue to be from Edina Industrial Boulevard and Metro Boulevard. There are currently two curb cuts to Edina Industrial Boulevard. The access closer to the intersection would be eliminated.

Traffic Study

Wenck and Associates conducted a traffic study. (See the attached study on pages A37–A68.) The study concludes that the proposed development could be supported by the existing adjacent roadways and there would be adequate parking provided. No improvements would be needed to the surrounding street system to accommodate the proposed project

Landscaping

Based on the perimeter of the site, the applicant is required to have 25 overstory trees and a full complement of understory shrubs. The applicant is proposing 27 overstory trees, including existing and proposed. The trees would include a mixture of Elm, Honey Locust, Crabapple, Linden and Aspen. (See pages A21 and A30.) A full complement of understory landscaping is proposed around the buildings.

Loading Dock/Trash Enclosures

Loading for the retail space would take place at the back of the building or parking lot area. Trash would be collected within the building and at the trash enclosure area in the northeast corner of the parking area. The material of the enclosure would be brick to match the proposed building, as required by City Code. (See pages A22 and A26.)

Grading/Drainage/Utilities

The city engineer has reviewed the proposed plans and found them to be acceptable subject to the comments and conditions outlined on the attached

page A35-A36. The applicant should address the engineer's memo as part of the Final Rezoning process.

Building/Building Material

The building would be constructed of high quality brick and ledgerstone. The building would be finished on all four sides. (See renderings on pages A14–A19.) A materials board would be presented to the Planning Commission and City Council as part of final rezoning of the site.

Drive-through Stacking Space

The proposed drive-through lane would be accessed on the east side of the site, with the pick-up window on the east side of the building. The drive-through lane would contain six stacking spaces behind the menu order board and nine spaces from the pick-up window. (See page A22.) City Code requires five spaces, although the Code does not specifically refer to coffee shops.

A traffic study, done by Wenck and Associates, found that the traffic from the proposed use would not impact the adjacent roadways. The study shows that additional stacking would line up with the drive-aisle area. (See page A42.)

Signage

The applicant would be required to meet all signage regulations of the PCD-2, Zoning District.

Compliance Table

	City Standard (PCD-2)	Proposed
<u>Building Setbacks</u>		
Front – Edina Ind. Blvd	35 feet	30 feet*
Front – Metro Boulevard	35 feet	25 feet*
Rear – East	25 feet	50+ feet
Side – North	25 feet	40+ feet
Building Height	4 stories	1 story
Maximum Floor Area Ratio (FAR)	1.5%	.16%
Parking Stalls (Site)	56	55 (proof of parking for 1 stall)

Drive Aisle Width	24 Feet	24 feet
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***Variance requested
Rezoning**

Per Section 36-216 of the City Code, the commission may recommend approval by the council based upon, but not limited to, the following factors:

(1) Is consistent with the comprehensive plan.

The applicant is requesting a Comprehensive Plan Amendment. Should the City Council approve the Amendment to designate the future land use of the site to neighborhood commercial; the proposal would be consistent with the Comprehensive Plan. The proposed land uses are consistent with existing land uses to the south, which are commercial. The proposed project would meet several Comprehensive Plan goals and policies, including the following:

- a. Building Placement and Design. Where appropriate, building facades should form a consistent street wall that helps to define the street and enhance the pedestrian environment.
- b. Movement Patterns.
 - Provide sidewalks along primary streets and connections to adjacent neighborhoods along secondary streets or walkways.
 - A Pedestrian-Friendly Environment.
- c. Encourage infill/redevelopment opportunities that optimize use of city infrastructure and that complement area, neighborhood, and/or corridor context and character.
- d. Support and enhance commercial areas that serve the neighborhoods, the city, and the larger region.
- e. Buildings should be placed in appropriate proximity to streets to create pedestrian scale.

(2) Is consistent with the preliminary site plan as approved and modified by the council and contains the council imposed conditions to the extent the conditions can be complied with by the final site plan.

The proposed plans are consistent with most of the comments by the Planning Commission and City Council per the Sketch Plan review. Any

conditions imposed in this preliminary review would be required to be presented as part of the Final Rezoning application.

(3) Will not be detrimental to properties surrounding the tract.

The proposed retail uses are consistent with the retail uses to the south, and currently being considered to the east. This limited retail area would provide uses beneficial to the office and industrial areas to the north and west.

(4) Will not result in an overly intensive land use.

The proposed square footage would be less than the existing office building on the site. A traffic study was done and found that the proposed uses could be supported by the existing roadways.

(5) Will not result in undue traffic congestion or traffic hazards.

Again, Wenck and Associates conducted a traffic study which concluded that the proposed uses could be supported by the existing roadways.

(6) Conforms to the provisions of this section and other applicable provisions of this Code.

With the exception of the front yard setback variance requested to bring the building up to the street, the proposed project would conform to all zoning ordinance requirements of the PCD-2, Neighborhood Commercial Zoning District.

(7) Provides a proper relationship between the proposed improvements, existing structures, open space and natural features.

As mentioned above, the proposed retail uses are consistent with the retail uses to the south, and currently being considered to the east. This limited retail area would provide uses beneficial to the office and industrial areas to the north and west. It would provide convenience retail and dining options for the nearby employment area.

PRIMARY ISSUES/STAFF RECOMMENDATION

Primary Issues

- **Is the proposed Comprehensive Plan Amendment to Neighborhood Commercial reasonable for this area?**

Yes. Staff believes the proposed Comprehensive Plan Amendment is reasonable for the site and area for the following reasons:

1. The proposed land uses are consistent with existing and proposed land uses in this area. The uses to the south exist today as neighborhood commercial uses. The proposed limited retail uses and PCD-2 zoning would complement and enhance this limited retail area and the Industrial areas to the north and west.
2. The Comprehensive Plan Amendment for the properties to the south is really a house keeping item, as it was mistakenly guided for industrial use.
3. Neighborhood Commercial is defined as small to moderate-scale commercial, serving primarily adjacent neighborhoods. Primary uses are retail and services, offices, studios, institutional use. Existing uses in this area include a gas station, limited retail and convenience food. All are permitted uses within the PCD-2 and PCD-4 Zoning Districts.
4. The proposal would meet the following Comprehensive Plan goals and policies:
 - a. Building Placement and Design. Where appropriate, building facades should form a consistent street wall that helps to define the street and enhance the pedestrian environment.
 - b. Movement Patterns.
 - Provide sidewalks along primary streets and connections to adjacent neighborhoods along secondary streets or walkways.
 - A Pedestrian-Friendly Environment.
 - c. Encourage infill/redevelopment opportunities that optimize use of city infrastructure and that complement area, neighborhood, and/or corridor context and character.
 - d. Support and enhance commercial areas that serve the neighborhoods, the city, and the larger region.
 - e. Buildings should be placed in appropriate proximity to streets to create pedestrian scale.

5. The traffic study done by Wenck concludes that the existing roadways can support the proposed project.

- **Is the Rezoning to PCD-2 appropriate for the site?**

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

1. The proposed rezoning meets the criteria in Section 36-216, as noted on Pages 5 and 6 above, in regard to rezoning property. Subject to approval of the Comprehensive Plan Amendment, the project would be consistent with the comprehensive plan. The project would not be detrimental to the surrounding properties; would not result in an overly intensive land use; would not result in undue traffic congestion or hazards; and with the exception of the setback variances would conform to all zoning ordinance requirements.
2. The proposed land uses are consistent with existing and proposed land uses in this area. The uses to the south exist today as neighborhood commercial uses. The proposed limited retail uses and PCD-2 zoning would complement and enhance this limited retail area.

Staff Recommendation

Comprehensive Plan Amendments

Recommend that the City Council approve the request for a Comprehensive Plan Amendments as follows:

- To re-guide 5108 Edina Industrial Boulevard from O, Office to NC, Neighborhood Commercial; and
- Re-guide 5125, 5105, 5101 Edina Industrial Boulevard and 7700 Normandale Boulevard from I, Industrial to NC, Neighborhood Commercial.

Approval is subject to the following findings:

1. The proposed land uses are consistent with existing and proposed land uses in this area. The uses to the south exist today as neighborhood commercial uses. The proposed limited retail uses and PCD-2 zoning would complement and enhance this limited retail area.

2. The Comprehensive Plan Amendment for the properties to the south is really a housekeeping item, as it was mistakenly guided for industrial use.
3. Neighborhood Commercial is defined as small to moderate-scale commercial, serving primarily adjacent neighborhoods. Primary uses are retail and services, offices, studios, institutional use. Existing uses in this area include a gas station, limited retail and convenience food. All are permitted uses within the PCD-2 and PCD-4 Zoning Districts.
4. The proposal would meet the following Comprehensive Plan goals and policies:
 - a. Building Placement and Design. Where appropriate, building facades should form a consistent street wall that helps to define the street and enhance the pedestrian environment.
 - b. Movement Patterns.
 - Provide sidewalks along primary streets and connections to adjacent neighborhoods along secondary streets or walkways.
 - A Pedestrian-Friendly Environment.
 - c. Encourage infill/redevelopment opportunities that optimize use of city infrastructure and that complement area, neighborhood, and/or corridor context and character.
 - d. Support and enhance commercial areas that serve the neighborhoods, the city, and the larger region.
 - e. Buildings should be placed in appropriate proximity to streets to create pedestrian scale.
5. The traffic study done by Wenck concludes that the existing roadways can support the proposed project.

Preliminary Rezoning to PCD-2 & Preliminary Development Plan

Recommend that the City Council approve the Preliminary Rezoning from POD-1, Planned Office District to PCD-2, Planned Commercial District and Preliminary Development Plan to tear down the existing retail building at 5108 Edina Industrial Boulevard and build a 10,000 square foot retail building as proposed.

Approval is subject to the following findings:

1. The proposed rezoning meets the criteria in Section 36-216, as noted on Pages 5 and 6 above, in regard to rezoning property. Subject to approval

of the Comprehensive Plan Amendment, the project would be consistent with the Comprehensive Plan. The project would not be detrimental to the surrounding properties; would not result in an overly intensive land use; would not result in undue traffic congestion or hazards; and with the exception of the setback variances would conform to all zoning ordinance requirements.

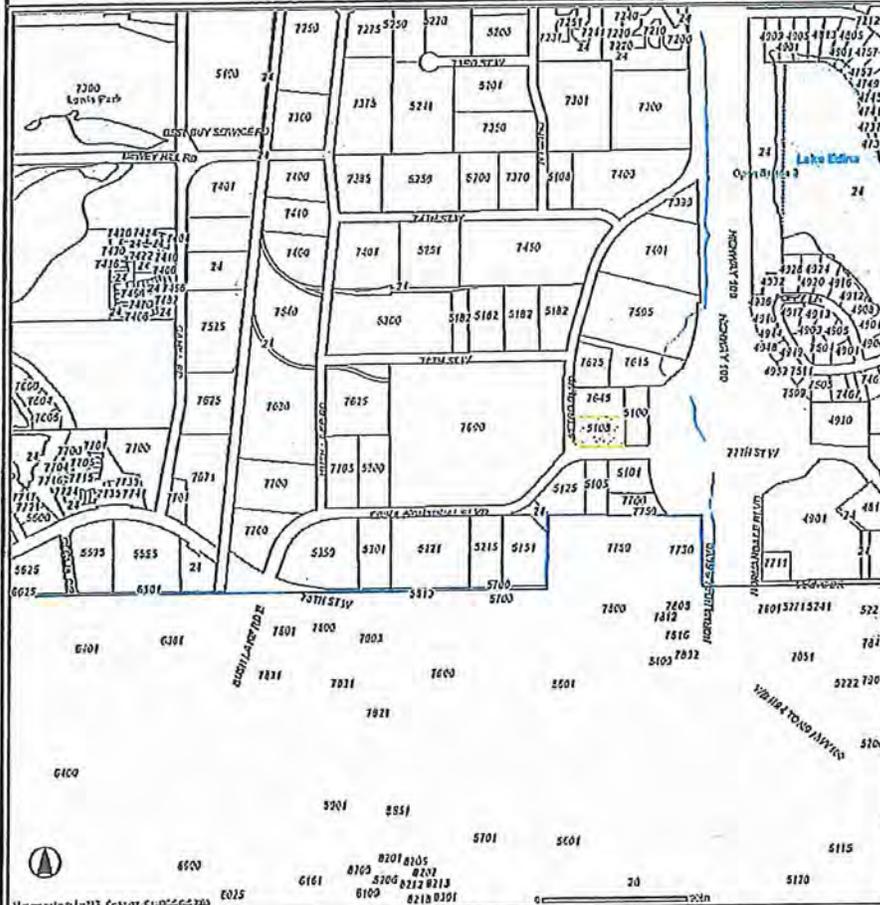
2. The proposed land uses are consistent with existing and proposed land uses in this area. The uses to the south exist today as neighborhood commercial uses. The proposed limited retail uses and PCD-2 zoning would complement and enhance this limited retail area.

Approval is subject to the following Conditions:

1. The Final Development Plans must be generally consistent with the Preliminary Development Plans dated June 6, 2014.
2. The Final Landscape Plan must meet all minimum landscaping requirements per Chapter 36 of the City Code.
3. The Final Lighting Plan must meet all minimum landscaping requirements per Chapter 36 of the City Code.
4. Compliance with all of the conditions outlined in the engineering memo dated July 15, 2014.
5. Approval of the requested Front Yard Setback Variances.

Deadline for a city decision: October 1, 2014

City of Edina



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



Map data provided by Esri, DeLorme, Garmin, etc.

0 20 40 Feet





NOTES:

-Enter Notes Here-

Map Scale: 1" ≈ 100 ft.

Print Date: 7/17/2014



This map is a compilation of data from various sources and is furnished "AS IS" with no representation or warranty expressed or implied, including fitness of any particular purpose, merchantability, or the accuracy and completeness of the information shown.

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A4

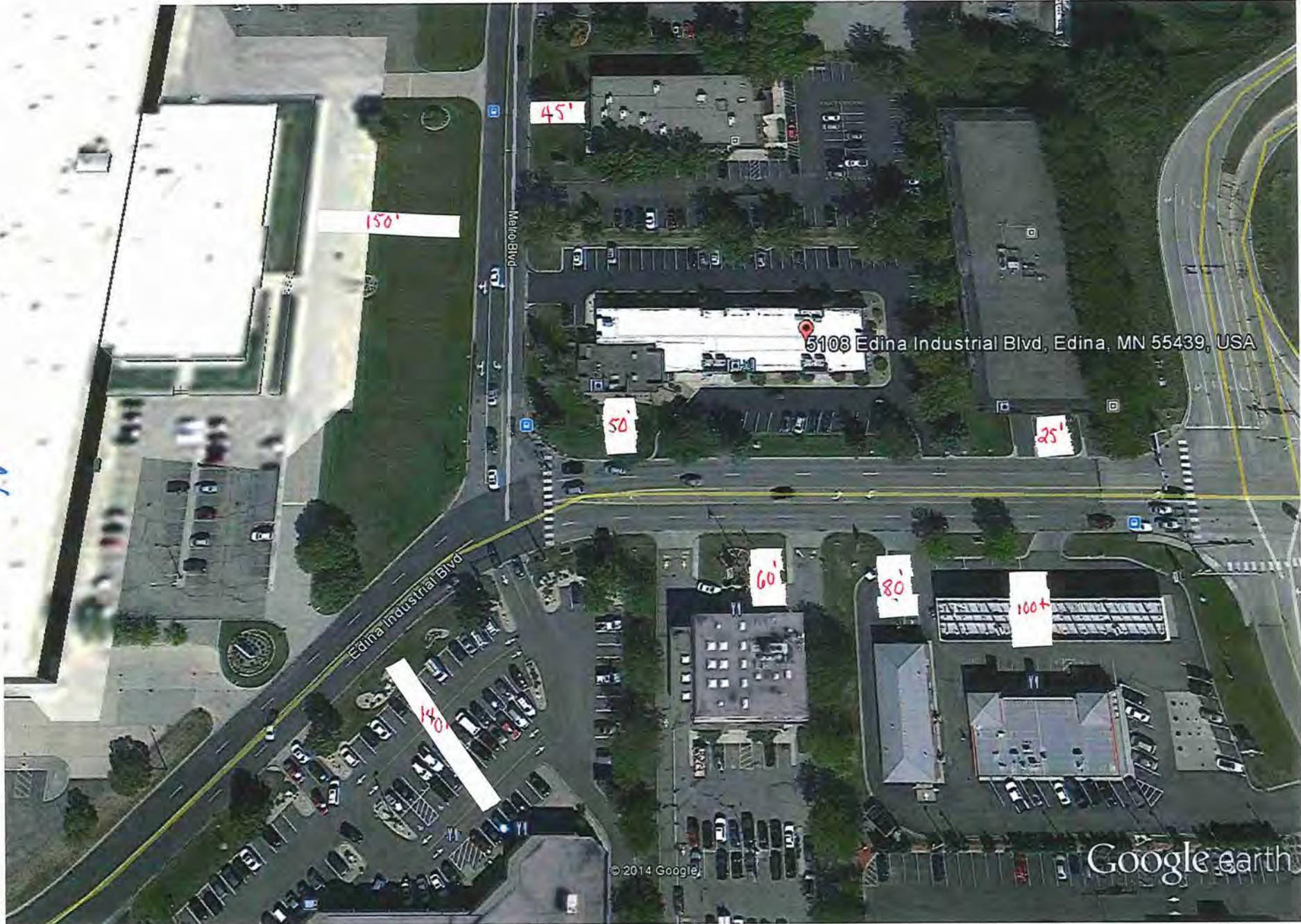


Google earth

feet
meters



A5



A6

5108 Edina Industrial Blvd, Edina, MN 55439, USA

© 2014 Google

Google earth

Google earth

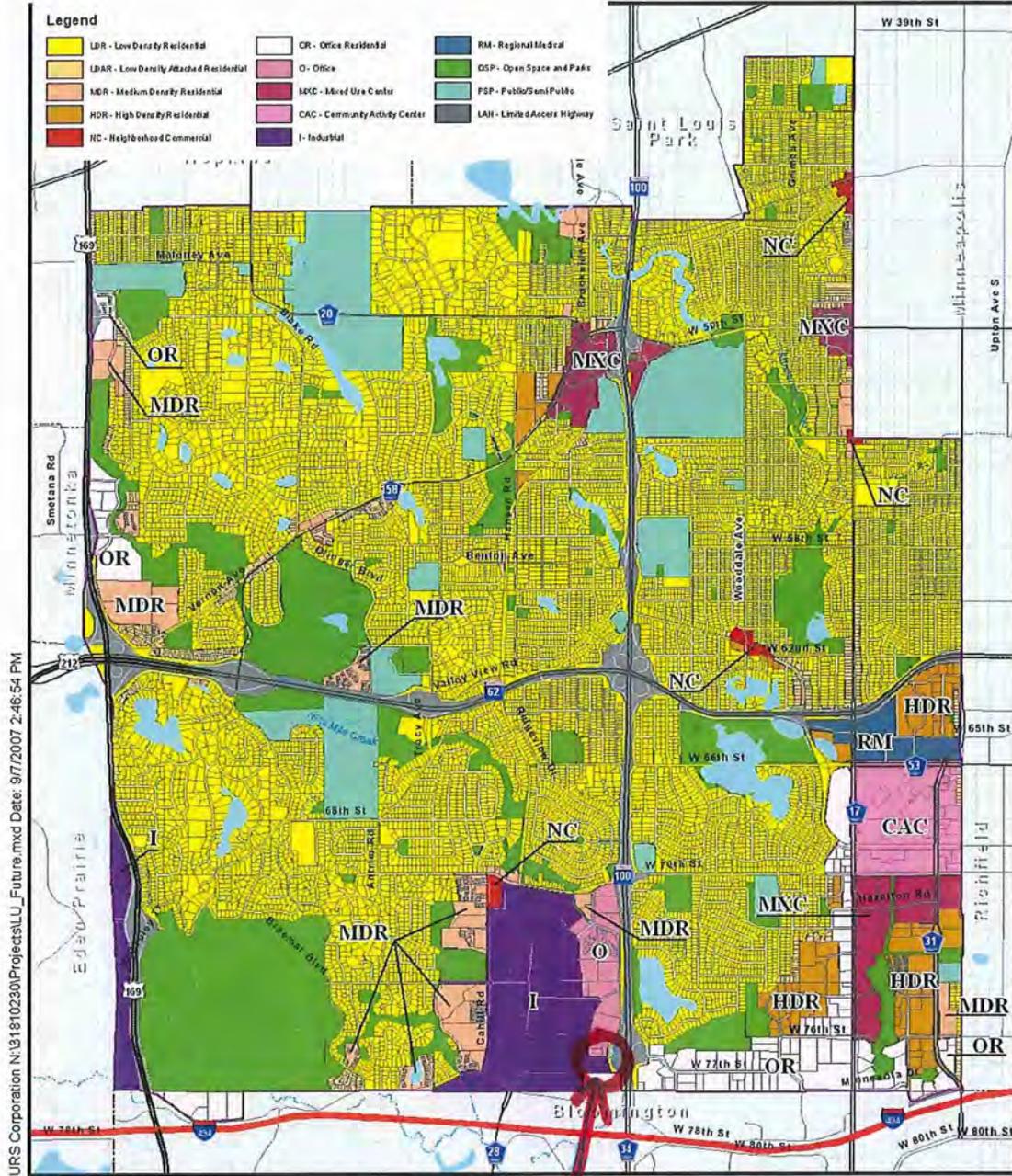


AREA SETBACKS





A7



URS Corporation N:\31810230\Projects\LU_Future.mxd Date: 9/7/2007 2:46:54 PM

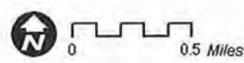


City of Edina
2008 Comprehensive Plan Update

Data Source: URS

Site

Figure 4.3
Future Land Use Plan



AS



Nonresidential and Mixed Use Categories	Description, Land Uses	Development Guidelines	Density Guidelines
<p>MXC Mixed-Use Center Current examples:</p> <ul style="list-style-type: none"> o 50th and France o Grandview 	<p>Established or emerging mixed use districts serving areas larger than one neighborhood (and beyond city boundaries). Primary uses: Retail, office, service, multifamily residential, institutional uses, parks and open space. Vertical mixed use should be encouraged, and may be required on larger sites.</p>	<p>Maintain existing, or create new, pedestrian and streetscape amenities; encourage or require structured parking. Buildings "step down" in height from intersections. 4 stories at 50th & France; 3-6 stories at Grandview</p>	<p>Floor to Area Ratio-Per current Zoning Code: maximum of 1.5 1 - 2 units/acre</p>
<p>CAC Community Activity Center Example: Greater Southdale area (not including large multi-family residential neighborhoods such as Centennial Lakes)</p>	<p>The most intense district in terms of uses, height and coverage. Primary uses: Retail, office, lodging, entertainment and residential uses, combined or in separate buildings. Secondary uses: Institutional, recreational uses. Mixed use should be encouraged, and may be required on larger sites.</p>	<p>Form-based design standards for building placement, massing and street-level treatment. 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. More stringent design standards for buildings > 5 stories. Emphasize pedestrian circulation; re-introduce finer-grained circulation patterns where feasible.</p>	<p>Floor to Area Ratio-Per current Zoning Code: maximum of 0.5 to 1.0* 2 - 3 units/acre</p>
<p>I Industrial</p>	<p>Applies to existing predominantly industrial areas within the City. Primary uses: industrial, manufacturing. Secondary uses: limited retail and service uses.</p>	<p>Performance standards to ensure compatibility with adjacent uses; screening of outdoor activities,</p>	<p>Floor to Area Ratio: Per Zoning Code: 0.5*</p>

		destinations.	greater density for senior housing would include: Below grade parking, provision of park or open space, affordable housing, sustainable design principles, and provision of public art. Floor to Area Ratio: per current Zoning Code*
Nonresidential and Mixed Use Categories	Description, Land Uses	Development Guidelines	Density Guidelines
<p>NC Neighborhood Commercial</p> <p>Current examples:</p> <ul style="list-style-type: none"> • Morningside commercial core • Valley View and Wooddale • 70th & Cahill 	<p>Small- to moderate-scale commercial, serving primarily the adjacent neighborhood(s). Generally a 'node' rather than a 'corridor.' Primary uses are retail and services, offices, studios, institutional uses. Residential uses permitted.</p> <p>Existing and potential neighborhood commercial districts are identified for further study.</p>	<p>Building footprints generally less than 20,000 sq. ft. (or less for individual storefronts). Parking is less prominent than pedestrian features.</p> <p>Encourage structured parking and open space linkages where feasible; emphasize enhancement of the pedestrian environment.</p>	<p>2-3 5-12 residential dwelling units/acre</p> <p>Floor to Area Ratio-Per current Zoning Code: maximum of 1.0*</p>
<p>OR Office-Residential</p> <p>No current examples in City. Potential examples include Pentagon Park area and other I-494 corridor locations</p>	<p>Transitional areas along major thoroughfares or between higher-intensity districts and residential districts. Many existing highway-oriented commercial areas are anticipated to transition to this more mixed-use character.</p> <p>Primary uses are offices, attached or multifamily housing.</p> <p>Secondary uses: Limited retail and service uses (not including "big box" retail), limited industrial (fully enclosed), institutional uses, parks and open space. Vertical mixed use should be encouraged, and may be required on larger sites.</p>	<p>Upgrade existing streetscape and building appearance, improve pedestrian and transit environment.</p> <p>Encourage structured parking and open space linkages where feasible; emphasize the enhancement of the pedestrian environment.</p>	<p>2-3 12-30 residential dwelling units/acre</p> <p>Floor to Area Ratio-Per current Zoning Code: maximum of 0.5 to 1.0*</p>
<p>O Office</p> <p>Current examples include the office</p>	<p>This designation allows for professional and business offices, generally where retail services do not occur within the development</p>	<p>Provide buffer/transition to adjacent residential uses. Use high quality</p>	<p>Floor to Area Ratio - Per Zoning Code: Maximum of 0.5</p>

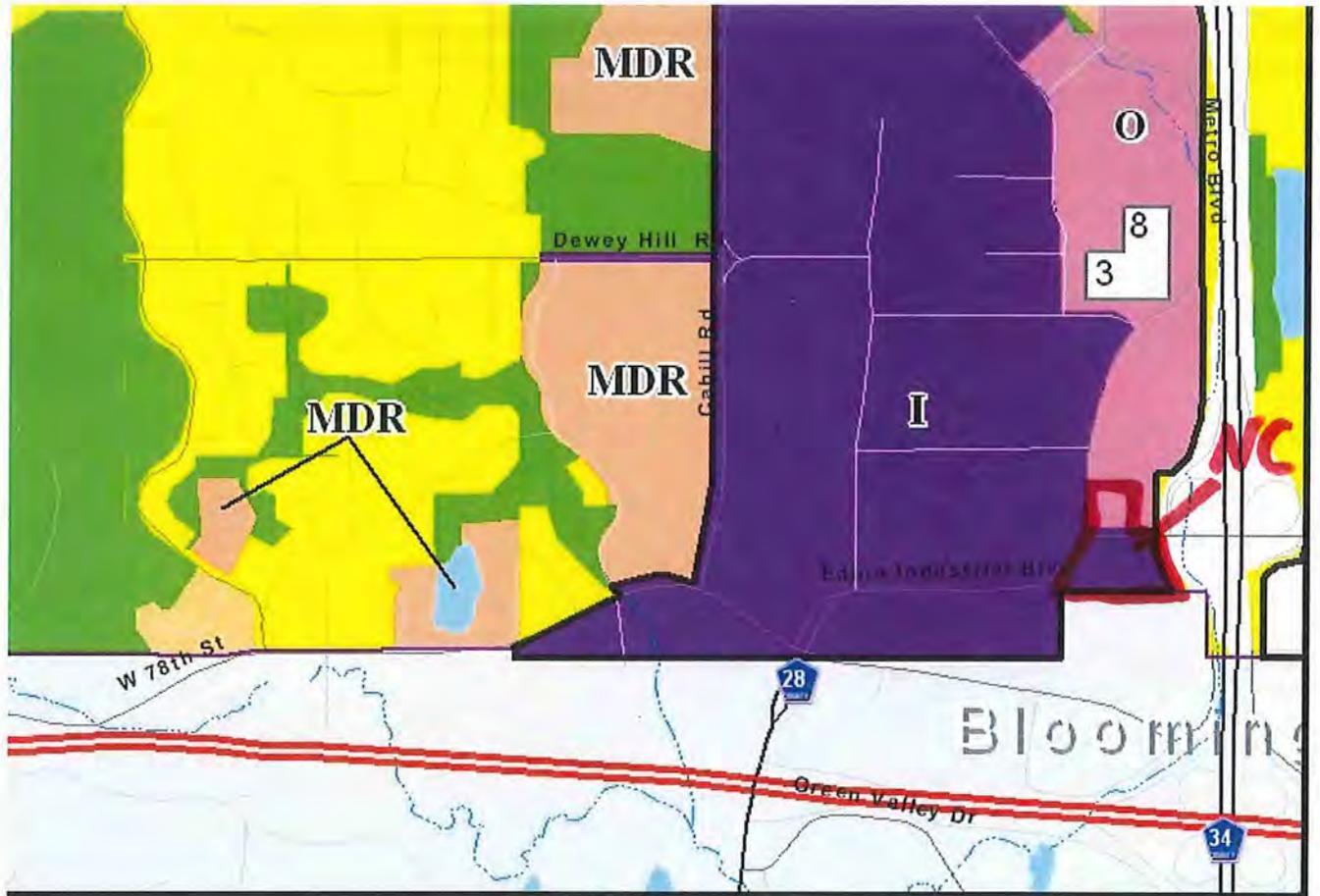


Existing language xxxx

Language recommended xxxxx

Language stricken ~~xxxxx~~

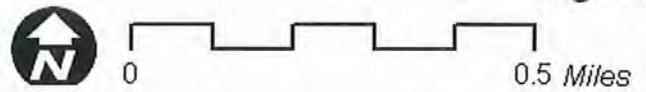
A10



Future Land Use Plan with Building Heights
 Southwest Quadrant

Plan Update

Figure 4.6C



All

5108 Edina Industrial Boulevard - Redevelopment

Project Narrative

In connection with recent discussions, this narrative and the enclosed drawings provide an overview of the redevelopment plan for the property at 5108 Industrial Blvd. ("Property").

Overview

Frauenshuh Commercial Real Estate is the owner of the Property, located at the northeast intersection of Edina Industrial Blvd and Metro Blvd. The Property consists of approximately 1.3 acres with an existing one-story multi-tenant commercial building located on the site.

In July of 2013 and March of 2014, Frauenshuh submitted plans as a sketch plan review and met with the planning commission and City Council to discuss the concept of repositioning the property for retail oriented use given the area service, demand and property characteristics. The feedback on the concept of retail use was favorable, while certain design, pedestrian access, circulation and parking considerations were noted as refinements needing further development.

The Property will require a Comprehensive Plan Amendment, rezoning from POD1 (Planned Office District) to PCD2 (Planned Commercial District), and a Variance to accommodate a broader range of retail use on the Property. Rezoning would be consistent with existing neighborhood zoning and land use patterns and would be processed with a site plan review application.

Redevelopment Plan Highlights

The enclosed plans illustrate the redevelopment concept for the Property. The existing structure would be removed from the site and the new building plan would be constructed in one phase.

The redevelopment plan provides the opportunity to create a new, very functional building and site plan with a highly attractive architectural aesthetic, improved traffic flow in and out of the site and good circulation, parking and pedestrian orientation for retail tenants and customers. The building will be constructed on the southwest corner of the property with a total square footage of 10,000 sq.ft., thus creating a pedestrian friendly site layout and parking configuration for retail use.

Several food service providers and neighborhood retail uses have expressed interest in the redevelopment plan and location. Some of the redevelopment plan highlights would include:

- Creation of high quality and consistent architectural aesthetics (incorporation of stone, glass, metals and high quality building signage);
- Placement of the building – in response to the sketch plan review comments,- to reduce interface between pedestrians and vehicles – adjacent to the street with parking on the North.
- Reduction of vehicular access from streets from 3 (existing) to 2.
- Installation of pedestrian enhancements, including sidewalks, interior walkways, outdoor seating areas and related improvements;
- Improved site landscaping including boulevard trees and shrubs and internal landscape elements conducive to the retail environment;
- Drive-through on the east side of the building, subject to tenant requirements;
- Reconfiguration of parking layout (56 spaces),

- Improved internal vehicle access and site circulation.
- Design of the Drive thru on the east side of the building will be complimented by a rain garden feature.

Variance Request

The Applicant wishes to request a variance to allow the front yard setback to be reduced from 35'-0" to 25'-0" in order to respond to the comments from the sketch plan review which suggested that the building placement address the need to accommodate the pedestrian movement in the area. This variance will allow for improved outdoor common space development near the tenant entrances, green space enhancement on all sides of the building, and improved vehicular flow on the site. Pedestrian movement along the sidewalks on the south and west will be able to access the building without crossing parking areas.



① NORTH ELEVATION WITH COLOR
3/32" = 1'-0"

ART



A15

VIEW FROM SOUTHEAST



MLG

VIEW FROM NORTHWEST



A-7

VIEW FROM SOUTHWEST

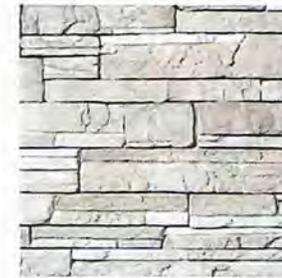


① SOUTH ELEVATION WITH COLOR
3/32" = 1'-0"

AK



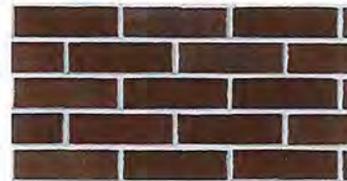
① WEST ELEVATION WITH COLOR
3/32" = 1'-0"



LEDGESTONE



② EAST ELEVATION WITH COLOR
3/32" = 1'-0"



BRICK



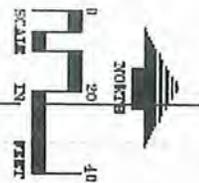
GLASS

A19



5108 EDINA INDUSTRIAL BLVD RETAIL

FLOOR PLAN 060614



VETRO BOULEVARD

EDINA INDUSTRIAL BOULEVARD

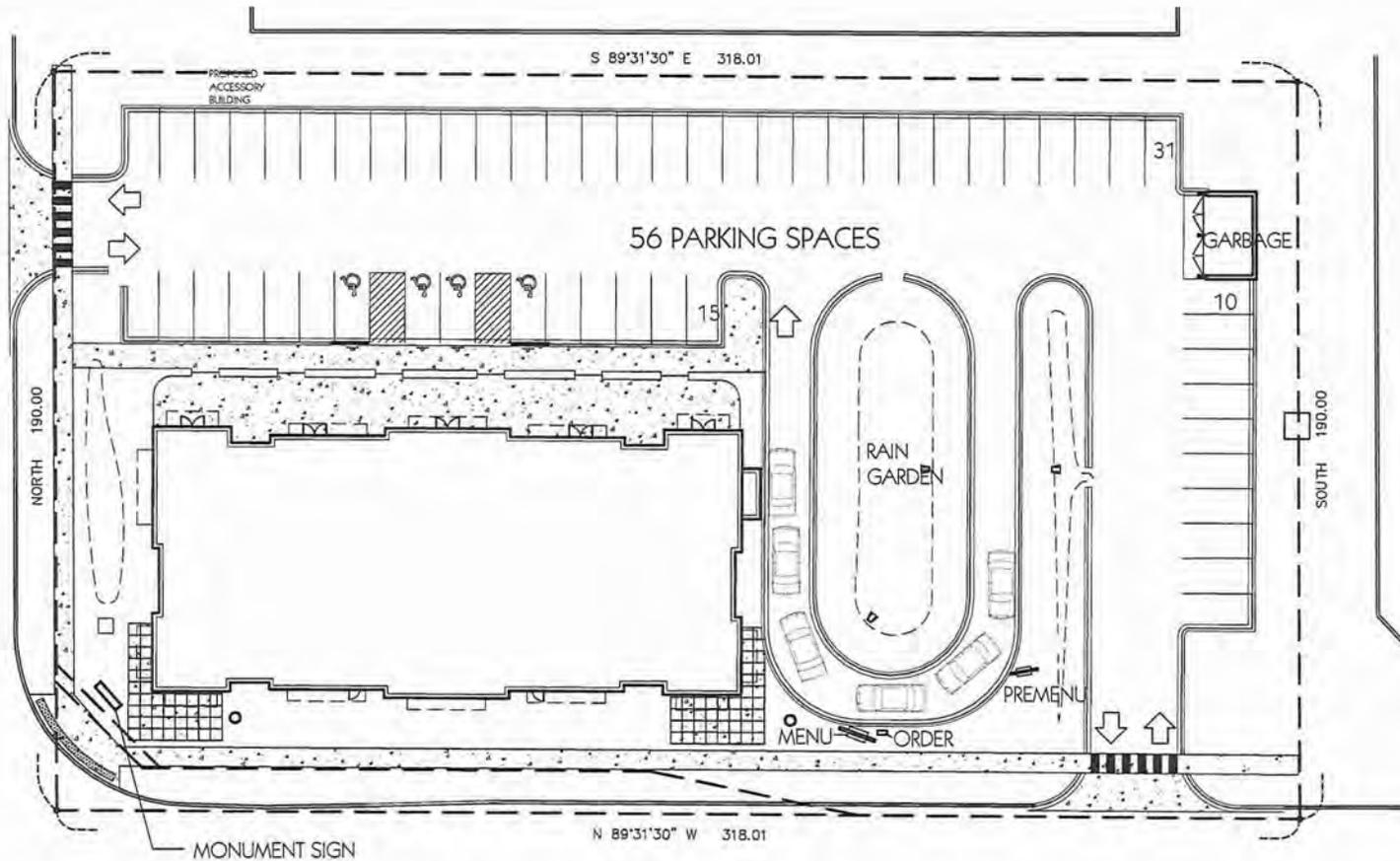


WARNING!
CONTRACTOR TO VERIFY LOCATIONS
OF ALL EXISTING AND PROPOSED
UTILITIES OF VEGETATION.

OWNER: STEWARDSHIP PROPERTIES

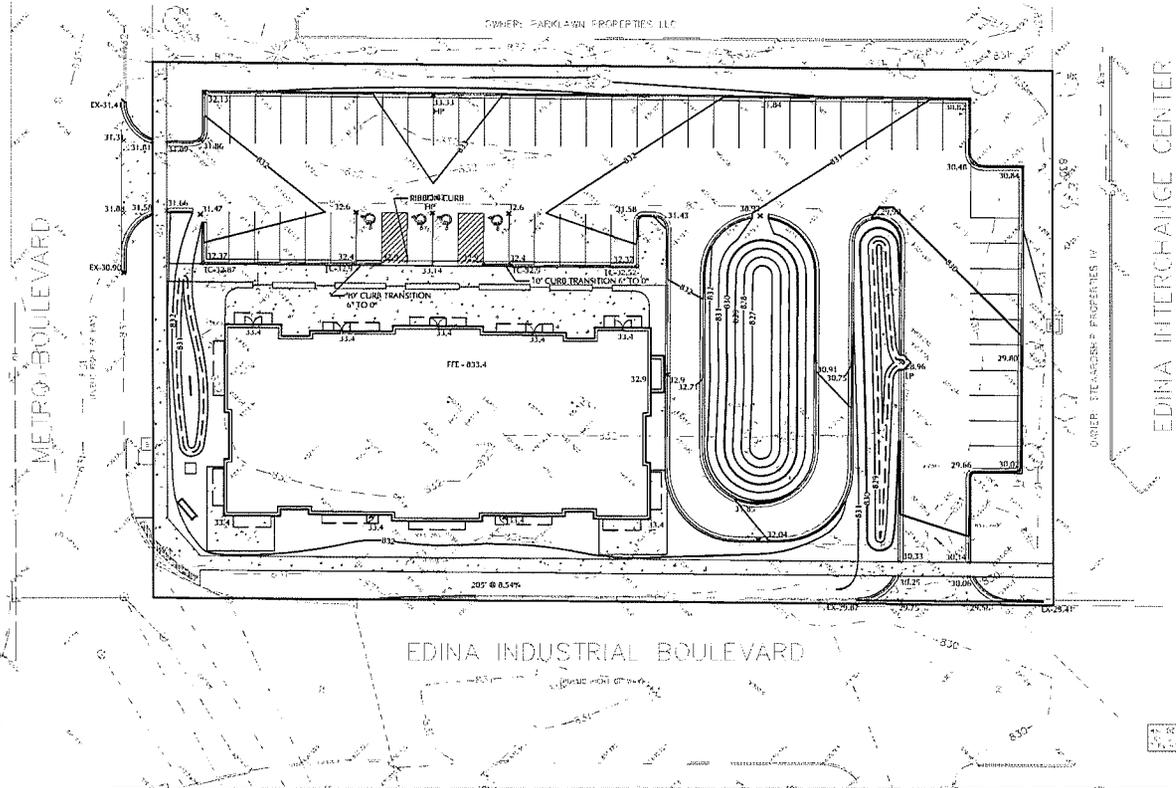
EDINA INTERCHANGE CENTER

800 EDINA INDUSTRIAL BLDG
SITE PLAN
BLDG/SITE INTERIORS DIAGRAM,
C04.14, SR.



APA





EDINA INTERCHANGE CENTER

GRADING PLAN NOTES

1. BACKGROUND INFORMATION IS BASED ON A FIELD SURVEY BY LOUCKS ASSOCIATES AND RECORD UTILITY DRAWINGS FROM THE CITY OF BROOKLYN PARK. LOUCKS ASSOCIATES DOES NOT GUARANTEE THE ACCURACY OF INFORMATION PROVIDED BY OTHERS.
2. THE CONTRACTOR SHALL REFER TO THE ARCHITECTURAL PLANS FOR EXACT LOCATIONS AND DIMENSIONS OF BUILDINGS, VESTIBULES, SLOPED PAVING, EXIT PORCHES, RAMPS, TRUCK DOCKS, ENTRY LOCATIONS AND LOCATIONS OF DOWNSPOTS.
3. THE CONTRACTOR SHALL TAKE ALL PRECAUTIONS NECESSARY TO AVOID PROPERTY DAMAGE TO ADJACENT PROPERTIES DURING THE CONSTRUCTION PHASE OF THIS PROJECT. THE CONTRACTOR WILL BE HELD RESPONSIBLE FOR ANY DAMAGES TO ADJACENT PROPERTIES OCCURRING DURING THE CONSTRUCTION PHASE OF THIS PROJECT.
4. IN ACCORDANCE WITH GENERALLY ACCEPTED CONSTRUCTION PRACTICES, THE CONTRACTOR WILL BE SOLELY AND COMPLETELY RESPONSIBLE FOR CONDITIONS ON THE JOB SITE, INCLUDING SAFETY OF ALL PERSONS AND PROPERTY DURING THE PERFORMANCE OF THE WORK. THIS REQUIREMENT WILL APPLY CONTINUOUSLY AND NOT BE LIMITED TO NORMAL WORKING HOURS.
5. BEFORE BEGINNING CONSTRUCTION THE CONTRACTOR SHALL INSTALL A TEMPORARY ROCK ENTRANCE PAD AT ALL POINTS OF VEHICLE EXIT FROM THE PROJECT SITE. SAID ROCK ENTRANCE PAD SHALL BE MAINTAINED BY THE CONTRACTOR FOR THE DURATION OF THE PROJECT.
6. EROSION AND SEDIMENTATION CONTROL MEASURES SHALL BE ESTABLISHED AROUND THE ENTIRE SITE PERIMETER AND IN ACCORDANCE WITH NPDES PERMIT REQUIREMENTS, BEST MANAGEMENT PRACTICES, AND CITY REQUIREMENTS.
7. ALL SPOT ELEVATIONS SHOWN REPRESENT FINISHED SURFACE OR GLITTER LINE ELEVATIONS UNLESS OTHERWISE NOTED.
8. CONTRACTOR TO VERIFY EXISTING INFORMATION PRIOR TO CONSTRUCTION AND NOTIFY ENGINEER OF ANY PLAN DISCREPANCIES.
9. EXISTING UTILITY LOCATIONS AS PER CITY AS-BUILT PLANS AND FIELD SHOTS.
10. SEE SHEET CD-2 FOR EROSION CONTROL INFORMATION.
11. GENERAL CONTRACTOR MUST VERIFY ALL TIE IN GRADES.

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

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

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

LEGEND	
EXISTING	PROPOSED
	TOPOGRAPHIC CONTOUR
	SPOT ELEVATION
	DRAINAGE SLOPE
	STORM SEWER
	STORM MANHOLE
	CATCH BASIN
	SANITARY SEWER
	WATERMAIN
	BENCHMARK
	EMERGENCY OVERFLOW
	CONSTRUCTION LIMITS

WARNING
THE CONTRACTOR SHALL BE RESPONSIBLE FOR CALLING FOR LOCATIONS OF ALL EXISTING UTILITIES. THEY SHALL COOPERATE WITH ALL UTILITY COMPANIES IN MAINTAINING THEIR SERVICE AND / OR RELOCATION OF LINES.

THE CONTRACTOR SHALL CONTACT GOPHER STATE ONE CALL AT 651-454-0002 AT LEAST 48 HOURS IN ADVANCE FOR THE LOCATIONS OF ALL UNDERGROUND WIRES, CABLES, CONDUITS, PIPES, MANHOLES, VALVES OR OTHER BURIED STRUCTURES BEFORE DIGGING. THE CONTRACTOR SHALL REPAIR OR REPLACE THE ABOVE WHEN DAMAGED DURING CONSTRUCTION AT NO COST TO THE OWNER.



4300 WEST OLD SHILOH ROAD
BROOKLYN PARK, MN 55427
PH: 952-998-9602
WWW.SRAARCHITECTS.COM



LOUCKS ASSOCIATES
Professional Engineer License No. 1000000000
1200 Third Street, Suite 100
Brooklyn Park, MN 55427
www.loucksassociates.com

SCALE

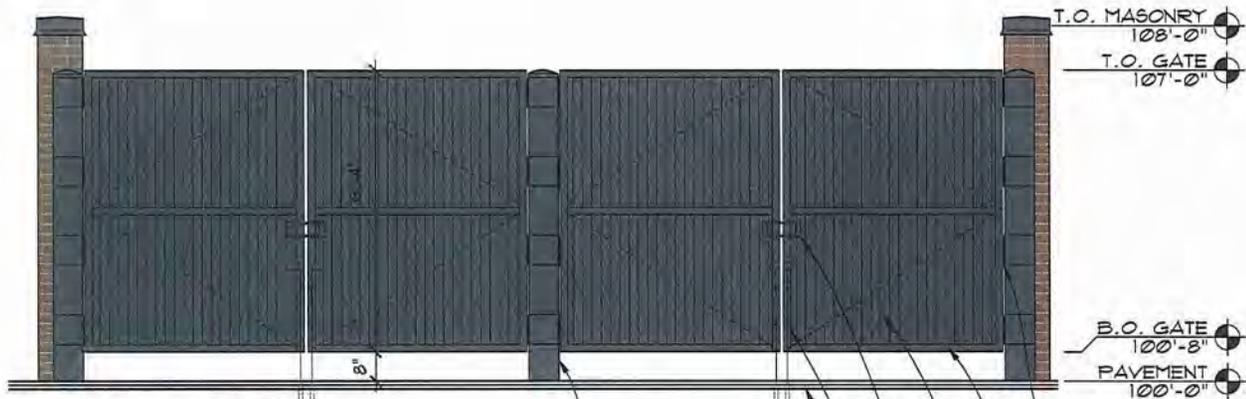
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5108 RETAIL
5108 EDINA INDUSTRIAL BLVD.
EDINA, MN

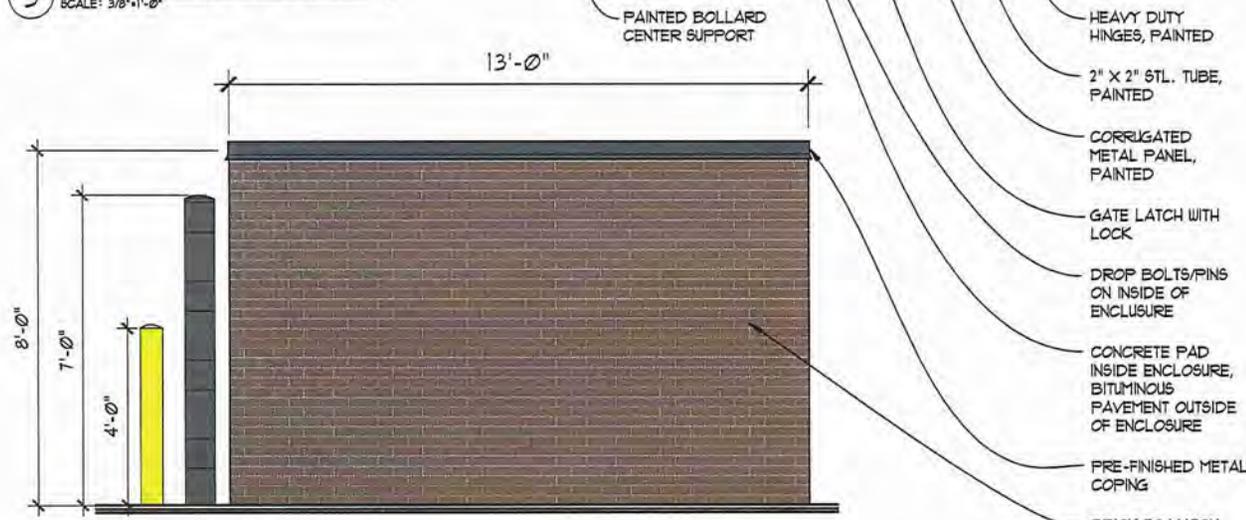
• GRADING & DRAINAGE PLAN

PROJECT NO: 13-050-2
DRAWN BY: WBS
CHECKED BY: VJV

C3-1

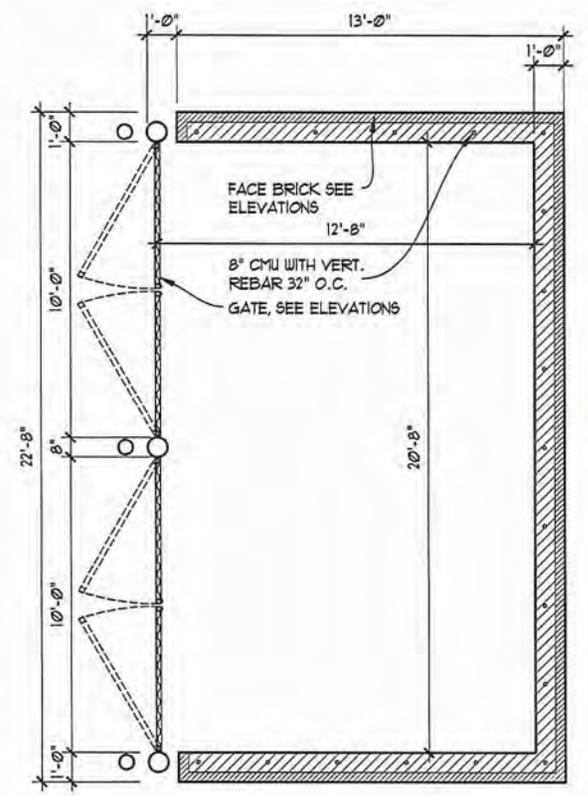


3 WEST ELEVATION
SCALE: 3/8"=1'-0"



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

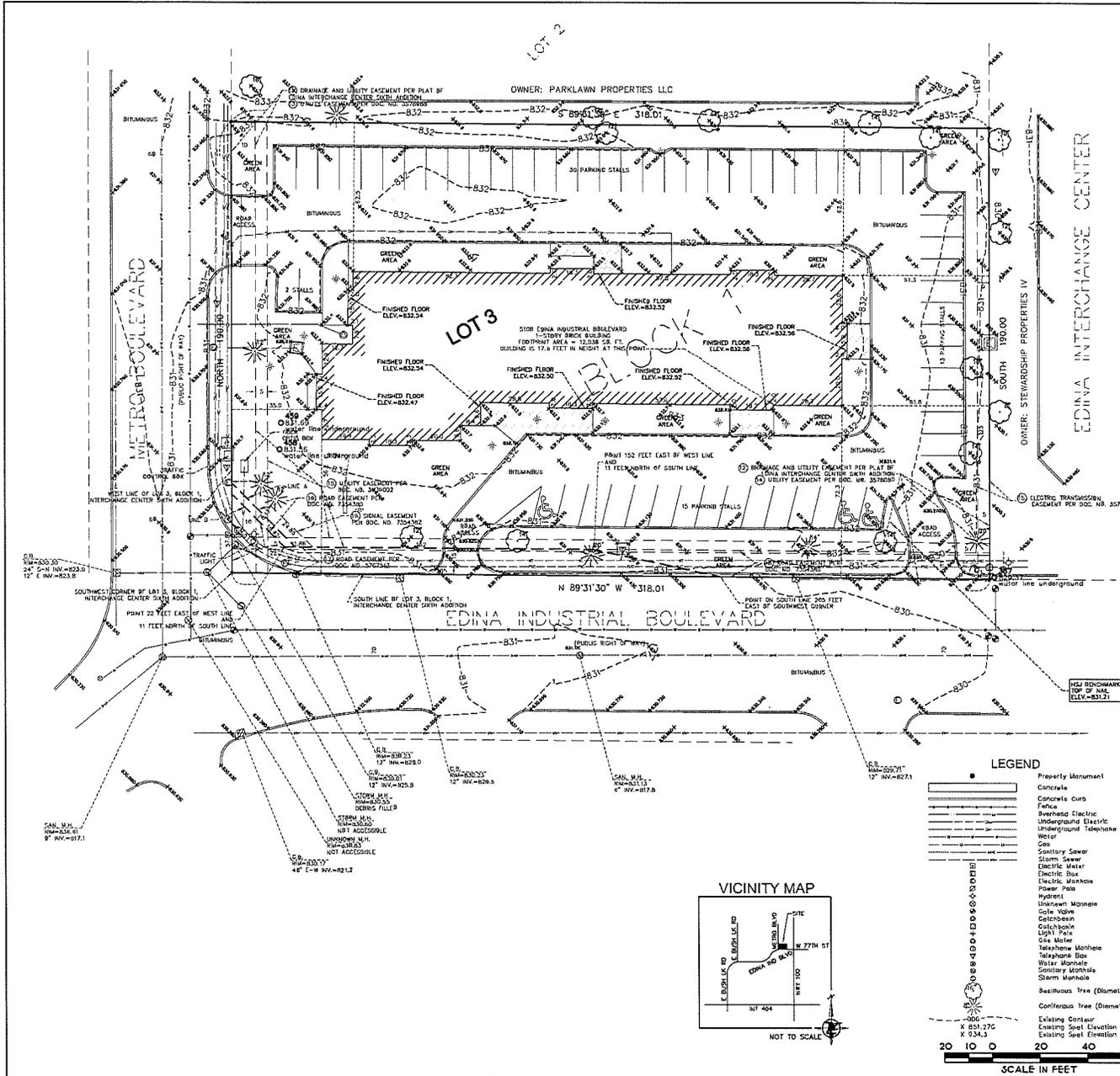
- PAINTED BOLLARD CENTER SUPPORT
- HEAVY DUTY HINGES, PAINTED
- 2" X 2" STL. TUBE, PAINTED
- CORRUGATED METAL PANEL, PAINTED
- GATE LATCH WITH LOCK
- DROP BOLTS/PINS ON INSIDE OF ENCLOSURE
- CONCRETE PAD INSIDE ENCLOSURE, BITUMINOUS PAVEMENT OUTSIDE OF ENCLOSURE
- PRE-FINISHED METAL COPING
- BRICK TO MATCH BUILDING



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



A26



LEGAL DESCRIPTION

Lot 3, Block 1, Edina Interchange Center 6th Addition, Hennepin County, Minnesota.

Abstract Property

NOTES CORRESPONDING TO EASEMENTS:

- (1) Easement for utilities and drainage as shown on the recorded plat of Edina Interchange Center 6th Addition. (AFFECTS PROPERTY, AS SHOWN ON SURVEY)
- (2) Easement for electric transmission purposes, in favor of Northern States Power Company, a Minnesota corporation, as created in document dated November 17, 1985, filed December 1, 1985, as Document No. 327608 in Book 2533 of Books, Page 147. (AFFECTS PROPERTY, AS SHOWN ON SURVEY)
- (3) Easement for electric transmission purposes, in favor of Northern States Power Company, a Minnesota corporation, as created in document dated November 17, 1985, filed December 1, 1985, as Document No. 327608 in Book 2533 of Books, Page 149. (AFFECTS PROPERTY, AS SHOWN ON SURVEY)
- (4) Easement for electric transmission purposes, in favor of Northern States Power Company, a Minnesota corporation, as created in document dated November 17, 1985, filed December 1, 1985, as Document No. 327608 in Book 2533 of Books, Page 151. (AFFECTS PROPERTY, AS SHOWN ON SURVEY)
- (5) Easement for electric transmission purposes, in favor of Northern States Power Company, a Minnesota corporation, as created in document dated November 17, 1985, filed December 1, 1985, as Document No. 327608 in Book 2533 of Books, Page 151. (AFFECTS PROPERTY, AS SHOWN ON SURVEY)
- (6) Easement for communication system purposes, in favor of Northwestern Bell Telephone Company, an Iowa corporation, as created in document dated October 25, 1971, filed April 4, 1972, as Document No. 383962. (AFFECTS PROPERTY, AS SHOWN ON SURVEY)
- (7) Easement for public road purposes, in favor of the City of Edina, a Minnesota municipal corporation, as created in document dated June 11, 1960, filed April 19, 1961, as Document No. 5187913. (AFFECTS PROPERTY, AS SHOWN ON SURVEY)
- (8) Easement for public road purposes, in favor of the City of Edina, a Minnesota municipal corporation, as created in document dated August 9, 2000, filed September 15, 2000, as Document No. 225486. (AFFECTS PROPERTY, AS SHOWN ON SURVEY)
- (9) Easement for signal and public road purposes, in favor of the City of Edina, a Minnesota municipal corporation, as created in document dated August 9, 2000, filed September 15, 2000, as Document No. 225486. (AFFECTS PROPERTY, AS SHOWN ON SURVEY)
- (10) Easement for public road purposes, in favor of the City of Edina, a Minnesota municipal corporation, as created in document dated October 15, 2003, filed August 12, 2005, as Document No. 805128. (AFFECTS PROPERTY, AS SHOWN ON SURVEY)

STATEMENT OF POSSIBLE ENCROACHMENTS:

There are no visible above ground encroachments over or across any property lines of subject property.

GENERAL NOTES:

1. The bearing system used is assumed.
2. The location of the underground utilities shown herein are approximate only. PURSUANT TO MINN. STAT. CHAPTER 65B, SECTION 02.01, CALL AT (612) 454-0002 PRIOR TO ANY EXCAVATION.
3. All utility locations were noted into Computer State One Call on June 2, 2015. The locations shown on a survey are from field locations, locations from marks by utility companies and maps from utility companies. Computer notified me as follows: CITY OF BLOOMINGTON, CITY OF EDINA, COMCAST, FLETCHER CORPORATION, LIGHTHOUSE, A. EDWARDS/INGALL, GUYTON POINT ENERGY, DEPARTMENT OF TRANSPORTATION, ONEST, TIME WARNER TELECOM, XCEL ENERGY.
4. Subject property is identified as being in "Lane X" other Areas on Flood Insurance Rate Map No. 070500002E, effective date September 2, 2004.
5. Site area: 88,428 square feet = 1,397 acres including road easements. 26,027 square feet = 1,334 acres including tree easements.
6. There are a total of 88 striped parking stalls on said property, of which there are 3 designated on handouts.
7. All field measurements included recorded dimensions within the precision requirements of ALTA/ACSM specifications.
8. This survey was made on the ground and in accordance with the Maximum Standard Detail Requirements for Land Title Surveys as adopted by ALTA and ACSM.
9. In preparing this survey I have relied upon the supporting documents and the Commission for Title Insurance issued by Commercial Partners Title, LLC and Stewart Title Guaranty Company bearing effective date of February 9, 2015 and bearing the number 30022.
10. There is no observable evidence of encumbrances in the field or of record.
11. There is no observable evidence of encumbrances in the field or of record.
12. There is no visible above ground evidence of earth moving work, building construction or building additions within recent months.
13. Evidence to nearest intersection, all is located at the NE Quad of the intersection of Maple Street and Edina Industrial Boulevard.
14. The surveyor was provided with the following zoning information by the owner pursuant to Table A Item 5a of 9th, Site presently zoned PDD-1 (Planned Office District). The following zoning requirements: Front = 35 feet; Rear = 25 feet; Side = 25 feet; Side Setback = 35 feet or the building height if greater. Four Area Ratio 0.5 Maximum Building Height 17 (see Appendix A of City's Official Zoning Map) (ZONING MAP NOT PROVIDED)
15. Deviation datum is based on NAVD 88 datum. North benchmark is located two (2) feet (2.00000000) East from = 831.71.



SCALE: 1 INCH = 20 FEET

REVISONS	
Date:	

I hereby certify that this survey, plan or report was prepared by me or under my direct supervision and that I am a duly Registered Land Surveyor under the laws of the State of Minnesota

Thomas F. Hofferl, L.S.
 Thomas F. Hofferl, L.S.
 Minnesota Reg. No. 23677

Date: May 28, 2015

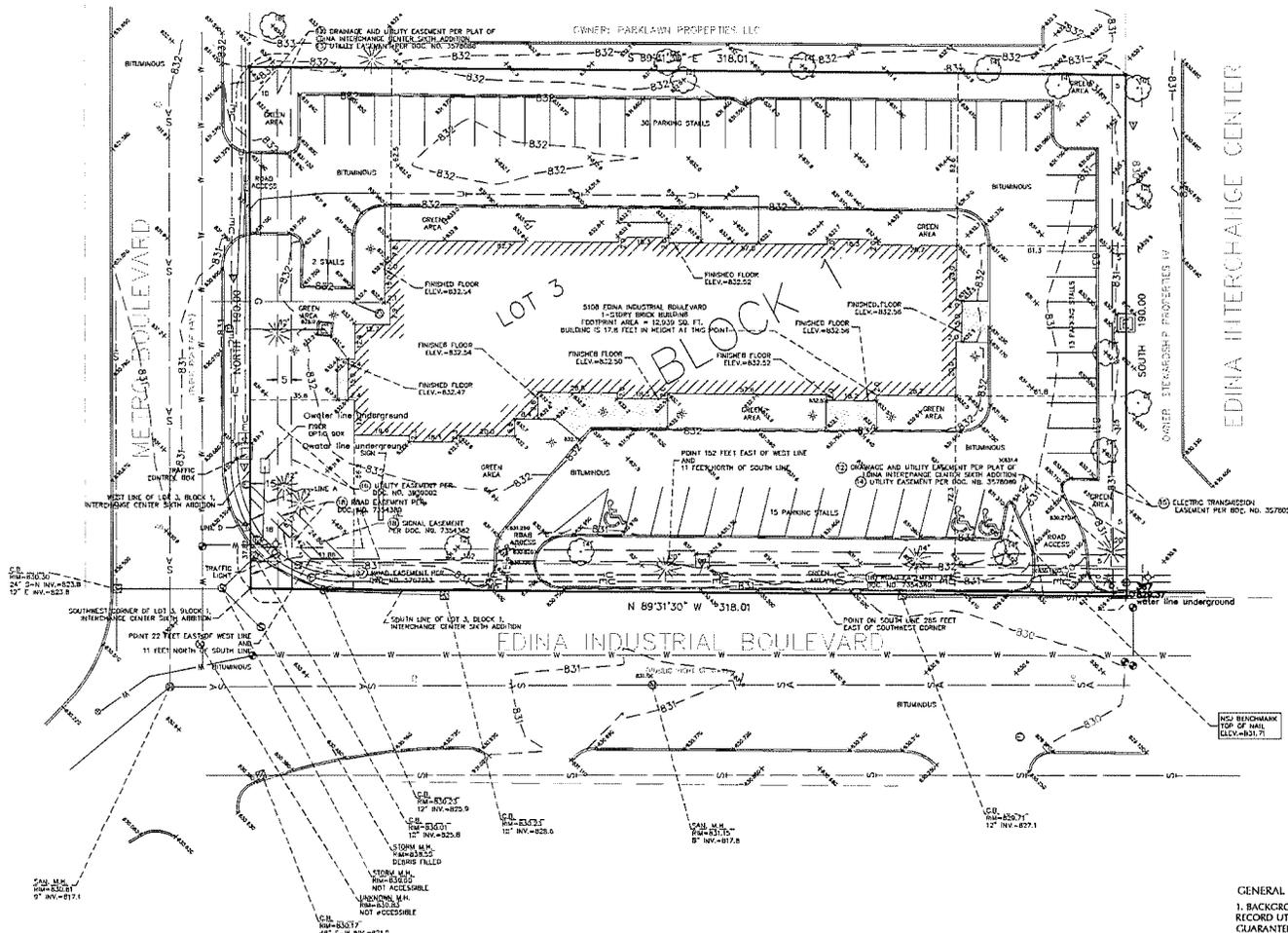
BOUNDARY AND TOPOGRAPHICAL SURVEY

For:
 FRAUENSHUI COMPANIES
 BLOOMINGTON

SITE:
 5108 EDINA INDUSTRIAL BOULEVARD
 EDINA, MINNESOTA
 HENNEPIN COUNTY

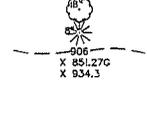
HARRY S. JOHNSON CO., INC.
LAND SURVEYORS
 9083 Lyndale Avenue South
 Bloomington, MN 55437
 Tele: 852-884-6341 Fax: 852-884-5344
 www.hsjsurveyors.com

Book	File No.
837	1-3-8545T
Page	W.D. Number
63	2014257
Date	
CT	
Sheet No.	1 OF 1



LEGEND

- Property Monument
- ▬ Concrete
- ▬ Concrete Curb
- ▬ Fence
- ▬ Overhead Electric
- ▬ Underground Electric
- ▬ Underground Telephone
- ▬ Water
- ▬ Gas
- ▬ Sanitary Sewer
- ▬ Storm Sewer
- ▬ Electric Meter
- ▬ Electric Sign
- ▬ Electric Manhole
- ▬ Power Pole
- ▬ Hydrant
- ▬ Unstamped Manhole
- ▬ Gate Valve
- ▬ Catchbasin
- ▬ Catchbasin
- ▬ Light Pole
- ▬ Gas Meter
- ▬ Telephone Manhole
- ▬ Telephone Box
- ▬ Water Manhole
- ▬ Sanitary Manhole
- ▬ Storm Manhole
- ▬ Deciduous Tree (Diameter in Inches)
- ▬ Coniferous Tree (Diameter in Inches)
- ▬ Existing Contour
- ▬ Existing Spot Elevation
- ▬ Existing Gutter
- ▬ Existing Spot Elevation



CALL BEFORE YOU DIG
Gopher State One Call
 TWIN CITY AREA: 651-454-0802
 TOLL FREE: 1-800-252-1156

WARNING:

THE CONTRACTOR SHALL BE RESPONSIBLE FOR CALLING FOR LOCATIONS OF ALL EXISTING UTILITIES. THEY SHALL COOPERATE WITH ALL UTILITY COMPANIES IN MAINTAINING THEIR SERVICES AND/OR RELOCATION OF LINES.

THE CONTRACTOR SHALL CONTACT GOPHER STATE ONE CALL AT 651-454-0802 AT LEAST 48 HOURS IN ADVANCE FOR THE LOCATIONS OF ALL UNDERGROUND WIRES, CABLES, CONDUITS, PIPES, MANHOLES, VALVES OR OTHER BURIED STRUCTURES BEFORE DIGGING. THE CONTRACTOR SHALL REPAIR OR REPLACE THE AREAS WHICH DAMAGED DURING CONSTRUCTION AT NO COST TO THE OWNER.

GENERAL NOTES

1. BACKGROUND INFORMATION IS BASED ON A FIELD SURVEY BY LOUCKS ASSOCIATES AND RECORDED UTILITY DRAWINGS FROM THE CITY OF EDINA. LOUCKS ASSOCIATES DOES NOT GUARANTEE THE ACCURACY OF INFORMATION PROVIDED BY OTHERS.
2. WE HAVE SHOWN BURIED STRUCTURES AND UTILITIES ON A JOB SERVING THE SITE TO THE BEST OF OUR ABILITY, SUBJECT TO THE FOLLOWING RESTRICTIONS:
 - A. UTILITY OPERATORS DO NOT CONSISTENTLY RESPOND TO LOCATE REQUESTS THROUGH THE GOPHER STATE ONE CALL SERVICE FOR BOUNDARY PURPOSES SUCH AS THIS.
 - B. THOSE UTILITY OPERATORS THAT DO RESPOND, OFTEN WILL NOT LOCATE SERVICES FROM THEIR MAIN LINE TO THE CUSTOMER'S STRUCTURE OR FACILITY. THEY CONSIDER THOSE SEGMENTS PRIVATE INSTALLATIONS THAT ARE OUTSIDE THEIR JURISDICTION. IF A PRIVATE SERVICE TO AN ADJOINER'S SITE CROSSES THIS SITE OR A SERVICE TO THIS SITE CROSSES AN ADJOINER, IT MAY NOT BE LOCATED SINCE MOST OPERATORS WILL NOT MARK SUCH PRIVATE SERVICES.
 - C. SNOW AND ICE CONDITIONS DURING WINTER MONTHS MAY OBSCURE OTHERWISE VISIBLE EVIDENCE OF A BURIED STRUCTURE OR UTILITY.
 - D. MAPS PROVIDED BY OPERATORS, EITHER ALONG WITH A FIELD LOCATION OR IN LIEU OF SUCH A LOCATION, ARE VERY OFTEN INACCURATE OR INCONCLUSIVE.
 - E. THE SURFACE FEATURES AND ELEVATIONS SHOWN ON THIS DRAWING WERE LOCATED BY LOUCKS ASSOCIATES.
 - F. ALL OF THE UNDERGROUND UTILITY INFORMATION AND LOCATION SHOWN ON THIS PLAN WERE PREPARED FROM RECORD DRAWINGS OBTAINED FROM THE CLIENT AND THE CITY OF EDINA RECORDS.
 - G. EXTREME CAUTION MUST BE EXERCISED BEFORE AN EXCAVATION TAKES PLACE ON OR NEAR THIS SITE. BEFORE DIGGING, YOU ARE REQUIRED BY LAW TO NOTIFY GOPHER STATE ONE CALL AT LEAST 48 HOURS IN ADVANCE AT 651-454-0802.
3. THERE MAY BE OTHER UTILITIES ON THE SITE THAT ARE NOT SHOWN ON THIS PLAN. IT IS THE CONTRACTOR'S RESPONSIBILITY TO REMOVE THE UTILITIES. NOTIFY THE ENGINEER IF THERE ARE OTHER SERVICES FOUND.



4000 WEST OGD AVENUE, SUITE 100
 EDINA, MN 55121
 PH: 952-998-9602
 FAX: 952-998-9603
 WWW.SPRAARCHITECTS.COM



LOUCKS ASSOCIATES
 Planning • Consulting • Engineering
 1200 Mitchell Lane, Suite 200
 Edina, MN 55121
 Phone: 952-998-9602
 Fax: 952-998-9603
 www.loucks.com

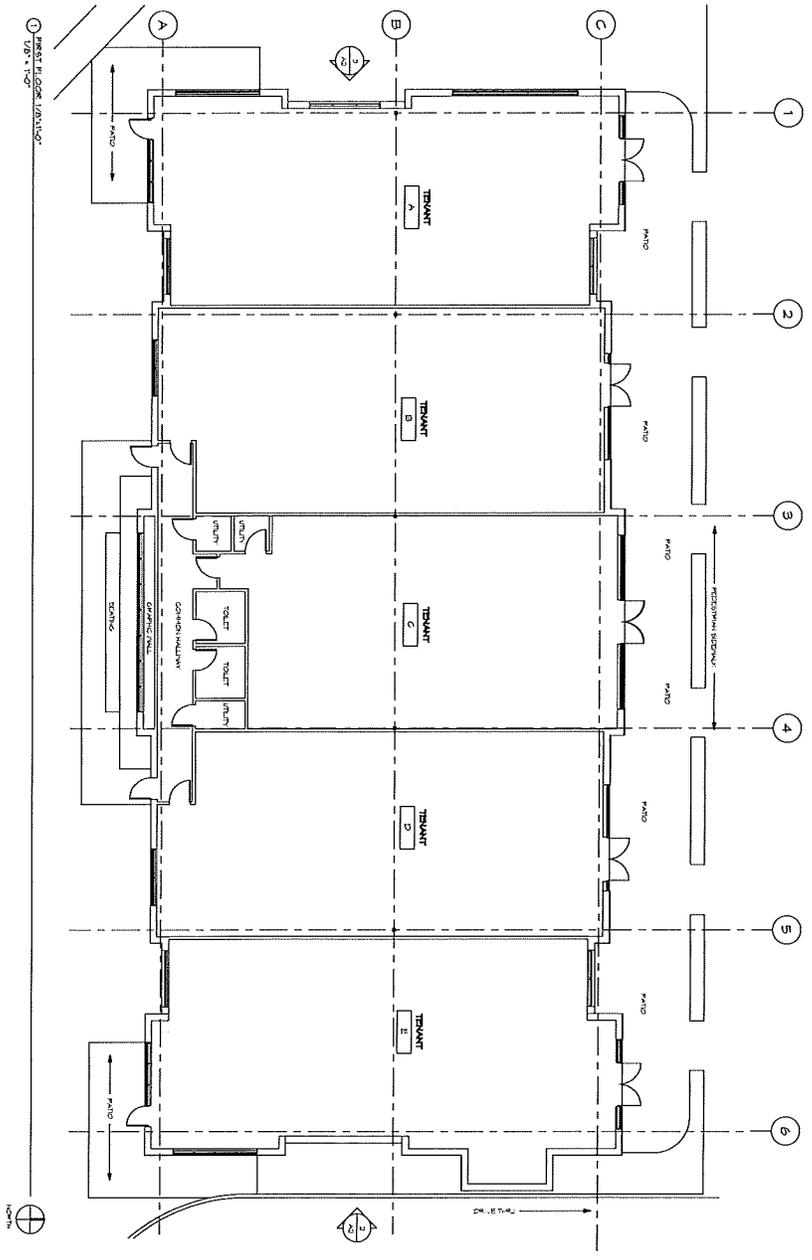
DATE	DESCRIPTION

5108 RETAIL
 5108 EDINA INDUSTRIAL BLVD.
 EDINA, MN

EXISTING CONDITIONS

PROJECT NO: 13-056.2
 DRAWN BY: WBS
 CHECKED BY: VJZ

C1-1



PROJECT NO. 13-00003
 DRAWN BY: E.A.
 CHECKED BY: H.E.
A1

• FLOOR PLAN

5108 RETAIL
 5108 EDINA INDUSTRIAL BLVD
 EDINA, MN

6754

DATE	CITY SUBMITTAL
06.09.2014	△
	△
	△
	△
	△

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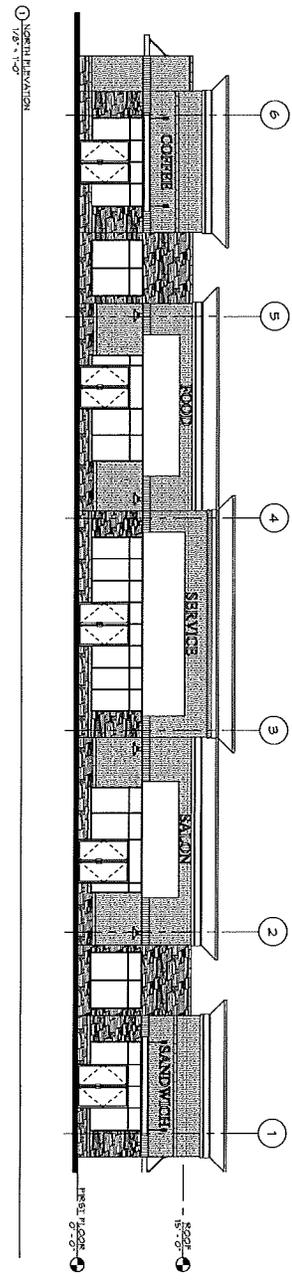
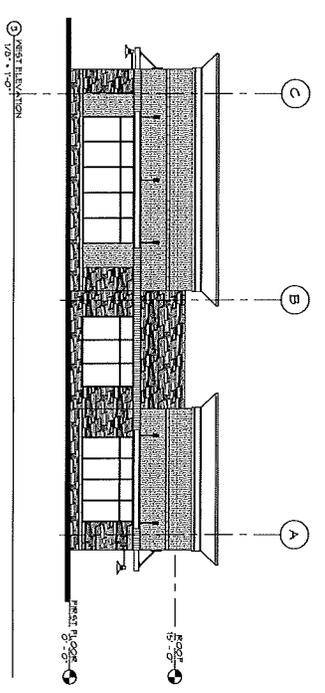
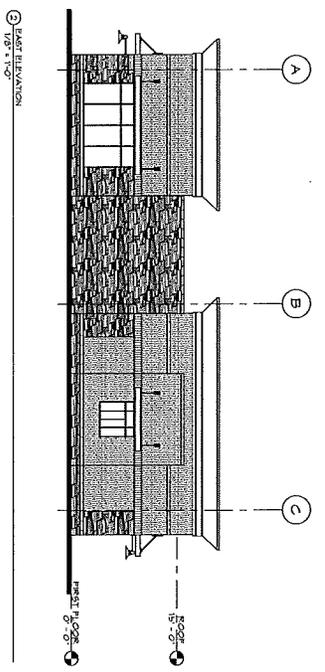
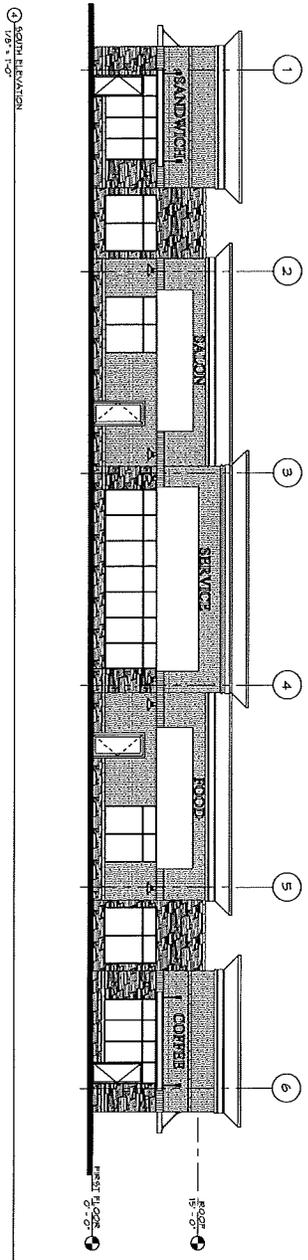
I HEREBY CERTIFY THAT THE PLAN
 IS OF AN "AS-BUILT" OR "AS-RENDERED"
 BASIS AND I AM NOT PROVIDING ANY
 WARRANTIES OR GUARANTEES FOR THE
 ACCURACY OF THE INFORMATION
 CONTAINED HEREIN. THE LAWS OF THE STATE
 OF MINNESOTA APPLY.

**PRELIMINARY
NOT FOR
CONSTRUCTION**

4200 WEST OLD SHAWANEE ROAD
 SUITE 220
 BLOOMINGTON, MINNESOTA 55437
 PH: 952.990.9609
 FX: 952.990.9603
 WWW.SPARCHITECTS.PC.COM

© 2014 SPARCHITECTS, INC.





COLLECTION: 13-2020-0
 DRAWN BY: ALAN
 CHECKED BY: GREG
A2

ELEVATIONS

5108 RETAIL
 5108 EDINA INDUSTRIAL BLVD
 EDINA, MN

REVISIONS

NO.	DATE	DESCRIPTION
01	08/20/14	CITY SUBMITTAL

PERMISSION OF THE CITY OF EDINA IS HEREBY GRANTED TO THE ARCHITECT FOR THE PREPARATION AND SUBMITTAL OF THESE PLANS UNDER THE LAWS OF THE STATE OF MINNESOTA.

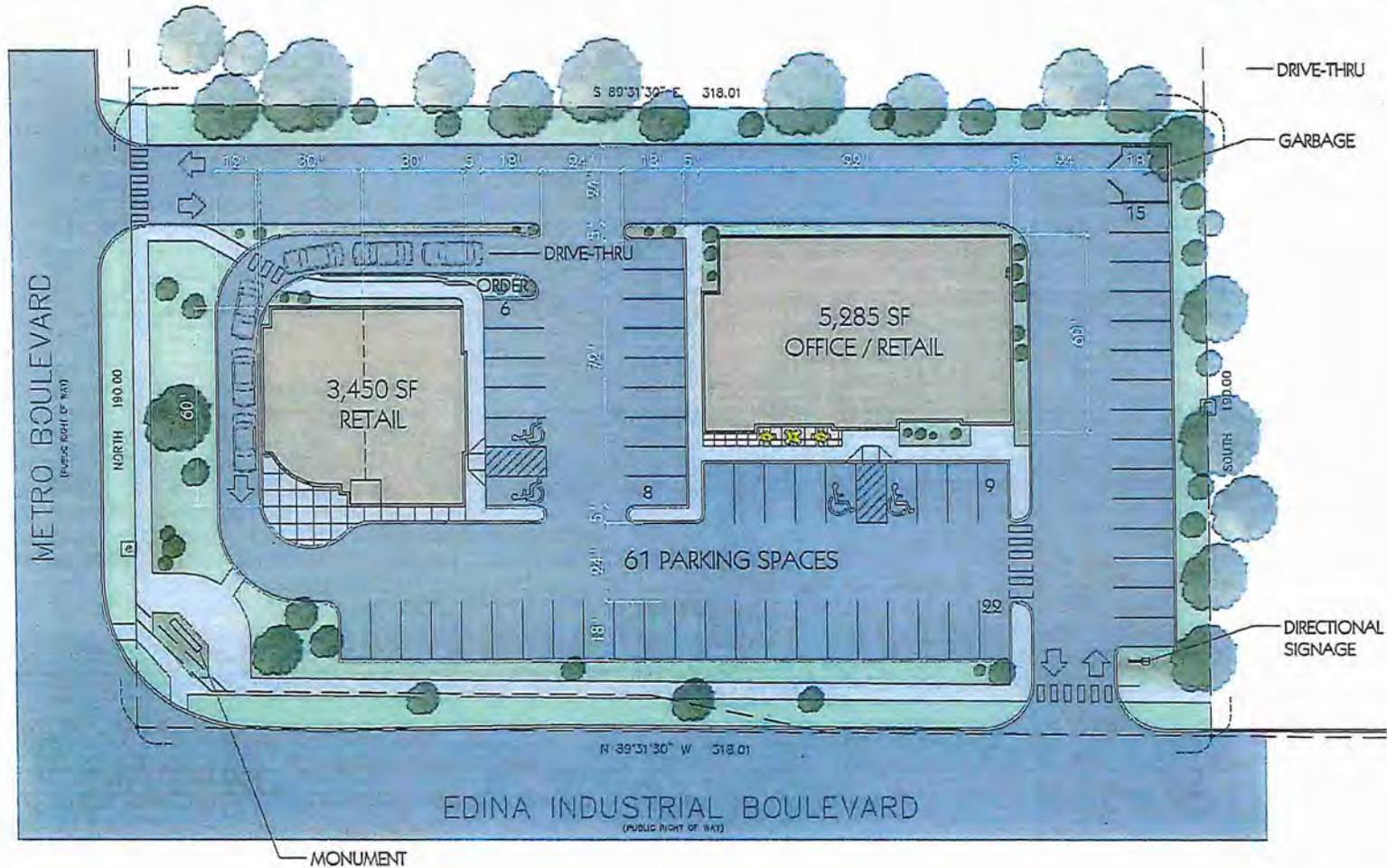
**PRELIMINARY
 NOT FOR
 CONSTRUCTION**

4000 WEST OLD SHAW-CREE ROAD
 SUITE 200
 BLOOMINGTON, MN 55437
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 FX: 952.976.9643
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SRa
 SVERIDES REINERS ARCHITECTS, INC.

X32

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5108 EDINA INDUSTRIAL BLVD

SITE PLAN OPTION A

1"=30'-0"

FEBRUARY 24, 2014



FRAUENSHUH



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SUITE 220
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FX: 952.996.9663
WWW.SRARCHITECTSINC.COM

SOUTHWEST PERSPECTIVE
TYHO BUILDING CONCEPT
5109 EDINA INDUSTRIAL BLVD.

JANUARY 30, 2014



FRAUENSHUH
Commercial Real Estate Group



DATE: July 15, 2014
TO: Cary Teague – Planning Director
CC: Chad Millner – City Engineer
FROM: Ross Bintner P.E. - Environmental Engineer
RE: **5108 Edina Industrial Blvd – Development Review**

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

1. City Standard Plates available here: http://edinamn.gov/index.php?section=construction_standards
2. A separate permit is required from Nine Mile Creek Watershed District: www.ninemilecreek.org
3. Developer's agreement will be required for installation of public water fire hydrant and the installation of public sidewalk.

Survey

4. See traffic and street comment below.

Soils

5. Submit soils, soil boring and geotechnical report.

Details

6. No comments.

Traffic and Street

7. 5' concrete walk on Industrial Blvd and intersection is outside of public road easement. I recommend either vacating existing easement and platting or dedicating new easements to clean up the property record.
8. Commercial entrance should follow standard plate 400 and 410.
9. Consider concrete armoring on northern nose of eastern entrance island near filtration basin. Vehicle tracking in this area is very likely.
10. Split large pedestrian curb ramp on Metro/Edina Industrial into two separate, with raise curb section in between.

Sanitary and Water Utilities

11. Show existing utility connections.
12. Relocate hydrant at corner of Metro/Edina Industrial out of sidewalk area, avoid conflict with monument signage.

ENGINEERING DEPARTMENT

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

A35



Storm Water Utility

13. Provide hydraulic and hydrology calculations that meet Nine Mile Creek Watershed District standards. Capacity is available public stormwater system in NMS_5 subwatershed, downstream of project.
14. Consider connecting into city CB 6375 just to the SE of FES B, as it's a shorter run.
15. Provide copies of maintenance agreement for private stormwater systems.
16. A revised SAC unit determination will be required at building permit application.

Grading, Erosion and Sediment Control

17. Provide erosion, sediment control plan that meets provisions of MPCA construction site general permit.

Other Agency Coordination

18. Nine Mile Creek Watershed permit is required. MDH, MPCA and MCES permits may be required.

ENGINEERING DEPARTMENT

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

A36

July 14, 2014



Traffic Impact Study for 5108 Edina Industrial Boulevard in Edina, MN

Prepared for:

**CITY OF EDINA
FRAUENSHUH**

Prepared by:

WENCK ASSOCIATES, INC.

1800 Pioneer Creek Center

P.O. Box 249

Maple Plain, Minnesota 55359-0249

(763) 479-4200

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A36

1.0 Executive Summary

The purpose of this Traffic Impact Study is to evaluate the traffic impacts of the proposed new retail building located at 5108 Edina Industrial Boulevard in Edina, MN. The project site is currently occupied by a single story office building. The project location is shown in **Figure 1**.

This study examined weekday a.m. and p.m. peak hour traffic impacts of the proposed redevelopment at the following intersections:

- Edina Industrial Blvd./Metro Boulevard
- Edina Industrial Blvd./TH 100 west ramps
- Edina Industrial Blvd./project access
- Metro Blvd./project access

Proposed Development Characteristics

The proposed project will involve replacing the existing office use with a new retail building. The site will include 58 parking spaces. Access for the site is provided on both Metro Boulevard and on Edina Industrial Boulevard. The project is expected to be completed by the end of 2015.

The proposed land uses and sizes are shown in Table 1.

Table 1
Proposed Land Uses and Sizes

Land Use	Size	Unit
General retail	3,535	SF
Fast food restaurant without drive-thru	3,950	SF
Coffee shop with drive-thru	2,090	SF

SF = square feet

The conclusions drawn from the information and analyses presented in this report are as follows:

- The proposed redevelopment project is expected to generate a net total of 218 trips during the a.m. peak hour and 186 trips during the p.m. peak hour.
- Trips generated by the proposed development do not change the level of service of movements at any of the analyzed intersections.
- The project trips have minimal impact on the overall traffic operations. No improvements are needed to the surrounding street system to accommodate the proposed project.

2.0 Purpose and Background

The purpose of this Traffic Impact Study is to evaluate the traffic impacts of the proposed new retail building located at 5108 Edina Industrial Boulevard in Edina, MN. The project site is currently occupied by a single story office building. The project location is shown in **Figure 1**.

This study examined weekday a.m. and p.m. peak hour traffic impacts of the proposed redevelopment at the following intersections:

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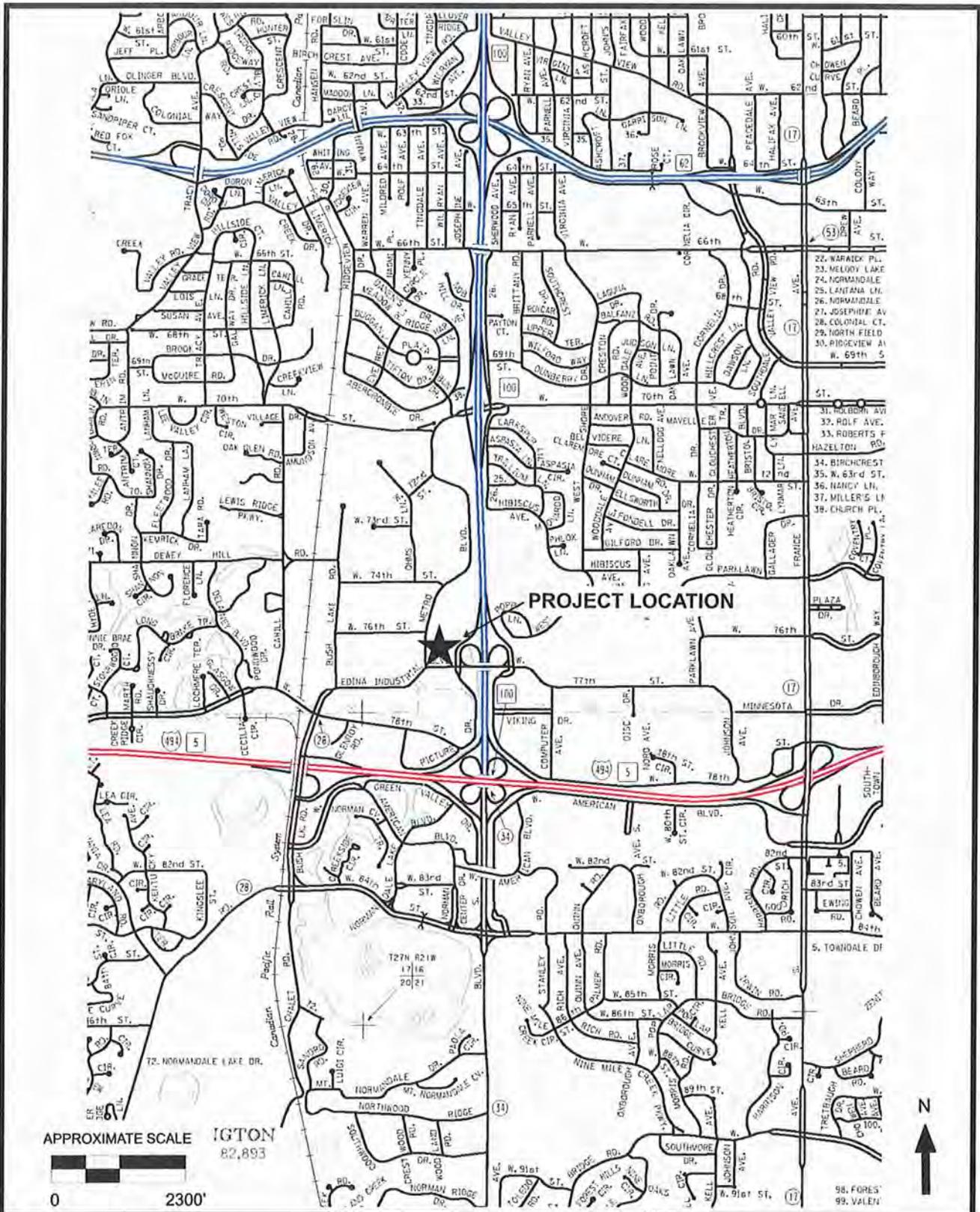
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Table 1
Proposed Land Uses and Sizes

Land Use	Size	Unit
General retail	3,535	SF
Fast food restaurant without drive-thru	3,950	SF
Coffee shop with drive-thru	2,090	SF

SF = square feet

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



Wenck
Engineers • Scientists

**TRAFFIC IMPACT STUDY
FOR DEVELOPMENT AT
5108 EDINA INDUSTRIAL BLVD.
IN EDINA, MN**

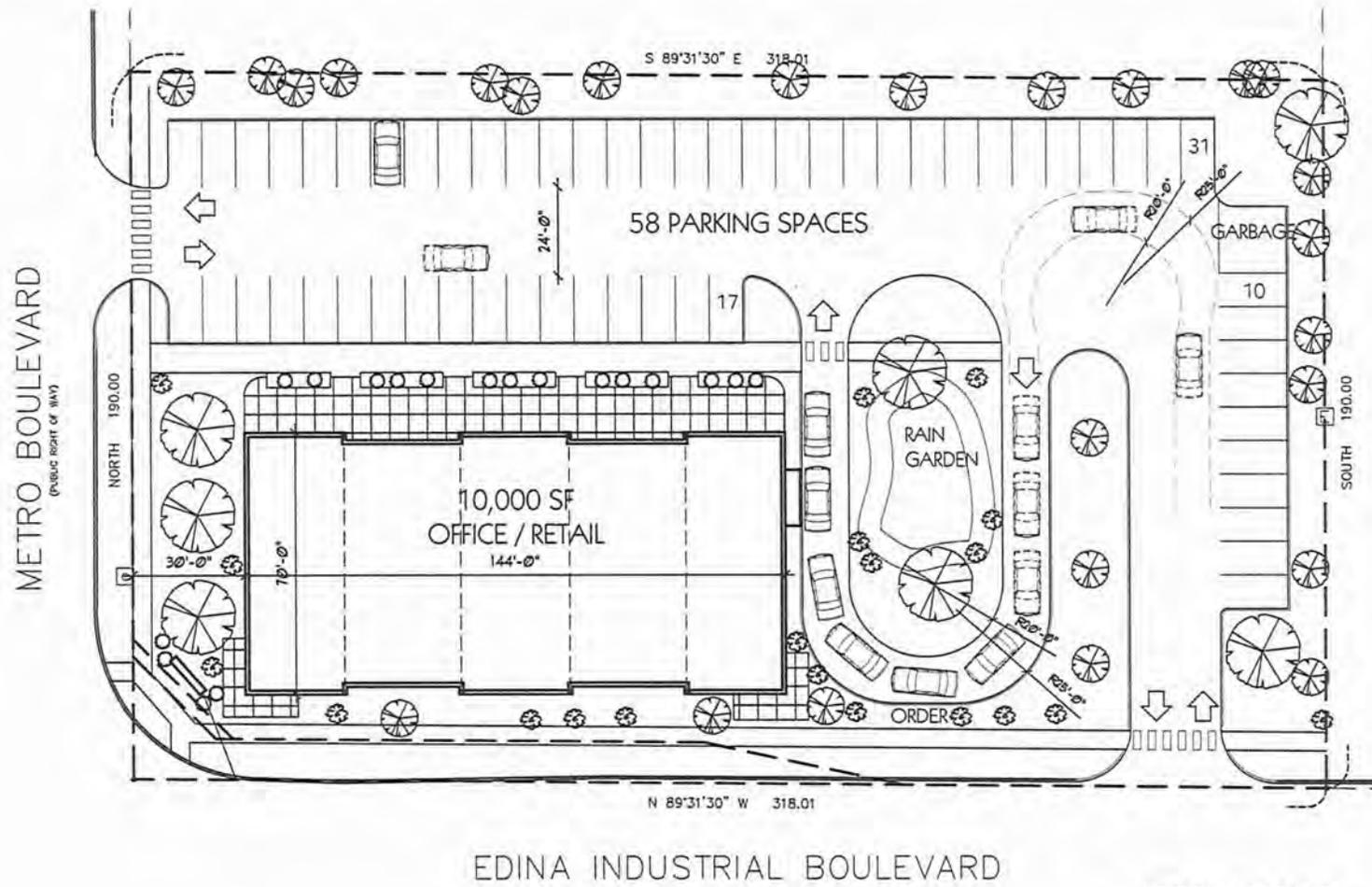
**FIGURE 1
PROJECT LOCATION**

APA



TRAFFIC IMPACT STUDY
FOR DEVELOPMENT AT
5108 EDINA INDUSTRIAL BLVD.
IN EDINA, MN

FIGURE 2
SITE PLAN



3.0 Existing Conditions

The proposed site currently houses a single story office building. The site is bounded by Metro Boulevard on the west, Edina Industrial Boulevard on the south, and existing office uses on the north and east.

Near the site location, Metro Boulevard is a two-lane, two-way street with turn lanes at major intersections. Edina Industrial Boulevard is a five lane, two-way street with turn lanes at major intersections. Existing conditions at intersections near the proposed project location are shown in Figure 3 and described below.

Edina Industrial Blvd./Metro Blvd. (traffic signal control)

This intersection has four approaches and is controlled with a traffic signal. The eastbound and westbound approaches provide one left turn/through lane and one through/right turn lane. The southbound approach provides one left turn lane and one through/right turn lane. The northbound approach provides one left turn/through/right turn lane. The northbound approach serves as access for an existing retail area.

Edina Industrial Blvd./TH 100 west ramps (traffic signal control)

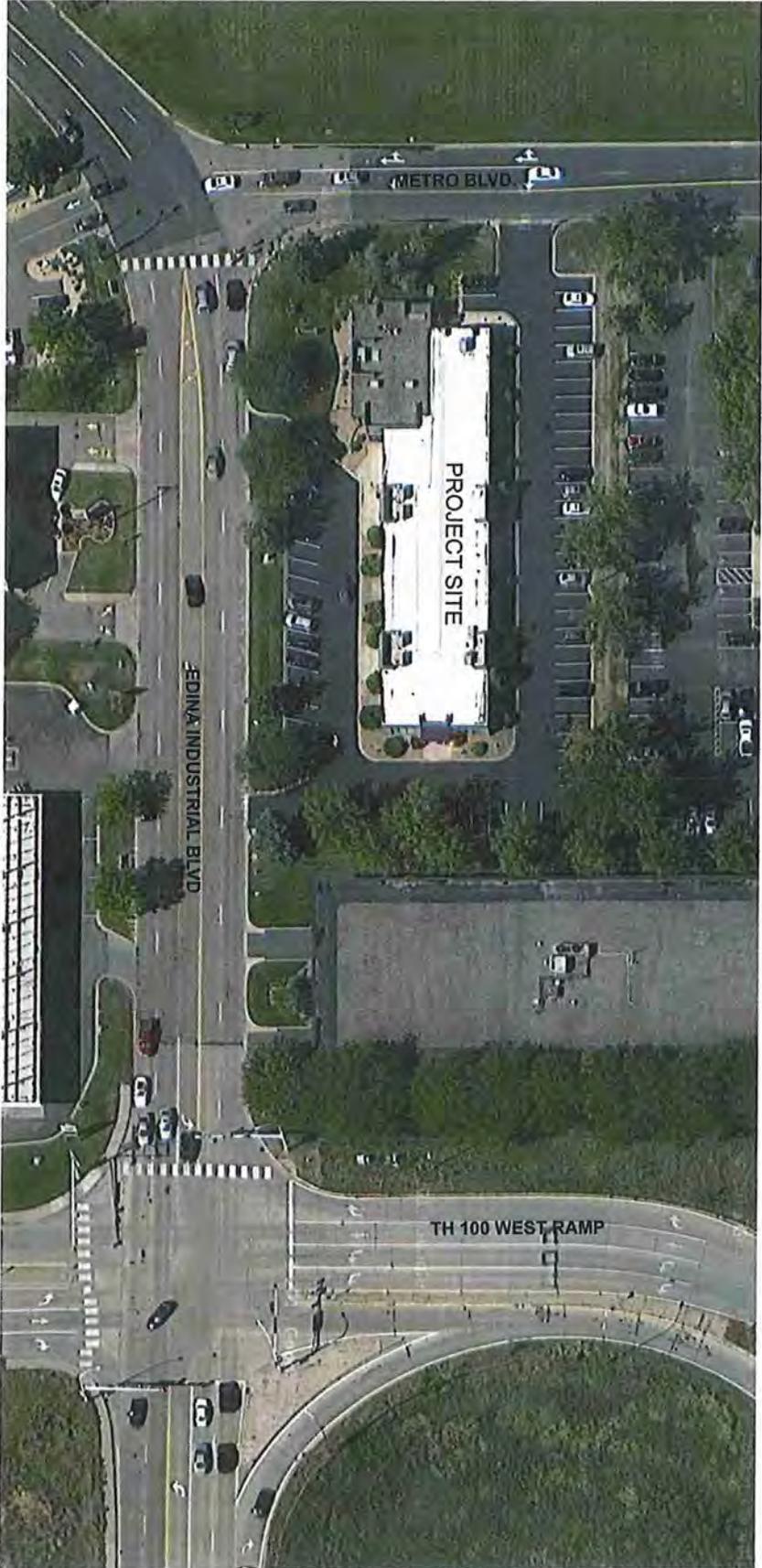
This intersection has four approaches and is controlled with a traffic signal. The westbound approach provides one left turn lane, two through lanes, and one right turn lane. The eastbound approach provides one left turn lane, one through lane, and one through/right turn lane. The southbound approach provides two left turn lanes, one through lane, and one right turn lane. The northbound approach provides one left turn lane, one through lane, and one right turn lane.

Metro Blvd./project access (minor street stop sign control)

This intersection has three approaches and is controlled with a stop sign on the westbound project access approach. The northbound approach provides one through/right turn lane. The southbound approach provides one left turn/through lane. The westbound approach provides one left turn/right turn lane.

Edina Industrial Blvd./project access (minor street stop sign control)

This intersection has three approaches and is controlled with a stop sign on the southbound project access approach. The eastbound approach provides one left turn lane and two through lanes. The westbound approach provides one through lane and one through/right turn lane. The southbound approach provides one left turn/right turn lane.



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TRAFFIC IMPACT STUDY
FOR DEVELOPMENT AT
5108 EDINA INDUSTRIAL BLVD.
IN EDINA, MN

FIGURE 3
EXISTING CONDITIONS

4.0 Traffic Forecasts

Traffic Forecast Scenarios

To adequately address the impacts of the proposed project, forecasts and analyses were completed for the year 2016. Specifically, weekday a.m. and p.m. peak hour traffic forecasts were completed for the following scenarios:

- *2014 Existing.* Turn movement volumes collected in February 2014 for the MnDOT signal timing project were used for existing conditions. The existing volume information includes trips generated by uses near the project site.
- *2016 No-Build.* Existing volumes at the subject intersections were increased by 2.0 percent per year to determine 2016 No-Build volumes. The 2.0 percent per year growth rate was based on both recent growth experienced near the site and expected future growth.
- *2016 Build.* Trips generated by the existing office building were removed and trips generated by the proposed uses were added to the 2016 No-Build volumes to determine 2016 Build volumes.

Trip Generation

The expected development trips were calculated based on data presented in *Trip Generation*, Ninth Edition, published by the Institute of Transportation Engineers. These calculations represent gross total trips that will be generated by the proposed development. A 10 percent reduction was applied to account for internal trips between the various uses. The resultant net trip generation estimates are shown in **Table 4-1**.

Table 4-1: Weekday Trip Generation for Proposed Land Uses

Land Use	ITE Code	Size	Weekday AM Peak Hour			Weekday PM Peak Hour			Weekday Daily
			In	Out	Total	In	Out	Total	Total
General retail	820	3,535 SF	2	2	4	6	7	13	136
Fast food restaurant without drive-thru	933	3,950 SF	2	2	4	47	45	92	2545
Coffee shop with drive-thru	937	2,090 SF	107	103	210	40	41	81	1540
Totals			111	107	218	93	93	186	4221

SF=square feet

The a.m. peak hour trip generation for the general retail and fast food restaurants assumes these uses are not open before 9 a.m. This is typical for these types of uses. The trips shown during the a.m. peak hour are for deliveries and employees.

As shown in Table 4-1, the proposed development will add a net total of 218 trips during the a.m. peak hour and 186 trips during the p.m. peak hour.

The total trips can be categorized in the following two trip types:

- *New Trips.* Trips solely to and from the proposed development.
- *Pass-By Trips.* Trips that are attracted from the traffic volume on roadways immediately adjacent to the site.

Trip Distribution Percentages

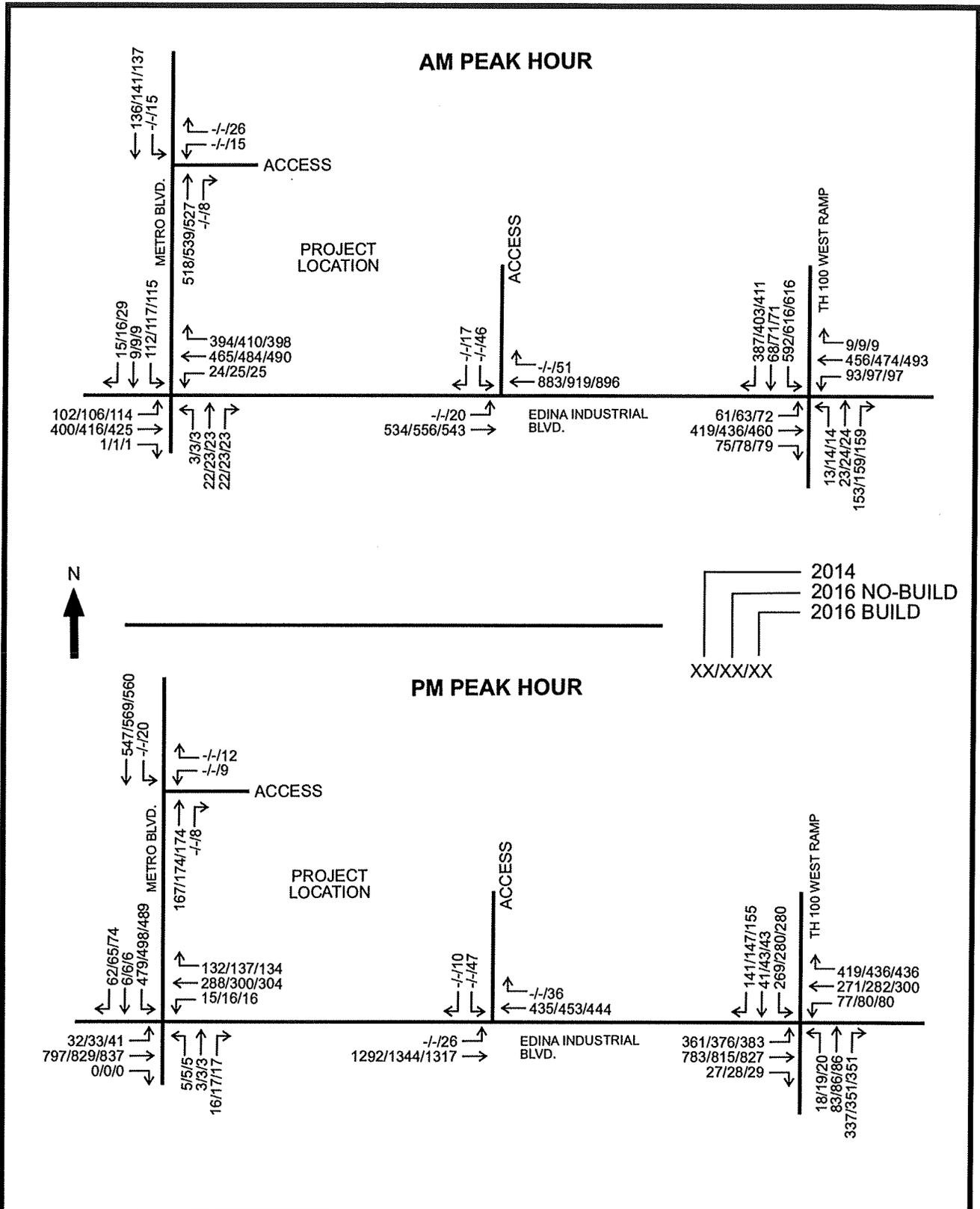
Trip distribution percentages for the subject development trips were established based on the nearby roadway network, existing and expected future traffic patterns, and location of the subject development in relation to major attractions and population concentrations.

The distribution percentages for new trips generated by the proposed development are as follows:

- 20 percent to/from the north on Metro Boulevard
- 30 percent to/from the west on Edina Industrial Boulevard
- 15 percent to/from the north on TH 100 west ramps
- 33 percent to/from the east on Edina Industrial Boulevard
- 2 percent to/from the south on the south frontage road

Traffic Volumes

Development trips were assigned to the surrounding roadway network using the preceding trip distribution percentages. Traffic volumes were established for all the forecasting scenarios described earlier during the weekday a.m. and p.m. peak hours. The resultant traffic volumes are presented in **Figure 4.**



TRAFFIC IMPACT STUDY
FOR DEVELOPMENT AT
5108 EDINA INDUSTRIAL BLVD.
IN EDINA, MN

FIGURE 4
WEEKDAY PEAK HOUR
TURN MOVEMENT VOLUMES

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5.0 Traffic Analysis

Intersection Level of Service Analysis

Traffic analyses were completed for the subject intersections for all scenarios described earlier during the weekday a.m. and p.m. peak hours using Synchro software. Initial analysis was completed using existing geometrics and intersection control.

Capacity analysis results are presented in terms of level of service (LOS), which is defined in terms of traffic delay at the intersection. LOS ranges from A to F. LOS A represents the best intersection operation, with little delay for each vehicle using the intersection. LOS F represents the worst intersection operation with excessive delay. The following is a detailed description of the conditions described by each LOS designation:

- Level of service A corresponds to a free flow condition with motorists virtually unaffected by the intersection control mechanism. For a signalized or an unsignalized intersection, the average delay per vehicle would be approximately 10 seconds or less.
- Level of service B represents stable flow with a high degree of freedom, but with some influence from the intersection control device and the traffic volumes. For a signalized intersection, the average delay ranges from 10 to 20 seconds. An unsignalized intersection would have delays ranging from 10 to 15 seconds for this level.
- Level of service C depicts a restricted flow which remains stable, but with significant influence from the intersection control device and the traffic volumes. The general level of comfort and convenience changes noticeably at this level. The delay ranges from 20 to 35 seconds for a signalized intersection and from 15 to 25 seconds for an unsignalized intersection at this level.
- Level of service D corresponds to high-density flow in which speed and freedom are significantly restricted. Though traffic flow remains stable, reductions in comfort and convenience are experienced. The control delay for this level is 35 to 55 seconds for a signalized intersection and 25 to 35 seconds for an unsignalized intersection.
- Level of service E represents unstable flow of traffic at or near the capacity of the intersection with poor levels of comfort and convenience. The delay ranges from 55 to 80 seconds for a signalized intersection and from 35 to 50 seconds for an unsignalized intersection at this level.
- Level of service F represents forced flow in which the volume of traffic approaching the intersection exceeds the volume that can be served. Characteristics often experienced include long queues, stop-and-go waves, poor travel times, low comfort and convenience, and increased accident exposure. Delays over 80 seconds for a signalized intersection and over 50 seconds for an unsignalized intersection correspond to this level of service.

The LOS results for the study intersections are described below and shown in **Figure 5**. All LOS worksheets are included in the Appendix for further detail.

Edina Industrial Blvd./Metro Blvd. (traffic signal control)

During the a.m. peak hour under all scenarios, all movements operate at LOS B or better. The overall intersection operates at LOS B.

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

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

Edina Industrial Blvd./TH 100 west ramps (traffic signal control)

During the a.m. peak hour under all scenarios, all movements operate at LOS D or better. The overall intersection operates at LOS C.

During the p.m. peak hour under all scenarios, all movements operate at LOS E or better. The overall intersection operates at LOS C.

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

Metro Blvd./project access (minor street stop sign control)

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

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

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

Edina Industrial Blvd./project access (minor street stop sign control)

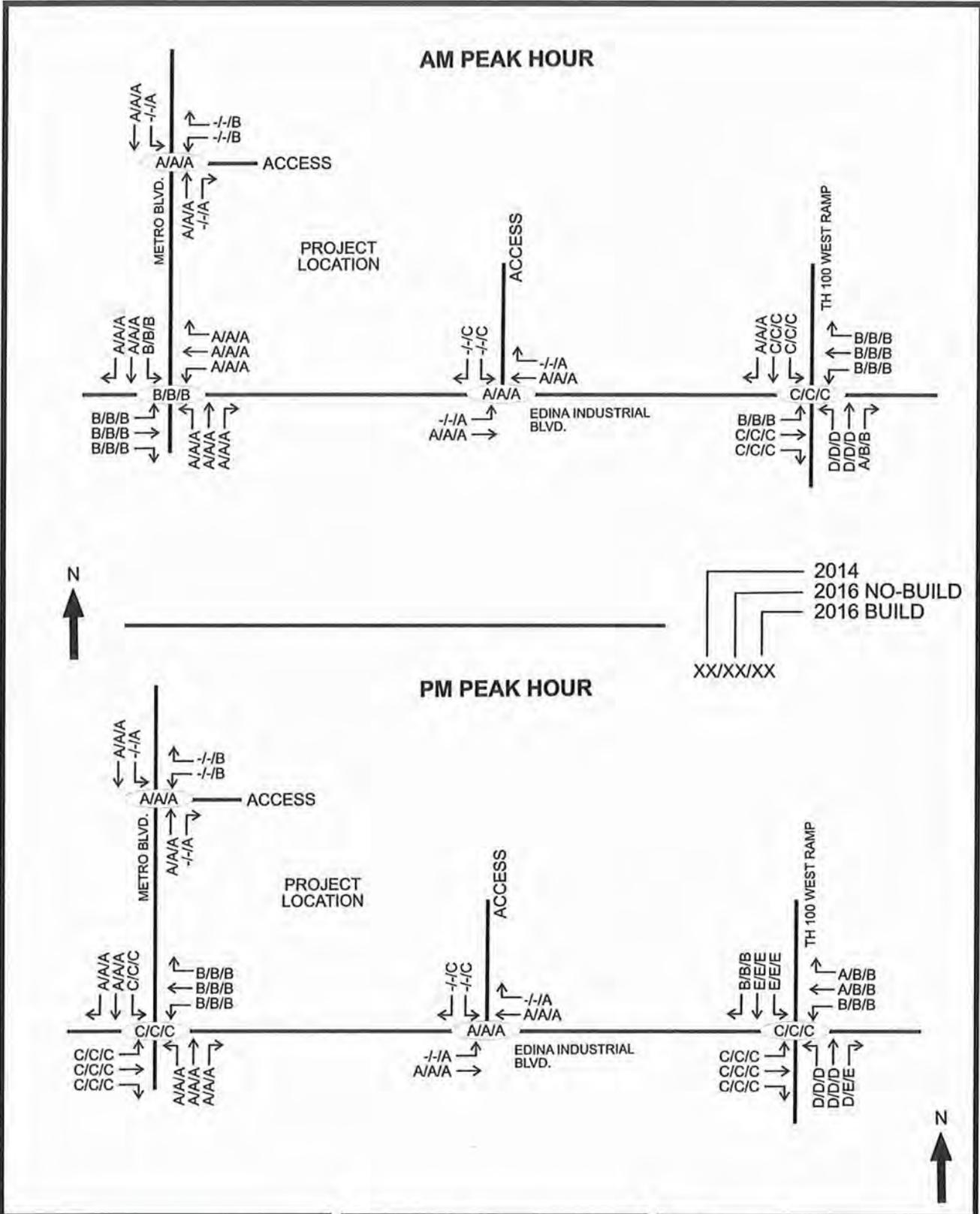
During the a.m. peak hour under the 2017 Build scenario, all movements operate at LOS C or better. The overall intersection operates at LOS A.

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

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

Overall Traffic Impacts

As described above and shown in **Figure 5**, the project trips have minimal impact on the overall traffic operations. No improvements are needed to the surrounding street system to accommodate the proposed project.



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6.0 Conclusions and Recommendations

The conclusions drawn from the information and analyses presented in this report are as follows:

- The proposed redevelopment project is expected to generate a net total of 218 trips during the a.m. peak hour and 186 trips during the p.m. peak hour.
- Trips generated by the proposed development do not change the level of service of movements at any of the analyzed intersections.
- The project trips have minimal impact on the overall traffic operations. No improvements are needed to the surrounding street system to accommodate the proposed project.

7.0 Appendix

- Level of Service Worksheets

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Lanes, Volumes, Timings
88: W. 77th St & Metro Blvd

7/8/2014

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	0	<2>	0	0	<2>	0	0	<1>	0	1	1>	0
Volume (vph)	102	400	1	24	465	394	3	22	22	112	9	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	170		0
Storage Lanes	0		0	0		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	3504	0	0	3299	0	0	1740	0	1770	1684	0
Flt Permitted		0.601			0.930			0.988		0.725		
Satd. Flow (perm)	0	2127	0	0	3071	0	0	1724	0	1350	1684	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					385			23			16	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1027			558			197			721	
Travel Time (s)		23.3			12.7			4.5			16.4	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	529	0	0	929	0	0	49	0	118	25	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Total Split (s)	58.0	58.0		58.0	58.0		32.0	32.0		32.0	32.0	
Total Lost Time (s)		6.0			6.0			6.0		6.0	6.0	
Act Effct Green (s)		18.3			18.3			15.1		15.1	15.1	
Actuated g/C Ratio		0.40			0.40			0.33		0.33	0.33	
v/c Ratio		0.62			0.63			0.08		0.26	0.04	
Control Delay		14.2			8.1			9.0		14.6	8.8	
Queue Delay		0.0			0.0			0.0		0.0	0.0	
Total Delay		14.2			8.1			9.0		14.6	8.8	
LOS		B			A			A		B	A	
Approach Delay		14.2			8.1			9.0			13.6	
Approach LOS		B			A			A			B	
Queue Length 50th (ft)		54			51			4		21	1	
Queue Length 95th (ft)		90			91			25		64	16	
Internal Link Dist (ft)		947			478			117			641	
Turn Bay Length (ft)										170		
Base Capacity (vph)		2121			3064			1002		777	976	
Starvation Cap Reductn		0			0			0		0	0	
Spillback Cap Reductn		0			0			0		0	0	
Storage Cap Reductn		0			0			0		0	0	
Reduced v/c Ratio		0.25			0.30			0.05		0.15	0.03	

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 45.5
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.63
 Intersection Signal Delay: 10.5
 Intersection Capacity Utilization 68.1%
 Analysis Period (min) 15

Intersection LOS: B
 ICU Level of Service C

A53

Lanes, Volumes, Timings

1: Normandale Blvd/SB TH 100 Ramps & W. 77th St

7/8/2014

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	1	2>	0	1	2>	0	1	1	1	2	1	1
Volume (vph)	61	419	75	93	456	9	13	23	153	592	68	387
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	350		0	325		25	75		0	250		250
Storage Lanes	1		0	1		0	1		1	2		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1770	3458	0	1770	3529	0	1770	1863	1583	3433	1863	1583
Flt Permitted	0.412			0.366			0.950			0.950		
Satd. Flow (perm)	767	3458	0	682	3529	0	1770	1863	1583	3433	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		22			2				194			407
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		558			910			689			736	
Travel Time (s)		12.7			20.7			15.7			16.7	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)												
Lane Group Flow (vph)	64	520	0	98	489	0	14	24	161	623	72	407
Turn Type	pm+pt	NA		pm+pt	NA		Split	NA	Perm	Split	NA	Perm
Protected Phases	5	2		1	6		3	3		4	4	
Permitted Phases	2			6					3			4
Total Split (s)	18.0	28.0		15.0	25.0		14.0	14.0	14.0	33.0	33.0	33.0
Total Lost Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Act Effct Green (s)	41.9	34.1		43.6	35.0		8.4	8.4	8.4	22.9	22.9	22.9
Actuated g/C Ratio	0.47	0.38		0.48	0.39		0.09	0.09	0.09	0.25	0.25	0.25
v/c Ratio	0.14	0.39		0.23	0.36		0.08	0.14	0.50	0.71	0.15	0.58
Control Delay	13.6	22.1		12.0	17.7		38.2	39.0	9.1	35.1	25.1	6.2
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	13.6	22.1		12.0	17.7		38.2	39.0	9.1	35.1	25.1	6.2
LOS	B	C		B	B		D	D	A	D	C	A
Approach Delay		21.2			16.8			14.7			23.8	
Approach LOS		C			B			B			C	
Queue Length 50th (ft)	17	105		24	77		7	13	0	165	32	0
Queue Length 95th (ft)	44	179		m49	127		25	36	38	204	60	63
Internal Link Dist (ft)		478			830			609			656	
Turn Bay Length (ft)	350			325			75			250		250
Base Capacity (vph)	552	1324		480	1373		196	207	348	1106	600	785
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.12	0.39		0.20	0.36		0.07	0.12	0.46	0.56	0.12	0.52

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 15 (17%), Referenced to phase 2:EBTL, Start of Green
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.71
 Intersection Signal Delay: 20.8
 Intersection Capacity Utilization 52.7%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service A

A54

Lanes, Volumes, Timings
88: W. 77th St & Metro Blvd

7/8/2014

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	0	<2>	0	0	<2>	0	0	<1>	0	1	1>	0
Volume (vph)	106	416	1	25	484	410	3	23	23	117	9	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	170		0
Storage Lanes	0		0	0		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	3504	0	0	3299	0	0	1738	0	1770	1680	0
Flt Permitted		0.585			0.929			0.988		0.724		
Satd. Flow (perm)	0	2070	0	0	3068	0	0	1723	0	1349	1680	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					382			24			17	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1027			558			197			721	
Travel Time (s)		23.3			12.7			4.5			16.4	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	551	0	0	967	0	0	51	0	123	26	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Total Spill (s)	58.0	58.0		58.0	58.0		32.0	32.0		32.0	32.0	
Total Lost Time (s)		6.0			6.0			6.0		6.0	6.0	
Act Effct Green (s)		18.8			18.8			15.1		15.1	15.1	
Actuated g/C Ratio		0.41			0.41			0.33		0.33	0.33	
v/c Ratio		0.65			0.65			0.09		0.28	0.05	
Control Delay		14.8			8.4			9.3		15.3	9.0	
Queue Delay		0.0			0.0			0.0		0.0	0.0	
Total Delay		14.8			8.4			9.3		15.3	9.0	
LOS		B			A			A		B	A	
Approach Delay		14.8			8.4			9.3			14.2	
Approach LOS		B			A			A			B	
Queue Length 50th (ft)		57			55			5		22	2	
Queue Length 95th (ft)		95			98			27		69	16	
Internal Link Dist (ft)		947			478			117			641	
Turn Bay Length (ft)										170		
Base Capacity (vph)		2054			3047			991		768	963	
Starvation Cap Reductn		0			0			0		0	0	
Spillback Cap Reductn		0			0			0		0	0	
Storage Cap Reductn		0			0			0		0	0	
Reduced v/c Ratio		0.27			0.32			0.05		0.16	0.03	

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 46.1
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.65
 Intersection Signal Delay: 11.0
 Intersection Capacity Utilization 70.0%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service C

A55

Lanes, Volumes, Timings

1: Normandale Blvd/SB TH 100 Ramps & W. 77th St

7/8/2014

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	1	2>	0	1	2>	0	1	1	1	2	1	1
Volume (vph)	63	436	78	97	474	9	14	24	159	616	71	403
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	350		0	325		25	75		0	250		250
Storage Lanes	1		0	1		0	1		1	2		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1770	3458	0	1770	3529	0	1770	1863	1583	3433	1863	1583
Flt Permitted	0.395			0.348			0.950			0.950		
Satd. Flow (perm)	736	3458	0	648	3529	0	1770	1863	1583	3433	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		22			2				194			424
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		558			910			689			736	
Travel Time (s)		12.7			20.7			15.7			16.7	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)												
Lane Group Flow (vph)	66	541	0	102	508	0	15	25	167	648	75	424
Turn Type	pm+pt	NA		pm+pt	NA		Split	NA	Perm	Split	NA	Perm
Protected Phases	5	2		1	6		3	3		4	4	
Permitted Phases	2			6					3			4
Total Split (s)	18.0	28.0		15.0	25.0		14.0	14.0	14.0	33.0	33.0	33.0
Total Lost Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Act Effcl Green (s)	41.2	33.3		42.9	34.2		8.4	8.4	8.4	23.6	23.6	23.6
Actuated g/C Ratio	0.46	0.37		0.48	0.38		0.09	0.09	0.09	0.26	0.26	0.26
v/c Ratio	0.15	0.42		0.24	0.38		0.09	0.14	0.52	0.72	0.15	0.58
Control Delay	14.0	22.9		12.5	18.2		38.2	39.2	10.0	34.7	24.7	6.1
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	14.0	22.9		12.5	18.2		38.2	39.2	10.0	34.7	24.7	6.1
LOS	B	C		B	B		D	D	B	C	C	A
Approach Delay		21.9			17.3			15.6			23.5	
Approach LOS		C			B			B			C	
Queue Length 50th (ft)	18	112		25	81		8	13	0	172	33	0
Queue Length 95th (ft)	46	187		m52	132		26	37	42	212	62	63
Internal Link Dist (ft)		478			830			609			656	
Turn Bay Length (ft)	350			325			75			250		250
Base Capacity (vph)	535	1294		460	1342		196	207	348	1106	600	797
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.12	0.42		0.22	0.38		0.08	0.12	0.48	0.59	0.13	0.53

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 15 (17%), Referenced to phase 2:EBTL, Start of Green
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.72
 Intersection Signal Delay: 21.0
 Intersection Capacity Utilization 54.2%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service A

A56

Lanes, Volumes, Timings
88: W. 77th St & Metro Blvd

7/8/2014

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	0	<2>	0	0	<2>	0	0	<1>	0	1	1>	0
Volume (vph)	114	425	1	25	490	398	3	23	23	115	9	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	170		0
Storage Lanes	0		0	0		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	3504	0	0	3306	0	0	1738	0	1770	1647	0
Flt Permitted		0.583			0.928			0.987		0.724		
Satd. Flow (perm)	0	2063	0	0	3071	0	0	1721	0	1349	1647	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					368			24			31	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1027			558			197			721	
Travel Time (s)		23.3			12.7			4.5			16.4	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	568	0	0	961	0	0	51	0	121	40	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Total Split (s)	58.0	58.0		58.0	58.0		32.0	32.0		32.0	32.0	
Total Lost Time (s)		6.0			6.0			6.0		6.0	6.0	
Act Effcl Green (s)		19.0			19.0			15.1		15.1	15.1	
Actuated g/C Ratio		0.41			0.41			0.33		0.33	0.33	
v/c Ratio		0.67			0.65			0.09		0.27	0.07	
Control Delay		15.3			8.5			9.3		15.2	7.6	
Queue Delay		0.0			0.0			0.0		0.0	0.0	
Total Delay		15.3			8.5			9.3		15.2	7.6	
LOS		B			A			A		B	A	
Approach Delay		15.3			8.5			9.3			13.3	
Approach LOS		B			A			A			B	
Queue Length 50th (ft)		60			56			5		22	2	
Queue Length 95th (ft)		100			98			27		68	20	
Internal Link Dist (ft)		947			478			117			641	
Turn Bay Length (ft)										170		
Base Capacity (vph)		2047			3050			987		766	948	
Starvation Cap Reductn		0			0			0		0	0	
Spillback Cap Reductn		0			0			0		0	0	
Storage Cap Reductn		0			0			0		0	0	
Reduced v/c Ratio		0.28			0.32			0.05		0.16	0.04	

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 46.2
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.67
 Intersection Signal Delay: 11.2
 Intersection Capacity Utilization 70.2%
 Analysis Period (min) 15

Intersection LOS: B
 ICU Level of Service C

AS7

Lanes, Volumes, Timings

1: Normandale Blvd/SB TH 100 Ramps & W. 77th St

7/8/2014

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	1	2>	0	1	2>	0	1	1	1	2	1	1
Volume (vph)	72	460	79	97	493	9	14	24	159	616	71	411
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	350		0	325		25	75		0	250		250
Storage Lanes	1		0	1		0	1		1	2		1
Taper Length (ft)	25			25			25			25		
Sald. Flow (prot)	1770	3461	0	1770	3529	0	1770	1863	1583	3433	1863	1583
Flt Permitted	0.376			0.334			0.950			0.950		
Sald. Flow (perm)	700	3461	0	622	3529	0	1770	1863	1583	3433	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Sald. Flow (RTOR)		21			2				194			433
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		558			910			689			736	
Travel Time (s)		12.7			20.7			15.7			16.7	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)												
Lane Group Flow (vph)	76	567	0	102	528	0	15	25	167	648	75	433
Turn Type	pm+pt	NA		pm+pt	NA		Split	NA	Perm	Split	NA	Perm
Protected Phases	5	2		1	6		3	3		4	4	
Permitted Phases	2			6					3			4
Total Split (s)	18.0	28.0		15.0	25.0		14.0	14.0	14.0	33.0	33.0	33.0
Total Lost Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Act Effct Green (s)	41.4	33.3		42.6	33.9		8.4	8.4	8.4	23.6	23.6	23.6
Actuated g/C Ratio	0.46	0.37		0.47	0.38		0.09	0.09	0.09	0.26	0.26	0.26
v/c Ratio	0.18	0.44		0.25	0.40		0.09	0.14	0.52	0.72	0.15	0.59
Control Delay	14.2	23.2		12.7	18.7		38.2	39.2	10.0	34.7	24.7	6.1
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	14.2	23.2		12.7	18.7		38.2	39.2	10.0	34.7	24.7	6.1
LOS	B	C		B	B		D	D	B	C	C	A
Approach Delay		22.2			17.7			15.6			23.4	
Approach LOS		C			B			B			C	
Queue Length 50th (ft)	21	119		25	84		8	13	0	172	33	0
Queue Length 95th (ft)	51	197		m53	139		26	37	42	212	62	64
Internal Link Dist (ft)		478			830			609			656	
Turn Bay Length (ft)	350			325			75			250		250
Base Capacity (vph)	522	1295		449	1331		196	207	348	1106	600	803
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.15	0.44		0.23	0.40		0.08	0.12	0.48	0.59	0.13	0.54

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 15 (17%), Referenced to phase 2:EBTL, Start of Green
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.72
 Intersection Signal Delay: 21.1
 Intersection Capacity Utilization 54.8%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service A

A58

HCM Unsignalized Intersection Capacity Analysis

20: Metro Blvd & access

7/8/2014

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lanes	1>	0	1>	0	0	<1
Volume (veh/h)	15	26	527	8	15	137
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	16	27	555	8	16	144
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)			174			
pX, platoon unblocked						
vC, conflicting volume	735	559			563	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	735	559			563	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
IF (s)	3.5	3.3			2.2	
p0 queue free %	96	95			98	
cM capacity (veh/h)	381	529			1008	
Direction, Lane #						
	WB 1	NB 1	SB 1			
Volume Total	43	563	160			
Volume Left	16	0	16			
Volume Right	27	8	0			
cSH	463	1700	1008			
Volume to Capacity	0.09	0.33	0.02			
Queue Length 95th (ft)	8	0	1			
Control Delay (s)	13.6	0.0	1.0			
Lane LOS	B		A			
Approach Delay (s)	13.6	0.0	1.0			
Approach LOS	B					
Intersection Summary						
Average Delay			1.0			
Intersection Capacity Utilization			38.2%	ICU Level of Service		A
Analysis Period (min)			15			

A-59

HCM Unsignalized Intersection Capacity Analysis

18: W. 77th St & access

7/8/2014

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lanes	1	2	2>	0	1>	0
Volume (veh/h)	20	543	896	51	46	17
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	21	572	943	54	48	18
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)		301	257			
pX, platoon unblocked	0.89				0.92	0.89
vC, conflicting volume	997				1298	498
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	760				875	202
IC, single (s)	4.1				6.8	6.9
IC, 2 stage (s)						
IF (s)	2.2				3.5	3.3
p0 queue free %	97				81	98
cM capacity (veh/h)	758				259	719
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	SB 1
Volume Total	21	286	286	629	368	66
Volume Left	21	0	0	0	0	48
Volume Right	0	0	0	0	54	18
cSH	758	1700	1700	1700	1700	313
Volume to Capacity	0.03	0.17	0.17	0.37	0.22	0.21
Queue Length 95th (ft)	2	0	0	0	0	20
Control Delay (s)	9.9	0.0	0.0	0.0	0.0	19.6
Lane LOS	A					C
Approach Delay (s)	0.4			0.0		19.6
Approach LOS						C

Intersection Summary

Average Delay	0.9					
Intersection Capacity Utilization	36.6%			ICU Level of Service	A	
Analysis Period (min)	15					

AGD

Lanes, Volumes, Timings
88: W. 77th St & Metro Blvd

7/8/2014

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	0	<2	0	0	2>	0	0	<1>	0	1	1>	0
Volume (vph)	32	797	0	15	288	132	5	3	16	479	6	62
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	170		0
Storage Lanes	0		0	0		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	3532	0	0	3370	0	0	1674	0	1770	1608	0
Flt Permitted		0.919			0.910			0.967		0.741		
Satd. Flow (perm)	0	3253	0	0	3073	0	0	1636	0	1380	1608	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					85			17			65	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1027			558			176			489	
Travel Time (s)		23.3			12.7			4.0			11.1	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	873	0	0	458	0	0	25	0	504	71	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Total Split (s)	38.0	38.0		38.0	38.0		52.0	52.0		52.0	52.0	
Total Lost Time (s)		6.0			6.0			6.0		6.0	6.0	
Act Effcl Green (s)		25.4			25.4			31.6		31.6	31.6	
Actuated g/C Ratio		0.36			0.36			0.45		0.45	0.45	
v/c Ratio		0.74			0.39			0.03		0.81	0.09	
Control Delay		25.0			15.6			6.8		28.3	4.0	
Queue Delay		0.0			0.0			0.0		0.0	0.0	
Total Delay		25.0			15.6			6.8		28.3	4.0	
LOS		C			B			A		C	A	
Approach Delay		25.0			15.6			6.8			25.3	
Approach LOS		C			B			A			C	
Queue Length 50th (ft)		167			60			2		177	1	
Queue Length 95th (ft)		300			123			14		338	22	
Internal Link Dist (ft)		947			478			96			409	
Turn Bay Length (ft)										170		
Base Capacity (vph)		1594			1549			1145		961	1140	
Starvation Cap Reductn		0			0			0		0	0	
Spillback Cap Reductn		0			0			0		0	0	
Storage Cap Reductn		0			0			0		0	0	
Reduced v/c Ratio		0.55			0.30			0.02		0.52	0.06	

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 69.8
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.81
 Intersection Signal Delay: 22.6
 Intersection Capacity Utilization 83.8%
 Analysis Period (min) 15

Intersection LOS: C
 ICU Level of Service E

AGI

Lanes, Volumes, Timings

1: Normandale Blvd/SB TH 100 Ramps & W. 77th St

7/8/2014

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	1	2>	0	1	2>	0	1	1	1	2	1	1
Volume (vph)	361	783	27	77	271	419	18	83	337	269	41	141
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	350		0	325		25	75		0	250		250
Storage Lanes	1		0	1		0	1		1	2		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1770	3522	0	1770	3217	0	1770	1863	1583	3433	1863	1583
Flt Permitted	0.231			0.332			0.950			0.950		
Satd. Flow (perm)	430	3522	0	618	3217	0	1770	1863	1583	3433	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3			246				160			160
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		558			866			689			736	
Travel Time (s)		12.7			19.7			15.7			16.7	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)												
Lane Group Flow (vph)	380	852	0	81	726	0	19	87	355	283	43	148
Turn Type	pm+pl	NA		pm+pt	NA		Split	NA	Perm	Split	NA	Perm
Protected Phases	5	2		1	6		3	3		4	4	
Permitted Phases	2			6					3			4
Total Split (s)	45.0	75.0		11.0	41.0		41.0	41.0	41.0	23.0	23.0	23.0
Total Lost Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Act Effct Green (s)	94.4	82.5		68.0	60.1		26.2	26.2	26.2	17.4	17.4	17.4
Actuated g/C Ratio	0.63	0.55		0.45	0.40		0.17	0.17	0.17	0.12	0.12	0.12
v/c Ratio	0.70	0.44		0.24	0.51		0.06	0.27	0.87	0.71	0.20	0.46
Control Delay	23.7	22.5		13.2	9.4		47.5	53.1	53.4	74.0	61.4	11.2
Queue Delay	0.1	0.7		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	23.8	23.2		13.2	9.4		47.5	53.1	53.4	74.0	61.4	11.2
LOS	C	C		B	A		D	D	D	E	E	B
Approach Delay		23.4			9.8			53.1			53.2	
Approach LOS		C			A			D			D	
Queue Length 50th (ft)	171	260		17	0		16	74	196	139	38	0
Queue Length 95th (ft)	307	360		34	289		37	118	300	189	78	55
Internal Link Dist (ft)		478			786			609			656	
Turn Bay Length (ft)	350			325			75			250		250
Base Capacity (vph)	636	1937		342	1435		436	459	511	439	238	342
Starvation Cap Reductn	18	672		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.61	0.67		0.24	0.51		0.04	0.19	0.69	0.64	0.18	0.43

Intersection Summary

Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 20 (13%), Referenced to phase 2:EBTL, Start of Green
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.87
 Intersection Signal Delay: 29.0
 Intersection Capacity Utilization 65.3%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service C

MG2

Lanes, Volumes, Timings
86: W. 77th St & Metro Blvd

7/8/2014

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	0	<2	0	0	2>	0	0	<1>	0	1	1>	0
Volume (vph)	33	829	0	16	300	137	5	3	17	498	6	65
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	170		0
Storage Lanes	0		0	0		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	3532	0	0	3373	0	0	1673	0	1770	1606	0
Flt Permitted		0.917			0.906			0.969		0.740		
Satd. Flow (perm)	0	3245	0	0	3062	0	0	1637	0	1378	1606	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					84			18			68	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1027			558			176			489	
Travel Time (s)		23.3			12.7			4.0			11.1	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	908	0	0	477	0	0	26	0	524	74	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Total Split (s)	38.0	38.0		38.0	38.0		52.0	52.0		52.0	52.0	
Total Lost Time (s)		6.0			6.0			6.0		6.0	6.0	
Act Effct Green (s)		26.4			26.4			33.2		33.2	33.2	
Actuated g/C Ratio		0.36			0.36			0.46		0.46	0.46	
v/c Ratio		0.77			0.41			0.03		0.83	0.10	
Control Delay		26.7			16.4			6.5		30.1	3.9	
Queue Delay		0.0			0.0			0.0		0.0	0.0	
Total Delay		26.7			16.4			6.5		30.1	3.9	
LOS		C			B			A		C	A	
Approach Delay		26.7			16.4			6.5			26.8	
Approach LOS		C			B			A			C	
Queue Length 50th (ft)		189			67			2		204	1	
Queue Length 95th (ft)		316			129			14		361	22	
Internal Link Dist (ft)		947			478			96			409	
Turn Bay Length (ft)										170		
Base Capacity (vph)		1523			1482			1110		930	1106	
Starvation Cap Reductn		0			0			0		0	0	
Spillback Cap Reductn		0			0			0		0	0	
Storage Cap Reductn		0			0			0		0	0	
Reduced v/c Ratio		0.60			0.32			0.02		0.56	0.07	

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 72.4
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.83
 Intersection Signal Delay: 24.0
 Intersection Capacity Utilization 86.3%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service E

AGJ

Lanes, Volumes, Timings

1: Normandale Blvd/SB TH 100 Ramps & W. 77th St

7/8/2014

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	1	2>	0	1	2>	0	1	1	1	2	1	1
Volume (vph)	376	815	28	80	282	436	19	86	351	280	43	147
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	350		0	325		25	75		0	250		250
Storage Lanes	1		0	1		0	1		1	2		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1770	3522	0	1770	3217	0	1770	1863	1583	3433	1863	1583
Flt Permitted	0.206			0.321			0.950			0.950		
Satd. Flow (perm)	384	3522	0	598	3217	0	1770	1863	1583	3433	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3			248				160			160
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		558			866			689			736	
Travel Time (s)		12.7			19.7			15.7			16.7	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)												
Lane Group Flow (vph)	396	887	0	84	756	0	20	91	369	295	45	155
Turn Type	pm+pt	NA		pm+pt	NA		Split	NA	Perm	Split	NA	Perm
Protected Phases	5	2		1	6		3	3		4	4	
Permitted Phases	2			6					3			4
Total Split (s)	45.0	75.0		11.0	41.0		41.0	41.0	41.0	23.0	23.0	23.0
Total Lost Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Act Effct Green (s)	92.9	80.9		65.3	57.3		27.2	27.2	27.2	17.8	17.8	17.8
Actuated g/C Ratio	0.62	0.54		0.44	0.38		0.18	0.18	0.18	0.12	0.12	0.12
v/c Ratio	0.75	0.47		0.26	0.55		0.06	0.27	0.88	0.72	0.20	0.47
Control Delay	28.8	23.8		14.1	10.3		46.8	52.4	55.2	74.3	61.2	12.4
Queue Delay	0.1	0.7		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	28.9	24.5		14.1	10.3		46.8	52.4	55.2	74.3	61.2	12.4
LOS	C	C		B	B		D	D	E	E	E	B
Approach Delay		25.9			10.6			54.3			53.7	
Approach LOS		C			B			D			D	
Queue Length 50th (ft)	193	283		17	0		16	77	211	144	40	0
Queue Length 95th (ft)	346	378		35	314		38	122	321	196	81	64
Internal Link Dist (ft)		478			786			609			656	
Turn Bay Length (ft)	350			325			75			250		250
Base Capacity (vph)	616	1903		324	1381		436	459	511	441	239	343
Starvation Cap Reductn	6	639		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.65	0.70		0.26	0.55		0.05	0.20	0.72	0.67	0.19	0.45

Intersection Summary

Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 20 (13%), Referenced to phase 2:EBTL, Start of Green
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.88
 Intersection Signal Delay: 30.6
 Intersection Capacity Utilization 67.3%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service C

AG4

Lanes, Volumes, Timings
88: W. 77th St & Metro Blvd

7/8/2014

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	0	<2	0	0	2>	0	0	<1>	0	1	1>	0
Volume (vph)	41	837	0	16	304	134	5	3	17	489	6	74
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	170		0
Storage Lanes	0		0	0		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	3532	0	0	3377	0	0	1673	0	1770	1604	0
Flt Permitted		0.906			0.905			0.968		0.740		
Satd. Flow (perm)	0	3207	0	0	3062	0	0	1635	0	1378	1604	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					79			18			78	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1027			558			176			489	
Travel Time (s)		23.3			12.7			4.0			11.1	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	924	0	0	478	0	0	26	0	515	84	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Total Split (s)	38.0	38.0		38.0	38.0		52.0	52.0		52.0	52.0	
Total Lost Time (s)		6.0			6.0			6.0		6.0	6.0	
Act Effct Green (s)		26.9			26.9			32.7		32.7	32.7	
Actuated g/C Ratio		0.37			0.37			0.45		0.45	0.45	
v/c Ratio		0.78			0.40			0.03		0.83	0.11	
Control Delay		26.8			16.3			6.6		30.2	3.8	
Queue Delay		0.0			0.0			0.0		0.0	0.0	
Total Delay		26.8			16.3			6.6		30.2	3.8	
LOS		C			B			A		C	A	
Approach Delay		26.8			16.3			6.6			26.5	
Approach LOS		C			B			A			C	
Queue Length 50th (ft)		190			67			2		203	2	
Queue Length 95th (ft)		325			131			14		350	23	
Internal Link Dist (ft)		947			478			96			409	
Turn Bay Length (ft)										170		
Base Capacity (vph)		1503			1477			1107		928	1106	
Starvation Cap Reductn		0			0			0		0	0	
Spillback Cap Reductn		0			0			0		0	0	
Storage Cap Reductn		0			0			0		0	0	
Reduced v/c Ratio		0.61			0.32			0.02		0.55	0.08	

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 72.3
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.83
 Intersection Signal Delay: 24.0
 Intersection Capacity Utilization 86.2%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service E

165

Lanes, Volumes, Timings

1: Normandale Blvd/SB TH 100 Ramps & W. 77th St

7/8/2014

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	1	2>	0	1	2>	0	1	1	1	2	1	1
Volume (vph)	383	827	29	80	300	436	20	86	351	280	43	155
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	350		0	325		25	75		0	250		250
Storage Lanes	1		0	1		0	1		1	2		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1770	3522	0	1770	3224	0	1770	1863	1583	3433	1863	1583
Flt Permitted	0.195			0.316			0.950			0.950		
Satd. Flow (perm)	363	3522	0	589	3224	0	1770	1863	1583	3433	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3			232				160			163
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		558			866			689			736	
Travel Time (s)		12.7			19.7			15.7			16.7	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)												
Lane Group Flow (vph)	403	902	0	84	775	0	21	91	369	295	45	163
Turn Type	pm+pt	NA		pm+pt	NA		Split	NA	Perm	Split	NA	Perm
Protected Phases	5	2		1	6		3	3		4	4	
Permitted Phases	2			6					3			4
Total Split (s)	45.0	75.0		11.0	41.0		41.0	41.0	41.0	23.0	23.0	23.0
Total Lost Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Act Effct Green (s)	92.9	81.0		64.7	56.8		27.2	27.2	27.2	17.8	17.8	17.8
Actuated g/C Ratio	0.62	0.54		0.43	0.38		0.18	0.18	0.18	0.12	0.12	0.12
v/c Ratio	0.77	0.47		0.27	0.57		0.07	0.27	0.88	0.72	0.20	0.49
Control Delay	31.3	23.9		14.3	11.5		47.0	52.4	55.2	74.3	61.2	13.4
Queue Delay	0.1	0.8		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	31.3	24.7		14.3	11.5		47.0	52.4	55.2	74.3	61.2	13.4
LOS	C	C		B	B		D	D	E	E	E	B
Approach Delay		26.7			11.7			54.3			53.4	
Approach LOS		C			B			D			D	
Queue Length 50th (ft)	212	290		17	0		17	77	211	144	40	0
Queue Length 95th (ft)	366	386		35	345		40	122	321	196	81	70
Internal Link Dist (ft)		478			786			609			656	
Turn Bay Length (ft)	350			325			75			250		250
Base Capacity (vph)	609	1903		317	1364		436	459	511	441	239	345
Starvation Cap Reductn	6	635		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.67	0.71		0.26	0.57		0.05	0.20	0.72	0.67	0.19	0.47

Intersection Summary

Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 20 (13%), Referenced to phase 2:EBTL, Start of Green
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.88
 Intersection Signal Delay: 31.1
 Intersection Capacity Utilization 68.2%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service C

AGV

HCM Unsignalized Intersection Capacity Analysis
 20: Metro Blvd & access

7/8/2014

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lanes	1>	0	1>	0	0	<1
Volume (veh/h)	9	12	174	8	20	560
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	9	13	183	8	21	589
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)			174			
pX, platoon unblocked						
vC, conflicting volume	819	187			192	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	819	187			192	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	97	99			98	
cM capacity (veh/h)	340	855			1382	
Direction, Lane #						
	WB 1	NB 1	SB 1			
Volume Total	22	192	611			
Volume Left	9	0	21			
Volume Right	13	8	0			
cSH	518	1700	1382			
Volume to Capacity	0.04	0.11	0.02			
Queue Length 95th (ft)	3	0	1			
Control Delay (s)	12.3	0.0	0.4			
Lane LOS	B		A			
Approach Delay (s)	12.3	0.0	0.4			
Approach LOS	B					
Intersection Summary						
Average Delay			0.7			
Intersection Capacity Utilization			53.6%	ICU Level of Service		A
Analysis Period (min)			15			

AG 7

HCM Unsignalized Intersection Capacity Analysis
 18: W. 77th St & access

7/8/2014

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lanes	1	2	2>	0	1>	0
Volume (veh/h)	26	1317	444	36	47	10
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	27	1386	467	38	49	11
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)		301	257			
pX, platoon unblocked					0.78	
vC, conflicting volume	505				1234	253
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	505				748	253
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
IF (s)	2.2				3.5	3.3
p0 queue free %	97				81	99
cM capacity (veh/h)	1056				266	747
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	SB 1
Volume Total	27	693	693	312	194	60
Volume Left	27	0	0	0	0	49
Volume Right	0	0	0	0	38	11
cSH	1056	1700	1700	1700	1700	300
Volume to Capacity	0.03	0.41	0.41	0.18	0.11	0.20
Queue Length 95th (ft)	2	0	0	0	0	18
Control Delay (s)	8.5	0.0	0.0	0.0	0.0	20.0
Lane LOS	A					C
Approach Delay (s)	0.2			0.0		20.0
Approach LOS						C

Intersection Summary

Average Delay			0.7			
Intersection Capacity Utilization			46.4%		ICU Level of Service	A
Analysis Period (min)			15			

AGS

Mr. Bona agreed to do his best, adding he wants the Commission to know that trees would be removed to accommodate the utility services, building pads and driveways; however, a landscaping plan and/or list would be submitted for City Council review as requested by the Commission.

VII. REPORTS AND RECOMMENDATIONS

A. TIF Resolution – Pentagon Park Proposal Consistency with the Comprehensive Plan

Commissioner Fischer recused himself from the vote; explaining he works with the City on Tax Increment Financing.

Chair Platteter asked Planner Teague if the Commission is being asked to specify that the intent of the Pentagon Park Proposal/TIF District is consistency with the Comprehensive Plan. Planner Teague responded in the affirmative.

Bill Neuendorf addressed the Commission explaining the City has hired Nick Anhoff of Ehlers & Associates to help create a Pentagon Park Tax Increment Financing District.

Motion

Commissioner Grabel moved to adopt the Resolution finding that proposed TIF Plan and modifications to the Redevelopment Plan conforms to the general plans for development and redevelopment of the City. Commissioner Schroeder seconded the motion. All voted aye; motion carried.

B. Sketch Plan Review – 5108 Edina Industrial Boulevard, Edina, MN

P.C.
2/12/2014

Planner Presentation

Planner Teague reminded the Commission Frauenshuh presented a redevelopment sketch plan in 2013 on this site. At that time their intent was to remodel the existing office building into retail space. Continuing, Teague said at this time Frauenshuh is proposing to rezone the site from POD, Planned Office District I, to PCD-2, Planned Commercial District and tear down the existing structure and build two new buildings with retail and office use.

Teague asked the Commission for their comments.

Appearing for the Applicant

David Anderson

Planning Commission
Minutes

a compromise that may work; however as previously mentioned without seeing it it is difficult to design or envision. It was further suggested that staff conditions (all) be available for review at the Council level.

Concluding, Commissioners thanked the developers for their response to their earlier comments adding in their opinion this will be a good project and possibly the first in the redevelopment of the Grandview area.

Ayes; Carpenter, Potts, Platteter, Carr, Forrest, Staunton. Motion carried.

VI. REPORTS AND RECOMMENDATIONS

A. Sketch Plan Review – Frauenshuh Commercial Real Estate Group – 5801 Edina Industrial Boulevard, Edina, MN

Staff Presentation

Planner Aaker informed the Commission they are being asked to consider a sketch plan proposal to re-develop 5801 Edina Industrial Boulevard from office uses to retail uses including a drive-through. Currently the building on the site contains a real estate office, a hair loss treatment center, a telecommunication switching site and a small vacancy formerly occupied by a builder office/showroom. The applicant, Frauenshuh Commercial Real Estate Group, would like to repurpose and remodel the existing building with neighborhood retail services.

Aaker explained to accommodate the request, the following would be required:

1. A Rezoning from POD, Planned Office District-1, to PCD-2, Planned Commercial District-2.
2. A Comprehensive Guide Plan Amendment from Office to Neighborhood Commercial.

Continuing, Aaker reported that the property is located just west of Highway 100 and is located across the street from retail uses that are zoned PCD-2, Planned Commercial District. Uses include a gas station, Burger King, and a small retail strip center. North and east of the site are office/light industrial uses. The proposed use of the property would be consistent with the existing land uses to the south. Aaker noted this property is located within an area of the City that is designated as a "Potential Area of Change" within the 2008 Comprehensive Plan. The Comprehensive Plan states that within the Potential Areas of Change, "A development proposal that involves a Comprehensive Plan Amendment or a rezoning will require a Small Area Plan study prior to planning application. However, the authority to initiate a Small Area Plan rests with the City

Council.” Therefore, the decision to require a Small Area Plan can be made by the City Council at the Sketch Plan review.

Appearing for the Applicant

David Anderson, Frauenshuh and Nick Sperides, SRA

Applicant Presentation

Mr. Anderson addressed the Commission and reported their intent is to rezone the property from POD1, (Planned Office District) to PCD2, (Planned Commercial District). Anderson explained this is a sizeable employment area, adding their goal is to repurpose the property to better serve neighborhood commercial service demands and the economic viability of the property.

With graphics Anderson pointed out “before” and “after” schematics of the property noting the building is low level. If the Commission and Council are agreeable to repurposing the property the following changes to the property would include:

- Implement an updated landscape plan
- Improve and repair the building’s exterior, to include lighting, awnings and other architectural features
- Create a better pedestrian experience by including walkways and outdoor seating areas
- Potential for a drive-through option
- Reconfigure the parking in keeping with ordinance requirements and
- Improved internal vehicle access and circulation.

Concluding Anderson asked the Commission for their opinion on the sketch plan.

Discussion

Commissioner Platteter commented that he likes the concept; however, believes this is a hard site to get in and out of. Platteter suggested reconsidering access points (eliminate west entry along Edina Inc. Blvd.) and changing the location of the proposed drive-through; possibly to the rear. Continuing, Platteter also suggested energizing the corner of Metro Blvd/Edina Inc. Blvd. to be more pedestrian friendly. Concluding, Platteter stated he understands the requested change, adding it would continue the synergy of the areas service component; however, this is a hard site.

Mr. Sperides responded that they looked at different scenarios for the drive-through but found out that moving it to the rear wouldn’t work because of the three lanes (in, out & Drive-through), circulation and the difficulty in ensuring that the driver is on the proper side. Commissioner Platteter agreed driver placement was an issue, he noted in the Grandview area a drive-through is located between buildings; in the middle. Mr. Sperides added they are open to revisiting drive-through placement, adding they don’t know if a drive-through would be part of the equation; however, want that option kept open because it’s important to retail. Continuing, Sperides said another point they needed to keep in mind was stacking. Platteter agreed, adding as presented he is unsure if stacking would be adequate. Mr.

Sperides pointed out adequate stacking capacity is also very important for the retailer; without adequate stacking the business would suffer too.

Chair Staunton commented that it is important to both the Commission and City Council that adequate stacking space is provided for drive-through window components. Staunton asked the applicant what their vision is for this property.

Mr. Anderson said Frauenshuh observed this area was undergoing a change and creating an opportunity to repurpose the property in response to that change would benefit everyone. Anderson said what they do know is that the employment base is there and retail services to respond to that base are needed. Continuing, Anderson said the vision is to capture the current activity in a positive manner. Anderson added in his opinion this area has become more of a mixed use area, reiterating the introduction of more retail is good.

Commissioner Potts stated in his opinion this area is very challenging and if redeveloped a complete traffic analysis needs to be completed. Planner Aaker responded if a formal application to rezone the property is submitted a traffic analysis is a requirement of that process.

Commissioner Carr said she realizes this is only in the "sketch plan" phase; however if redeveloped she would like the applicant to pay attention to aesthetics; such as lighting, landscaping, outdoor seating areas, etc. to create a more attractive place to visit and view. Anderson commented the intent would be to revitalize the site.

Commissioner Forrest commented that she's not sure she's on board with the rezoning request. Forrest said she is concerned with parking, vehicle circulation and the potential drive-through space. Continuing, Forrest pointed out as previously mentioned by Commissioner Potts that much depends on the outcome of the traffic analysis.

Mr. Anderson said the initial thought was to gain Commission and Council input on the proposed rezoning. Anderson said if that support was present it would allow them to prepare a site plan supported by a completed market and traffic analysis for formal review. Anderson explained that is the reason why the plans presented aren't firm, reiterating they felt the first step was to gain input on the rezoning.

A discussion ensued on if the Commission felt extending the PCD zoning designation to this side of the street makes sense. Commissioners expressed the opinion that pedestrian and vehicle safety is of the utmost importance, pointing out the volume of activity in this "neighborhood" is very high. Commissioners also observed that it is difficult to make a decision without the facts; such as tenant mix and how that mix relates to traffic.

Commissioner Forrest asked Planner Aaker if the site were rezoned would all uses within the PCD-2 zoning district be allowed. Aaker responded in the affirmative; adding parking requirements need to be met for each use which could limit uses.

The discussion continued on the rezoning clarifying without the traffic analysis and knowledge of the uses in the tenant space it is difficult to make an educated decision. Commissioners suggested moving forward keeping in mind how important the relationship is between traffic and use. It was further noted that if it is found that pedestrians do want to cross the street both ways having these amenities makes sense and would be of benefit to the area and areas users.

Mr. Anderson thanked the Commission for their comments, adding they would speak with City staff before submitting the sketch plan to the City Council.

B. Residential Redevelopment Ordinance – Recap from City Council Meeting

Chair Staunton reminded the Commission of the numerous meetings held on residential redevelopment and amending the Zoning Ordinance. Staunton said the Commission forwarded their final draft to the City Council for their July 16th meeting. Staunton stated he along with Commissioners Forrest and Potts attended that meeting to present the Commission's recommendations. Staunton stated after Council action there was concern that the Council didn't understand the intent of the Commission on specific issues; mainly building height, 2nd story step elimination and setbacks.

Chair Staunton said in speaking with City Staff he felt there was a need to reiterate to the Council the Commission's intent on one set of items (#3 per memo) and referred the Commission to the attached statement of intent and graphics.

Clarifying Staunton said at their July 16th meeting the Council adopted a 30-foot cap on building height and elimination of the second floor setback; however declined to adopt the side yard setback formula. Staunton added he doesn't want to second guess the Council and is agreeable with their decision; however, reiterated he wants to make sure they understood the Commission's intent on side yard setback as part of a "bundle" that works simultaneously. Staunton referred to the table provided in the Ordinance amendment on side yard setbacks and wondered if the Council thought this table was too cumbersome. Staunton said the goal of the Commission was also to provide the public with greater clarity in the Ordinance; however, the Council may not have felt this was achieved in the Commission's final draft.

Staunton told the Commission he would be forwarding his statement along with the graphics provided by Commissioner Potts to the Council before their final reading on the Ordinance amendments at their August 5th meeting. Staunton asked the Commission for their input on the "statement". He acknowledged the statement also recommends that on lots narrower than 75-feet in width that there be at least a total of 25% of the lot width (with a minimum setback no less than what currently exists).

City Council
Minutes

~~Minutes/Edina City Council/August 20, 2013~~

~~Motion carried.~~

VIII.B. SKETCH PLAN – 5801 EDINA INDUSTRIAL BOULEVARD – REVIEWED

Assistant Planner Presentation

Ms. Aaker presented the sketch plan to re-develop 5801 Edina Industrial Boulevard from office uses to retail uses including a drive-through. Currently, the building contained a real estate office, a hair loss treatment center, a telecommunication switching site, and a small vacancy formerly occupied by a builder office/showroom. The applicant, Frauenshuh Commercial Real Estate Group, would like to repurpose and remodel the existing building with neighborhood retail services. To accommodate the request, the following would be required: 1) A Rezoning from POD, Planned Office District-1, to PCD-2, Planned Commercial District-2; and, 2) A Comprehensive Guide Plan Amendment from Office to Neighborhood Commercial.

Ms. Aaker reported the subject property was located just west of Highway 100 and across the street from retail uses that are zoned PCD-2, Planned Commercial District. Uses included a gas station, Burger King, and small retail strip center. North and east of the site were office/light industrial uses. Use of the property would be consistent with the existing land uses to the south. This property was located within an area the City designated as a "Potential Area of Change" within the 2008 Comprehensive Plan. The Comprehensive Plan stated that within the Potential Areas of Change, a development proposal that involved a Comprehensive Plan Amendment or a rezoning would require a Small Area Plan study prior to planning application. However, the authority to initiate a Small Area Plan would rest with the City Council.

Ms. Aaker stated staff had noted the following issues for discussion in relation to the sketch plan: 1) Drive-through in front of the building with consideration of moving it to the back of the building; 2) Elimination of the existing western access to Edina Industrial Boulevard, as the access was too close to the intersection; 3) Concern over a lack of parking space for conversion into retail spaces; 4) The parking shortage could further increase if a restaurant use were to go into the site; 5) If the drive-through were to be moved to the back there might not be adequate area for two-way circulation; and, 6) Office land uses to the north and west. Ms. Aaker stated the Planning Commission considered the sketch plan proposal and generally believed that the use was appropriate as long as adequate parking was provided.

The Council discussed sidewalks and connectivity, parking, pervious surface requirements, and stacking in relation to the sketch plan.

Proponent Presentation

David Anderson, Frauenshuh, stated the intent was to re-energize this corner of the City. Mr. Anderson discussed that in relation to parking, some of the retail uses on the site might be serving pedestrians, which would reduce the parking demand, that the drive-through proposed on the site offers flow, and that there was also the potential to reduce the square footage of the building to lower parking requirements. The proponent was aware of the discussion on stacking in relation to the site.

The Council discussed landscaping with Mr. Anderson, and encouraged engaging the public from the curb area to the building. The importance of connectivity and safe pedestrian crossing, including a buffer between the sidewalk and street, and squaring off the corner to slow traffic down was discussed. The Council requested review of the zoning options for potential uses and to ensure the required parking was provided. Council support was expressed for a neighborhood retail use in the area under the category of Planned Commercial. A drive-through on the site was discouraged. The Council agreed that a Small Area Plan should not be necessary for the sketch plan as presented.

VIII.C. RESOLUTION NO. 2013-67 ADOPTED – ACCEPTING VARIOUS DONATIONS - ADOPTED

Mayor Hovland explained that in order to comply with State Statutes; all donations to the City must be adopted by Resolution and approved by four favorable votes of the Council accepting the donations.

Discussion

Commissioner Platteter noted that previously the City Council indicated a small area plan was not required for this redevelopment, adding he wonders if that decision would change if this was split into two lots. Planner Teague said the Council as they did with the previous sketch plan would decide if this proposal met the threshold to initiate a small area plan.

Applicant Presentation

Mr. Anderson told the Commission the property consists of 1.3 acres with an existing one-story multi-tenant building. Anderson said in July 2013 they appeared before the Commission with a renovation concept of all retail. The Commission found the retail aspect acceptable, but had certain circulation and parking concerns. Continuing, Anderson explained the proposal before the Commission is a two-building redevelopment. The existing building would be removed and two new buildings would be constructed in phases depending on the timing of tenant occupancy.

Discussion

Commissioner Forrest stated she likes the new plan; however is a little disappointed that once again the buildings are in a sea of asphalt. Forrest suggested that if the applicant proceeds with a formal application they need work on creating a more pedestrian friendly attractive area.

Commissioner Schroeder said as proposed the site doesn't appear to be pedestrian oriented. He said he also feels the landscaping doesn't meet the goal the Commission has set for redevelopment. Continuing, Schroeder also commented that he has concern with the directional flow of the proposed drive-through. Concluding, Schroeder said if the trend in this area is redevelopment one parcel at a time this may be a good time to consider a small area plan. Developing on a lot to lot basis doesn't create cohesiveness.

Commissioner Potts agreed with previous comments and added the site as presented appears over parked and in his opinion minor changes could occur to better address pedestrian access and introduce more green space on the site. Concluding, Potts also suggested that the development team take another look at the location of the trash enclosure.

Commissioner Carr indicated she liked the concept of two different buildings; however believes the building(s) should be moved farther forward, adding additional green space and parking to the rear.

Mr. Anderson responded that their goal this evening was to get feedback on the two building retail concept. He added they are considering incorporating wider sidewalks and an enhanced plaza seating area, creating a more pedestrian feel to the development.

Commissioner Grabel added that he supports the idea of retail in this location; adding, it's needed. Continuing, Grabel pointed one the City needs to be careful in their attempts to bring buildings to the street because in his opinion it hasn't always been successful.

Commissioner Platteter said he too agrees that the site may be over-parked; adding another concern he has is with the drive-through circulation. Continuing, Platteter stated he was a bit disappointed with the layout of the site adding in his opinion both options; pedestrian friendliness, reduced parking with more landscaping could be accomplished. He concluded that the goal of this development should be to provide options for the public; walkers, vehicles, everyone.

Nick Sperides responded that they considered other options for the drive-through facility acknowledging the difficulty of a drive-through. Continuing, Sperides said that the drive-through set up was designed as presented because most of the traffic flow is off Edina Industrial Boulevard. He acknowledged the path to the drive-through is circuitous, adding he was willing to take another look at it. Concluding, Sperides said the goal was to develop a high quality neighborhood retail service area. He stated they would review the circulation patterns and adjust as needed.

Commissioner Grabel questioned if the drive-through was really needed.

Commissioner Scherer commented that she was disappointed there wasn't a safer route to get from the sidewalk to the proposed coffee shop

Chair Platteter suggested that the development team visit the site and create a "mock-up" with cones to ensure that the drive-through flow works safely. Concluding Platteter thanked the applicants and noted the direction moving forward should be to address traffic circulation, especially as it relates to the drive-through, ensure safe pedestrian access, reduce parking, add landscaping and create more common space.

~~C. Sketch Plan Review - 5100 Edina Industrial Boulevard, Edina, MN~~

Planner Presentation

Planner Teague addressed the Commission and explained this is another Sketch Plan proposal (same area) to tear down the existing office building and built a new retail office building with drive-through on the north end. Teague explained if the applicant proceeds to accommodate the request a rezoning would be needed from POD, Planned Office District 1, to either PCD-2, Planned Commercial District - 2 or PUD, Planned Unit Development.

Teague noted similar to the previous property this property is designated in the Comprehensive Plan as a "Potential Area of Change. Teague reiterated and noted that the City Council did not recommend a Small Area Plan as part of the recent Sketch Plan of the site to the east.

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Council concern was expressed about the appropriateness of retail use and a drive through (which resulted in reduced parking) in this location. Mr. Dovolis agreed this was a busy gateway location with good visibility from the highway, which attracted retailers. He explained that surface parking was proposed due to the high water table and high cost to construct a building on stilts. Mr. Dovolis described the formal shared parking arrangement and mixed uses that might include retail and office. The drive-thru on the north side could be used by a sandwich shop tenant. He stated support for rezoning to POD as it had yielded a quality building/development at 70th and France.

The Council asked questions of Attorney Knutson and Engineer Bintner related to the shared parking arrangement or proof of parking, should the adjacent use change in the future. Mr. Knutson advised if that occurred, it would be an issue between the tenant and property owner. To assure adequate parking, Mr. Teague suggested addressing specific uses and eliminating uses (i.e., restaurants) that would drive need for parking. The Council supported staff interaction with Mn/DOT to address points of access.

VIII.B. SKETCH PLAN REVIEWED – 5108 EDINA INDUSTRIAL BOULEVARD

Community Development Director Presentation

Mr. Teague presented the sketch plan proposal of Frauenshuh Commercial Real Estate Group to tear down the existing 12,196 square foot structure at 5108 Edina Industrial Boulevard, build two new buildings totaling 9,450 square feet, and change the use from office to retail including a drive-thru. He described the uses of the existing building. It was noted that to accommodate this request, it would require a rezoning from POD, Planned Office District-1 to PCD-2, Planned Commercial District-2; and, a Comprehensive Guide Plan Amendment from Office to Neighborhood Commercial. Mr. Teague advised that the Planning Commission considered this sketch plan proposal at its February 12, 2014, meeting and expressed concern related to site circulation.

Proponent Presentation

David Anderson, Frauenshuh Commercial Real Estate Group, 7101 W 78th Street, Suite, Minneapolis, described site elements, adjusted points of access, and refinements made to the sketch plan to address concerns expressed by the Planning Commission. He stated they have paid attention to parking need and outdoor seating/green space because the focus would be on restaurant and food related users. Mr. Anderson noted this was a small site of 1.3 acres that required small-scale buildings to accommodate site circulation and green space.

Nick Sperides, Sperides Reiners Architects, 42 W. Old Shakopee Road, Bloomington, presented the site plan and reviewed the traffic circulation, drive-thru and sidewalk locations, one curb cut, reduced building size by 715 square feet, and more common space. He then presented exterior building materials, noting the similarity to Starbucks and Whole Foods at Centennial Lakes.

The Council considered the sketch plan proposal and recommended the following: PUD zoning to create flexibility and coordinated development; relocate entrance/exit away from adjoining curb cut; consider proof of parking options rather than being over parked; enhanced redesign of upper parapet to reduce utilitarian appearance; inclusion of a matching crosswalk at the southwest corner; flipping building locations to ease drive-thru access; bicycle racks at both buildings; moving the buildings closer to the street; additional greenspace including an island with trees and garden; specific storm water plan to accommodate the high water table; modify the vehicle centric design to better accommodate pedestrian access; create sidewalk across the berm to connect with Metro Boulevard sidewalk; provide pedestrian connectivity between the two buildings; and additional planting breaks within the parking lot.

With regard to the suggestion to flip the buildings, Mr. Sperides explained it would create conflict in traffic movements and reduce parking capacity.