



## PLANNING COMMISSION STAFF REPORT

Originator <b>Cary Teague</b> Community Development Director	Meeting Date <b>July 10, 2013</b>	Agenda # <b>VI.A</b>
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### INFORMATION/BACKGROUND

#### Project Description

The Planning Commission is asked to consider a change to the proposal to redevelop the property at 6500 France Avenue. (See property location on pages A1–A4.) The previously approved plan for the site was a five-story, 62-foot tall, 102,478 square foot medical office/retail building with an attached 4-5 level parking ramp. (See previously approved plans on pages A13a–A13c.)

Mount Development and Aurora Investments, LLC are requesting consideration of a change in use to 111 units of senior assisted living; 68 units of traditional care/skilled nursing and memory care beds and 18 care suites. The “care” suites would include short term stays by patients that have had surgery at Fairview Hospital or Twin City Orthopedic (TCO). The building would be similar in style from the previously approved building and still be five stories in height. A pedestrian skyway would connect the building to the hospital parking ramp to the north. The previously approved parking ramp would be removed and replaced with housing. The parking would be provided underground. There would be a 15,000 square foot reduction in the structure footprint from the previous plan. (See applicant narrative and plans on pages A14–A62.)

To accommodate the request, an amendment to the Comprehensive Plan and an amendment PUD Zoning District would be required.

The density of the development including all of the different types of units (197 total) would be 84 units per acre; which is a density higher than any development currently existing in Edina. The transitional care could be seen as an extension of the regional medical uses of the hospital and TCO; if they were not included, the density would be 76 units per acre.

The site is guided in the Comprehensive Plan for “Regional Medical – RM.” Senior Housing is not an allowed use within the RM designation. (See pages A5–A6.) Therefore, the proposed use requires a Comprehensive Guide Plan

amendment. The applicant is requesting a Guide Plan amendment that would allow Senior Assisted Living Housing as a permitted use within the Regional Medical District. The transitional care units are already allowed in the RM District.

The first floor of the new building would contain uses accessory to the senior housing, including a pub, barber shop/beauty salon, and fitness center.

This development proposal is subject to a two-step review process. The first step in the process is to obtain the following approvals:

1. A Comprehensive Plan Amendment to allow senior housing as a permitted use in the Regional Medical District. (This requires a four-fifths vote of the City Council for approval.)
2. Preliminary Rezoning to amend the PUD, Planned Unit Development-3 Zoning District; and
3. Preliminary Development Plan.

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

1. Final Development Plan and Final Rezoning to amend the PUD-3 District.
2. Zoning Ordinance Amendment establishing the PUD.

### **Surrounding Land Uses**

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

### **Existing Site Features**

The subject property is 2.34 acres in size, is relatively flat. (See pages A1–A3.)

### **Planning**

Guide Plan designation: RM, Regional Medical. (See pages A5–A6.)

Zoning:

PUD-3, Planned Unit Development District.

### **Comprehensive Guide Plan/Density**

As mentioned, the Comprehensive Plan guides this site for RM, Regional Medical Use. Senior Housing is not allowed in the RM District, and there is a maximum 1.0 maximum floor area ratio requirement. The floor area ratio requirement for the RM District is geared toward medical office and hospital use.

The applicant is requesting an amendment to the Guide Plan to allow Senior Housing as a permitted use, and to address the FAR requirement as it relates to Senior Housing.

As requested by the City Council, the applicant has submitted a density comparison of similar developments that have been built in the City of Minneapolis. (See pages A26–A27.) Please note that the FAR of these developments range from 2.0 to 4.1; and the units per acre are all over 100 units per acre, well over the 84 units per acre proposed here.

Additionally, staff offers the following suburban examples of high density regulation and development in cities adjacent to Edina:

**St. Louis Park.** St. Louis Park allows densities within a PUD to be up to 75 units per acre in high density and mixed-use districts. Additionally, for PUD's in an office district, if there is a housing component as part of a mixed-use PUD, the City may remove the upper limit on residential density on a case-by-case basis. This happened recently within The West End Redevelopment project. "The Flats at the West End" has a density of 111 units per acre. It is 119 units on a 1.07 acre site. (See page A28.)

**Minnetonka.** Minnetonka does not have a density cap within their Comprehensive Plan. They define high density residential as anything over 12 units per acre. Developments are then considered on a case by case basis. Factors that go in to the consideration include: environmental impacts/conditions such as wetlands, floodplain, steep slopes and trees; type of housing; provision of affordable housing; traffic impact; site plan; and surrounding area. Minnetonka does not have an example project similar to the one proposed here. Minnetonka is primarily made up of large lots, with mature trees wetlands and open space. However, their Comprehensive Plan does allow consideration of dense development.

**Bloomington.** The City of Bloomington allows up to 50 units per acre in general; however, in areas that are designated as "High Intensity Mixed Use with Residential" (HX-R District) an FAR minimum 1.5 with a max of 2.0) is required. The density may be increased if the following is provided: Below grade parking;

provision of a plaza or park; affordable housing; sustainable design principles; provision of public art. With the exception of the park/plaza; the applicant is proposing all of the other items.

Bloomington has had three recent projects that have exceeded a 2.0 FAR: The Reflections condominiums along 34th Ave (95 units per acre); Summer House senior apartments at 98th and Lyndale (59 units per acre); and Genesee apartments at Penn and American Boulevard. (73 units per acre)

Given these examples of high density residential development in our surrounding cities, it would seem reasonable to allow greater density than currently allowed in the Comprehensive Plan for senior housing on a case by case basis. That gives the City the ultimate discretion as to when density may be appropriate.

Based on the above information, the following is the suggested Comprehensive Plan Amendment language as recommended by staff. The text highlighted in red would be added to the existing text. Staff is further suggesting flexibility in regard to density for senior housing in the HDR District, as well as the RM District.

Nonresidential and Mixed Use Categories	Description, Land Uses	Development Guidelines	Density Guidelines
<b>RM</b> Regional Medical	Hospitals, <b>senior housing*</b> , medical and dental offices and clinics, and laboratories for performing medical or dental research, diagnostic testing, analytical or clinical work, having a direct relationship to the providing of health services. General office uses are permitted.  * Senior housing may include: independent living, assisted living, memory care, and skilled nursing.	Form-based design standards for building placement, massing and street-level treatment. Pedestrian circulation and open space amenities should be provided for larger sites.	Floor to Area Ratio - Per current Zoning Code: maximum of 1.0 <b>for medical office uses. Density for senior housing shall be based on proximity to hospitals, proximity to low density uses, utilities capacity, level of transit service available, and impact on adjacent roads. Other desired items to allow greater density would include: Below grade parking, provision of park or open space, affordable housing, sustainable design principles, and provision of public art.</b>
<b>HDR</b> High-Density Residential	Existing “high-rise” and other concentrated multi-family residential, some of which may contain a mixed use component. May also include limited office, service or	Provide incentives for updating older multifamily buildings. Work to create an attractive, pedestrian-friendly street edge and provide convenient	12 - 30 units/acre <b>Density for senior housing may be increased, based on proximity to hospitals, proximity to low density uses, utilities capacity, level of transit service</b>

<p>HDR High-Density Residential</p>	<p>institutional uses primarily to serve residents' needs, parks and open space</p>	<p>access to transit, schools, parks, and other community destinations.</p>	<p>available, and impact on adjacent roads. Other desired items to allow 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.</p> <p>Floor to Area Ratio: per current Zoning Code*</p>
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Using the above amended text as a basis for review of the subject project, a case could be made to support the proposed high density through the PUD Zoning process.

The proposed project would be connected to the Fairview Hospital by the second level skyway. Residents would not have to go outside to go to appointments at the hospital. Based on the traffic study by WSB, (See pages A64–A90) the use would generate less traffic than would a 102,000 square foot medical office building with retail uses on the first level. (See comparison on pages A73 and A91.) There is adequate sewer capacity to serve the project, and water is available to the site. Convenient transit service is available for workers and residents. The MTC #6 bus is available at the building. Additional routes in the Southdale area are the 515, 538, 539, 578, 579 and 684. (See attached MTC route map on page A63.) The building would include sustainable design principles, public art is proposed, and affordable housing is offered. Primary parking would be below grade.

**Amending the PUD-3 District**

The applicant is requesting a rezoning of this site to amend the PUD-3 District to allow Senior Independent and Assisted Living/Nursing Home along with Transitional Care associated with the adjacent hospital and other facilities performing surgery. (See attached draft PUD Ordinance.)

Within a PUD District, the setback regulation, building coverage and floor area ratio of the most closely related conventional zoning district shall be considered presumptively appropriate, but may be departed from to accomplish the purpose and intent of the PUD.

The table on the following page demonstrates a comparison of the base zoning (PUD-3) compared to the proposed.

## Compliance Table

	City Standard (PUD-3)	Proposed (PUD-3)
<u><b>Building Setbacks</b></u> Front – France Avenue Front – 65 <sup>th</sup> Street Side – West Rear – South  <u><b>Parking Structure Setbacks (Now Senior Housing)</b></u> Front – France Avenue Front – North (65 <sup>th</sup> ) Side – West Rear – South	25 feet 25 feet 100 feet 30 feet  80 feet 25 feet 15 feet 20 feet	25 & 35 feet 25 & 35 feet NA (100'+) 30 feet  NA (80'+) 25 feet 42 feet 20 feet
Building Height	Five-Stories and 62 feet	Five-Stories & 62 feet
Maximum Floor Area Ratio (FAR)	1.0%	<b>2.2%*</b>
Parking Stalls	139 – Based on: .5 exposed stalls per unit (56) .25 enclosed stall per unit (28) 1 per employee (30) 1 per 4 residents – nursing/memory/care (25)	145 Provided
Parking Stall Size	8.5' x 18'	8.5 x 18'
Drive Aisle Width	24 feet	24 feet

*\*Would require Variance from Previous approved PUD*

As demonstrated above, the proposed building complies with all setback requirements of the previously approved PUD. The only change proposed is in regard to the FAR.

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

1. **Purpose and Intent.** The purpose of the PUD District is to provide comprehensive procedures and standards intended to allow more creativity and flexibility in site plan design than would be possible under a conventional zoning district. The decision to zone property to PUD is a public policy decision for the City Council to make in its legislative capacity. The purpose and intent of a PUD is to include most or all of the following:
  - a. provide for the establishment of PUD (planned unit development) zoning districts in appropriate settings and

**situations to create or maintain a development pattern that is consistent with the City's Comprehensive Plan;**

- b. promote a more creative and efficient approach to land use within the City, while at the same time protecting and promoting the health, safety, comfort, aesthetics, economic viability, and general welfare of the City;**
- c. provide for variations to the strict application of the land use regulations in order to improve site design and operation, while at the same time incorporate design elements that exceed the City's standards to offset the effect of any variations. Desired design elements may include: sustainable design, greater utilization of new technologies in building design, special construction materials, landscaping, lighting, stormwater management, pedestrian oriented design, and podium height at a street or transition to residential neighborhoods, parks or other sensitive uses;**
- d. ensure high quality of design and design compatible with surrounding land uses, including both existing and planned;**
- e. maintain or improve the efficiency of public streets and utilities;**
- f. preserve and enhance site characteristics including natural features, wetland protection, trees, open space, scenic views, and screening;**
- g. allow for mixing of land uses within a development;**
- h. encourage a variety of housing types including affordable housing; and**
- i. ensure the establishment of appropriate transitions between differing land uses.**

The general land uses would be consistent with land uses allowed in the area. The adjacent sites to the south and west are guided High Density Residential. If Senior Housing were a permitted use in the Regional Medical District, the land uses would be consistent. Staff believes the proposed land uses, Senior Housing and Transitional Care associated with the hospital would be better use of land than the previously approved Medical Office.

As with the previously approved medical project for the site, this proposal would create a more efficient and creative use of the property. The building would be

pulled up close to the street, with sidewalks in front, and separated from the street by green space to promote a more walkable environment. This project would go a step further and provide a skyway pedestrian link to the Fairview Southdale Hospital. (See pages A32 & A34.)

Parking would be located under the proposed housing; and would not be visible. The previous approved plans included a large parking ramp setback just 15 feet to the west lot line. The new building would expand that setback to 42 feet. (See pages A33–A33a.) Landscaping and balconies are proposed in front along France Avenue. The corner of the building still opens up to France and 65<sup>th</sup>. The individual store fronts have been eliminated; however, the large store-front type windows remain. Uses on this side of the building would be a barber, pharmacy and fitness room; so activity within these spaces will be evident from the street.

The applicant is again proposing to utilize sustainable design principals. Green building practices are suggested, and green roofs are proposed. (See pages A23–A24, of the applicant’s narrative that explains how this project meets the above purpose and intent of the PUD Ordinance.)

The applicant is also proposing to provide four (4) units of affordable housing through the Elderly Waiver program. The Planning Commission and City Council may wish to consider requiring additional affordable housing units, perhaps 10% of all the senior housing units, which would be a total of eighteen (18) units.

Transitional Care area of the building would be set up as a licensed Nursing Home. It would be both Medicare and Medicaid certified so that persons needing these services would have access to these government payers for their healthcare needs. Ebenezer has indicated that Medicaid is the equivalent of Elderly Waiver.

## **2. Applicability/Criteria**

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

If City Council amends the Comprehensive Plan to allow senior housing, this site would otherwise be envisioned to allow uses permitted within the Regional Medical District. The Zoning Ordinance amendment, which follows this staff report, lists the uses that would be allowed on this site. WSB and Associates did a parking analysis that determined that the proposed parking would support the uses proposed, and the traffic

generated would actually be less than the previously approved medical office. (See pages A73 and A91.)

***b. Eligibility Standards. To be eligible for a PUD district, all development should be in compliance with the following:***

***i. where the site of a proposed PUD is designated for more than one (1) land use in the Comprehensive Plan, the City may require that the PUD include all the land uses so designated or such combination of the designated uses as the City Council shall deem appropriate to achieve the purposes of this ordinance and the Comprehensive Plan;***

The proposal would include a mixture of land uses. It would include senior housing, nursing home/assisted living type housing, memory care, and care suites associated with the adjacent hospital. Retail would also be provided as an accessory use to the residents of the building. A skyway connection is proposed to connect the uses to Fairview Southdale Hospital.

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

As mentioned above, the proposed uses would be senior housing, care suites and limited retail, consistent with Comprehensive Plan is senior housing is acceptable in the Regional Medical District.

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

The proposed building density would have an FAR of 2.2. The Floor Area Ratio contemplated in the Comprehensive Plan and Zoning Ordinance is 1.0. However, floor area ratio in this instance is tied to retail or medical office type uses. Density in the Comprehensive Plan limits high density residential to 30 units per acre. The Plan does not make a distinction between all-age apartments and senior housing. Senior housing typically does not generate as much traffic as an all age apartment or medical office. Density is typically tied to proximity to low density residential areas, availability to provide utilities to the site (sewer and water), proximity to transit service and impact on roadways.

This site is adequately served by public utilities, there is adequate sewer capacity, the use would generate less traffic than the previously approved office building, and transit service is available on France and 65<sup>th</sup>. Staff believes the density is appropriate for this site given the adjacent high density land uses, proximity to the hospital, the provision of the skyway connection tying the land uses together and the lesser impact on the roads than the approved medical office. Additional items that might warrant higher density would be the underground parking, affordable housing element, and public art proposed.

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

The proposed project does closely relate to the already approved PUD setbacks for the site as demonstrated on page 6 above. For the reasons stated above, staff believes the purpose and intent of the PUD Ordinance is met.

### **Site Access**

The primary access to the site would remain off of 65<sup>th</sup> Street West. There would be no right-out only onto France, as was allowed in the previous PUD. (See pages A13a and A33.)

### **Parking**

Per Section 850.08 Subd. 1, the following are the parking requirements: Senior Housing – 5 exposed stalls per unit; .25 enclosed stalls per unit and one exposed stall per employee & company vehicle. Nursing, Convalescent & Rest Home – 1 enclosed stall per 4 residents. Based on this requirement the project is to provide 54 enclosed spaces and 85 exposed for a total of 139 spaces. The applicant is proposing to provide 135 enclosed and 10 exposed spaces. Residents, employees and visitors can all access the underground parking by an audio/video intercom system. (See pages A17–A18 of the applicant narrative.)

A parking study was done by WSB which concludes that the proposed parking would support the uses. (See pages A64–A90.) The total demand for parking is anticipated to be 125 spaces.

## **Traffic**

A traffic study was also done by WSB, which concludes that the existing roadways support the proposed uses. (See traffic study on pages A64–A90.) The proposed use would generate less traffic than the approved medical office. (See page A73 of the current traffic study and page A91 of the previous traffic study.) The medical office was anticipated to generate 279 trips in the AM peak hour and 216 trips in the PM peak hour. The proposed use would generate 27 trips in the AM peak hour and 40 trips in the PM peak hour.

However, as was conditioned in the approvals for Twin City Orthopedic and Fairview Southdale Hospital, should signal improvements be deemed necessary at 65<sup>th</sup> Street and France Avenue, the property owner would be required to participate in appropriate cost sharing for signal improvements. This would be a requirement in the Developer's Agreement.

## **Landscaping**

Based on the perimeter of the site, 34 overstory trees and a full complement of understory trees and shrubs are required. The applicant is proposing to plant 44 overstory trees around the perimeter of the site & 200+ understory trees and shrubs. (See landscape plan on pages A33 and A53.)

## **Grading & Utilities**

The city engineer has reviewed the plans and found them generally acceptable and offered comments. (See page A92.)

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

## **Noise Study**

Two outside chillers are proposed on the west side of the building in the loading area. They would be screened from the adjacent property to the west. (See pages A33, A40 and A53.) During the Sketch Plan review, the Planning Commission requested information regarding noise. A noise study is to be completed to demonstrate that the project would conform to the noise ordinance.

## **Signage**

Signage would be allowed per the requirements of the Regional Medical District within the Zoning Ordinance Amendment for the PUD. (See attached draft Ordinance.) This would be consistent with the previous PUD approval.

## PRIMARY ISSUES/STAFF RECOMMENDATION

### Primary Issues

- **Is the proposed Comprehensive Plan Amendment to allow senior housing as a permitted use in the RMD District reasonable?**

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

1. Senior Housing would be a compatible use with the Regional Medical District. It would provide seniors a large benefit of having medical facilities within close proximity.
2. Densities for Senior Housing within the RMD & HDR District would be determined on a case by case basis, allowing the City some discretion as to when high density for senior housing may be appropriate. The proposed language suggests that densities for senior housing would be based on proximity to hospitals, proximity to low density uses, utilities capacity, level of transit service available, and impact on adjacent roads. Additional desired items to allow greater density include: Below grade parking, affordable housing, sustainable design principles, and provision of public art.
3. In general Senior Housing generates less traffic than medical office use.

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

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

1. The proposal would create a more efficient and creative use of the property. The building would be pulled up close to the street with a podium height of two-stories, with sidewalks in front, and separated from the street by green space to promote a more walkable environment. The skyway connection adds an element of connectivity not found in the previous project, providing a convenient pedestrian connection for residents of the proposed building and patients of the hospital.
2. Parking would be located under the proposed housing; and would not be visible. The previous approved plans included a large parking ramp setback just 15 feet to the west lot line. This building expands that setback to 42 feet. (See pages A13a and A33a.) Landscaping and balconies are proposed in front along France Avenue. The corner of the building still opens up to France and 65<sup>th</sup>. The individual store fronts have been eliminated; however, the large store-front type windows remain. Uses on this side of the building

would be a barber, pharmacy and fitness room; so activity within these spaces will be evident from the street.

3. The applicant is again proposing to utilize sustainable design principals. Green building practices are suggested, and green roofs are proposed. (See pages A23–A24, of the applicant’s narrative that explains how this project meets the above purpose and intent of the PUD Ordinance.)
4. The building includes a podium height of two-stories along the street, which would give pedestrians on the sidewalks in front a feeling that the building is not as tall. Comprehensive Plan contemplates allowing a maximum podium height of two-stories at the street. This two-story podium was also a part of the previously approved medical office plans.
5. The proposed uses would be an even better fit in to the neighborhood. The residential component is consistent with the high density residential apartments to the south and west. The transitional care is consistent with the medical uses to the north and east.
6. The existing roadways would support the project. WSB conducted a traffic impact study based on the proposed development, and concluded that the traffic generated from the project would not impact the adjacent driveways or intersections. In fact the proposed uses would actually generate less traffic than the previously approved medical building. No additional improvements other than those shown on the site plan would be required to accommodate the site redevelopment. (See traffic study on pages A64–A90.)
7. The PUD ensures that the building proposed would be the only building built on the site, unless an amendment to the PUD is approved by City Council.
8. The proposed project would meet the following goals and policies of the Comprehensive Plan:
  - a. Building Placement and Design. Where appropriate, building facades should form a consistent street wall that helps to define the street and enhance the pedestrian environment. On existing auto-oriented development sites, encourage placement of liner buildings close to the street to encourage pedestrian movement.
    - Locate prominent buildings to visually define corners and screen parking lots.
    - Locate building entries and storefronts to face the primary street, in addition to any entries oriented towards parking areas.

- Encourage storefront design of mixed-use buildings at ground floor level, with windows and doors along at least 50% of the front façade.
  - Encourage or require placement of surface parking to the rear or side of buildings, rather than between buildings and the street.
- b. Movement Patterns.
- Provide sidewalks along primary streets and connections to adjacent neighborhoods along secondary streets or walkways.
  - Limit driveway access from primary streets while encouraging access from secondary streets.
  - Provide pedestrian amenities, such as wide sidewalks, street trees, pedestrian-scale lighting, and street furnishings (benches, trash receptacles, etc.)
- c. Encourage infill/redevelopment opportunities that optimize use of city infrastructure and that complement area, neighborhood, and/or corridor context and character.
9. Higher densities are justified for the following reasons: The project would be connected to the Fairview Hospital by the second level skyway, tying the project to the Hospital; Senior Housing would generate less traffic than the approved medical building with retail on the site; existing roadways would support the project; adequate utilities are available to the site; convenient transit service is available for workers and residents; the building would include sustainable design principles; public art is proposed; affordable housing is offered; and primary parking would be below grade.

## **Staff Recommendation**

### Comprehensive Plan Amendment

Recommend that the City Council approve the request for a Comprehensive Plan Amendment to allow senior housing in the RMD District; and to potentially allow greater density for senior housing development under certain circumstances on a case by case basis.

Approval is subject to the following findings:

1. Senior Housing is a compatible use with the Regional Medical District. It would provide seniors a benefit of having medical facilities within close proximity.
2. Densities for Senior Housing within the RMD & HDR Districts would be determined on a case by case basis, allowing the City some discretion as to

when high density for senior housing may be appropriate. Densities for senior housing would be based on proximity to hospitals, proximity to low density uses, utilities capacity, level of transit service available, and impact on adjacent roads. Other desired items to allow greater density include: Below grade parking, provision of park or open space, affordable housing, sustainable design principles, and provision of public art.

3. In general, senior housing generates less traffic than all-age housing or medical office facilities.

*Preliminary Rezoning to Amend the Planned Unit Development-3 District & Preliminary Development Plan*

Recommend that the City Council approve the Preliminary Rezoning to amend the PUD-3 District, and approve the Preliminary Development Plan.

Approval is based on the following findings:

1. The proposed land uses are consistent with the Comprehensive Plan, assuming the Comprehensive Plan Amendment is approved.
2. The site layout would be an improvement over a site layout required by standard zoning; the building is brought up to the street, provides podium height, and front door entries toward the street, includes sidewalks to encourage a more pedestrian friendly environment along the street, provides underground parking, and provides an indoor pedestrian connection to the hospital.
3. The design of the building is of a high quality brick, architectural precast concrete, and glass, and is compatible with previously approved medical building.
4. Traffic would be improved in the area by eliminating the right-in and out access on France Avenue.
5. Based on the traffic study done by WSB, the existing roadways can support the proposed development. Traffic generated by the proposed project would be less than the approved medical building for the site.
6. The proposed project would meet the following goals and policies of the Comprehensive Plan:
  - a. Building Placement and Design. Where appropriate, building facades should form a consistent street wall that helps to define the street and enhance the pedestrian environment. On existing auto-oriented development sites, encourage placement of linear buildings close to the street to encourage pedestrian movement.

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

b. Movement Patterns.

- Provide sidewalks along primary streets and connections to adjacent neighborhoods along secondary streets or walkways.
- Limit driveway access from primary streets while encouraging access from secondary streets.
- Provide pedestrian amenities, such as wide sidewalks, street trees, pedestrian-scale lighting, and street furnishings (benches, trash receptacles, etc.)

c. Encourage infill/redevelopment opportunities that optimize use of city infrastructure and that complement area, neighborhood, and/or corridor context and character.

7. Higher densities are justified for the following reasons: The project would be connected to the Fairview Hospital by the second level skyway, tying the project to the Hospital; Senior Housing would generate less traffic than the approved medical building with retail on the site; existing roadways would support the project; adequate utilities are available to the site; convenient transit service is available for workers and residents; the building would include sustainable design principles; public art is proposed; affordable housing is offered; and primary parking would be below grade.

Preliminary approval is subject to the following conditions:

1. The Final Development Plan must be generally consistent with approved Preliminary Development Plans dated June 6, 2013; including construction of the skyway connection to the Fairview Hospital parking ramp.
2. A noise study must be done to demonstrate that the proposed mechanical equipment meets all noise regulations.

3. Sustainable design. The design and construction of the entire project must be done with the Sustainable Initiatives as outlined in the applicant's narrative within the Planning Commission staff report.
4. All buildings must be built with sprinkler systems, subject to review and approval of the fire marshal.
5. Compliance with all of the conditions outlined in the director of engineering's memo dated July 2, 2013. (Page A92.)
6. As part of a Developers Agreement the property owner would be required to participate in appropriate cost sharing for signal improvements at 65<sup>th</sup> Street and France Avenue.
7. Adoption and compliance with a PUD Ordinance for the site.

**Deadline for a city decision:** October 1, 2013

ORDINANCE NO. 2012-

AN ORDINANCE AMENDING THE ZONING ORDINANCE  
TO AMEND THE PUD-3, PLANNED UNIT DEVELOPMENT-3  
DISTRICT AT 6500 FRANCE AVENUE

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The City Of Edina Ordains:

**Section 1.** Subsection 850 is hereby amended to add the following Planned Unit Development (PUD) District:

**850.23 Planned Unit Development Districts (PUD)**

**Subd. 2. Planned Unit Development District-3 (PUD-3) – Edina  
Medical Building ~~Aurora on France~~**

**A. Legal Description:**

All of Lot 4 and the Easterly 56.44 feet of Lot 3, Block 2, Southdale Office Park Second Addition. Hennepin County, Minnesota.

And,

Lot 3, Block 2, except the Easterly 56.44 feet thereof, Southdale Office Park Second Addition, Hennepin County, Minnesota.

**B. Approved Plans.** Incorporated herein by reference are the ~~Aurora on France Senior Housing~~ 6500 France-Edina Medical Building plans received by the City on \_\_\_\_\_ November 6, 2012~~3~~, except as amended by City Council Resolution No. 2012-176\_\_\_\_, on file in the Office of the Planning Department under file number 2012-003.12a. ~~2013.014.13a.~~

**C. Principal Uses:**

All principal uses allowed in the Regional Medical District (RMD) Zoning District, except drive-through uses.

**Senior Independent & Assisted Living/Nursing Home.**

**D. Accessory Uses:**

All accessory uses allowed in the Regional Medical District (RMD)

Off-street parking facilities

Produce stands pursuant to permit issued by the City Manager.

Signs allowed per the Regional Medical District.

**E. Conditional Uses:**

None

**F. Development Standards. Development standards per the RMD Zoning District, except the following:**

**Building Setbacks**

Front – France Avenue	25 feet
Front – 65 <sup>th</sup> Street	25 feet
Side – West	100 <b>42</b> feet
Rear – South	<b>20 &amp;</b> 30 feet

**Parking Ramp Setbacks**

Front – France Avenue	80 feet
Front – 65 <sup>th</sup> Street	25 feet
Side – West	15 feet
Rear – South	20 feet

Building Height	five stories and 62 feet
Maximum Floor Area Ratio	100% <b>220%</b>

**Chiller/Mechanical Equipment Setbacks**

If the footprint is larger than 36 square feet in area or 6 feet in height, utility and/or mechanical equipment shall be required to meet the above Front Setback requirements. The Side and Rear setback requirements shall be 6 feet. Mechanical Equipment must also meet the following conditions:

1. All mechanical equipment accessory to any building, shall be screened from all lot lines and streets in accordance with Section 850.10. Subd. 2.C.
2. Noise from mechanical equipment shall be subject to the City's Noise regulations in accordance with Section 1040.

**Section 3.** This ordinance is effective immediately upon its passage and publication.

First Reading:

Second Reading:

Published:

ATTEST:

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Debra A. Mangen, City Clerk

---

James B. Hovland, Mayor

Please publish in the Edina Sun Current on:

Send two affidavits of publication.

Bill to Edina City Clerk

#### 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 Ordinance was duly adopted by the Edina City Council at its Regular Meeting of \_\_\_\_\_, 2013, and as recorded in the Minutes of said Regular Meeting.

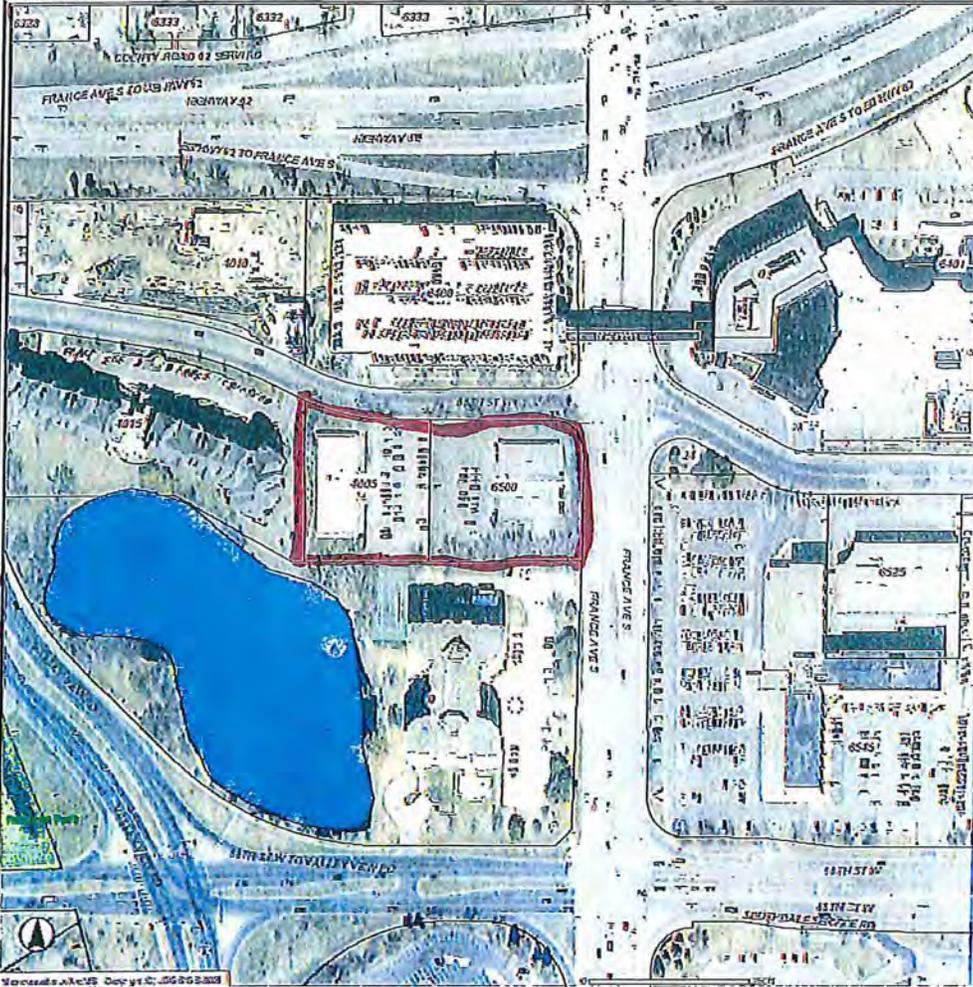
WITNESS my hand and seal of said City this \_\_\_\_\_ day of \_\_\_\_\_,  
2013.

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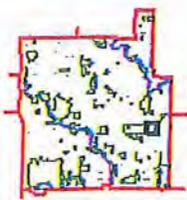
City Clerk



# City of Edina



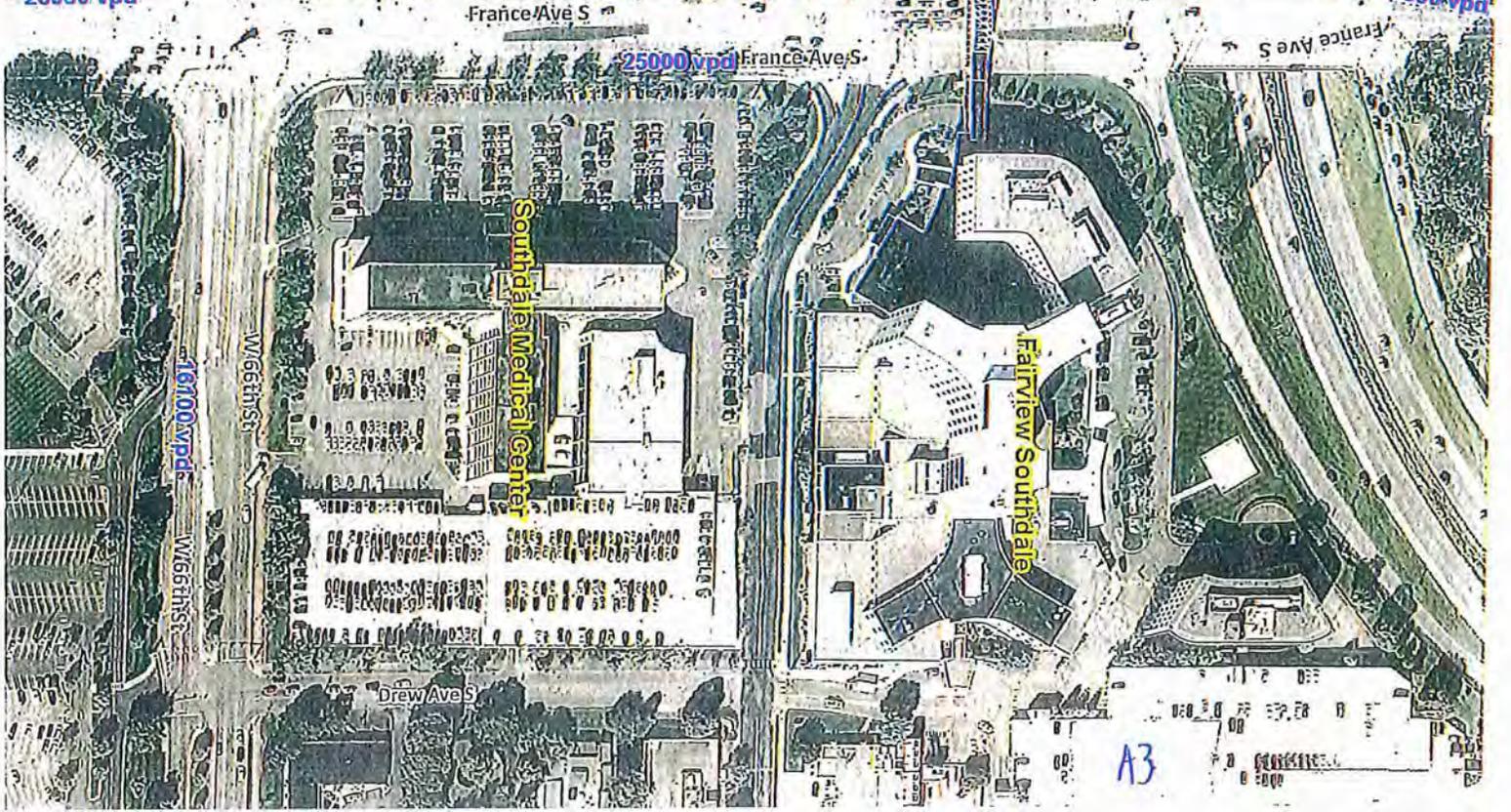
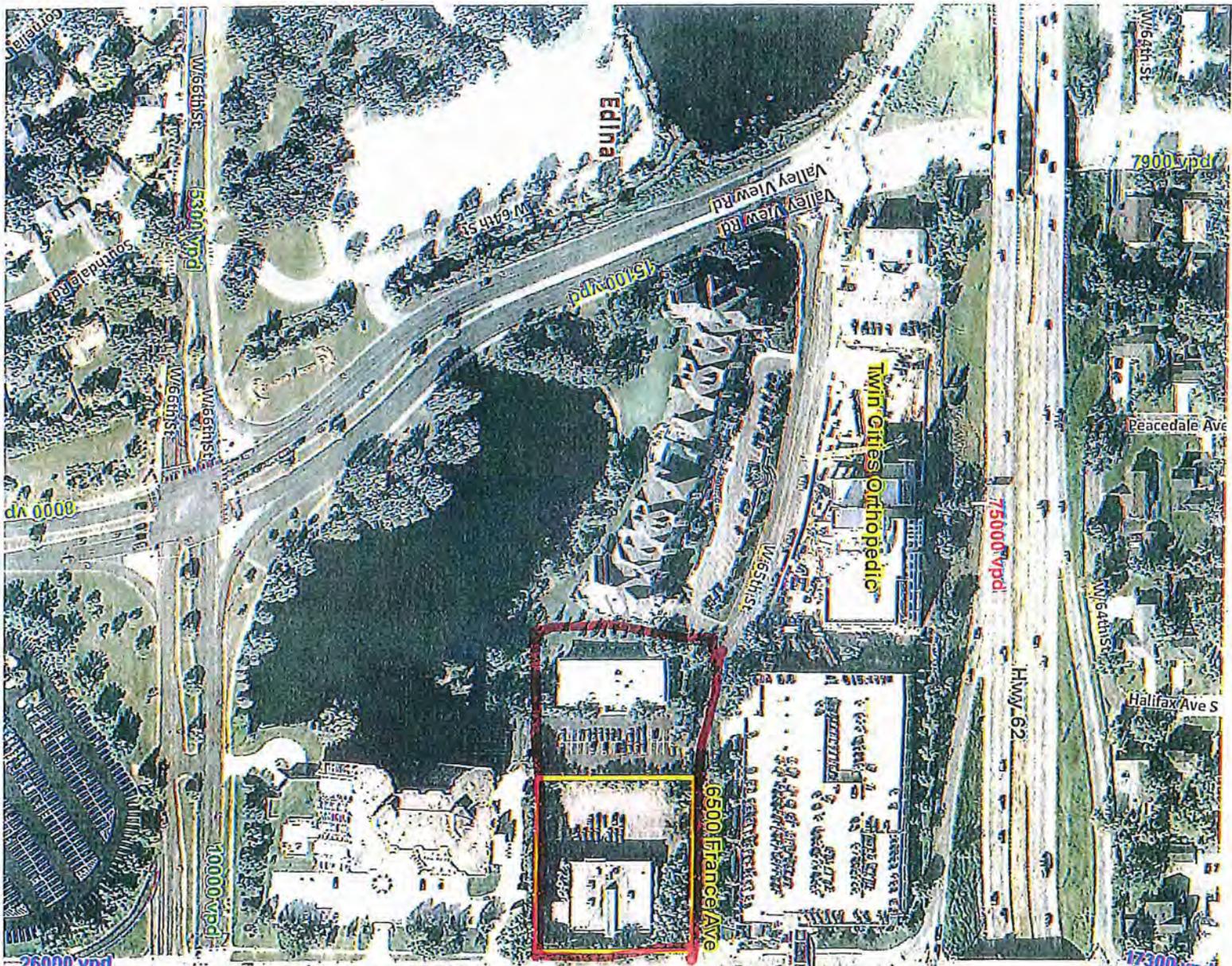
- Legend**
- House Number Labels
  - Street Name Labels
  - City Limits
  - Creeks
  - Lake Names
  - Lakes
  - Parks
  - Parcels
  - 2000 Aerial Photo



PID: 3002824140008

6500 France Ave S  
Edina, MN 55435





A3





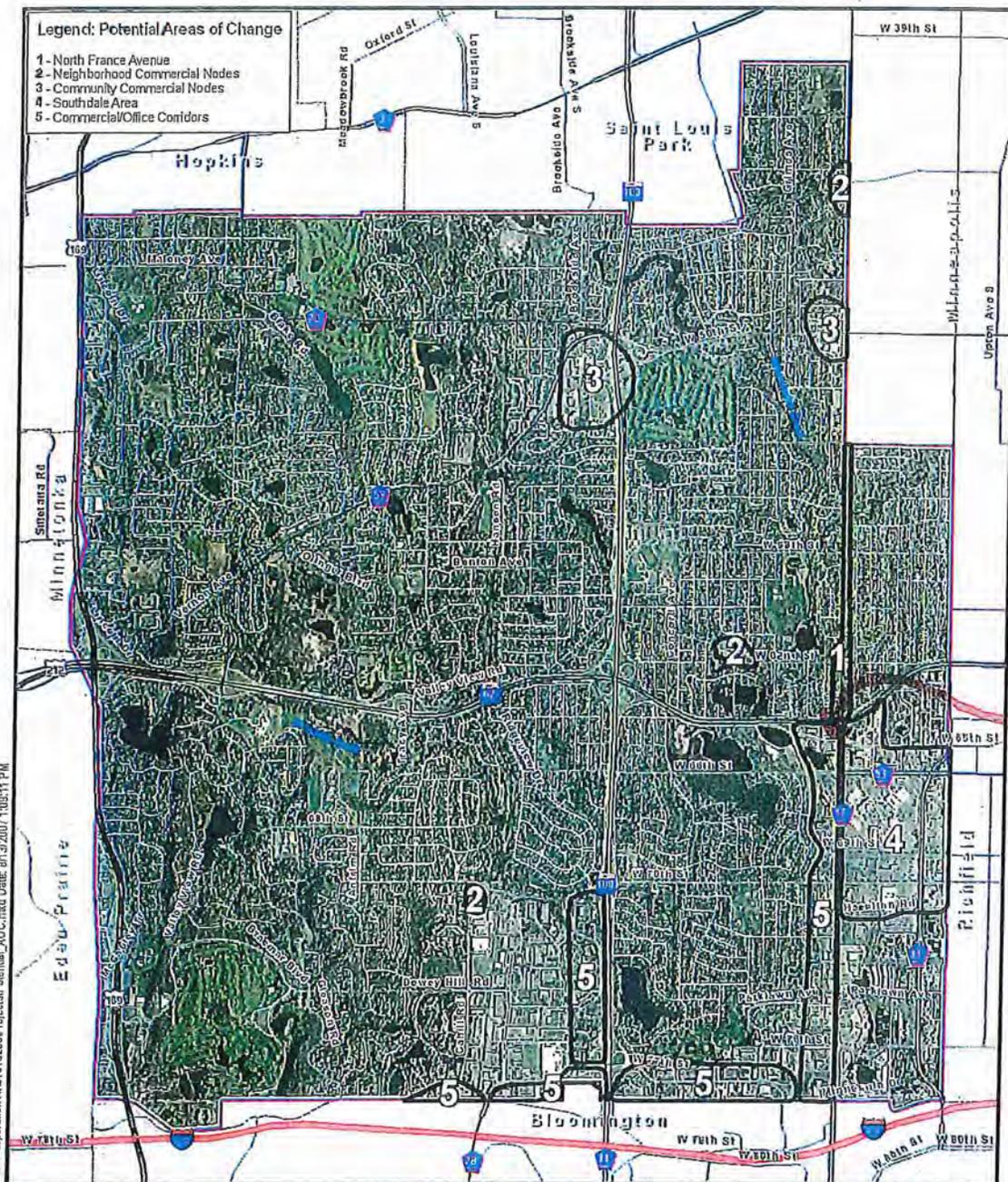


Nonresidential and Mixed Use Categories	Description, Land Uses	Development Guidelines	Density Guidelines
RM Regional Medical	Hospitals, medical and dental offices and clinics, and laboratories for performing medical or dental research, diagnostic testing, analytical or clinical work, having a direct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

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

### Potential Areas of Change

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



URS Corporation N313102200Projects\Potential\_AOC.mxd Date: 8/13/2007 1:08:11 PM

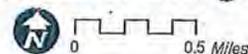
Figure 4.4



**City of Edina**  
2008 Comprehensive Plan Update

Date of Aerial Photography: August 2006

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



A7



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

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

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

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



### **Movement Patterns.**

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



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



### 3. Improve Connectivity in Large-scale Superblock Development.

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

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



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



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

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





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

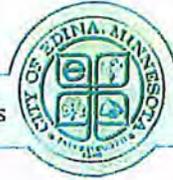
**8. Variety of Building Forms.** Encourage an integrated mix of building types, heights and footprints within blocks, rather than single buildings or building groups.

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



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

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





## Building Height Issues

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

Visual / Aesthetics

Capacity

Financial



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



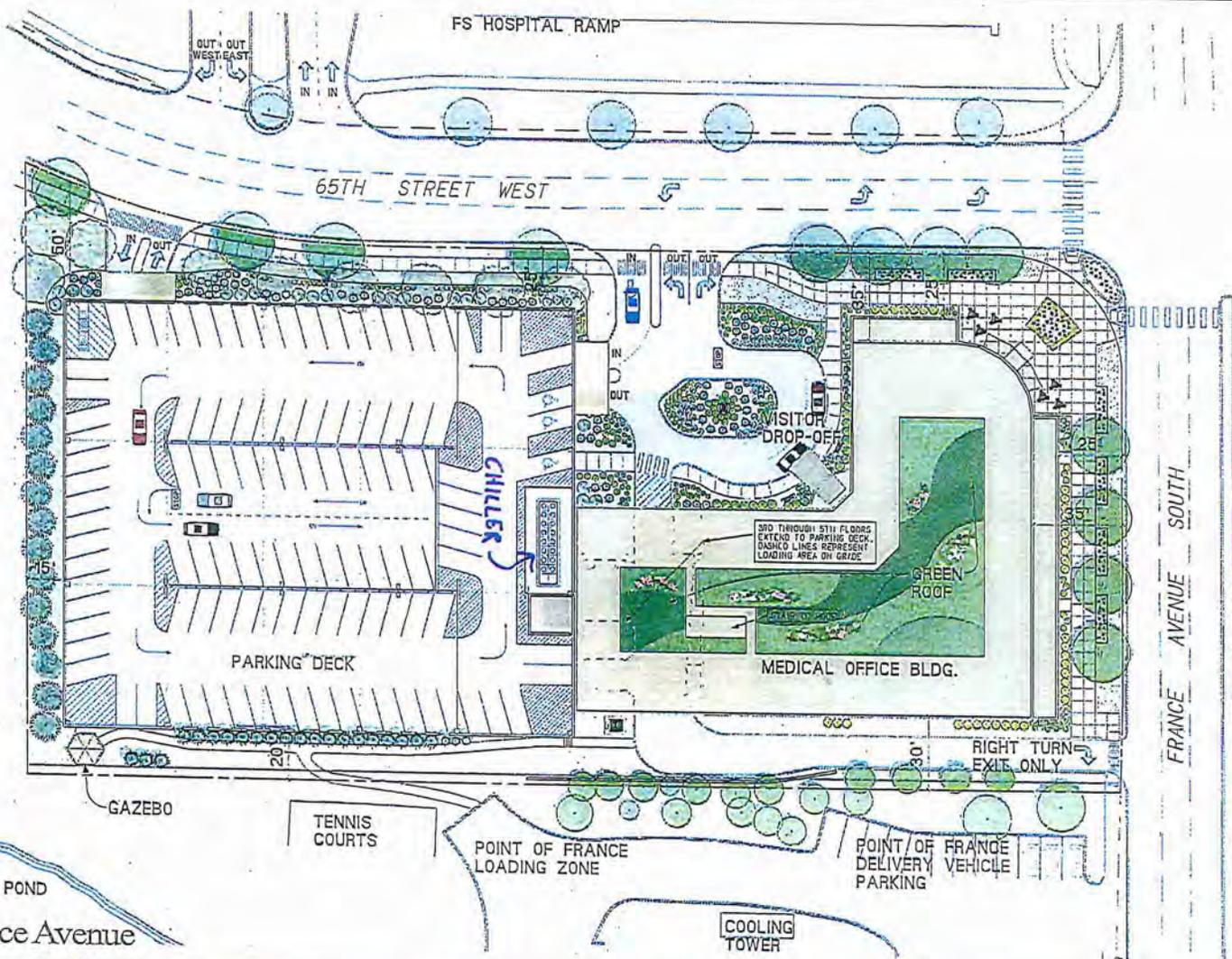
**Podium Height:** The "podium" is that part of the building that abuts the street, or that provides the required transition to residential neighborhoods, parks, and other sensitive uses.



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



*"Podium height" building examples*



413a

Site Plan  
6500 France Avenue

November 6, 2012

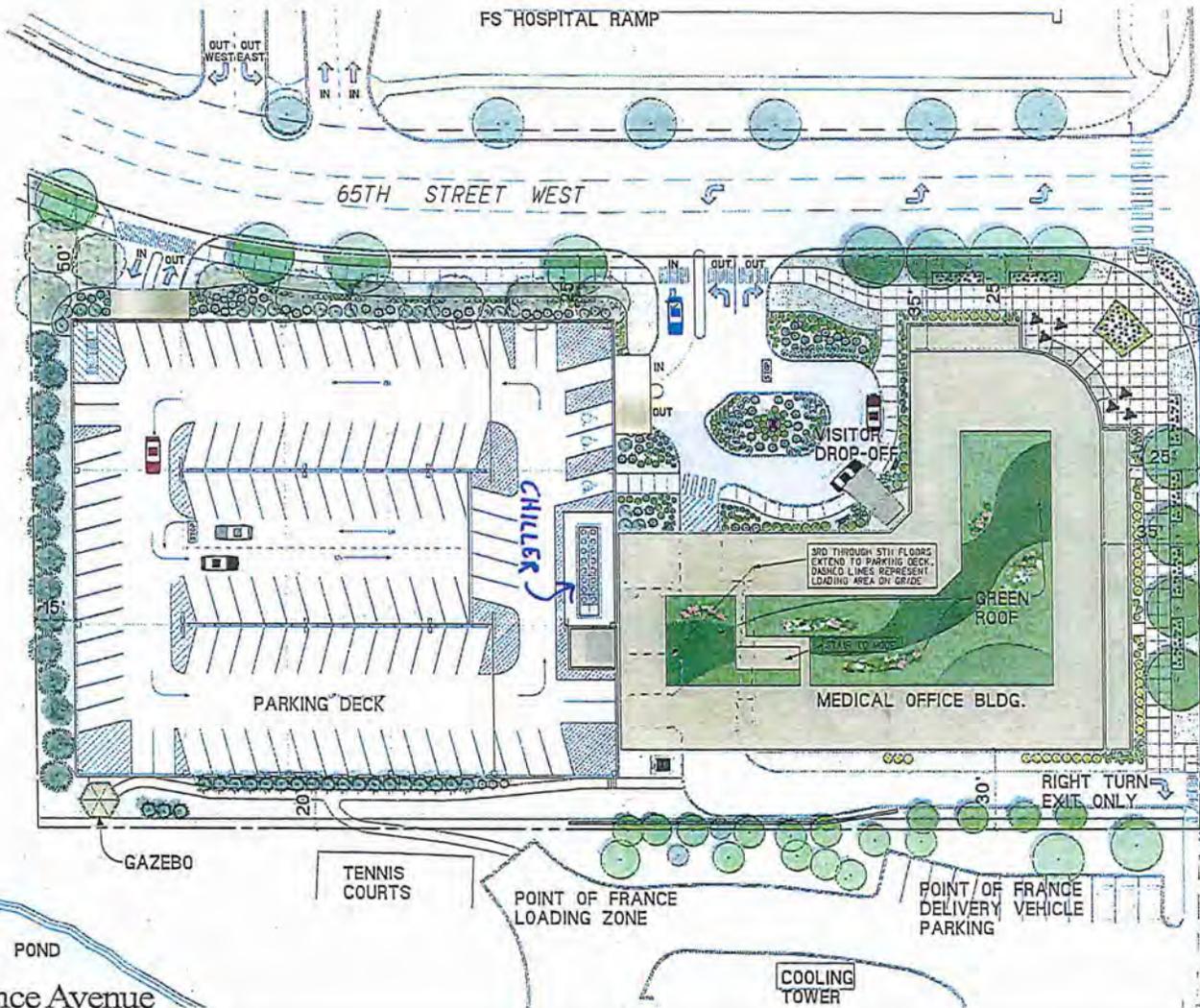
EDWARD FARR  
ARCHITECTS INC

# EDINA MEDICAL PLAZA

AURORA  
Investments, LLC

MOUNT DEVELOPMENT CO.

**APPROVED MEDICAL  
PROJECT**



Site Plan  
6500 France Avenue

November 6, 2012

EDWARD FARR  
ARCHITECTS INC

# EDINA MEDICAL PLAZA

AURORA  
Investments, LLC

MOUNT DEVELOPMENT CO.

**APPROVED MEDICAL  
PROJECT**

A139



Northeast Aerial

November 6, 2012

EDWARD FARR  
ARCHITECTS INC

# EDINA MEDICAL PLAZA

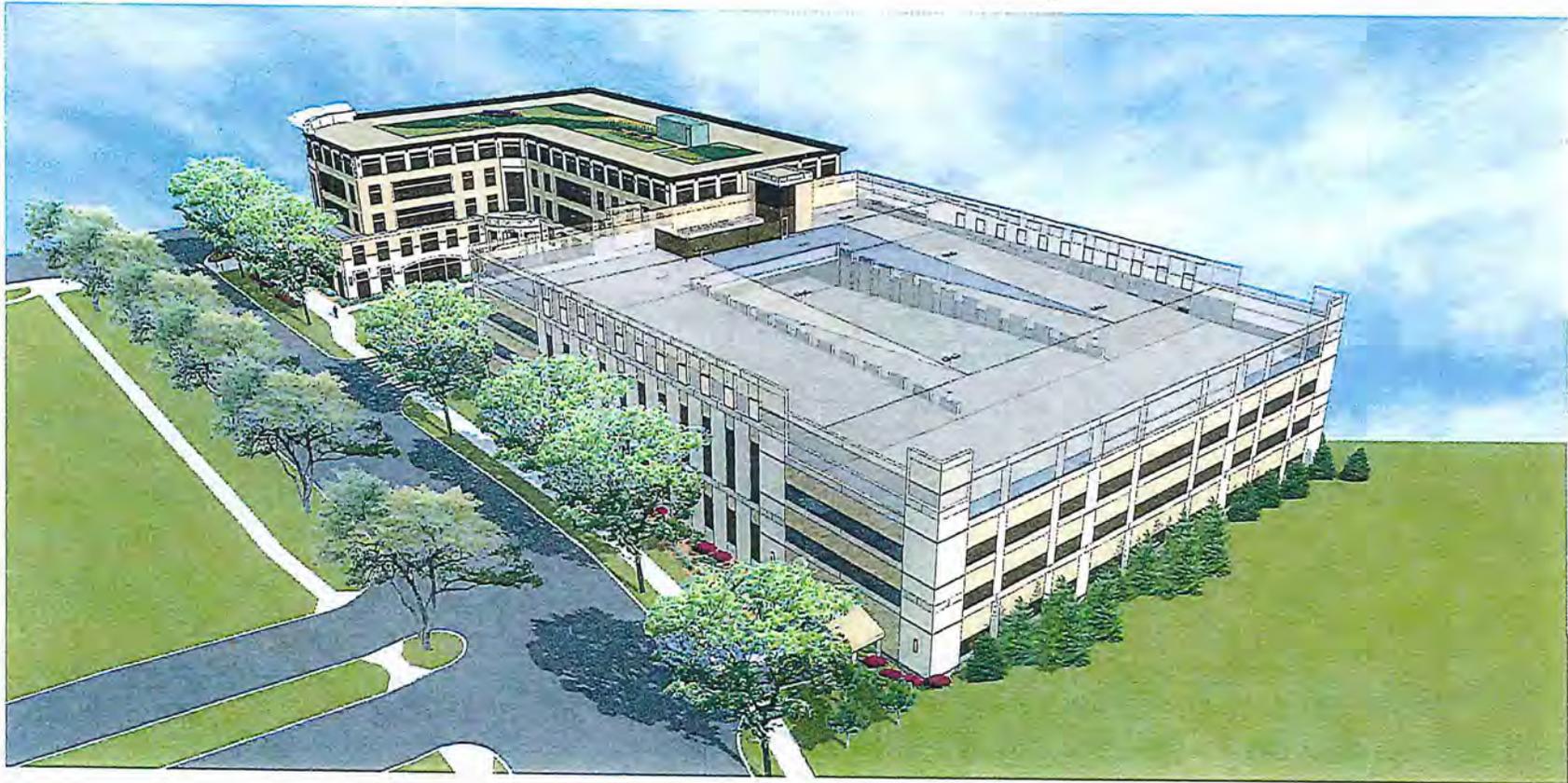


AURORA  
Investments, LLC



MOUNT DEVELOPMENT CO.

A13b



A13C

Northwest Aerial

November 6, 2012

EDWARD FARR  
ARCHITECTS INC

# EDINA MEDICAL PLAZA

 AURORA  
Investments, LLC

 MOUNT DEVELOPMENT CO.

**Aurora on France**  
6500 France Avenue South

**Project Summary**  
June 14, 2013

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

**Development Team**

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

- Architect:** Edward Farr Architects, Ed Farr
- Civil Engineering:** Alliant Engineering, Mark Rausch
- Developer:** Mount Development Co., Stephen Michals
- Owner:** Aurora Investments, LLC, Luigi Bernardi
- Tenant/Operator:** Ebenezer, a division of Fairview Hospital, Susan Farr  
Multiple senior care facilities locally, including York Gardens, Ebenezer Park Apartments, Ebenezer Senior Tower. They specialize in short-term specialty care facilities for seniors, offering non-hospital bed choices for their clients.

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

**Site Area** = 102,965 sq ft / 2.34 acres

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

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

**Proposed Redevelopment:** New Senior Care Building, 228,842 sq ft, 5 stories; plus one level of under-building parking.

**Proposed Occupancy:**

- Senior Citizen Dwelling Units (like Zone PSR-4):
  - Independent Living Units
  - Assisted Living Units
- Nursing, Convalescent, Rest Homes (like Zone PRD-5):
  - Transitional Care Suites
  - Memory Care Suites
  - Care Suites

*Note that this facility will have an Elderly Waiver program. Four units of Independent Living / Assisted Living are available after 2 years of occupancy. This is the standard Ebenezer policy.*

**Proposed Parking:**

10 Surface Stalls + 135 Under-Building Stalls = 145 Stalls total.

**Proposed Building Setbacks:**

North	25' min / 50' max.
South	30' on east end / 20' on west end
East	25' at street level / 35' at podium level **
West	42'

**History:** We received approval of a 5 story medical office building and parking ramp in December, 2012 for this property. Aurora Investments has purchased both land parcels. Demolition has started by removing the 6500 France Av structure, and soon we will be starting demolition on the 4005 W. 65<sup>th</sup> St structure.

**Overview:** We have been approached by Ebenezer, a division of Fairview Hospital, to use this property for a Specialty Senior Care Housing Facility instead of medical offices. We feel that this new use is an improvement to our previously approved use in the following ways:

1. The entire block bordered by Valley View Rd on the west, France Av on the east, W. 65<sup>th</sup> St on the north and W 66<sup>th</sup> St on the south will become all Housing, for consistency of uses on this block.
2. There will be substantially less traffic generated by this housing development versus the previously approved medical office use – 400 less cars parked on site!
3. There will be approx. 15,000 sq ft less 'roof area' on our building versus the previously approved medical office building and parking ramps roofs.
4. The cubic volume of building enclosure is approx. 25% less than our previously approved medical office building and parking ramp enclosed volume, reducing the visual mass of the structure.

Our application is to amend the Comprehensive Guide Plan to include Senior Care Housing as an approved use with in the Regional Medical District, and amend our PUD-3 Zoning to this new use.

**Density Comparisons:** At Sketch Plan review, we were asked to provide other examples of similar use and densities to justify our proposal. Typical planning metrics of Floor Area Ratio (F.A.R.) and Units per Acre are popular measures of density for commercial and multi-family buildings. However, those conventional metrics do not necessarily provide an accurate, or appropriate, measure of density when applied to Senior and Nursing Home housing. Nonetheless, please refer to the enclosed sheets labeled "Senior Housing Building Density Study" and "Apartment Building Density Study" for 11 examples of high density developments in the Minneapolis area that have F.A.R. and Unit per Acre values in excess of our request. Each of these buildings has parking under the building to preserve a pedestrian friendly, walkable area around the building.

One unique and important difference between Senior housing and traditional apartments is that the traditional apartment mix of 3 Bedroom, 2 Bedroom and 1 Bedroom units create a much larger structure with lower density numbers than Senior housing buildings that have smaller units. Our proposed Senior building has 197 units which many are 600 sf studios.

Another difference is that a large portion of our Senior housing residents are there for medical reasons that prevent them leaving the facility; and all of our residents are adults, not children. This reduces their demand on regional amenities such as roadways, retail, playgrounds and other public open spaces. Specifically, our proposed building requires only 138 parking stalls per zoning code; and the daily turnover trips by our residents are very low. Our previous Medical Office Building required 548 parking stalls per zoning code, with each stall turning over multiple times per day. So the net impact of our Senior housing use is less than one quarter of the vehicles per day generated by the Medical Office use. For comparison purposes only, had we provided surface parking for both uses, a 548 stall Medical Office parking lot size would create a very low F.A.R. whereas a 138 stall Senior Housing parking lot would create a higher F.A.R., solely on the basis of the number of parking stalls taking up more land area. Therefore, the logic to regulate our Senior housing use with an F.A.R. metric simply does not apply to our type of facility.

Fundamentally, the choice to conceal our parking lot below our building, versus creating a large open asphalt parking lot on grade, impacts the F.A.R. calculation the most. Our Floor Area Ratio is similar to other urban areas when we have all parking underground. We believe that the visual improvement of concealing our parking, as well as minimizing the heat island effect from all that black asphalt, adds to the overall positive visual impact of our project. The resulting urban area density is consistent with the City's vision for a more urban France Avenue corridor, where buildings are pulled forward to the front lot line. The proposed building still fits comfortably on the site; and offers seniors significant green space for outside activities.

A third difference is our unique adjacency and skyway connection to Fairview Southdale Hospital, allowing doctors and patients to reduce the number of vehicle trips between buildings, as well as reducing certain duplications of medical care facilities on site.

A special overlay district could be considered for Senior housing in the Regional Medical District.

**Planning Concept:** As per our earlier application, joining the two parcels (6500 France & 4005 W 65<sup>th</sup> St) offer many advantages to the site layout. We are still adopting an urban, pedestrian-friendly, streetscape along France Ave by bringing the building forward to the street; as well as incorporating a 'podium' design effect by setting the building back above 2<sup>nd</sup> floor to maintain a comfortably-scaled pedestrian experience. The streetscape includes over-story trees along the right-of-way, a 10 ft wide sidewalk and decorative planters that contain colorful plantings (annuals, perennials and low evergreen shrubs). Vehicular access is available at two driveways along 65<sup>th</sup> St W – one at the main entry / visitor drop off area; and a second for parking and delivery vehicles on the west side of our site.

The City is currently in process to update several intersections along France Avenue at 66<sup>th</sup> St, 69<sup>th</sup> St and 70<sup>th</sup> St. The City's consultant, WSB Associates, has provided the preliminary designs at those intersections for reference. Our proposed project has been refined to incorporate a consistent design in the southwest quadrant of the 65<sup>th</sup> St and France Avenue intersection including the addition of an oval shaped raised planter between two new relocated pedestrian ramps. The new ramp locations will be set at the end radius points of the curb and be perpendicular to either 65<sup>th</sup> St W or France Avenue. There are final traffic signal design details to be done by others that will need to be coordinated with the City Engineer and County regarding the existing traffic signal base, pedestrian crossing buttons and hand hole relocations, as needed.

**Building Design:** The building design will be an attractive façade using multiple colors of face brick, warm-toned architectural precast concrete wall panels with a variety of surface finishes, tinted bronze-tone Low-e glass in tan painted aluminum frames and a small amount of EIFS decorative cornice trim. Multiple façade planes, parapet projections and exterior balconies offer dimensional relief to the façade. The main entrance located off of W 65<sup>th</sup> St serves as a visitor drop-off area for residents, and features a covered drop-off canopy for weather protection plus a public art piece in the front yard. The NE building corner at France Ave and W 65<sup>th</sup> St still has its distinctive glazed crown, backlit at night, to provide a regional point of identity for the building. The corner plaza area will offer outdoor seating, and also coordinates with the City's initiative to upgrade the pedestrian experience at these corners. The plaza will have decorative concrete surfacing treatment, planting areas and bollards behind the curb.

**Visual Screening for the Adjacent Properties:** We will supplement the already mature landscape buffer between Point of France and our site with new trees and bushes along our south yard. The ash trees along this borderline with Point of France are approx. 35' – 50' tall, providing excellent screening for most months of the year. On the west, facing Cornelia Place Apartments, we are employing three significant screening strategies to our garage entrance and service area as follows:

1. The service court for deliveries is recessed at basement level, and will be screened via a dense row of coniferous plantings along our side yard line
2. The HVAC equipment in the loading area will be screened via a dense row of coniferous plantings on their west end, plus an overhead decorative trellis structure to screen views from the upper floor apartments.
3. We will screen headlights from automobiles exiting the lower level garage by providing a dense row of coniferous plantings along our side yard line across from the garage door.

**Parking:** There are 10 exterior surface stalls proposed – 8 at the main entrance drop-off, used primarily for short-term visitor parking, and 2 in the southwest corner for service deliveries. The remainder of the parking is under the building in an enclosed level that has

security access control. Residents, employees and visitors can all access this under-building parking level; via an audio/video intercom system. Refer to the Parking Calculation page of our submittal for parking counts.

**Service Court:** Deliveries are quite infrequent for this building, estimated as follows:

- Garbage & Recycling pick up - 3 times a week, max. Short trucks only.
- Food Service deliveries - US Foods (2 times a week) and Bix 2 times a week. Periodically, they may add one delivery per week for special needs. We use short trucks only, not semi-truck sized.
- Medical and Linen Supply trucks – up to 3 times a week. Step van vehicles, typically.
- Pharmaceutical deliveries - typically weekly, but we require daily when needed. Small vehicles only (car or van).
- Resident Move-in / Move-outs – varies, but a 1 to 3 per week is average. Residents do not bring a lot of furniture, so these activities do not use large moving vans.

**Sanitary Sewer and Watermain:** The existing properties located at 4005 65<sup>th</sup> St. W. and 6500 France Ave So. are currently encumbered by two public utilities - an existing 12" ductile iron water main and 12" ductile iron sanitary sewer in the south quarter of the property. The existing water main and sanitary sewer referenced serve other properties and thus the continuity of those mains is required. There will be no disruption to the adjacent roadways.

The existing 12" sanitary sewer main along the southern property line of the 6500 France Ave property will remain as is. An existing 8" sanitary service line to the westerly 4005 building will be used to service the development at the west side of the proposed building.

The existing 12" water main loop cutting through the site will be relocated and re-routed to the south side of the property parallel to the sanitary sewer main. An 8" water service for the development is proposed from a tee off the re-routed 12". A new hydrant is proposed to service the south side of the building.

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

1. Volume retention onsite equivalent to 1" of runoff over the entire proposed site impervious surface. (Accomplished via a rain garden and infiltration via perforated piping and rock bedding).
2. Water quality volume from entire site equivalent to runoff from the 2" type II storm event and 25 year sediment storage. (Retention volume counts towards WQ volume and remainder accomplished via the rain garden and additional perforated piping and rock bedding).
3. Discharge rate control shall be provided so the proposed conditions do not exceed existing conditions for the 2, 10, and 100 yr storm events. The proposed site plan reduces by 12.8% the amount of impervious surface and thus proposed discharge rates are decreased automatically.

The proposed plan is to maintain the same point of stormwater discharge from the properties as is currently present. A private storm sewer collection system will be routed from north to south through the western portion of the site collecting the majority of site runoff. The storm sewer will drain through a pretreatment device to the proposed underground storage system at the western end of the site which will ultimately outlet to the City pond south of the property.

A18

An agreement to construct the storm sewer discharge point to the City pond will be coordinated with the Point of France property owners. Storm water runoff from the south side of the building will sheet drain to a proposed rain garden. The rain garden will overflow to an existing 15" CMP culvert that currently serves the property.

**Landscape Design Strategies:** The landscape design provides a mix of over-story, coniferous and ornamental trees, shrubs and perennials to create a vibrant display of color and foliage. We will attempt to preserve the four existing Honeylocust trees along France Avenue and seven of the boulevard Ash trees along West 65<sup>th</sup> Street. Raised curbed planters are to be provided along France Avenue that will be planted with colorful, annual and perennial flowers. Coordination will occur with City staff to provide landscaping along France Avenue that will be consistent with the work proposed by the City at other intersections. The perimeter of the building will be planted with a mixture of plant types to soften and compliment the building architecture. The building's service area and parking entrance will also be screened by existing and proposed conifers on the west and southwest side. The diversity of plantings will provide color variety and year round interest. In addition, the project is proposing to provide a green roof system on top, covering approximately 7,823 sf. This sustainable initiative will help reduce the heat island effect, reduce stormwater runoff quantity, as well as providing a nicer view down on our roof from the residents of Point of France building.

**Noise Ordinance Compliance:** We are proposing two outside air-cooled chillers for heat rejection, located in our service court. They will be visually screened, and not seen from the public way at all. An acoustical analysis will be performed and submitted to demonstrate compliance with zoning noise ordinance limits.

**Site Lighting:** Decorative wall mounted lighting along France Av and W 65<sup>th</sup> St frontages, and around the main entry area. Decorative city sidewalk light poles, as prescribed by City Engineering Dept, along the W 65<sup>th</sup> St and France Av sidewalks. Resident unit balcony wall lights will be low-wattage down lights to provide minimum level of illumination. The glazed crown feature at rooftop level at the corner of France Av and W 65<sup>th</sup> St will be backlit at night for a nice glow.

**Site Signage:** Building name / address at corner of France & W 65<sup>th</sup> St., and address above front entry. Directional signs at both entries along W 65<sup>th</sup>St.

**Hours of Use:** 24/7 resident use.

**Zoning:** Last approval for the medical office building in 2012 resulted in rezoning from Planned Office District 1 (POD-1) to PUD-3 for that use. We wish to retain our PUD zoning, but propose the change in use from Medical Office to Senior Care Housing. We have included a 12 building summary of similar size and density.

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

## Community Benefits from the New Project

1. The current buildings have substantial deferred maintenance. The building exterior, landscaping and parking lot are ready for redevelopment.
2. This building provides senior and rehab service to support to the regional medical presence of the SW suburbs. This is consistent with the City Guide Plan.
3. The building is sized to have a critical mass of services to allow cross referrals among other senior facilities in Edina. This is a key factor for the success of each specialized service area. The building will offer cost effective services to seniors as a strategic support to the hospital.
4. Edward Farr Architects is known for creating special building design features. The focal point will be the glass and brick detail of the main entry corner creating a Gateway Building to the Southdale area. Numerous surface changes occur on each side of the building to create interest and shadow elements.
5. We are supporting the pedestrian environment along France Avenue with flower gardens and sitting areas. TangleTown Gardens is the designer of these features, and their passion for unique colorful plants is shown in the enclosed photos. Accent lighting table seating will make this area a pleasant visual experience.
6. The proposed skyway will link the building to the hospital for visitor and patient services.
7. Green Building Practices will be implemented for the three phases: *building design, construction phase and long term operation* of the clinics. The General Contractor has compiled a summary of the *Green Practices* we will pursue for each phase of the project. Monthly reports during construction will demonstrate our progress.
9. A portion of the building roof will have a vegetated green roof, with native wild flowers and sedum, to enhance the view down onto the roof from the neighboring Point of France building, as well as reducing our heat island effect and improving our stormwater runoff quantity. Annual reports will show the reduction in the heat island effect along with estimates of water volume enhanced.
10. There will be ongoing seminars to evaluate methods and new technology for their clinics – *Reduce* consumption, *Re-use* materials, and *Recycle* waste. The benefit to the building will be reduced operating expenses and good stewardship of our business resources. Reports will be provided on the quantities of recycling.
11. Alternative transportation is a key element of any project. A tangible goal will be to reduce the number of cars coming to the building which will reduce the parking stalls required to service the building. We have provided several successful alternate transportation systems:

Designated preferred parking spaces for “smart cars”

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

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

The MTC #6 bus line services multiple stops for the building. Additional routes around Southdale are 515, 538, 539, 578, 579, 684.

12. The estimated real estate taxes will be over three times the current revenue. The two existing buildings pay \$154,000.
13. There will be over 52 new medical staff positions in the building. In addition, there will be 40-60 construction jobs over 12 months.
14. Storm water management will be improved through *rate control* and *water quality*, including our green roof. The current site has direct, unrestricted runoff. There is almost 13% less hard surface area in the new plan than the current buildings, which mean more green space for the community.
15. The new development is using existing utilities and roads in the community. Urban planning considers this good stewardship to reuse existing sites with current infrastructure.
16. The entrance traffic circle will have an area for a significant piece of art on the center area. We are planning a special commissioning for this feature.



**Ebenezer**  
2722 Park Avenue  
Minneapolis, MN 55407-1009  
Tel: 612-874-3460  
Fax: 612-874-3465

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

May 31<sup>st</sup>, 2013

Dear Mr. Teague,

The 6500 France Avenue location is a gateway into Edina, providing Ebenezer an opportunity to build a senior living community offering Independent Living, Assisted Living, Care suites, Transitional Care Suites, and Observation Rooms for Ebenezer's nearby affiliate Fairview Southdale Hospital and the Twin City Orthopedics center. The new facility would feature Healthsense, state-of-the-art technology, and offer the following: a heated, underground parking garage, full-service salon, exercise room, massage therapist, bistro, club lounge, full-service dining room, gift shops, library/computer lounge with Wi-Fi, theatre and a concierge service, bus lines and bike paths for employees, pharmacies, and shopping. It also faces nature and the lake, providing residents with activity views and beautiful scenery. Ebenezer is looking forward to developing in and partnering with Edina.

Thank you,

Susan Farr

A22

## Edina Senior Housing - May 6, 2013

### A NEW VISION FOR BUILDING

The following list of sustainable items has been incorporated into the DESIGN, CONSTRUCTION and OPERATION of the proposed Edina Senior Housing. Many elements have been considered from the materials used to the energy consumed. The theme of **reduce, reuse, recycle** is supported by the project team's commitment to a sustainable building for patients, employees and the community to enjoy.

- No. 1: Brownfield redevelopment - we are using a site that is already developed rather than utilizing a greenfield never developed site.
- No. 2: Alternative transportation - the MTC #6 bus stops at the front door of the site.
- No. 3: Storm water quantity control - storm water management devices will be installed to control the rate of storm water leaving the site.
- No. 4: Storm water quality control - storm water filtration devices will be installed to control the quality of storm water leaving the site.
- No. 5: Site lighting is designed to reduce light pollution - strategically placed light poles with appropriate shrouding will be utilized.
- No. 6: Water efficient landscaping - draught appropriate trees, shrubs and plantings will be used.
- No. 7: Water use reduction - the use of water efficient irrigation and plumbing fixtures.
- No. 8: Baseline energy performance - mechanical equipment will be above code minimum energy ratings and ASHRAE standards.
- No. 9: Storage and collection of recyclables - recycling measures will be taken during construction to ensure that maximum recycling of steel, cardboard and cement products.
- No. 10: Reuse of materials - existing demolished concrete components will be used on-site for sub-base material.
- No. 11: Construction waste management - we will recycle 50% of demolished building materials.
- No. 12: Locally produced materials - empahsis for regionally produced materials.
- No. 13: Certified wood materials - FSC certified wood products will be installed.
- No. 14: Construction indoor air quality management - filtration systems will be utilized during construction to ensure that permanent systems are not polluted with particulates.
- No. 15: Low emitting materials - all paints, coatings, carpets, adhesives and sealants are low in volitile organic compounds (VOC).
- No. 16: Green cleaning products that are nontoxic are used to protect the environment.

A23

PLANNING DEPARTMENT  
JUN 07 2013  
CITY OF EDINA  
free

## Edina Senior Housing - May 6, 2013

### A NEW VISION FOR BUILDING

The following list of sustainable items has been incorporated into the DESIGN, CONSTRUCTION and OPERATION of the proposed Edina Senior Housing. Many elements have been considered from the materials used to the energy consumed. The theme of **reduce, reuse, recycle** is supported by the project team's commitment to a sustainable building for patients, employees and the community to enjoy.

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A24

PLANNING DEPARTMENT  
JUN 07 2013  
CITY OF EDINA

Staff

# AURORA ON FRANCE

	# of Units	# of Beds	Parking Calculation	Enclosed Parking Required	Exposed Parking Required	Enclosed Parking Provided	Exposed Parking Provided
<b>PRD-5 Nursing Home</b>							
Traditional Care/Skilled Nursing Licensed Beds	34	40	1 enclosed stall per 4 residents	10			
Memory Care	34	40	1 enclosed stall per 4 residents	10			
Care Suites	18	18	1 enclosed stall per 4 residents	5			
Subtotal	86	98		25	0		
<b>PSR-4 Senior Citizen Dwelling</b>							
Independent and Assisted Living	111	111	.5 exposed stalls per unit		56		
			.25 enclosed stalls per unit	28			
Employees			1 exposed per employee = 29 1 enclosed per management = 1	1	29		
Subtotal	111	111		29	85		
<b>Totals</b>	<b>197</b>	<b>209</b>		<b>54</b>	<b>85</b>	<b>135</b>	<b>10</b>
				<b>Total Required 139</b>		<b>Total Provided 145</b>	

A25

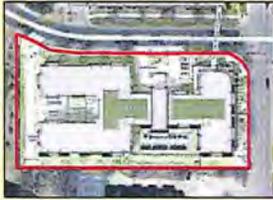
# Senior Housing Building Density Summary

June 13, 2013

## Aurora on France

6500 France Avenue South, Edina

Units: 197  
 Independent: 111  
 Skilled: 34  
 Memory: 34  
 Care Suites: 18  
 Land Area: 2.34 ac  
**Units per Acre: 84**  
 Floor Area: 228,842  
**FAR: 2.2**



## Ebenezer Park Apartments

2523 Portland, Minneapolis

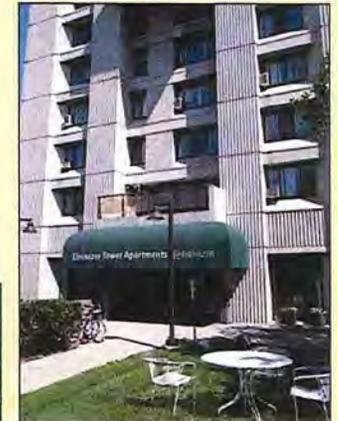
Units: 200  
 Independent: 141  
 Skilled: 34  
 Memory: 25  
 Land Area: 1.2 ac  
**Units per Acre: 166**  
 Floor Area: 184,000  
**FAR: 3.44**



## Ebenezer Seniors Tower

2700 Park Ave., Minneapolis

Units: 192  
 Senior Rental 62+  
 Land Area: 1.66 ac  
**Units per Acre: 115**  
 Floor Area: 146,160  
**FAR: 2.0**  
 HUD Sec 8 Allocation



## The Kenwood Congregate

825 Summit Avenue, Minneapolis

Units: 153  
 Independent: 100  
 Assisted: 53  
 Land Area: .92 ac  
**Units per Acre: 166**  
 Floor Area: 166,320  
**FAR: 4.1**



## Walker Methodist Health

3737 Bryant Ave. South, Minneapolis

Units: 336  
 Skilled Nursing TCU  
 Land Area: 2.5 ac  
**Units per Acre: 134**  
 Floor Area: 231,200  
**FAR: 2.1**



## Augustana Healthcare

1007 E. 14th Street, Minneapolis

Units: 303  
 Skilled Nursing TCU  
 Land Area: 2.0 ac  
**Units per Acre: 151**  
 Floor Area: 183,000  
**FAR: 2.1**



A26

# Apartment Building Density Summary

June 13, 2013

## Sydney Hall

310 - 15th Avenue SE, Minneapolis

Units: 125  
 Land Area: 1.0 ac  
**Units per Acre: 125**  
 Floor Area: 165,297  
**FAR: 2.9**



## Velo Apartments

103 2nd Street N, Minneapolis

Units: 101  
 Land Area: .69 ac  
**Units per Acre: 146**  
 Floor Area: 97,638  
**FAR: 3.2**



## Elan Apartments

2837 Dupont Avenue, Minneapolis

Units: 219  
 Land Area: 1.32 ac  
**Units per Acre: 165**  
 Floor Area: 231,386  
**FAR: 4.0 (retail included)**



## Flux Apartments

2838 Fremont Avenue S, Minneapolis

Units: 216  
 Land Area: 1.81 ac  
**Units per Acre: 119**  
 Floor Area: 194,400  
**FAR: 2.4**



## Mill and Main Apartments

425, 501 Main Street SE, Minneapolis

Units: 375  
 Land Area: 2.57 ac  
**Units per Acre: 145**  
 Floor Area: 324,652  
**FAR: 2.9**



## The Mural Apartments

2833 Lyndale Ave. S, Minneapolis

Units: 101  
 Land Area: 1.0 ac  
**Units per Acre: 100**  
 Floor Area: 148,960  
**FAR: 3.4**



A&T



A28



629



**6500 France Senior Housing**  
 EDINA, MINNESOTA  
 6-11-2013 | COMM#17656-13051

**EBENEZER**

MOUNT DEVELOPMENT CO.



**AURORA**  
 Investments, LLC

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

Table of Contents

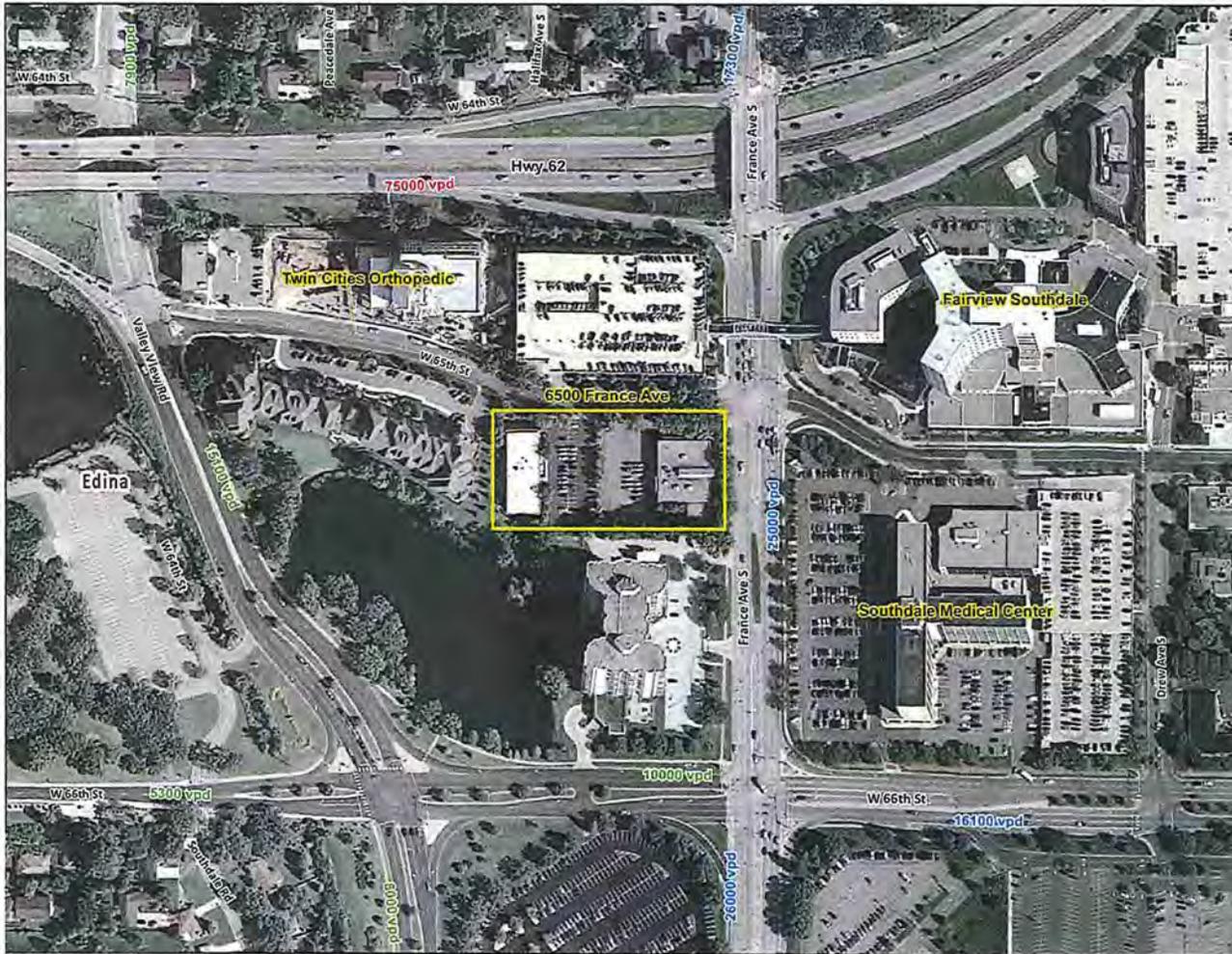
Regional Map  
Site Plan  
Rendering of View Looking Southwest  
Rendering of Aerial View Looking Southwest  
Rendering of View Looking Northwest  
Rendering of View Looking Southeast  
Rendering of View Looking at Front Entry  
Rendering of View Looking at Terrace  
Rendering of View Looking Northeast  
A5.1 North and South Elevation  
A5.2 East and West Elevation  
Screening Strategies West End  
Planting Concepts  
Building Density Summary



A-30

6500 France Avenue

June 6, 2013



A31

Regional Map

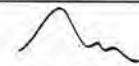
June 6, 2013

EDWARD FARR  
ARCHITECTS INC

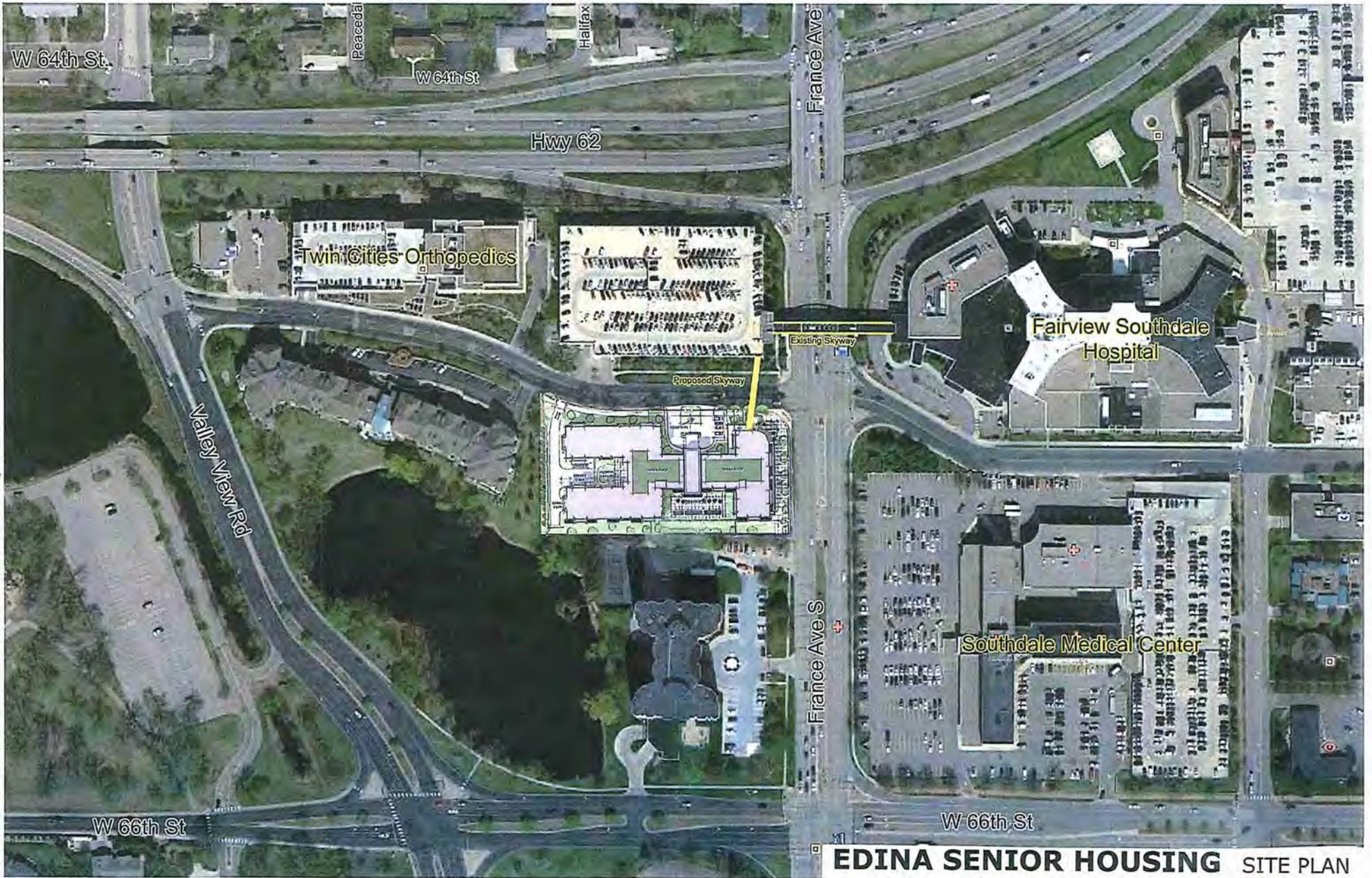
# AURORA ON FRANCE



AURORA  
Investments, LLC

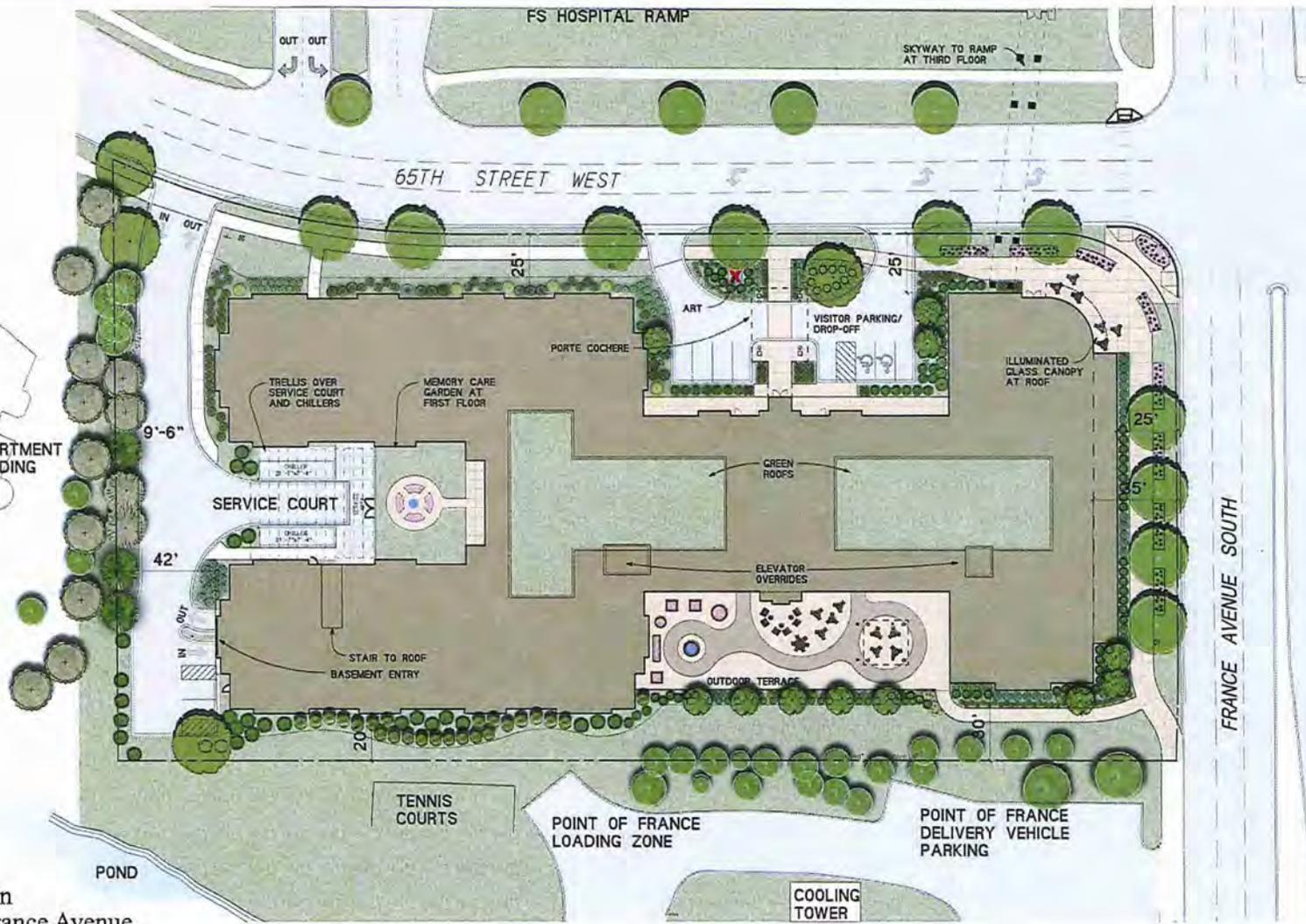


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**EDINA SENIOR HOUSING** SITE PLAN

A33



Site Plan  
6500 France Avenue

June 6, 2013

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ARCHITECTS INC

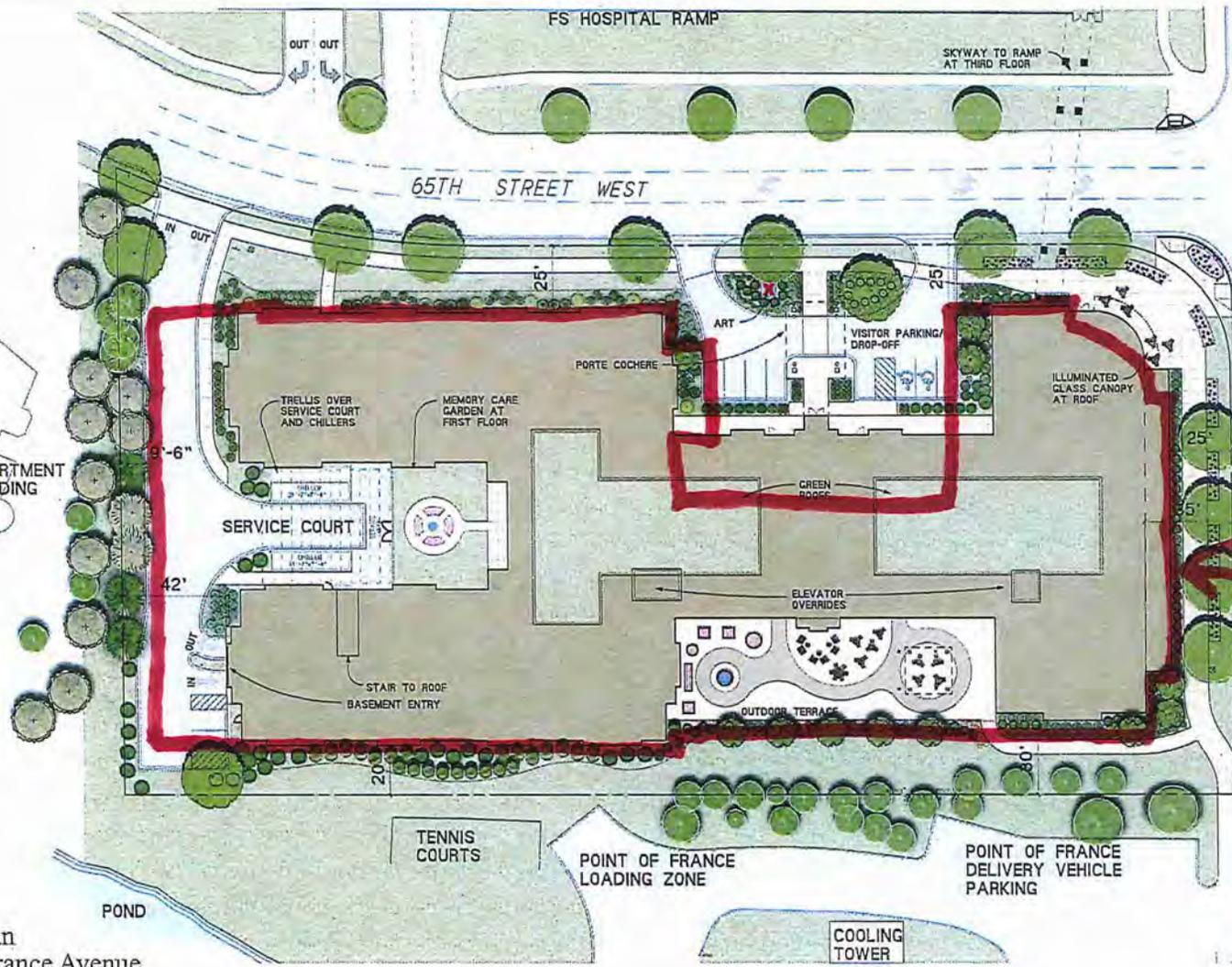
# AURORA ON FRANCE



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**FOOTPRINT OF APPROVED MEDICAL BUILDING**

A33a

Site Plan  
6500 France Avenue

June 6, 2013

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AURORA ON FRANCE

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A34



View Looking Southwest

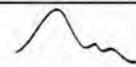
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Aerial View Looking Southwest

June 6, 2013

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# AURORA ON FRANCE

A35

A36



View Looking Northwest

June 6, 2013

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A37



View Looking Southeast

June 6, 2013

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A-38



View Looking at Front Entry

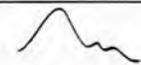
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Investments, L.L.C.



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A31

View Looking at Terrace

June 6, 2013

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From 1st Floor Apartment



From 2nd Floor Apartment



From 3rd Floor Apartment



From 4th Floor Apartment

Views from Cornelia Place

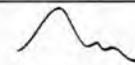
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A70



View Looking Northeast

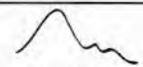
June 6, 2013

EDWARD FARR  
ARCHITECTS INC

AURORA ON FRANCE



AURORA  
Investments, LLC



MOUNT DEVELOPMENT CO.

I hereby certify that this plan, specification or report was prepared by me or under my direct supervision and that I am a duly Licensed Architect under the laws of the State of Minnesota.  
Edward A. Farr

Date: \_\_\_\_\_ Proj. No. 13025  
Project Manager: \_\_\_\_\_

**MATERIALS LEGEND**

- 1. FACE BRICK #1 - FIELD
- 2. FACE BRICK #2 - BASE
- 3. FACE BRICK #3 - ACCENT
- 4. EIFS CORNICE
- 5. PRECAST IPCI CORNICE
- 6. BRONZE TINTED GLASS IN CHAMPAGNE ALUM FRAMES
- 7. STRUCT. PC CONC #2 - ACID ETCH TO MATCH BRICK #2
- 8. DECORATIVE WALL LIGHT
- 9. GLASS CANOPY
- 10. SIGNAGE/ADDRESS NUMBERS
- 11. PREFINISHED METAL PANELS
- 12. ORNAMENTAL GUARDRAIL
- 13. BALCONIES - CONCRETE
- 14. G.H. DOOR - PAINTED
- 15. METAL DOOR - PAINTED



1 NORTH ELEVATION  
SCALE: 1/16"=1'-0"

0 8 16 24

A72



1 SOUTH ELEVATION  
SCALE: 1/16"=1'-0"

0 8 16 24



Client: \_\_\_\_\_

PROJECT: MOUNT DEVELOPMENT CO.  
**AURORA ON FRANCE RE-ZONING SUBMITTAL**

LOCATION:  
6500 FRANCE AVENUE SOUTH  
EDINA, MINNESOTA

Issued For: \_\_\_\_\_ Date: \_\_\_\_\_  
CITY SUBMITTAL: 06/06/2013

Sheet Title:  
**NORTH/SOUTH ELEVATIONS**

Project Number: 13.025  
Sheet Number: A5.1

C:\Users\edfarr\Documents\Projects\Aurora\Aurora\Aurora.dwg 11/17/2013 11:40 AM



1 EAST ELEVATION  
 13.02 SCALE: 1/16"=1'-0"



2 WEST ELEVATION  
 13.02 SCALE: 1/16"=1'-0"



I hereby certify that this plan, specification of report was prepared by me or under my direct supervision and that I am a duly Licensed Architect under the laws of the State of Minnesota.  
 Edward A. Farr

Date: \_\_\_\_\_ Proj. No. 16362  
 Project Manager: \_\_\_\_\_

13.025

**MATERIALS LEGEND**

1. FACE BRICK #1 - FIELD
2. FACE BRICK #2 - BASE
3. FACE BRICK #3 - ACCENT
4. RIBC CORNICE
5. PRECAST (PC) CORNICE
6. BRONZE TINTED GLASS IN CHAMPAGNE ALUM. FRAMES
7. STRUCT. PC CONC #2 - ACID ETCH TO MATCH BRICK #2
8. DECORATIVE WALL LIGHT
9. GLASS CANOPY
10. SIGNAGE/ADDRESS NUMBERS
11. PREFINISHED METAL PANELS
12. ORNAMENTAL GUARDRAIL
13. BALCONIES - CONCRETE
14. O.H. DOOR - PAINTED
15. METAL DOOR - PAINTED



PROJECT

MOUNT DEVELOPMENT CO.  
 Project: **AURORA ON FRANCE RE-ZONING SUBMITTAL**  
 Location: 6500 FRANCE AVENUE SOUTH EDINA, MINNESOTA

Issued For: \_\_\_\_\_ Date: \_\_\_\_\_  
 CITY: St. Paul, MN Date: 06/09/2013

Sheet Title: **EAST/WEST ELEVATIONS**  
 Project Number: 13.025 Sheet Number: A5.2

A43

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**View Notes**

Cornelia Residents no longer have a view of an Office Rooftop (previous condition) nor the view of a Parking Ramp (previously approved condition).

**HVAC/ Service Area Screening Notes**

1. Dense Plantings along property line screens loading area
2. Pergola for the purpose of screening the chillers from more elevated views
3. Dense plantings to shield headlights



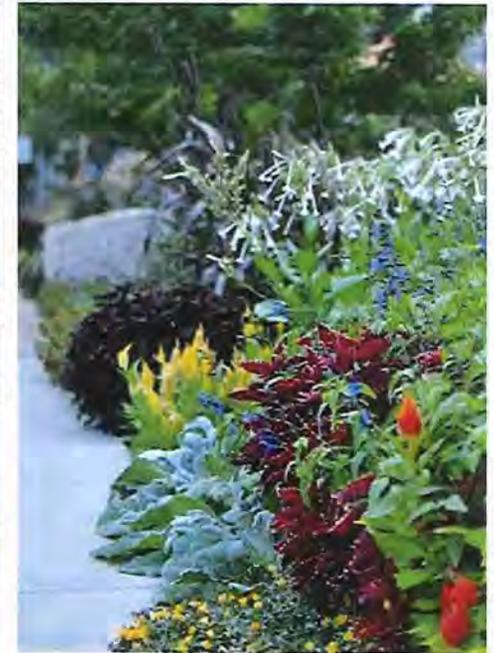
AAA

Screening Strategies West End

June 6, 2013



# Planting Concepts for public sidewalk planter areas



A45

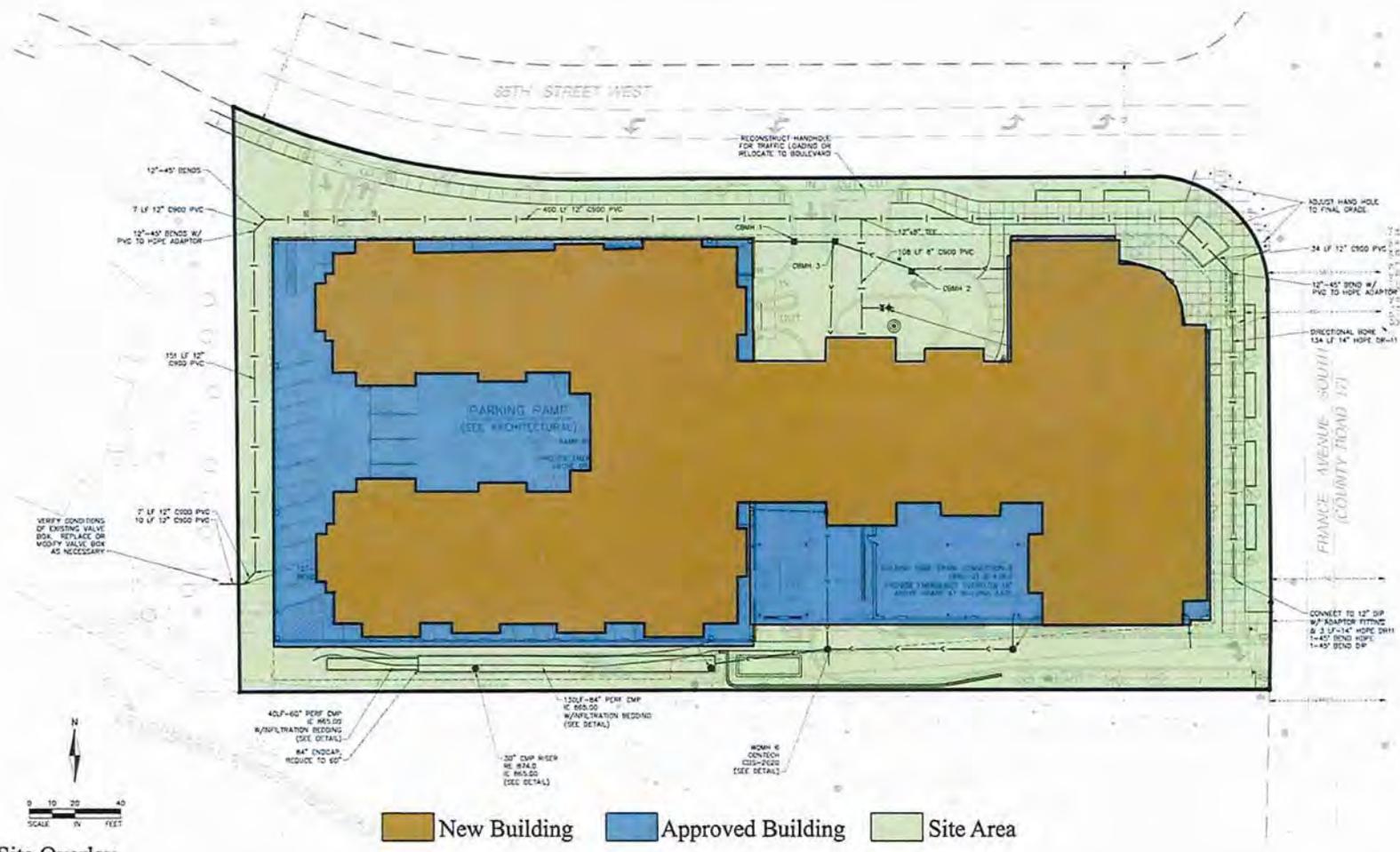


6500 France Ave.  
Dean Engelmann & Scott Endre, Principals  
Olivia Spyra, Landscape Designer

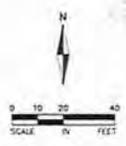


6500 France Ave.  
Dean Engelmann & Scott Endre, Principals  
Olivia Spyra, Landscape Designer





441



Site Overlay

New Building   
 Approved Building   
 Site Area

6500 France Avenue

June 6, 2013

**EDWARD FARR**  
ARCHITECTS INC

**AURORA ON FRANCE**

 **AURORA**  
Investments, LLC

 **MOUNT DEVELOPMENT CO.**

65TH STREET WEST

- CONGREGATE LIVING
- TRANSITIONAL CARE
- MEMORY CARE
- CARE SUITES
- COMMON SPACES
- ADMINISTRATIVE
- CIRCULATION
- SUPPORT
- PARKING

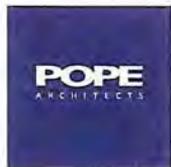


546a

FRANCE AVENUE SOUTH

PLANNING DEPARTMENT  
JUN 28 2013  
CITY OF EDINA

FIRST FLOOR PLAN



**6500 France Senior Housing**  
EDINA, MINNESOTA  
6-4-2013 | COMM#17656-13051



MOUNT DEVELOPMENT CO.



**AURORA**  
Investments, LLC

- CONGREGATE LIVING
- TRANSITIONAL CARE
- MEMORY CARE
- CARE SUITES
- COMMON SPACES
- ADMINISTRATIVE
- CIRCULATION
- SUPPORT
- PARKING



A46b

**SECOND FLOOR PLAN**



**6500 France Senior Housing**  
 EDINA, MINNESOTA  
 6-4-2013 | COMM#17656-13051



MOUNT DEVELOPMENT CO.



**AURORA**  
 Investments, LLC

PLANNING DEPARTMENT  
 JUN 28 2013  
 CITY OF EDINA

- CONGREGATE LIVING
- TRANSITIONAL CARE
- MEMORY CARE
- CARE SUITES
- COMMON SPACES
- ADMINISTRATIVE
- CIRCULATION
- SUPPORT
- PARKING

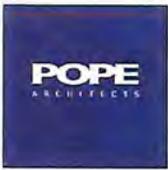


A46c

THIRD FLOOR PLAN (FOURTH & FIFTH FLOOR SIMILAR)



PLANNING DEPARTMENT  
JUN 2 2013  
CITY OF EDINA



**6500 France Senior Housing**  
EDINA, MINNESOTA  
6-4-2013 | COMM#17656-13051



MOUNT DEVELOPMENT CO.



**AURORA**  
Investments, LLC

- CONGREGATE LIVING
- TRANSITIONAL CARE
- MEMORY CARE
- CARE SUITES
- COMMON SPACES
- ADMINISTRATIVE
- CIRCULATION
- SUPPORT
- PARKING



A462

**GARAGE PLAN**



**6500 France Senior Housing**  
 EDINA, MINNESOTA  
 6-4-2013 | COMM#17656-13051



MOUNT DEVELOPMENT CO.



PLANNING DEPARTMENT  
 JUN 28 2013  
 CITY OF EDINA



**AURORA**  
 Investments, LLC

**PROJECT DATA**

Site Area = 102,965 sq ft / 2.34 acres  
 Property Guided: RM Regional Medical  
 Request to Include Senior Care Housing in guide plan  
 Property Zoned: POD-1, proposed to P.U.D.  
 Proposed Redevelopment: New Senior Care Building  
 5 stories, 229,424 gross sq ft.  
 \*Not including 1 level of underground parking (58,409 GSF)

Proposed Occupancy:  
 Senior Citizen Dwelling Units (similar to Zone PR-4)  
 Independent Living Units, Assisted Living Units  
 Nursing, Convalescent, Rest Homes (similar to Zone PRD-5)  
 Transitional Care Suites, Memory Care Suites, Care Suites

<b>Building Setbacks:</b>	North 25'-0"	Code Required Parking:	Nursing Home, 98 Residents = 25 stalls (enclosed) 1/4 Residents
South 20'-0"	East 25'-0/35'-0**	Senior Citizen Dwelling, 111 Units =	28 stalls (enclosed) .25 / unit
West 42'-0"	** 35'-0 setback is above podium level	Resident	58 stalls (exposed) .5 / unit
		Resident	29 stalls (exposed) 1 / employee
		Staff	1 stall (enclosed) 1
		Management	54 enclosed / 85 exposed = 139 stalls
		Required	
		Proposed Parking:	135 enclosed / 10 exposed = 145 stalls

FAIRVIEW SOUTHDALE PARKING RAMP

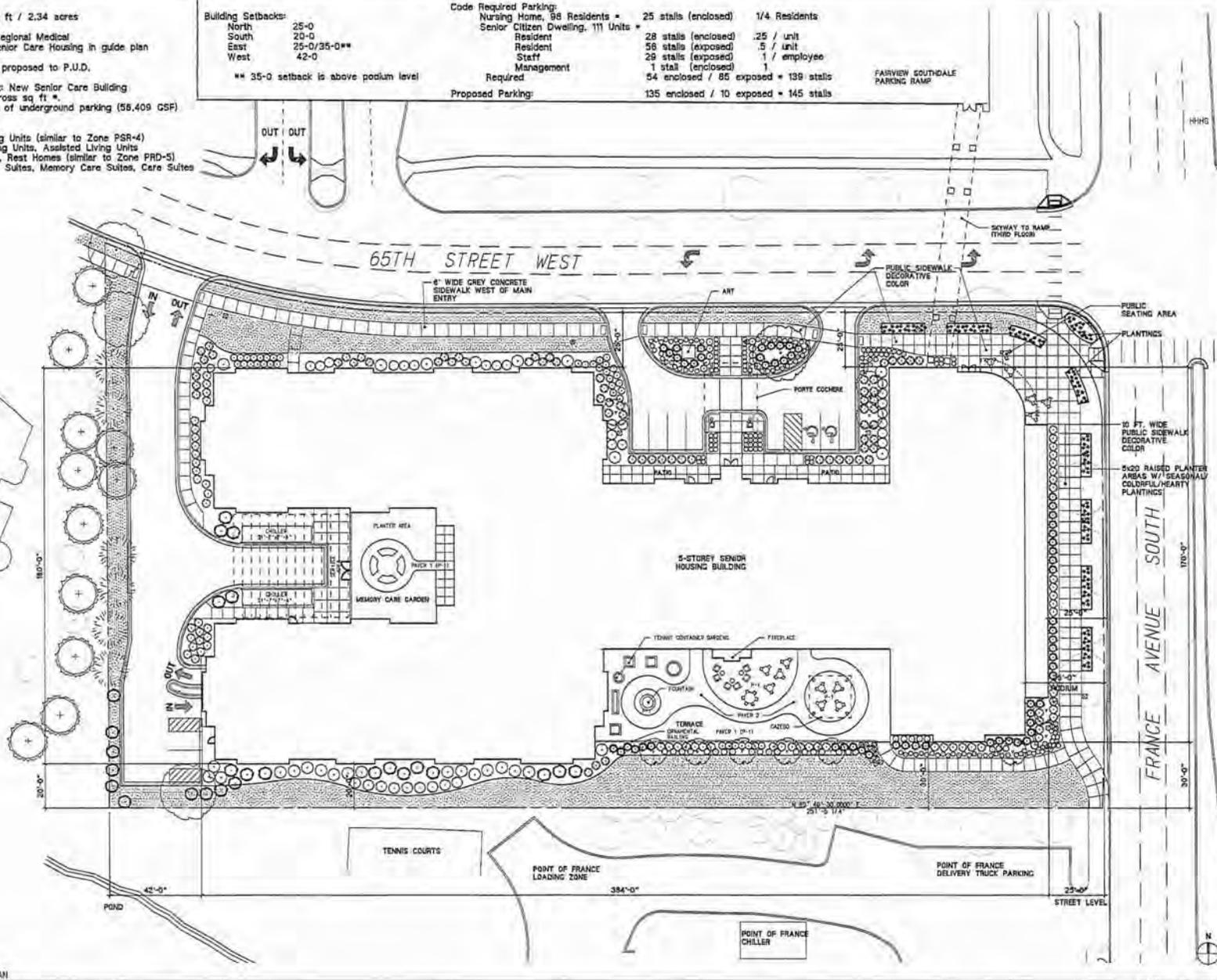
I hereby certify that this plan, specification or report was prepared by me or under my direct supervision and that I am a duly Licensed Architect under the laws of the State of Minnesota.  
 Edward A. Farr  
 Project Number: \_\_\_\_\_  
 Date: \_\_\_\_\_ Page No. 13.025

**COMMISSION DATA**

**DRAWING INDEX**

- A1.1 ARCHITECTURAL SITE PLAN
- A1.2 SURVEY
- C1.0 EXIST. CONDITIONS/SITE REAR PLAN
- C2.0 CIVIL SITE PLAN
- C3.0 GRADING, DRAINAGE, EROSION CONTROL
- C4.0 UTILITIES PLAN
- C5.0 LANDSCAPE PLAN
- A2.0 BASEMENT FLOOR PLAN
- A2.1 FIRST FLOOR PLAN
- A2.2 SECOND FLOOR PLAN
- A2.3 THIRD FLOOR PLAN AND 4TH FL.
- A4.1 ROOF PLAN
- A5.1 NORTH & SOUTH ELEVATIONS
- A5.2 EAST & WEST ELEVATIONS

A47



1 SITE PLAN  
 SCALE: 1"=20'-0"

**EDWARD FARR ARCHITECTS INC.**  
 1000 Lake County Park  
 (763) 766-1000  
 1000 Lake County Park  
 (763) 766-1000

**AURORA INVESTMENTS, LLC**

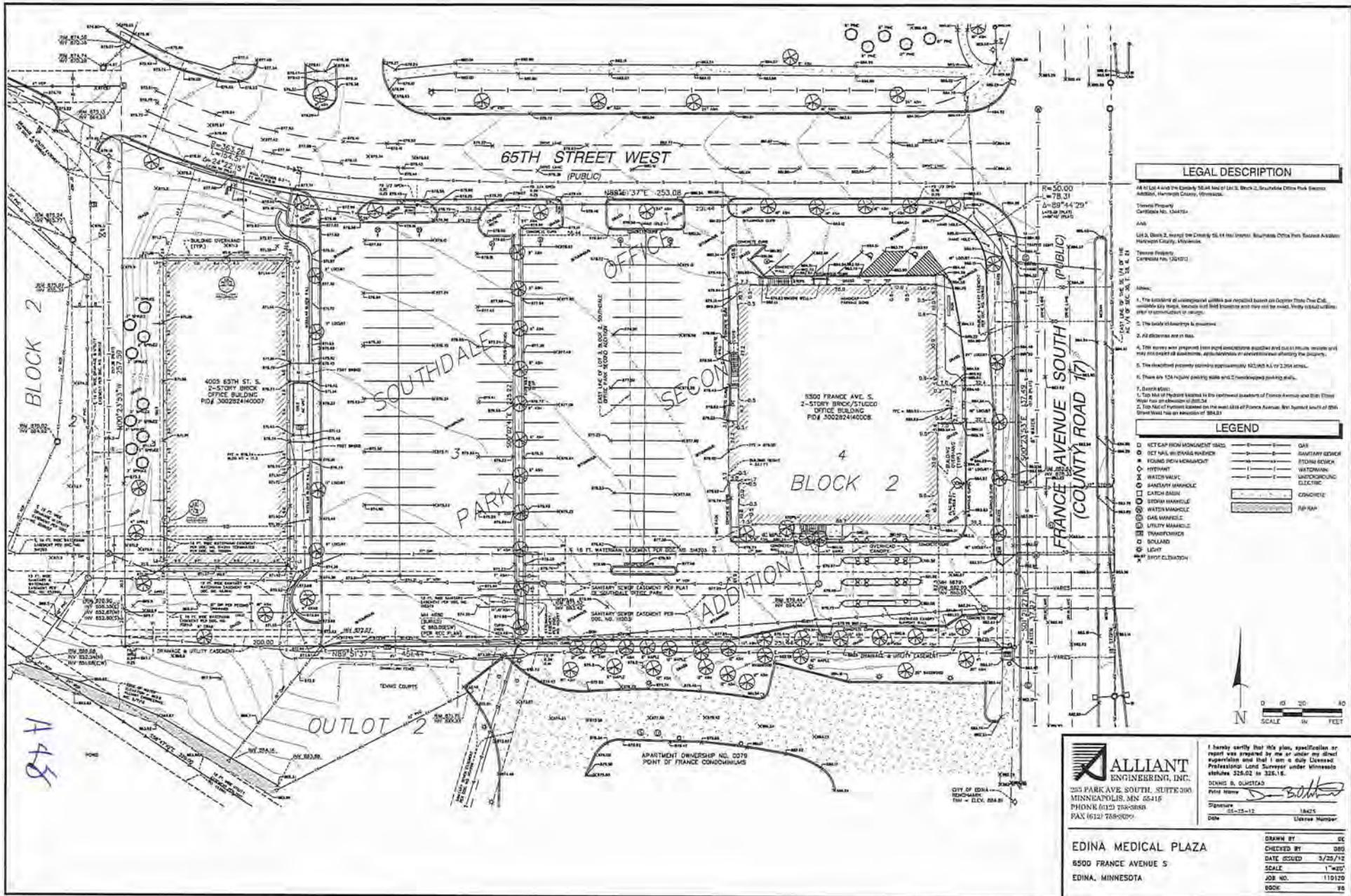
**MOUNT DEVELOPMENT CO.**  
 Project:  
**AURORA ON FRANCE RE-ZONING SUBMITTAL**

Location:  
**6500 FRANCE AVENUE SOUTH EDINA, MINNESOTA**

Issued For: 08/16  
 City Submit: 02/07/2013

Sheet Title:  
**ARCHITECTURAL SITE PLAN**

Project Number: 13.025  
 Sheet Number: A1.1



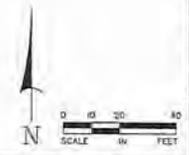
**LEGAL DESCRIPTION**

All Lot 4 and the Empty Block West of Lot 3, Block 2, Southdale Office Park (Public Addition), Hennepin County, Minnesota.  
 Town of Property Certificate No. 134475.  
 Ash  
 Lot 3, Block 2, except the Corner 55.14 feet (more or less) between Office Park (Public Addition), Hennepin County, Minnesota.  
 Town of Property Certificate No. 134101.

- The boundaries of unimproved utilities and easements shown on this plan are shown for information only. They are not to be construed as a warranty of their location, depth or ownership.
- The boundaries of easements are shown.
- All dimensions are in feet.
- The survey was prepared from original associations and all data is shown, correct and not corrected for easements, etc., as shown on the plan.
- The described property contains approximately 100,000 S.F. of 2.5% slope.
- There are 124 parking stalls and 2 handicapped parking stalls.

**LEGEND**

- SET CAP FROM MONUMENT (S&L)
- SET NAIL WORKING MONUMENT
- FOUND FROM MONUMENT
- STREET
- WATER VALVE
- SANITARY MANHOLE
- CATCH BASIN
- SEWER MANHOLE
- WATER MANHOLE
- GAS MANHOLE
- LIGHTNING MANHOLE
- TRANSFORMER
- BOLLARD
- LIGHT
- SET POINT ELEVATION
- GUY
- SANITARY SEWER
- POTABLE WATER
- WETWORK
- UNDERGROUND ELECTRIC
- CONCRETE
- ASPHALT



**ALLIANT**  
 ENGINEERING, INC.  
 203 PARK AVE. SOUTH, SUITE 300  
 MINNEAPOLIS, MN 55416  
 PHONE (612) 758-0850  
 FAX (612) 758-0000

I hereby certify that this plan, specification or report was prepared by me or under my direct supervision and that I am a duly Licensed Professional Land Surveyor under Minnesota Statutes 325.02 to 325.16.  
**DENNIS B. GUNSTAD**  
 Signature: *D. Gunstad*  
 Date: 5-25-12 License Number: 18425

**EDINA MEDICAL PLAZA**  
 8500 FRANCE AVENUE S  
 EDINA, MINNESOTA

DRAWN BY: *SE*  
 CHECKED BY: *MS*  
 DATE ISSUED: 3/25/12  
 SCALE: 1"=20'  
 JOB NO.: 110120  
 BOOK: 98



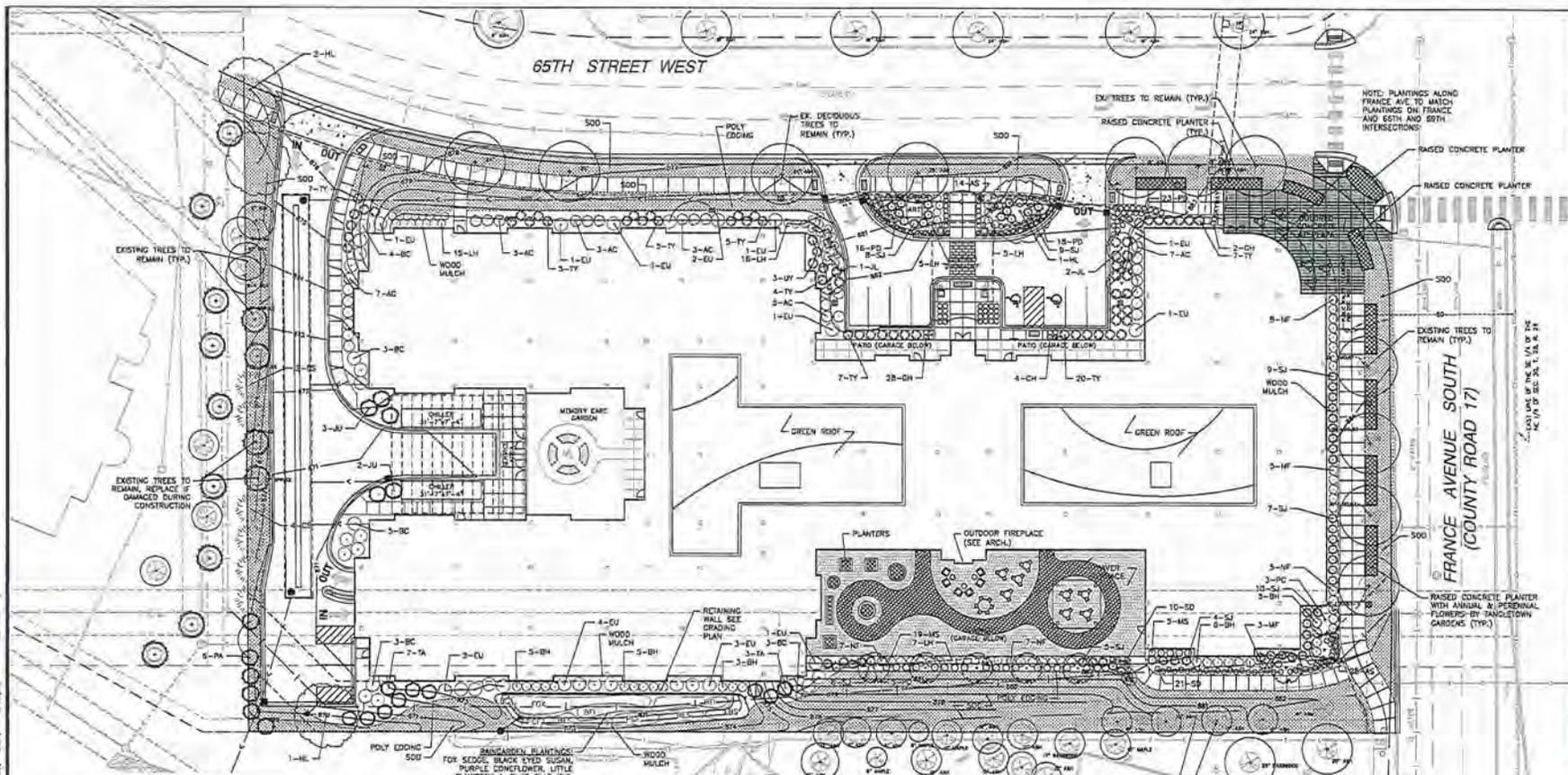






Drawing name: X:\101310663\06m\_06m\06m\_06m\06m\_06m.dwg Jun 06, 2013 1:42pm

AS3



NO.	SYMBOL	DESCRIPTION	QUANTITY	REMARKS
1	1-AC	1" CALIBER	10	MINIMUM REQUIREMENT
2	2-AC	2" CALIBER	10	MINIMUM REQUIREMENT
3	3-AC	3" CALIBER	10	MINIMUM REQUIREMENT
4	4-AC	4" CALIBER	10	MINIMUM REQUIREMENT
5	5-AC	5" CALIBER	10	MINIMUM REQUIREMENT
6	6-AC	6" CALIBER	10	MINIMUM REQUIREMENT
7	7-AC	7" CALIBER	10	MINIMUM REQUIREMENT
8	8-AC	8" CALIBER	10	MINIMUM REQUIREMENT
9	9-AC	9" CALIBER	10	MINIMUM REQUIREMENT
10	10-AC	10" CALIBER	10	MINIMUM REQUIREMENT
11	11-AC	11" CALIBER	10	MINIMUM REQUIREMENT
12	12-AC	12" CALIBER	10	MINIMUM REQUIREMENT
13	13-AC	13" CALIBER	10	MINIMUM REQUIREMENT
14	14-AC	14" CALIBER	10	MINIMUM REQUIREMENT
15	15-AC	15" CALIBER	10	MINIMUM REQUIREMENT
16	16-AC	16" CALIBER	10	MINIMUM REQUIREMENT
17	17-AC	17" CALIBER	10	MINIMUM REQUIREMENT
18	18-AC	18" CALIBER	10	MINIMUM REQUIREMENT
19	19-AC	19" CALIBER	10	MINIMUM REQUIREMENT
20	20-AC	20" CALIBER	10	MINIMUM REQUIREMENT
21	21-AC	21" CALIBER	10	MINIMUM REQUIREMENT
22	22-AC	22" CALIBER	10	MINIMUM REQUIREMENT
23	23-AC	23" CALIBER	10	MINIMUM REQUIREMENT
24	24-AC	24" CALIBER	10	MINIMUM REQUIREMENT
25	25-AC	25" CALIBER	10	MINIMUM REQUIREMENT
26	26-AC	26" CALIBER	10	MINIMUM REQUIREMENT
27	27-AC	27" CALIBER	10	MINIMUM REQUIREMENT
28	28-AC	28" CALIBER	10	MINIMUM REQUIREMENT
29	29-AC	29" CALIBER	10	MINIMUM REQUIREMENT
30	30-AC	30" CALIBER	10	MINIMUM REQUIREMENT
31	31-AC	31" CALIBER	10	MINIMUM REQUIREMENT
32	32-AC	32" CALIBER	10	MINIMUM REQUIREMENT
33	33-AC	33" CALIBER	10	MINIMUM REQUIREMENT
34	34-AC	34" CALIBER	10	MINIMUM REQUIREMENT
35	35-AC	35" CALIBER	10	MINIMUM REQUIREMENT
36	36-AC	36" CALIBER	10	MINIMUM REQUIREMENT

**LANDSCAPE REQUIREMENTS**

EXISTING TREES TO REMAIN (TYP.) - 10  
 EXISTING TREES TO BE REPLACED DURING CONSTRUCTION - 10  
 MINIMUM REQUIREMENT - 10  
 50% ACCENT (2.5' DIA) - 10  
 10% PERMANENT (4.5' DIA) - 10  
 5% FULL (14.5' DIA) - 10  
 TOTAL TREES - 30  
 EXISTING TREES ALONG PERIMETER OF SITE TO REMAIN - 23  
 TOTAL TREES ON SITE - 44

**GREEN ROOF**

GREEN ROOF TO BE PLANTED WITH EXTENSIVE PERENNIAL MEDIUM DENSITY SYSTEM (LIVESTOCK STANDARDS). PLANTED SOIL TO BE 4 1/4" BUMP PLANTING. WILL INCLUDE A VARIETY OF COLORFUL BLOOMS AND DIVERSE GROUND COVERS. SEEDLING PLANT SPECIES AND PLANTING DESIGN TO BE DETERMINED.

**RAINGARDEN PLANTINGS**

CITY SYM	COMMON/SCIENTIFIC	CONTAINER
48	BLACK OYER SYRIAC/Rhododendron sp.	4" DIA, 24" HIG.
24	BLUE FLAG IRIS/IRIS sibirica	4" DIA, 24" HIG.
70	FOX GLOVE/Quercus macrocarpa	4" DIA, 24" HIG.
32	LITTLE BLUESTEM/Scirpus atrovirens	4" DIA, 30" HIG.
36	PURPLE CORNFLOWER/Callisiphon sibirica	4" DIA, 24" HIG.

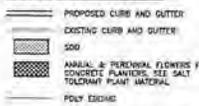
**PLANTING NOTES**

- LANDSCAPE CONTRACTOR SHALL NOT BE RESPONSIBLE FOR OBTAINING PERMITS FOR THE INSTALLATION OF ANY PLANT MATERIALS.
- ALL PLANT MATERIALS SHALL BE DELIVERED TO THE SITE WITH PROPER TAGGING AND DOCUMENTATION.
- CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING PERMITS FOR THE INSTALLATION OF ANY PLANT MATERIALS.
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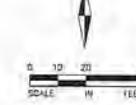
**SALT TOLERANT PLANT MATERIAL**

- 1. ALL PLANT MATERIALS SHALL BE DELIVERED TO THE SITE WITH PROPER TAGGING AND DOCUMENTATION.
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- 20. ALL PLANT MATERIALS SHALL BE DELIVERED TO THE SITE WITH PROPER TAGGING AND DOCUMENTATION.

**LANDSCAPE LEGEND**



**FOR REVIEW ONLY  
 PRELIMINARY  
 NOT FOR CONSTRUCTION**



I hereby certify that this plan, specification or report was prepared by me or under my direct supervision and that I am a duly Licensed Landscape Architect under the laws of the state of Minnesota.  
 Mark Krawinkel, ASLA

Date: \_\_\_\_\_ Reg. No. \_\_\_\_\_  
 Project Number: \_\_\_\_\_  
 Revision No. \_\_\_\_\_

**ALLIANT**  
 ENGINEERING, INC.  
 223 PARK AVE. SUITE 100  
 MINNEAPOLIS, MN 55415  
 PHONE (612) 728-2900  
 FAX (612) 728-9999

**AURORA**  
 INVESTMENTS, L.L.C.

Mount Development Co.  
 Project:  
**AURORA ON FRANCE**  
**RE-ZONING**  
**SUBMITTAL**

Location:  
**8500 FRANCE AVENUE SOUTH**  
**EDINA, MINNESOTA**

Issue For: \_\_\_\_\_ Date: \_\_\_\_\_  
 City Submittal: \_\_\_\_\_ (09/26/2013)

Sheet Title:  
**LANDSCAPE PLAN**

Project Number: \_\_\_\_\_ Sheet Number: \_\_\_\_\_  
**13.0063 C5.0**





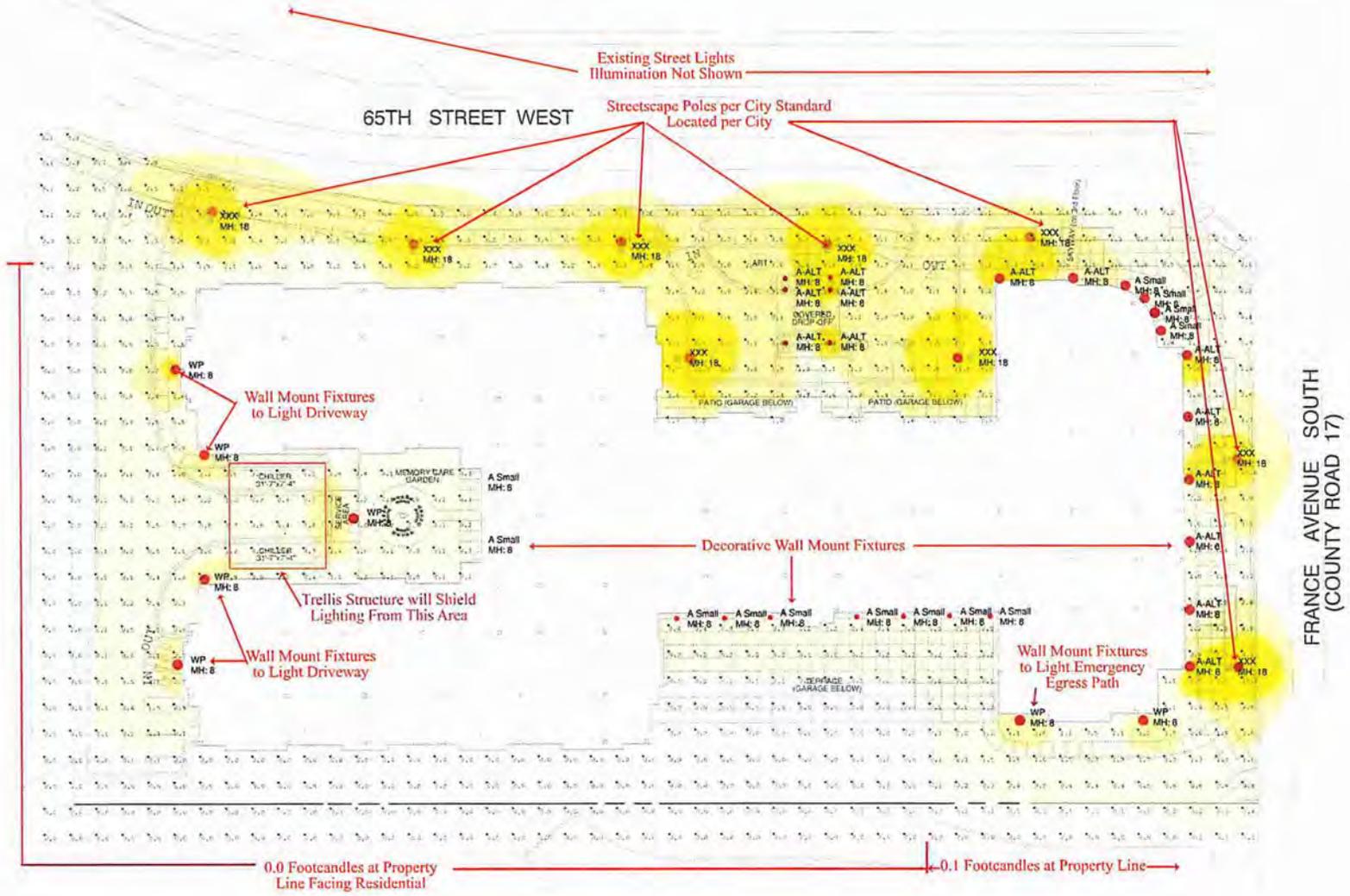












**TYPE XXX IS A REPRESENTATION OF CITY STANDARD FIXTURES (NOT ACTUAL IES FILE)**

Calculation Summary  
 Label Site

CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min
Illuminance	Fc	1.60	13.1	0.0	N.A.	N.A.

Luminaire Schedule

Symbol	Qty	Label	Arrangement
13	1	A Small	SINGLE
14	1	A-ALT	SINGLE
9	1	XXX	SINGLE
7	1	WP	SINGLE

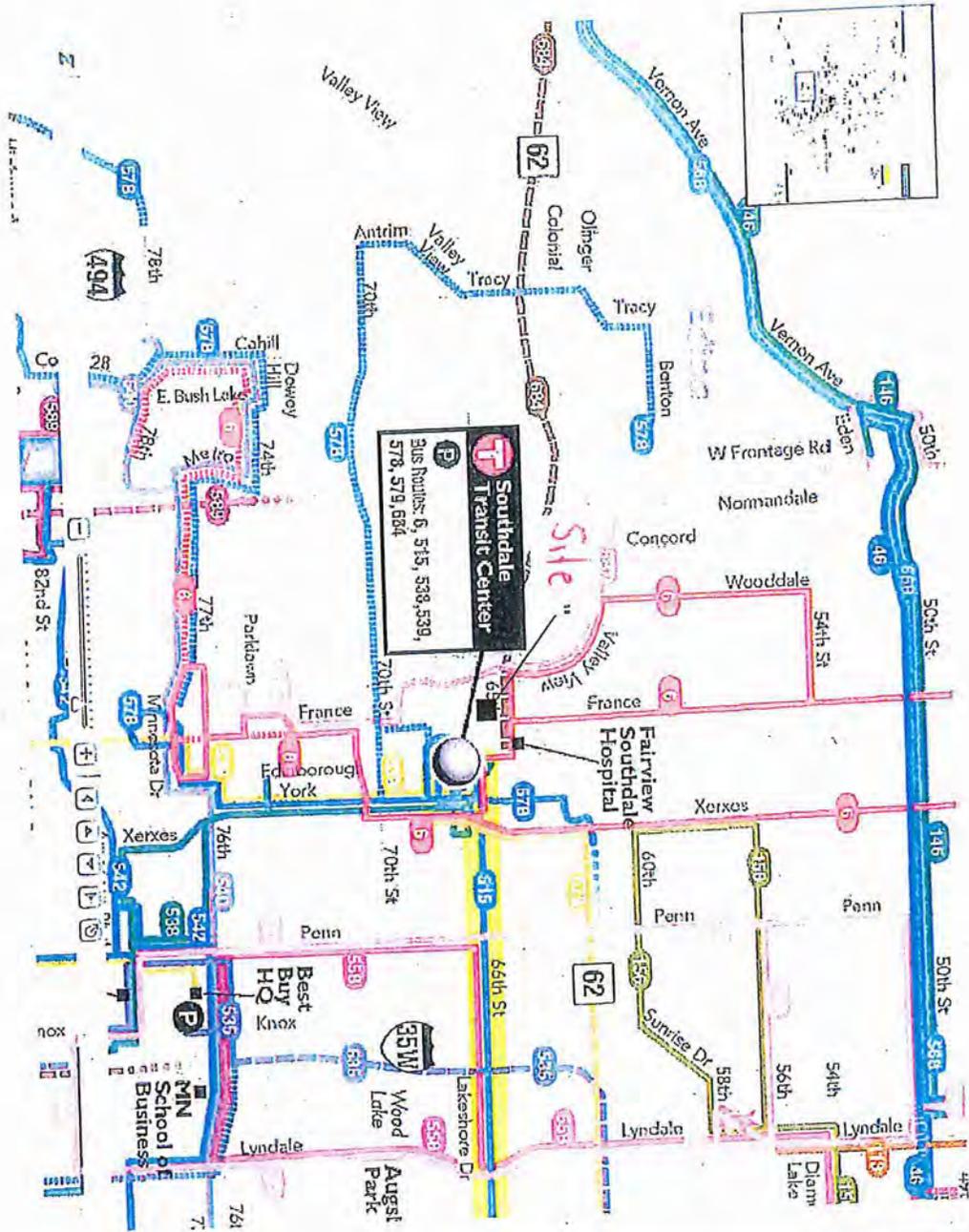
Lum. Lumens	LLF	Description
1364	0.720	VSCS-UB-2LD12/30K
2048	0.720	VSTL-UBDS-70MHT6E8
20366	0.720	E420FG-RO3SHL
2485	0.900	LCN2-12LU-SK-4

NOT A CONSTRUCTION DOCUMENT - FOR DESIGN PURPOSES ONLY

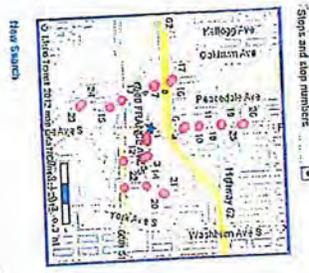


A63

# Bus Routes



- 1 - 66 St W & Southdale Hospital - South  
Stop ID: 1199
- 2 - 66 St W & Fairview Hospital  
Stop ID: 4230
- 3 - 65 St W & Drive Av S  
Stop ID: 1103
- 4 - Route 6 - North  
Stop ID: 4770
- 5 - Drive Av S & 65 St W  
Stop ID: 49110
- 6 - Route 6 - South  
Stop ID: 4770
- 7 - 65 St W & Valley View Rd  
Stop ID: 20564
- 8 - 65 St W & Valley View Rd  
Stop ID: 20563
- 9 - Valley View Rd & 65 St W  
Stop ID: 1178
- 10 - Route 587 (Express) - North  
Stop ID: 4770
- 11 - Route 587 (Express) - South  
Stop ID: 4770
- 12 - 66 St W & Drive Av S  
Stop ID: 4230
- 13 - Valley View Rd & 65 St W  
Stop ID: 1178
- 14 - Route 587 (Express) - South  
Stop ID: 4770
- 15 - Valley View Rd & 65 St W  
Stop ID: 4230
- 16 - Valley View Rd & Brookview Av  
Stop ID: 1177
- 17 - Valley View Rd & Brookview Av  
Stop ID: 1279
- 18 - Route 67 (Express) - South  
Stop ID: 1152
- 19 - Route 67 (Express) - North  
Stop ID: 1152
- 20 - Route 67 (Express) - South  
Stop ID: 1152
- 21 - Route 67 (Express) - North  
Stop ID: 1152
- 22 - 65 St W & Drive Av S  
Stop ID: 4230
- 23 - Valley View Rd & 65 St W  
Stop ID: 4230
- 24 - Valley View Rd & 65 St W  
Stop ID: 4230
- 25 - Route 67 (Express) - South  
Stop ID: 1152
- 26 - Route 67 (Express) - North  
Stop ID: 1152
- 27 - Route 67 (Express) - South  
Stop ID: 1152
- 28 - Route 67 (Express) - North  
Stop ID: 1152





## *Memorandum*

**DATE:** *June 26, 2013*

**TO:** *Mr. Cary Teague, Planning Director  
Mr. Wayne Houle, Public Works Director  
City of Edina*

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

**RE:** *Aurora on France Senior Housing Development (6500 France Avenue)  
Traffic and Parking Study  
City of Edina, MN  
WSB Project No. 1686-43*

---

## *Background*

Traffic and Parking Studies were completed in April, June and October 2012 documenting the anticipated impacts the proposed redevelopment of both 6500 France Avenue and 4005 65<sup>th</sup> Avenue sites would have on the adjacent roadway system. The site and proposed redevelopment has again been revised. This memorandum provides an updated review of the traffic and parking impacts, based on the revised site plan and development proposal. The project location is shown on *Figure 1*.

The revised development plan includes a change in the proposed use on the site from medical office to a senior housing and skilled care facility. The current approved plan for the site includes a 102,965 sf medical office building with a 548 vehicle parking ramp. The new proposed senior housing and skilled care facility will include 209 units with 144 parking spaces.

In addition, the current approved plan included two full movement access locations on 65<sup>th</sup> Street and a right out only access to southbound France Avenue. Access to the existing sites is currently provided at two (2) full movement driveway locations from 65<sup>th</sup> Street to each property (four driveways). All access to the proposed development plan will be from 65<sup>th</sup> Street at two locations. The primary access to the underground parking will be on the west side of the site. A second access will be located in the center of the site and will be utilized for visitor drop-offs. The proposed site plan is shown on *Figure 2*.

The traffic impacts of the existing and anticipated development were evaluated at the site access locations as well as the primary impacted intersections and driveway along 65<sup>th</sup> Street between France Avenue and Valley View Road. The following sections of this report document the analysis and anticipated traffic and parking impacts for the proposed redevelopment.

### ***Existing Traffic Characteristics***

**France Avenue (CSAH 17)** is north/south a 6-lane divided Arterial roadway from south of 66<sup>th</sup> Street to north of 65<sup>th</sup> Street. Primary access to York Avenue is by local streets and development driveways. The posted speed limit on France Avenue in the vicinity of the site is 40 mph.

**65<sup>th</sup> Street** 65<sup>th</sup> Street is an east/west City street with numerous access driveways. The existing roadway configuration includes a single lane in each direction with a continuous center left turn lane (three lane section). All the driveway access points are controlled with stop signs, stopping the exiting movements from the developments. A 30 mph speed limit is posted on this roadway.

The two primary intersections along the 65<sup>th</sup> Street corridor are at France Avenue and Valley View Road. Both France Avenue and Valley View Road are classified as "A" Minor Arterials providing regional access to the area. Both intersections are controlled with traffic control signals. The lane configurations at each are as follows.

#### 65<sup>th</sup> Street at France Avenue

- SB France Ave approaching 65<sup>th</sup> St – one through/right, two through, one left
- NB France Ave approaching 65<sup>th</sup> St – one through/right, two through, one left
- EB 65<sup>th</sup> St approaching France Ave – one through/right, one left
- WB 65<sup>th</sup> St approaching France Ave – one right, one through/left

#### 65<sup>th</sup> Street/TH 62 off ramp at Valley View Road

- SB Valley View Rd approaching 65<sup>th</sup> St – one through, one left
- NB Valley View Rd approaching 65<sup>th</sup> St – one through/right, two through
- EB TH 62 off ramp approaching Valley View Rd – one free right, one through/left
- WB 65<sup>th</sup> St approaching Valley View Rd – one right/left

AM and PM peak hour turning movement counts were conducted along 65<sup>th</sup> Street at each access driveway, the intersection of France Avenue at 65<sup>th</sup> Street and the intersection of Valley View Road at 65<sup>th</sup> Street/TH 62 off ramp the week of February 20<sup>th</sup>, 2012.

**Figure 3** shows the intersections and driveways along the corridor that were analyzed as part of this traffic study and, **Figure 4** shows the existing 2012 AM and PM peak hour traffic volumes with the existing lane configuration. The traffic count data is included in the *Appendix*.

### ***Background (Non Development) Traffic Growth***

Traffic growth in the vicinity of a proposed development will occur between existing conditions and any given future year due to other growth and development within the region. This background growth must be accounted for and included in future year traffic forecasts. Reviewing the historical traffic counts on in the area traffic has stayed constant or dropped in the past few years. In order to account for some background growth in traffic a .05% per year factor was applied to the through traffic on 65<sup>th</sup> Street, France Avenue and Valley View Road to the 2014 and 2030 analysis years.

AGS

In addition to the regional background traffic, other specific none development related traffic was determined and included with the overall background traffic.

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

**Southdale Residential** - The City recently approved the addition of 232 apartment units with associated parking in the existing Southdale Shopping Center parking lot. The site is located in the northwest quadrant of 69<sup>th</sup> Street and York Avenue. It is assumed that this project will not be open and included as part of the 2014 analysis but, will be fully leased and included in the 2030 background traffic.

**Additional Southdale Mall Development** - Based on the information received from Southdale Center about the current vacancy rates and plans for renovations, it was determined that following the renovations, the mall would have an additional 143,880 sf of leasable space available. This includes leasable retail and food court space. The analysis assumes that all space will be occupied by 2014 and included in the background traffic for the 2014 and 2030 analysis.

**Future Restaurant Development** – A future restaurant is proposed in northeast quadrant of France Avenue and 69<sup>th</sup> Street in the Southdale Center Parking lot. The restaurant was assumed to be 8,000 sf in size with approximately 300 seats. The analysis assumes the restaurant will not be developed by 2014 but, will be open and included as part of the 2030 background traffic.

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

**Table 1 - Estimated Additional Background Trip Generation**

Use	Size	AM Peak Hour			PM Peak Hour		
		Total	In	Out	Total	In	Out
<b>Hospital Expansion</b>	77,500 sf	36	21	15	24	10	14
<b>Apartments</b>	232 units	118	24	94	144	94	50
<b>Shopping Center</b>	143,880 sf	138	86	52	533	256	277
<b>Restaurant</b>	8000 sf	87	48	39	79	47	32
<b>Total New Trips</b>		<b>379</b>	<b>179</b>	<b>200</b>	<b>780</b>	<b>407</b>	<b>373</b>

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

### ***Site Trip Generation***

The estimated trip generation from the proposed ultimate redevelopment is shown below in **Table 2**. The trip generation rates used to estimate the proposed site traffic are based on extensive surveys of the trip-generation rates for other similar land uses as documented in the Institute of Transportation Engineers *Trip Generation Manual*, 9<sup>th</sup> Edition. The table shows the total daily, AM peak hour and PM. peak hour trip generation for the proposed site.

**Table 2 - Estimated Site Trip Generation**

Use	Size (units)	ADT			AM Peak			PM Peak		
		Total	In	Out	Total	In	Out	Total	In	Out
<b>Assisted Living</b>	59	157	78	79	9	6	3	13	6	7
<b>Independent Living</b>	50	101	51	50	3	2	1	9	4	5
<b>Skilled Nursing Care</b>	40	96	48	48	6	4	2	7	3	4
<b>Memory Care</b>	40	96	48	48	6	4	2	7	3	4
<b>Observation Care Rooms</b>	20	48	24	24	3	2	1	4	2	2
<b>Total New Trips</b>		<b>498</b>	<b>249</b>	<b>249</b>	<b>27</b>	<b>18</b>	<b>9</b>	<b>40</b>	<b>18</b>	<b>22</b>

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

### ***Trip Distribution***

Site-generated trips were distributed to the adjacent roadway system based on the population distribution relative to the site and the travel sheds for the major routes that serve it. The Trip Distribution was assumed as follows:

- 25% north on France Avenue
- 20% south on France Avenue
- 10% from the Hospital across France Avenue
- 10% north on Valley View Road
- 5% south on Valley View Road
- 30% from west on TH 62

### ***Future Year Traffic Forecasts***

Traffic forecasts were prepared for the year 2014 which is the year the proposed development would be completed and for the 2030 conditions which represents the City's Comprehensive Plan development time frame.

The traffic forecasts were prepared by adding the projected annual background traffic growth and the projected non-development background traffic growth to the existing 2013 traffic counts to determine the “No-Build” traffic conditions. The anticipated Aurora on France traffic was then added to the no-build to determine the “Build” traffic conditions. *Figures 5 and 6* show the projected 2014 and 2030 Build AM and PM peak hour traffic volumes.

### ***Traffic Operations***

Existing and/or forecasted traffic operations were evaluated for the impacted intersections and access driveway adjacent to the hospital. The analysis was conducted for the following scenarios.

1. Existing Conditions
2. Projected 2014 Build
3. Projected 2030 Build

This section describes the methodology used to assess the operations and provides a summary of traffic operations for each scenario. Existing and/or forecasted traffic operations were evaluated for the intersections of 65<sup>th</sup> Street at France Avenue, 65<sup>th</sup> Street at Valley View Road, the existing driveways on 65<sup>th</sup> Street, the proposed development site driveways on 65<sup>th</sup> Street and the right-out only site access to France Avenue. This section describes the methodology used to assess the operations and provides a summary of traffic operations.

### ***Analysis Methodology***

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

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

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

**Table 3 - Intersection Level of Service Ranges**

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

Source: HCM

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

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

The LOS analysis was performed using Synchro/SimTraffic:

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

**Existing Level of Service Summary**

**Table 4**, below, summarizes the existing LOS at the two primary intersections on 65<sup>th</sup> Street as well as the existing site driveways and adjacent development driveway based on the current lane geometry and traffic volumes. The table shows that all intersection are operation at LOS C or better during both the AM and PM peak hours with all movements operating at LOS D or better. A table showing the LOS and delays by approach is included in the *Appendix*.

**Table 4 - Existing Level of Service**

Intersection	AM Peak Hour		PM Peak Hour	
	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)
65 <sup>th</sup> Street at France Ave	C (D)	20.3	B (D)	19.8
65 <sup>th</sup> Street at Valley View Rd	B (D)	13.8	B (D)	12.5
65 <sup>th</sup> Street at 6500 Site Driveway	A (A)	1.0	A (A)	1.2
65 <sup>th</sup> Street at 4005 Site Driveway	A (A)	0.5	A (A)	0.4
65 <sup>th</sup> Street at Adjacent Development Driveways	A (A)	0.5 – 2.2	A (A)	0.4 – 2.7

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

**Forecast Traffic Operations**

A capacity and LOS analysis was completed for the study area intersections for 2014 which is the year proposed Aurora on France would be developed and for the 2030 conditions which represents the City’s Comprehensive Plan development time frame. The results of the analysis are discussed below and shown in **Tables 5**. All of the intersections are expected to continue to operate at similar levels of service after the redevelopment as prior to the redevelopment. A table showing the LOS and delays by approach is included in the *Appendix*.

**Table 5** shows that all intersection will continue to operate at overall LOS D or better in 2014 and 2030 during both the AM and PM peak hours. However, with the increase in traffic, some additional movements will be operating at LOS E. Overall delays will also increase slightly from the existing conditions to the 2030 conditions, especially at the intersection of France Avenue at 65<sup>th</sup> Street.

By 2030 the analysis indicates that at the intersection of 65<sup>th</sup> Street and France Avenue potential issues on the 65<sup>th</sup> Street approaches and France Avenue left turns may exist. With minor intersection and signal improvements (additional turn lane length and signal phasing changes), these issues would be minimized, improving the overall intersection LOS back to a C with 20 to 25 sec delays.

**Table 5 – Forecast Build with Development**

Intersection	2014				2030			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
	LOS	Overall Delay (sec/veh)						
65 <sup>th</sup> St at France Ave	C (D)	21.3	B (D)	19.8	C (D)	23.2	D (E)	37.4
65 <sup>th</sup> St at Valley View Rd	B (D)	14.3	B (D)	14.8	B (D)	14.5	B (D)	17.8
65 <sup>th</sup> St at West Site Access	A (C)	1.1	A (A)	1.3	A (C)	1.2	A (C)	1.8
65 <sup>th</sup> St at East Site Access	A(A)	0.4	A(A)	0.5	A (A)	0.8	A(A)	1.0
65 <sup>th</sup> St at Adjacent Development Driveways	A(A)	0.8 – 2.2	A(A)	0.5 – 2.7	A (A)	0.8 – 2.4	A (A)	0.5 – 2.8

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

**Vehicle Queuing Analysis**

A queuing analysis for the existing and future 2014 and 2030 conditions was prepared evaluating the anticipated vehicle queuing impacts at the driveways and intersections on 65<sup>th</sup> Street between France Avenue and Valley View Road. The analysis was conducted using the SimTraffic simulation software.

The results found that during both the AM and PM peak hours, for the existing, and future no-build and build 2014 and 2030 conditions, the average queues in the corridor do not exceed any of the available turn lanes storage. In some cases however, the maximum queues were exceeded.

The maximum queue represents the longest length of queue that was observed during the analysis period. The observations were identified just one time during the peak periods with an extremely short duration of less than 2 seconds. In most cases the queues exceed the storage in the continuous left turn lane, therefore only blocking the adjacent driveway and not impacting through traffic.

The potential future mitigation at the 65<sup>th</sup> Street and France Avenue intersection discussed above will improve the flow of traffic on 65<sup>th</sup> Street and also minimize traffic blocking the hospital entrance. Additional signage could also be added indicating “do not block intersection” and/or “no left turns during peak hours” at the hospital entrance should this become an issue.

Tables showing the average and maximum queue lengths by movement and approach are included in the *Appendix*.

### ***Parking Demand***

The parking demand for the proposed development was analyzed based on anticipated uses on the site. The parking generation rates used to estimate the parking demand was based on surveys of the parking generation for other similar land uses as documented in the Institute of Transportation Engineers *Parking Generation Manual*, 4<sup>th</sup> Edition.

**Table 6** below shows a summary of each potential uses, the estimated parking generation rate and what the anticipated peak parking demand would be for a typical weekday. This would represent the worst case condition for the parking on the site assuming the proposed uses.

**Table 6 – Site Parking Demand per ITE**

Use	Size	Rate	Spaces
Assisted Living	59	0.41 spaces/unit	25
Independent Living	50	1.00 spaces/unit	50
Skilled Nursing Care	40	0.48 spaces/unit	20
Memory Care	40	0.48 spaces/unit	20
Observation Care Rooms	20	0.48 spaces/unit	10
<b>Total Parking Demand</b>			<b>125</b>

The current City Code would require a total of 138 parking spaces for the proposed development. Currently the proposed site is estimating 144 spaces available. **Table 7** shows a breakdown of the parking required per City Code.

**Table 7 – Parking Required per City Code**

Use	Size	Rate	Spaces
Assisted Living	59	0.75 per unit + 1 per employee	60
Independent Living	50	0.75 per unit + 1 per employee	53
Skilled Nursing Care	40	1 per 4 beds	10
Memory Care	40	1 per 4 beds	10
Observation Care Rooms	20	1 per 4 beds	5
<b>Total Parking Demand</b>			<b>138</b>

Based on the results of the parking analysis, it can be concluded that the parking proposed with the site plan would be adequate for the proposed senior housing and skilled care facility.

A72

### ***Conclusions / Recommendation***

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

- The proposed Senior Housing and Skilled Care Facility project including planned 209 units is anticipated to generate an additional 27 trips in the AM peak hour and 40 trips in the PM peak hour.
- Additional trips will be generated from other approved or anticipated development in the surrounding area. These uses will generate an additional 379 trips in the AM peak hour and 780 trips in the PM peak hour.
- Existing traffic operations at the intersections and driveways in the study area on 65<sup>th</sup> Street are all operating at overall LOS D or better for the both the AM and PM peak hours.
- Traffic operations at the intersections and driveway on 65<sup>th</sup> Street between France Avenue and Valley View Road with or without the proposed site development for the forecasted conditions in 2014 and 2030 will continue to operate at an overall LOS D or better during the AM and PM peak hours.
- The intersection of 65<sup>th</sup> Street and France Avenue may have potential delay issues with full development in 2030. With the minor intersection and signal improvements (additional turn lane length and signal phasing changes), these issues would be minimized, improving the overall intersection LOS back to a C.
- The results of the queuing analysis found that during both the AM and PM peak hours, for the existing, and future no-build and build 2014 and 2030 conditions, the average queues in the corridors do not exceed any of the available turn lane storage.
- The proposed site plan provides parking to meet both City Code and anticipated parking generation based on ITE guidelines.

Based on these conclusions the following is recommended.

1. Provide the proposed roadway internal roadway improvements as shown on the proposed site plan (*Figure 2*).
2. Although no improvements to the France Avenue at 65<sup>th</sup> Street intersection are specifically required at this time. Should delays and queuing become an issue in the future, minor intersection turn lane and phasing improvements may be necessary. Should these improvements be required in the future the Aurora on France Senior Housing development will be responsible for their share of those improvements.
3. No additional roadway improvements or additional parking would be required to accommodate the proposed Aurora on France Senior Housing project.

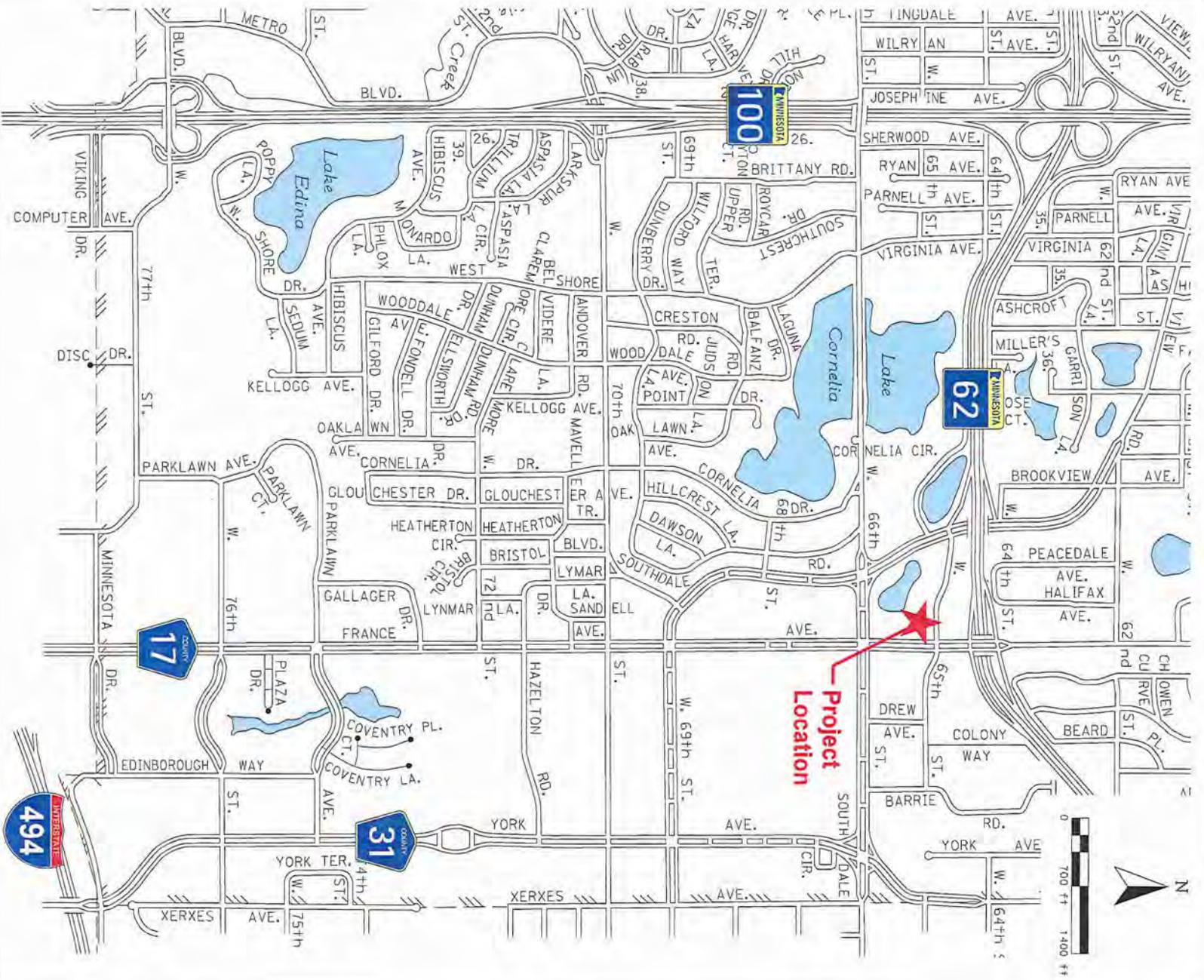
# APPENDIX



**Traffic Impact Study**  
 Aurora on France (6500 France Avenue)  
 Senior Housing Development  
 City of Edina, Minnesota

A75

**Project Location Map**



**Figure 1**



EDWARD FARR  
ARCHITECTS INC



AURORA  
Investments, LLC



GRANT DEVELOPMENT CO.

Date: 5/20/2013  
 File Name: K:\0886-400\0886-400\0886-400.dwg  
 Plot: 00 - Site Plan.dwg



**Traffic Impact Study**  
 Aurora on France (6500 France Avenue)  
 Senior Housing Development  
 City of Edina, Minnesota

Figure 2

Proposed Site Plan

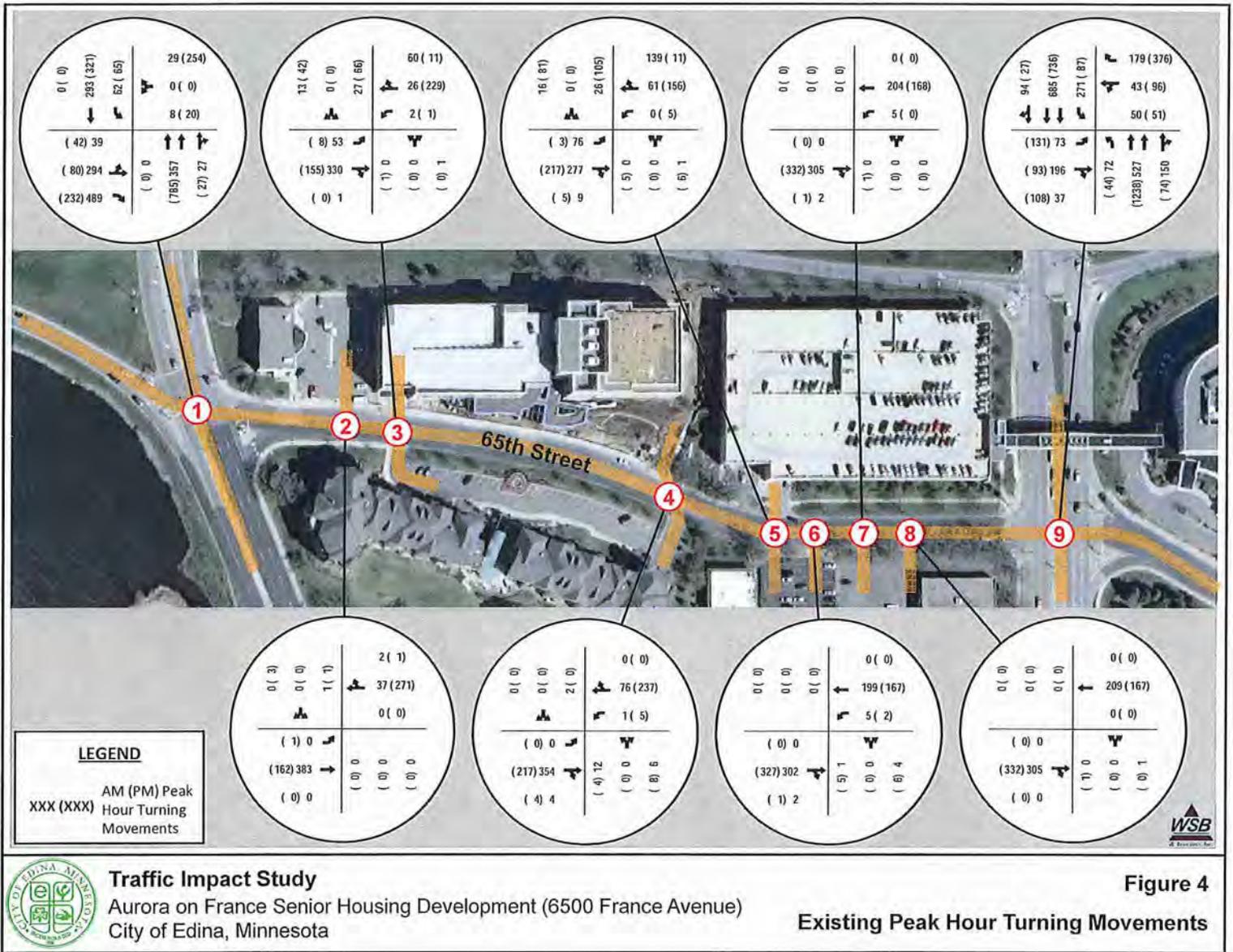
A76

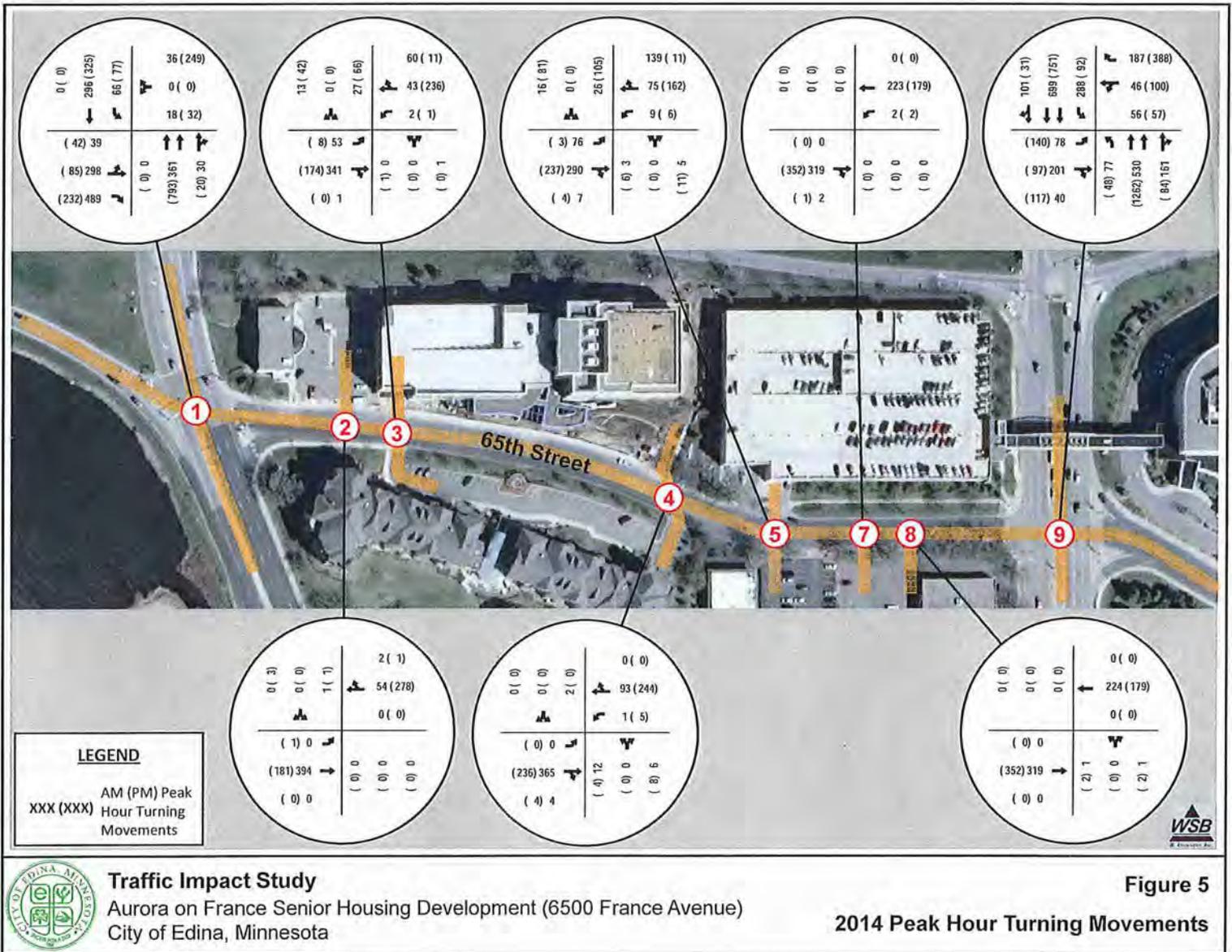


**Traffic Impact Study**  
Aurora on France Senior Housing Development (6500 France Avenue)  
City of Edina, Minnesota

**Figure 3**  
**Intersection Location Map**

A77





0 (0)	296 (325)	66 (77)	36 (249)
(42) 39	↓	↑	0 (0)
(85) 298	↑	↑	18 (32)
(232) 489	↑	(0) 0	(793) 361
			(20) 30

13 (42)	0 (0)	27 (66)	60 (11)
(8) 53	↑	↑	43 (236)
(174) 341	↑	↑	2 (1)
(0) 1	(1) 0	(0) 0	(0) 1

16 (81)	0 (0)	26 (106)	139 (11)
(3) 76	↑	↑	75 (162)
(237) 290	↑	↑	9 (6)
(4) 7	(6) 3	(0) 0	(11) 5

0 (0)	0 (0)	0 (0)	0 (0)
(0) 0	↑	↑	223 (179)
(352) 319	↑	↑	2 (2)
(1) 2	(0) 0	(0) 0	(0) 0

101 (31)	689 (751)	288 (92)	187 (388)
(140) 78	↓	↓	46 (100)
(97) 201	↓	↓	56 (57)
(117) 40	(48) 77	(1262) 530	(84) 151

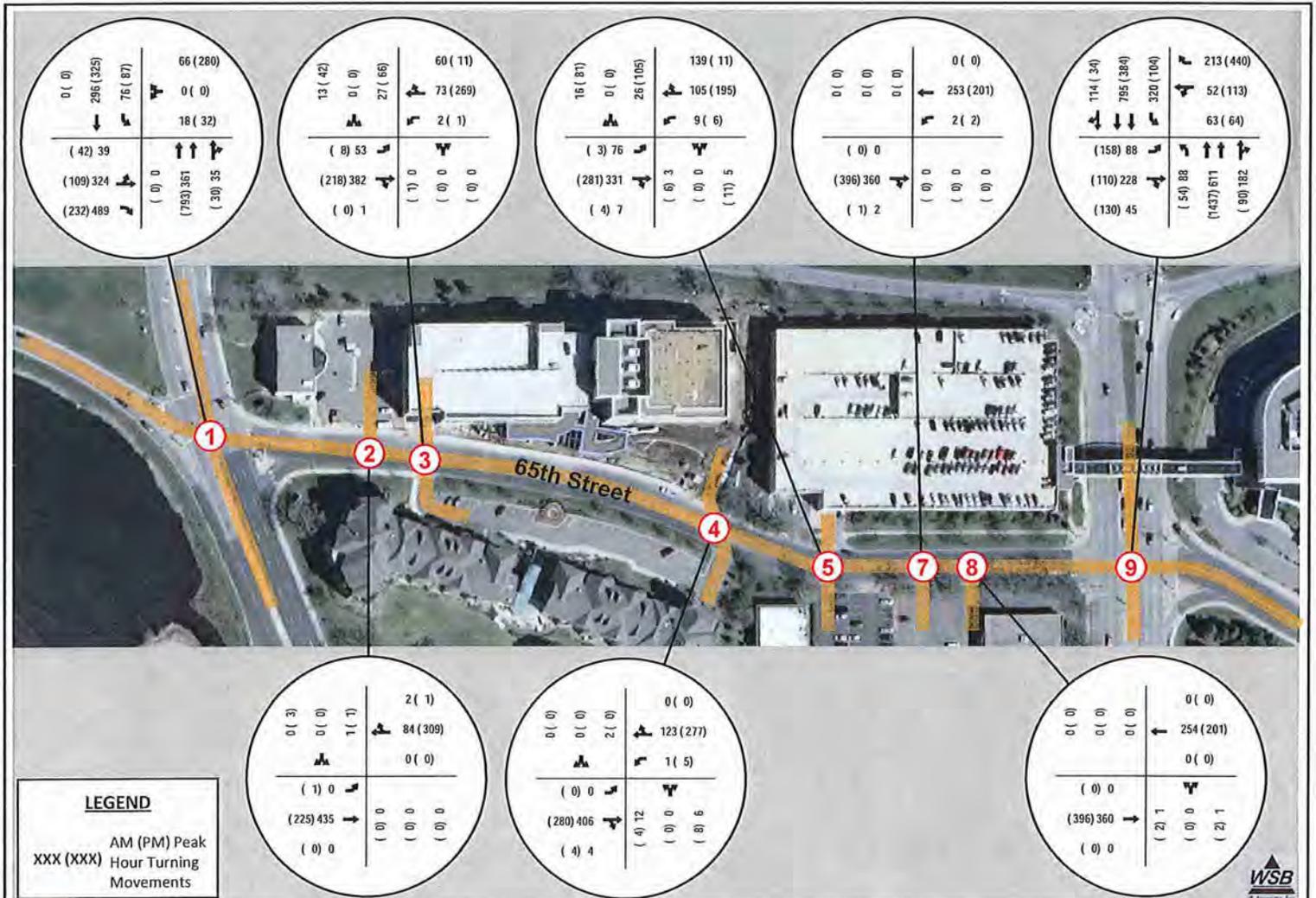


0 (3)	0 (0)	1 (1)	2 (1)
(1) 0	↑	↑	54 (278)
(181) 394	↑	↑	0 (0)
(0) 0	(0) 0	(0) 0	(0) 0

0 (0)	0 (0)	2 (0)	0 (0)
(0) 0	↑	↑	93 (244)
(236) 365	↑	↑	1 (5)
(4) 4	(4) 12	(0) 0	(8) 6

0 (0)	0 (0)	0 (0)	0 (0)
(0) 0	↑	↑	224 (179)
(352) 319	↑	↑	0 (0)
(0) 0	(2) 1	(0) 0	(2) 1

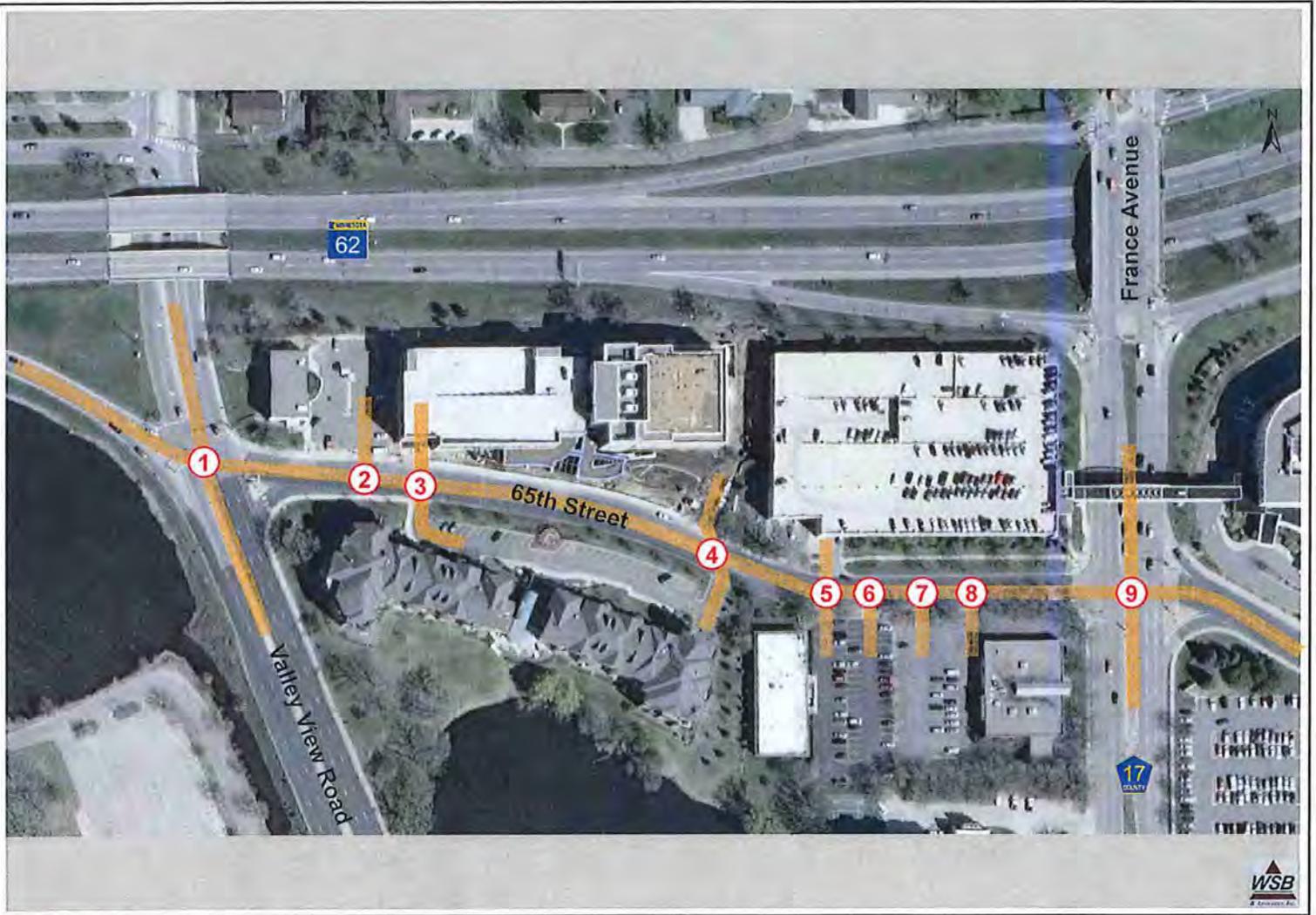




**Traffic Impact Study**  
 Aurora on France Senior Housing Development (6500 France Avenue)  
 City of Edina, Minnesota

**Figure 6**  
 2030 Peak Hour Turning Movements

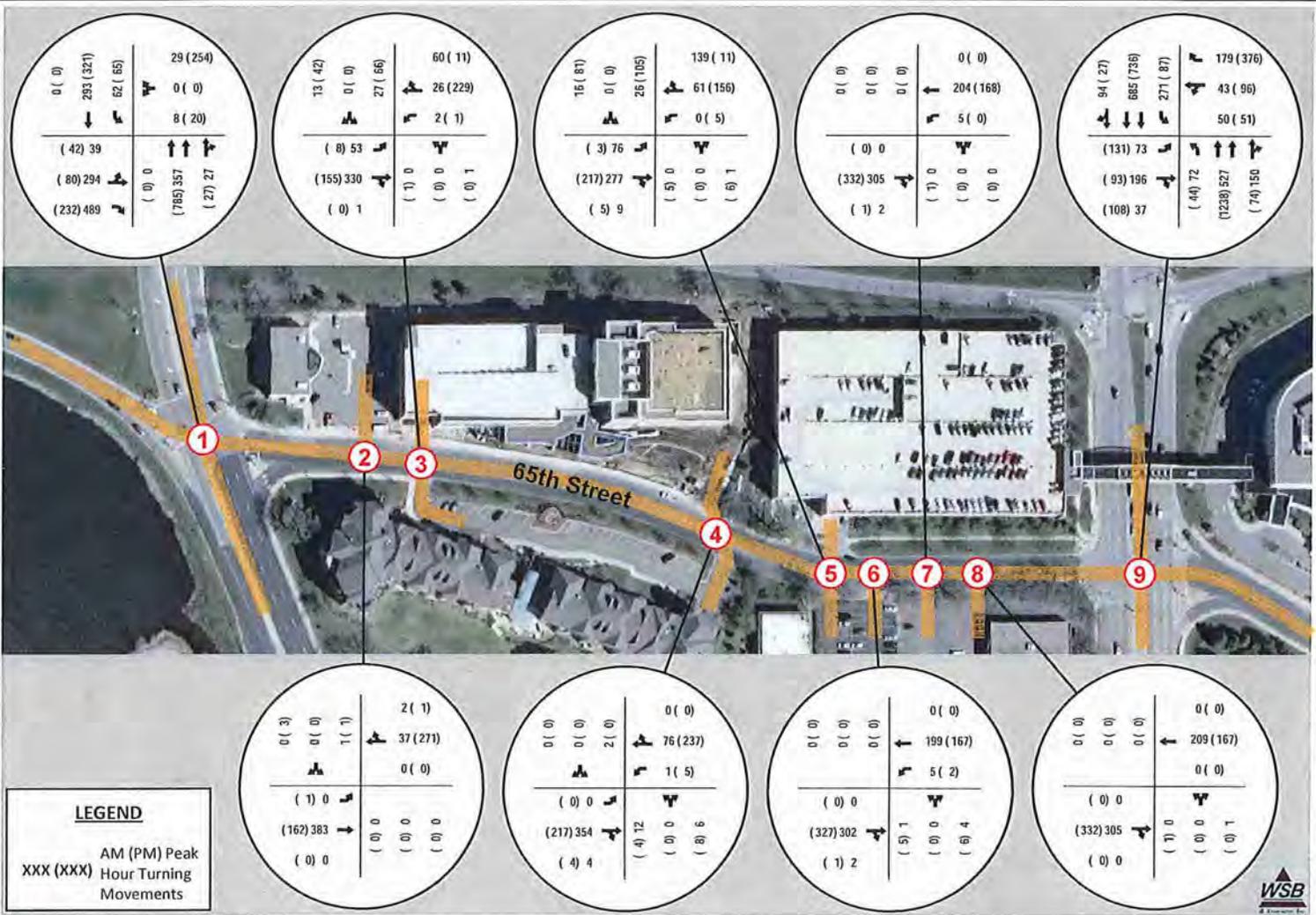
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**Traffic Impact Study**  
Aurora on France Senior Housing Development (6500 France Avenue)  
City of Edina, Minnesota

**Figure 3**  
**Intersection Location Map**

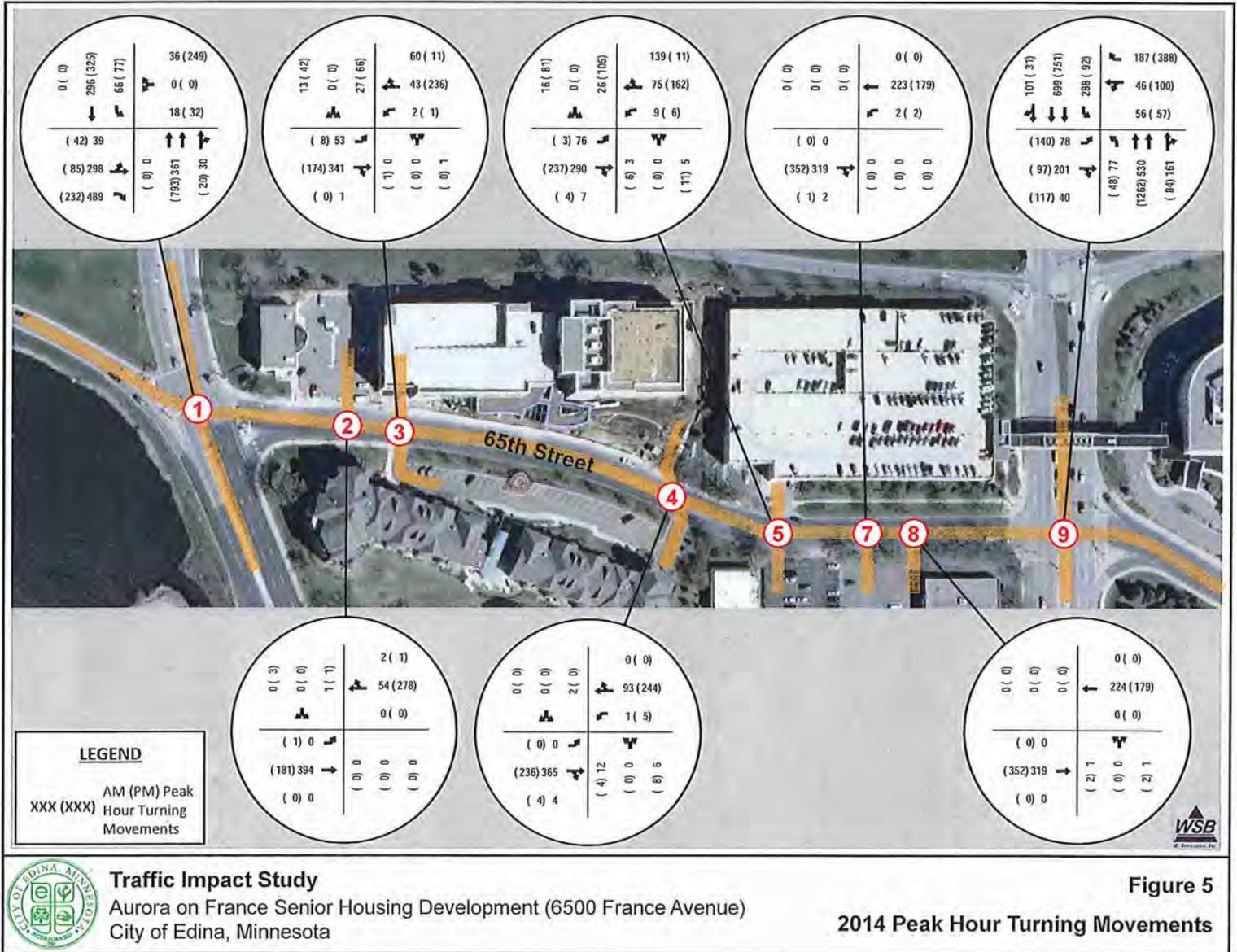
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**Traffic Impact Study**  
 Aurora on France Senior Housing Development (6500 France Avenue)  
 City of Edina, Minnesota

**Figure 4**  
 Existing Peak Hour Turning Movements

A52



0 (0)	286 (325)	66 (77)	36 (249)
(42) 39	18 (32)	0 (0)	0 (0)
(85) 298	(0) 0	(793) 361	(20) 30
(232) 489	(0) 0	(0) 0	(0) 0

13 (42)	0 (0)	27 (66)	60 (11)
(8) 53	2 (1)	43 (236)	2 (1)
(174) 341	(0) 0	(0) 0	(0) 1
(0) 1	(0) 0	(0) 0	(0) 0

16 (81)	0 (0)	26 (105)	139 (11)
(3) 76	9 (6)	75 (162)	2 (1)
(237) 290	(0) 0	(0) 0	(0) 0
(4) 7	(0) 0	(0) 0	(11) 5

0 (0)	0 (0)	0 (0)	0 (0)
(0) 0	2 (2)	223 (179)	0 (0)
(352) 319	(0) 0	(0) 0	(0) 0
(1) 2	(0) 0	(0) 0	(0) 0

101 (37)	699 (751)	288 (92)	187 (388)
(140) 78	56 (57)	46 (100)	187 (388)
(97) 201	(48) 77	(1262) 530	(84) 161
(117) 40	(0) 0	(0) 0	(0) 0

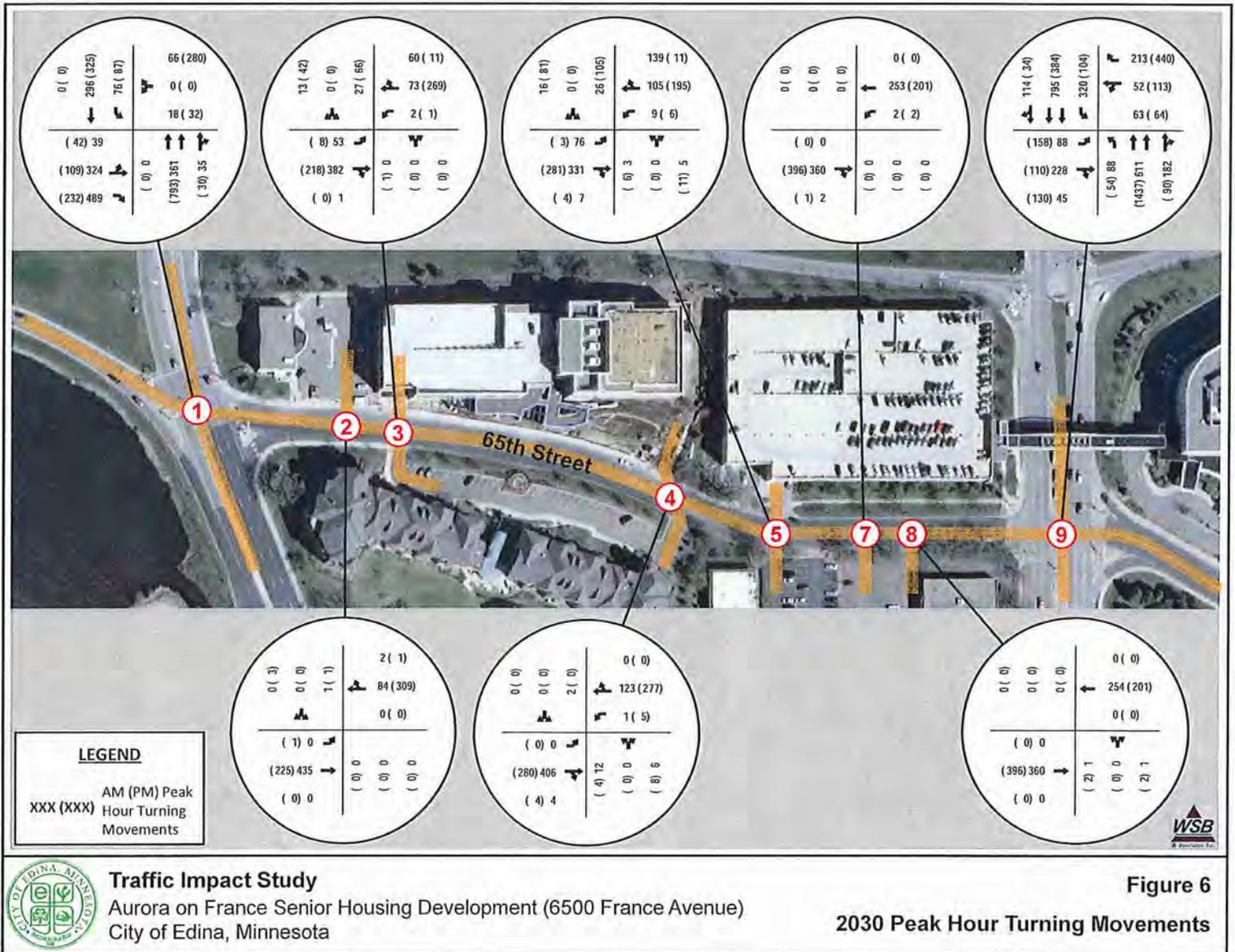


0 (3)	0 (0)	1 (1)	2 (1)
(1) 0	54 (278)	0 (0)	0 (0)
(181) 394	(0) 0	(0) 0	(0) 0
(0) 0	(0) 0	(0) 0	(0) 0

0 (0)	0 (0)	2 (0)	0 (0)
(0) 0	93 (244)	1 (5)	0 (0)
(236) 365	(0) 0	(0) 0	(0) 0
(4) 4	(4) 12	(0) 0	(8) 6

0 (0)	0 (0)	0 (0)	0 (0)
(0) 0	224 (179)	0 (0)	0 (0)
(352) 319	(0) 0	(0) 0	(0) 0
(0) 0	(2) 1	(0) 0	(2) 1





0 ( 0)	296 (325)	66 (280)	0 ( 0)
76 ( 87)	18 ( 32)	0 ( 0)	0 ( 0)
( 42) 39	(109) 324	( 0) 0	(793) 361
(232) 489	( 0) 0	( 30) 35	( 0) 0

13 ( 42)	0 ( 0)	60 ( 11)	73 (269)
27 ( 66)	2 ( 1)	0 ( 0)	0 ( 0)
( 8) 53	(218) 382	( 0) 0	( 0) 0
( 0) 1	( 0) 0	( 0) 0	( 0) 0

16 ( 81)	0 ( 0)	139 ( 11)	105 (195)
26 (105)	9 ( 6)	0 ( 0)	0 ( 0)
( 3) 76	(281) 331	( 0) 3	( 0) 0
( 4) 7	( 0) 0	( 11) 5	( 0) 0

0 ( 0)	0 ( 0)	0 ( 0)	0 ( 0)
0 ( 0)	253 (201)	2 ( 2)	0 ( 0)
( 0) 0	(396) 360	( 0) 0	( 0) 0
( 1) 2	( 0) 0	( 0) 0	( 0) 0

114 ( 34)	795 (384)	320 (104)	213 (440)
52 (113)	63 ( 64)	0 ( 0)	0 ( 0)
(158) 88	(110) 228	( 54) 88	(1437) 611
(130) 45	( 0) 0	( 0) 0	( 0) 0



0 ( 3)	0 ( 0)	1 ( 1)	2 ( 1)
84 (309)	0 ( 0)	0 ( 0)	0 ( 0)
( 1) 0	(225) 435	( 0) 0	( 0) 0
( 0) 0	( 0) 0	( 0) 0	( 0) 0

0 ( 0)	0 ( 0)	2 ( 0)	0 ( 0)
123 (277)	1 ( 5)	0 ( 0)	0 ( 0)
( 0) 0	(280) 406	( 4) 12	( 0) 0
( 4) 4	( 0) 0	( 8) 6	( 0) 0

0 ( 0)	0 ( 0)	0 ( 0)	0 ( 0)
254 (201)	0 ( 0)	0 ( 0)	0 ( 0)
( 0) 0	(396) 360	( 2) 1	( 0) 0
( 0) 0	( 0) 0	( 0) 0	( 2) 1



SimTraffic Simulation Summary  
 8/24/2013  
 Existing AM Peak Hour  
 Measures of Effectiveness

Control	Intersection	Location	Appr	Forecast Volumes				Modeled Volumes				Error Volumes				Volume Error by Approach		Total Delay by Movement (Sec/Veh)			Level of Service by Movement			LOS by Approach (Sec/Veh)		LOS by Intersection (Sec/Veh)		Average & Maximum Traffic Queuing (feet)							
				L	T	R	Total	L	T	R	Total	L	T	R	Total	%	L	T	R	L	T	R	Delay	LOS	Delay	LOS	Appr	Left-Turn			Through		Right-Turn		
																												Ave Queue	Max Queue	Storage	Ave Queue	Max Queue	Ave Queue	Max Queue	Storage
Signalized	1: 65th Street & Valley View Rd	NB	0	357	27	384	0	362	27	389	0	5	0	5	1%	NB	0	12.2	3	A	B	A	11.6	B	13.8	B	NB				21	63			
		WB	8	0	29	37	7	0	26	33	-1	0	-3	0	0%	WB	49.8	0	4	D	A	A	11.8	B			WB	13	43						
		SB	62	293	0	355	70	295	0	365	8	2	0	10	3%	SB	39.3	8.1	0	D	A	A	13.5	B			SB	47	114	150	74	177			
		EB	39	294	489	822	39	301	489	829	0	7	0	7	1%	EB	29.5	30.4	4.5	C	C	A	15.1	B			EB				160	481	19	247	250
Thru-Stop	2: 65th Street & Bank DW	NB	0	0	0	0	0	0	0	0	0	0	0	0%	NB	0	0	0	A	A	A	0.0	A	2.2	A	NB									
		WB	0	37	2	39	0	32	2	34	0	-5	0	0	0%	WB	0	0.2	0.1	A	A	A	0.2			A	WB								
		SB	1	0	0	1	0	0	0	0	-1	0	0	0	0%	SB	0	0	0	A	A	A	0.0			A	SB		6						
		EB	0	383	0	383	0	399	0	399	0	16	0	16	4%	EB	0	2.4	0	A	A	A	2.4			A	EB								
Thru-Stop	3: 65th Street & Crosstown Medical Ramp	NB	0	0	1	1	0	0	1	1	0	0	0	0%	NB	0	0	0	A	A	A	0.0	A	1.0	A	NB	1	23							
		WB	2	26	60	88	2	23	66	91	0	-3	6	3	3%	WB	1.3	0.6	0.2	A	A	A	0.3			A	WB		5	25		3			
		SB	27	0	13	40	27	0	11	38	0	0	-2	-2	-5%	SB	5.5	0	2.5	A	A	A	4.6			A	SB	23	56						
		EB	53	330	1	384	55	343	1	399	2	13	0	15	4%	EB	2.3	0.5	0.2	A	A	A	0.7			A	EB	5	27	30		10			
Thru-Stop	4: 65th Street & Condo Garage	NB	12	0	6	18	11	0	8	19	-1	0	2	1	6%	NB	7.4	0	3.6	A	A	A	5.8	A	0.6	A	NB	13	36						
		WB	1	76	0	77	0	79	0	79	-1	3	0	2	3%	WB	0	0.4	0	A	A	A	0.4	A			WB								
		SB	2	0	0	2	3	0	3	1	0	0	0	0%	SB	8.6	0	0	A	A	A	8.6	A	SB			3	29							
		EB	0	354	4	359	0	367	4	371	0	13	0	13	4%	EB	0	0.6	0.1	A	A	A	0.6	A			EB								
Thru-Stop	5: 65th Street & Fairview Ramp	NB	0	0	1	1	0	0	1	1	0	0	0	0%	NB	0	0	2.1	A	A	A	2.1	A	1.2	A	NB	1	16							
		WB	0	61	139	200	0	61	131	192	0	-8	-8	-4%	WB	0	0.7	0.2	A	A	A	0.4	A			WB					5				
		SB	26	0	16	42	27	0	19	46	1	0	3	4	10%	SB	7.3	0	2.9	A	A	A	5.5			A	SB	24	51						
		EB	76	277	0	352	82	286	10	378	6	9	1	16	4%	EB	2.6	0.6	0.2	A	A	A	1.0			A	EB	10	47	50					
Thru-Stop	6: 65th Street & 4005 - East DW	NB	1	0	4	5	1	0	5	6	0	0	0	0%	NB	4.2	0	2.7	A	A	A	3.0	A	0.5	A	NB	4	29							
		WB	5	199	0	204	6	192	0	198	1	-7	0	-6	-3%	WB	2.5	0.6	0	A	A	A	0.7			A	WB	2	18	25					
		SB	0	0	0	0	0	0	0	0	0	0	0	0%	SB	0	0	0	A	A	A	0.0	A			SB									
		EB	0	302	2	304	0	310	3	313	0	8	1	9	3%	EB	0	0.3	0.1	A	A	A	0.3			A	EB								
Thru-Stop	7: 65th Street & 6600 - West DW	NB	0	0	0	0	0	0	0	0	0	0	0	0%	NB	0	0	0	A	A	A	0.0	A	0.3	A	NB									
		WB	5	204	0	209	3	188	0	201	-2	-6	0	-8	-4%	WB	2.8	0.2	0	A	A	A	0.2			A	WB								
		SB	0	0	0	0	0	0	0	0	0	0	0	0%	SB	0	0	0	A	A	A	0.0	A			SB									
		EB	0	305	2	307	0	314	2	316	0	0	0	0	0%	EB	0	0.4	0	A	A	A	0.4			A	EB					7			
Thru-Stop	8: 65th Street & 6600 - East DW	NB	0	0	1	1	0	0	1	1	0	0	0	0%	NB	0	0	16.2	A	A	C	16.2	C	1.0	A	NB	1	18							
		WB	0	209	0	209	0	201	0	201	0	-8	0	-8	-4%	WB	0	0.7	0	A	A	A	0.7			A	WB								
		SB	0	0	0	0	0	0	0	0	0	0	0	0%	SB	0	0	0	A	A	A	0.0	A			SB									
		EB	0	305	0	305	0	314	0	314	0	9	0	9	3%	EB	0	1.2	0	A	A	A	1.2			A	EB					10	61		
Signalized	9: 65th Street & France Ave	NB	72	527	150	749	74	524	152	750	2	-3	2	1	0%	NB	42.4	22.3	8.6	D	C	A	21.5	C	20.3	C	NB	51	132	160	70	158			
		WB	50	43	179	272	50	39	189	278	0	-4	10	6	2%	WB	40.2	40.9	2.2	D	D	A	14.5	B			WB					62	147		
		SB	271	685	94	1050	262	704	89	1055	-9	19	-5	5	0%	SB	35.8	13.9	11.7	D	B	B	19.2	B			SB	147	206	210	83	215			
		EB	73	196	37	306	73	204	39	316	0	8	2	10	3%	EB	28.1	27.2	19.6	C	C	B	26.5	C			EB	51	111	120	123	192			

A85











### ***Vehicle Queuing Analysis***

A queuing analysis for both the existing and future 2014 conditions was prepared evaluating the anticipated vehicle queuing impacts at existing driveways and intersections on 65<sup>th</sup> Street between France Avenue and Valley View Road. The analysis was conducted using the SimTraffic simulation software.

The results found that during both the AM and PM peak hours, for the existing and future 2014 conditions, the average queues in the corridor do not exceed any of the available turn lanes storage. In some cases however, the maximum queues were exceeded. The maximum queue represents the longest length of queue that was observed during the analysis period. The observations were identified just one time during the peak periods with an extremely short duration of less than 2 seconds. In most cases the queues exceed the storage in the continuous left turn lane, therefore only blocking the adjacent driveway and not impacting through traffic.

Based on the analysis none of the anticipated average queues or maximum queues on 65<sup>th</sup> Street will back up or block either the France Ave or the Site Access intersections. Tables showing the average and maximum queue lengths by movement and approach are included in the **Appendix**.

### ***Conclusions / Recommendation***

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

- The proposed site redevelopment is proposed to include primarily medical office and supporting uses and is anticipated to generate 2280 trips in a day, 279 trips in the AM peak hour and 216 trips in the PM peak hour.
- Traffic operations at the intersections and driveway on 65<sup>th</sup> Street between France Avenue and Valley View Road will remain the same with or without the proposed redevelopment.
- Traffic operations at the proposed site driveway will operate at overall LOS A in the AM and PM peak hours with the worst movement operating at a LOS C.
- The queuing analysis indicates that no significant impact to the adjacent driveways or intersections will occur as a result of the proposed redevelopment.

Based on these conclusions no additional improvements other than those shown on the site plan would be required to accommodate the proposed site redevelopment.

A91

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



**Date:** July 2, 2013 May 20, 2013  
**To:** Cary Teague – Community Development Director  
**From:** Wayne D. Houle – City Engineer  
**Re:** Review of Planning Submittal for  
Edina Medical Plaza  
6500 France Avenue

Engineering has reviewed the revised plans for the above stated project and offer the following comments:

- A Nine Mile Creek Watershed permit will be required, along with other agency permits such as Hennepin County Public Works, MNDH, MPCA, MCES.
- Dedication of new watermain and sidewalk easements will be required.
- A developer's agreement will be required for realigning of the public watermain and also the installation of the sidewalk on both West 65<sup>th</sup> Street and France Avenue.

#### Sheet C4.0 Utility Plan:

- Verify that sanitary sewer service has not settled; repair if needed; then reline existing sanitary sewer service.
- Uncover buried MH4680 on south lot line and bring to grade.
- Final plans should include all standard detail sheets, including thrust blocking for C900 watermain. Double check City website for using the most up-to-date details.

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

A92

ORDINANCE NO. 2013-

AN ORDINANCE AMENDING THE ZONING ORDINANCE  
TO AMEND THE PUD-3, PLANNED UNIT DEVELOPMENT-3  
DISTRICT AT 6500 FRANCE AVENUE

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The City Of Edina Ordains:

**Section 1.** Subsection 850 is hereby amended to add the following Planned Unit Development (PUD) District:

**850.23 Planned Unit Development Districts (PUD)**

**Subd. 2. Planned Unit Development District-3 (PUD-3) – Edina  
Medical Building ~~Aurora on France~~**

**A. Legal Description:**

All of Lot 4 and the Easterly 56.44 feet of Lot 3, Block 2, Southdale Office Park Second Addition. Hennepin County, Minnesota.

And,

Lot 3, Block 2, except the Easterly 56.44 feet thereof, Southdale Office Park Second Addition, Hennepin County, Minnesota.

**B. Approved Plans.** Incorporated herein by reference are the ~~Aurora on France Senior Housing~~ 6500 France Edina Medical Building plans received by the City on ~~November 6, 2012~~<sup>3</sup>, except as amended by City Council Resolution No. 2012-176\_\_\_, on file in the Office of the Planning Department under file number 2012-003-12a. ~~2013.014.13a.~~

**C. Principal Uses:**

All principal uses allowed in the Regional Medical District (RMD) Zoning District, except drive-through uses.

**Senior Independent & Assisted Living/Nursing Home.**

**D. Accessory Uses:**

All accessory uses allowed in the Regional Medical District (RMD)

Off-street parking facilities

Produce stands pursuant to permit issued by the City Manager.

Signs allowed per the Regional Medical District.

**E. Conditional Uses:**

None

**F. Development Standards. Development standards per the RMD Zoning District, except the following:**

**Building Setbacks**

Front – France Avenue	25 feet (floors 1-2) 35 feet (floors 3-5)
Front – 65 <sup>th</sup> Street	25 feet
Side – West	400 48 feet (floors 1-2) 58 feet (floors 3-5)
Rear – South	20 & 30 feet

**Parking Ramp Setbacks**

Front – France Avenue	80 feet
Front – 65 <sup>th</sup> Street	25 feet
Side – West	15 feet
Rear – South	20 feet

Building Height	five stories and 62 feet
Maximum Floor Area Ratio	100% 220%

**Chiller/Mechanical Equipment Setbacks**

If the footprint is larger than 36 square feet in area or 6 feet in height, utility and/or mechanical equipment shall be required to meet the above Front Setback requirements. The Side and Rear setback requirements shall be 6 feet. Mechanical Equipment must also meet the following conditions:

1. All mechanical equipment accessory to any building, shall be screened from all lot lines and streets in accordance with Section 850.10. Subd. 2.C.
2. Noise from mechanical equipment shall be subject to the City's Noise regulations in accordance with Section 1040.

**Section 3.** This ordinance is effective immediately upon its passage and publication.

First Reading:

Second Reading:

Published:

ATTEST:

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Debra A. Mangen, City Clerk

James B. Hovland, Mayor

Please publish in the Edina Sun Current on:

Send two affidavits of publication.

Bill to Edina City Clerk

#### 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 Ordinance was duly adopted by the Edina City Council at its Regular Meeting of \_\_\_\_\_, 2013, and as recorded in the Minutes of said Regular Meeting.

WITNESS my hand and seal of said City this \_\_\_\_\_ day of \_\_\_\_\_,  
2013.

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City Clerk