Final Development Plan

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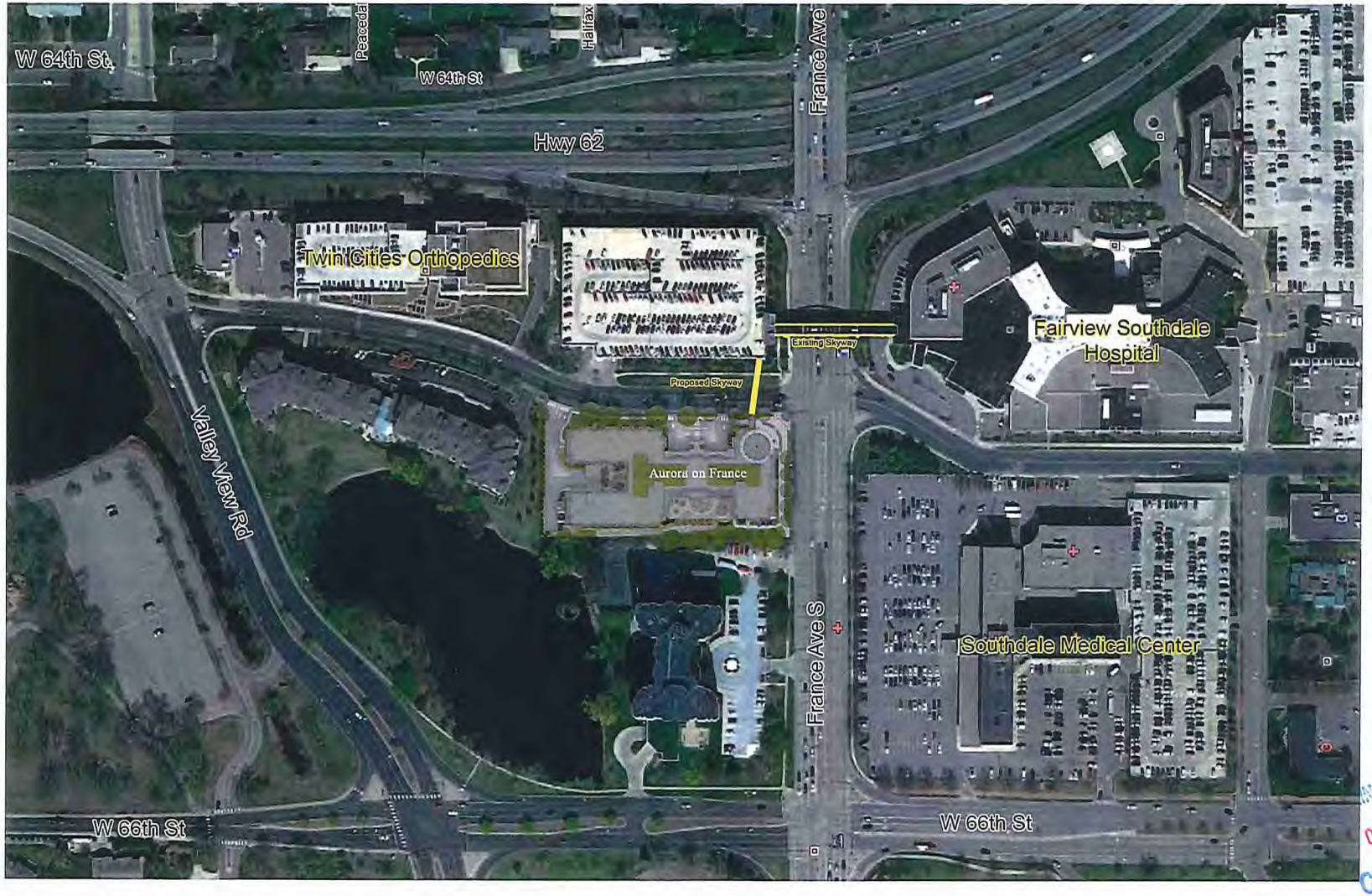
6500 France Avenue

EDWARD FARR ARCHITECTS INC

AURORA ON FRANCE

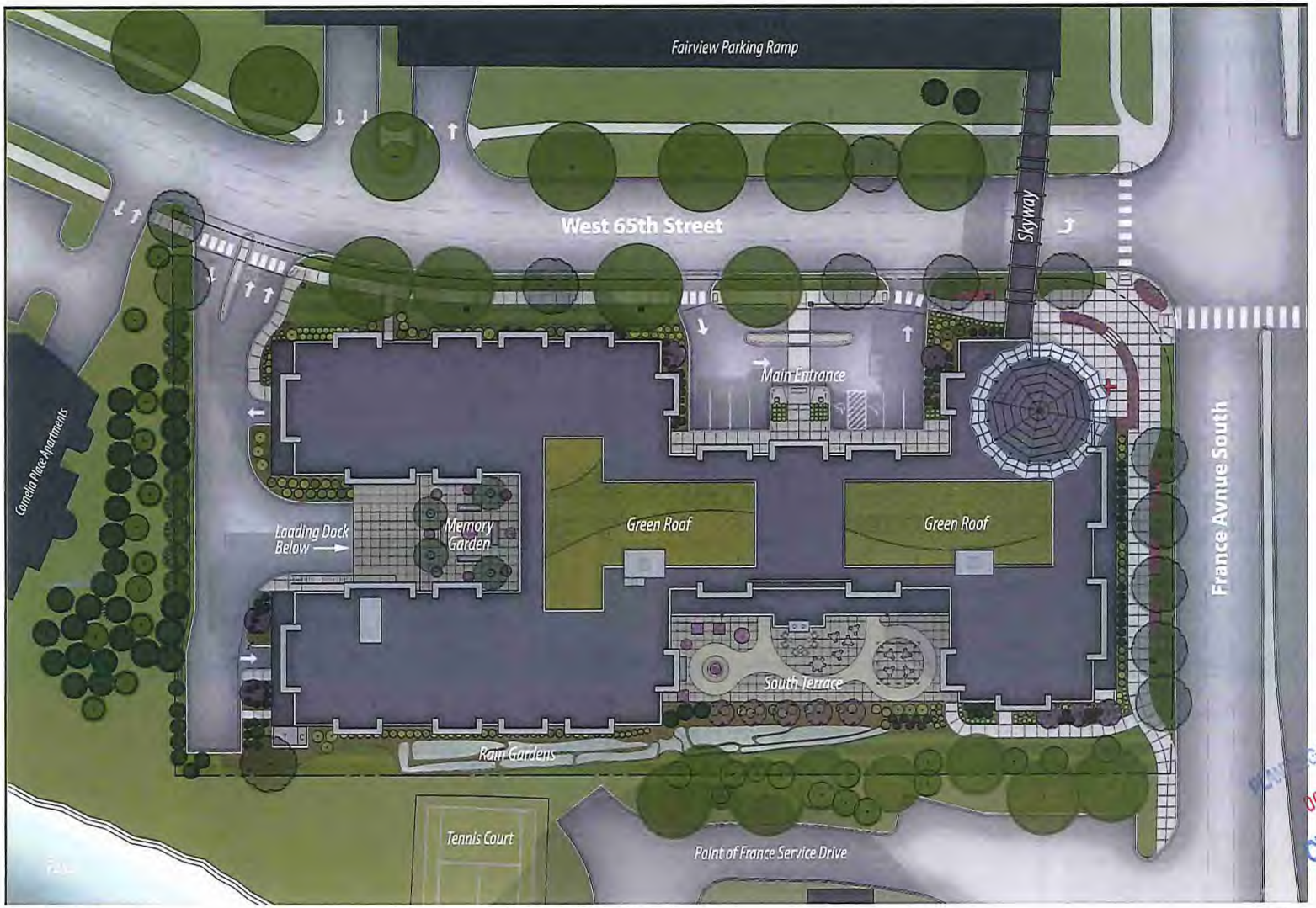
AURORA Investments, LLC

MOUNT DEVELOPMENT CO.



L17

Regional Map



A18

Site Plan
6500 France Avenue

EDWARD FARR
ARCHITECTS INC

AURORA ON FRANCE

AURORA
Investments, LLC

MOUNT DEVELOPMENT CO.

Aerial View Looking Southwest

View Looking Northwest

A1.1

View Looking Southeast

View Looking at Front Entry

024

View Looking at Terrace

View Looking Northeast

A21

1 NORTH ELEVATION
A5.1 SCALE: 1/16"=1'-0"

1 SOUTH ELEVATION
A5.1

Page 7
October 14, 2014

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 ______ Reg. No. 16362
Project Manager

MATERIALS LEGEND

1 FACE BRICK #1 - FIELD
2 FACE BRICK #2 - BASE
3 FACE BRICK #3 - ACCENT
4 EIFS
5 PRECAST (PC) CORNICE
6A BRONZE TINTED GLASS IN ALUMINUM FRAMES
6B BRONZE TINTED GLASS IN PREFINISHED FIBERGLASS FRAMES
7 ARCH'L PC CONC #2 - ACID ETCH TO MATCH BRICK #2
8 DECORATIVE WALL LIGHT
9 GLASS CROWN
10 SIGNAGE/ADDRESS NUMBERS
11 PREFINISHED METAL PANELS
12 PREFINISHED ALUM GUARDRAIL
13 BALCONIES - CONCRETE
14 O.H. DOOR - PAINTED
15 LOUVERS
16 PREFINISHED METAL TRIM
17 WALL MOUNTED AREA LIGHTING
18 PREFINISHED HVAC GRILLE
19 MISCELLANEOUS SIGNAGE

EDWARD FARR ARCHITECTS INC

AURORA Investments, LLC

Client

MOUNT DEVELOPMENT CO.

Project
AURORA ON FRANCE FINAL DEVELOPMENT PLAN

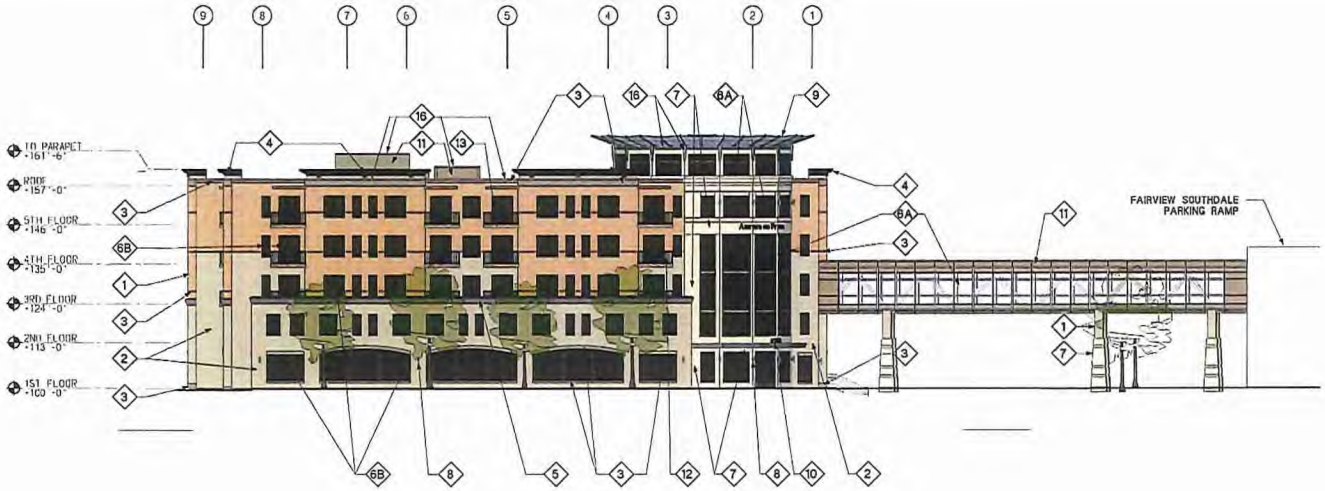
Location
6500 FRANCE AVENUE SOUTH
EDINA, MINNESOTA

Issued For	Date
CITY SUBMITTAL	6-23-2014

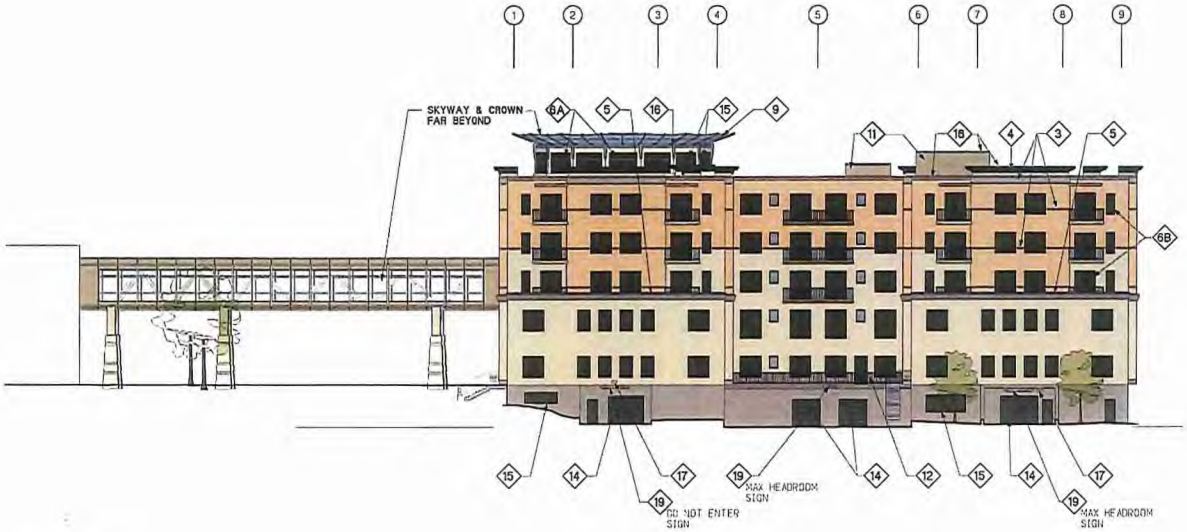
Sheet Title
NORTH/SOUTH ELEVATIONS

Project Number	Sheet Number
13.025	A5.1

A22



1 EAST ELEVATION



2 WEST ELEVATION

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OCT 15 2014
CITY OF EDINA

Page 8
October 14, 2014

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Edward A. Farr

Date _____ Reg. No. 16362
Project Manager

DECEMBER 2014

MATERIALS LEGEND

1 FACE BRICK #1 - FIELD
2 FACE BRICK #2 - BASE
3 FACE BRICK #3 - ACCENT
4 EIFS
5 PRECAST (PC) CORNICE
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18 PREFINISHED HVAC GRILLE
19 MISCELLANEOUS SIGNAGE

EDWARD FARR ARCHITECTS INC

AURORA Investments, LLC
Client

MOUNT DEVELOPMENT CO.

Project
AURORA ON FRANCE
FINAL DEVELOPMENT PLAN

Location
6500 FRANCE AVENUE SOUTH
EDINA, MINNESOTA

Issued For	Date
CITY SUBMITTAL	9-23-2014

Sheet Title
EAST/WEST ELEVATIONS

Project Number 13.025
Sheet Number A5.2

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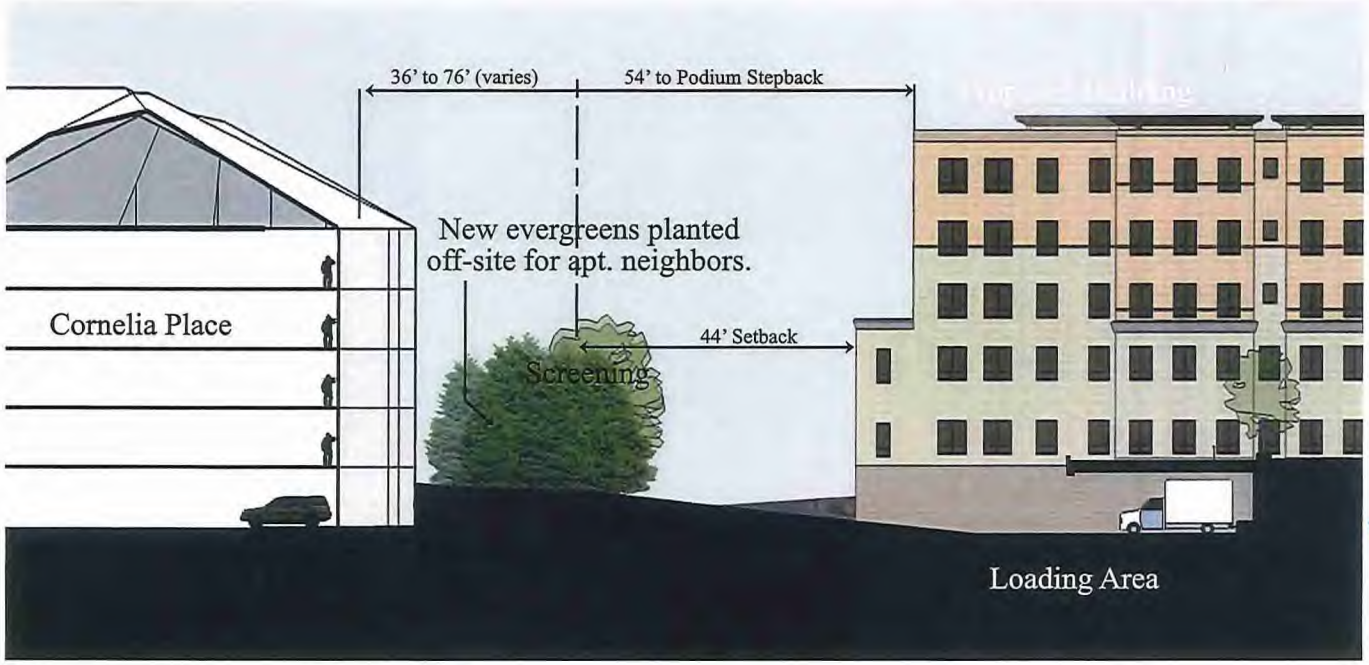
View Notes

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



From 1st Floor Apartment

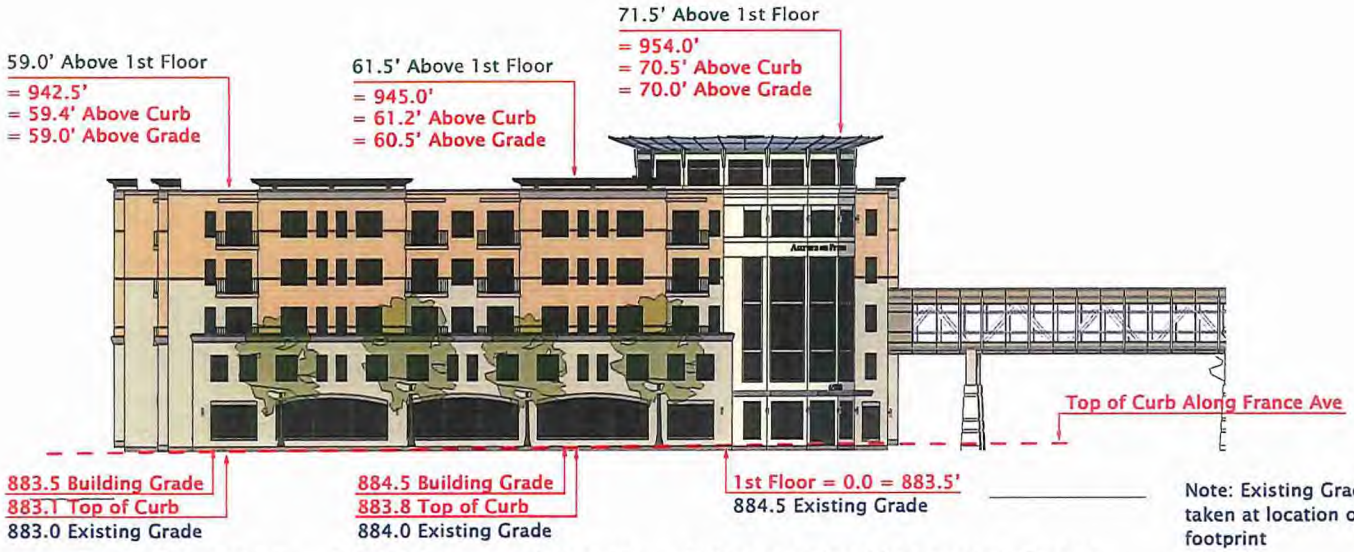
From 2nd Floor Apartment

From 3rd Floor Apartment

From 4th Floor Apartment

Views from Cornelia Place

A25



East Elevation – 6500 France Avenue – Primary Architectural Front

North Elevation – 65th Street West

Finish materials in shaded area

Finish materials in sunny area

1 Fiberglass Window Frame

6B Face Brick #1

6A Bronze Tinted Glass

6B Champagne Aluminum Window Frame

11 Prefinished Metal Panels

3 Face Brick #3

7 Decorative Precast Concrete

2 Face Brick #2

Corresponds to Elevation Sheets A5.1 and A5.2

A27

Finish Materials

May 23, 2014

Site Area = 102,965 sq ft / 2.34 acres

Property Guided: RM Regional Medical

Property Zoned: PUD-3

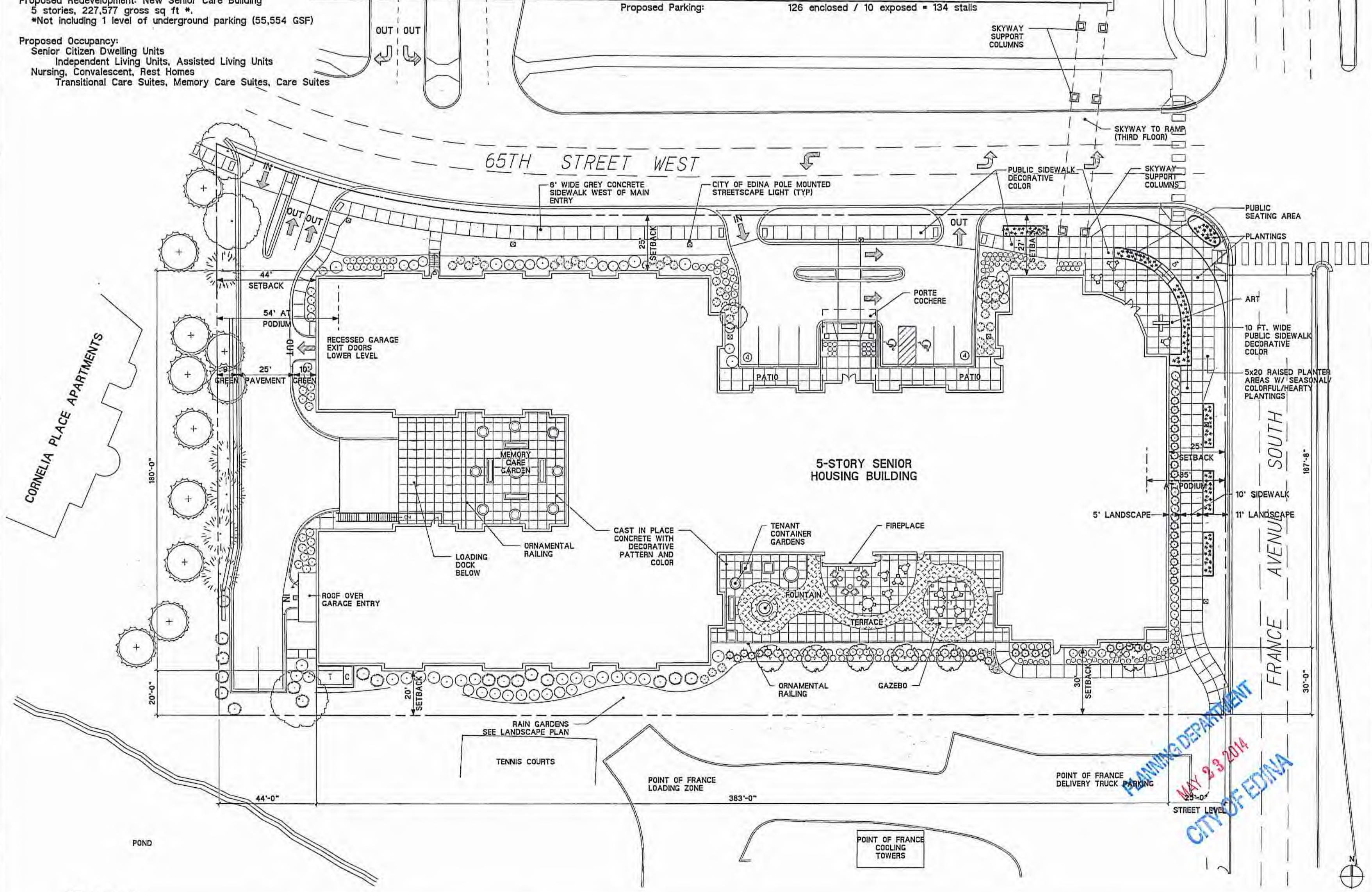
Proposed Redevelopment: New Senior Care Building
5 stories, 227,577 gross sq ft *.
*Not including 1 level of underground parking (55,554 GSF)

Proposed Occupancy:
Senior Citizen Dwelling Units
Independent Living Units, Assisted Living Units
Nursing, Convalescent, Rest Homes
Transitional Care Suites, Memory Care Suites, Care Suites

Building Setbacks:	
North	25 feet
South	20 feet
East	25 feet /35 feet **
West	44 feet / 54 feet **

** second setback number is above podium level

Code Required Parking:		
Nursing Home, 110 Residents =	28 stalls (enclosed)	1/4 Residents
Senior Citizen Dwelling, 100 Units =		
Resident	25 stalls (enclosed)	.25 / unit
Resident	50 stalls (exposed)	.5 / unit
Staff	29 stalls (exposed)	1 / employee
Management	1 stall (enclosed)	1
Required	54 enclosed / 79 exposed = 133 stalls	
Proposed Parking:	126 enclosed / 10 exposed = 134 stalls	



1 / A1.1 SITE PLAN
SCALE: 1"=20'-0"

0 10 20 40

...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 ________ Reg. No. 16362

Project Manager

DRAWING INDEX

EDWARD FARR ARCHITECTS INC
7710 Golden Triangle Drive, Eden Prairie, Minnesota 55344

AURORA Investments, LLC

Client

MOUNT DEVELOPMENT CO.

Project

AURORA ON FRANCE FINAL DEVELOPMENT PLAN

Location

6500 FRANCE AVENUE SOUTH
EDINA, MINNESOTA

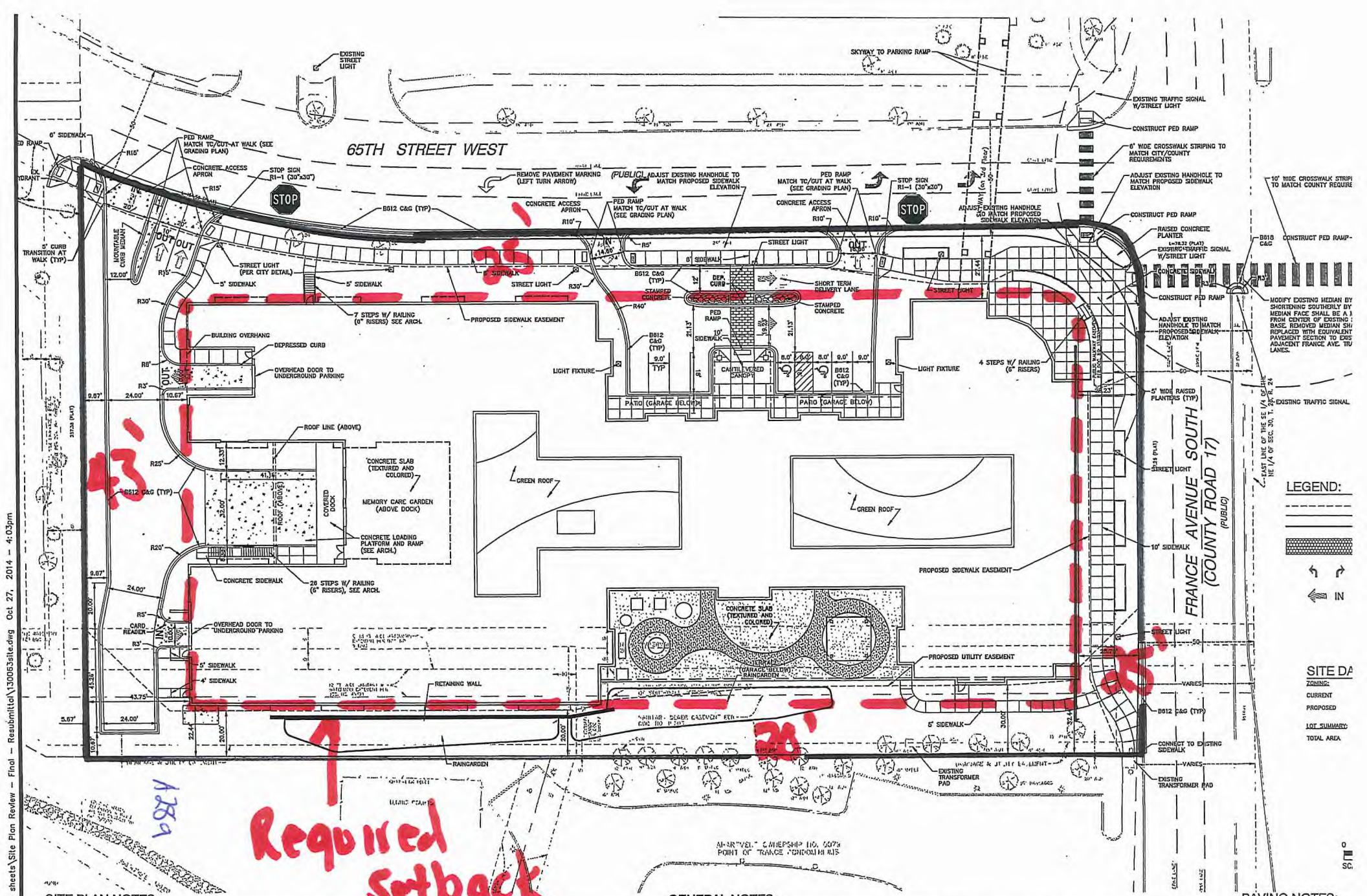
Issued For	Date
CITY SUBMITTAL	5-23-2014

Sheet Title

ARCHITECTURAL SITE PLAN

Project Number	Sheet Number
13.025	A1.1

A26



SITE PLAN NOTES:

1. ALL DIMENSIONS ARE TO FACE OF BUILDING AND/OR BACK OF CURB.
2. REFER TO ARCHITECTURAL DRAWINGS FOR CONCRETE STOOPS ADJACENT TO PROPOSED BUILDING.
3. CONTINUOUS CONCRETE CURB AND GUTTER WHICH CHANGES TYPE SHALL HAVE A FIVE FOOT TRANSITION.
4. ALL CONCRETE CURB AND GUTTER ADJACENT TO CONCRETE WALK BE SEPARATED BY A 1/2 INCH EXPANSION JOINT AND CAULKED.
5. STRIPING SHALL BE 4 INCH WHITE UNLESS NOTED OTHERWISE.
6. ALL WORK WITHIN THE 65TH STREET WEST AND FRANCE AVENUE SOUTH ROW SHALL COMPLY WITH THE CITY OF EDINA AND/OR HENNEPIN COUNTY ENGINEERING DESIGN STANDARDS.
7. ALL CURB AND GUTTER TO BE CONCRETE B612 CURB EXCEPT THE CURB RETURN PORTIONS AT THE EMERGENCY VEHICLE ACCESS WHICH SHALL TRANSITION TO SURMOUNTABLE CURB AND GUTTER.
8. CONTRACTOR SHALL FIELD VERIFY THE LOCATIONS AND ELEVATIONS OF EXISTING UTILITIES AND TOPOGRAPHIC FEATURES, SUCH AS EXISTING GUTTER GRADES AT THE PROPOSED DRIVEWAY, PRIOR TO THE START OF SITE GRADING. THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE ENGINEER OF ANY DISCREPANCIES OR VARIATIONS FROM THE PLANS.
9. REFER TO PHOTOMETRIC PLAN FOR LIGHTING LOCATIONS, FOOTCANDLE CALCULATIONS AND SPECIFICATIONS.
10. REFER TO ARCHITECTURAL SIGNAGE PLAN FOR MONUMENT SIGN DETAILS (I.E. ELECTRICAL CONNECTIONS).
11. INSTALL CURB AND GUTTER JOINTS AS FOLLOWS:
    1. ALIGN JOINTS ACROSS ABUTTING SIDEWALKS, CURBS, AND PAVEMENTS PAYING PARTICULAR ATTENTION TO SPACING OF EXPANSION JOINTS AND SPECIAL SCORING PATTERNS INDICATED ON PLANS.
    2. DIVIDE PANELS INTO NOMINALLY EQUAL AREAS WITH CONTRACTION JOINTS UNLESS INDICATED OTHERWISE.
    3. SAW JOINTS ARE PERMITTED ONLY AS INDICATED ON THE PLANS OR TO INCREASE THE DEPTH OF TOOLED CONTRACTION JOINTS FOR THE
A. EXPANSION JOINTS
    1. INSTALL TRANSVERSE JOINTS AT THE FOLLOWING NOMINAL INTERVALS
    a. SIDEWALKS AND MAINTENANCE STRIPS: 40 FEET
    b. CURBS: 60 FEET, 5 FEET EACH SIDE OF CURB DRAIN INLETS, END OF CURVED SECTIONS
    2. INSTALL LATERAL JOINTS AGAINST ABUTTING SURFACES WHERE CONCRETE IS CONFINED BETWEEN OR PENETRATED WITH RIGID STRUCTURES OR FURNISHINGS SUCH AS BUILDINGS AND STOOPS, PLANTERS, POLE SUPPORTS OR BASES, UTILITIES AND SLEEVES, THICKER PAVEMENT SECTIONS, ETC.
B. CONTRACTION JOINTS
    1. INSTALL JOINTS AT THE FOLLOWING NOMINAL INTERVALS.
    a. SIDEWALKS AND MAINTENANCE STRIPS: 5 FEET
    b. CURBS AND APRONS: 10 FEET, 5 FEET ON CURVED SECTIONS
    2. TOOL OR SAW JOINTS TO 1/3 THE NOMINAL THICKNESS OF THE PAVEMENT SECTION OR CURB.
12. ALL CONCRETE EQUIPMENT PADS SHALL HAVE A SUBBASE INCLUDING 4 FEET OF FREE DRAINING GRANULAR MATERIAL MEETING MNDOT SPEC 3149.

GENERAL NOTES:

1. PRIOR TO STARTING CONSTRUCTION, THE CONTRACTOR SHALL BE RESPONSIBLE TO MAKE SURE THAT ALL REQUIRED PERMITS AND APPROVALS HAVE BEEN OBTAINED. NO CONSTRUCTION OR FABRICATION SHALL BEGIN UNTIL THE CONTRACTOR HAS RECEIVED AND THOROUGHLY REVIEWED ALL PLANS AND OTHER DOCUMENTS APPROVED BY ALL OF THE PERMITTING AUTHORITIES.
2. ALL WORK SHALL BE PERFORMED IN ACCORDANCE WITH THESE PLANS AND SPECIFICATIONS AND THE REQUIREMENTS AND STANDARDS OF THE LOCAL GOVERNING AUTHORITY.
3. CONTRACTOR IS RESPONSIBLE FOR DEMOLITION AND REMOVAL OF ALL EXISTING STRUCTURES WHICH INTERFERE WITH NEW WORK AS SHOWN.
4. ALL DIMENSIONS, GRADES, EXISTING AND PROPOSED INFORMATION SHOWN ON THE PLANS SHALL BE FIELD VERIFIED BY THE CONTRACTOR PRIOR TO CONSTRUCTION. CONTRACTOR SHALL NOTIFY THE CONSTRUCTION MANAGER IF ANY DISCREPANCIES EXIST PRIOR TO PROCEEDING WITH CONSTRUCTION FOR NECESSARY PLAN OR GRADE CHANGES. NO EXTRA COMPENSATION SHALL BE PAID TO THE CONTRACTOR FOR WORK HAVING TO BE REDONE DUE TO INFORMATION SHOWN INCORRECTLY ON THESE PLANS IF SUCH NOTIFICATION HAS NOT BEEN GIVEN.
5. CONTRACTOR SHALL PROTECT ADJOINING PROPERTIES AND STRUCTURES FROM HAZARDS ASSOCIATED WITH HIS CONSTRUCTION ACTIVITIES & SHALL BE RESPONSIBLE FOR ALL DAMAGES TO PROPERTIES AND STRUCTURES THAT OCCUR AS A RESULT OF THESE ACTIVITIES.
7. CONTRACTOR SHALL PERFORM STREETSIG ON PRIVATE PARKING AREAS AND PUBLIC STREETS AT LEAST ONCE A WEEK, IF NEEDED.
8. CONTRACTOR SHALL BE HELD FULLY RESPONSIBLE TO PREVENT AND ELIMINATE ANY DUST NUISANCE OCCASIONED BY AND DURING CONSTRUCTION, UNTIL THE PROJECT HAS BEEN COMPLETED AND
9. CONTRACTOR SHALL PROVIDE TEMPORARY STREET SIGNS, LIGHTING, AND ADDRESSES DURING CONSTRUCTION PERIOD.
10. ALL CONSTRUCTION AND POST CONSTRUCTION PARKING SHALL BE ON-SITE, NO ON-STREET PARKING/LOADING/UNLOADING ALLOWED.
11. ALL PUBLIC TRAILS SHALL NOT BE OBSTRUCTED DURING CONSTRUCTION UNLESS APPROVED BY CITY ENGINEER.
12. STORAGE OF MATERIALS OR EQUIPMENT SHALL NOT BE ALLOWED ON PUBLIC STREETS OR WITHIN PUBLIC RIGHT OF WAY.
13. CONTRACTOR TO PROVIDE TEMPORARY TRAFFIC CONTROL IN COMPLIANCE WITH MnDOT TEMPORARY TRAFFIC CONTROL ZONE LAYOUT-FIELD MANUAL, LATEST EDITION, FOR ANY CONSTRUCTION IN PUBLIC ROW.

PAVING NOTES:

1) AGGREGATE BASE SHALL BE COMPACTED
2) A FIELD INSPECTION BY OWNERS REPR INSPECTOR OF ALL CURB, SIDEWALK AND P AND FORM WORK BY GENERAL CONTRACTOR REPRESENTATIVE IS REQUIRED PRIOR TO AN
3) REFER TO GEOTECHNICAL REPORT FOR COMPACTION REQUIREMENTS AS WELL AS TE

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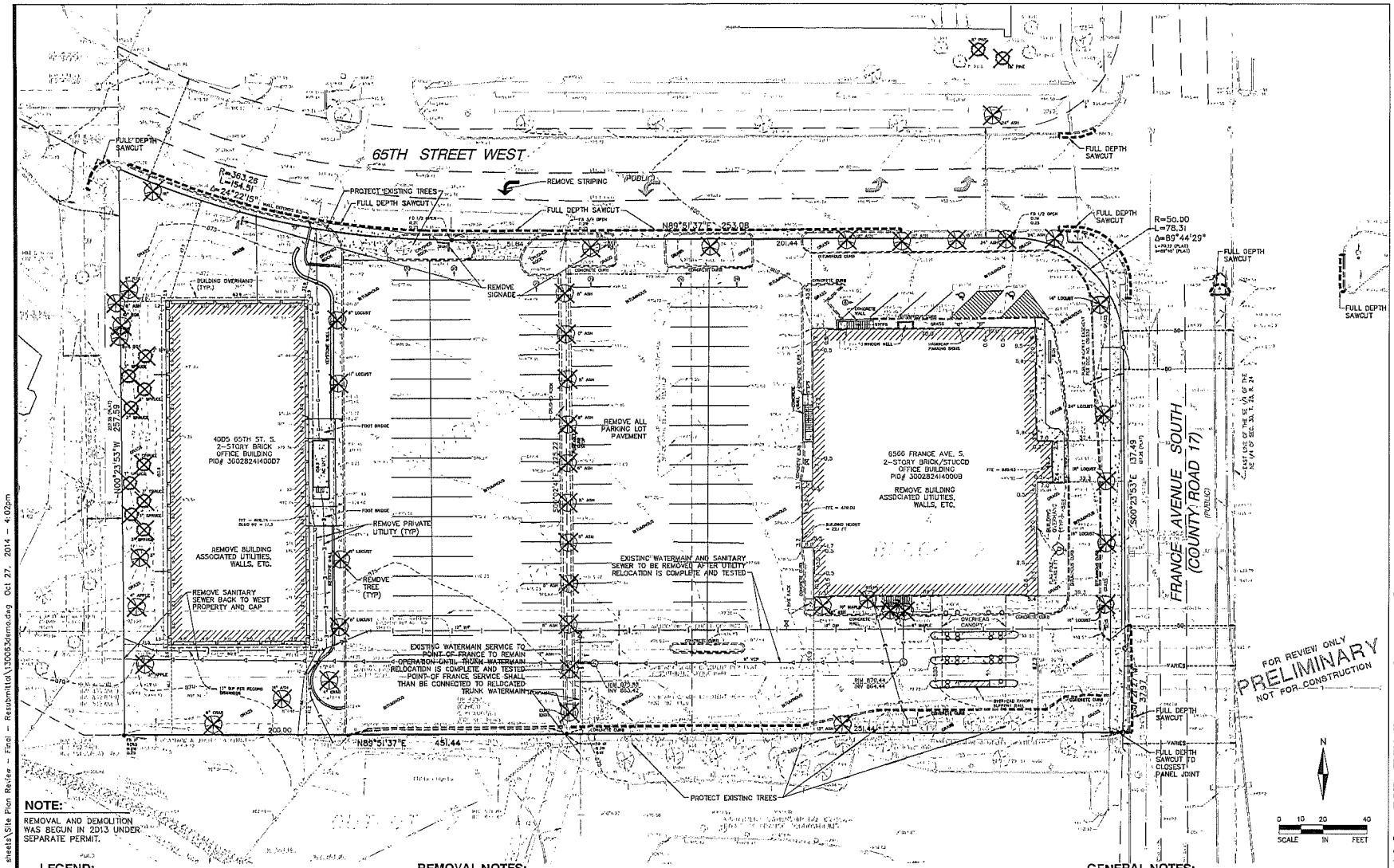

NOTE:
REMOVAL AND DEMOLITION WAS BEGUN IN 2013 UNDER SEPARATE PERMIT.

LEGEND:

- EXISTING SANITARY SEWER
- EXISTING STORM SEWER
- EXISTING WATERMAIN
- EXISTING SANITARY MANHOLE
- EXISTING CATCH BASIN
- EXISTING HYDRANT
- EXISTING WELL
- EXISTING TRANSFORMER
- EXISTING GATE VALVE
- CONCRETE SIDEWALK REMOVAL
- EXISTING GAS LINE
- EXISTING OVERHEAD ELECTRIC
- EXISTING TELEPHONE
- EXISTING UNDERGROUND ELECTRIC
- EXISTING LIGHT POLE
- EXISTING CURB & GUTTER TO REMAIN
- CURB & GUTTER TO BE REMOVED
- EXISTING PROPERTY LINE
- TREES TO REMAIN
- TREE TO BE REMOVED
- EXISTING EASEMENT

REMOVAL NOTES:

1. PRIOR TO STARTING CONSTRUCTION, THE CONTRACTOR SHALL BE RESPONSIBLE TO MAKE SURE THAT ALL REQUIRED PERMITS AND APPROVALS HAVE BEEN OBTAINED. NO CONSTRUCTION OR FABRICATION SHALL BEGIN UNTIL THE CONTRACTOR HAS RECEIVED AND THOROUGHLY REVIEWED ALL PLANS AND OTHER DOCUMENTS APPROVED BY ALL OF THE PERMITTING AUTHORITIES.
2. NOTIFY GOPHER STATE ONE CALL 48 HOURS PRIOR TO START OF CONSTRUCTION.
3. PRIOR TO STARTING CONSTRUCTION, ALL PERIMETER EROSION CONTROL DEVICES MUST BE INSTALLED IN ACCORDANCE WITH GRADING & EROSION CONTROL PLAN, NINE MILE CREEK WATERSHED DISTRICT AND THE CITY OF EDINA, SEE SHEET C2.0 FOR DETAILS.
4. REMOVAL CONTRACTOR SHALL BE RESPONSIBLE FOR PROPERLY LOCATING AND PROTECTING ALL UTILITY LINES PRIOR TO DIGGING AND DEMOLITION. OWNER AND CONTRACTOR SHALL NOT BE HELD RESPONSIBLE FOR PUBLIC OR PRIVATE UTILITY LOCATIONS.
5. DEMOLITION CONTRACTOR IS RESPONSIBLE FOR PROPER DISPOSAL OF ALL DEMOLISHED MATERIALS. 50% OF DEMOLISHED MATERIALS SHALL BE RECYCLED VIA EITHER REUSE ON-SITE OR OTHER ACCEPTED RECYCLING METHOD.
6. REMOVAL CONTRACTOR SHALL BE RESPONSIBLE FOR THE DEMOLITION AND REMOVAL OF ALL EXISTING STRUCTURES AND OBJECTS THAT INTERFERE WITH THE PROPOSED CONSTRUCTION AS SHOWN IN THIS DRAWING PACKAGE. MATERIALS SALVAGED FOR REUSE ON-SITE SHALL NOT BE STORED ON ANY PUBLIC RIGHT OF WAY.
7. ALL WORK SHALL BE PERFORMED IN ACCORDANCE WITH THESE PLANS AND SPECIFICATIONS AND THE REQUIREMENTS AND STANDARDS OF THE CITY OF EDINA.
8. ALL WORK WITHIN THE PUBLIC R.O.W. SHALL COMPLY WITH THE CITY OF EDINA OR HENNEPIN COUNTY ENGINEERING DESIGN STANDARDS.
9. CONTRACTOR SHALL FIELD VERIFY THE LOCATIONS AND ELEVATIONS OF EXISTING UTILITIES AND TOPOGRAPHIC FEATURES, SUCH AS EXISTING CUTTER GRADES AT THE CURB LINE, PRIOR TO CONSTRUCTION. PRIOR TO THE START OF SITE WORK, CONTRACTOR SHALL IMMEDIATELY NOTIFY THE OWNER OF ANY DISCREPANCIES OF VARIATIONS FROM THE PLANS.
10. CONTRACTOR SHALL PROVIDE TRAFFIC CONTROL IN ACCORDANCE WITH UM UNIFORM AND/ OR MNDOT TEMPORARY TRAFFIC CONTROL ZONE LAYOUTS MANUAL, DURING DEMOLITION OF EXISTING CURB CUT ACCESSES ON PUBLIC R.O.W.
11. CONTRACTOR SHALL BE HELD FULLY RESPONSIBLE TO PREVENT AND ELIMINATE ANY DUST NUISANCE OCCASIONED BY ANY BURNS CONSTRUCTION, UNTIL THE PROJECT HAS BEEN COMPLETED.
12. CONTRACTOR SHALL PROTECT ADJOINING PROPERTIES AND OTHERWISE FROM HAZARDS ASSOCIATED WITH HIS CONSTRUCTION ACTIVITIES AND SHALL BE RESPONSIBLE FOR ALL DAMAGES TO PROPERTIES AND STRUCTURES THAT OCCUR AS A RESULT OF THESE ACTIVITIES.
13. CONTRACTOR SHALL NOT IMPEDE EXISTING TRAFFIC CIRCULATION TO ADJACENT BUSINESSES.
14. ANY DAMAGED PUBLIC R.O.W. PAVEMENT AND CURBING SHALL BE REPLACED WITH THE EQUIVALENT PAVEMENT SECTION.
15. CONTRACTOR IS RESPONSIBLE FOR THE REMOVAL AND DISPOSAL OF THE EXISTING BITUMINOUS. BITUMINOUS SHALL BE SAWCUT OR JACK HAMMERED FOR STRAIGHT EDGES. BITUMINOUS SHALL BE USED ON BITUMINOUS EDGE PRIOR TO PATCHING. MATCH EXISTING GRADES.
16. CONTRACTOR SHALL COORDINATE PRIVATE/PUBLIC UTILITIES RELOCATES, SUCH AS TRAFFIC SIGNAL HANDHOLES, AND RISING , ETC.
17. THE REMOVED CONCRETE SHALL BE SALVAGED AND REUSED ON SITE AND ROADWAY AGGREGATE BASE-BASE. THE RECYCLED CONCRETE USED FOR ROADWAY SUB-BASE SHALL BE REQUIRED TO MEET MNDOT SPECIFICATION 3138.

GENERAL NOTES:

1. ALL DIMENSIONS, GRADES, EXISTING AND PROPOSED INFORMATION SHOWN ON THE PLANS SHALL BE FIELD VERIFIED BY THE CONTRACTOR PRIOR TO CONSTRUCTION. CONTRACTOR SHALL NOTIFY THE CONSTRUCTION MANAGER IF ANY DISCREPANCIES EXIST PRIOR TO PROCEEDING WITH CONSTRUCTION FOR NECESSARY PLAN OR GRADE CHANGES. NO EXTRA COMPENSATION SHALL BE PAID TO THE CONTRACTOR FOR WORK HAVING TO BE REDONE DUE TO INFORMATION SHOWN INCORRECTLY ON THESE PLANS IF SUCH NOTIFICATION HAS NOT BEEN GIVEN.
2. PROTECT EXISTING CONCRETE SIDEWALKS AND CURBING AND BITUMINOUS TRAILS AND PARKING LOT PAVEMENT TO REMAIN DURING ALL PHASES OF CONSTRUCTION. CONTRACTOR TO REPLACE ANY CRACKED OR BROKEN CONCRETE PANELS OR DAMAGED BITUMINOUS PAVEMENTS CAUSED BY SITE CONSTRUCTION.
3. CONTRACTOR SHALL PERFORM SWEEPING ON PRIVATE PARKING AREAS AND PUBLIC STREETS AT LEAST ONCE A WEEK, ONCE A DAY IF NEEDED.
4. CONTRACTOR SHALL PROVIDE TEMPORARY STREET SIGNS, LIGHTING, AND ADDRESSES DURING CONSTRUCTION PERIOD.
5. ALL CONSTRUCTION AND POST CONSTRUCTION PARKING SHALL BE ON-SITE, NO ON-STREET PARKING/LOADING/UNLOADING ALLOWED.
6. ALL PUBLIC SIDEWALKS AND TRAILS SHALL NOT BE OBSTRUCTED.
7. STORAGE OF MATERIALS OR EQUIPMENT SHALL NOT BE ALLOWED ON PUBLIC STREETS OR WITHIN PUBLIC RIGHT OF WAY.
8. CONTRACTOR TO PROVIDE TEMPORARY TRAFFIC CONTROL IN COMPLIANCE WITH MNDOT "TEMPORARY TRAFFIC ZONE LAYOUTS – FIELD MANUAL DATED JANUARY 2007, FOR CONSTRUCTION WITHIN PUBLIC RIGHT OF WAY.

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 Engineer under the laws of the State of Minnesota.

Mark Rausch, PE

Date _____ Reg. No.

Project Manager

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AURORA Investments, LLC

Client

MOUNT DEVELOPMENT CO.

Project

AURORA ON FRANCE
FINAL DEVELOPMENT PLAN

Location

6500 FRANCE AVENUE SOUTH
EDINA, MINNESOTA

Issued For	Date
CITY SUBMITTAL	6/6/2013
CITY RESUBMITTAL	7/26/2013
CITY SUBMITTAL	5/23/2014
FFE & DOCK ADJUSTMENT	10/27/2014

Sheet Title

EXISTING CONDITIONS AND DEMO PLAN

Project Number	Sheet Number
13.0063	C1.0

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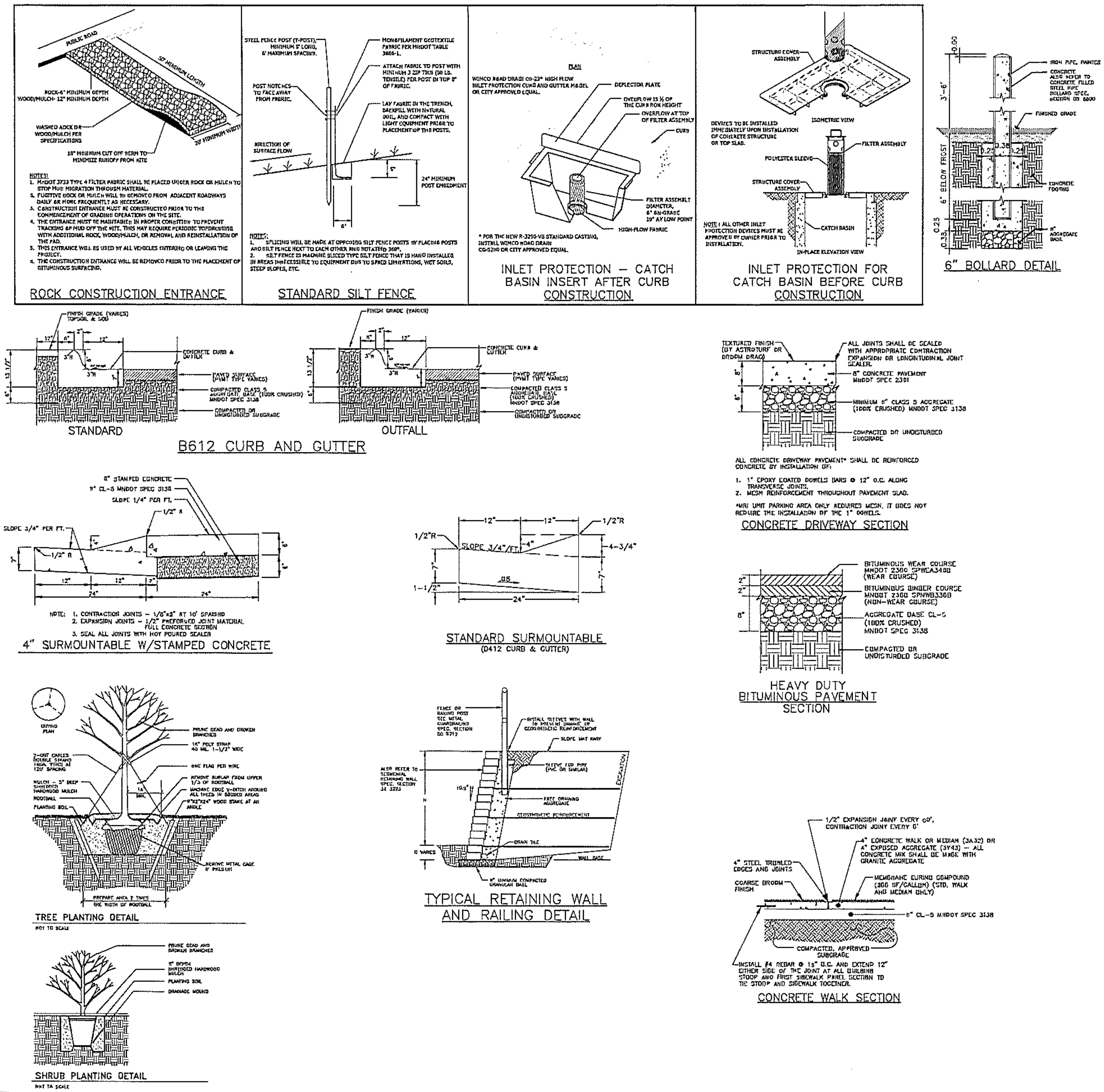

EROSION CONTROL GENERAL NOTES

1. NO LAND DISTURBING ACTIVITY SHALL OCCUR UNTIL A GRADING PERMIT HAS BEEN ISSUED FROM CORRESPONDING MUNICIPALITY.
2. BEST MANAGEMENT PRACTICES (BMP'S) REFER TO EROSION AND SEDIMENT CONTROL PRACTICES DEFINED IN THE MPCA PROTECTING WATER QUALITY IN URBAN AREAS AND THE MINNESOTA CONSTRUCTION SITE EROSION AND SEDIMENT CONTROL PLANNING HANDBOOK.
3. ALL BMP'S SELECTED SHALL BE APPROPRIATE FOR THE TIME OF YEAR, SITE CONDITIONS, AND ESTIMATED DURATION OF USE.
4. ALL WORK AND MATERIALS SHALL BE CONSTRUCTED ACCORDING TO THE APPROVED PLANS. ANY DEVIATION FROM THE APPROVED PLANS SHALL REQUIRE WRITTEN APPROVAL FROM THE ENGINEER OF RECORD.
5. A COPY OF THESE PLANS MUST BE ON THE JOB SITE WHENEVER CONSTRUCTION IS IN PROGRESS.
6. THE BOUNDARIES OF THE LAND DISTURBANCE LIMITS SHOWN ON THE PLANS SHALL BE CLEARLY FLAGGED IN THE FIELD PRIOR TO CONSTRUCTION. NO DISTURBANCE BEYOND THE DISTURBED LIMITS.
7. WHENEVER POSSIBLE, PRESERVE THE EXISTING TREES, GRASS AND OTHER VEGETATIVE COVER TO HELP FILTER RUNOFF.
8. ESTABLISH A PERMANENT VEGETATIVE COVER ON ALL EXPOSED SOILS WHERE LAND COMING OUT OF AGRICULTURAL PRODUCTION. PLANT AS SOON AS POSSIBLE TO ESTABLISH DENSE GRASS FILTER PRIOR TO CONSTRUCTION AND TO MINIMIZE WEED GROWTH.
9. ALL TREES NOT LISTED FOR REMOVAL SHALL BE PROTECTED. DO NOT OPERATE EQUIPMENT WITHIN THE DRIPLINE, ROOT ZONES OR WITHIN TREE PROTECTION FENCE AREAS.
10. ALL EROSION AND SEDIMENT CONTROL FACILITIES (BMP'S) SHALL BE INSTALLED AND IN OPERATION PRIOR TO LAND DISTURBANCE ACTIVITIES AND THEY SHALL BE SATISFACTORILY MAINTAINED UNTIL CONSTRUCTION IS COMPLETED AND THE POTENTIAL FOR EROSION HAS PASSED.
11. SILT FENCE IS REQUIRED AT DOWN GRADIENT PERIMETER OF DISTURBED AREAS AND STOCKPILES. PROTECT WETLANDS, WATERCOURSES AND ADJACENT PROPERTIES FROM SEDIMENTATION AND STORMWATER RUNOFF.
12. THE BMP'S SHOWN ON THE PLANS ARE THE MINIMUM REQUIREMENTS FOR THE ANTICIPATED SITE CONDITIONS. AS CONSTRUCTION PROGRESSES AND UNEXPECTED OR SEASONAL CONDITIONS DICTATE, THE PERMITTEE/CONTRACTOR SHALL ANTICIPATE THAT MORE BMP'S WILL BE NECESSARY TO ENSURE EROSION AND SEDIMENT CONTROL ON THE SITE. DURING THE COURSE OF CONSTRUCTION, IT IS THE RESPONSIBILITY OF THE PERMITTEE/CONTRACTOR TO ADDRESS ANY NEW CONDITIONS THAT MAY BE CREATED BY CONSTRUCTION ACTIVITIES AND/OR CLIMATIC EVENTS AND TO PROVIDE ADDITIONAL BMP'S OVER AND ABOVE THE MINIMUM REQUIREMENTS SHOWN ON THE PLANS, AS MAY BE NEEDED TO PROVIDE EFFECTIVE PROTECTION OF WATER AND SOIL RESOURCES. BMP'S CHANGES MUST BE NOTED ON THE ON-SITE SWPPP.
13. THE BMP'S SHALL BE INSPECTED DAILY BY THE PERMITTEE/CONTRACTOR AND MAINTAINED AS NECESSARY TO ENSURE THEIR CONTINUED FUNCTIONING. SILT FENCES CLEANED OR REPLACED AT SEDIMENT BUILDUP OF 1/3 OF THE FENCE HEIGHT.
14. LAND DISTURBING ACTIVITIES SHALL OCCUR IN INCREMENTS OF WORKABLE SIZE SUCH THAT ADEQUATE BMP CONTROL CAN BE PROVIDED THROUGHOUT ALL PHASES OF CONSTRUCTION. THE SMALLEST PRACTICAL AREA SHALL BE EXPOSED OR OTHERWISE DISTURBED AT ANY ONE TIME.
15. OPERATE TRACK EQUIPMENT (DOZER) UP AND DOWN EXPOSED SOIL SLOPES ON FINAL PASS, LEAVING TRACK GROOVES PERPENDICULAR TO THE SLOPE. DO NOT BACK-BLADE. LEAVE A SURFACE ROUGH TO MINIMIZE EROSION.
16. ALL AREAS DISTURBED BY CONSTRUCTION SHALL BE STABILIZED FROM EROSION WITHIN 15 DAYS OF SUBSTANTIAL COMPLETION OF GRADING IN THAT AREA. TEMPORARY SEED AND MULCH SHALL COVER ALL EXPOSED SOILS IF GRADING COMPLETION IS DELAYED LONGER THAN 14 DAYS. PERMANENT SEED AND MULCH IS REQUIRED WITHIN 10 DAYS OF COMPLETION OF FINAL GRADING.
17. GENERAL TEMPORARY SEED SHALL BE MNDOT MIX 190 @ 180 LBS. PER ACRE OR APPROVED EQUAL. PERMANENT SEED SHALL BE MNDOT MIX 270 @ 120 LBS. PER ACRE OR SOD. (PLANTING DATES PER SPEC 2575) MULCH SHALL BE MNDOT TYPE 1 (CLEAN OAT STRAW) @ 2 TONS PER ACRE AND DISK ANCHORED IN PLACE OR APPROVED EQUAL. FERTILIZER SHALL BE 80-80-80 NPK PER ACRE (UNLESS P RESTRICTIONS APPLY) AND INCORPORATED INTO THE SEED BED.
18. ALL TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES SHALL BE PROPERLY DISPOSED OF WITHIN THIRTY (30) DAYS AFTER FINAL SITE STABILIZATION IS ACHIEVED OR AFTER THE TEMPORARY MEASURES ARE NO LONGER NEEDED.
19. AN ALTERNATE EROSION & SEDIMENT CONTROL PLAN SHALL BE REQUIRED FOR LAND DISTURBANCES ON EACH LOT AS PART OF ANY FUTURE BUILDING PERMIT FOR THE CONSTRUCTION OF STRUCTURES AND DRIVEWAYS.
20. REPORT ALL FOUND FIELD TILES TO THE ENGINEER FOR EVALUATION.
21. TEMPORARY DIVERSION BERMS SHALL BE CONSTRUCTED TO DIRECT STORM WATER RUNOFF DURING CONSTRUCTION TO SEDIMENT CONTROL DEVICES SUCH AS TEMPORARY SEDIMENT OR POND. BERMS SHOWN ON BERMS SHOWN ON BASIN PLAN ARE AT MINIMUM AND SHALL BE CONSTRUCTED PHASES. UPON GRADING COMPLETION BERMS SHALL BE REMOVED AND UNDERLYING AREA GRADED TO PLAN.
22. THE GENERAL CONTRACTOR IS RESPONSIBLE FOR NPDES PERMIT COMPLIANCE AND WILL NEED TO CONDUCT WEEKLY AND RAINFALL EVENTS INSPECTIONS.

EROSION AND SEDIMENT CONTROL MAINTENANCE PROGRAM:

1. INSPECT SILT FENCES IMMEDIATELY AFTER EACH RAINFALL AND AT LEAST DAILY DURING PROLONGED RAINFALL. IMMEDIATELY REPAIR FAILED OR FAILING SILT FENCE.
2. REPLACEMENT – FABRIC SHALL BE REPLACED PROMPTLY WHEN IT DECOMPOSES OR BECOMES INEFFECTIVE BEFORE THE BARRIER IS NO LONGER NECESSARY.
3. SEDIMENT REMOVAL – SEDIMENT DEPOSITS SHOULD BE REMOVED AFTER EACH STORM EVENT. THEY MUST BE REMOVED WHEN DEPOSITS REACH APPROXIMATELY ONE-THIRD THE HEIGHT OF THE BARRIER. ANY SEDIMENT REMAINING IN PLACE AFTER THE SILT FENCE OR FILTER FABRIC IS NO LONGER REQUIRED SHALL BE DRESSED TO CONFORM WITH EXISTING GRADE, PREPARED, AND SEEDED WITH THE APPROPRIATE SEED MIX, OR SODDED AS DIRECTED BY THE ENGINEER.
TEMPORARY SEDIMENT POND SHALL BE CLEANED OUT WITHIN 72 HOURS OF WHEN POND BECOMES FULL. THE SEDIMENT TRAP SHALL BE EMPTIED AND GRADED TO PROPOSED GRADES AT PROJECT COMPLETION. ANY COLLECTED SEDIMENT SHALL BE RESPREAD ON ADJACENT GROUND AND SEEDED AND STABILIZED.

4. REMOVAL OF SILT FENCE – SILT FENCES SHALL BE REMOVED WHEN THEY HAVE SERVED THEIR USEFUL PURPOSE, BUT NOT BEFORE THE UPWARD SLOPING AREA HAS BEEN PERMANENTLY STABILIZED. IF THE UPWARD SLOPING AREA IS TO BE EXPOSED LONGER THAN SIX (6) MONTHS, THAT AREA SHALL BE COVERED WITH TEMPORARY VEGETATION WHEN FIRST EXPOSED.
SEDIMENT SHALL BE REMOVED FROM SEDIMENT BASIN ONCE SEDIMENT FILLS HALF THE CAPACITY OF THE BASIN. IF THE OUTLET BECOMES CLOGGED WITH SEDIMENT IT SHOULD BE CLEANED TO RESTORE ITS FLOW CAPACITY.

THE CONTRACTOR MUST ROUTINELY INSPECT THE CONSTRUCTION SITE ONCE EVERY SEVEN (7) DAYS DURING ACTIVE CONSTRUCTION AND WITHIN 24 HOURS AFTER A RAINFALL EVENT GREATER THAN 0.5 INCHES IN 24 HOURS.

ALL INSPECTIONS AND MAINTENANCE CONDUCTED DURING CONSTRUCTION MUST BE RECORDED IN WRITING AND THESE RECORDS MUST BE RETAINED WITH THE SWPPP. RECORDS OF EACH INSPECTION AND MAINTENANCE ACTIVITY SHALL INCLUDE:

A. DATE AND TIME OF INSPECTIONS;
B. NAME OF PERSON(S) CONDUCTING INSPECTIONS;
C. FINDINGS OF INSPECTIONS, INCLUDING RECOMMENDATIONS FOR CORRECTIVE ACTIONS;
D. CORRECTIVE ACTIONS TAKEN (INCLUDING DATES, TIMES, AND PARTY COMPLETING MAINTENANCE ACTIVITIES.
E. DATE AND AMOUNT OF ALL RAINFALL EVENTS GREATER THAN 1/2 INCH (0.5 INCHES) IN 24 HOURS;
F. DOCUMENTS OF CHANGES MADE TO THE SWPPP AS REQUIRED IN PART III.A.4.

WHERE PARTS OF THE CONSTRUCTION SITE HAVE UNDERGONE FINAL STABILIZATION, BUT WORK REMAINS ON OTHER PARTS OF SITE, INSPECTIONS OF THE STABILIZED AREAS MAY BE REDUCED TO ONCE PER MONTH. WHERE WORK HAS BEEN SUSPENDED DUE TO FROZEN GROUND CONDITIONS, THE REQUIRED INSPECTIONS AND MAINTENANCE MUST TAKE PLACE AS SOON AS RUNOFF OCCURS AT THE SITE OR PRIOR TO RESUMING CONSTRUCTION, WHICHEVER COMES FIRST.

SEDIMENT CONTROL PRACTICES:

1. SEDIMENT CONTROL PRACTICES MUST MINIMIZE SEDIMENT FROM ENTERING SURFACE WATERS, INCLUDING CURB AND GUTTER SYSTEMS AND STORM SEWER INLETS.
2. SEDIMENT CONTROL PRACTICES MUST BE ESTABLISHED ON ALL DOWN GRADIENT PERIMETERS BEFORE ANY UPGRADIENT LAND DISTURBING ACTIVITIES BEGIN. THESE PRACTICES SHALL REMAIN IN PLACE UNTIL FINAL STABILIZATION HAS BEEN ESTABLISHED.
3. THE TIMING OF THE INSTALLATION OF SEDIMENT CONTROL PRACTICES MAY BE ADJUSTED TO ACCOMMODATE SHORT-TERM ACTIVITIES SUCH AS CLEARING OR GRUBBING, OR PASSAGE OF VEHICLES. ANY SHORT-TERM ACTIVITY MUST BE COMPLETED AS QUICKLY AS POSSIBLE AND THE SEDIMENT CONTROL PRACTICES MUST BE INSTALLED IMMEDIATELY AFTER THE ACTIVITY IS COMPLETED. HOWEVER, SEDIMENT CONTROL PRACTICES MUST BE INSTALLED BEFORE THE NEXT PRECIPITATION EVENT EVEN IF THE ACTIVITY IS NOT COMPLETE.
4. ALL STORM DRAIN INLETS MUST BE PROTECTED BY APPROPRIATE BMPS DURING CONSTRUCTION UNTIL ALL SOURCES WITH POTENTIAL FOR DISCHARGING TO THE INLET HAVE BEEN STABILIZED. INLET PROTECTION MUST BE PROVIDED PRIOR TO CASTING (BEFORE CURB AND GUTTER INSTALLATION). PROTECTION MUST BE INSTALLED WITHIN 24 HOURS OF PLACEMENT.
5. TEMPORARY SOIL STOCKPILES MUST HAVE SILT FENCES OR OTHER EFFECTIVE SEDIMENT CONTROLS, AND CANNOT BE PLACED IN SURFACE WATERS, INCLUDING STORM WATER CONVEYANCES SUCH AS CURB AND GUTTER SYSTEMS, OR CONDUITS AND DITCHES.
6. SITE CONSTRUCTION ENTRANCES WILL BE AS SHOWN ON THE PLAN. ROCK CONSTRUCTION ENTRANCES SHALL BE INSTALLED AT EACH CONSTRUCTION VEHICLE ENTRANCE.

EROSION CONTROL SCHEDULE/SEQUENCING

1. PRIOR TO ANY CONSTRUCTION ALL SILT FENCE SHALL BE INSTALLED AS TO INTERCEPT RUNOFF. WHERE SILT FENCE IS NOT SHOWN "ON THE CONTOUR", J-HOOKS MUST BE INSTALLED EVERY 50'. SILT FENCE END RUNS MUST BE TURNED UP GRADE TO AVOID STORMWATER FROM RUNNING OUT THE ENDS. AS CLEARING, GRUBBING AND GRADING COMMENCE TEMPORARY BERMS AND BASINS, AND FILTERS SHALL BE INSTALLED AS NECESSARY TO PREVENT EROSION AND OFFSITE SEDIMENT RUNOFF.
2. ALL EROSION CONTROL INSTALLATIONS SHALL REMAIN IN PLACE AND BE MAINTAINED IN GOOD CONDITION BY THE CONTRACTOR UNTIL THE SITE HAS REACHED FINAL STABILIZATION. CONTRACTOR MAY REMOVE NECESSARY SILT FENCING/FILTERS/BERMS TO CONSTRUCT ROADWAYS, WHILE MAINTAINING ADEQUATE EROSION CONTROL IN ADJACENT AREA.
3. SUFFICIENT TOPSOIL SHALL BE STOCKPILED TO ALLOW FOR THE REPLACEMENT OF 4" OF TOPSOIL FOR DISTURBED AREAS TO BE RE-VEGETATED.
4. THE CONTRACTOR SHALL SCHEDULE SITE GRADING, UTILITY INSTALLATION AND PAVEMENT CONSTRUCTION SO THAT THE GENERAL SITE CAN BE MULCHED AND RE-SEEDED SOON AFTER DISTURBANCE. AREAS THAT WILL NOT BE SUBJECT TO CONSTRUCTION TRAFFIC SHALL BE SEEDED (MNDOT MIX 190 @ 100#/AC OR MIX 270 @ 120#/AC AND MULCHED OR SODDED WITHIN SEVEN (7) DAYS OF BEING DISTURBED.
5. CONTRACTOR SHALL INSTALL EROSION CONTROL DEVICES AS INDICATED ON THIS EROSION CONTROL PLAN AND ANY ADDITIONAL REQUIRED BASED ON MEANS, METHODS AND SEQUENCES OF CONSTRUCTION.

FINAL STABILIZATION:

THE CONTRACTOR MUST ENSURE FINAL STABILIZATION OF THE SITE. THE CONTRACTOR MUST SUBMIT A NOTICE OF TERMINATION (NOT) WITHIN 30 DAYS AFTER FINAL STABILIZATION IS COMPLETE, OR ANOTHER OWNER/OPERATOR (PERMITTEE) HAS ASSUMED CONTROL OF ALL AREAS OF THE SITE THAT HAVE NOT UNDERGONE FINAL STABILIZATION. FINAL STABILIZATION CAN BE ACHIEVED IN ONE OF THE FOLLOWING WAYS:

ALL SOIL DISTURBING ACTIVITIES AT THE SITE HAVE BEEN COMPLETED AND ALL SOILS MUST BE STABILIZED BY A UNIFORM PERENNIAL VEGETATIVE COVER WITH A DENSITY OF 70 PERCENT OVER THE ENTIRE PERVIOUS SURFACE AREA, OR OTHER EQUIVALENT MEANS NECESSARY TO PREVENT SOIL FAILURE UNDER EROSIVE CONDITIONS AND;

A. ALL DRAINAGE DITCHES, CONSTRUCTED TO DRAIN WATER FROM THE SITE AFTER CONSTRUCTION IS COMPLETE, MUST BE STABILIZED TO PRECLUDE EROSION;
B. ALL TEMPORARY SYNTHETIC, AND STRUCTURAL EROSION PREVENTION AND SEDIMENT CONTROL BMPS (SUCH AS SILT FENCE) MUST BE REMOVED AS PART OF THE SITE FINAL STABILIZATION; AND
C. THE CONTRACTORS MUST CLEAN OUT ALL SEDIMENT FROM CONVEYANCES AND FROM TEMPORARY SEDIMENTATION BASINS THAT ARE TO BE USED AS PERMANENT WATER QUALITY MANAGEMENT BASINS. SEDIMENT MUST BE STABILIZED TO PREVENT IT FROM BEING WASHED BACK INTO THE BASIN, CONVEYANCES OR DRAINAGE WAYS DISCHARGING OFF-SITE OR TO SURFACE WATERS. THE CLEAN OUT OF PERMANENT BASINS MUST BE SUFFICIENT TO RETURN THE BASIN TO DESIGN CAPACITY.

POLLUTION PREVENTION MANAGEMENT MEASURES:

THE CONTRACTOR SHALL IMPLEMENT THE FOLLOWING POLLUTION PREVENTION MANAGEMENT MEASURES ON THE SITE:
1. SOLID WASTE: COLLECTED SEDIMENT, ASPHALT AND CONCRETE MILLINGS, FLOATING DEBRIS, PAPER, PLASTIC, FABRIC, CONSTRUCTION AND DEMOLITION DEBRIS AND OTHER WASTES MUST BE DISPOSED OF PROPERLY AND MUST COMPLY WITH MPCA DISPOSAL REQUIREMENTS.
2. HAZARDOUS MATERIALS: OIL, GASOLINE, PAINT AND ANY HAZARDOUS SUBSTANCES MUST BE PROPERLY STORED, INCLUDING SECONDARY CONTAINMENT, TO PREVENT SPILLS, LEAKS OR OTHER DISCHARGE. RESTRICTED ACCESS TO STORAGE AREAS MUST BE PROVIDED TO PREVENT VANDALISM. STORAGE AND DISPOSAL OF HAZARDOUS WASTE MUST BE IN COMPLIANCE WITH MPCA REGULATIONS.
3. EXTERNAL WASHING OF TRUCKS AND OTHER CONSTRUCTION VEHICLES MUST BE LIMITED TO A DEFINED AREA OF THE SITE. RUNOFF MUST BE CONTAINED AND WASTE PROPERLY DISPOSED OF. NO ENGINE DEGREASING IS ALLOWED ON SITE.
4. A CONCRETE WASHOUT AREA MUST BE ESTABLISHED AND MAINTAINED ON SITE (SEE PLAN VIEW FOR LOCATION) – NEW MPCA RULES FORBID ANY CONCRETE WASHOUT WATER FROM ENTERING ANY PART OF THE STORM WATER. PLANS MUST BE AVAILABLE TO HANDLE THE WASH WATER FROM THE SITE, MIXER, CONCRETE TRUCKS, AND TOOLS AND EQUIPMENT ON SITE. THE CONCRETE WASHOUT AREA MUST BE SELF CONTAINED AND WATERTIGHT.
5. IF A GEOTHERMAL SYSTEM IS TO BE USED, A PLAN FOR HANDLING THE DRILLER'S MUD MUST BE IN PLACE AND DOCUMENTED ON THIS SWPPP.

EROSION CONTROL RESPONSIBLE PARTIES:

OWNER:
AURORA INVESTMENTS, LLC
5215 EDINA INDUSTRIAL BLVD.
SUITE 100
EDINA, MINNESOTA 55439-3023

DEVELOPER:
MOUNT DEVELOPMENT
10400 VIKING DRIVE #160
EDEN PRAIRIE, MN 55344

CONTRACTOR:
RJM CONSTRUCTION
701 WASHINGTON AVE N #000
MINNEAPOLIS, MN 55401

SWPPP INSPECTION:
CONTRACTOR REPRESENTATIVE

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 Engineer under the laws of the State of Minnesota.

Mark Rausch, PE

Date ______ Reg. No. ______

Project Manager

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AURORA Investments, LLC

Client

MOUNT DEVELOPMENT CO.

Project

AURORA ON FRANCE FINAL DEVELOPMENT PLAN

Location

6500 FRANCE AVENUE SOUTH
EDINA, MINNESOTA

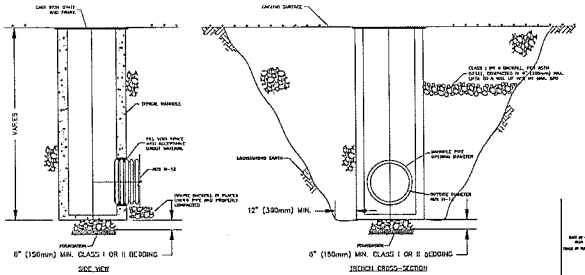
Issued For	Date
CITY SUBMITTAL	06/05/2013
CITY SUBMITTAL	05/23/2014
FFE & DOCK ADJUSTMENT	10/27/2014

Sheet Title

DETAILS

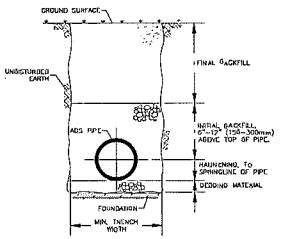
Project Number	Sheet Number
13.0063	C2.0

A31



FILL VOID SPACE BETWEEN ADS PIPE AND MANHOLE OPENING WITH A NON-SHRINK GROUT MATERIAL

HDPE GROUTED MANHOLE CONNECTION



TYPICAL TRENCH CROSS-SECTION

(N.T.S.)

NOTES:

1. FOUNDATION: WHERE THE TRENCH BOTTOM IS UNSTABLE, THE CONTRACTOR SHALL EXCAVATE TO A DEPTH REQUIRED BY THE ENGINEER AND REPLACE WITH A FOUNDATION OF CLASS I OR II MATERIAL AS DEFINED IN ASTM D2321, "STANDARD PRACTICE FOR UNDERGROUND INSTALLATION OF THERMOPLASTIC PIPE FOR SEWERS AND OTHER GRAVITY-FLOW APPLICATIONS" LATEST EDITION) AS AN ALTERNATIVE AND AT THE DISCRETION OF THE ENGINEER, THE TRENCH BOTTOM MAY BE STABILIZED USING A WOVEN GEOTEXTILE FABRIC.
2. BEDDING: SUITABLE MATERIAL SHALL BE CLASS I, II OR III AND INSTALLED AS REQUIRED IN ASTM D2321, LATEST EDITION.

   UNLESS OTHERWISE SPECIFIED BY THE ENGINEER, MINIMUM BEDDING THICKNESS SHALL BE 4" (100mm) FOR 4"-12" (100-300mm) AND 12"-48"(300-1200mm) CORRUGATED POLYETHYLENE PIPE (CPEP); 6" (150mm) FOR 30"-36" (750-900mm) CPEP.
3. HAUNCHING AND INITIAL BACKFILL: SUITABLE MATERIAL SHALL BE CLASS I, II OR III AND INSTALLED AS REQUIRED IN ASTM D2321, LATEST EDITION.
4. UNLESS OTHERWISE SPECIFIED BY THE ENGINEER, MINIMUM TRENCH WIDTHS SHALL BE AS FOLLOWING:

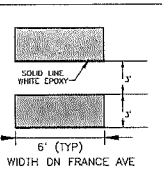
NOMINAL Ø in (mm)	MIN. RECOMMENDED TRENCH WIDTH in (mm)
4 (100)	21 (530)
6 (150)	23 (580)
8 (200)	25 (630)
10 (250)	28 (710)
12 (300)	31 (790)
15 (375)	34 (860)
18 (450)	39 (990)
24 (600)	48 (1220)
27 (700)	56 (1690)
30 (900)	79 (1990)
42 (1050)	83 (2110)
48 (1200)	92 (2340)
60 (1500)	102 (2596)

5. MINIMUM COVER: MINIMUM RECOMMENDED DEPTHS OF COVER FOR VARIOUS LIVE LOADING CONDITIONS ARE SUMMARIZED IN THE FOLLOWING TABLE. UNLESS OTHERWISE NOTED, ALL DIMENSIONS ARE TAKEN FROM THE TOP OF PIPE TO THE GROUND SURFACE.

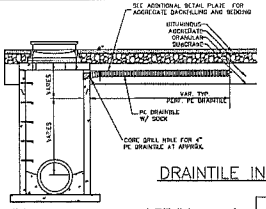
SURFACE LIVE LOADING CONDITION	MINIMUM RECOMMENDED COVER in (mm)
H25 (FLEXIBLE PAVEMENT)	12 (300)
H25 (RIGID PAVEMENT)	12 (300)
CSX RAILWAY	24 (610)
HEAVY CONSTRUCTION	40 (1270)

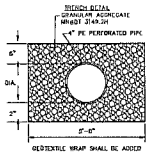
*TOP OF PIPE TO BOTTOM OF BITUMINOUS PAVEMENT SECTION

HDPE TRENCH INSTALLATION DETAIL

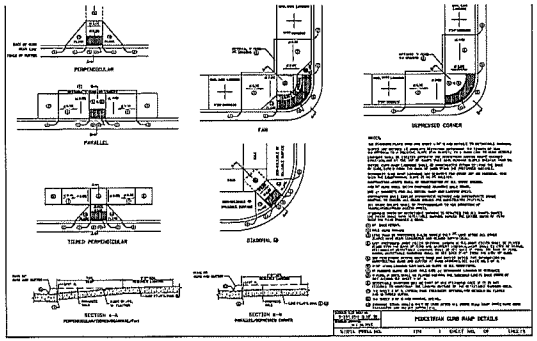


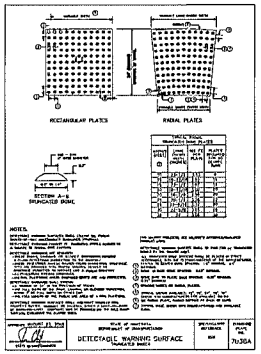
CROSSWALK DETAIL

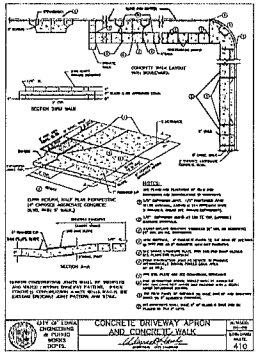


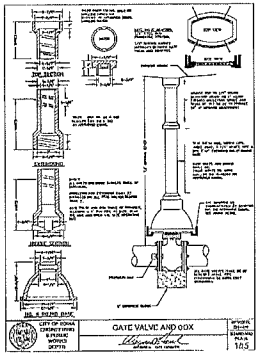


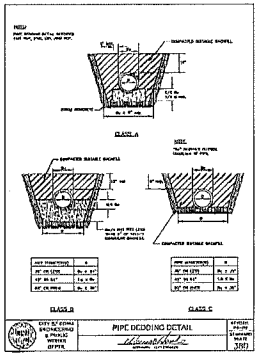
DRAINTILE INSTALLATION

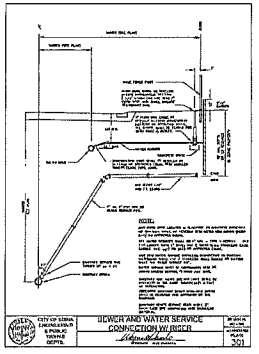


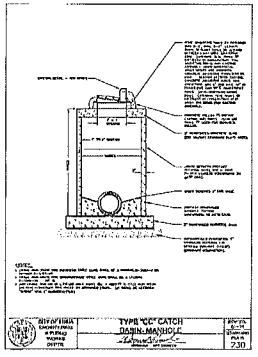


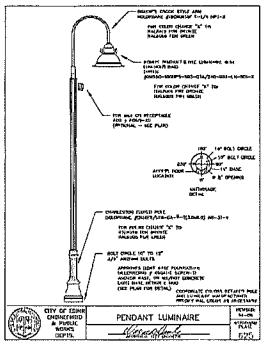


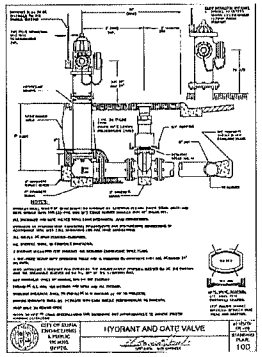


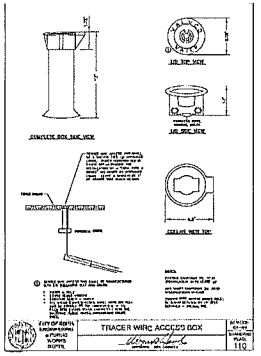


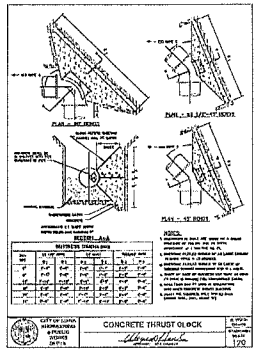


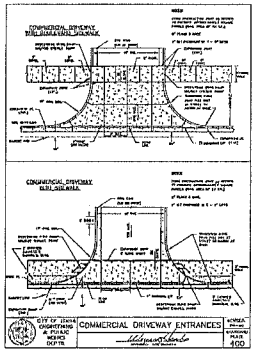












I hereby certify that this plan, specification or report was prepared by me or under my direct supervision and that I am a duly Licensed Professional Engineer under the laws of the State of Minnesota.

Mark Rausch, PE

Date _____ Reg. No.

Project Manager

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AURORA Investments, LLC

Client

MOUNT DEVELOPMENT CO.

Project

AURORA ON FRANCE
FINAL DEVELOPMENT PLAN

Location

6500 FRANCE AVENUE SOUTH
EDINA, MINNESOTA

Issued For	Date
CITY SUBMITTAL	06/06/2013
CITY SUBMITTAL	05/23/2014
FFE & DOCK ADJUSTMENT	10/27/2014

Sheet Title

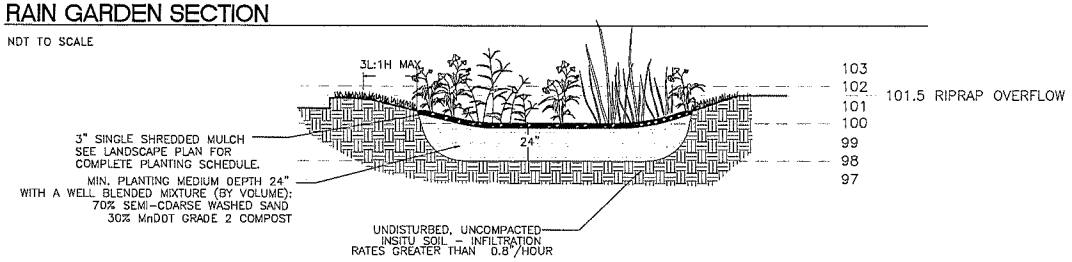
DETAILS

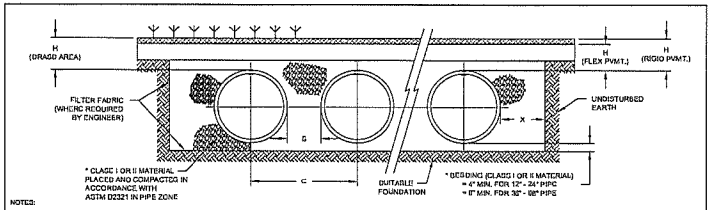
Project Number	Sheet Number
13.0063	C3.0

C3.2

RAIN GARDEN SECTION

NOT TO SCALE





NOTES:

1. ALL REFERENCES TO CLASS I OR II MATERIAL ARE PER ASTM D2321 "STANDARD PRACTICE FOR UNDERGROUND INSTALLATION OF THERMOPLASTIC PIPE FOR SEWERS AND OTHER GRAVITY FLOW APPLICATIONS", LATEST EDITION.

2. ALL RETENTION AND DETENTION SYSTEMS SHALL BE INSTALLED IN ACCORDANCE WITH ASTM D2321, LATEST EDITION AND THE MANUFACTURER'S PUBLISHED INSTALLATION GUIDELINES.

3. MEASURES SHOULD BE TAKEN TO PREVENT THE MIGRATION OF NATIVE FINES INTO THE BACKFILL MATERIAL, WHEN REQUIRED, SEE ASTM D2321.

4. FILTER FABRIC: A GEOTEXTILE FABRIC MAY BE USED AS SPECIFIED BY THE ENGINEER TO PREVENT THE MIGRATION OF FINES FROM THE NATIVE SOIL INTO THE SELECT BACKFILL MATERIAL.

5. FOUNDATION: WHERE THE TRENCH BOTTOM IS UNSTABLE, THE CONTRACTOR SHALL EXCAVATE TO A DEPTH REQUIRED BY THE ENGINEER AND REPLACE WITH SUITABLE MATERIAL AS SPECIFIED BY THE ENGINEER. AS AN ALTERNATIVE AND AT THE DISCRETION OF THE DESIGN ENGINEER, THE TRENCH BOTTOM MAY BE STABILIZED USING A GEOTEXTILE MATERIAL.

6. BEDDING: SUITABLE MATERIAL SHALL BE CLASS I OR II. THE CONTRACTOR SHALL PROVIDE DOCUMENTATION FOR MATERIAL SPECIFICATION TO ENGINEER. UNLESS OTHERWISE NOTED BY THE ENGINEER, MINIMUM BEDDING THICKNESS SHALL BE 4" (100mm) FOR 4"-24" (100mm-600mm), 6" (150mm) FOR 30"-60" (750mm-900mm).

7. INITIAL BACKFILL: SUITABLE MATERIAL SHALL BE CLASS I OR II IN THE PIPE ZONE EXTENDING NOT LESS THAN 6" ABOVE CROWN OF PIPE. THE CONTRACTOR SHALL PROVIDE DOCUMENTATION FOR MATERIAL SPECIFICATION TO ENGINEER. MATERIAL SHALL BE INSTALLED AS REQUIRED IN ASTM D2321, LATEST EDITION.

8. MINIMUM COVER: MINIMUM COVER OVER ALL RETENTION/DETENTION SYSTEMS IN NON-TRAFFIC APPLICATIONS (GRASS OR LANDSCAPED AREAS) IS 12" FROM TOP OF PIPE TO GROUND SURFACE. ADDITIONAL COVER MAY BE REQUIRED TO PREVENT FLOTATION. FOR TRAFFIC APPLICATIONS, MINIMUM COVER IS 12" UP TO 36" DIAMETER PIPE AND 24" OF COVER FOR 42" - 60" DIAMETER PIPE, MEASURED FROM TOP OF PIPE TO BOTTOM OF FLEXIBLE PAVEMENT OR TO TOP OF RIGID PAVEMENT.

NOMINAL DIAMETER	NOMINAL O.D.	TYPICAL SPACING "Q"	TYPICAL SPACING "C"	TYPICAL SIDE WALL "X"	H (NON-TRAFFIC)	H (TRAFFIC)
12" (300 MM)	14.5" (369 MM)	11" (279 MM)	25.4" (648 MM)	8" (203 MM)	12" (282 MM)	12" (282 MM)
15" (375 MM)	18" (457 MM)	12" (292 MM)	28.8" (734 MM)	8" (203 MM)	12" (282 MM)	12" (282 MM)
18" (450 MM)	21" (533 MM)	17" (434 MM)	33.9" (863 MM)	8" (229 MM)	12" (282 MM)	12" (282 MM)
24" (600 MM)	28" (711 MM)	13" (339 MM)	46.7" (1034 MM)	10" (254 MM)	12" (282 MM)	12" (282 MM)
30" (750 MM)	36" (914 MM)	16" (407 MM)	53.1" (1347 MM)	16" (457 MM)	12" (282 MM)	12" (282 MM)
36" (900 MM)	42" (1067 MM)	22" (559 MM)	60" (1690 MM)	16" (457 MM)	12" (282 MM)	12" (282 MM)
42" (1050 MM)	48" (1218 MM)	24" (610 MM)	71.9" (1826 MM)	18" (457 MM)	12" (282 MM)	24" (610 MM)
48" (1200 MM)	54" (1372 MM)	23" (635 MM)	76.5" (1094 MM)	18" (457 MM)	12" (282 MM)	24" (610 MM)
60" (1500 MM)	67" (1702 MM)	24" (610 MM)	90" (2286 MM)	18" (457 MM)	12" (282 MM)	24" (610 MM)

* CLASS I BACKFILL REQUIRED AROUND 60" DIAMETER FITTINGS.

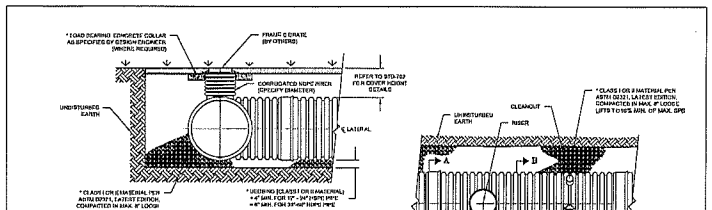
#	REVISION W/ SPACING	DATE	BY/CHK
REV.	DESCRIPTION	BY	APP'D/CHK

ADVANCED DRAINAGE SYSTEMS, INC. ("ADS") HAS PREPARED THIS DETAIL BASED ON INFORMATION PROVIDED TO ADS. THIS DRAWING IS INTENDED TO DEPICT THE COMPONENTS AS REQUESTED. ADS HAS NOT PERFORMED ANY ENGINEERING OR DESIGN SERVICES FOR THIS PROJECT, NOR HAS ADS INDEPENDENTLY VERIFIED THE INFORMATION SUPPLIED. THE INSTALLATION DETAILS PROVIDED HEREIN ARE GENERAL RECOMMENDATIONS AND ARE NOT SPECIFIC FOR THIS PROJECT. THE DESIGN ENGINEER SHALL REVIEW THESE DETAILS PRIOR TO CONSTRUCTION. IT IS THE DESIGN ENGINEER'S RESPONSIBILITY TO ENSURE THE DETAILS PROVIDED HEREIN MEETS OR EXCEEDS THE APPLICABLE MATERIAL, STATE, OR LOCAL REQUIREMENTS AND TO ENSURE THAT THE DETAILS PROVIDED HEREIN ARE ACCEPTABLE FOR THIS PROJECT.

TYPICAL RET/DET
CROSS SECTION DETAIL

DRAWING NUMBER STD-702

ADS 4640 TRUEMAN BLVD HILLIARD, OHIO 43026



* CLASS I BACKFILL REQUIRED AROUND 60" DIAMETER FITTINGS

* LOAD BEARING CONCRETE COLLAR SHALL BE CONSTRUCTED IN TRAFFIC AREAS SUCH THAT THE LIVE LOAD IS TRANSMITTED TO THE SURROUNDING SOIL AND NOT DIRECTLY TO THE PIPES.

#	ADDED 60" FITTINGS NOTE	DATE	BY/CHK
REV.	DESCRIPTION	BY	APP'D/CHK

ADVANCED DRAINAGE SYSTEMS, INC. ("ADS") HAS PREPARED THIS DETAIL BASED ON INFORMATION PROVIDED TO ADS. THIS DRAWING IS INTENDED TO DEPICT THE COMPONENTS AS REQUESTED. ADS HAS NOT PERFORMED ANY ENGINEERING OR DESIGN SERVICES FOR THIS PROJECT, NOR HAS ADS INDEPENDENTLY VERIFIED THE INFORMATION SUPPLIED. THIS INSTALLATION DETAILS PROVIDED HEREIN ARE GENERAL RECOMMENDATIONS AND ARE NOT SPECIFIC FOR THIS PROJECT. THE DESIGN ENGINEER SHALL REVIEW THESE DETAILS PRIOR TO CONSTRUCTION. IT IS THE DESIGN ENGINEER'S RESPONSIBILITY TO ENSURE THE DETAILS PROVIDED HEREIN MEETS OR EXCEEDS THE APPLICABLE MATERIAL, STATE, OR LOCAL REQUIREMENTS AND TO ENSURE THAT THE DETAILS PROVIDED HEREIN ARE ACCEPTABLE FOR THIS PROJECT.

TYPICAL RET/DET
RISER/CLEAN-OUT DETAIL

DRAWING NUMBER STD-703

ADS 4640 TRUEMAN BLVD HILLIARD, OHIO 43026

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 Engineer under the laws of the State of Minnesota.

Mark Rausch, PE

Date _____ Reg. No. _____

Project Manager

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Client

AURORA Investments, LLC

MOUNT DEVELOPMENT CO.

Project

AURORA ON FRANCE
FINAL DEVELOPMENT PLAN

Location

8500 FRANCE AVENUE SOUTH
EDINA, MINNESOTA

Issued For	Date
CITY SUBMITTAL	06/06/2013
CITY SUBMITTAL	05/23/2014
PFE & BOOK ADJUSTMENT	10/27/2014

Sheet Title

BMP DETAILS

Project Number	Sheet Number
13.0063	C4.0

Drawing name: X:\2013\13063\plan sheets\Site Plan Review - Final - Resubmittal\13063det3.dwg Oct 27, 2014 - 4:03pm

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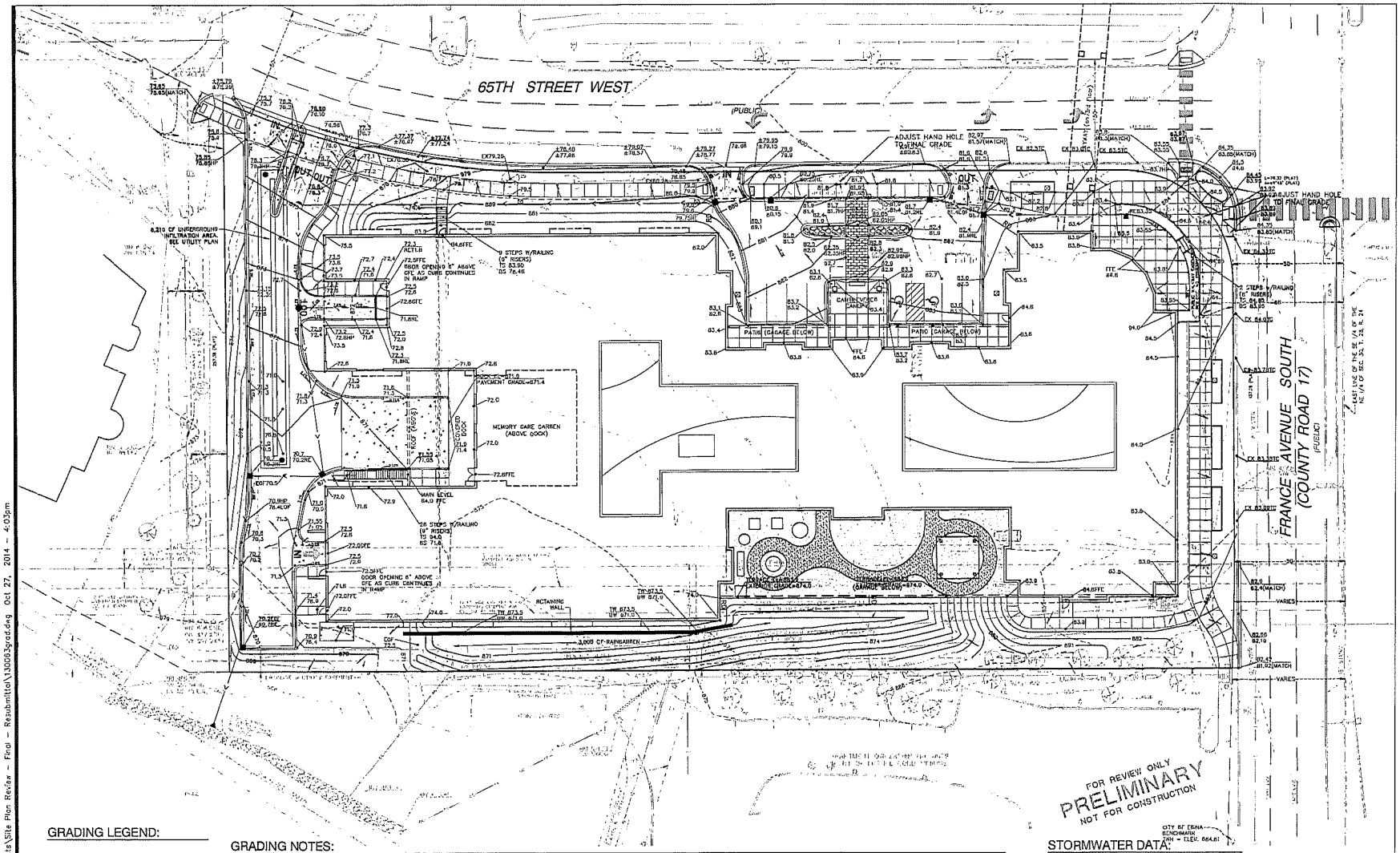

GRADING LEGEND:

- EXISTING CONTOUR
- 780 PROPOSED CONTOURS
- CATCH BASINS
- 882.44 PROPOSED SPOT ELEVATION
- DRAINAGE ROUTING
- RIM OR HIGHPOINT ELEVATION
- EMERGENCY FLOOD ROUTING
- PROPOSED STORM SEWER
- EXISTING STORM SEWER
- SILT FENCE/CONSTRUCTION LIMITS
- TOP OF CURB ELEVATION GUTTER ELEVATION
- PROPERTY LINE
- INLET PROTECTION

GRADING NOTES:

1. ALL FINISHED GRADES SHALL SLOPE AWAY FROM PROPOSED BUILDINGS AT MINIMUM GRADE OF 2.0% (WHERE FEASIBLE).
2. THE CONTRACTOR SHALL KEEP THE ADJACENT ROADWAYS FREE OF DEBRIS AND PREVENT THE OFF-SITE TRACKING OF SOIL IN ACCORDANCE WITH THE REQUIREMENTS OF THE CITY AND MNDOT.
3. NOTIFY GOPHER STATE ONE CALL AT (800)252-1166, 48 HOURS PRIOR TO START OF CONSTRUCTION.
4. ALL IMPROVEMENTS TO CONFORM WITH CITY OR STATE CONSTRUCTION STANDARDS SPECIFICATION, LATEST EDITION.
5. ROCK CONSTRUCTION ENTRANCES SHALL BE PROVIDED AT ALL CONSTRUCTION ACCESS POINTS.
6. CONTRACTOR TO KEEP A COPY OF THE EROSION CONTROL PLAN ON SITE AT ALL TIMES.
7. REFER TO GEOTECHNICAL REPORT FOR SOIL CORRECTION, TESTING REQUIREMENTS AND FOR PAVEMENT RECOMMENDATIONS AND SUBCUT RECOMMENDATIONS.
8. STRIP TOPSOIL PRIOR TO ANY CONSTRUCTION. REUSE STOCKPILE ON SITE. (WHERE FEASIBLE).
9. PRIOR TO STARTING CONSTRUCTION, THE CONTRACTOR SHALL BE RESPONSIBLE TO MAKE SURE THAT ALL REQUIRED PERMITS AND APPROVALS HAVE BEEN OBTAINED. NO CONSTRUCTION OR FABRICATION SHALL BEGIN UNTIL THE CONTRACTOR HAS RECEIVED AND THOROUGHLY REVIEWED ALL PLANS AND OTHER DOCUMENTS APPROVED BY ALL OF THE PERMITTING AUTHORITIES.
10. IMMEDIATELY FOLLOWING GRADING OF (3:1 OR GREATER) SIDE SLOPES AND DRAINAGE SWALES, WOOD FIBER BLANKET OR OTHER APPROVED SOIL STABILIZING METHOD (APPROVED BY ENGINEER) SHALL BE APPLIED OVER APPROVED SEED MIXTURE AND A MINIMUM OF 4" TOPSOIL.
11. THE GENERAL CONTRACTOR MUST DISCUSS DEWATERING PLANS WITH ALL SUBCONTRACTORS TO VERIFY NPDES REQUIREMENTS. IF DEWATERING IS REQUIRED DURING CONSTRUCTION CONTRACTOR SHOULD CONSULT WITH EROSION CONTROL INSPECTOR AND ENGINEER TO DETERMINE APPROPRIATE METHOD.
12. HAUL ROUTES AND DISPOSAL AREAS SHOULD BE DISCUSSED WITH CITY OF EDINA PRIOR TO EXPORTING MATERIAL OFFSITE.
13. ALL UTILITY INSTALLATION BACKFILL SHALL BE PLACED AND COMPACTED IN ACCORDANCE WITH SOIL TESTING AGENCY REQUIREMENTS AND/OR SPECIFICATIONS. SOILS REPORT RECOMMENDATIONS INCLUDE PLACING BACKFILL AND FILL IN LIFTS NOT EXCEEDING 8 INCHES IN THICKNESS. THE COMPACTED DENSITY OF THE FILL SHALL BE THE FOLLOWING PERCENTAGES OF STANDARD PROCTOR:
    - BELOW FOUNDATIONS AND INTERIOR SLABS = 98%
    - BELOW EXTERIOR SLABS = 95%
    - WITHIN 3 FEET OF PAVEMENT = 100%
    - BELOW 3 FEET OF PAVEMENT = 95%
    - BELOW LANDSCAPE SURFACES = 90%

    FILL SHOULD BE WITHIN 3 PERCENTAGE POINTS OF ITS OPTIMUM MOISTURE CONTENT, HOWEVER, CLAYEY FILL SHOULD BE PLACED WITHIN 3 PERCENTAGE POINTS ABOVE AND 1 PERCENT BELOW ITS OPTIMUM MOISTURE CONTENT.
14. EROSION CONTROL NOTES AND PROCEDURES SHALL BE INCLUDED IN THE CONSTRUCTION DOCUMENTS. SEE SHEET C2.0 FOR DETAILS.
15. CONTRACTOR SHALL COORDINATE PRIVATE/PUBLIC UTILITIES RELOCATES, SUCH AS TRAFFIC SIGNAL HANDHOLES, AND WIRING, ETC.

STORMWATER DATA:

SITE DATA:
TOTAL SITE AREA: 2.384 AC
EXISTING IMPERVIOUS AREA: 1.863 AC
PROPOSED IMPERVIOUS AREA: 1.668 AC

REQUIRED INFILTRATION VOLUME:
1.668 AC * 1" = 0.047 CF

REQUIRED WATER QUALITY VOLUME:
2.8" EVENT = 0.91" RUNOFF DEPTH
2.384 * 0.91" = 7,809 CF
25 YEAR SEDIMENT STORAGE = 393 CF
7,809 + 393 CF = 8202 CF

PROPOSED INFILTRATION & WATER QUALITY VOLUME:
PROPOSED UNDERGROUND INFILTRATION: 4,040 CF
PROPOSED RAIN GARDENS: 3,374 CF

8,339 CF TOTAL INFILTRATION & WATER QUALITY VOLUME PROVIDED

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 Engineer under the laws of the State of Minnesota.
Mark Rausch, PE

Date _____ Reg. No. _____
Project Manager

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AURORA Investments, LLC
Client

MOUNT DEVELOPMENT CO.

Project
AURORA ON FRANCE
FINAL DEVELOPMENT PLAN

Location
6500 FRANCE AVENUE SOUTH
EDINA, MINNESOTA

Issued For	Date
CITY SUBMITTAL	09/06/2013
CITY RESUBMITTAL	09/20/2013
CITY SUBMITTAL	05/23/2014
FFE & DOCK ADJUSTMENT	10/27/2014

Sheet Title
GRADING, EROSION, AND SEDIMENT CONTROL PLAN

Project Number: 13.0063
Sheet Number: C6.0

Drawing name: X:\2013\130063\plan sheets\Site Plan Review - Final - Resubmittal\130063grad.dwg Oct 27, 2014 - 4:03pm

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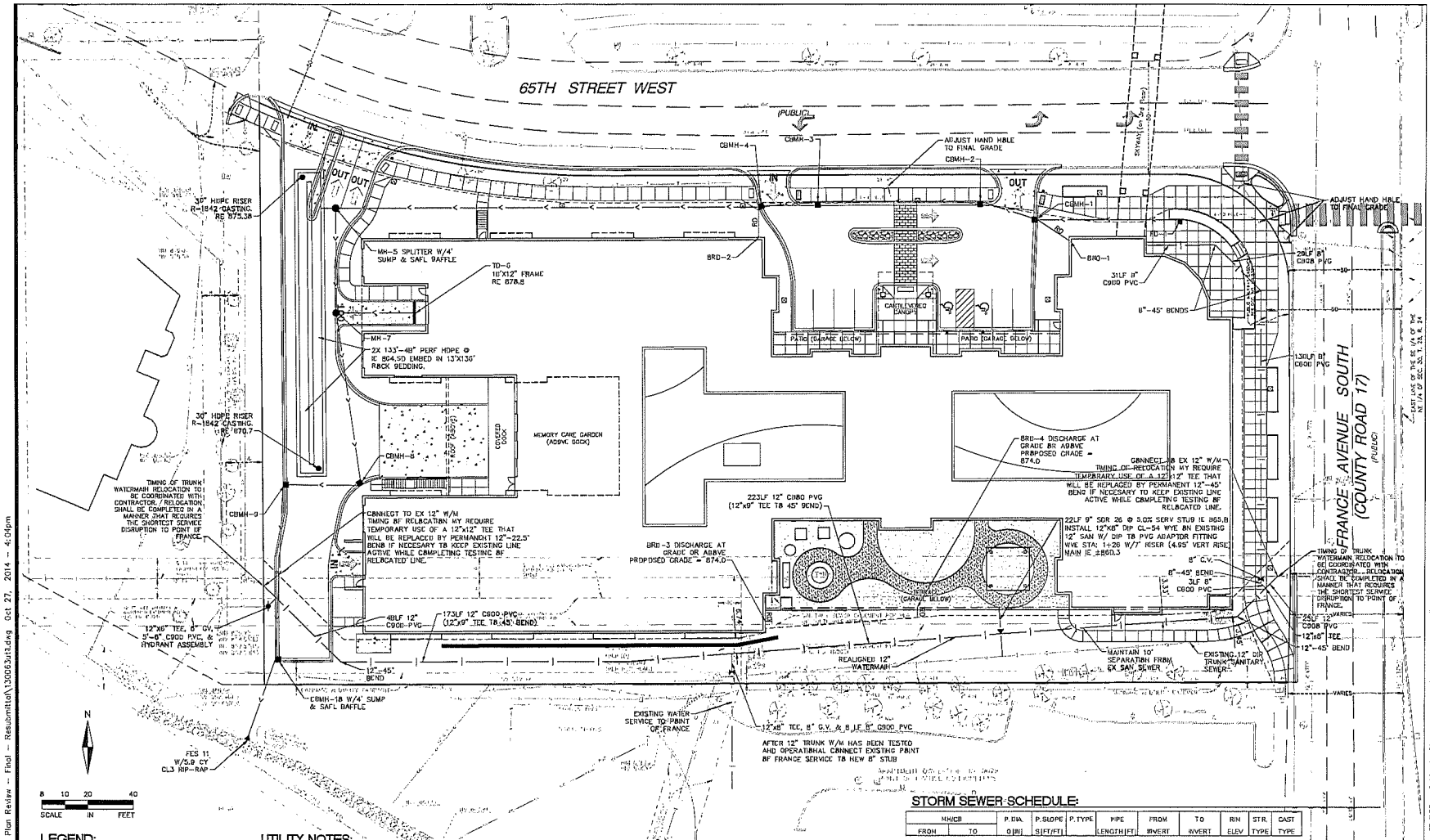

LEGEND:

- PROPOSED STORM SEWER
- PROPOSED SANITARY SEWER
- PROPOSED WATERMAIN
- PROPOSED CATCH BASIN
- PROPOSED SANITARY MANHOLE
- EXISTING SANITARY MANHOLE
- EXISTING STORM MANHOLE/CATCH BASIN
- EXISTING HYDRANT AND VALVE
- EXISTING UNDERGROUND ELECTRIC
- EXISTING STORM SEWER
- EXISTING SANITARY SEWER
- EXISTING WATERMAIN
- EXISTING UNDERGROUND FIBER OPTIC
- EXISTING UNDERGROUND TELEPHONE
- EXISTING UNDERGROUND GAS

UTILITY NOTES:

1. EXISTING UTILITIES, SERVICE LOCATIONS AND ELEVATIONS SHALL BE VERIFIED IN FIELD PRIOR TO CONSTRUCTION.
2. MAINTAIN A MIN 18" VERTICAL SEPARATION AT ALL PIPE CROSSINGS.
3. PROVIDE POLYSTYRENE (4" THICK) INSULATION FOR ALL WATERMAIN AND STORM SEWER CROSSINGS WHERE VERTICAL OR HORIZONTAL SEPARATION IS LESS THAN 3'.
4. ALL UTILITY WORK WITHIN PUBLIC ROAD ROW SHALL COMPLY WITH THE CITY ENGINEERING DESIGN STANDARDS. ALL UTILITIES WORK WITHIN FRANCE AVENUE ROW SHALL COMPLY WITH MNDOT ENGINEERING DESIGN STANDARDS.
5. CONTRACTOR TO PROVIDE COORDINATION FOR TELEPHONE, GAS, AND ELECTRIC SERVICE CONNECTION WITH THE RESPECTIVE SERVICE COMPANY.
6. IF DEWATERING IS REQUIRED DURING CONSTRUCTION CONTRACTOR SHOULD CONSULT WITH EROSION CONTROL INSPECTOR AND ENGINEER TO DETERMINE APPROPRIATE METHOD.
7. ALL UTILITY INSTALLATIONS SHALL COMPLY WITH EDINA STANDARD DETAILS AND ENGINEERING GUIDELINES.
8. ALL PROJECT RELATED UTILITIES WILL BE PRIVATELY OWNED.
9. ALL UTILITY INSTALLATION BACKFILL SHALL BE PLACED AND COMPACTED IN ACCORDANCE WITH SOIL TESTING AGENCY REQUIREMENTS AND/OR SPECIFICATIONS. SOILS REPORT RECOMMENDATIONS INCLUDE PLACING BACKFILL AND FILL IN LIFTS NOT EXCEEDING 8 INCHES IN THICKNESS. THE COMPACTED DENSITY OF THE FILL SHALL BE THE FOLLOWING PERCENTAGES OF STANDARD PROCTOR:
   - BELOW FOUNDATIONS AND INTERIOR SLABS = 98%
   - BELOW EXTERIOR SLABS = 85%
   - WITHIN 3 FEET OF PAVEMENT = 100%
   - BELOW 3 FEET OF PAVEMENT = 95%
   - BELOW LANDSCAPE SURFACES = 90%

   FILL SHOULD BE WITHIN 3 PERCENTAGE POINTS OF ITS OPTIMUM MOISTURE CONTENT, HOWEVER, CLAYEY FILL SHOULD BE PLACED WITHIN 3 PERCENTAGE POINTS ABOVE AND 1 PERCENT BELOW ITS OPTIMUM MOISTURE CONTENT.
10. ALL HDPE PIPE SHALL BE ADS N-12 SMOOTH INTERIOR PIPE OR EQUIVALENT.
11. STORM SEWER CASTINGS SHALL BE NEENAH OR EQUIVALENT. DRAIN BASINS SHALL BE 12" NYLOPLAST BASINS OR APPROVED EQUALS. SEE STORM SEWER SCHEDULE.

FOR REVIEW ONLY
PRELIMINARY
NOT FOR CONSTRUCTION

STORM SEWER SCHEDULE:

MH/CB FROM	MH/CB TO	P. DIA. O (IN)	P. SLOPE S (FT/FT)	P. TYPE	PIPE LENGTH (FT)	FROM INVERT	TO INVERT	RIM ELEV	STR. TYPE	CAST TYPE
FD-1	CBMH-1	6	0.0158	PVC	62.8	879.35	878.41	883.25	D6	15" PCD
URD-1	CBMH-1	18	0.0100	PVC	56.8	878.00	877.43	883.50	RD	RD
CBMH-1	CBMH-2	12	0.0075	HDPE	26.5	875.73	875.53	881.90	48	R-3067-V
CBMH-2	CBMH-3	12	0.0075	HDPE	71.4	875.43	874.90	881.20	48	R-3067-V
CBMH-3	CBMH-4	12	0.0200	HDPE	26.1	874.68	874.28	880.25	48	R-3067-V
URD-2	CBMH-4	18	0.0100	PVC	13.4	874.00	873.87	882.00	RD	RD
CBMH-4	MH-5	15	0.0138	HDPE	165.8	873.57	870.97	879.75	48	R-3067-V
MH-5	PERF	15	0.0100	HDPE	6.7	865.87	865.80	875.00	48	R-1642
MH-5	MH-7	15	0.0200	HDPE	46.1	868.50	867.58	875.00	48	R-1642
TD-6	MH-7	8	0.5100	PVC	34.5	868.30	867.96	871.80	TD	R-1998
MH-7	CBMH-8	15	0.0200	HDPE	77.5	867.48	865.93	872.60	48	R-1642
CBMH-8	CBMH-9	15	0.0050	HDPE	34.5	865.83	865.66	870.38	48	R-3067-V
CBMH-9	CBMH-10	18	0.0027	HDPE	77.7	865.41	865.20	870.50	48	R-3067-V
CBMH-10	FES-11	18	0.0027	RCP	37.9	865.10	864.99	869.78	48	R-3067-V

QB= GRATE BASIN - 15" NYLOPLAST DRAIN BASIN W/15" PEDESTRIAN GRATE OR APPROVED EQUALS.
RD= ROOF DRAIN
TD= TRENCH DRAIN

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 Engineer under the laws of the State of Minnesota.

MARK RAUSCH., PE

Date _____ Rev. No.

Project Manager

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FINAL DEVELOPMENT PLAN

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CITY SUBMITTAL	06/05/2013
CITY RESUBMITTAL	07/26/2013
CITY SUBMITTAL	05/23/2014
FFE & DOCK ADJUSTMENT	10/27/2014

Sheet Title

UTILITY PLAN

Project Number	Sheet Number
13.0063	C7.0

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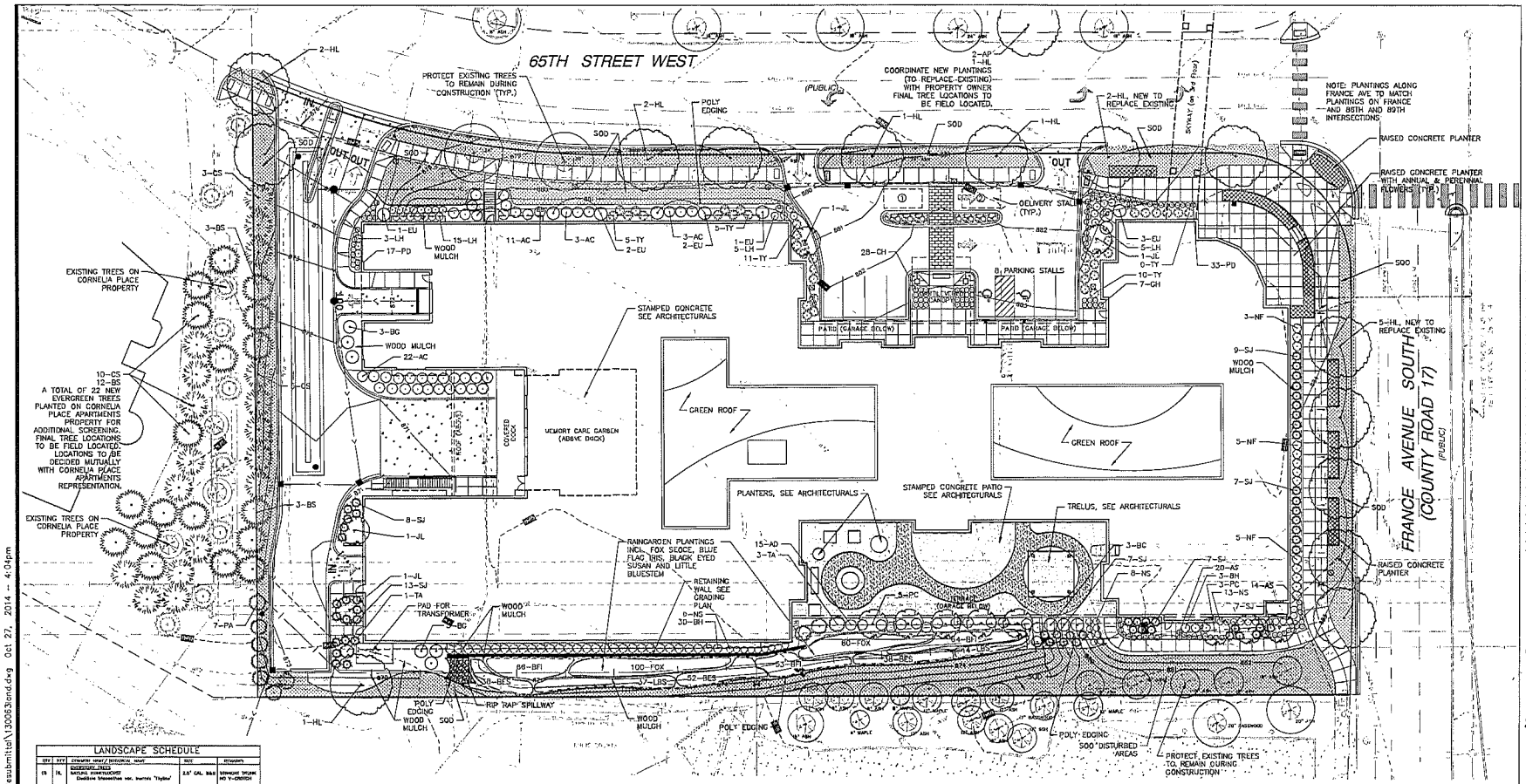


LANDSCAPE SCHEDULE

QTY	KEY	COMMON NAME / BOTANICAL NAME	SIZE	REMARKS
		DECIDUOUS TREES		
15	TR	Tree Form Hackberry *Celtis occidentalis var. inermis 'Prairie Pride'*	2.5" CAL. B&B	STRAIGHT TRUNK NO V-CROTCH
		CONIFER/EVERGREEN		
3	AP	Autumn Pine *Pinus nigra*	8' HT. B&B	UPRIGHT FORM
19	BS	Blackhills Spruce *Picea glauca densata*	8' HT. B&B	UPRIGHT FORM
28	CS	Columnar Blue Spruce *Picea pungens*	8' HT. B&B	UPRIGHT FORM
7	PA	Pyramidal Arborvitae *Thuja occidentalis 'Pyramidalis'*	7' HT. B&B	FULL FORM
		ORNAMENTAL TREES		
4	JL	Japanese Tree Lilac *Syringa reticulata*	2" CAL. B&B	STRAIGHT TRUNK
8	PC	Prairie Rose Crabapple *Malus 'Prairie Rose'*	2" CAL. B&B	STRAIGHT TRUNK
		SHRUBS		
39	AC	Alpine Currant *Ribes alpinum*	18" HT. CONT.	MIN. 8 CANES AT MD. SPEC.
9	AD	Arctic Fire Dogwood *Cornus stolonifera 'Farrow'*	36" HT. CONT.	MIN. 8 CANES AT MD. SPEC.
9	BC	Black Chokeberry *Aronia melanocarpa elata*	36" HT. CONT.	MIN. 8 CANES AT MD. SPEC.
33	BH	Bush Honeysuckle *Diervilla lonicera*	18" HT. CONT.	MIN. 8 CANES AT MD. SPEC.
8	EU	Dwarf Winged Euonymus *Euonymus alatus 'Compactus'*	24" HT. CONT.	MIN. 8 CANES AT MD. SPEC.
28	LH	Little Lime Hydrangea *Hydrangea arborescens 'Hbdc-I'*	18" HT. CONT.	MIN. 8 CANES AT MD. SPEC.
18	NF	Neon Flash Spirea *Spirea japonica 'Neon Flash'*	18" HT. CONT.	MIN. 8 CANES AT MD. SPEC.
42	SJ	Scandia Juniper *Juniperus sabina 'Scandia'*	24" DIA. CONT.	MIN. 6 CANES AT MD. SPEC.
4	TA	Tschay Arborvitae *Thuja occidentalis 'Tschay'*	6' HT. B&B	MIN. 8 CANES AT MD. SPEC.
27	TY	Tarheel Yew *Taxus x media 'Tauntoni'*	24" DIA. CONT.	MIN. 8 CANES AT DIA. SPEC.
		GROUNDCOVERS		
34	AS	Autumn Joy Sedum *Sedum x 'Autumn Joy'*	1 GAL. CONT.	
35	SH	Shamrock Hosta *Hosta 'Shamrock'*	1 GAL. CONT.	
20	NS	Northwind Switchgrass *Panicum virgatum 'Northwind'*	1 GAL. CONT.	
50	PR	Purple Rain Catmint *Nepeta x faassenii 'Purple Rain'*	1 GAL. CONT.	

NOTES: QUANTITIES ON PLAN SUPERSEDE LIST QUANTITIES IN EVENT OF DISCREPANCY.

LANDSCAPE REQUIREMENTS

OVERSTORY TREES REQUIRED = 30
OVERSTORY TREES SHALL NOT BE LESS THAN THE PERIMETER OF THE LOT AS MEASURED IN FEET DIVIDED BY 40 = 1268/40 = 36

MINIMUM REQUIREMENT	REQUIRED TREES:	PROVIDED TREES:
5% ORNAMENTAL (<2" BB)	1.5	12
50% COMPLIMENTARY (2.5" BB+)	18	13
20% ACCENT (3.5" BB+)	8	0
10% PRIMARY (4.5" BB+)	3	0
5% FULL (6.5" BB+)	1.5	0
TOTAL TREES	30	25
EXISTING TREES ALONG PERIMETER OF SITE TO REMAIN =		7
TOTAL TREES ON SITE =		32

GREEN ROOF

GREEN ROOF AREA = 7,823 SF

GREEN ROOF TO BE PLANTED WITH LIVEROOF INVISIBLE MODULAR GREEN ROOF SYSTEM (LIVEROOF STANDARD). PLANTING SOIL TO BE 4 1/4" DEEP. PLANTINGS WILL INCLUDE A VARIETY OF COLORFUL SEDUMS AND SUCCULENT GROUND COVERS. DETAILED PLANT SPECIES AND PLANTING DESIGN TO BE DETERMINED.

RAINGARDEN PLANTINGS

QTY	SYM	COMMON/SCIENTIFIC	CONTAINER
128	BCS	BLACK EYED SUSAN/Rudbeckia hirta	4" cont., Plant 24" o.c.
183	BFI	BLUE FLAG IRIS/Iris versicolor	4" cont., Plant 24" o.c.
180	FOX	FOX SEDGE/Carex vulpinoidea	4" cont., Plant 24" o.c.
51	LBS	LITTLE BLUESTEM/Schizachyrium scoparius	4" cont., Plant 30" o.c.

PLANTING NOTES:

1. LANDSCAPE CONTRACTOR SHALL VISIT SITE PRIOR TO SUBMITTING BID TO BECOME COMPLETELY FAMILIAR WITH SITE CONDITIONS.
2. INSTALL 4" MIN. BLACK DIRT TO ALL SOD, SEED AND SHRUB AREAS. CONTRACTOR RESPONSIBLE FOR FINE GRADING OF SOD AREAS. PROVIDE 12" PLANTING SOIL FOR ALL PERENNIAL & ANNUAL FLOWER AREAS.
3. CONTRACTOR WILL STAKE OR MARK ALL PLANT MATERIAL LOCATIONS PRIOR TO INSTALLATION. CONTRACTOR SHALL HAVE OWNERS REPRESENTATIVE APPROVE ALL STAKING PRIOR TO INSTALLATION.
4. ALL SHRUB AREAS UNLESS SPECIFIED AS OTHER, TO BE BED MULCHED WITH 3" DEPTH OF DOUBLE SHREDDED HARDWOOD MULCH, GOLDEN COLOR, OVER WEED BARRIER. POLY-EDGER TO BE VALLEY VIEW BLACK DIAMOND OR APPROVED EQUAL.
5. ALL PERENNIAL BEDS TO BE BED MULCHED WITH 3" DEPTH OF DOUBLE SHREDDED HARDWOOD MULCH, GOLDEN COLOR, PERENNIALS TO BE PLANTED IN STAGGERED ROWS UNLESS OTHERWISE SHOWN ON PLANS.
6. INSTALL 4-6" DEPTH DOUBLE SHREDDED HARDWOOD MULCH AROUND ROOT SAUCER OF ALL TREES ISOLATED FROM PLANT BEDS.
7. PLANTING SOIL SHALL CONSIST OF 50% SELECT LOAMY TOPSOIL, 25% PEAT MOSS, 25% PIT RUN SAND.
8. CONTRACTOR WILL COMPLETELY GUARANTEE ALL WORK FOR A PERIOD OF TWO YEARS (24 MONTHS) BEGINNING AT THE DATE OF SUBSTANTIAL PROJECT COMPLETION. CONTRACTOR WILL MAKE ALL REPLACEMENTS PROMPTLY (AS PER DIRECTION OF OWNER).
9. ANY MATERIAL WHICH DIES, OR DETERIORATES (PRIOR TO ACCEPTANCE OF THE WORK) WILL BE PROMPTLY REMOVED AND REPLACED.
10. THE OWNERS REPRESENTATIVE RESERVES THE RIGHT TO REJECT ANY PLANT MATERIAL NOT MEETING SPECIFICATIONS.
11. ALL MATERIAL SHALL COMPLY WITH THE LATEST EDITION OF THE AMERICAN STANDARD FOR NURSERY STOCK, AMERICAN ASSOCIATION OF NURSERYMEN.
12. ALL TREE TRUNKS SHALL BE WRAPPED WITH BROWN CREPE TREE WRAP, APPLY WRAP IN NOVEMBER AND REMOVE IN APRIL.
13. LANDSCAPE CONTRACTOR TO WATER AND MAINTAIN ALL PLANT MATERIALS AND SOD UNTIL INITIAL ACCEPTANCE.
14. REPAIR AT NO COST TO OWNER ALL DAMAGE TO PROPERTY RESULTING FROM LANDSCAPE WORK.
15. CONTRACTOR IS RESPONSIBLE FOR CALLING GOPHER STATE ONE AT 454-0002 AND FOR LOCATING ALL UNDERGROUND UTILITIES AND SHALL AVOID DAMAGE TO UTILITIES DURING THE COURSE OF THE WORK. CONTRACTOR IS RESPONSIBLE FOR REPAIRING ANY DAMAGE TO UTILITIES, SITE STRUCTURES, ETC., RESULTING FROM LANDSCAPE CONSTRUCTION.
16. LANDSCAPE CONTRACTOR IS TO BE RESPONSIBLE FOR WATERING ALL PLANT MATERIALS UNTIL THE TIME THE PERMANENT IRRIGATION SYSTEM IS FULLY FUNCTIONAL.
17. CHEMICAL WEED CONTROL MUST BE APPLIED TO ALL LANDSCAPE AREAS PRIOR TO ANY PLANT INSTALLATION.
18. LANDSCAPE CONTRACTORS TO COORDINATE INSTALLATION WITH GENERAL CONTRACTOR.
19. STAKING AND GUYING OF TREES OPTIONAL; LANDSCAPE CONTRACTOR SHALL MAINTAIN PLUMBNESS OF TREES FOR DURATION OF WARRANTY PERIOD.
20. SWEEP AND WASH ALL PAVED SURFACES AND REMOVE ALL DEBRIS RESULTING FROM LANDSCAPE OPERATIONS.
21. CONTRACTOR TO SUPPLY DESIGN AND INSTALLATION OF AN IRRIGATION PLAN WITH 100% COVERAGE FOR SHRUB BEDS, SOD, PLANTING AREAS AND ALL GREEN SPACE. THE SOD AND PLANTING/ANNUAL AREAS TO BE ON SEPARATE ZONES WITH RAIN SENSORS. USE RAINBIRD OR APPROVED EQUAL. COORDINATE WITH PROPERTY OWNER AND GENERAL CONTRACTOR.
23. RAIN GARDEN AREAS TO BE MULCHED WITH 3" DEPTH DOUBLE SHREDDED HARDWOOD MULCH.
24. EXCAVATE AREA FOR PROPOSED RAIN GARDEN AND PROPERLY DISPOSE OF SPOILS. REPLACE SOILS PER RAIN GARDEN SECTION. MATCH GRADES AT RAIN GARDEN LIMITS AND GRADE SIDE SLOPES (SEE RAIN GARDEN SECTION). EXCAVATION EQUIPMENT IS PROHIBITED WITHIN THE RAINGARDEN BASIN AS HEAVY EXCAVATION BECOMES WITHIN 3' OF FINISHED GRADE. EXCAVATION AND SOIL PLACEMENT TO BE DONE FROM OUTSIDE THE RAIN GARDEN WITH A BACK HOE. RAIN GARDEN SHALL BE EXCAVATED WITH A TOOTHED BUCKET WITH A MINIMUM OF 6" TEETH ON END OR BUCKET (NOT A SMOOTH EDGE). A WALK BEHIND ROTO-TILLER IS THE ONLY MECHANICAL EQUIPMENT ALLOWED WITHIN RAIN GARDEN TO AVOID SOIL COMPACTION.
25. AN INFILTRATION TEST SHALL BE PERFORMED IN THE RAIN GARDEN LOCATIONS. AFTER OVER-EXCAVATION, BUT BEFORE BACKFILLING OF PLANTING SOIL, CONDUCT AN INFILTRATION TEST DIRECTLY ON SUBSOILS (USING A MODIFIED PHILIP-DUNNE INFILTROMETER TEST OR A DOUBLE-RING INFILTROMETER TEST) TO ENSURE THAT 1 INCH/HR OR GREATER INFILTRATION RATES WILL BE PROVIDED INTO THE SUBSOIL. PROVIDE FOR SURFACE SCIFI LOOSENING, IF NEEDED, TO REACH THE 1 INCH/HR MINIMUM INFILTRATION RATE.

SALT TOLERANT PLANT MATERIAL

Boulevards are tough sites known for dry, poor soil and salt from the winter. The following plants are recommended for their ability to live and flourish in these challenging urban sites.

Annuals include: Lantana, Zinnia, Nicotiana, Petunia, Coleus, Tauntum, Origanon, Thymus, Lavender.

Perennials include: Aster, Blanket flower, Echinacea, Euphorbia, Echinacea purpurea, Fescues, Iberis, Hemerocallis, Lamb's Ear, Liatris, Iris germanica, Monarda didyma, Nepeta, Nepeta, Russian Sage, Rudbeckia fulgida, Yucca

Evergreens include: Junipers, Blue Spruce, Mugo Pine

Shrubs include: Serviceberry, Indigo bush, Japanese barberry, Siberian and Russian pea shrub, Cotoneaster, Witch-haze, Hydrangea, Fragrant, Smooth, and Southern Sumac, Mugwort Wave, Cranberry, Miss Kim Lilac

Trees include: Cycamore Maple, Serviceberry, Kentucky Coffeetree, Honeylocust, Quercus alba and robury, Japanese tree lilac

LANDSCAPE LEGEND

- PROPOSED CURB AND GUTTER
- EXISTING CURB AND GUTTER
- SOD
- ANNUAL & PERENNIAL FLOWERS FOR CONCRETE PLANTERS, SEE SALT TOLERANT PLANT MATERIAL
- POLY EDGING
- RAINGARDEN

FOR REVIEW ONLY
PRELIMINARY
NOT FOR CONSTRUCTION

N

0 10 20 40
SCALE IN FEET

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 Kranbock, ASLA

Date _____ Reg. No.
Project Manager

ALLIANT
233 Park Ave S, Ste 300
Minneapolis, MN 55415
612.758.3080 main
612.758.3099 fax
www.alliant-inc.com

AURORA Investments, LLC

Client

MOUNT DEVELOPMENT CO.

Project
AURORA ON FRANCE
FINAL DEVELOPMENT PLAN

Location
6500 FRANCE AVENUE SOUTH
EDINA, MINNESOTA

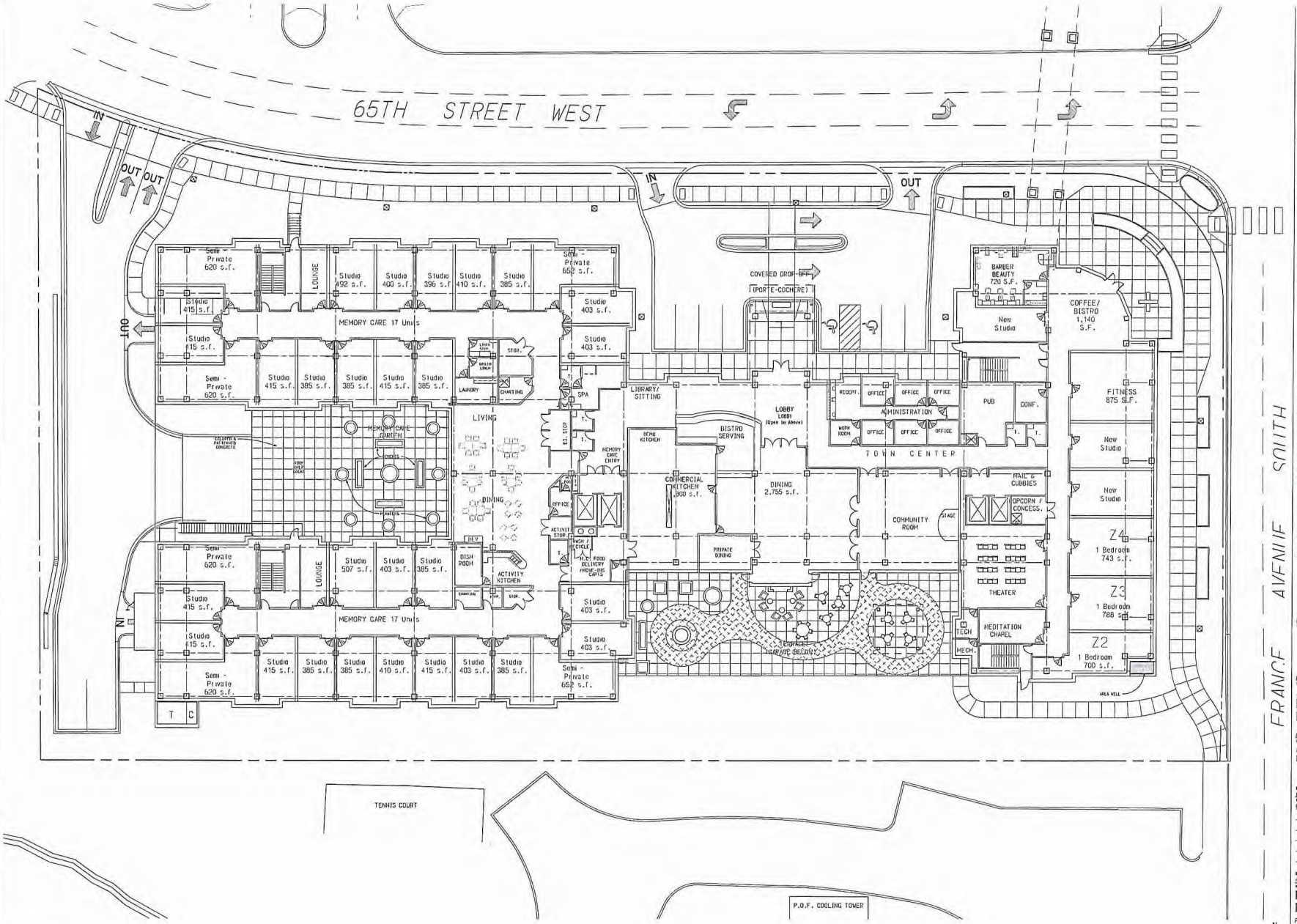
Issued For	Date
CITY SUBMITTAL	9-23-2014
TREE & SOIL ADJUSTMENT	10/27/2014

Sheet Title
LANDSCAPE PLAN

Project Number 13.0063
Sheet Number C8.0

Drawing name: X:\2013\13063\plan sheets\Site Plan Review - Final - Resubmittal\13063landdwg Oct 22, 2014 - 4:04pm

A37



1 FIRST FLOOR PLAN
A2.1 SCALE: 1/16"=1'-0"

0 8 16 32

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 _____ Reg. No. 16362

Project Manager

EDWARD FARR ARCHITECTS INC
7700 Golden Triangle Drive
Eden Prairie, Minnesota
55344
Tel 952.941.9005
Fax 952.941.9007
www.edfarch.com

AURORA Investments, LLC

Client

MOUNT DEVELOPMENT CO.

Project

AURORA ON FRANCE
FINAL DEVELOPMENT PLAN

Location

6500 FRANCE AVENUE SOUTH
EDINA, MINNESOTA

Issued For	Date
CITY SUBMITTAL	5-23-2014

Sheet Title

FIRST FLOOR PLAN

Project Number 13.025

Sheet Number A2.1

F:_CAD\11054-A\13025-03_SP_A02-1.dwt 5/22/2014 14:17

14

KVERNSTOEN, RÖNNHOLM & ASSOCIATES, INC.
CONSULTANTS IN ARCHITECTURAL ACOUSTICS

14 May 2014

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

NOISE REPORT: 6500 FRANCE AVENUE SOUTH

Kvernstoen, Rönnholm & Associates, Inc. was retained by Mount Development Co. to model mechanical noise levels from the building at the south property line of the site at 6500 France.

To that end I gathered sound data for the two chillers on the roof as well as the Magic Pac units located on the 3rd, 4th, and 5th floors of the proposed new building. I then calculated the expected noise levels from the equipment at the loudest locations at the south line of the property.

For my calculations I used manufacturer's sound data from Magic Pac for Model MGEA-09-241 and from York for the two Model YVAA0183ABV46 chillers equipped with low-sound fans and low-sound-level kit. All units are calculated at the 100% level, which is the loudest expected sound level.

Chillers

The chillers are located at the NE corner of the 6500 France building in the circular element referred to as "the crown". The direct distance from the chillers to a person standing at the south property line is approximately 175 ft. However, the building and parapet acts as a very effective sound barrier for the chillers. I have calculated the noise level at the property line closest to the chillers to be below 25 dBA. This is very well within the 50 dBA maximum required by Minnesota Rule 7030. See Fig 1 for the location of this calculated

2444 BRYANT AVENUE SOUTH, SUITE 300 · MINNEAPOLIS, MN 55405
TEL 612.374.3800 · FAX 612.374.3133 · eMAIL info@kracoustics.com

A45

sound level. This location was chosen because it is expect to exhibit the loudest sound levels from the chillers on the roof.

Magic Pac Units

These units are located on exterior of the south side of the 6500 France building on the 3rd, 4th, and 5th floors, as shown schematically in Figs 1 & 2.

The loudest point from the 6 chillers facing the south will be on-axis with one of the sets of 3 vertical chillers. I have calculated the noise level to be an even 50.0 dBA at this location. At the midway point between the two vertical rows of Magic Pac units, the sound level would be approximately 1 dB lower. (See Figure 2). At other locations along the south property line the sound levels from the Magic Pac units will be lower than 49 dBA. Noise levels from the chillers on the roof will not have any impact on the noise levels at these locations.

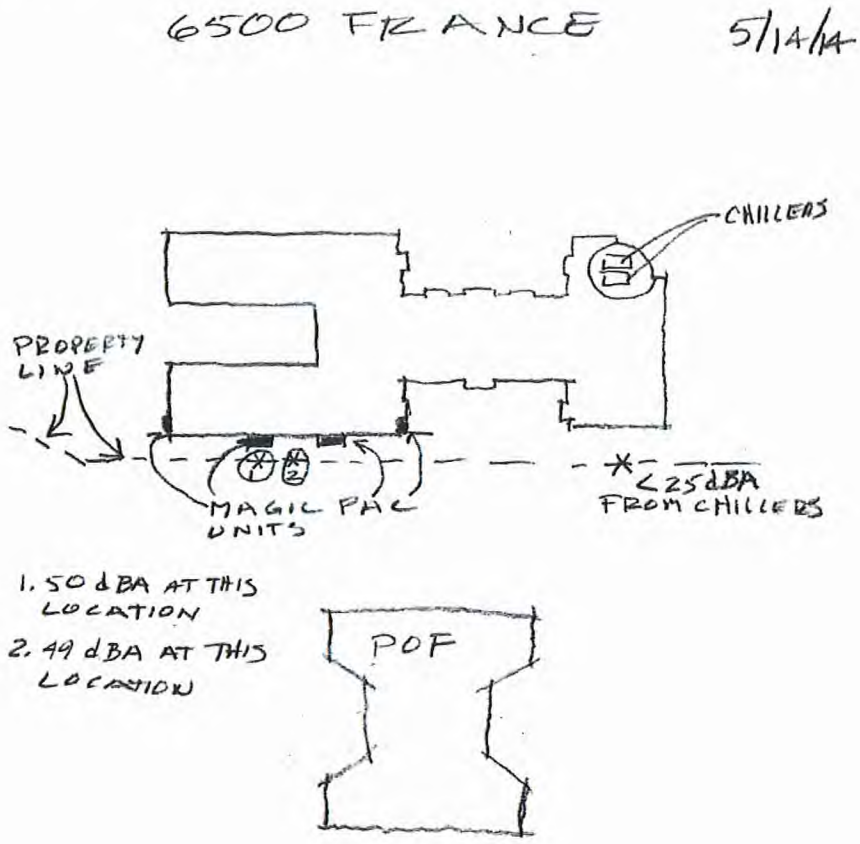
In order to achieve these low sound levels, the Magic Pac units for the apartments on the East and West sides must be located on the East and West faces of the building.

Thus, the sound levels at the property line from the York chillers and the Magic Pac units will meet the daytime and nighttime MPCA rules. Given that the measured L_{50} is 55.6 dBA at that location, and that the spectrum from the Magic Pac units will be similar to that of the traffic noise, the Magic Pac units will not figure significantly in the soundscape at the south property line of the 6500 France building.

Please contact me with any comments or questions.

Steven Kvernstoen

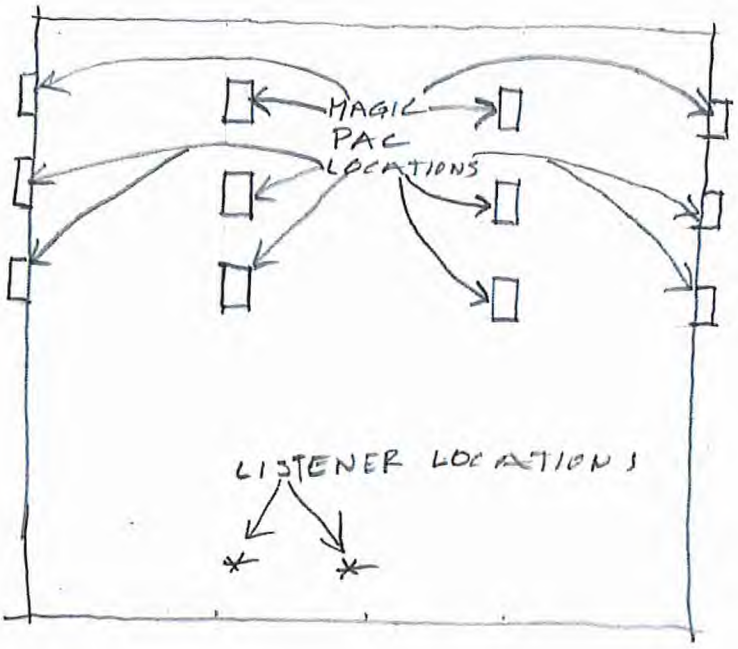
FIGURE 1


6500 FRANCE 5/14/14
CHILLERS
PROPERTY LINE
MAGIC PAC UNITS
<25dBA FROM CHILLERS
1. 50 dBA AT THIS LOCATION
2. 49 dBA AT THIS LOCATION
POF

A47

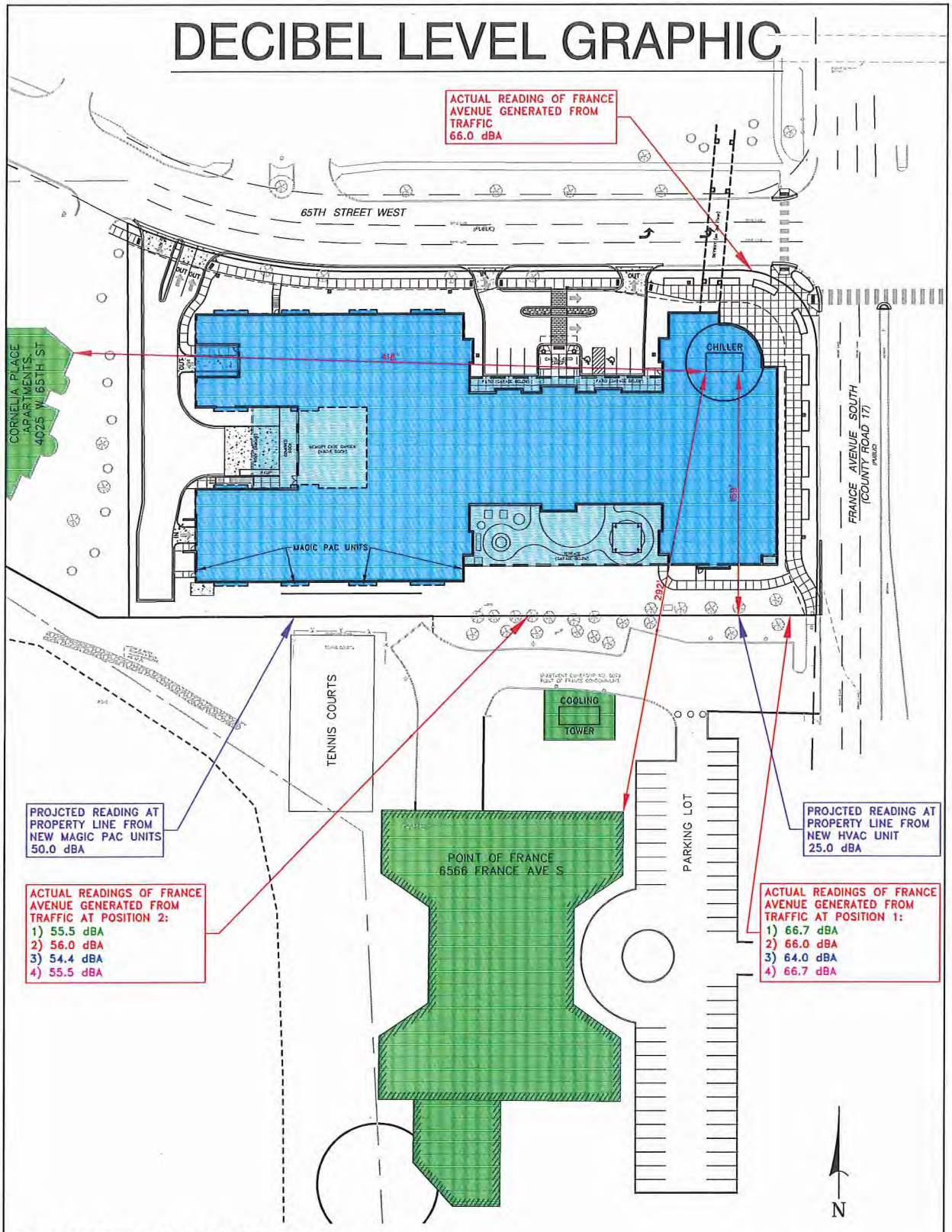
FIGURE 2

6500 FRANCE 5/14/14
SOUTH ELEVATION



A46

DECIBEL LEVEL GRAPHIC



DATA COLLECTION LOCATION NOTES:

1. DATA COLLECTION PROVIDED BY KVERNSTOEN, RÖNNHOLM & ASSOCIATES.
2. COLLECTION TIMES ARE AS FOLLOWS:
   7-9AM WEEKDAY, 11:15AM-1:15PM WEEKDAY, 6-8PM WEEKDAY, 11AM-1PM SATURDAY
3. POSITION 1 IS JUST WEST OF THE SIDEWALK AT THE PROPERTY LINE BETWEEN 6500 FRANCE AND POINT OF FRANCE. (L_{50} AVERAGE IS 65.9 dBA. 60 dBA IS THE MPCA RULE FOR MAXIMUM DAYTIME NOISE LEVELS.)
4. POSITION 2 IS ON THE PROPERTY LINE BETWEEN 6500 FRANCE AND POINT OF FRANCE NORTHWEST OF THE COOLING TOWER. (L_{50} AVERAGE IS 55.4 dBA, WHICH IS WITHIN THE MPCA DAYTIME GUIDELINES.)
5. THE DECIBEL LEVEL NUMBERS ARE NOT CUMULATIVE.

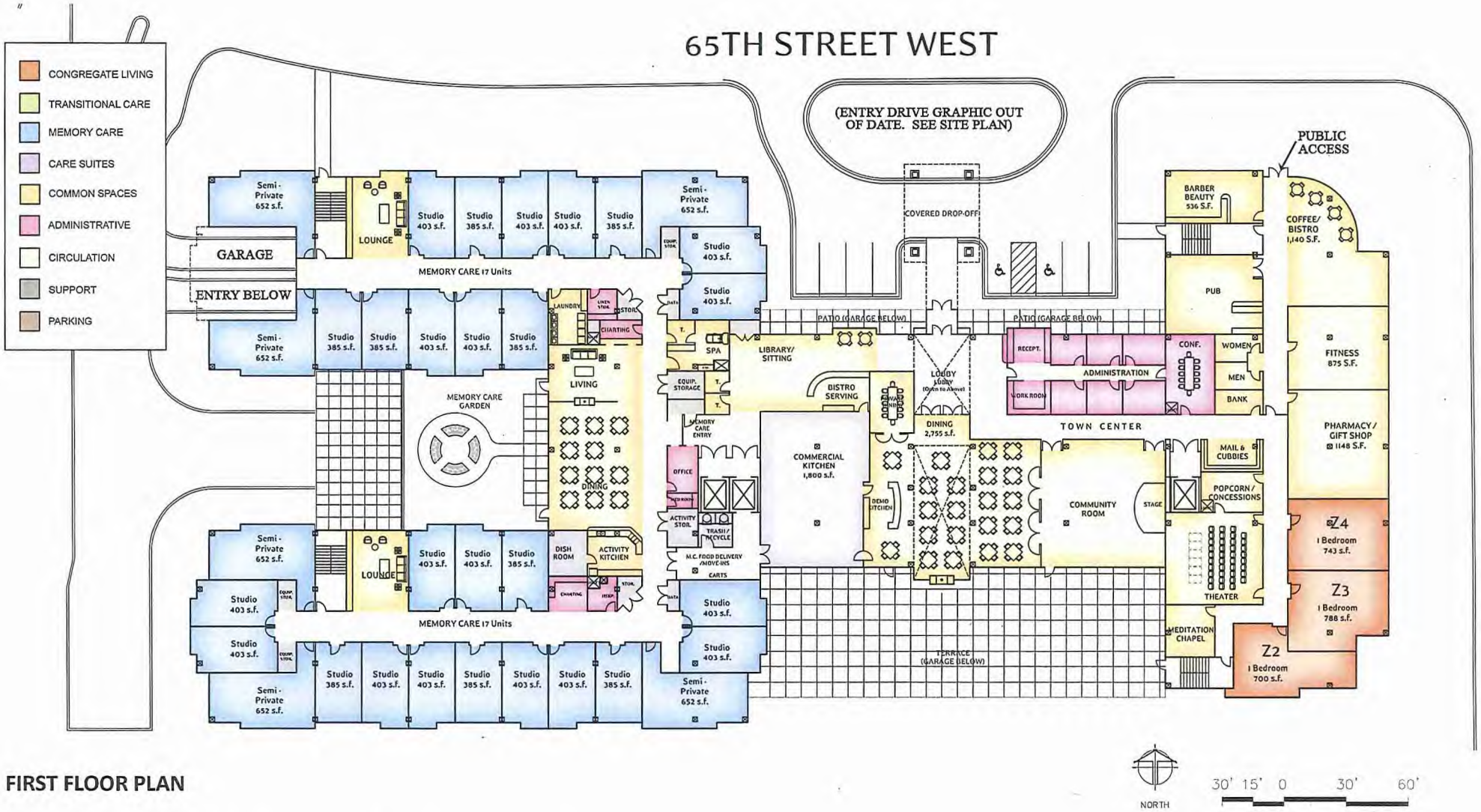
0 30 60 120
SCALE IN FEET

Design File: 130063	Checked By: DBO	I hereby certify that this plan, specification or report was prepared by me or under my direct supervision and that I am a duly Licensed Professional Land Surveyor under Minnesota statutes 326.02 to 326.16. DENIS A. OJARTEB
Scale: 1" = 50'	Drawn By: DE	Print Name FOR REVIEW
Date: 5/15/14	Book No.: 98	Signature
		Date License Number

POINT OF FRANCE
DECIBEL EXHIBIT
EDINA, MINNESOTA

ALLIANT ENGINEERING, INC.
233 PARK AVE. SOUTH, SUITE 500
MINNEAPOLIS, MN 55415
PHONE (612) 758-3950
FAX (612) 758-3999

#1



FIRST FLOOR PLAN

6500 France Senior Housing

EDINA, MINNESOTA

7-19-2013 | COMM#17656-13051

POPE ARCHITECTS

MOUNT DEVELOPMENT CO.

AURORA Investments, LLC

A50

PRELIMINARY PLAN

View Looking Southwest

EDWARD FARR
ARCHITECTS INC

AURORA ON FRANCE

AURORA
Investments, LLC

MOUNT DEVELOPMENT CO.

A52

PRELIMINARY PLAN

From 1st Floor Apartment

From 2nd Floor Apartment

From 3rd Floor Apartment

From 4th Floor Apartment

Views from Cornelia Place

A53

PRELIMINARY PLAN

Aerial View Looking Southwest

EDWARD FARR
ARCHITECTS INC

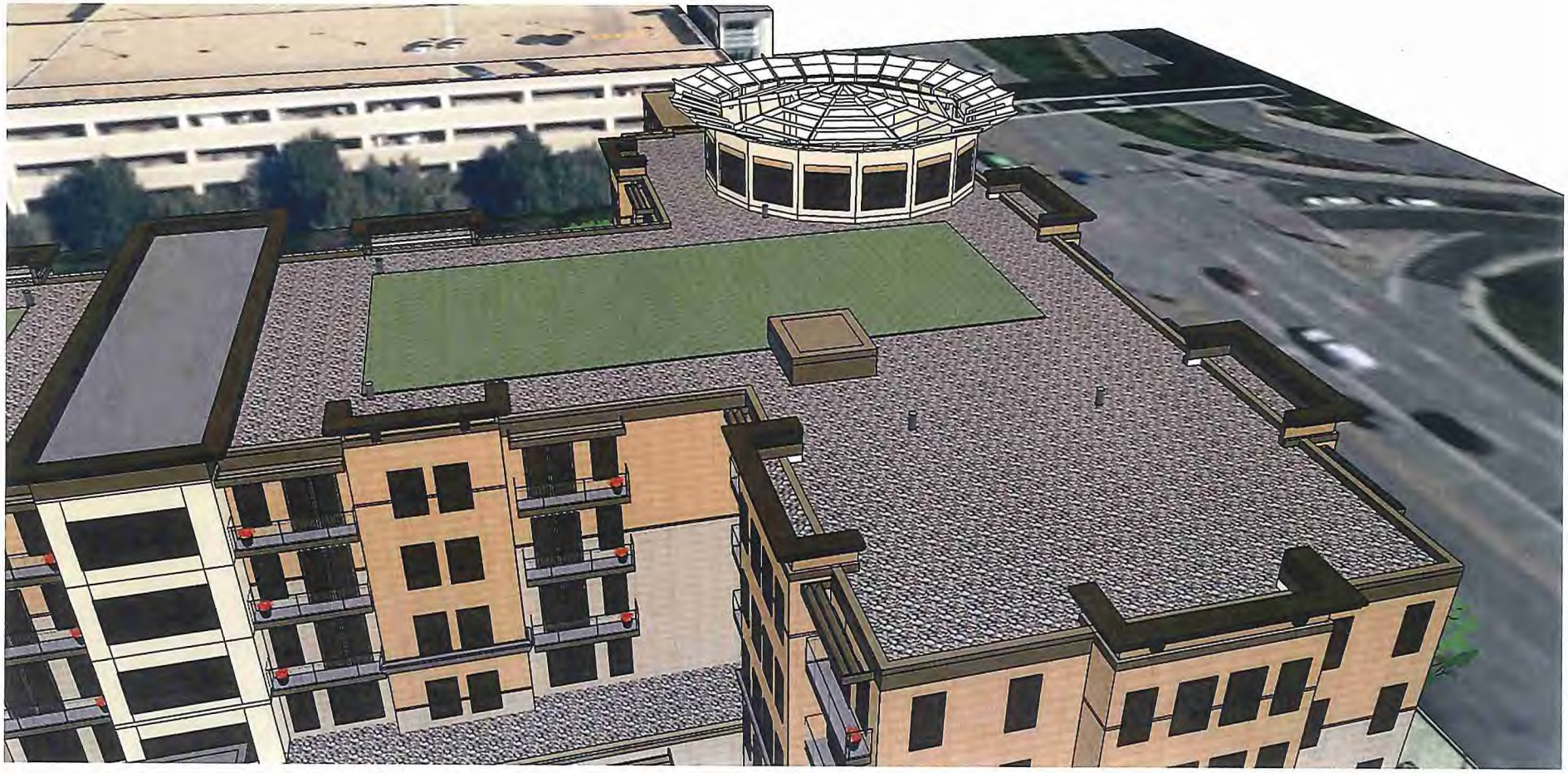
AURORA ON FRANCE

AURORA
Investments, LLC

MOUNT DEVELOPMENT CO.

A5.4

PRELIMINARY PLAN



View From Point Of France Looking at Top Crown

EDWARD FARR
ARCHITECTS INC

AURORA ON FRANCE

AURORA
Investments, LLC

MOUNT DEVELOPMENT CO.

457

PRELIMINARY PLAN

View Looking at Terrace

A56

PRELIMINARY PLAN

View Looking Northwest

EDWARD FARR
ARCHITECTS INC

AURORA ON FRANCE

AURORA
Investments, LLC

MOUNT DEVELOPMENT CO.

LSA

PRELIMINARY PLAN

View Looking Southeast

EDWARD FARR
ARCHITECTS INC

AURORA ON FRANCE

AURORA
Investments, LLC

MOUNT DEVELOPMENT CO.

A58

PRELIMINARY PLAN

Sanitary and Water Utilities

10. Developer's agreement will be required for the realignment of public water main and the installation of public sidewalk.
11. City requires realignment of watermain at SE corner of property in France Avenue.
    a. With realignment, watermain is not necessary along east property line.
    b. Make water service connection off of France Avenue watermain near the NE corner of the property.
    c. Extend watermain and a fire hydrant to the front entrance off 65th Street, near the out driveway.
12. Remove sanitary sewer to downstream manhole on southwest property corner.
13. Expose sanitary manhole 4680 on south property line, confirm location and bring to grade.
14. A revised SAC unit determination will be required at building permit application.

Storm Water Utility

15. Provide hydraulic and hydrologic calculations.
16. Point of France pond outlet elevation is 862.9, 10 year elevation is 864.4 and 100 year elevation is 865.9. Provide summary of hydrologic and hydraulic modeling to confirm proper capacity under backwater conditions. Confirm no backflow potential from drains near garage that may cause sanitary inflow.
17. A separate permit is required from 9MCWD

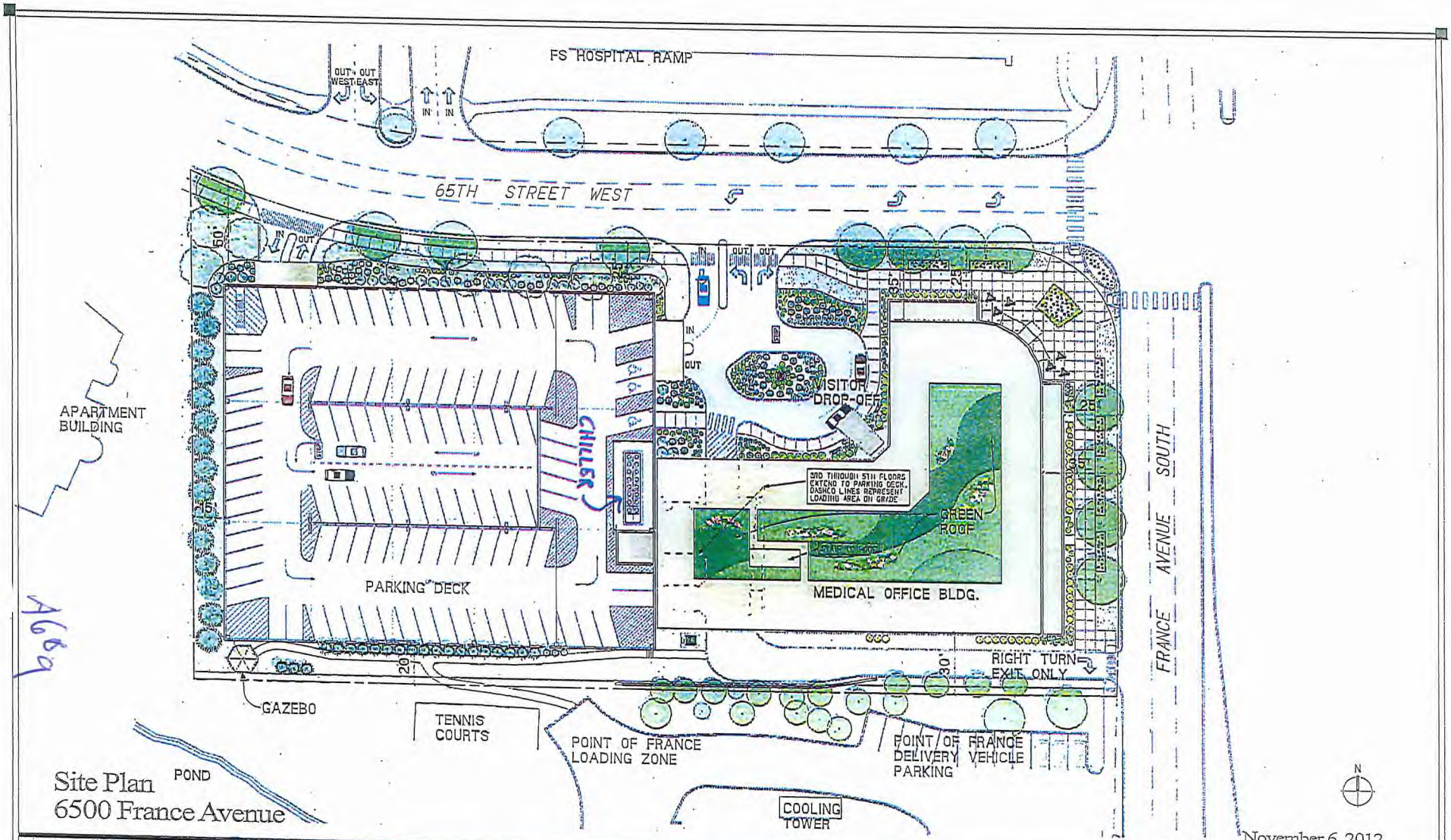
Grading, Erosion and Sediment Control

18. Provide erosion, sediment control plan that meets provisions of MPCA construction site general permit. Reference notes on detail sheet on ESC plan. Provide permanent erosion control for down spout locations.

Other Agency Coordination

19. Nine Mile Creek Watershed permit is required. Hennepin County, MDH, MPCA and MCES permits are required. These permits may have been started under the previous iteration, but need to be revised and resubmitted.

AGO



Site Plan
6500 France Avenue

November 6, 2012

EDWARD FARR ARCHITECTS INC

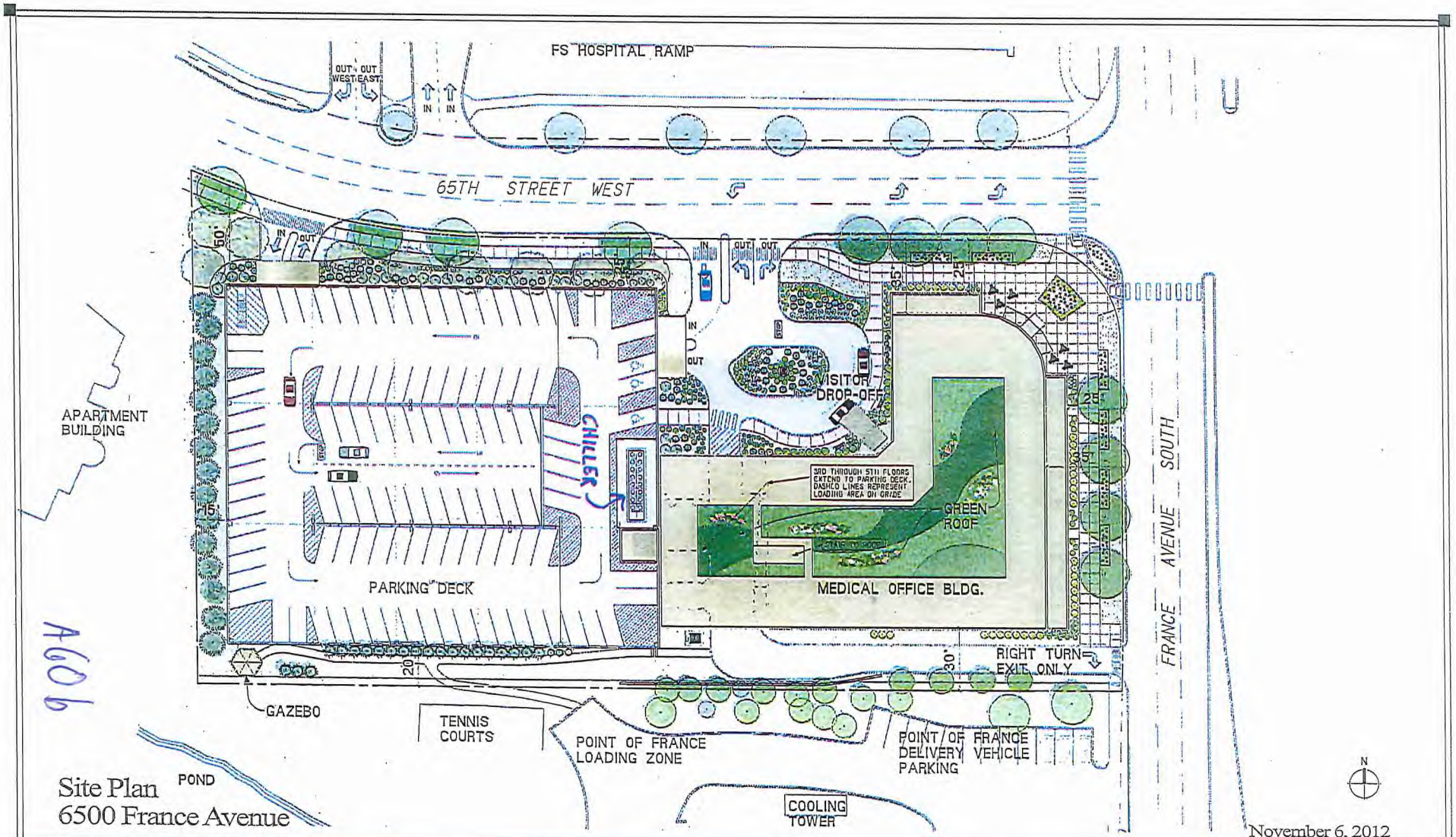
EDINA MEDICAL PLAZA

AURORA Investments, LLC

MOUNT DEVELOPMENT CO.

A689

APPROVED MEDICAL PROJECT



A606

Site Plan
6500 France Avenue

November 6, 2012

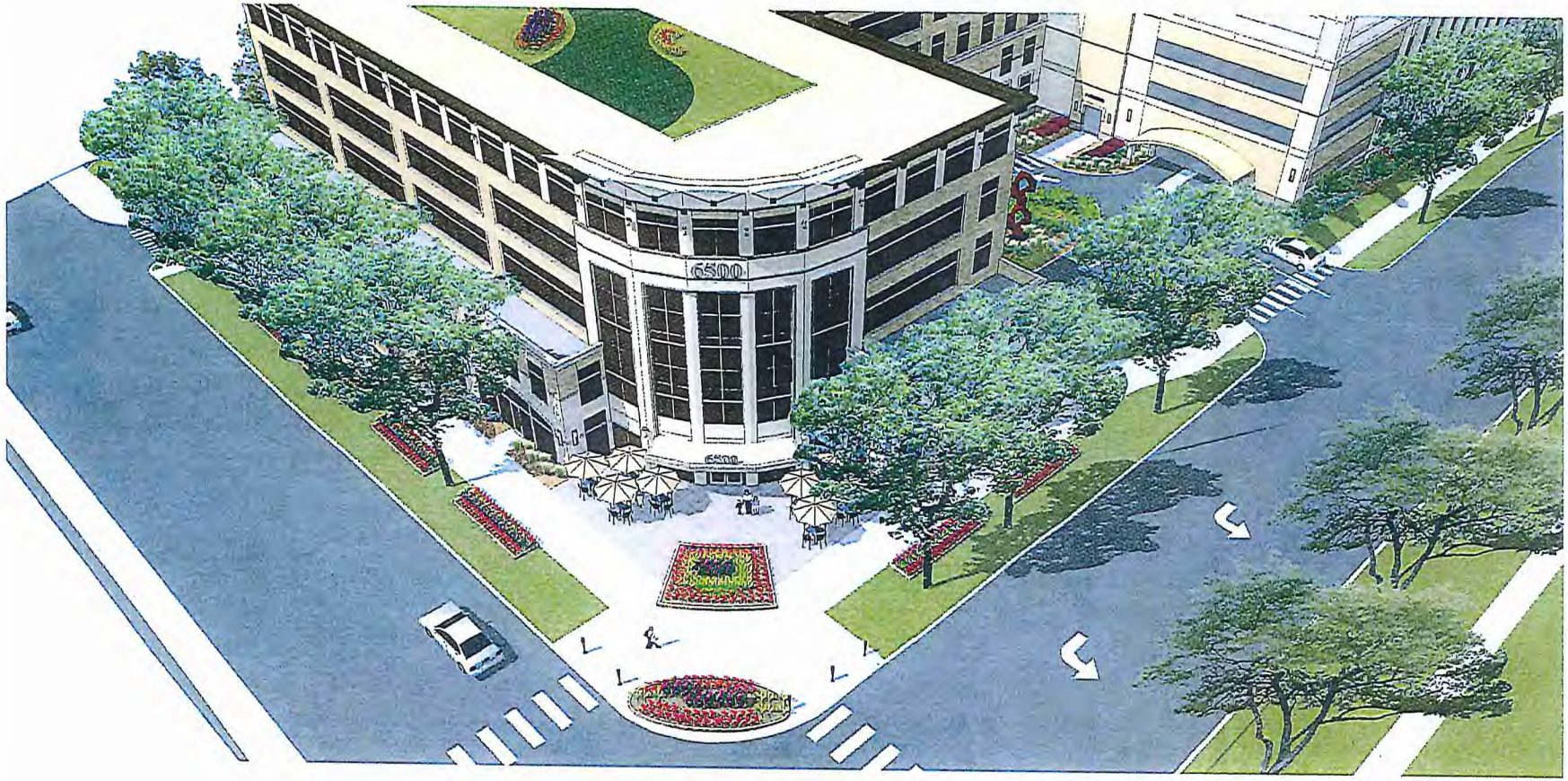
EDWARD FARR ARCHITECTS INC

EDINA MEDICAL PLAZA

AURORA Investments, LLC

MOUNT DEVELOPMENT CO.

APPROVED MEDICAL PROJECT



Northeast Aerial

November 6, 2012

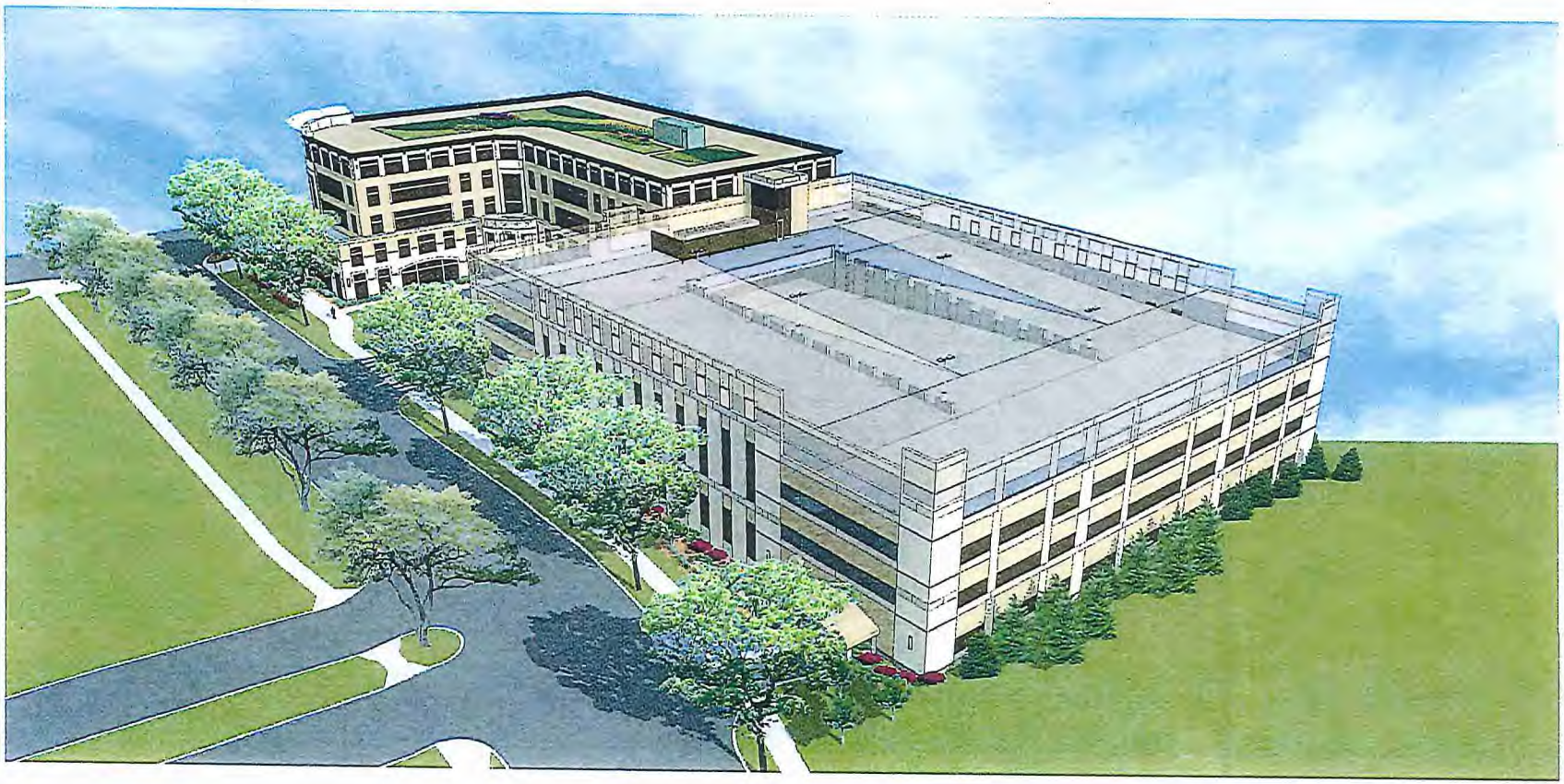
EDWARD FARR ARCHITECTS INC

EDINA MEDICAL PLAZA

AURORA Investments, LLC

MOUNT DEVELOPMENT CO.

4607



A00d

Northwest Aerial

November 6, 2012

EDWARD FARR ARCHITECTS INC

EDINA MEDICAL PLAZA

AURORA Investments, LLC

MOUNT DEVELOPMENT CO.

WSB & Associates, Inc.

Infrastructure ■ Engineering ■ Planning ■ Construction

701 Xenia Avenue South
Suite #300
Minneapolis, MN 55416
Tel: 763 541-4800
Fax: 763 541-1700

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 65th 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 65th 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 65th Street to each property (four driveways). All access to the proposed development plan will be from 65th 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 65th 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 66th Street to north of 65th 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.

65th Street 65th 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 65th 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.

65th Street at France Avenue
SB France Ave approaching 65th St – one through/right, two through, one left
NB France Ave approaching 65th St – one through/right, two through, one left
EB 65th St approaching France Ave – one through/right, one left
WB 65th St approaching France Ave – one right, one through/left

65th Street/TH 62 off ramp at Valley View Road
SB Valley View Rd approaching 65th St – one through, one left
NB Valley View Rd approaching 65th St – one through/right, two through
EB TH 62 off ramp approaching Valley View Rd – one free right, one through/left
WB 65th St approaching Valley View Rd – one right/left

AM and PM peak hour turning movement counts were conducted along 65th Street at each access driveway, the intersection of France Avenue at 65th Street and the intersection of Valley View Road at 65th Street/TH 62 off ramp the week of February 20th, 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 65th Street, France Avenue and Valley View Road to the 2014 and 2030 analysis years.

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 69th 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 69th Street in the Southdale Center Parking lot. The restaurant was assumed to be 8,000 sf in size with approximately 300 seats. The analysis assumes the restaurant will not be developed by 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, 9th* 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
Hospital Expansion	77,500 sf	36	21	15	24	10	14
Apartments	232 units	118	24	94	144	94	50
Shopping Center	143,880 sf	138	86	52	533	256	277
Restaurant	8000 sf	87	48	39	79	47	32
Total New Trips		**379**	**179**	**200**	**780**	**407**	**373**

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, 9th* 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
Assisted Living	59	157	78	79	9	6	3	13	6	7
Independent Living	50	101	51	50	3	2	1	9	4	5
Skilled Nursing Care	40	96	48	48	6	4	2	7	3	4
Memory Care	40	96	48	48	6	4	2	7	3	4
Observation Care Rooms	20	48	24	24	3	2	1	4	2	2
Total New Trips		**498**	**249**	**249**	**27**	**18**	**9**	**40**	**18**	**22**

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 65th Street at France Avenue, 65th Street at Valley View Road, the existing driveways on 65th Street, the proposed development site driveways on 65th 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 65th 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)
65th Street at France Ave	C (D)	20.3	B (D)	19.8
65th Street at Valley View Rd	B (D)	13.8	B (D)	12.5
65th Street at 6500 Site Driveway	A (A)	1.0	A (A)	1.2
65th Street at 4005 Site Driveway	A (A)	0.5	A (A)	0.4
65th 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 65th Stree.

By 2030 the analysis indicates that at the intersection of 65th Street and France Avenue potential issues on the 65th 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)	LOS	Overall Delay (sec/veh)	LOS	Overall Delay (sec/veh)	LOS	Overall Delay (sec/veh)
65th St at France Ave	C (D)	21.3	B (D)	19.8	C (D)	23.2	D (E)	37.4
65th St at Valley View Rd	B (D)	14.3	B (D)	14.8	B (D)	14.5	B (D)	17.8
65th St at West Site Access	A (C)	1.1	A (A)	1.3	A (C)	1.2	A (C)	1.8
65th St at East Site Access	A(A)	0.4	A(A)	0.5	A (A)	0.8	A(A)	1.0
65th 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 65th 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 65th Street and France Avenue intersection discussed above will improve the flow of traffic on 65th 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, 4th* 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
Total Parking Demand			**125**

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
Total Parking Demand			**138**

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.

Conclusions / Recommendation

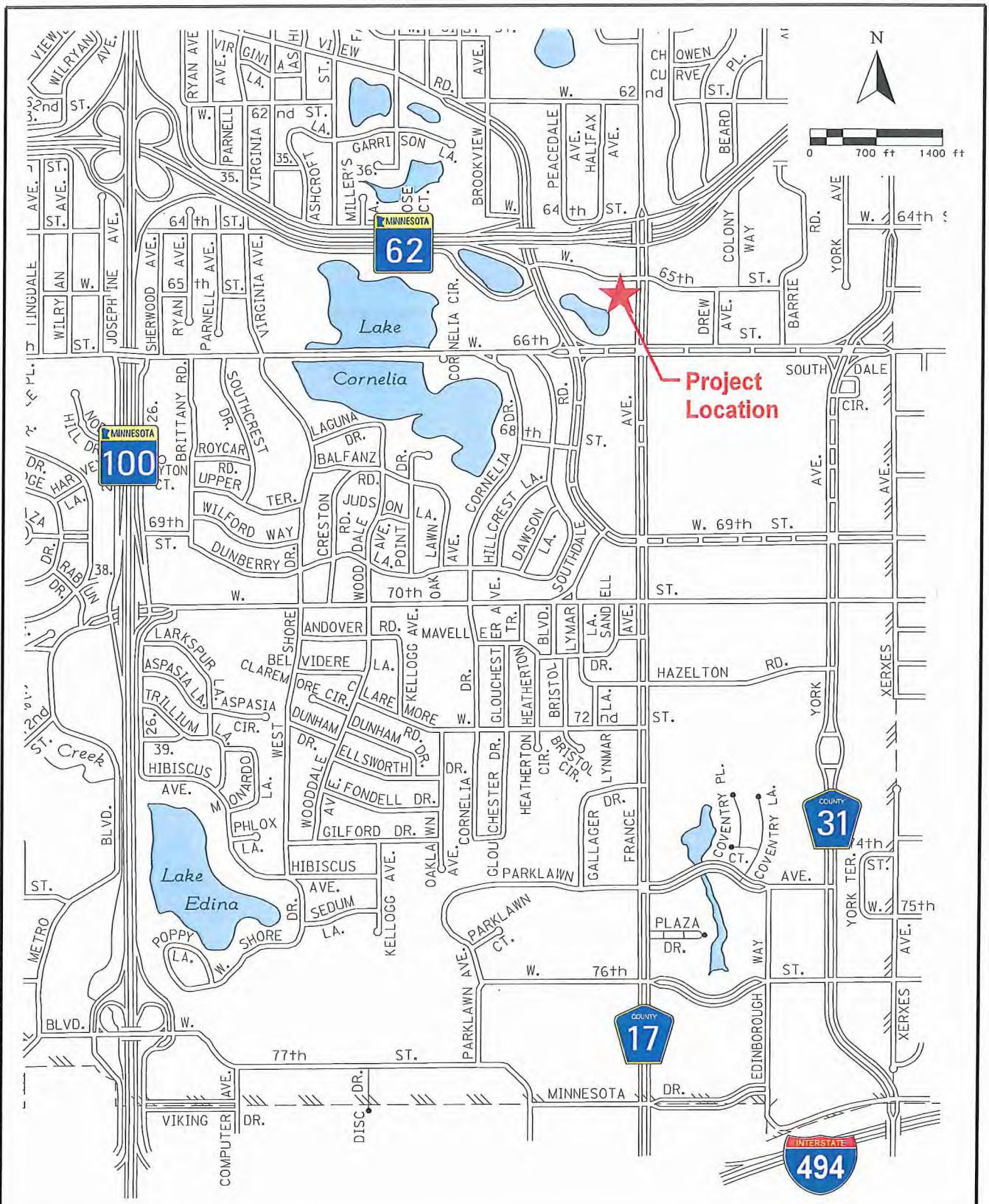
Based on the analysis documented in this memorandum, WSB has concluded the following:

- 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 65tth 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 65th 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 65th 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 65th 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

Figure 1

Project Location Map

A72

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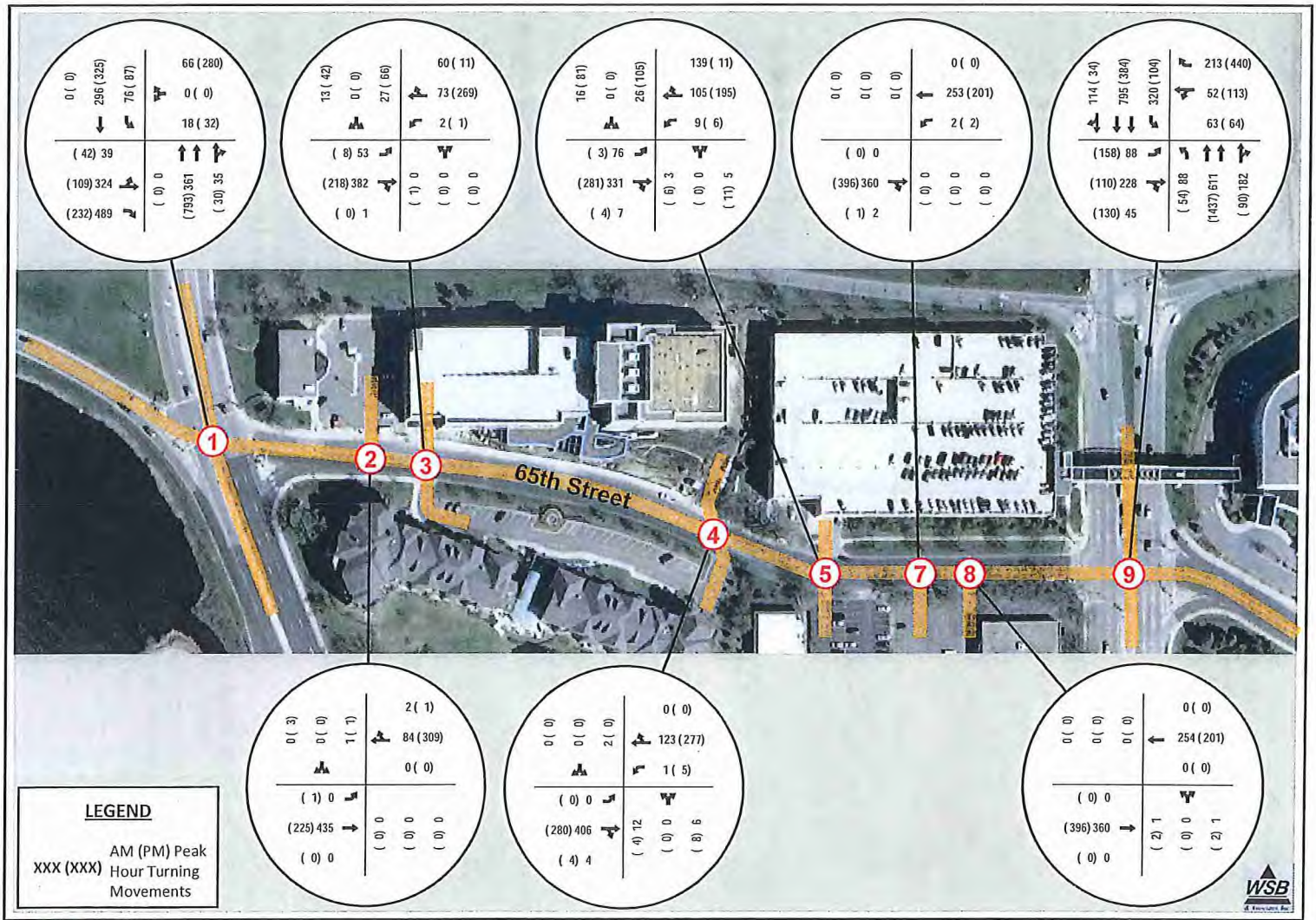
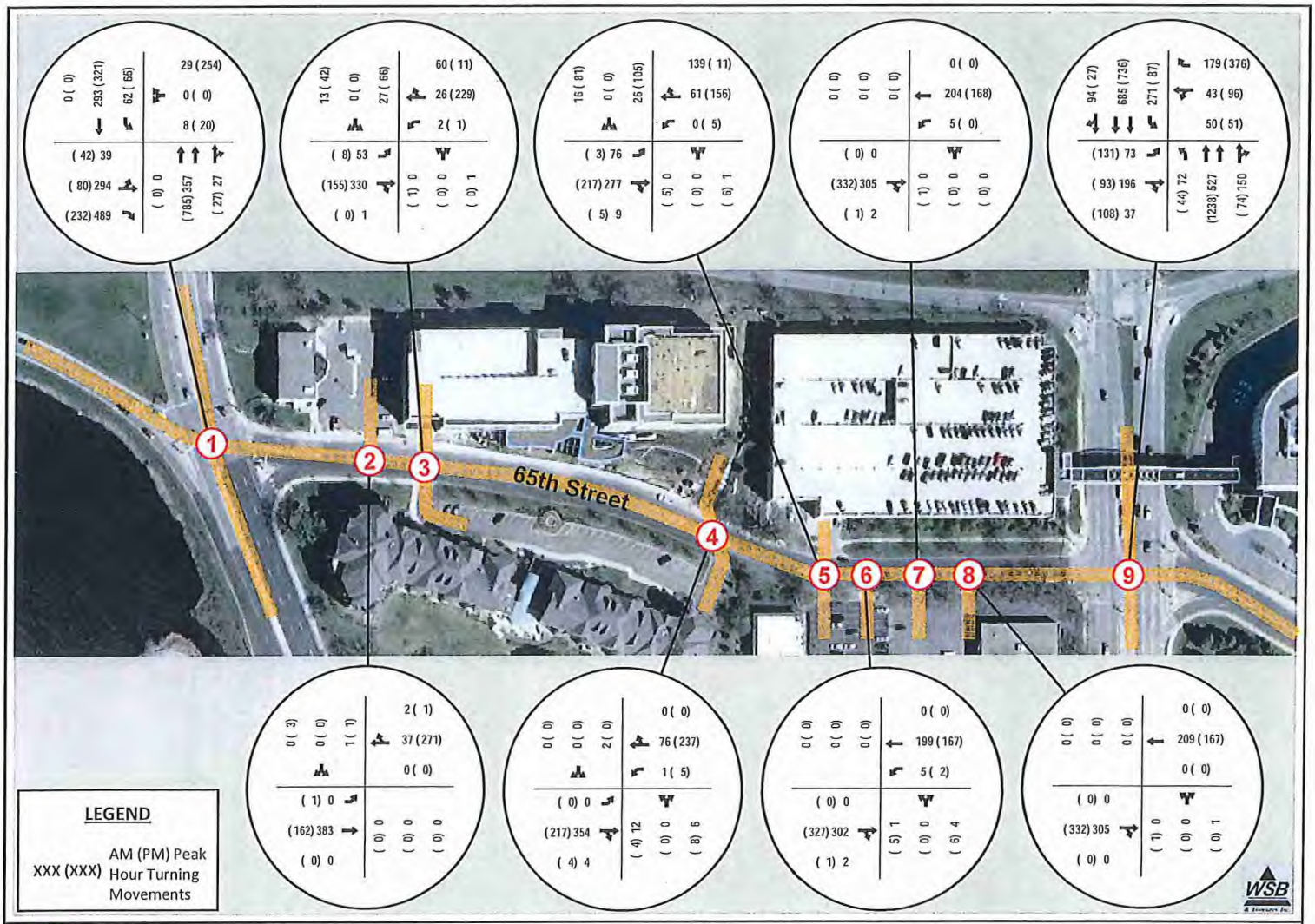
WSB Filename: K:\01686-430\Cad\Exhibits\1686-43 fig-01 - Project Location.dgn



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

Figure 6
2030 Peak Hour Turning Movements

A77



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

Figure 4
Existing Peak Hour Turning Movements

A79

SimTraffic Simulation Summary
6/24/2013
2014 AM Peak Hour
Measures of Effectiveness
K:\01686-430\Traffic\[2014 MOEs.xlsx]AM MOEs

Intersection		Appr	Forecast Volumes				Modeled Volumes				Error Volumes				Volume Error by Approach		Appr	Total Delay by Movement (Sec/Veh)			Level of Service by Movement			LOS by Approach (Sec/Veh)		LOS by Intersection (Sec/Veh)		Appr	Average & Maximum Traffic Queueing (feet)							
Control	Location																												Left-Turn			Through		Right-Turn		
			L	T	R	Total	L	T	R	Total	L	T	R	Total	%			L	T	R	L	T	R	Delay	LOS	Delay	LOS		Ave Queue	Max Queue	Storage	Ave Queue	Max Queue	Ave Queue	Max Queue	Storage
Signalized	1: 65th Street & Valley View Rd	NB	0	361	30	391	0	376	24	400	0	15	-6	9	2%	NB	0	13.7	3.3	A	B	A	13.1	B	14.3	B	NB				25	75			
		WB	18	0	36	54	18	0	40	58	0	0	4	4	7%	WB	41.6	0	8	D	A	A	18.4	B			WB	26	77						
		SB	66	296	0	362	66	299	0	365	0	3	0	3	1%	SB	34.7	9.3	0	C	A	A	13.9	B			SB	48	121	150	81	194			
		EB	39	298	489	826	39	303	501	843	0	5	12	17	2%	EB	28	30	4.6	C	C	A	14.8	B			EB				163	426	16	248	250
Thru-Stop	2: 65th Street & Bank DW	NB	0	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	54	2	56	0	59	2	61	0	5	0	5	9%	WB	0	0.2	0	A	A	A	0.2	A			WB								
		SB	1	0	0	1	1	0	0	1	0	0	0	0	0%	SB	2.7	0	0	A	A	A	2.7	A			SB		12						
		EB	0	394	0	394	0	393	0	393	0	-1	0	-1	0%	EB	0	2.4	0	A	A	A	2.4	A			EB					6			
Thru-Stop	3: 65th Street & Crosstown Medical Ramp	NB	0	0	1	1	0	0	1	1	0	0	0	0	0%	NB	0	0	2.7	A	A	A	2.7	A	1.0	A	NB	1	11						
		WB	2	43	60	105	2	45	56	103	0	2	-4	-2	-2%	WB	2.8	0.4	0.2	A	A	A	0.3	A			WB	1	10	25					
		SB	27	0	13	40	24	0	16	40	-3	0	3	0	0%	SB	5.1	0	2.3	A	A	A	4.0	A			SB	22	49						
		EB	53	341	1	395	57	335	1	393	4	-6	0	-2	-1%	EB	2.3	0.5	0.2	A	A	A	0.8	A			EB	5	26	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	0	4.5	A	A	A	5.9	A	0.8	A	NB	14	41						
		WB	1	93	0	94	1	92	0	93	0	-1	0	-1	-1%	WB	1.8	0.4	0	A	A	A	0.4	A			WB		8	25					
		SB	2	0	0	2	3	0	0	3	1	0	0	0	0%	SB	4.5	0	0	A	A	A	4.5	A			SB	3	28						
		EB	0	365	4	369	0	356	4	360	0	-9	0	-9	-2%	EB	0	0.6	0	A	A	A	0.6	A			EB								
Thru-Stop	5: 65th Street & Fairview Ramp	NB	3	0	5	8	2	0	5	7	-1	0	0	0	0%	NB	8.9	0	2.9	A	A	A	4.6	A	1.2	A	NB	6	29						
		WB	9	75	139	223	10	72	144	226	1	-3	5	3	1%	WB	2.3	1.2	0.4	A	A	A	0.7	A			WB	1	16	25		6			
		SB	26	0	16	42	23	0	19	42	-3	0	3	0	0%	SB	6.4	0	2.7	A	A	A	4.7	A			SB	22	50						
		EB	76	290	7	373	76	282	10	368	0	-8	3	-5	-1%	EB	2.9	0.6	0.2	A	A	A	1.1	A			EB	13	48	50					
Thru-Stop	7: 65th Street & 6500 - West DW	NB	0	0	0	0	0	0	0	0	0	0	0	0	0%	NB	0	0	0	A	A	A	0.0	A	0.4	A	NB								
		WB	2	223	0	225	2	226	0	228	0	3	0	3	1%	WB	2.5	0.2	0	A	A	A	0.2	A			WB		12	25					
		SB	0	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	319	2	321	0	307	3	310	0	-12	1	-11	-3%	EB	0	0.6	0.1	A	A	A	0.6	A			EB				2	46			
Thru-Stop	8: 65th Street & 6500 - East DW	NB	1	0	1	2	1	0	2	3	0	0	1	0	0%	NB	27.1	0	13.8	C	A	B	18.2	C	1.1	A	NB	3	35						
		WB	0	224	0	224	0	227	0	227	0	3	0	3	1%	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	0%	SB	0	0	0	A	A	A	0.0	A			SB								
		EB	0	319	0	319	0	307	0	307	0	-12	0	-12	-4%	EB	0	1.2	0	A	A	A	1.2	A			EB				7	90			
Signalized	9: 65th Street & France Ave	NB	77	530	161	768	73	532	165	770	-4	2	4	2	0%	NB	41.8	23.6	9.8	D	C	A	22.4	C	21.3	C	NB	53	114	160	77	152			
		WB	56	46	187	289	54	48	200	302	-2	2	13	13	4%	WB	43.7	42.5	2.3	D	D	A	16.1	B			WB				74	156			
		SB	288	699	101	1088	285	710	104	1099	-3	11	3	11	1%	SB	38.7	14.4	14.2	D	B	B	20.7	C			SB	155	210	220	96	315			
		EB	78	201	40	319	77	193	39	309	-1	-8	-1	-10	-3%	EB	28.1	28	14.2	C	C	B	26.3	C			EB	53	111	120	112	192			

Jackie Hoogenakker

From: Penny Smith <Penny.smith@att.net>
Sent: Saturday, June 14, 2014 8:19 PM
To: Jackie Hoogenakker
Subject: Aurora project

I live at #603 at Point of France. Our condo overlooks the project. I support the development and feel it will be an asset to the area.

I just received your recent mailing with the latest architect drawing. If my recollection is correct, the exterior originally looked more like the Twin Cities Orthopedics with rich looking shades of brown. This current Aurora on France building seems to show a cheap yellow look as shown in the latest drawing. I hope it is ONLY the printer shade and not reality.

That Red 8 on front of the building seems to cheapen the exterior look. I note that those huge beautiful flower pot containers originally included on the corner are now missing and replaced with rather pathetic looking low planters. Unfortunately, I no longer have the previous drawings of the building, but seems there was also beautiful area (perhaps on the green roof) toward the POF side. I hope it is still there.

Last year, Point of France owners were told that they would be invited to use Aurora's dining facilities, be invited movies that would be shown in their movie theater (with a ceiling of twinkling lights to remind folk of Drive In movies) etc . That is one reason why I strongly supported the project. I hope this offer has not been eliminated due to any change in concept.

Thank you all for your work on this and other Edina issues.

Sincerely,
Penny Smith

Jackie Hoogenakker

From: Tree <twedin@ncscor.com>
Sent: Tuesday, November 04, 2014 10:19 AM
To: Jackie Hoogenakker
Subject: Aurora project

Hi

The project is very nice looking and the skyway to the ramp is nice. From the previous Aurora presentations they were touting many amenities that there would be at this facility and with this basic outline it doesn't give enough detail to determine exactly but in practical terms only parking for 30 employees seems short.

If there are more than 30 staff or vendors there where will they park?

Jones Harris in Minneapolis and the addition to the Coop at 7600 Xerxes both have parking issues for staff with overflow parking all over have you ever driven it buy these places? Are they going to park in the lot across from valley view at the park? The streets surrounding the development are no parking, 65th France, valley view, what is the plan? Will they be allowed to use the Fairview ramp?

I guess my concern is our parking lots……will we have to add staff for a parking guard on our two lots? Our receiving lot could be full or empty on any given day and I just see it as a natural progression for the Aurora folks to use our lots without some kind of a plan.

How do I see the rest of the plans noted on the drawing index?

Thanks!

Teresa Wedin

NCS
Sales
twedin@ncscor.com
7440 W 78th Street | Bloomington MN 55439
952-941-4464 | 866-404-2060 | 952-941-0396 fax

Jackie Hoogenakker

From: Judie Mattison <judiematt@gmail.com>
Sent: Sunday, November 02, 2014 7:17 PM
To: Jackie Hoogenakker
Subject: 6500 France Av S

I am a resident of Point of France, 6566 France Av. S. I write to support construction of a senior care building at 6500 France Av. S. which is being considered for final rezoning. This building can be a valuable asset to our neighborhood as it serves the growing number of aging people in our community. The neighborhood has other medical services into which these services would fit and with whom they can possibly cooperate. I encourage you to approve this beneficial addition to our area.

Judith Mattison
Point of France #908