PLANNING COMMISSION STAFF REPORT

Originator **Cary Teague** **Community Development Director**	Meeting Date **June 27, 2012**	Agenda # **VI.A**

INFORMATION/BACKGROUND

Project Description

Mount Properties is proposing to tear down the existing office buildings at 4005 West 65th Street and 6500 France Avenue to build a new six-story, 81-foot tall, 102,406 square foot medical office/retail building with a detached 5-level parking ramp. The project is proposed to be developed in two phases. The first phase would be the construction of a 4-story, 69,456 square foot medical office with a 3-level detached parking ramp. The second phase would add two levels to each structure.

The first floor of the new building would contain 7,000 square feet of retail space including a coffee shop, barber shop and medical supplies. The next four levels would contain 62,310 square feet of medical office. (See property location on pages A1–A4; and the applicant's narrative, building rendering and plans on pages A19–A68.)

In order to obtain the above-mentioned approvals, the applicant must go through a two-step process.

The first step in the process is to obtain the following approvals:

1. A Comprehensive Plan Amendment to allow a building height of 6 stories and 81 feet on this site. The Comprehensive Plan requires a maximum height of 4 stories or 48 feet; (This requires a four-fifths vote of the City Council for approval.)

2. Preliminary Rezoning from POD-1, Planned Office District to PUD, Planned Unit Development; and

3. Preliminary Development Plan.

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

1. Final Development Plan and Final Rezoning to PUD.

2. Zoning Ordinance Amendment establishing the PUD.

The Planning Commission considered and recommended denial of a proposal for just the 6500 France site to construct a 5-story building on the site. (See Planning Commission minutes on pages A98–A107.) The applicant elected not to go before the City Council for review, after the denial; rather, they attempted to address the comments made by the Planning Commission, including acquiring the property to the west to include within the development, revised their plans, and are now back again before the Planning Commission for review of a PUD.

Surrounding Land Uses

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

Existing Site Features

The subject property is 2.34 acres in size, is relatively flat and contains two office buildings. (See pages A2–A3 and A15–A16.)

Planning

Guide Plan designation:	Regional Medical. (See page A5–A6.)
Zoning:	POD-1, Planned Office District. (See page A4.)

Comprehensive Guide Plan

This property is located within an area of the City that is designated as a "Potential Area of Change" within the 2008 Comprehensive Plan. (See page A7.) The Comprehensive Plan states that within the Potential Areas of Change, "A development proposal that involves a Comprehensive Plan Amendment or a rezoning will require a Small Area Plan study prior to planning application. However, the authority to initiate a Small Area Plan rests with the City Council."

Since the City Council did not consider the Sketch Plan, they were unable to determine if a Small Area Plan was necessary. The decision to require a Small Area Plan shall be made by the City Council.

The site is guided in the Comprehensive Plan for "Regional Medical – RM." (See pages A5–A6.) Therefore, the proposed use would be consistent with the existing Comprehensive Plan designation.

The Comprehensive Plan requires a maximum height of four (4) stories and 48 feet tall, with a podium height of two (2) stories. (See page A14.) The applicant is requesting a Comprehensive Plan Amendment to allow a six (6) story 81-foot tall building on the site.

Rezoning to PUD

The applicant is requesting a rezoning of this site from Planned Office District-1, (POD-1) to Planned Unit Development (PUD). The Planned Office District allows for medical office buildings up to a floor area ratio of .5. (50%) Under current zoning a 51,482 square foot office building would be permitted. The proposed 102,406 square foot building would have a floor area ratio of .995.

The site is currently guided for Regional Medical use; therefore, the proposed use is consistent with the Comprehensive Plan. The Regional Medical Zoning District allows a floor area ratio of 1.0. (100%)

Within a PUD District, the setback regulation, building coverage and floor area ratio of the most closely related conventional zoning district shall be considered presumptively appropriate, but may be departed from to accomplish the purpose and intent of the PUD. (See pages 5–7 below.)

The table on the following page demonstrates a comparison of the base zoning compared to the proposed.

Compliance Table

	City Standard (POD-1)	Proposed
Building Setbacks Front – France Ave Front – North Side – West Rear – South	 81 feet 81 feet 81 feet 81 feet	 ***25 feet**** ***25 feet**** 100+ feet ***30 feet****
Parking Structure Setbacks Front – France Ave. Front – North Side – West Rear – South	 44 feet 42 feet 52 feet 46 feet	 100+ feet ***25 feet**** ***20 feet**** ***20 feet****
Building Height	Four Stories or 48 feet whichever is less	***Six Stories & 80.5 feet****
Building Coverage	30%	***42%****
Maximum Floor Area Ratio (FAR)	.5 or 50% Lot size = 56,192 s.f. (1.0 or 100% allowed in the Regional Medical District)	***.995 or 99.5%**** ***Gross s.f. = 102,406 s.f.***
Landscaping	34 over story trees and a full complement of under story shrubs.	62 overstory trees & 250+ understory trees and shrubs would be planted.
Parking Stalls	548 – Based on 95,460 s.f. medical (27 doctors) and 6,946 s.f. general retail 374 Phase 1	553 ***311* stalls***
Parking Stall Size	8.5' x 18'	8.5 x 18'
Drive Aisle Width	24 feet	24 feet

**** Would require variance if no PUD***

As a comparison, the following variances were required for Twin City Orthopedic:

1. Front building setback variance from 74 feet to 52 feet. (A 22-foot variance.)
2. Rear building setback variance from 74 feet to 20 feet. (A 54-foot variance.)
3. Side building setback variance from 74 feet to 20 feet. (A 54-foot variance.)
4. Front parking structure setback variance from 67 feet to 18 feet. (A 49-foot variance.)
5. Rear parking structure setback variance from 67 feet to 20 feet. (A 47-foot variance.)
6. Side parking structure setback variance from 57 feet to 10 feet. (A 47-foot variance.)
7. A side yard drive-aisle setback variance from 10 feet to 3 feet. (A 6.7-foot variance.)
8. Minimum tract area variance from 10 acres to 2 acres. (An 8 acre variance.)
9. A parking stall variance from 393 stalls to 373 stalls. (A 20-stall variance.)

(The FAR for Twin City Orthopedic was .85 or 85%)

(The FAR for the Fairview Hospital Campus is 1.16 116%)
Rezoning to PUD

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

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

   a. **provide for the establishment of PUD (planned unit development) zoning districts in appropriate settings and situations to create or maintain a development pattern that is consistent with the City's Comprehensive Plan;**

   b. **promote a more creative and efficient approach to land use within the City, while at the same time protecting and promoting the health, safety, comfort, aesthetics, economic viability, and general welfare of the City;**

   c. **provide for variations to the strict application of the land use regulations in order to improve site design and operation, while at the same time incorporate design elements that exceed the City's standards to offset the effect of any variations. Desired design elements may include: sustainable design, greater utilization of new technologies in building design, special construction materials, landscaping, lighting, stormwater management, pedestrian oriented design, and podium height at a street or transition to residential neighborhoods, parks or other sensitive uses;**

   d. **ensure high quality of design and design compatible with surrounding land uses, including both existing and planned;**

   e. **maintain or improve the efficiency of public streets and utilities;**

   f. **preserve and enhance site characteristics including natural features, wetland protection, trees, open space, scenic views, and screening;**

   g. **allow for mixing of land uses within a development;**

h. encourage a variety of housing types including affordable housing; and

i. ensure the establishment of appropriate transitions between differing land uses.

The applicant is proposing a development that would be consistent with the Comprehensive Plan. The Plan guides this site as Regional Medical; therefore, the proposed medical office with complementary retail uses would be consistent with the Comprehensive Plan. The proposal would create a more efficient and creative use of the property. The building would be pulled up close to the street, with sidewalks in front, and separated from the street by green space to promote a more walkable environment. Parking would be located in back. Landscaping and patios are also proposed in front, with store fronts opening toward France Avenue. The applicant is also proposing to utilize sustainable design principals. Green building practices are suggested, and small green roofs are proposed. (See pages A20–A27, of the applicant's narrative that explains how this project meets the above purpose and intent of the PUD Ordinance.)

2. Applicability/Criteria

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

This site would be envisioned to allow uses permitted within the Regional Medical District, as this site is guided Regional Medical in the Comprehensive Plan. The Zoning Ordinance amendment on pages A108–A109 lists the uses that would be allowed on this site. WSB and Associates did a parking analysis that determined that the proposed parking would support the uses proposed. (See pages A69–A96.)

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

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

The site is guided in the Comprehensive Plan for "Regional Medical," which allows medical offices as a permitted use. The current site is zoned POD-1, and guided for Regional Medical. Within the Regional Medical District, 10% of an office building may contain retail uses allowed in the PCD-1 and PCD-2 Zoning District, as long as the primary function of the uses is to serve the office users. The proposed uses would be consistent with that standard. (See pages A110–A115 for a list of uses allowed within the PCD-1 and PCD-2 Districts.)

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

As mentioned above, the proposed uses would be medical office and limited retail, consistent with Comprehensive Plan.

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

The proposed building density would have an FAR of .995 or 99.5%. The Floor Area Ratio contemplated in the Comprehensive Plan and Zoning Ordinance is 1.0 or 100%.

As a comparison, the TCO building has an FAR of 8.5 or 85%, and the Fairview Hospital campus has an FAR of 1.16 or 116%.

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

The proposed project does not closely relate to the conventional zoning district. Ten (10) variances would be required and a Comprehensive Plan Amendment necessary to accommodate the proposal. However, the request is similar to the request made by Twin City Orthopedic, and FAR now complies with the contemplated land use designation of Regional Medical in the Comprehensive Plan.

Site Access

The primary access to the site would remain off of 65th Street West. There would be a right-out only onto France. (See page A29.)

Parking & Traffic

Per Section 850.08 Subd. 1, the following are the parking requirements: One space per 200 square feet for medical office and 1 space per doctor. The retail requirement is 8 spaces for the first 1,000 square feet and six spaces for each additional 1,000 square feet. The medical office would be 95,460 square feet, after Phase 2 construction, and would have 27 doctors (1 doctor for each 3,500 square feet of medical office.); the retail space would be 6,946 square feet. Based on the above, 548 parking stalls are required. The applicant is proposing 553 spaces. A parking study was done by WSB which concludes that the proposed parking would support the uses. (See pages A76–A77.)

Phase 1 would consist of 62,456 square feet of medical office and 7,000 s.f. of retail, 312 spaces are required for the medical office and 44 spaces required for the retail. Therefore, 374 stalls are required. The proposed plans indicate that 311 stalls would be provided in the parking ramp. The WSB parking study concludes that the Phase 1 parking needs are 288 stalls. (See page A76, of the parking study.) With the addition of Phase 2, the addition to the parking ramp would then meet the City's parking standards. (See page A76–A77 of the parking study.

A traffic study was also done by WSB, which concludes that the existing roadways support the proposed uses. (See traffic study on pages A69–A96.) However, as was conditioned in the approvals for Twin City Orthopedic, should signal improvements be deemed necessary at 65th Street and France Avenue, the property owner would be required to participate in appropriate cost sharing for signal improvements. This would be a requirement in the Developer's Agreement.

During the Sketch Plan review the Planning Commission requested information regarding bus routes and bus stops in the area. The applicant has submitted that information. (See page A50.) Bus Route #6 and #684 go down 65th Street with the closest stop at Fairview Hospital.

Landscaping

Based on the perimeter of the site, 34 overstory trees and a full complement of understory trees and shrubs are required. The applicant is proposing to plant 62 overstory trees around the perimeter of the site & 250+ understory trees and shrubs. (See landscape plan on page A58.) Final landscape plans shall be reviewed more closely during the review of the Final Development Plan.

Grading & Utilities

The city engineer has reviewed the plans and found them generally acceptable and offered comments. (See page A97.) A fire hydrant should be placed mid-property along West 65th Street and also one along France Avenue. Final locations would be determined by the city engineer and fire marshal. The city engineer further recommends a treatment structure for the storm sewer system prior to draining to the infiltration basin due to the area located in a medium vulnerability area for the Drinking Water Surface Management Area.

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

Noise Study

During the Sketch Plan review, the Planning Commission requested information regarding noise. A noise study was done by Kvernstoen, Ronnholm and Associates, which concludes that the noise generated by the rooftop mechanical equipment will not add to the noise levels currently on the site. (See pages A116–A117.) The rooftop equipment, once constructed would be required to meet all state requirements for noise.

Signage

Signage would be allowed per the requirements of the Regional Medical District within the Zoning Ordinance Amendment for the PUD. (See draft on pages A108–A109.)

PRIMARY ISSUES/STAFF RECOMMENDATION

Primary Issues

- **Is the proposed Comprehensive Plan Amendment to allow greater height reasonable for this site?**

Yes. Staff believes the proposed height increase is reasonable for the site for the following reasons:

1. The proposed height is consistent with adjacent buildings to the south and east. To the south, the Point of France building is 13 stories and 123 feet tall. To the east, Fairview Southdale Hospital is 8 stories and 124 feet tall, and Southdale Medical Center is 6 stories and 92 feet tall. Therefore, the proposed 6-story, 81 foot tall building would be in character with the adjacent buildings.

2. The building includes a podium height of one-story along the street, which would give pedestrians on the sidewalks in front a feeling that the building is not as tall. (See page A44.) Comprehensive Plan Contemplates allowing a maximum of four (4) stories with a podium height of two stories at the street. (See graphic on page A14.)

3. The proposed plan would meet the density requirement of a 1.0 floor area ratio.

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

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

1. The proposed uses would fit in to the neighborhood. As mentioned, this site is guided in the Comprehensive Plan for "Regional Medical," which allows medical uses, and limited retail. Through the PUD rezoning, the City has the ability to specifically limit the uses on the site to be consistent with limited retail uses per the PCD-1 Zoning District to ensure that the uses can be supported by the parking provided.

2. The proposal would create a more efficient and creative use of the property. The building would be pulled up close to the street with a podium height of one-story, with sidewalks in front, and separated from the street by green space to promote a more walkable environment. Parking would be located in back. Landscaping and patios are also proposed in front, with store fronts opening toward France Avenue. The applicant is also proposing to utilize sustainable design principals, including a green roof. (See pages A23–A27, of the applicant's narrative that explains how this project meets the above purpose and intent of the PUD Ordinance.)

3. A floor area ratio of 1.0 or 100% would be consistent with the buildings and floor area ratios on the west side of France on 65th Street.

4. The existing roadways would support the project. WSB conducted a traffic impact study based on the proposed development, and concluded that the traffic generated from the project would not impact the adjacent driveways or intersections. No additional improvements other than those shown on the site plan would be required to accommodate the site redevelopment. (See traffic study on pages A69–A96.)

5. Ensure that the building proposed would be the only building built on the site, unless an amendment to the PUD is approved by City Council.

6. The proposed project would meet the following goals and policies of the Comprehensive Plan:

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

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

b. Movement Patterns.

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

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

Staff Recommendation

Comprehensive Plan Amendment
Recommend that the City Council approve the request for a Comprehensive Plan Amendment to allow a 6-story, 81-foot tall building on the site.

Approval is subject to the following findings:

1. The proposed height is consistent with adjacent buildings to the south and east. To the south, the Point of France building is 13 stories and 123 feet tall. To the east, Fairview Southdale Hospital is 8 stories and 124 feet tall, and Southdale Medical Center is 6 stories and 92 feet tall.

2. The building includes a podium height of one-story along the street, which would give pedestrians on the sidewalk in front, a feeling that the building is not as tall.

3. The proposed plan would meet the density requirement of a 1.0 floor area ratio.

Preliminary Rezoning to Planned Unit Development
Recommend that the City Council approve the Preliminary Rezoning from POD-1, Planned Office District to PUD, Planned unit development.

Approval is based on the following findings:

1. The proposed land uses are consistent with the Comprehensive Plan.

2. The site layout would be an improvement over a site layout required by standard zoning; the building is brought up to the street, provides podium height, and front door entries toward the street, includes sidewalks to encourage a more pedestrian friendly environment along the street.

3. The design of the building is of a high quality brick, glass and concrete. A four story building would be generally consistent with the four story buildings on West 65th Street.

4. Traffic would be improved in the area by eliminating the right-in and out access on France Avenue.

5. Based on the traffic study done by WSB, the existing roadways can support the proposed development.

6. The proposed project would meet the following goals and policies of the Comprehensive Plan:

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

      - Locate prominent buildings to visually define corners and screen parking lots.
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c. Encourage infill/redevelopment opportunities that optimize use of city infrastructure and that complement area, neighborhood, and/or corridor context and character.

Preliminary approval is subject to the following conditions:

1. The Final Development Plan must be generally consistent with approved Preliminary Development Plans dated May 29th and June 18, with the following revisions:

   a. The parking ramp must be finished on all elevations to match the cornice on the medical building and the stair and elevator tower on the parking ramp.

2. Sustainable design. The design and construction of the entire project must be done with the Sustainable Initiatives as outlined in the applicant's narrative on pages A23–A27 of the staff report.

3. All buildings must be built with sprinkler systems, subject to review and approval of the fire marshal.

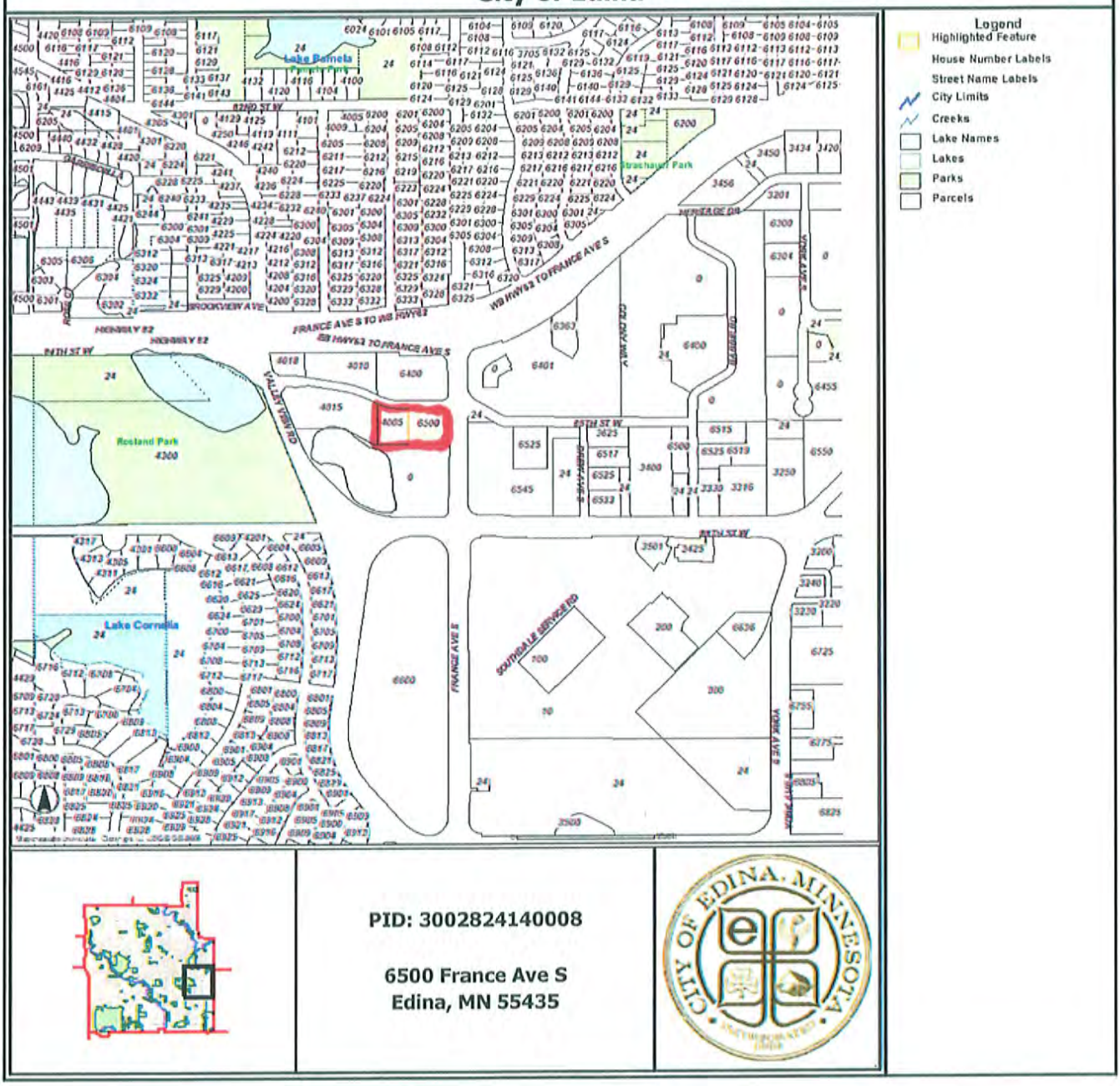
4. Compliance with all of the conditions outlined in the city engineer's memo dated June 19, 2012. (Page A97.)

5. As part of a Developers Agreement the property owner would be required to participate in appropriate cost sharing for signal improvements at 65th Street and France Avenue.

6. Adoption and compliance with a PUD Ordinance for the site.

Deadline for a city decision: September 18, 2012

City of Edina



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6500 France Ave S
Edina, MN 55435

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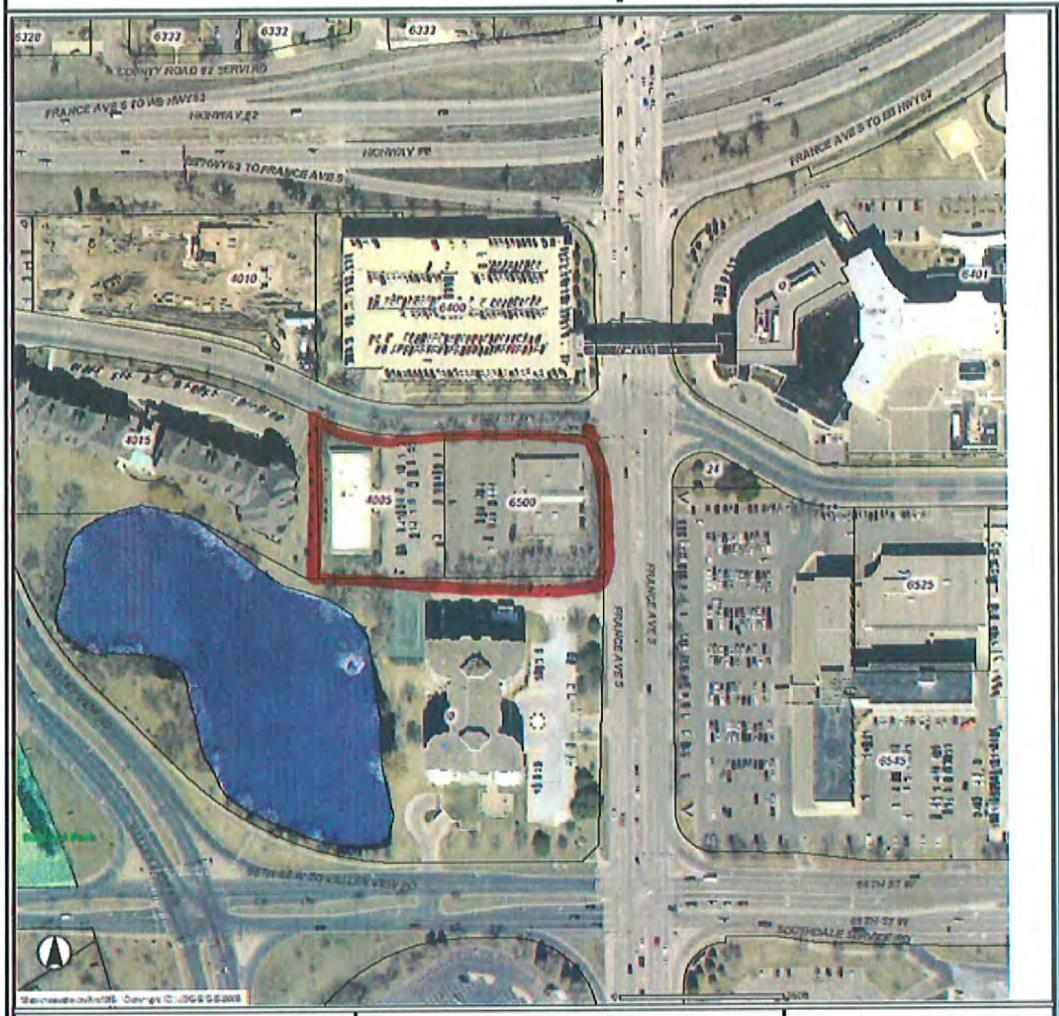

Legend
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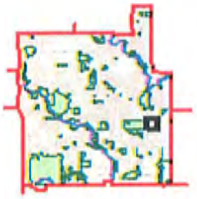
- Street Name Labels
- City Limits
- Creeks
- Lake Names
- Lakes
- Parks
- Parcels
- 2009 Aerial Photo



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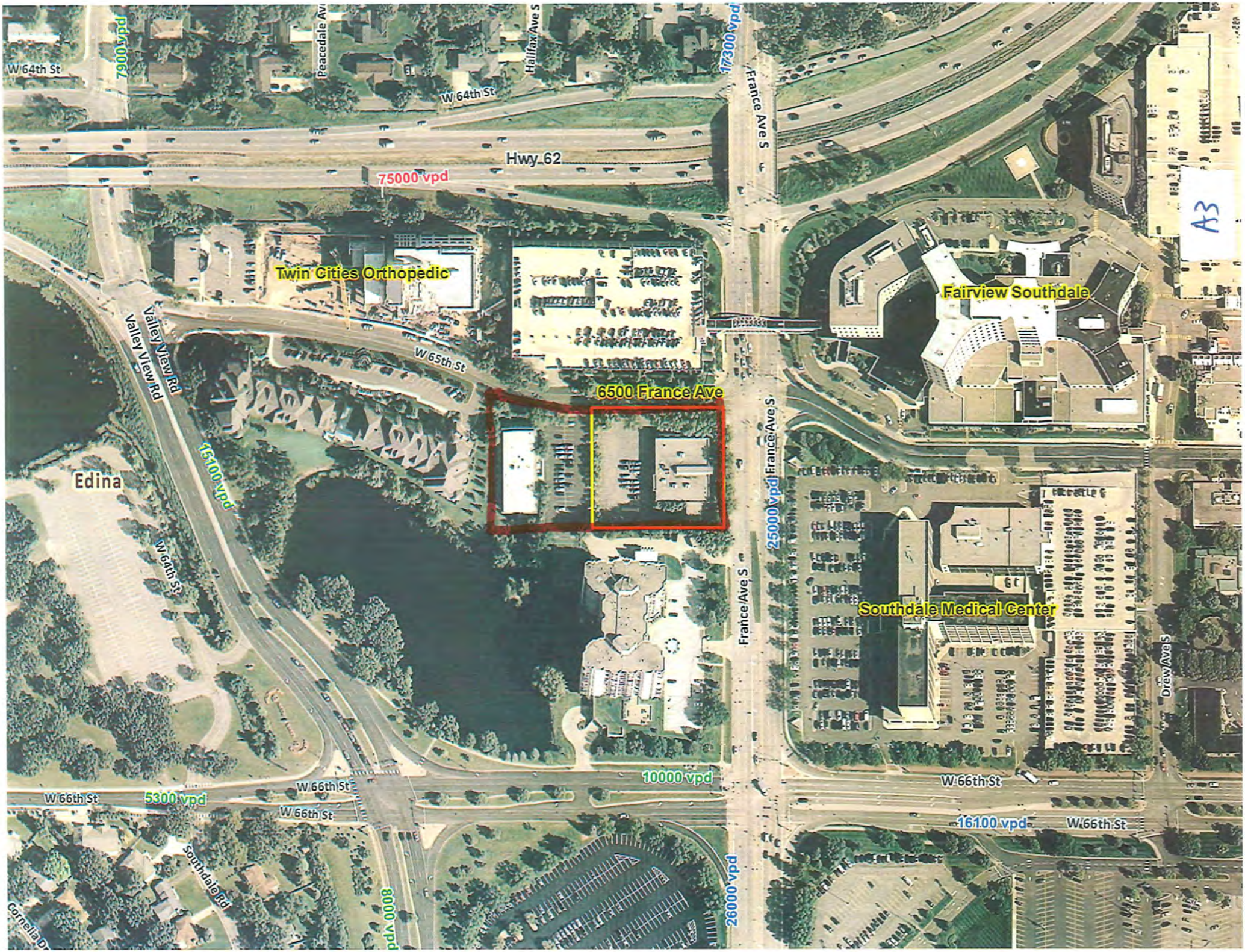
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Twin Cities Orthopedic
Fairview Southdale
A3
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Valley View Rd
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Edina
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Southdale Medical Center
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City of Edina

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6500 France Ave S
Edina, MN 55435

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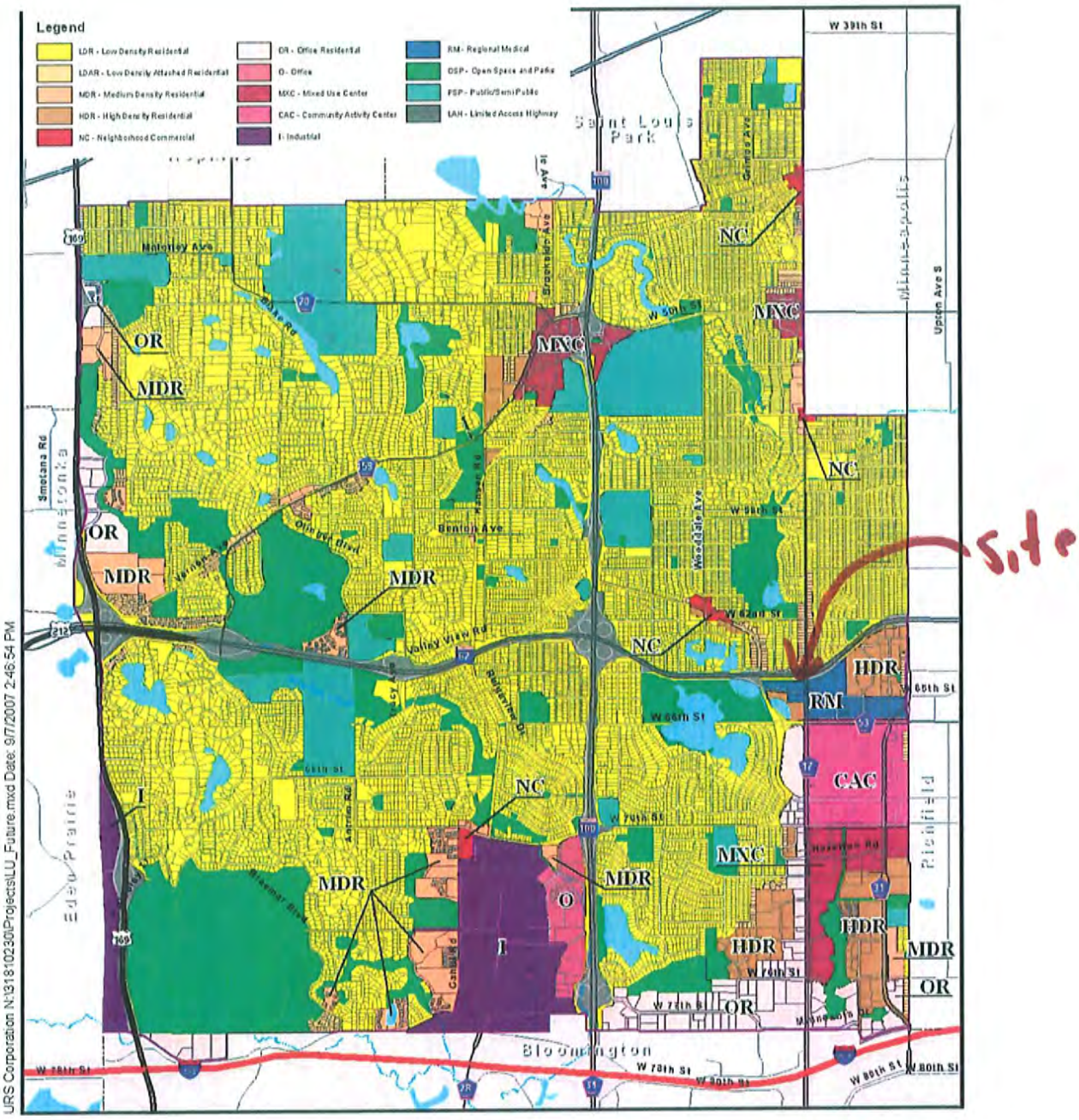

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City of Edina
2008 Comprehensive Plan Update

Data Source: URS

Figure 4.3

Future Land Use Plan

0 0.5 Miles

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

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

Potential Areas of Change

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

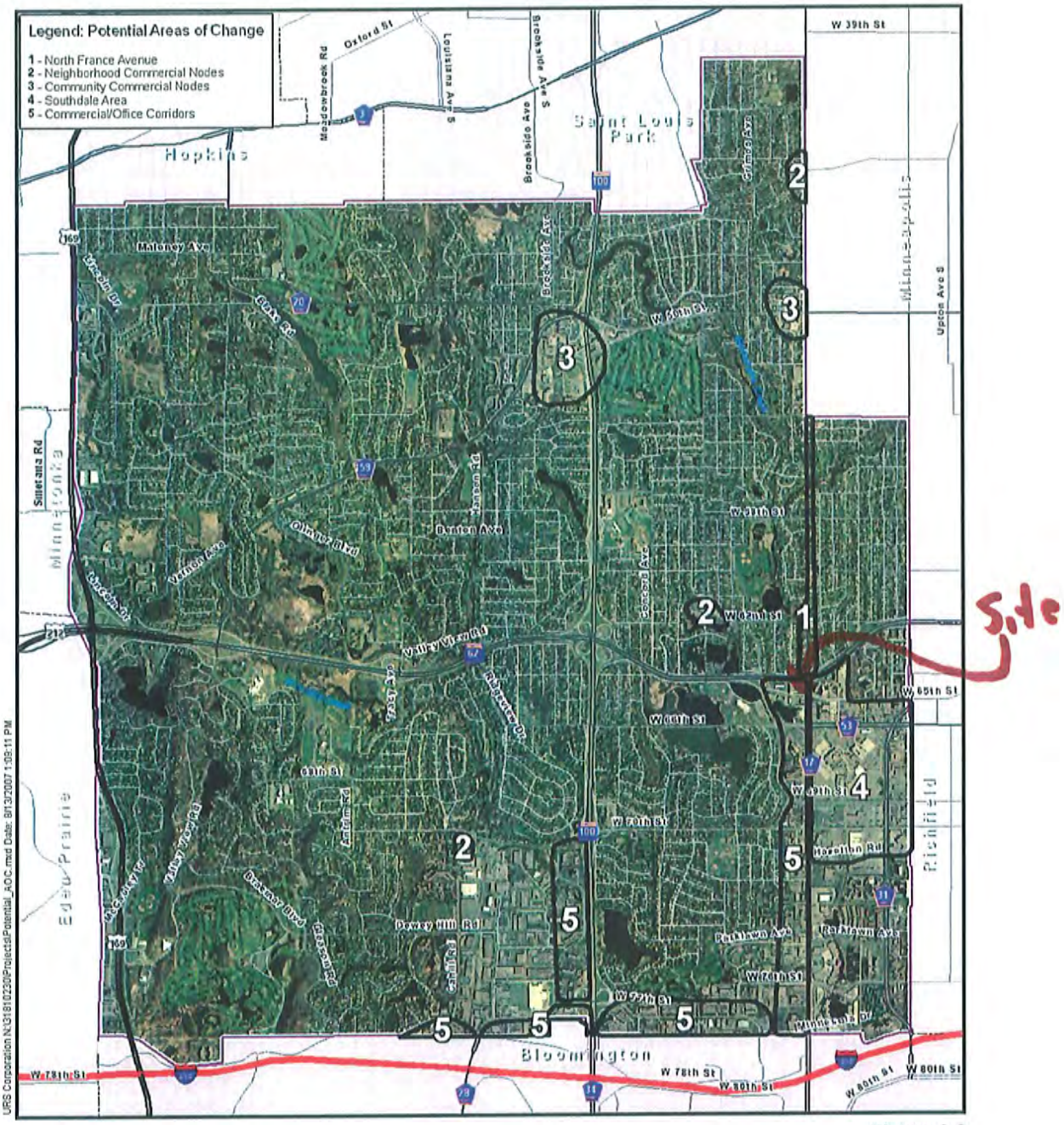


Figure 4.4

City of Edina
2008 Comprehensive Plan Update

Conceptual Land Use Framework: Potential Areas of Change

Date of Aerial Photography: August 2006

0 0.5 Miles

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

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

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

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

Movement Patterns.

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

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

3. Improve Connectivity in Large-scale Superblock Development.

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

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

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

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

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

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

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

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

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

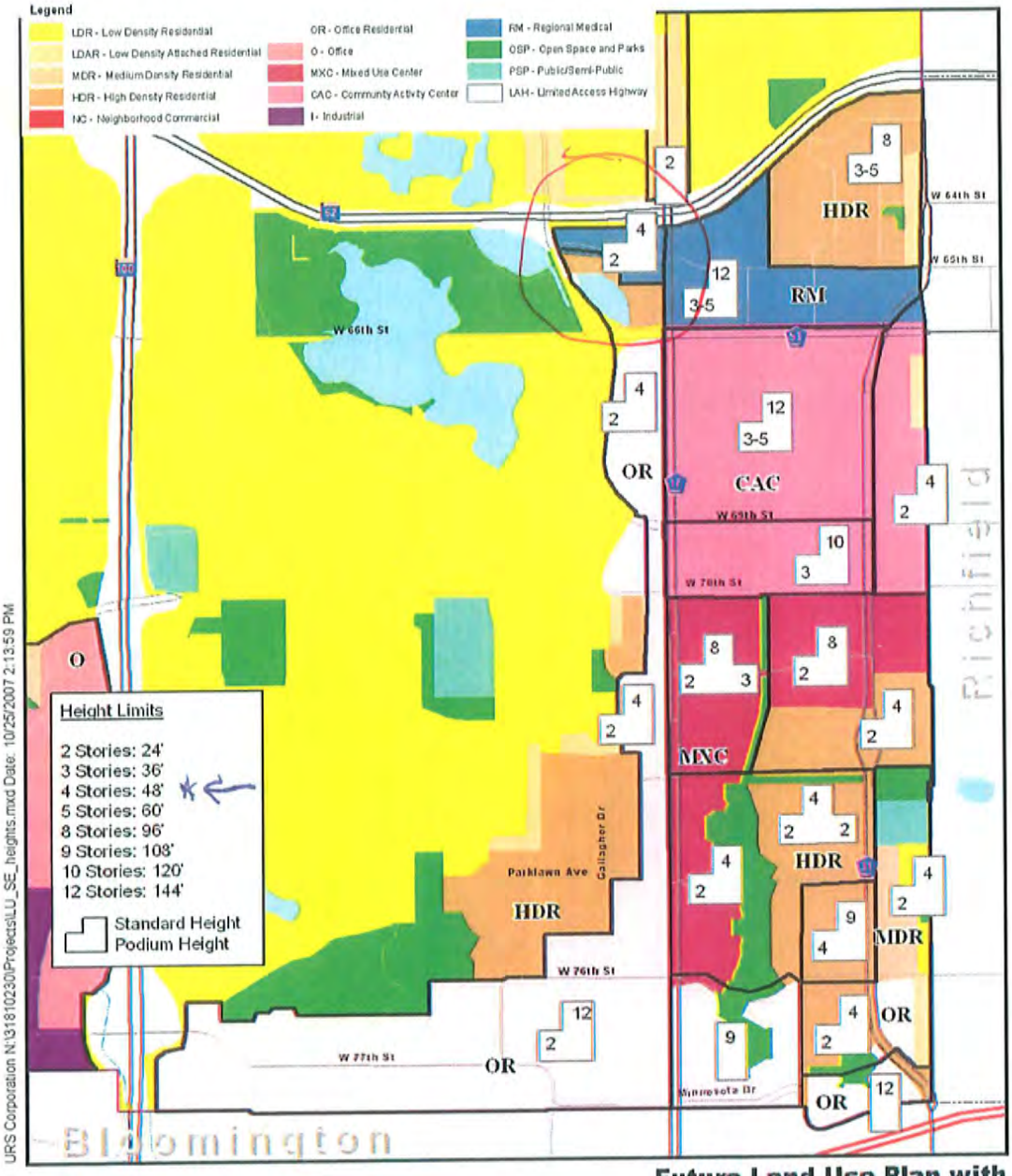
Edina already has many tall buildings, but not all of them provide the kind of transition outlined in Principle 9 above. Building height should be considered within the larger urban design context as illustrated in the photos below.

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

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

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

"Podium height" building examples



URS Corporation N:\31810230\Projects\LU_SE_heights.mxd Date: 10/25/2007 2:13:59 PM

City of Edina
2008 Comprehensive Plan Update

Future Land Use Plan with Building Heights
Southeast Quadrant
Figure 4.6B

Data Source: URS

0 0.5 Miles

A14

6500 France

A15

4005 65th Street W.

A18

APPLICANT NARRATIVE

MOUNT DEVELOPMENT CO.

EDINA MEDICAL PLAZA
6500 France Avenue South

PROJECT SUMMARY
May 25, 2012

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

Development Team

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

Architect: Edward Farr Architects
- Long established firm that is strong on design concept
- Past projects include Normandale Lakes Office and Two Twelve Medical Center

Civil Engineering: Alliant Engineering, Mark Rausch

General Contractor: RJM Construction, Rodney Hintz
- Recently completed the Twin Cities Orthopedic Building

Developer: Mount Development Co., Stephen Michals
- Five medical buildings have been completed in the past 6 years for Ridgeview Medical Center.

Owner: Aurora Investments, LLC, Luigi Bernardi
- Current medical building ownership;
- All "class A" buildings
- 7373 France Avenue, Edina
- 212 Medical Center, Chaska
- Multiple Buildings in Wisconsin

Please contact Stephen Michals with any questions on this new building.

10400 Viking Drive, Suite 160, Eden Prairie, Minnesota 55344

952-941-1383 fax 952-941-1560

Overview: Our revised submittal has been substantially improved by including the 4005 65th St W. property in addition to our earlier redevelopment proposal of 6500 France Av South, thereby offering a comprehensive, planned redevelopment plan for both remaining under-utilized parcels in the SW quadrant of France Av and 65th St. W. Our proposal is a Phased redevelopment. Phase 1 consists of removing both old buildings on the properties, then constructing a new four story, 69,456 gross sq ft / 65,500 rentable sq ft medical office building and a detached 3 level parking ramp for 311 cars. Phase 2 would add another two stories to the medical office building (adding 32,950 gross sq ft / 31,000 rentable sq ft) for a total of six stories, 102,406 gross sq ft / 96,500 rentable sq ft. The parking ramp is also expandable up another two levels (adding 242 cars) for a total of 5 levels / 553 cars. Note that our revised proposal is slightly below the suggested F.A.R. maximum of 1.0 identified for this Regional Medical District.

Planning Concept: Joining these two parcels offer many advantages to the site layout. We are still adopting an urban, pedestrian-friendly, streetscape along France Ave by bringing the building forward to the street; but now we are also incorporating a 'podium' design effect by setting the building back above 2nd floor to maintain a comfortably-scaled pedestrian experience. The streetscape also includes: saving the many large over-story trees along the right-of-way, a 10 ft wide sidewalk and decorative planters that contain colorful plantings (annuals, perennials and low evergreen shrubs). Vehicular ingress is now available at two driveways along 65th St W.; and vehicular egress is available at three points from the site, dispersing the traffic more effectively. Internal vehicular circulation has been improved by adding a visitor entry drop-off circle at the front door, as well as a dedicated delivery area for the building. Further, we have improved our setback dimensions around the parking ramp, offering more perimeter green space.

Building Design: The building design will be an attractive façade using multiple colors of face brick, warm-toned architectural precast concrete wall panels with a variety of surface finishes, reflective bronze-tone Low-e glass in champagne painted aluminum frames and a small amount of EIFS decorative cornice trim. The main entrance has now been moved west to a more convenient visitor drop-off area for patients, set back but facing 65th St W., featuring a distinctive glazed crown with backlighting at night. The building will eventually grow two stories taller in Phase 2, so we're presenting both the Phase 1 and the Phase 2 building designs for your review and approval. The building corner at France Ave and 65th St W.is still an important point of identity for the building, and will incorporate a plaza area that will offer seating for any potential retail tenant, and also coordinates with the City's initiative to upgrade the pedestrian experience at these corners. The plaza will have decorative surfacing treatment and protective bollards behind the curb to protect pedestrians.

Visual Screening for the Adjacent Properties: We will supplement the already mature landscape buffer between Point of France and our site with new coniferous trees and over-story trees along our south yard. The ash trees along this borderline with Point of France are approx. 35' – 50' tall, providing excellent screening

for most months of the year. On the west, we are retaining all of existing evergreen trees that buffer that west yard currently, as well as planning more evergreens and deciduous trees there. The existing outdoor trash dumpsters will be placed indoors. Most of the perimeter trees along our property will be saved during construction, and in addition, new perimeter plantings will add to the screening.

Parking: The ramp has been designed to complement the office façade with a compatible multi-colored architectural precast concrete façade. We are proposing to build 3 levels / 311 cars in Phase 1, which we feel will serve the building based on our current operating experience. Level -1 is below grade, Level +1 is on grade, and Level 2 is one level above grade. In Phase 2 we would likely build one more ramp level (Level 3) / 121 more cars; however, we have designed the ramp to be expanded two additional levels (Levels 3 & 4) to meet proof of parking, with a total possible parking count of 553. This will be a Pay-Park facility, similar to the Fairview Southdale Hospital ramp. Up to 10% of the parking may be compact car size; but we have not yet shown striping for these smaller stalls on our plan. Lastly, it is possible that a skyway pedestrian bridge might be built between the parking ramp and office building sometime in the future; this skyway would likely be located between Level 3 of the ramp and Floor 3 of the office building; but has not yet been designed.

Sanitary Sewer and Watermain: The existing properties located at 4005 65th St. W. and 6500 France Ave So. are currently encumbered by two public utilities; an existing 12" ductile iron water main and 12" ductile iron sanitary sewer in the south quarter of the property. The existing water main and sanitary sewer referenced serve other properties and thus the continuity of those mains is required. A second 8" sanitary sewer line is located within the boundary of both properties but that line is in use only by the two existing buildings and thus does not need to remain if the proposed project is constructed.

The existing 12" sanitary sewer along the southern property line of the 6500 France Ave property will remain as is. The proposed development does not require any modification to that line. The proposed plan is to construct a new sanitary service wye in the existing line to provide an 8" service to the new building. The existing 8" sanitary service line to the 4005 building will be 'cut off' at the west side of the proposed parking ramp and will then be connected to the parking ramp for servicing the floor drains in the lower level of the ramp.

The existing 12" watermain loop cutting through the site will be relocated and re-routed to the north side of the properties. A new 12" main will be installed northerly along France Ave., then westerly just to the north of the proposed building and ramp to the western edge of the property, then southerly back to the existing watermain completed the new loop. It is currently proposed to directional bore install the northerly and southerly aligned watermain to avoid removal of the existing trees in those locations. The east to west watermain will be installed via direct bury as its proposed location can be installed without removal of the existing trees along 65th Ave. An 8" water service is proposed from a tee off the re-routed 12" watermain just north of the proposed building

entrance. The proposed building service will enter the building in the corner west of the main building entrance. A new hydrant is proposed in the central entrance area of the new building off the proposed 8" service line.

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

1. Volume retention onsite equivalent to 1" of runoff over the entire proposed site impervious surface. (Accomplished via underground storage and filtration via perforated piping and rock bedding).
2. Water quality volume from entire site equivalent to runoff from 2" type II storm event and 25 year sediment storage. (Retention volume counts towards WQ volume and remainder accomplished via additional underground storage and filtration via perforated piping and rock bedding).
3. Discharge rate control shall be provided so the proposed conditions do not exceed existing conditions for the 2, 10, and 100 yr storm events. The proposed site plan reduces by 4.7% the amount of impervious surface and thus proposed discharge rates are decreased automatically.

The proposed plan is to maintain the same point of stormwater discharge from the properties as is currently present. A private storm sewer collection system will be routed from north to south through the central portion of the site collecting the majority of site runoff. The storm sewer will drain to the proposed underground storage system at the southern end of the site which will ultimately overflow to the existing flared end that will then continue to drain southerly to the Point of France pond.

Landscape Design Strategies: The landscape design provides a mix of over-story, coniferous and ornamental trees, shrubs and perennials to create a vibrant display of color and foliage. Four existing Honeylocust trees are to be preserved along France Avenue and eight of the boulevard Ash trees along 65th Street are also to be saved. Raised curbed planters are to be provided along France Avenue that will be planted with colorful, annual flowers. The perimeter of the Medical Office Building will be planted with a mixture of plant types to soften and compliment the building architecture. The parking ramp will be screened by existing and proposed conifers on the west and south sides. The diversity of plantings will provide color variety and year round interest. In addition, the project is proposing to provide a green roof system on the second floor roofs on the north and east sides of the building for its environmental and aesthetic benefits.

Site Lighting: Decorative wall mounted lighting along France Av and 65th St W. frontages, and around the main entry area; metal halide pole lights on top of the parking ramp with sharp cutoff features.

Site Signage: Building name / address at corner of France & 65th St. W., and address above front entry. Possible tenant names on façade based on City code. Directional signs at both entries along 65thSt. W.

Hours of Use: Normal Business Hours anticipated. Possible retail tenants at street level with extended and/or weekend hours.

Zoning: Planned Office District 1 (POD-1), proposing to PUD, due to variances requested for building setbacks, building height and Floor Area Ratio (F.A.R.).

Green Building Practices: Throughout all phases of the project - *Design, Construction and Operation,* we will use best practices of environmental awareness. All clinics and vendors will be educated on *Reduce-Recycle-Reuse* operations. We have a Green Building Practices Narrative with our submission. New to our proposal is the inclusion of two green roof areas at podium level where our building façade steps back.

Community Benefits from the New Project

1. Our application is for a new six level medical office building developed in two phases. The 6500 France building and 4005 W. 65th Street buildings will be removed. Both law firms will relocate in the community and retain the current jobs.

2. This site provides outstanding visibility for medical clinics offering service to our community and support to the regional medical presence of the SW suburbs. This is consistent with the City Guide Plan of medical buildings along France Avenue which is an address easily recognized for patients.

3. The building is sized to have a critical mass of providers to allow cross referrals among the clinics. This is a key factor for the success of each clinic.

4. Edward Farr Architects are known for creating special building design features. This building is more than a traditional medical building. The focal point will be the glass and brick detail of the main entry corner. Numerous surface changes occur on each side of the building to create interest and shadow elements. City code specifies brick and glass.

5. We are striving to create a pedestrian environment along France Avenue with extensive flower gardens. TangleTown Gardens is the designer of these features, and their passion for unique colorful plants is shown in the enclosed photos. Colored concrete walks and accent lighting will make this area a pleasant visual experience.

6. *Green Building Practices* will be implemented for the three phases: *building design, construction phase* and *long term operation* of the clinics. RJM Construction has compiled a summary of the *Green Practices* we will pursue for each phase of the project.

7. The adjacent 4005 W. 65th land parcel will be included for a consistent regional medical master plan. This took substantial effort and negotiation with the building owner.

8. Two areas of the roof will have a vegetated green roof facing the public way. Special plantings are designed for this application.

9. There will be ongoing seminars with the clinics to evaluate methods and new technology for their clinics – *Reduce* consumption, *Re-use* materials, and *Recycle* waste. The benefit to the building will be reduced operating expenses and good stewardship of our business resources.

10. Alternative transportation is a key element of any project. A tangible goal will be to reduce the number of cars coming to the building which will reduce the parking stalls required to service the clinics. We have provided several successful alternate transportation systems:

    Designated premium parking spaces for "smart cars"

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

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

    Hour Car business has been evaluated for rental cars parked in the ramp. The established bus system will support the need around the hospital and shopping center for the hourly car rental.

    The MTC #6 bus line services multiple stops within 1 block of the building. Additional routes around Southdale are 515, 538, 539, 578, 579, 684. See the attached graphic

11. The estimated real estate taxes will be over two times the current revenue. The two existing buildings pay $144,000 and the fully assessed Phase I building will likely pay in excess of $380,000.

12. There will be over 70 new medical staff positions in the building. In addition, there will be 40-60 construction jobs over 12 months.

13. Storm water management will be improved through *rate control* and *water quality*. The current site has direct, unrestricted runoff. There is 9% less hard surface area in the new plan than the current buildings, which mean more green space for the community.

14. The current buildings have substantial deferred maintenance. The building exterior, landscaping and parking lot are ready for redevelopment.

15. The new development is using existing utilities and roads in the community. Urban planning considers this good stewardship to reuse existing sites with current infrastructure.

16. The new building exterior has been enhanced over code to create a significant *Gateway* image on this corner.
    - A focal point is the 65th Street pedestrian corner
    - Detailed brick design on all four sides
    - Accent lighting on 4 levels
    - Special landscaping from *Tangletown Gardens*

17. Every business has a carbon footprint. We will provide information to each clinic to establish a "Carbon Impact Analysis." For the first two years we plan to have seminars for clinic managers discussing ways to reduce their impact and manage more efficiently. *PayitGreen Company* has set the model to challenge companies to purchase local products to reduce paper correspondence and conserve operational materials.

18. Ramp Enhancements
    - All columns are clad in architectural precast panels
    - Architectural features have been added to show interest and shadow lines
    - The parapet has been extended around the entire structure
    - Main level arches add special interest
    - Three colors and finishes to the precast panels create a variety of textures

19. The entrance traffic circle will have an area for a significant piece of art on the center area. We are planning a special commissioning for this feature.

RJM CONSTRUCTION

Edina Medical Plaza - May 25, 2012

A NEW VISION FOR BUILDING

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

No. 1: Brownfield redevelopment - we are using a site that is already developed rather than utilizing a greenfield never developed site.

No. 2: Alternative transportation - the MTC #6 bus stops at the front door of the site.

No. 3: Sheltered bike and motorcycle ports will be provided along with a shower facility for employees.

No. 4: Storm water quantity control - storm water management devices will be installed to control the rate of storm water leaving the site.

No. 5: Storm water quality control - storm water filtration devices will be installed to control the quality of storm water leaving the site.

No. 6: Site lighting is designed to reduce light pollution - strategically placed light poles with appropriate shrouding will be utilized.

No. 7: Water efficient landscaping - draught appropriate trees, shrubs and plantings will be used.

No. 8: Water use reduction - the use of water efficient irrigation and plumbing fixtures.

No. 9: Baseline energy performance - mechanical equpment will be above code minimum energy ratings and ASHRAE standards.

No. 10: Storage and collection of recyclables - recycling measures will be taken during construction to ensure that maximum recycling of steel, cardboard and cement products.

No. 11: Reuse of materials - existing demolished concrete components will be used on-site for sub-base material.

No. 12: Construction waste management - we will recycle 50% of demolished building materials.

No. 13: Locally produced materials - empahsis for regionally produced materials.

No. 14: Certified wood materials - FSC certified wood products will be installed.

No. 15: Construction indoor air quality management - filtration systems will be utilized during construction to ensure that permanent systems are not polluted with particulates.

No. 16: Low emitting materials - all paints, coatings, carpets, adhesives and sealants are low in volitile organic compounds (VOC).

No. 17: Green cleaning products that are nontoxic are used to protect the environment.

CORPORATE OFFICE
HWY. 7 CORPORATE CENTER
7003 W. LAKE ST.
SUITE 400
ST. LOUIS PARK, MN 55426
PHONE 952-837-8600
FAX 952-832-9600

REGIONAL OFFICES
1831 17TH STREET
SUITE 605
DENVER, CO 80202
PHONE 720-898-3000
FAX 720-898-3000

9319 EAST BELL RD
SUITE 202
PHOENIX, AZ 85260
PHONE 602-325-1450
FAX 952-893-8952

A26

Final comment for the approval of the project

The building size at 102,406 sq ft over six levels is very important to create a successful project.

Market rents set the overall budget. We are projecting rents to be 20% higher than other buildings in area to absorb the land cost. Redevelopment is difficult when you are purchasing two older buildings. The value for the Developer on the acquisition of the two older buildings is the land. The viability of the development is based on the approval of the 102,406 sq ft project.

Thank you for your review and consideration of this project.

We are ready to move forward on this outstanding new medical building which will be an enhancement to your Regional Medical Area.

View from Northwest showing 4005 W 65th St. Bldg.

View from Northeast showing 6500 France Building

View from Southwest showing 5005 W 65th St. Bldg.

View from Southeast showing 6500 France Building

A26

Existing Conditions

May 25, 2012

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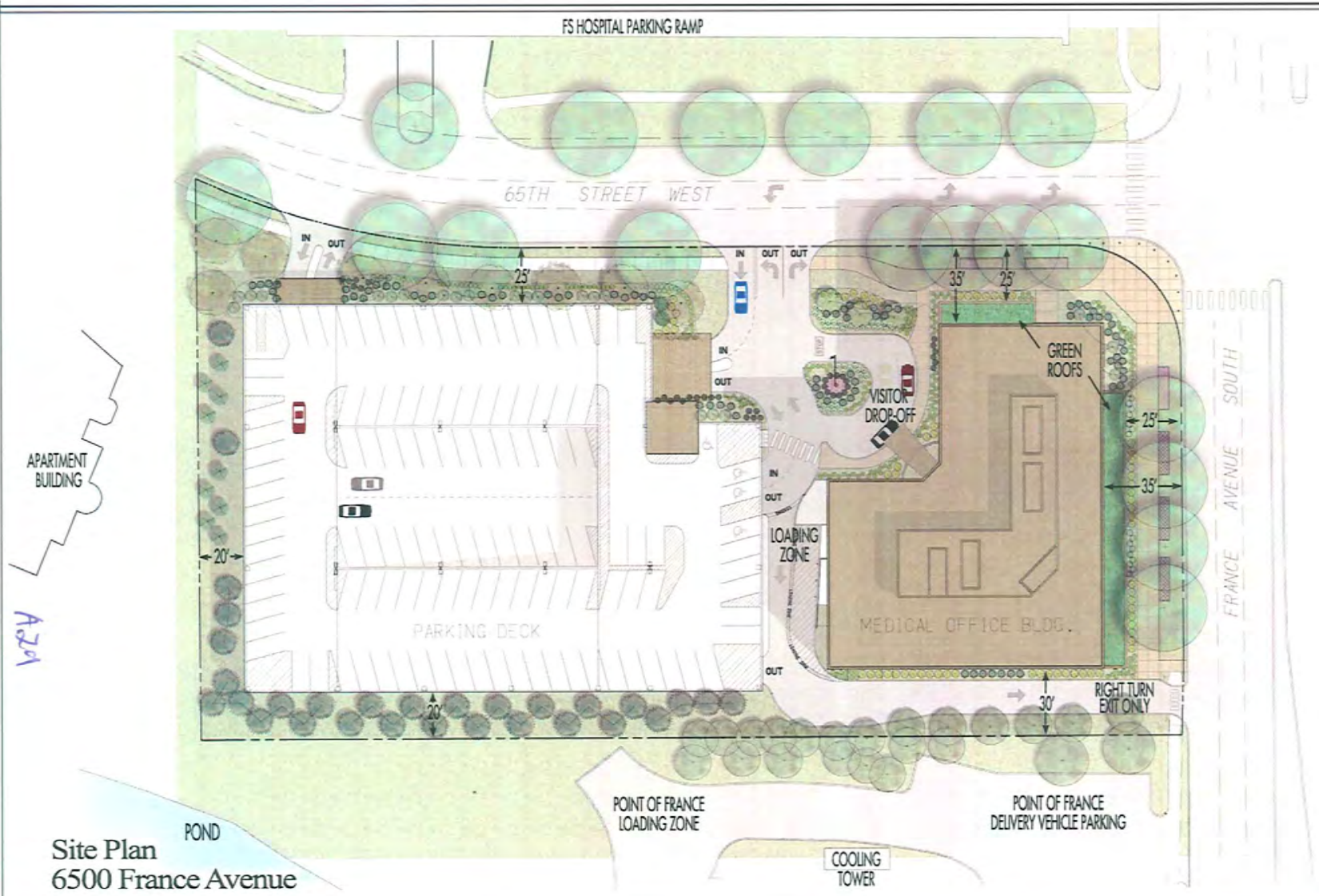
EDINA MEDICAL PLAZA

MOUNT DEVELOPMENT CO.



Site Plan
6500 France Avenue

May 25, 2012

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EDINA MEDICAL PLAZA

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A30

Phase 1 Main Entry

May 25, 2012

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EDINA MEDICAL PLAZA

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A31

Phase 1 Parking Ramp Entry

May 25, 2012

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EDINA MEDICAL PLAZA

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A32

Phase 1 View from Northeast Corner

May 25, 2012

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EDINA MEDICAL PLAZA

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A33

Phase 1 View from Southeast Corner

May 25, 2012

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EDINA MEDICAL PLAZA

MOUNT DEVELOPMENT CO.

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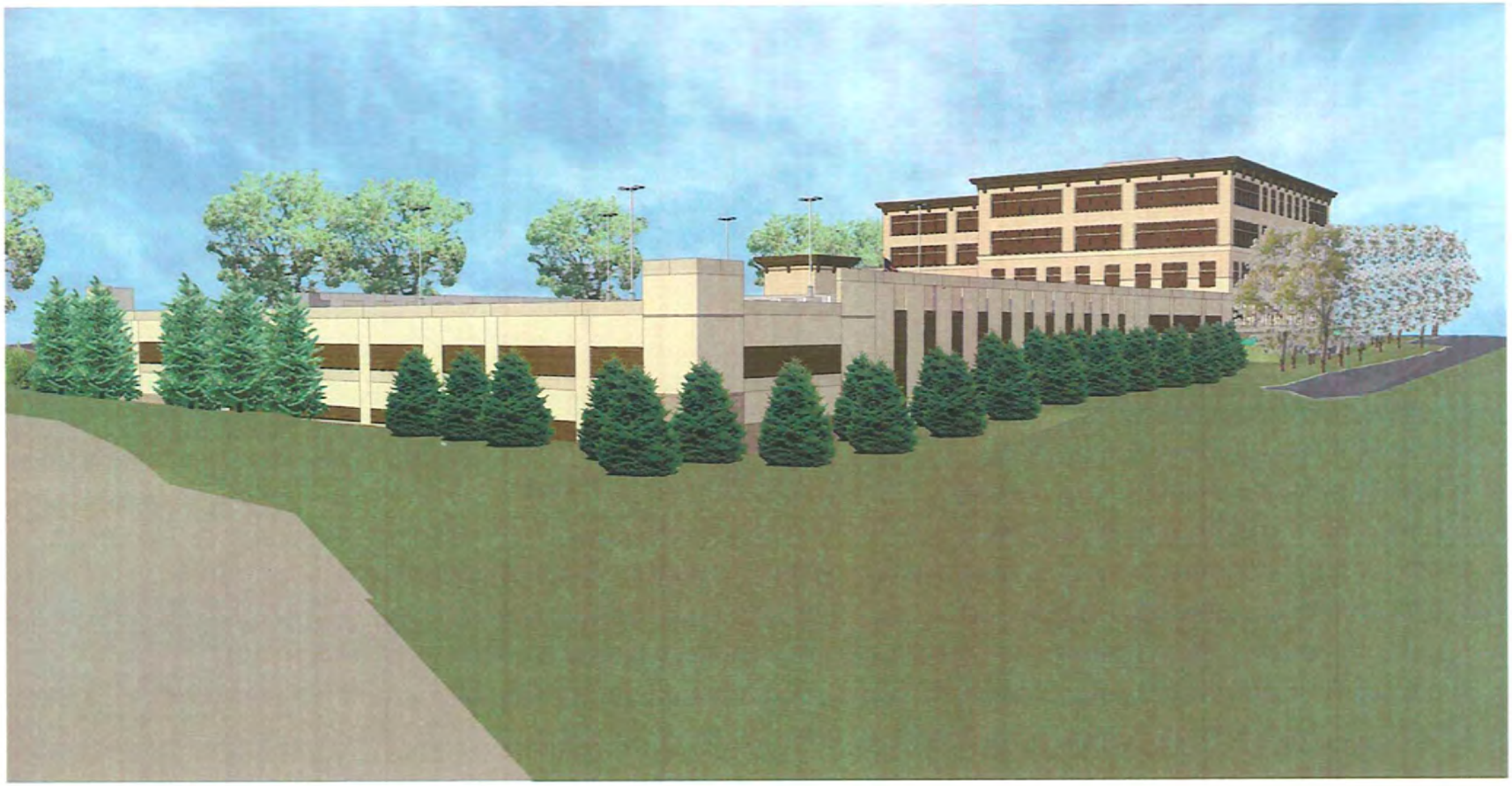

Phase 1 View from Southwest Corner

May 25, 2012

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EDINA MEDICAL PLAZA

MOUNT DEVELOPMENT CO.

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Phase 1 View from Northwest Corner

May 25, 2012

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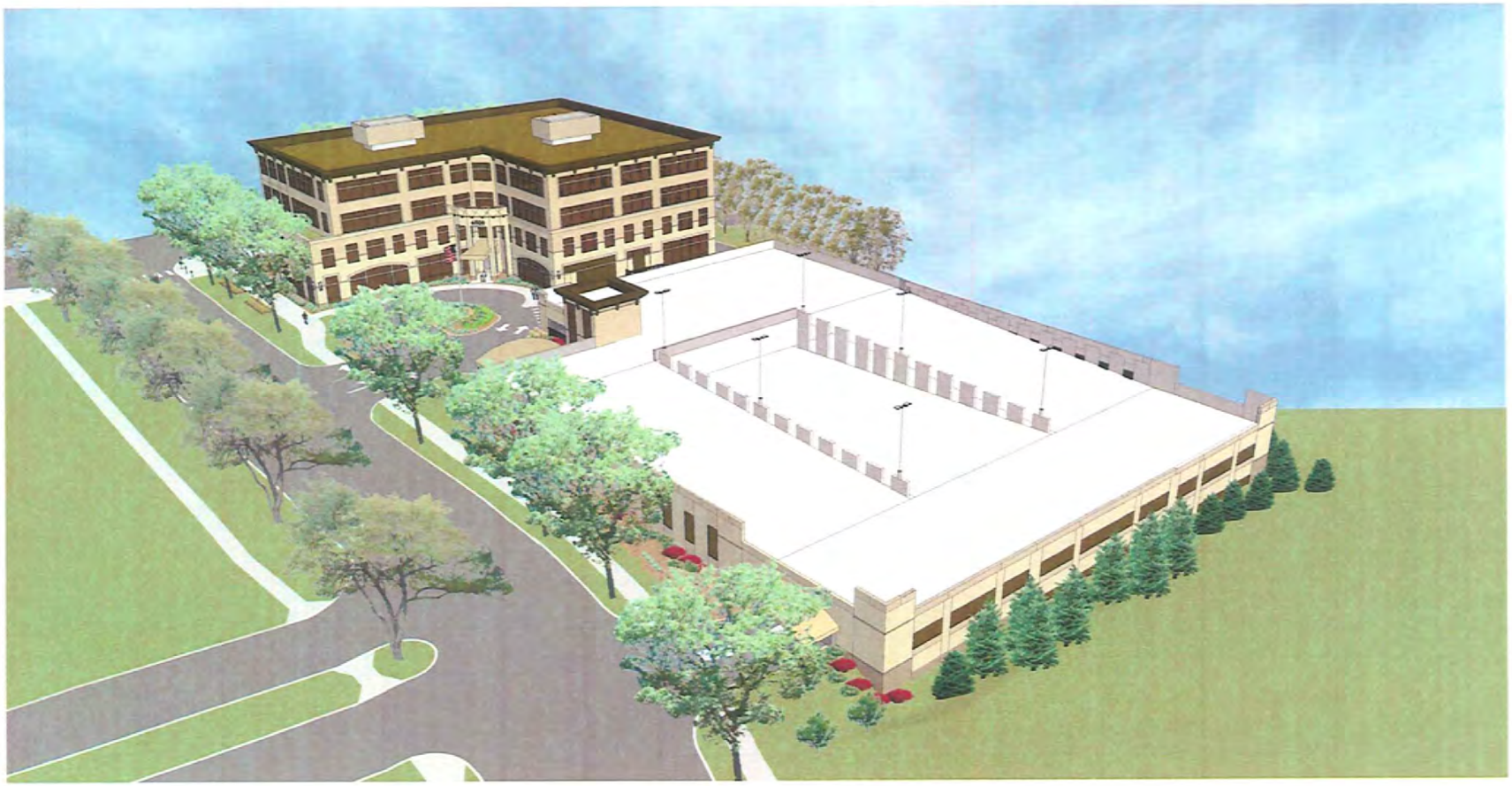
ARCHITECTS INC

EDINA MEDICAL PLAZA

MOUNT DEVELOPMENT CO.



Phase 1 Northwest Aerial

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MOUNT DEVELOPMENT CO.

LEV

Phase 2 Main Entry

May 25, 2012

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Phase 2 Parking Ramp Entry

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Phase 2 View from Northeast Corner

May 25, 2012

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EDINA MEDICAL PLAZA

MOUNT DEVELOPMENT CO.

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Phase 2 View from Southeast Corner

May 25, 2012

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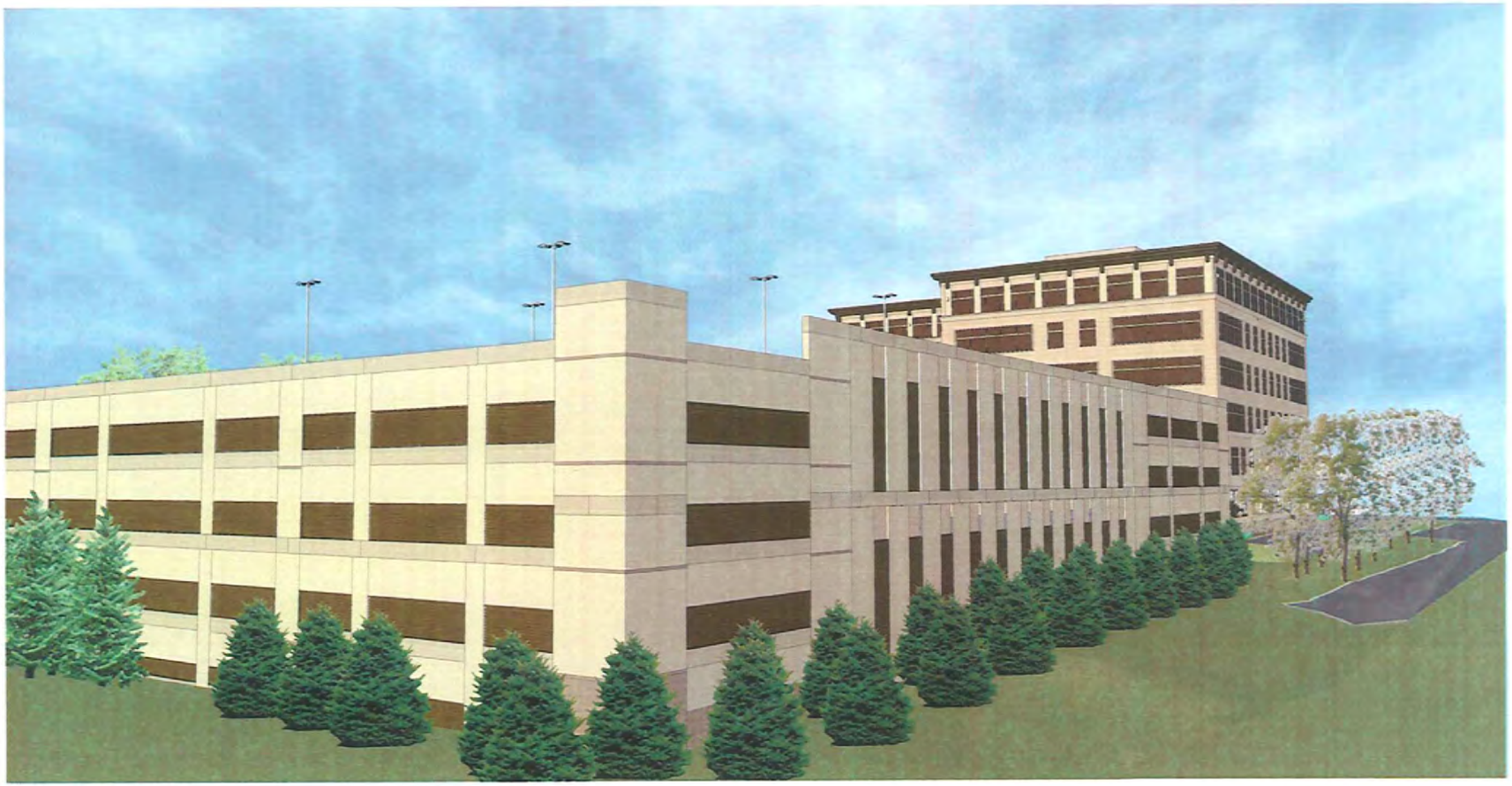
EDINA MEDICAL PLAZA

MOUNT DEVELOPMENT CO.



Phase 2 View from Southwest Corner

May 25, 2012

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Phase 2 View from Northwest Corner

May 25, 2012

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A43

Phase 2 North Aerial

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Pedestrian sidewalk at France Avenue looking south

May 25, 2012

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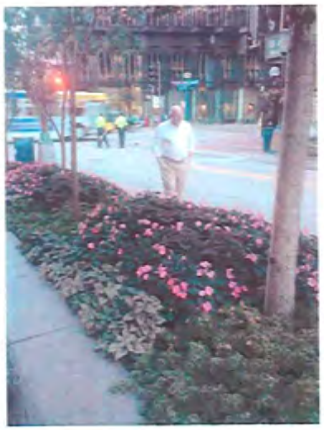
EDINA MEDICAL PLAZA

MOUNT DEVELOPMENT CO.



Planting Concepts
for public sidewalk
planter areas

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

Tangle Town Gardens

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

Tangle Town Gardens

45

Edina Medical Plaza

6500 France Avenue South
6 Stories - 89'

Point of France

6566 France Avenue South
13 Stories - 123'

Building measurements to the highest point

May 25, 2012

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EDINA MEDICAL PLAZA

MOUNT DEVELOPMENT CO.

Edina Medical Plaza

6500 France Avenue South
6 Stories - 89'

Fairview Southdale Hospital

6401 - 6405 France Avenue South
4 & 8 Stories - 124'

47

Building measurements to the highest point

May 25, 2012

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EDINA MEDICAL PLAZA

MOUNT DEVELOPMENT CO.

Edina Medical Plaza

6500 France Avenue South
6 Stories - 89'

Southdale Medical Center

6545 France Avenue South
6 Stories - 92'

Building measurements to the highest point

May 25, 2012

EDWARD FARR
ARCHITECTS INC

EDINA MEDICAL PLAZA

MOUNT DEVELOPMENT CO.

Edina Medical Plaza

6500 France Avenue South
6 Stories - 89'

Southdale Office Centre

6600 & 6800 France Avenue South
6 & 7 Stories - 99'

A41

Building measurements to the highest point

May 25, 2012

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EDINA MEDICAL PLAZA

MOUNT DEVELOPMENT CO.

6500 France Avenue

May 25, 2012

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EDINA MEDICAL PLAZA

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6-18-12

449a

Green Roof Guardrail close-up

June 6, 2012

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6-18-12

A496

A49c

Phase I East Elevation with Green Roof Guardrail

June 6, 2012

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6-18-12

Phase 1 Northeast Corner with Green Guardrail

June 6, 2012

EDWARD FARR
ARCHITECTS INC

EDINA MEDICAL PLAZA

MOUNT DEVELOPMENT CO.

RECEIVED
6-18-12

A49A

A49e

Phase 1 Main Entry with Green Roof Guardrail

June 6, 2012

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EDINA MEDICAL PLAZA

MOUNT DEVELOPMENT CO.

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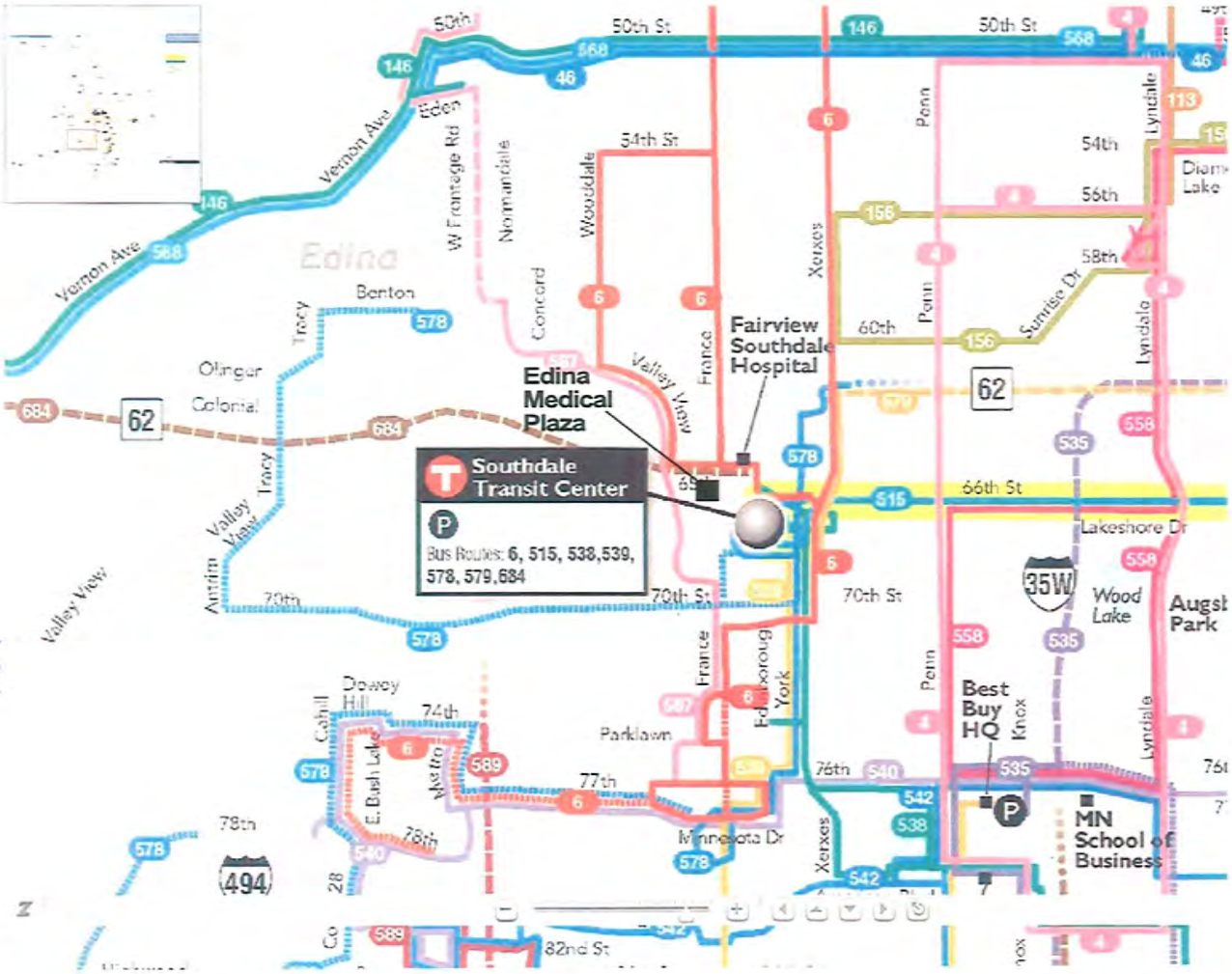
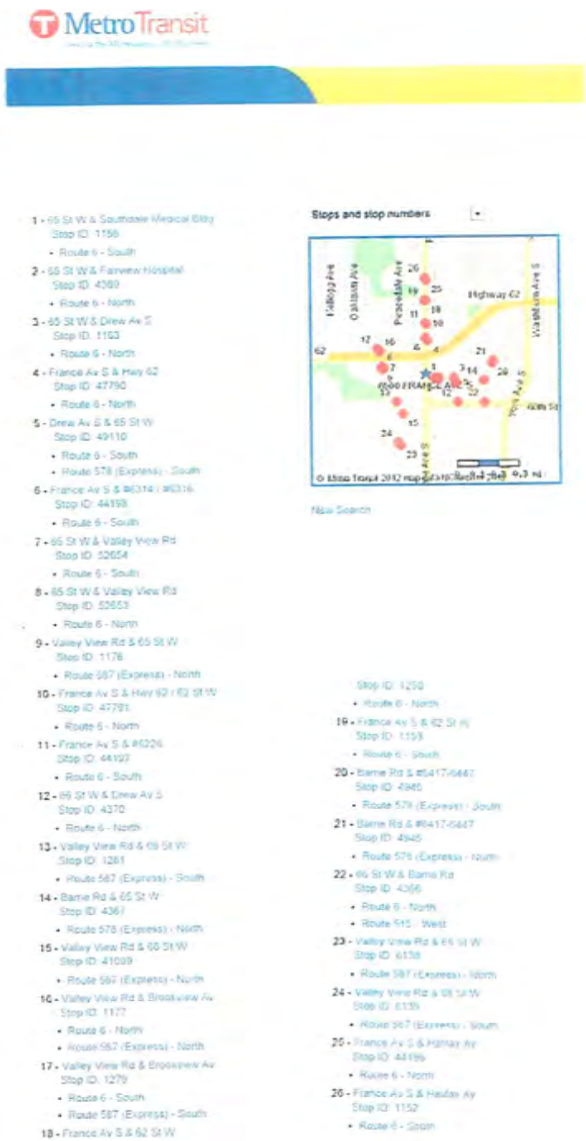


Bus Routes



A50

Why ZAP?

Easy to Use

An Ounce of Prevention

Save the Planet

Car Parking is Expensive

How Does It Work?

DERO ZAP

ZAP

Many organizations in the private, public and non-profit sectors want to promote commuting by bike as an environmentally friendly and healthful transportation alternative. To get bike commuting rolling they need a practical way to tally and manage bike trip data. Dero has the solution — Dero ZAP.

Dero ZAP is a solar-powered, automated RFID (Radio Frequency Identification) system with integrated hardware and software. Via a web-based interface to the Dero ZAP system software, participants are enrolled and registered with a unique RFID tag. The tamper-proof tags are attached to the spokes of each participant's bike's front wheel. ZAP units mounted on steel poles around your campus identify registered bikes from up to 30 feet away.

DERO BIKE FILE

The Bike File is our most space efficient u-lock compatible product. Sturdy sliding hangers allow nine bikes to be securely stored in an eight-foot section while allowing for easy loading and unloading of bikes.

Ceiling mount, wall mount and floor mount options are available.

Car ownership is so yesterday. With HOURCAR you can reserve a car when you need it, drive it where you want to, let someone else worry about car payments, parking, insurance, gas, and maintenance, and be an environmental superstar. At the same time!

HOURCAR is the smart way to drive.

HOURCAR offers 32 cars (/locations) in Minneapolis and Saint Paul. Find out where your nearest HOURCAR lives, and sign up (/join) to drive today.

Latest News

HOURCAR Co-Sponsors "Revenge of the Electric Car" Screening

(/news/2011/11/hourcar-co-sponsors-revenge-electric-car-screening)

November 2, 2011

On Monday, November 14, HOURCAR is co-sponsoring a special screening of the new film Revenge of the Electric Car, the sequel to the hit documentary "Who Killed the Electric Car?" Sponsored by Fresh Energy, this special event includes a pre-screening reception and a panel discussion after the film with director Chris Paine and Fresh Energy Executive Director Michael Noble.

New Plug-In HOURCARs Join Saint Paul Fleet

(/news/2011/10/new-plug-hourcars-join-saint-paul-fleet)

October 4, 2011

A52

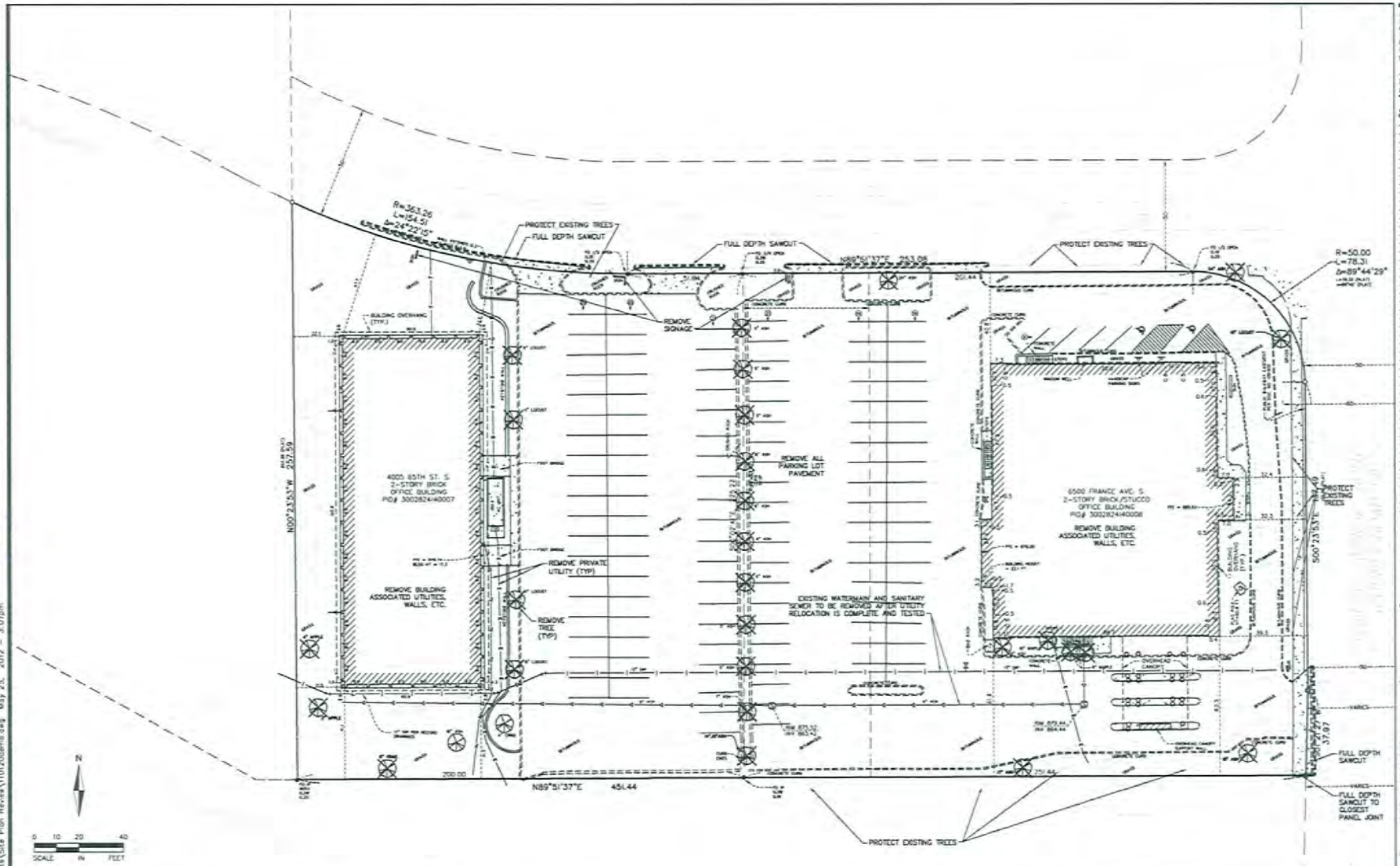
smart Expressions

smart

open your mind.

smart fortwo electric drive

>> the next generation of smart



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 RESEARCHED 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, NMC AND CREEK WATERSHED DISTRICT AND THE CITY OF EDINA.
4. REMOVAL CONTRACTOR SHALL BE RESPONSIBLE FOR PROPERLY LOCATING AND PROTECTING ALL UTILITY LINES PRIOR TO DIGGING AND DEMOLITION. OWNER AND ENGINEER SHALL NOT BE HELD RESPONSIBLE FOR PUBLIC OR PRIVATE UTILITY LOCATIONS.
5. DEMOLITION CONTRACTOR IS RESPONSIBLE FOR DISPOSAL OF ALL REMOVED MATERIALS.
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.
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 GUTTER GRADES AT THE PROPOSED DRIVEWAYS CONNECTIONS, PRIOR TO THE START OF SITE WORK. THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE ENGINEER OF ANY DISCREPANCIES OF VARIATIONS FROM THE PLANS.
10. CONTRACTOR SHALL PROVIDE TRAFFIC CONTROL DURING DEMOLITION OF EXISTING CURBCUT NODES ON PUBLIC R.O.W.;
11. CONTRACTOR SHALL BE HELD FULLY RESPONSIBLE TO PREVENT AND ELIMINATE ANY DUST NUISANCE OCCASIONED BY AND DURING CONSTRUCTION. UNTIL THE PROJECT HAS BEEN COMPLETED.
12. CONTRACTOR SHALL PROTECT ADJOINING PROPERTIES AND STRUCTURES 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 AFFECTED OR REMOVED 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 LINES HAMMERED FOR STRAIGHT EDGES. TACK SHALL BE USED ON BITUMINOUS EDGE PRIOR TO PATCHING. MATCH EXISTING GRADES.
16. CONTRACTOR SHALL COORDINATE PRIVATE/PUBLIC UTILITIES RELOCATED, SUCH AS TRAFFIC SIGNAL HANDHOLES, AND MANHOLES, ETC.

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 FOUND TO BE REDONE DUE TO INFORMATION SHOWN INCORRECTLY ON THESE PLANS IF SUCH INFORMATION HAS NOT BEEN VERIFIED.
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 OF 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 2001, 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. 43480

Project Manager

Comments (#)

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MINNEAPOLIS, MN 55415
PHONE (612) 758-3080
FAX (612) 758-2099

Client

MOUNT DEVELOPMENT CO.

Project

EDINA MEDICAL PLAZA RE-ZONING SUBMITTAL

Location

6500 FRANCE AVENUE SOUTH
EDINA, MINNESOTA

Issued For	Date
CITY SUBMITTAL	5/25/2012

Sheet Title

EXISTING CONDITIONS AND DEMO PLAN

Project Number	Sheet Number
11.064	C1.0

Drawing name: K:\2011\110120\plan sheets\Site Plan Review\110120demo.dwg May 25, 2012 - 3:07pm

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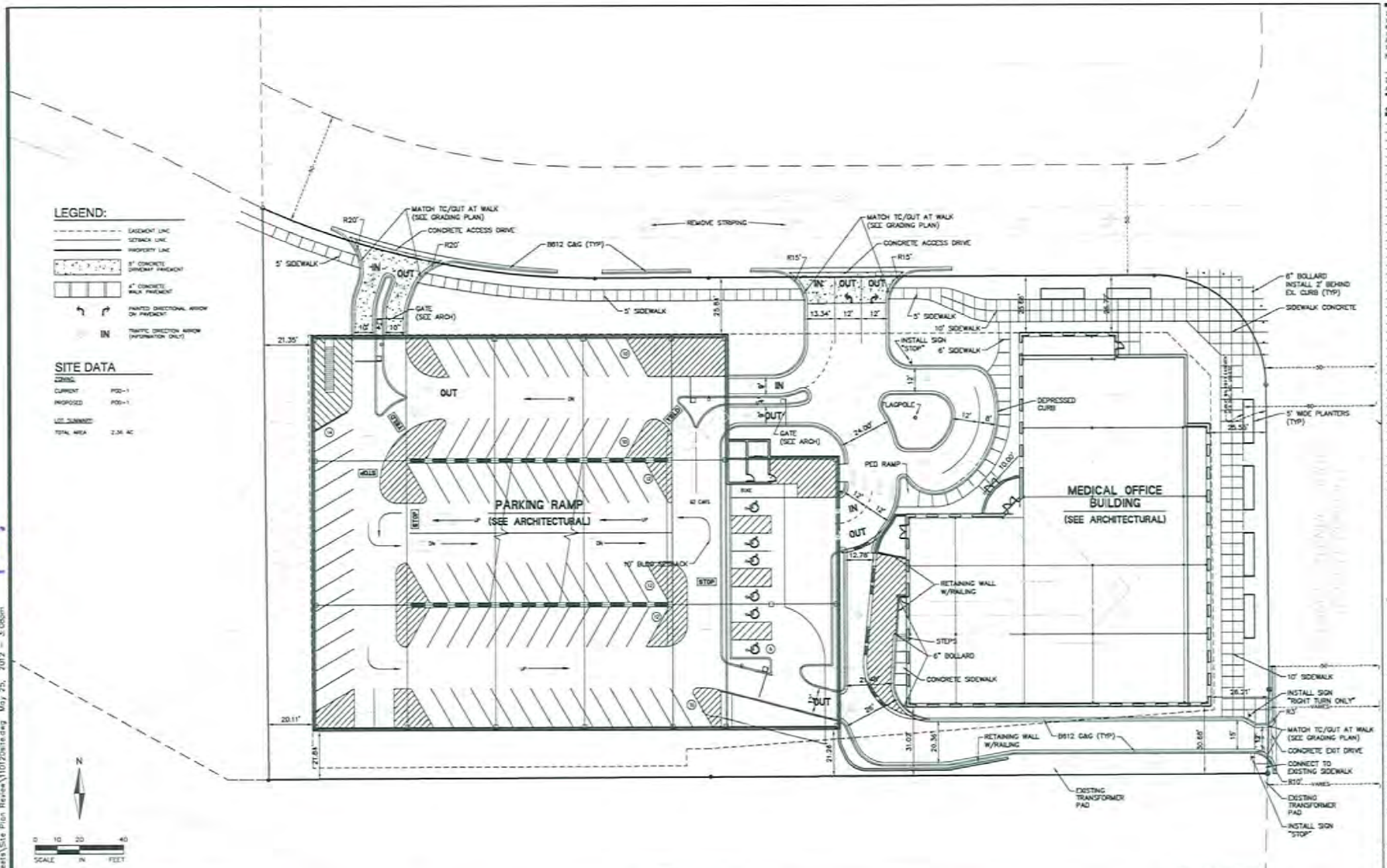

SITE PLAN NOTES:

1. ALL DIMENSIONS ARE TO FACE OF BUILDING AND/OR FACE 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 SHALL 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 60TH 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. GRADE PANELS INTO NORMALLY EQUAL AREAS WITH CONTRACTOR JOINTS UNLESS INDICATED OTHERWISE.
   3. SAWN JOINTS ARE PERMITTED ONLY AS INDICATED ON THE PLANS OR TO INCREASE THE DEPTH OF TOOLED CONTRACTION JOINTS FOR THE CONTRACTOR'S CONVENIENCE.
   4. 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 RADES, UTILITIES AND SLEEVES, THICKEN PAVEMENT SECTIONS, ETC.
   3. 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 ON CURB.
12. ALL CONCRETE EQUIPMENT PADS SHALL HAVE A SUBBASE MOLDING 4 FEET OF FREE DRAINING GRANULAR MATERIAL MEETING MNDOT SPEC 3149.
13. CONTRACTOR SHALL COORDINATE PRIVATE/PUBLIC UTILITIES RELOCATES, SUCH AS TRAFFIC SIGNAL HANDHOLES, AND WIRING, ETC.

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 REVIEWED 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 MADE.
5. CONTRACTOR SHALL PROTECT ADJOINING PROPERTIES AND STRUCTURES FROM HAZARDS ASSOCIATED WITH HIS CONSTRUCTION ACTIVITIES. HE SHALL BE RESPONSIBLE FOR ALL DAMAGES TO PROPERTIES AND STRUCTURES THAT OCCUR AS A RESULT OF THESE ACTIVITIES.
6. CONTRACTOR SHALL NOT IMPEDE EXISTING TRAFFIC CIRCULATION TO ADJACENT PROPERTIES.
7. CONTRACTOR SHALL PERFORM SWEEPING 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 OCCURRING BY AND DURING CONSTRUCTION, UNTIL THE PROJECT HAS BEEN COMPLETED AND ACCEPTED.
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 CONSTRUCTION/LANDSCAPING ALLOWED.
11. ALL PUBLIC TRAILS SHALL NOT BE OBSTRUCTED DURING CONSTRUCTION UNLESS APPROVED BY CITY ENGINEER.
12. STORAGE OF MATERIALS ON 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.
14. A FIELD INSPECTION BY OWNERS REPRESENTATIVE, OR 3RD PARTY INSPECTOR OF ALL CURB, SIDEWALK AND PAVEMENT SUBGRADE, STRING LINES AND FORM WORK BY GENERAL CONTRACTOR OR OTHER APPROVED REPRESENTATIVE IS REQUIRED PRIOR TO ANY PAVEMENT INSTALLATION.

PAVING NOTES:

1). AGGREGATE BASE SHALL BE COMPACTED USING SPECIFIED DENSITY METHOD.
2). A FIELD INSPECTION BY OWNERS REPRESENTATIVE, OR 3RD PARTY INSPECTOR OF ALL CURB, SIDEWALK AND PAVEMENT SUBGRADE, STRING LINES AND FORM WORK BY GENERAL CONTRACTOR OR OTHER APPROVED REPRESENTATIVE IS REQUIRED PRIOR TO ANY PAVEMENT 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. 43480

Project Manager

Submittal 2012

ALLIANT ENGINEERING, INC.
233 PARK AVE SOUTH, SUITE 300
MINNEAPOLIS, MN 55415
PHONE (612) 758-3080
FAX (612) 758-3089

Client

MOUNT DEVELOPMENT CO.

Project

EDINA MEDICAL PLAZA
RE-ZONING SUBMITTAL

Location

6500 FRANCE AVENUE SOUTH
EDINA, MINNESOTA

Issued For	Date
CITY SUBMITTAL	5/25/2012

Sheet Title

SITE PLAN

Project Number	Sheet Number
11.064	C3.0

Drawing name: X:\2011\110120\plan sheets\Site Plan Review\110120site.dwg May 25, 2012 - 3:08pm

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PROJECT DATA

Site Area = 102,965 sq ft / 2.34 acres

Property Guided: RM Regional Medical, no change proposed

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

Proposed Redevelopment: New Medical Office Building and Parking Ramp

Phase 1: 4 stories, 69,456 gross sq ft / 65,500 rentable sq ft with 3 level parking ramp.

Phase 2: 2 add'l stories (6 total), 102,406 gross sq ft / 96,500 rentable sq ft plus 1 additional level (4 total) on parking ramp.

Proof of Parking, if needed – add 1 additional level (5 total) on parking ramp.

Proposed Occupancy, Phase 1:

Medical Offices	62,520 gross sq ft to 68,456 gross sq ft	(90% - 100%)
Medical Retail -	6,940 gross sq ft to 0 gross sq ft	(10% - 0%)
Total -	69,456 gross sq ft	(100%)

Proposed Occupancy, Phase 2:

Medical Offices – 32,950 gross sq ft

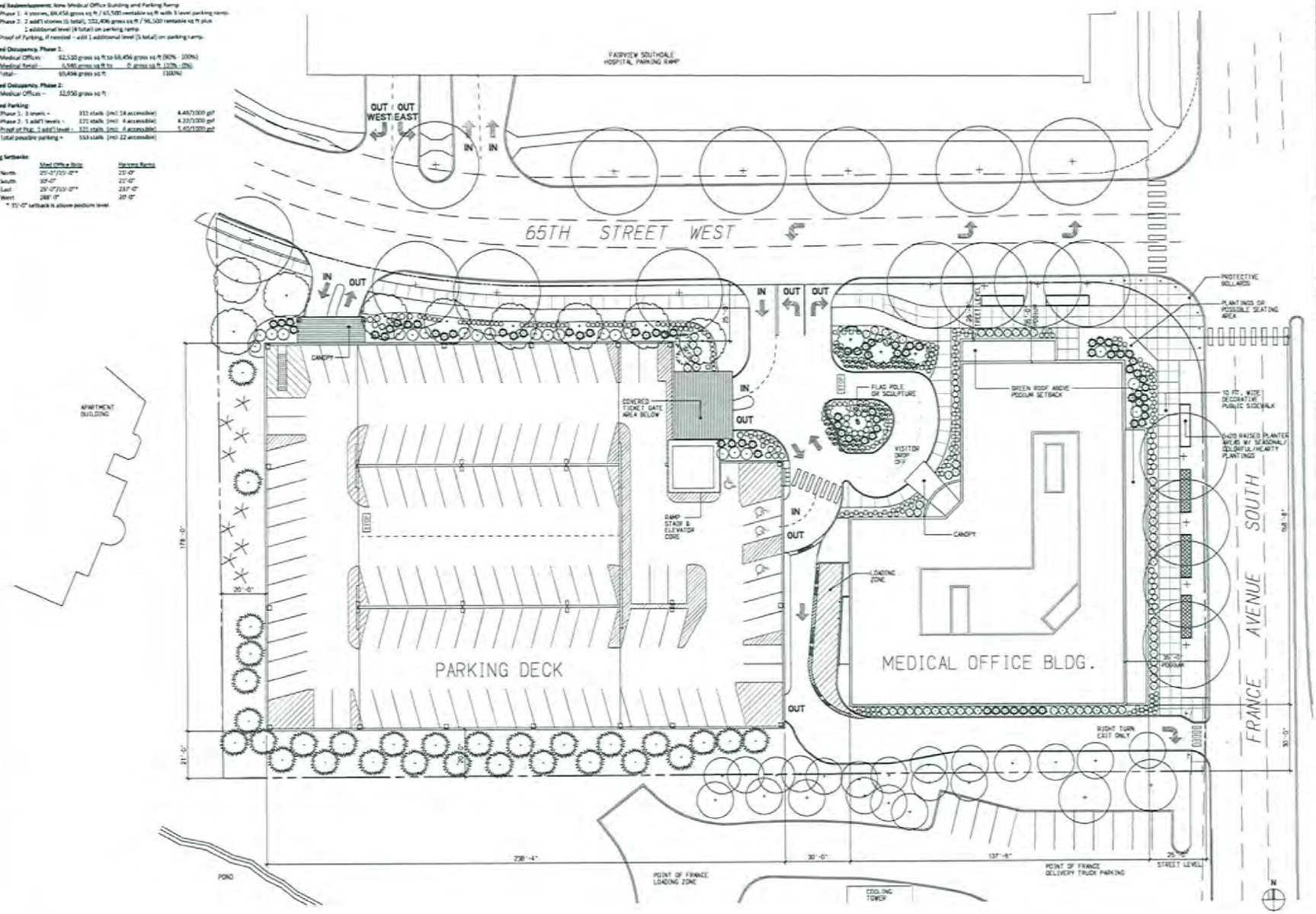
Proposed Parking:

Phase 1: 3 levels =	311 stalls (incl 14 accessible)	4.48/1000 gsf
Phase 2: 1 add'l levels =	171 stalls (incl 4 accessible)	4.22/1000 gsf
Proof of Pkg: 1 add'l level =	121 stalls (incl 4 accessible)	5.40/1000 gsf
Total possible parking =	553 stalls (incl 22 accessible)	

Building Setbacks:

	Med Office Bldg	Parking Ramp
North	25'-0"/35'-0"*	25'-0"
South	30'-0"	21'-0"
East	25'-0"/35'-0"*	237'-0"
West	288'-0"	20'-0"

* 35'-0" setback is above podium level



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

0 10 20 40

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

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DRAWING INDEX

A1.1 Architectural Site Plan
ALTA Survey
C1.0 Existing Conditions/Site Demolition Plan
C2.0 Details
C3.0 Civil Site Plan
C4.0 Grading, Drainage, E & S Control
C5.0 Utility Plan
C6.0 Landscape Plan
A2.0 Parking Level 1
A2.1 First Floor Office and Parking Level 1
A2.2 Second Floor Office and Parking Level 2
A2.3 Typical Floor Plan
A4.1 Roof Plan
A5.1 Phase 1 North Elevations
A5.2 Phase 1 South Elevations
A5.3 Phase 1 East and West Elevations
A5.4 Phase 2 North and South Elevations
A5.5 Phase 2 East and West Elevations

EDWARD FARR ARCHITECTS INC

Client

MOUNT DEVELOPMENT CO.

Project

EDINA MEDICAL PLAZA RE-ZONING SUBMITTAL

Location

6500 FRANCE AVENUE SOUTH EDINA, MINNESOTA

Issued For	Date
CITY SUBMITTAL	05/25/2012

Sheet Title

SITE PLAN

Project Number	Sheet Number
11.064	A1.1

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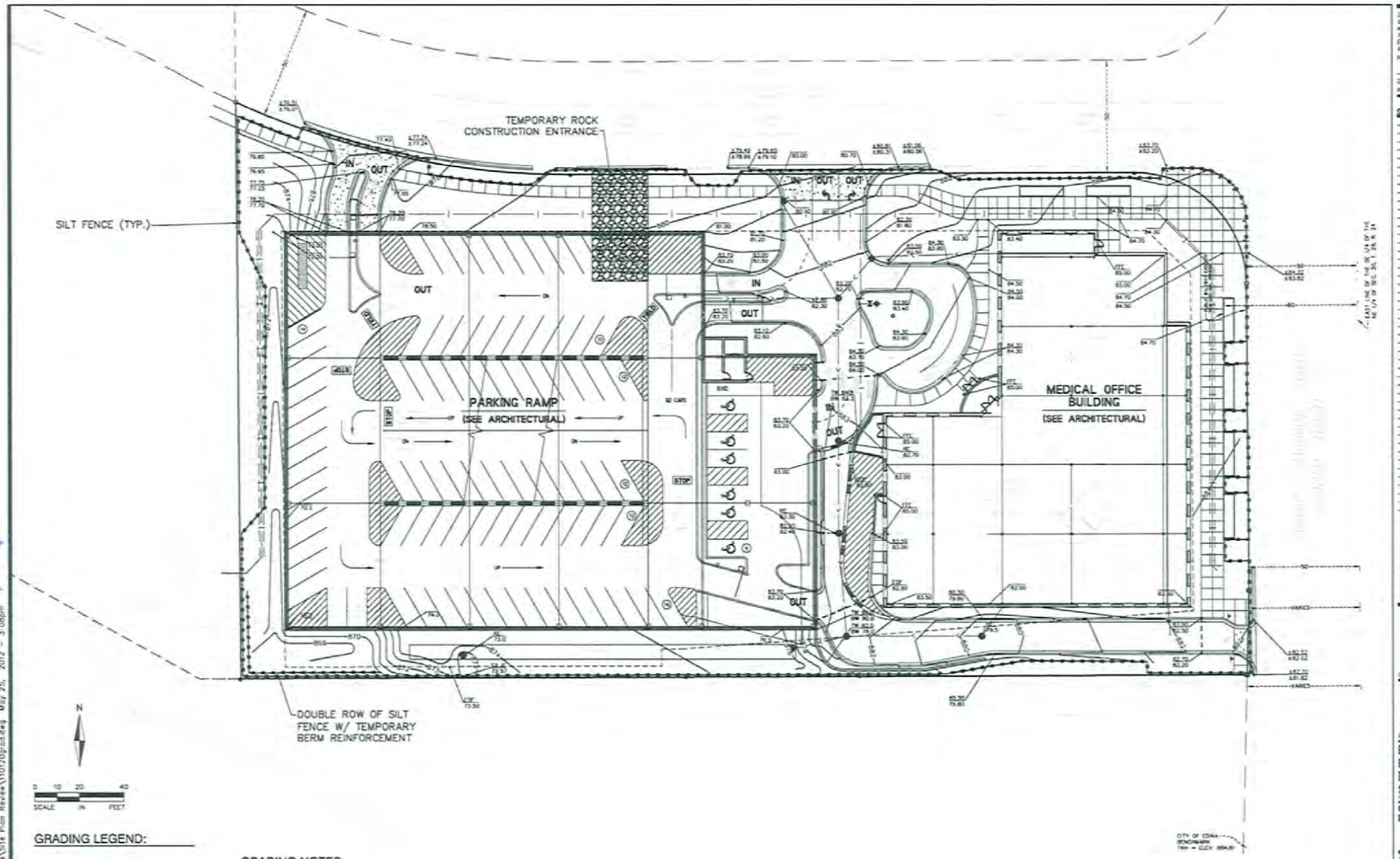

GRADING LEGEND:

- EXISTING CONTOUR
- PROPOSED CONTOURS
- CATCH BASINS
- 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 REVIEWED 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 = 95%
   - 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.
15. CONTRACTOR SHALL COORDINATE PRIVATE/PUBLIC UTILITIES RELOCATES, SUCH AS TRAFFIC SIGNAL HANDHOLES, AND WIRING, ETC.

CITY OF EDINA BENCHMARK
TBM = ELEV. 884.81

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. 43480

Project Manager

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MINNEAPOLIS, MN 55415
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Client

MOUNT DEVELOPMENT CO.

Project

EDINA MEDICAL PLAZA RE-ZONING SUBMITTAL

Location

6500 FRANCE AVENUE SOUTH
EDINA, MINNESOTA

Issued For	Date
CITY SUBMITTAL	5/25/2012

Sheet Title

GRADING, EROSION, AND SEDIMENT CONTROL PLAN

Project Number	Sheet Number
11.064	C4.0

Drawing name: X:\2011\11012\plan sheets\Site Plan Review\11012grad.dwg May 25, 2012 - 3:08pm

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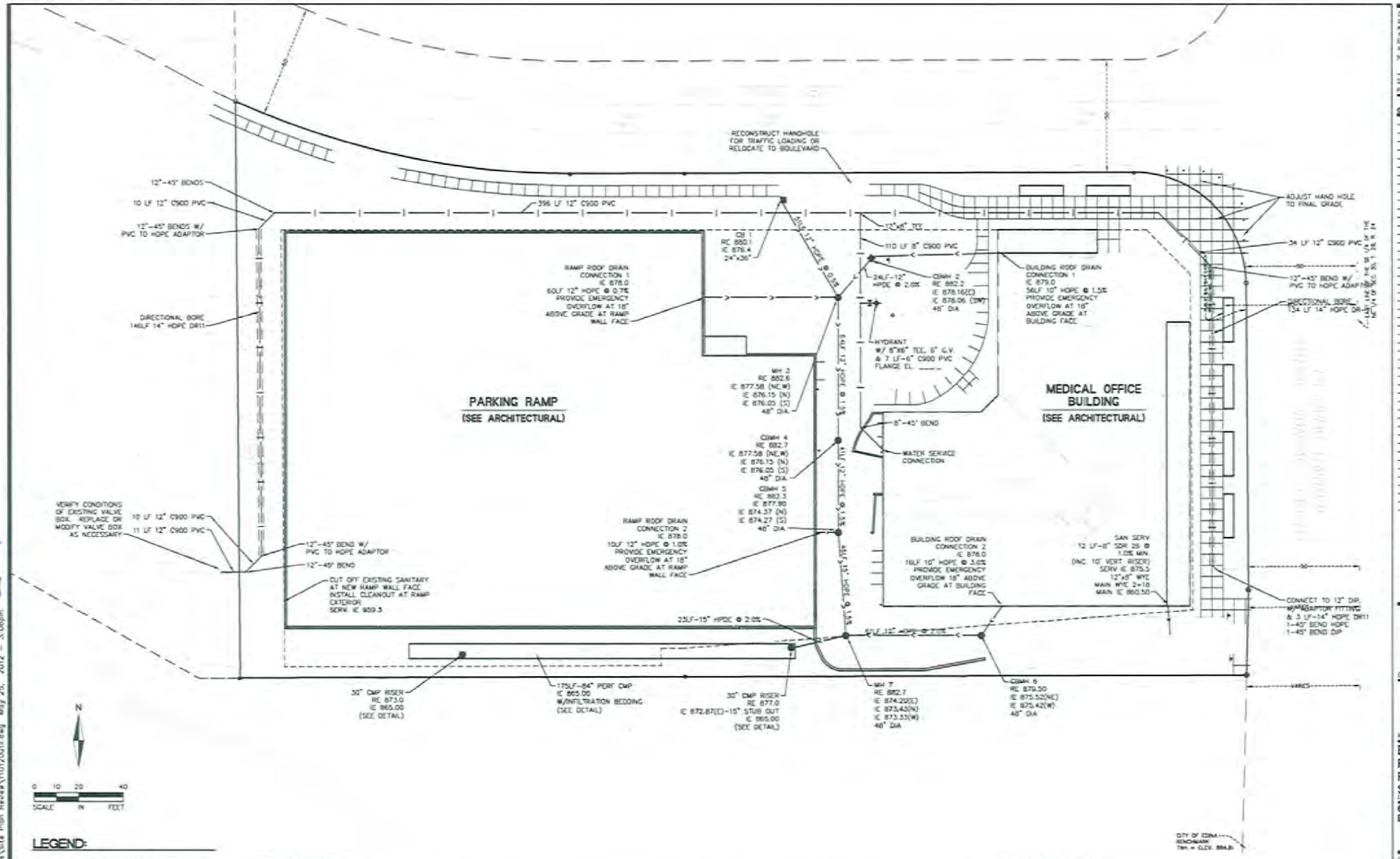

LEGEND:

- 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 8'.
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 = 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.
10. ALL HDPE PIPE SHALL BE ADS N-12 SMOOTH INTERIOR PIPE OR EQUIVALENT.
11. STORM SEWER CASTINGS SHALL BE NEENAH OR EQUIVALENT. CATCH BASINS IN CURB TO BE 3067-V, CATCH BASINS IN PAVEMENT TO BE 2501, AND MANHOLES IN PAVEMENT TO BE 1642-B.

GENERAL NOTES:

1. CONTRACTOR IS RESPONSIBLE FOR ALL PERMITS PRIOR TO THE START OF CONSTRUCTION.
2. ALL CONSTRUCTION AND POST CONSTRUCTION PARKING SHALL BE ON-SITE OR OTHER APPROVED LOCATION. NO ON-STREET PARKING/LOADING/UNLOADING ALLOWED.
3. STORAGE OF MATERIALS OR EQUIPMENT SHALL NOT BE ALLOWED ON PUBLIC STREETS OR WITHIN PUBLIC RIGHT OF WAY.
4. ALL EROSION CONTROL MEASURES MUST BE IN PLACE PRIOR TO UTILITY CONSTRUCTION. REFER TO EROSION CONTROL PLAN.
5. NOTIFY GOPHER STATE ONE CALL 48 HOURS IN ADVANCE OF ANY CONSTRUCTION.
6. PROVIDE TEMPORARY TRAFFIC CONTROL IN COMPLIANCE WITH MNDOT "TEMPORARY TRAFFIC CONTROL ZONE LAYOUTS-FIELD MANUAL" LATEST REVISION, FOR ANY CONSTRUCTION WITHIN PUBLIC R.O.W.

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. 43480

Project Manager

ALLIANT ENGINEERING, INC.
233 PARK AVE. SOUTH, SUITE 200
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PHONE (612) 338-5680
FAX (612) 338-2099

Client

MOUNT DEVELOPMENT CO.

Project

EDINA MEDICAL PLAZA RE-ZONING SUBMITTAL

Location

6500 FRANCE AVENUE SOUTH
EDINA, MINNESOTA

Issued For	Date
CITY SUBMITTAL	5/25/2012

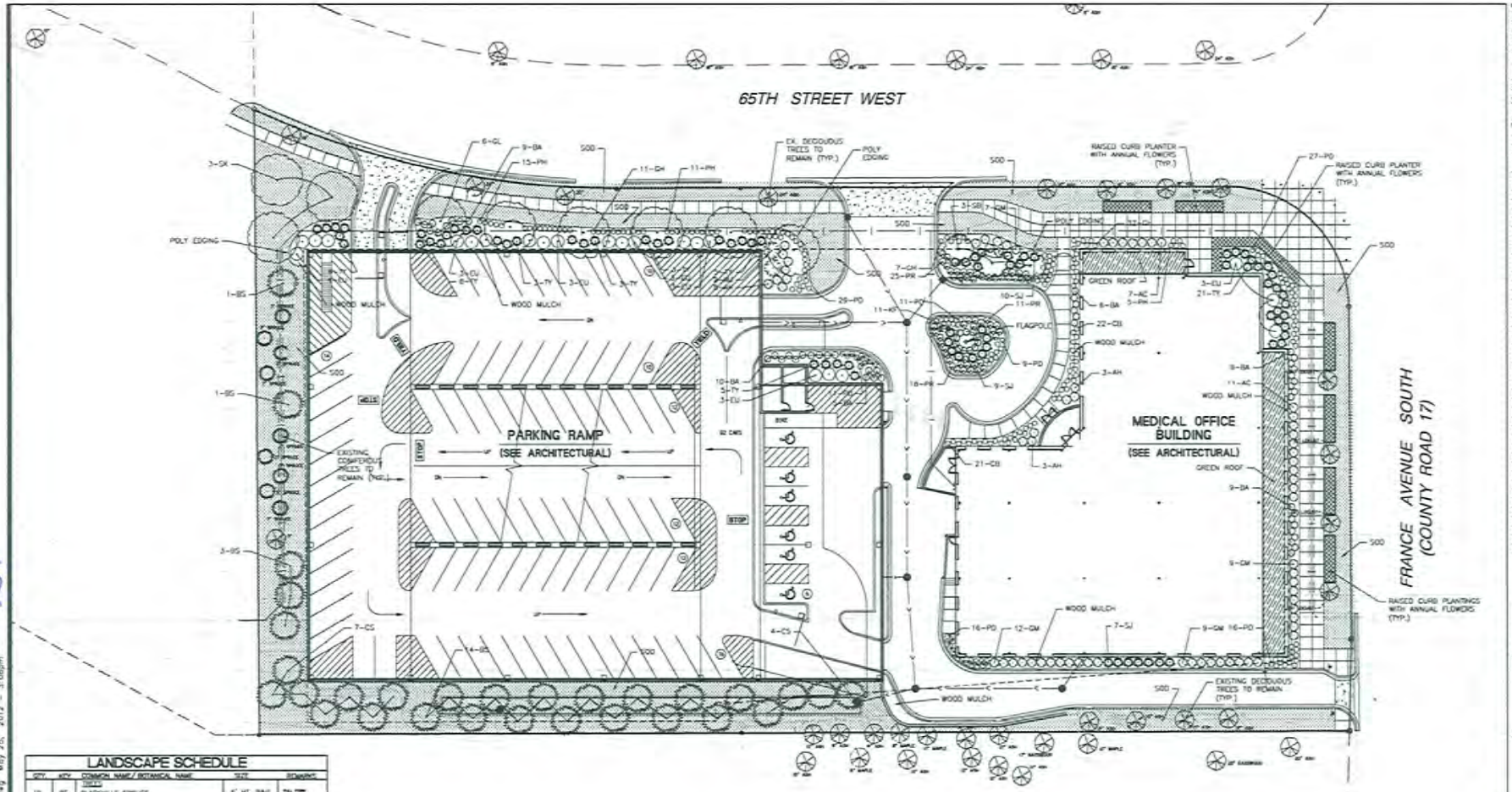
Sheet Title

UTILITY PLAN

Project Number	Sheet Number
11.064	C5.0

A57

Drawing name: X:\2011\11012\plan sheets\Site Plan Review\11012out.dwg May 25, 2012 - 3:08pm



LANDSCAPE SCHEDULE

QTY	KEY	COMMON NAME / BOTANICAL NAME	SIZE	REMARKS
		DECIDUOUS TREES		
19	BS	BLACKHILLS SPRUCE Picea glauca 'Densata'	6' HT. B&B	FULL FORM
11	CS	COLORADO BLUE SPRUCE Picea pungens	6' HT. B&B	FULL FORM
6	GL	GREENSPIRE LINDEN Tilia cordata 'Greenspire'	2.5" CAL. B&B	STRAIGHT TRUNK, NO CLEARANCE
3	SH	SKYLINE HONEYLOCUST Gleditsia triacanthos var. inermis 'Skyline'	4.5" CAL. B&B	STRAIGHT TRUNK, NO CLEARANCE
3	SB	SERVICEBERRY Amelanchier x grandiflora 'Autumn Brilliance'	2" CAL. B&B	STRAIGHT TRUNK, NO CLEARANCE
		SHRUBS		
18	AC	ALPINE CURRANT Ribes alpinum	18" HT., CONT.	MIN. 3 CANES AT 1" DIST.
14	AH	ANNABELLE HYDRANGEA Hydrangea macrophylla 'Bailmer'	18" HT. CONT.	MIN. 3 CANES AT 1" DIST.
22	EU	DWARF WINGED EUONYMUS Euonymus alatus 'Compactus'	24" HT. CONT.	MIN. 3 CANES AT 1" DIST.
37	GM	GOLDMOUND SPIREA Spiraea japonica 'Goldmound'	18" HT. CONT.	MIN. 3 CANES AT 1" DIST.
2	MJ	MEDORA JUNIPER Juniperus scopulorum 'Medora'	8' HT. CONT.	MIN. 3 CANES AT 1" DIST.
26	SJ	SCANDIA JUNIPER Juniperus sabina 'Scandia'	24" DIAL. CONT.	MIN. 3 CANES AT 1" DIST.
34	TY	TAUNTON 'EW' Taxus x media 'Taunton'	24" DIAL. CONT.	MIN. 3 CANES AT 1" DIST.
		PERENNIALS		
48	BA	BLUE ANGEL HOSTA Hosta 'Blue Angel'	1 GAL., CONT.	
43	CB	CORAL BELLS Heuchera 'Plum Pudding'	1 GAL., CONT.	
50	GH	GUACAMOLE HOSTA Hosta 'Guacamole'	1 GAL., CONT.	
11	KF	KARL FOERSTER GRASS Calamagrostis x acutiflora 'Karl Foerster'	1 GAL., CONT.	
34	PR	PRAIRIE DROPSEED Sporobolus heterolepis 'Tara'	1 GAL., CONT.	
31	PH	PARADIGM HOSTA Hosta 'Paradigm'	1 GAL., CONT.	
108	PD	PANSION WE DIFULT Hemerocallis 'Pardon Me'	1 GAL., CONT.	

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 = 1200/40 = 30

MINIMUM REQUIREMENT	REQUIRED TREES:	PROVIDED TREES:
5% ORNAMENTAL (<2" BB)	1.5	3
60% COMPLIMENTARY (2.5"BB+)	18	36
20% ACCENT (3.5"BB+)	6	0
10% PRIMARY (4.5"BB+)	3	3
5% FULL (6.5"BB+)	1.5	0
TOTAL TREES	30	42
EXISTING TREES ALONG PERIMETER OF SITE TO REMAIN =		27
TOTAL TREES ON SITE =		69

SCHEDULE NOTES:

1. PERENNIALS TO BE PLANTED IN STAGGERED ROWS, UNLESS SHOWN OTHERWISE ON PLAN.
2. QUANTITIES ON PLAN SUPERSEDE LIST QUANTITIES IN EVENT OF DISCREPANCY.

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 FINAL GRADING OF SOD AREAS.
3. CONTRACTOR WILL STAKE OR MARK ALL PLANT MATERIAL LOCATIONS PRIOR TO INSTALLATION. CONTRACTOR SHALL HAVE OWNER'S REPRESENTATIVE APPROVE ALL STAKING PRIOR TO INSTALLATION.
4. ALL SHRUB AREAS UNLESS SPECIFIED AS OTHER, TO BE BED MULCHED WITH 3" DEPTH OF DEPTH 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 DEPTH SHREDDED HARDWOOD MULCH, GOLDEN COLOR.
6. INSTALL 4-6" DEPTH 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 DEFOLIATES (PRIOR TO ACCEPTANCE OF THE WORK) WILL BE PROMPTLY REMOVED AND REPLACED.
10. THE OWNER'S 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, PLANT AND SHRUB AREAS TO BE ON SEPARATE ZONES. USE RAINBIRD OR APPROVED EQUAL. COORDINATE WITH PROPERTY OWNER.
22. IRRIGATION DESIGN SHALL BE COORDINATED WITH OWNER.

SALT TOLERANT PLANT MATERIAL

Blackhills Spruce, Colorado Blue Spruce, Greenspire Linden, Skyline Honeylocust, Serviceberry, Alpine Currant, Annabelle Hydrangea, Dwarf Winged Euonymus, Goldmound Spirea, Medora Juniper, Scandia Juniper, Taunton Yew, Blue Angel Hosta, Coral Bells, Guacamole Hosta, Karl Foerster Grass, Prairie Dropseed, Paradigm Hosta, Pansion We Difult

Perennials include: Aster, Dianthus, Echinacea, Euphorbia, Echinacea purpurea, Helenium, Hosta, Hemerocallis, Lamb's Ear, Liatris, Iris germanica, Monarda, Nepeta, Nepeta, Russian Sage, Rudbeckia fulgida, Yucca

Evergreens include: Juniper, Blue Spruce, Mugo Pine

Shrubs include: Serviceberry, Indigo Bush, Japanese barberry, Siberian and Russian pea shrub, Cotoneaster, Witch-hazel, Hydrangea, Fragrant, Smooth, and Sargent Sumac, Ruppes Rose, Elderberry, Wax Kin Lilac

Trees include: Sycamore Maple, Serviceberry, Kentucky Coffeetree, Honeylocust, Guercus rubra and robur, Japanese tree lilac

LANDSCAPE LEGEND

- PROPOSED CURB AND GUTTER
- EXISTING CURB AND GUTTER
- SOD
- ANNUAL FLOWERS
- GREEN ROOF PLANTINGS
- POLY EDGING

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 Krotzbeck, ASLA

Date _____ Reg. No. _____

Project Manager

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Client

MOUNT DEVELOPMENT CO.

Project

EDINA MEDICAL PLAZA RE-ZONING SUBMITTAL

LOCATION

6500 FRANCE AVENUE SOUTH
EDINA, MINNESOTA

Issued For	Date
CITY SUBMITTAL	6/26/2012

Sheet Title

LANDSCAPE PLAN

Project Number: 11.064

Sheet Number: C6.0

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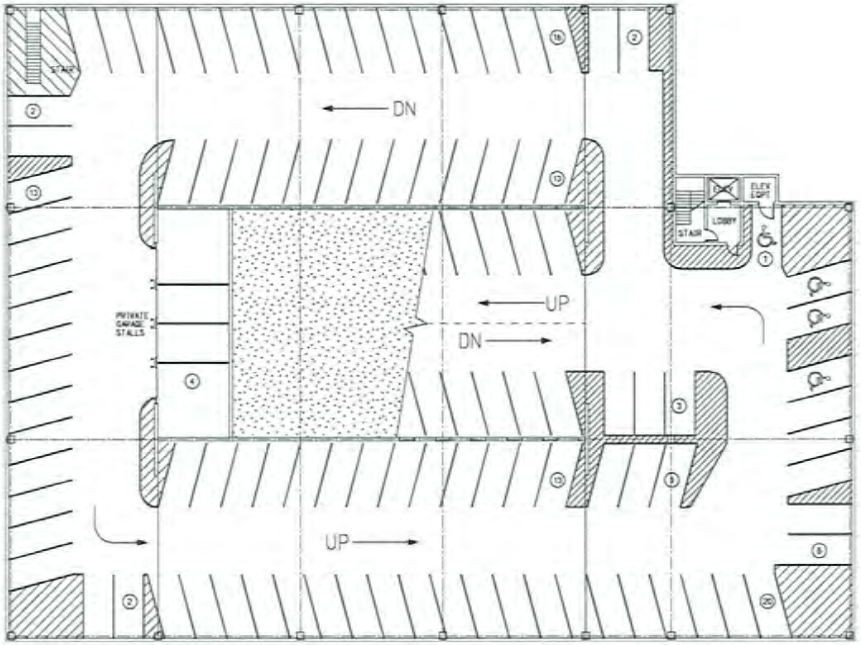
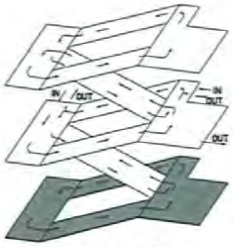
A58



1 PARKING LEVEL -1
A2.0 SCALE: 1/16"=1'-0"



PARKING LEVEL -1

PARKING TABULATION

Required Parking - Phase 1, w/ Retail option:

Retail, 1st Floor - 7,000 GSF: 8/1000 = (6/1000 X 6000 GSF) = 44 Stalls
Medical Office - 62,510 GSF: 1/200 + 1/3500 (Doctors) = 331 Stalls
Total Required Parking = **375 Stalls**

Required Parking - Phase 1, no Retail:

Medical Office - 89,456 GSF: 1/200 + 1/3500 (Doctors) = 367 Stalls
Total Required Parking = **367 Stalls**

Required Parking - Phase 2 / Full Build-out, w/ Retail option:

Retail, 1st Floor - 7,000 GSF: 8/1000 = (6/1000 X 6000 GSF) = 44 Stalls
Medical Office - 95,406 GSF: 1/200 + 1/3500 (Doctors) = 505 Stalls
Total Required Parking = **549 Stalls**

Required Parking - Phase 2 / Full Build-out, no Retail:

Medical Office - 102,406 GSF: 1/200 + 1/3500 (Doctors) = 542 Stalls
Total Required Parking = **542 Stalls**

Provided Parking:

Level -1 Ramp (below grade)	98	(incl 4 accessible)
Level 1 Ramp (at grade)	92	(incl 6 accessible)
Level 2 Ramp	121	(incl 4 accessible)
Level 3 Ramp (Phase 2)	121	(incl 4 accessible)
Level 4 Ramp (proof of pkg)	121	(incl 4 accessible)
Total Possible	553	(incl 22 accessible)

Refer to Narrative for parking reductions strategies included in the project: bicycle room/showers / lockers, Zip car program, motorcycle/scooter parking and more.

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

Supervisor

EDWARD FARR ARCHITECTS INC

Client

MOUNT DEVELOPMENT CO.

Project

EDINA MEDICAL PLAZA RE-ZONING SUBMITTAL

Location

6500 FRANCE AVENUE SOUTH
EDINA, MINNESOTA

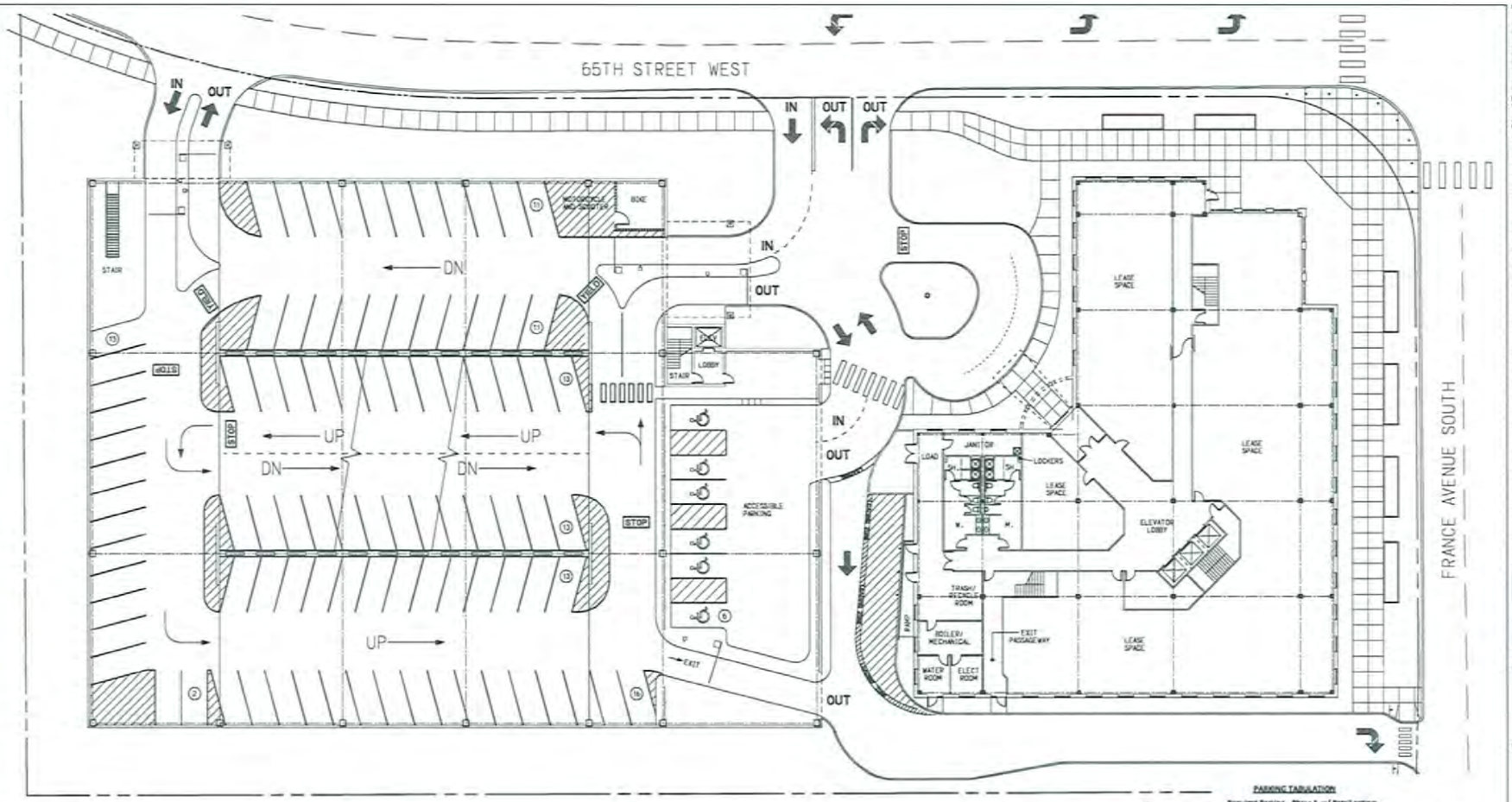
Issued For	Date
CITY SUBMITTAL	06/25/2012

Sheet Title

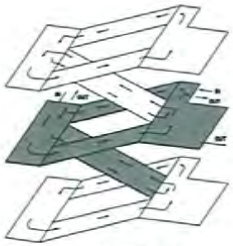
PARKING LEVEL -1 PLAN

Project Number	Sheet Number
11.064	A2.0

A59



1 FIRST FLOOR OFFICE PLAN & PARKING LEVEL 1
SCALE: 1/16" = 1'-0"



LEVEL 1 PARKING

PARKING TABULATION

Required Parking - Phase 1, w/ Retail option:

Retail, 1st Floor - 7,000 GSF: 8/1000 + (6/1000 X 6000 GSF) = 44 Stalls
Medical Office - 62,510 GSF: 1/200 + 1/3500 (Doctors) = 331 Stalls
Total Required Parking = **375 Stalls**

Required Parking - Phase 1, no Retail:

Medical Office - 69,436 GSF: 1/200 + 1/3500 (Doctors) = 367 Stalls
Total Required Parking = **367 Stalls**

Required Parking - Phase 2 / Full Build-out, w/ Retail option:

Retail, 1st Floor - 7,000 GSF: 8/1000 + (6/1000 X 6000 GSF) = 44 Stalls
Medical Office - 95,406 GSF: 1/200 + 1/3500 (Doctors) = 505 Stalls
Total Required Parking = **549 Stalls**

Required Parking - Phase 2 / Full Build-out, no Retail:

Medical Office - 102,406 GSF: 1/200 + 1/3500 (Doctors) = 542 Stalls
Total Required Parking = **542 Stalls**

Provided Parking:

Level -1 Ramp (below grade)	98	(incl 4 accessible)
Level 1 Ramp (at grade)	92	(incl 6 accessible)
Level 2 Ramp	121	(incl 4 accessible)
Level 3 Ramp (Phase 2)	121	(incl 4 accessible)
Level 4 Ramp (proof of pkg)	121	(incl 4 accessible)
Total Possible	553	(incl 22 accessible)

Refer to Narrative for parking reductions strategies included in the project: bicycle room/showers / lockers, Zip-car program, motorcycle/scooter parking and more.

I hereby certify that the 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. 15362
Project Manager

EDWARD FARR ARCHITECTS INC.

Client

MOUNT DEVELOPMENT CO.

Project

EDINA MEDICAL PLAZA RE-ZONING SUBMITTAL

Location

6500 FRANCE AVENUE SOUTH EDINA, MINNESOTA

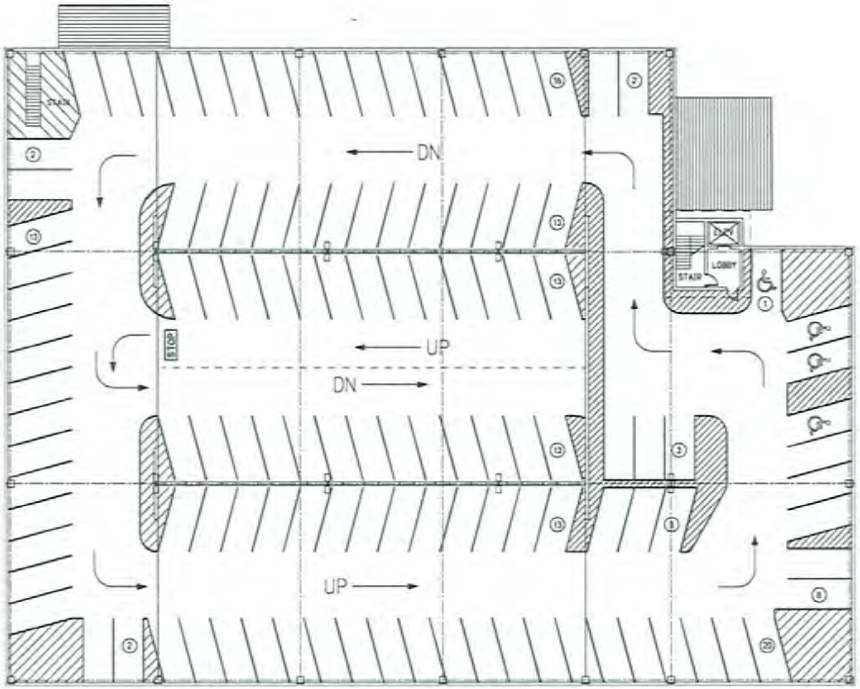
Issued For	Date
CITY SUBMITTAL	06/25/2012

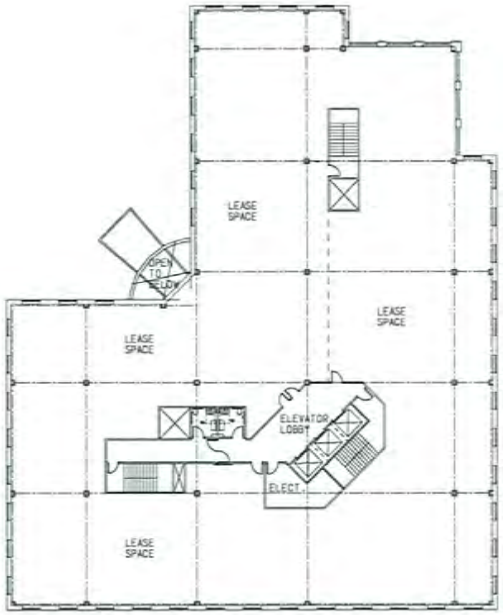
Sheet Title

FIRST FLOOR OFFICE PLAN

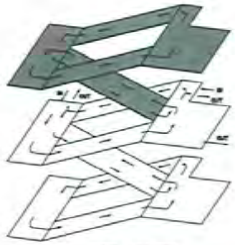
Project Number: 11.064
Sheet Number: A2.1

A66





1 SECOND FLOOR OFFICE & PARKING LEVEL 2
SCALE: 1/16" = 1'-0"



LEVEL 2 PARKING

PARKING TABULATION

Required Parking - Phase 1, w/ Retail option:

Retail, 1st Floor - 7,000 GSF: 8/1000 = (6/1000 X 6000 GSF) =	44 Stalls
Medical Office - 62,510 GSF: 1/200 + 1/3500 (Doctors) =	331 Stalls
Total Required Parking =	375 Stalls

Required Parking - Phase 1, no Retail:

Medical Office - 89,436 GSF: 1/200 + 1/3500 (Doctors) =	467 Stalls
Total Required Parking =	467 Stalls

Required Parking - Phase 2 / Full Build-out, w/ Retail option:

Retail, 1st Floor - 7,000 GSF: 8/1000 = (6/1000 X 6000 GSF) =	44 Stalls
Medical Office - 95,406 GSF: 1/200 + 1/3500 (Doctors) =	505 Stalls
Total Required Parking =	549 Stalls

Required Parking - Phase 2 / Full Build-out, no Retail:

Medical Office - 102,406 GSF: 1/200 + 1/3500 (Doctors) =	542 Stalls
Total Required Parking =	542 Stalls

Provided Parking:

Level -1 Ramp (below grade)	98	(incl 4 accessible)
Level 1 Ramp (at grade)	92	(incl 6 accessible)
Level 2 Ramp	121	(incl 4 accessible)
Level 3 Ramp (Phase 2)	121	(incl 4 accessible)
Level 4 Ramp (proof of pkg)	121	(incl 4 accessible)
Total Possible	553	(incl 22 accessible)

Refer to Narrative for parking reductions strategies included in the project: bicycle room/showers / lockers, Zip car program, motorcycle/scooter parking and more.

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

Client

MOUNT DEVELOPMENT CO.

Project

EDINA MEDICAL PLAZA RE-ZONING SUBMITTAL

Location

6500 FRANCE AVENUE SOUTH
EDINA, MINNESOTA

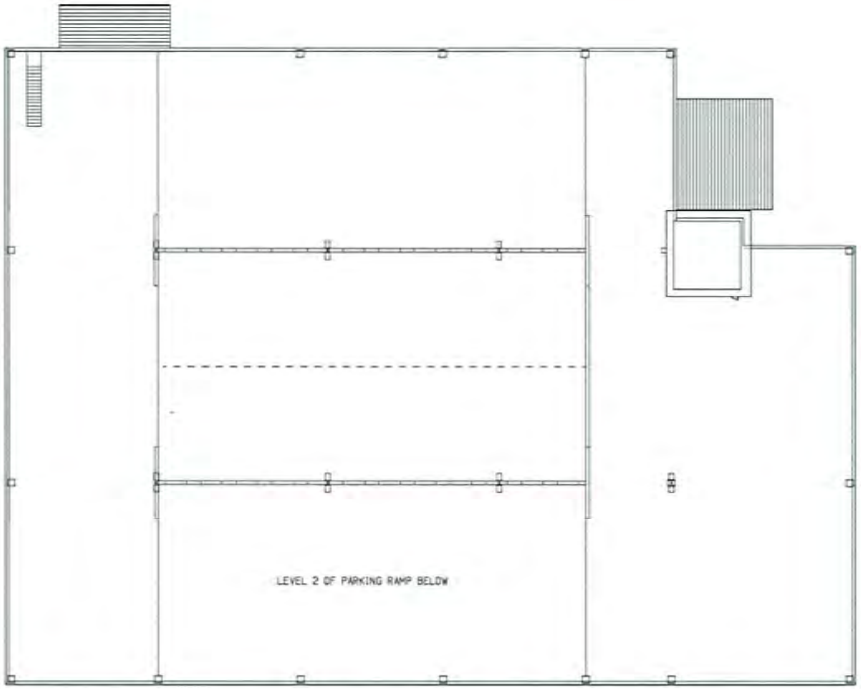
Issued For	Date
CITY SUBMITTAL	05/25/2012

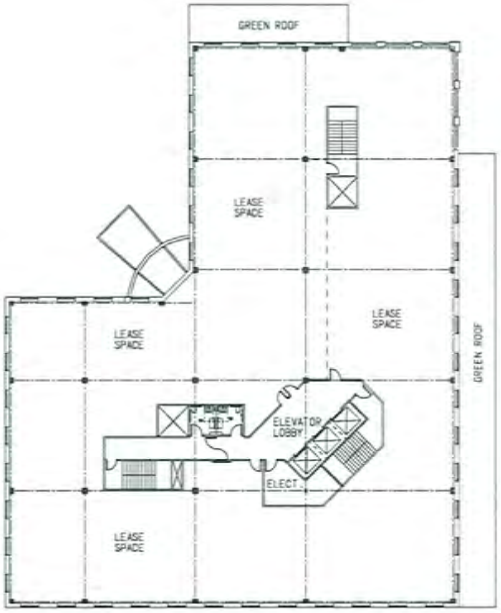
Sheet Title

SECOND FLOOR OFFICE PLAN

Project Number	Sheet Number
11.064	A2.2

A61





1 TYPICAL UPPER FLOOR OFFICE PLAN
A2.3 SCALE: 1/16"=1'-0"

N

0 8 16 32

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Edward A. Farr

Date _____ Reg. No. 16362

Project Manager

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Client

MOUNT DEVELOPMENT CO.

Project

EDINA MEDICAL PLAZA
RE-ZONING SUBMITTAL

Location

6500 FRANCE AVENUE SOUTH
EDINA, MINNESOTA

Issued For	Date
CITY SUBMITTAL	05/25/2012

Sheet Title

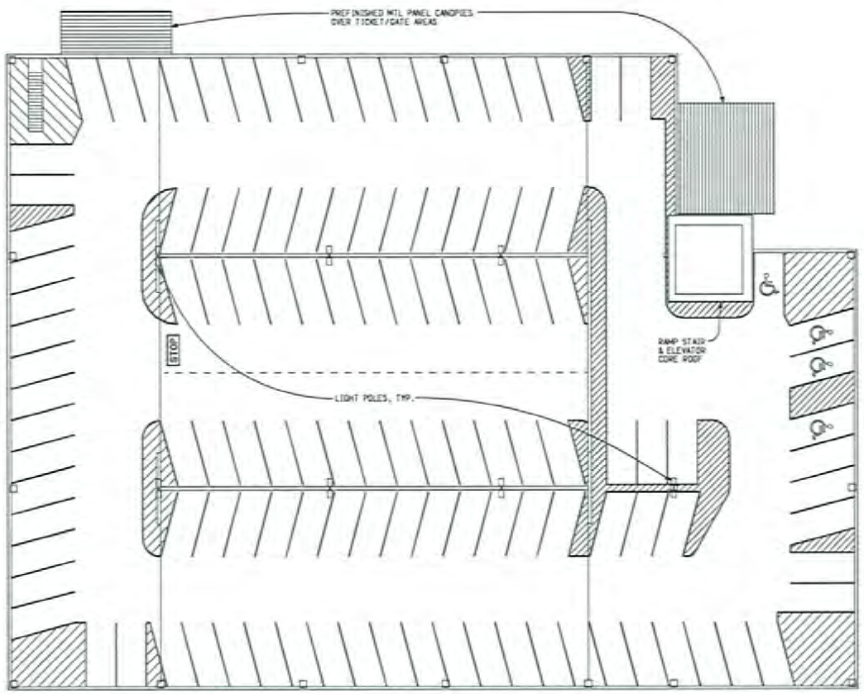
TYPICAL UPPER FLOOR OFFICE PLAN

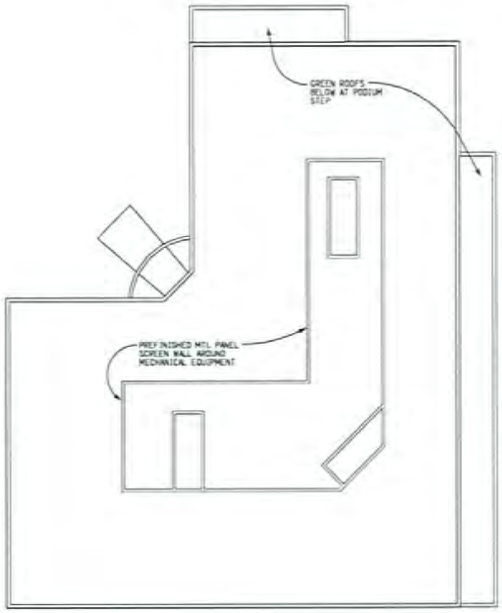
Project Number 11.064

Sheet Number A2.3

468

A63





1 ROOF PLAN
A4.1 SCALE: 1/16"=1'-0"

N

0 8 16 32

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Edward A. Farr

Date _____ Reg. No. 16362

Project Manager

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Client

MOUNT DEVELOPMENT LTD.

Project

EDINA MEDICAL PLAZA RE-ZONING SUBMITTAL

LOCATION

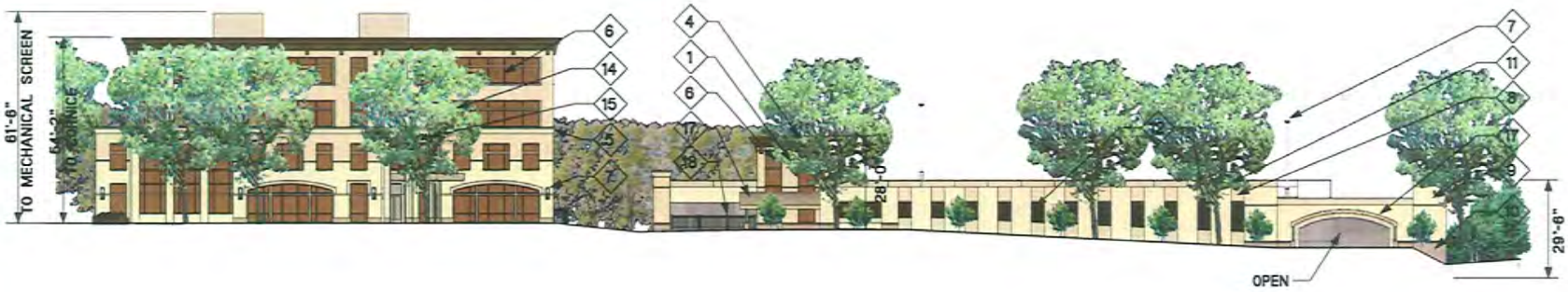
6500 FRANCE AVENUE SOUTH
EDINA, MINNESOTA

Issued For	Date
CITY SUBMITTAL	05/25/2012

Sheet Title

ROOF PLAN

Project Number	Sheet Number
11.064	A4.1



1 PHASE I NORTH ELEVATION - WITH TREES
A5.1 SCALE: 1/16"=1'-0"

2 PHASE I NORTH ELEVATION - WITHOUT TREES
A5.1 SCALE: 1/16"=1'-0"

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Edward A. Farr

Date _____ Reg. No. 16362

Project Manager

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MATERIALS LEGEND

1 FACE BRICK #1
2 FACE BRICK #2
3 FACE BRICK #3
4 EIFS CORNICE
5 PRECAST CORNICE
6 BRONZE REFLECTIVE GLAZING
7 LIGHT FIXTURE
8 PRECAST #1 TO MATCH FACE BRICK #1
9 PRECAST #2 TO MATCH FACE BRICK #2
10 PRECAST #3 TO MATCH FACE BRICK #3
11 PRECAST #4 TO MATCH PRECAST CORNICE
12 PREFINISHED LOUVER
13 PREFINISHED METAL SCREEN
14 TRANSLUSCENT CROWN W/ ST. STL. SUPPORT
15 BUILDING ADDRESS NUMBERS
16 LIGHT POLES
17 PREFINISHED METAL PANEL ROOF
18 ORNAMENTAL METAL FENCE

EDWARD FARR ARCHITECTS INC

Client

MOUNT DEVELOPMENT CO.

Project

EDINA MEDICAL PLAZA RE-ZONING SUBMITTAL

Location

6500 FRANCE AVENUE SOUTH
EDINA, MINNESOTA

Issued For	Date
CITY SUBMITTAL	05/25/2012

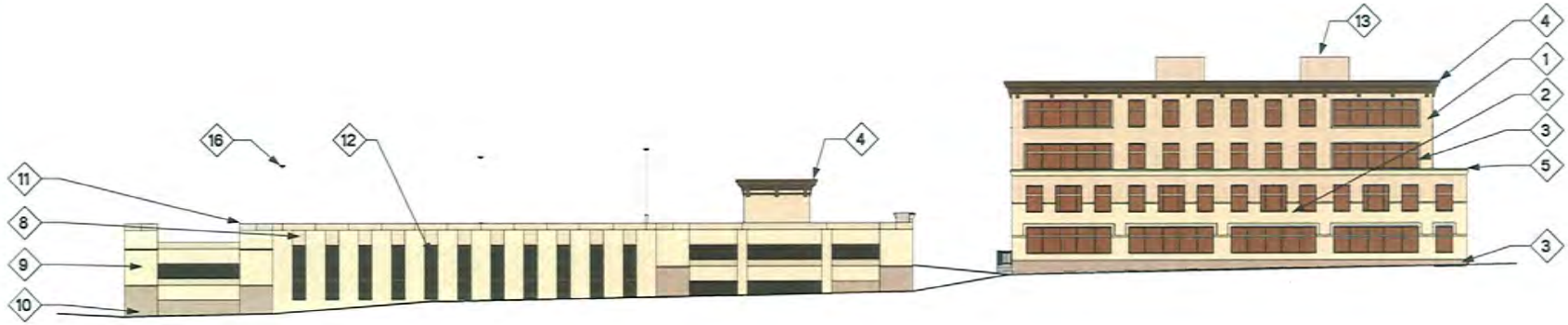
Sheet Title

PHASE I NORTH ELEVATIONS

Project Number	Sheet Number
11.064	A5.1

464

1 PHASE I SOUTH ELEVATION - WITH TREES
A5.2 SCALE: 1/16"=1'-0"



2 PHASE I SOUTH ELEVATION - WITHOUT TREES
A5.2 SCALE: 1/16"=1'-0"

A65

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I hereby certify that the 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~~
2 ~~FACE BRICK #2~~
3 ~~FACE BRICK #3~~
4 ~~EIFS CORNICE~~
5 ~~PRECAST CORNICE~~
6 ~~BRONZE REFLECTIVE GLAZING~~
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EDWARD FARR ARCHITECTS INC

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MOUNT DEVELOPMENT CO.

Project

EDINA MEDICAL PLAZA
RE-ZONING SUBMITTAL

Location

6500 FRANCE AVENUE SOUTH
EDINA, MINNESOTA

Issued For	Date
CITY SUBMITTAL	06/25/2012

Sheet Title

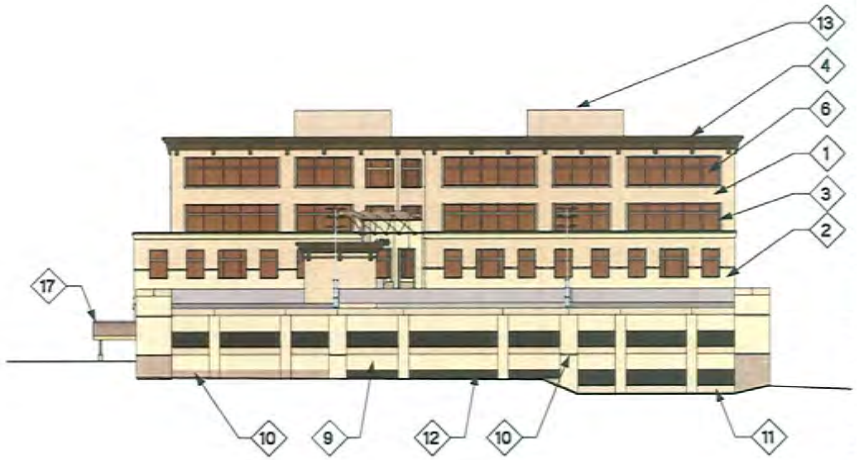
PHASE I
SOUTH ELEVATIONS

Project Number	Sheet Number
11.064	A5.2

1 PHASE I EAST ELEVATION - WITH TREES
A5.3 SCALE: 1/16"=1'-0"

2 PHASE I WEST ELEVATION - WITH TREES
A5.3 SCALE: 1/16"=1'-0"

3 PHASE I EAST ELEVATION - WITHOUT TREES
A5.3 SCALE: 1/16"=1'-0"



4 PHASE I WEST ELEVATION - WITHOUT TREES
A5.3 SCALE: 1/16"=1'-0"

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EDINA MEDICAL PLAZA RE-ZONING SUBMITTAL

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6500 FRANCE AVENUE SOUTH
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Issued For	Date
CITY SUBMITTAL	05/25/2012

Sheet Title

PHASE I EAST AND WEST ELEVATIONS

Project Number: 11.064

Sheet Number: A5.3

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A66

1 PHASE II NORTH ELEVATION - WITH TREES
A5.4 SCALE: 1/16"=1'-0"

2 PHASE II SOUTH ELEVATION - WITH TREES
A5.4 SCALE: 1/16"=1'-0"

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EDINA MEDICAL PLAZA RE-ZONING SUBMITTAL

Location

6500 FRANCE AVENUE SOUTH
EDINA, MINNESOTA

Issued For	Date
CITY SUBMITTAL	06/25/2012

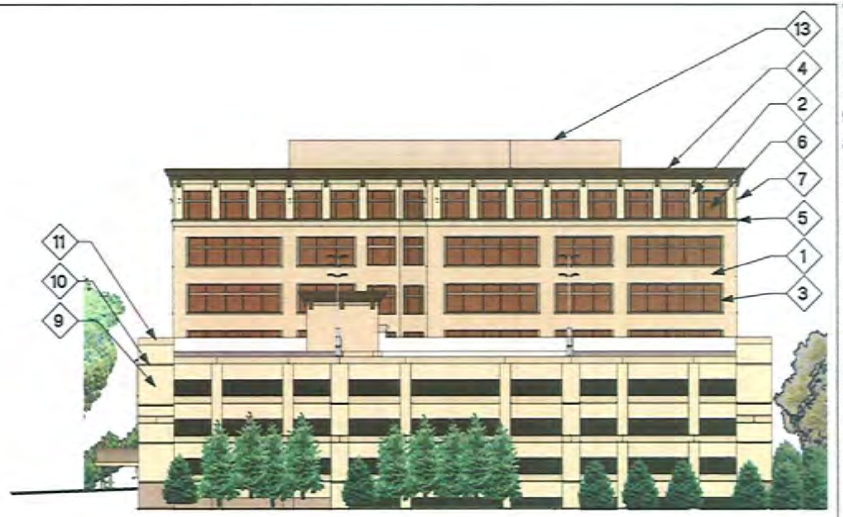
Sheet Title

PHASE II NORTH AND SOUTH ELEVATIONS

Project Number	Sheet Number
11.064	A5.4

A7

1 PHASE II EAST ELEVATION - WITH TREES
A5.5 SCALE: 1/16"=1'-0"



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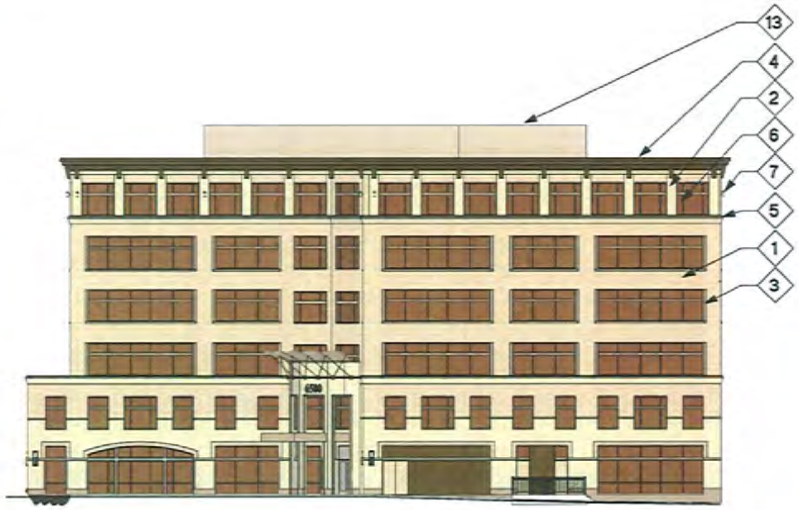

3 PHASE II WEST OFFICE BUILDING ELEVATION - WITHOUT TREES
A5.5 SCALE: 1/16"=1'-0"

4 PHASE II EAST PARKING ELEVATION - WITHOUT TREES
A5.5 SCALE: 1/16"=1'-0"

A68

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Edward A. Farr

Date _____ Reg. No. 16362

Project Manager

MATERIALS LEGEND

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EDINA MEDICAL PLAZA RE-ZONING SUBMITTAL

Location

6500 FRANCE AVENUE SOUTH
EDINA, MINNESOTA

Issued For	Date
CITY SUBMITTAL	05/25/2012

Sheet Title

PHAE II ELEVATIONS

Project Number	Sheet Number
11.064	A5.5

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 20, 2012*

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

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

RE: *Revised Edina Medical Plaza – 6500 France Avenue*
Traffic and Parking Study
City of Edina, MN
WSB Project No. 1686-29

Background

Traffic and Parking Studies were completed in April 2012 documenting the anticipated traffic impacts the proposed redevelopment of the 6500 France Avenue site would have on the adjacent roadway system. The site and proposed redevelopment has now been expanded to include the 4005 65th Avenue site located to the west of 6500 France Avenue. This memorandum provides an updated review of the traffic impacts, based on the revised site plan and development proposal.

Access to the existing sites is currently provided at two (2) full movement driveway locations from 65th Street to each property (four driveways). The project location is shown on ***Figure 1***.

The proposed site redevelopment includes reconstruction of both the 6500 France Avenue site and the 4005 65th Avenue site to provide a six story 102,406 sf (96,500 sf leasable) medical office building with an attached 5 story parking structure. The primary uses in the building will include 90% medical office and 10% medical related retail. It is proposed that the development will be constructed in phases. The first phase will include 4 stories of the medical office building and 3 stories of the parking structure. The traffic analysis included in this study evaluated the ultimate build of the site as a worst case condition. The parking demand includes an analysis of both phase 1 and the ultimate development scenario.

All access to the new development site will be provided from two full movement access locations on 65th Street and one right-out access location to France Avenue. 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 impacts of the proposed redevelopment.

Existing Traffic Characteristics

The existing lane configuration and traffic control include:

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.

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***.

Site Trip Generation

The estimated trip generation from the proposed ultimate redevelopment is shown below in ***Table 1.*** 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, 8th* Edition. The table shows the total daily, AM peak hour and PM. peak hour trip generation for the proposed site.

It was also assumed that the makeup of the development will be services that complement the primary proposed medical office use, such as the coffee shop, barber shop and medical supply uses. For this reason, the development traffic generation was adjusted for internal dual purpose trips. It was also assumed that all the traffic from the site would be new traffic to the roadway system and no pass-by/diverted trip factors were considered.

Table 1 - Estimated Site Trip Generation

Use	Size (KSF)	ADT			AM Peak			PM Peak		
		Total	In	Out	Total	In	Out	Total	In	Out
Coffee Shop	1.20	492	246	246	141	72	69	49	24	24
Barber Shop	1.00	22	11	11	1	1	0	1	0	1
Audiology	3.50	126	63	63	8	6	2	12	3	9
Medical Goods	4.00	360	180	180	13	8	5	34	17	17
Medical Office	86.80	3136	1568	1568	200	158	42	300	81	219
Dual Purpose Trip Reduction		910	455	455	11	7	4	91	29	62
Total New Trips		**3227**	**1613**	**1613**	**352**	**237**	**114**	**305**	**97**	**208**

Source: Institute of Transportation Engineers Trip Generation Manual, 8th Edition

Background 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.

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 after the proposed site would be fully developed. The traffic forecasts were prepared by adding the projected annual background traffic to the existing 2012 traffic counts then adding the anticipated site traffic to the system based on the traffic distribution outlined above. ***Figure 5*** shows the projected 2014 AM and PM peak hour traffic volume.

Traffic Operations

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 2***. 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 2 - 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 3, 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 3 - 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)	24	B (D)	17
65th Street at Valley View Rd	B (D)	13	B (D)	11
65th Street at 6500 Site Driveway	A (A)	1	A (B)	1
65th Street at 4005 Site Driveway	A (A)	1	A (A)	2
65th Street at Adjacent Development Driveways	A (A)	2	A (A)	2

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

Forecast Traffic Operations

A capacity and LOS analysis was completed for the area for 2014 which represents the year after the proposed redevelopment is planned for completion. The results of the analysis are shown below in ***Table 4.*** 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 4 – Full Build (2014) Redevelopment 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)	25	C (D)	20
65th Street at Valley View Rd	B (D)	15	B (D)	16
65th Street at West Site Driveway	A (B)	2	A (B)	4
65th Street at East Site Driveway	A(C)	3	A (C)	4
France Ave at Right-out Site Driveway	A (A)	2	A (A)	2
65th Street at Adjacent Development Driveways	A (B)	2	A (B)	2

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

In addition the study area analysis, the anticipated site traffic was added to the City's Southeast Area Transportation Model to determine if any regional impacts would occur with the proposed redevelopment. The projected traffic was distributed to the regional roadway system and no additional traffic operation issues were identified as a result of this proposed development.

Vehicle Queuing Analysis

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

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

Parking Demand

The parking demand for the proposed development was analyzed based on proposed uses on the site for phase 1 and the ultimate development of 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 5 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.

The current City Code would require a total of 382 parking spaces for phase 1 and 563 parking spaces for the proposed ultimate development. Currently the proposed site includes 306 spaces in a three (3) level parking ramp with the phase 1 initial development. Additional "proof of parking" of 234 spaces is proposed by adding two (2) levels to the parking ramp with the full build out of the site. The ultimate total parking available would be 540 parking spaces. Reviewing the ITE Parking Generation summary in ***Table 5***, sufficient spaces would be available for the anticipated site parking demand for phase 1 and full build out of the site with the additional two parking levels.

Table 5 – Site Parking Demand

Use	Size	Rate	Spaces
Phase 1			
Medical Office	58,950 sf	4.27 spaces/ksf	252
Medical Retail	6,550 sf	5.40 spaces/ksf	36
Total Phase 1			**288**
Full Build			
Medical Office	86,850 sf	4.27 spaces/ksf	371
Medical Retail	9,650 sf	5.40 spaces/ksf	53
Total Full Build			**424**

In addition parking the parking demand was also analyzed for a mix of medical office and general retail or 100% medical office on the site assuming the ultimate build out of the development. ***Table 6*** shows a summary of the potential alternative uses and what the anticipated parking demand would be for each on a typical weekday.

Table 6 – Alternative Use Parking Demand

Use	Size	Rate	Spaces
Alternative 1			
Medical Office	86,850 sf	4.27 spaces/ksf	371
General Retail	9,650 sf	3.16 spaces/ksf	31
Total Alternative 1			**402**
Alternative 2			
Medical Office	86,850 sf	4.27 spaces/ksf	371
Bank	9,650 sf	5.67 spaces/ksf	55
Total Alternative 2			**426**
Alternative 3			
Medical Office	96,500 sf	4.27 spaces/ksf	413
Total Alternative 3			**413**

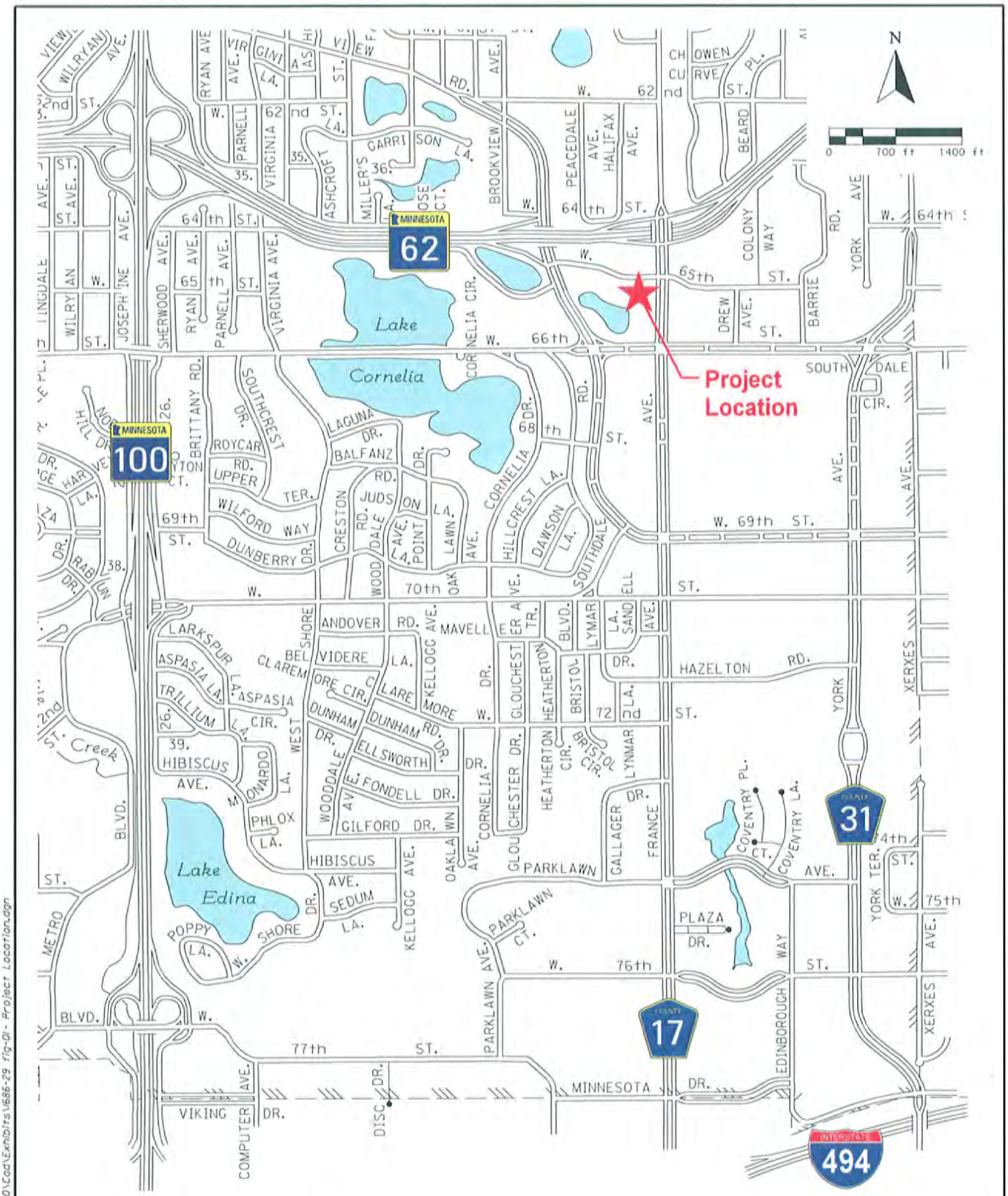
The results of the parking analysis conclude that the parking proposed with the site plan would be adequate for any mix of medical office and general retail uses on the site, for both phase 1 development and the ultimate planned 540 parking spaces and proposed building size.

Conclusions / Recommendation

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

- The proposed site redevelopment is proposed to constructed in two phases and include primarily medical office and supporting uses. The ultimate full build of the site is anticipated to generate 3227 trips in a day, 352 trips in the AM peak hour and 305 trips in the PM peak hour.
- Traffic operations at the intersections and driveway on 65th Street between France Avenue and Valley View Road will remain the same with or without the proposed ultimate site development.
- Traffic operations at the proposed site driveways will operate at overall LOS A in the AM and PM peak hours with the worst movement operating at a LOS C.
- The queuing analysis indicates that no significant impact to the adjacent driveways or intersections will occur as a result of the proposed ultimate site development.
- Although the available parking does not meet the City's Code, based on ITE parking generation estimates the phase 1 development parking of 306 spaces and ultimate development parking of 540 spaces will be adequate for the anticipated site parking demand.

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



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Traffic Impact Study
Revised Edina Medical Plaza (6500 France Avenue)
City of Edina, Minnesota

Figure 1

Project Location Map

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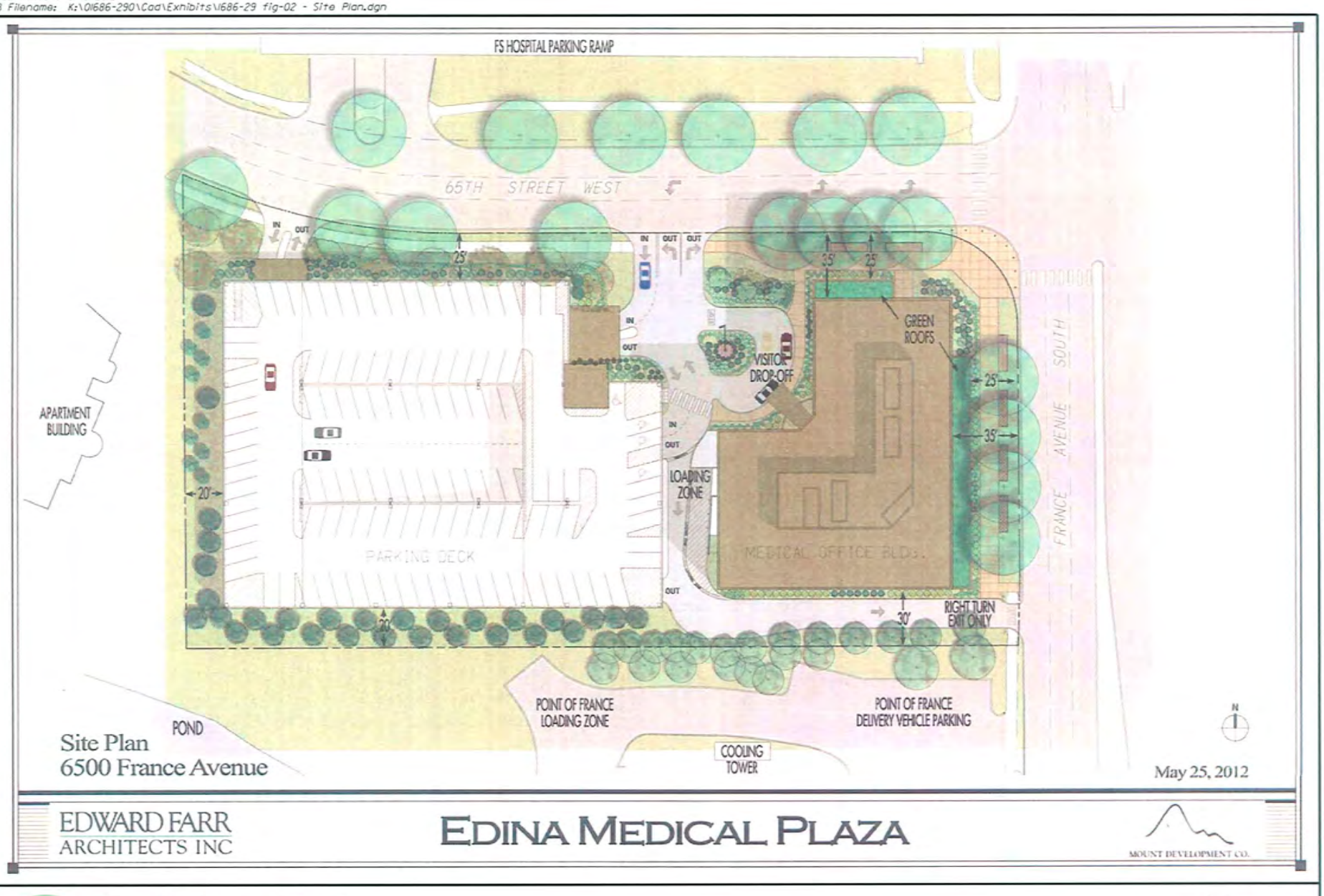
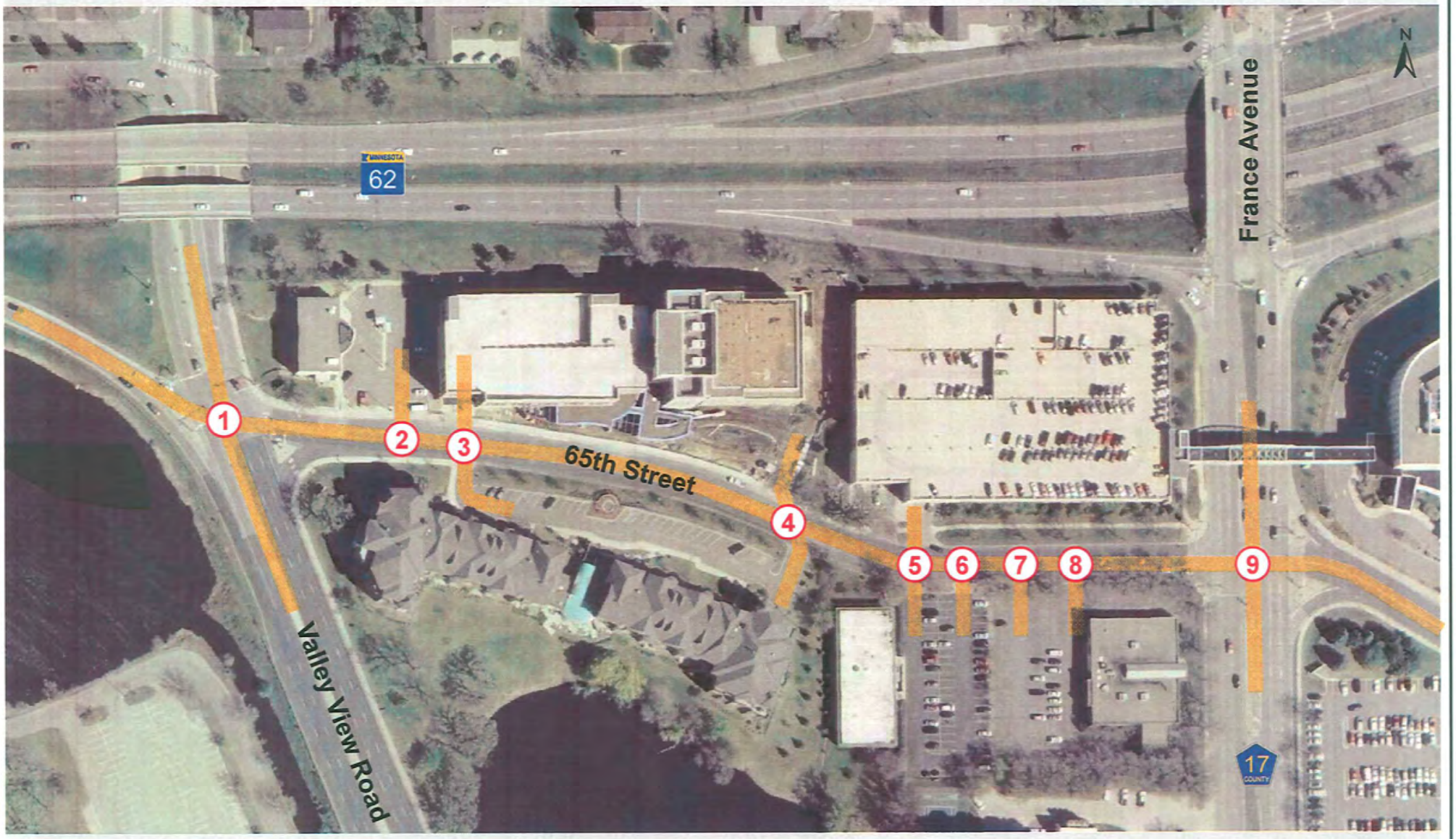


Traffic Impact Study
Revised Edina Medical Plaza (6500 France Avenue)
City of Edina, Minnesota

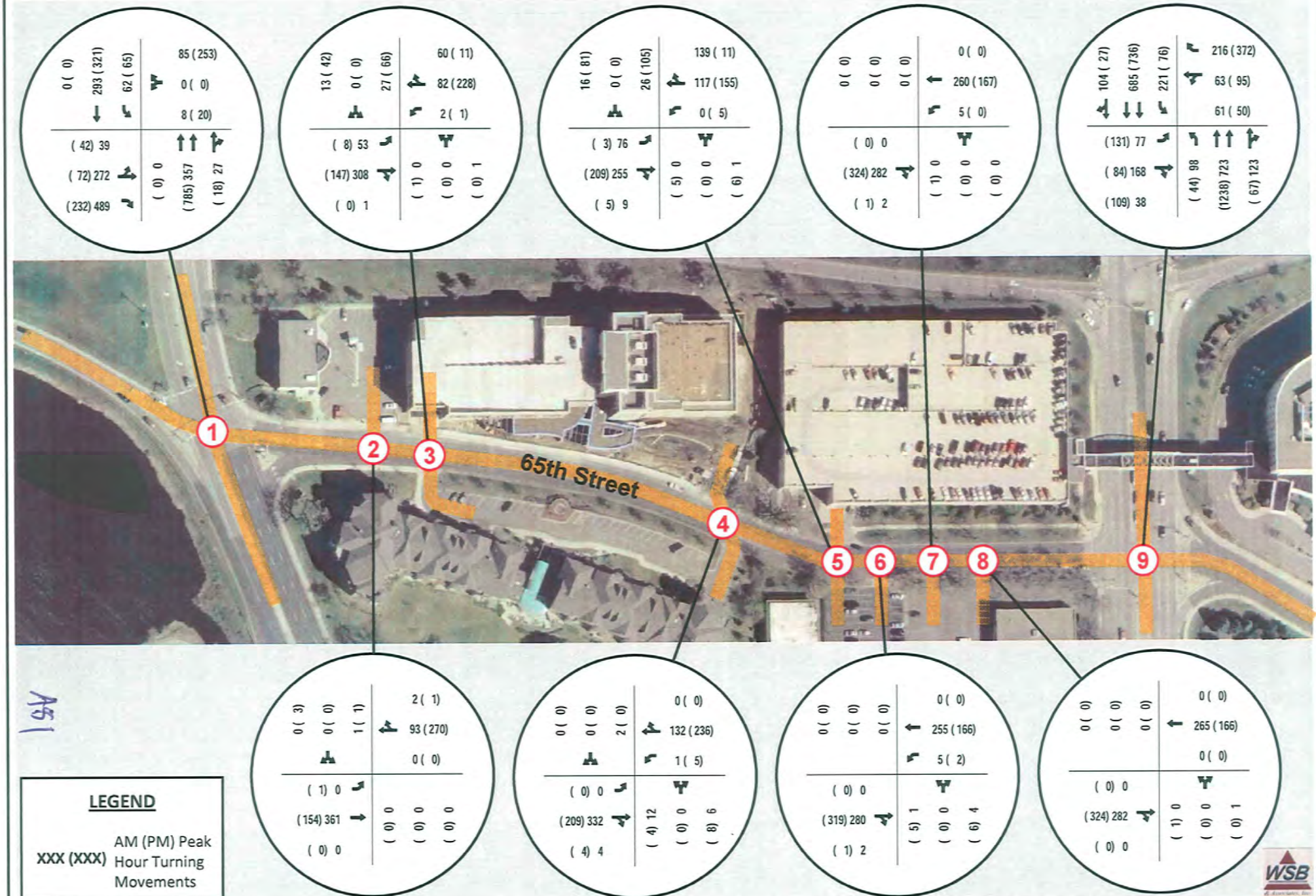
Figure 2

Proposed Site Plan



Traffic Impact Study
Revised Edina Medical Office Plaza (6500 France Avenue)
City of Edina, Minnesota

Figure 3
Intersection Location Map



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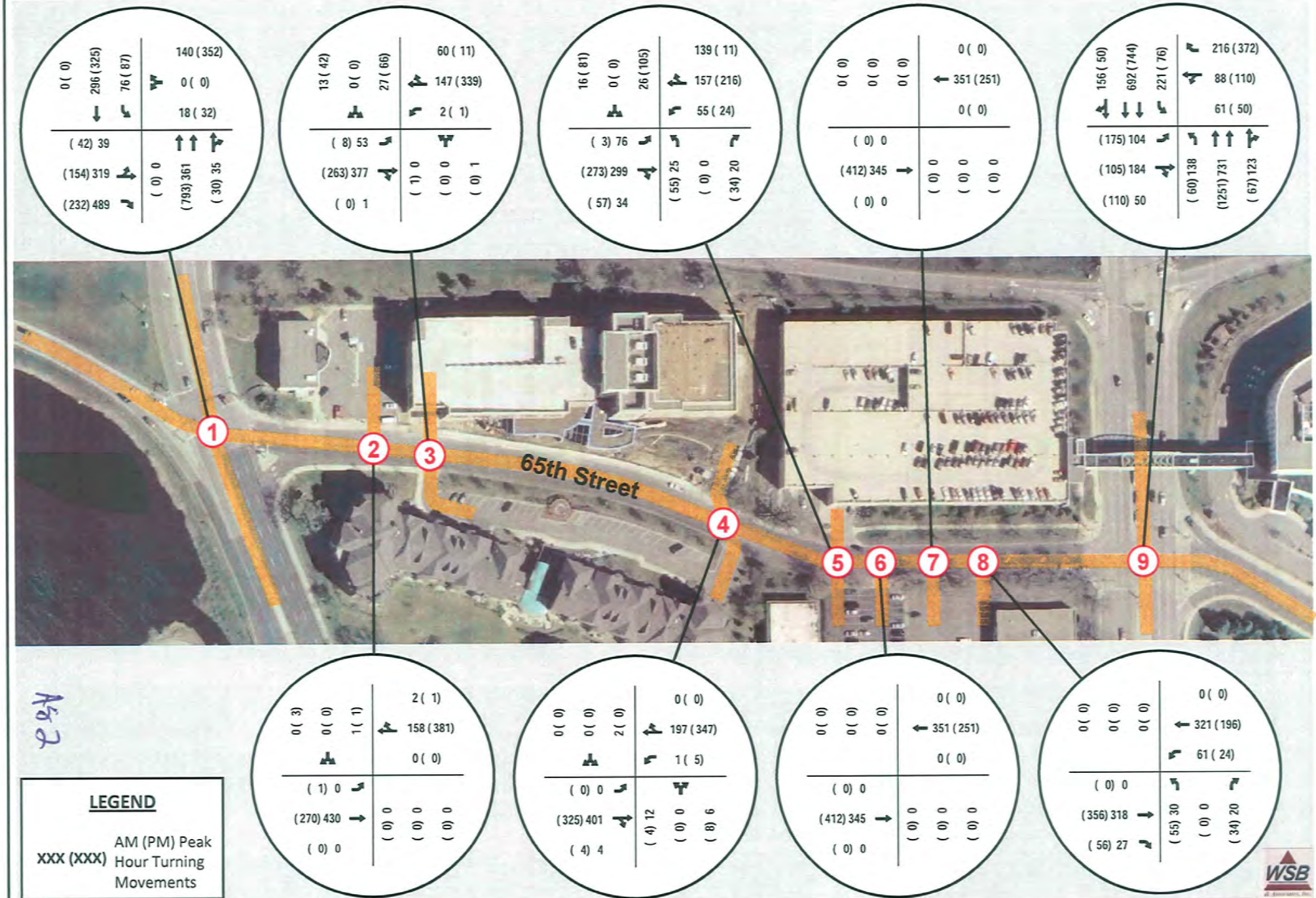
Traffic Impact Study
Revised Edina Medical Office Plaza (6500 France Avenue)
City of Edina, Minnesota

Figure 4
Existing Peak Hour Turning Movements



A62

Traffic Impact Study
Revised Edina Medical Office Plaza (6500 France Avenue)
City of Edina, Minnesota

Figure 5
2014 Peak Hour Turning Movements

2012 AM

Control	Intersection: Location	Appr	Total Delay by Movement (Sec/Veh): L	T	R	Level of Service by Movement: L	T	R	LOS by Approach (Sec/Veh): Delay	LOS	LOS by Intersection (Sec/Veh): Delay	LOS	Appr	Average & Maximum Traffic Queueing (feet): Left-Turn: Ave Queue	Max Queue	Storage	Through: Ave Queue	Max Queue	Right-Turn: Ave Queue	Max Queue	Storage
Signalized	1: 65th Street & Valley View Rd	NB	0	10	2	A	B	A	9	A	13	B	NB				18	63			
		WB	31	0	4	C	A	A	7	A			WB	24	94						
		SB	42	7	0	D	A	A	13	B			SB	45	102	150	71	172			
		EB	32	31	4	C	C	A	15	B			EB				168	414			
Unsignalized	2: 65th Street & Bank DW	NB	0	0	0	A	A	A	0	A	2	A	NB								
		WB	0	0	0	A	A	A	0	A			WB								
		SB	6	0	0	A	A	A	6	A			SB	2	30						
		EB	0	3	0	A	A	A	3	A			EB					12			
Unsignalized	3: 65th Street & Crosstown Medical Ramp	NB	0	0	3	A	A	A	3	A	1	A	NB	2	28						
		WB	3	1	0	A	A	A	1	A			WB		10	25		3			
		SB	6	0	3	A	A	A	5	A			SB	22	54						
		EB	2	1	0	A	A	A	1	A			EB	6	27	25	1	20			
Unsignalized	4: 65th Street & Condo Garage	NB	9	0	5	A	A	A	7	A	1	A	NB	14	32						
		WB	0	1	0	A	A	A	1	A			WB								
		SB	8	0	0	A	A	A	8	A			SB	2	28						
		EB	0	1	0	A	A	A	1	A			EB								
Unsignalized	5: 65th Street & Fairview Ramp	NB	0	0	8	A	A	A	8	A	1	A	NB	1	17						
		WB	0	1	0	A	A	A	0	A			WB					6			
		SB	8	0	3	A	A	A	6	A			SB	22	54						
		EB	3	1	0	A	A	A	1	A			EB	11	43	25					
Unsignalized	6: 65th Street & 4005 - East DW	NB	0	0	3	A	A	A	3	A	1	A	NB	3	29						
		WB	3	1	0	A	A	A	1	A			WB	2	24	25					
		SB	0	0	0	A	A	A	0	A			SB								
		EB	0	0	0	A	A	A	0	A			EB					6			
Unsignalized	7: 65th Street & 6500 - West DW	NB	0	0	0	A	A	A	0	A	0	A	NB								
		WB	3	0	0	A	A	A	0	A			WB	2	25	25					
		SB	0	0	0	A	A	A	0	A			SB								
		EB	0	0	0	A	A	A	0	A			EB				1	16			
Unsignalized	8: 65th Street & 6500 - East DW	NB	0	0	0	A	A	A	0	A	1	A	NB		6						
		WB	0	1	0	A	A	A	1	A			WB								
		SB	0	0	0	A	A	A	0	A			SB								
		EB	0	1	0	A	A	A	1	A			EB				9	95			
Signalized	9: 65th Street & France Ave	NB	43	23	12	D	C	B	24	C	24	C	NB	67	145	160	98	186			
		WB	45	41	2	D	D	A	17	B			WB				85	182			
		SB	47	16	15	D	B	B	23	C			SB	139	210	160	83	213			
		EB	38	37	25	D	D	C	36	D			EB	53	111	75	121	192			

A93

2014 AM – REVISED

Control	Intersection Location	Appr	Total Delay by Movement (Sec/Veh) L	T	R	Level of Service by Movement L	T	R	LOS by Approach (Sec/Veh) Delay	LOS	LOS by Intersection (Sec/Veh) Delay	LOS	Appr	Average & Maximum Traffic Queueing (feet) Left-Turn Ave Queue	Max Queue	Storage	Through Ave Queue	Max Queue	Right-Turn Ave Queue	Max Queue	Storage
Signalized	1: 65th Street & Valley View Rd	NB	0	14	4	A	B	A	13	B	15	B	NB				24	73			
		WB	35	0	7	D	A	A	10	B			WB	40	137						
		SB	42	10	0	D	B	A	16	B			SB	52	127	150	81	193			
		EB	33	30	5	C	C	A	16	B			EB				189	474			
Unsignalized	2: 65th Street & Bank DW	NB	0	0	0	A	A	A	0	A	1	A	NB								
		WB	0	0	0	A	A	A	0	A			WB					4			
		SB	6	0	0	A	A	A	6	A			SB	1	18						
		EB	0	2	0	A	A	A	2	A			EB				1	30			
Unsignalized	3: 65th Street & Crosstown Medical Ramp	NB	0	0	0	A	A	A	0	A	1	A	NB		10						
		WB	2	1	0	A	A	A	1	A			WB		10	25					
		SB	6	0	3	A	A	A	5	A			SB	22	48						
		EB	3	1	0	A	A	A	1	A			EB	9	28	25	1	10			
Unsignalized	4: 65th Street & Condo Garage	NB	8	0	6	A	A	A	7	A	1	A	NB	12	32						
		WB	0	1	0	A	A	A	1	A			WB								
		SB	7	0	0	A	A	A	7	A			SB	2	17						
		EB	0	1	0	A	A	A	1	A			EB					2			
Unsignalized	5: 65th Street & Fairview Ramp	NB	11	0	5	B	A	A	8	A	2	A	NB	16	41				15	44	
		WB	4	2	1	A	A	A	2	A			WB	13	47	100	2	22			
		SB	11	0	4	B	A	A	9	A			SB	24	59						
		EB	3	1	0	A	A	A	1	A			EB	13	59	25		3			
Unsignalized	#N/A	NB	0	0	0	A	A	A	0	A	0	A	NB								
		WB	0	0	0	A	A	A	0	A			WB								
		SB	0	0	0	A	A	A	0	A			SB								
		EB	0	0	0	A	A	A	0	A			EB								
Unsignalized	#N/A	NB	0	0	0	A	A	A	0	A	0	A	NB								
		WB	0	0	0	A	A	A	0	A			WB								
		SB	0	0	0	A	A	A	0	A			SB								
		EB	0	0	0	A	A	A	0	A			EB								
Unsignalized	8: 65th Street & 6500 - East DW	NB	16	0	15	C	A	C	16	C	3	A	NB	22	54				15	52	
		WB	9	1	0	A	A	A	2	A			WB	21	79	50					
		SB	0	0	0	A	A	A	0	A			SB								
		EB	0	3	1	A	A	A	3	A			EB				14	118	1	30	75
Signalized	9: 65th Street & France Ave	NB	44	24	11	D	C	B	25	C	25	C	NB	90	185	160	97	195			
		WB	42	37	2	D	D	A	17	B			WB				99	199			
		SB	48	19	18	D	B	B	25	C			SB	135	210	160	105	282			
		EB	37	35	24	D	D	C	34	C			EB	63	100	75	137	190			

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2012 PM

Control	Intersection: Location	Appr	Total Delay by Movement (Sec/Veh) L	T	R	Level of Service by Movement L	T	R	LOS by Approach (Sec/Veh) Delay	LOS	LOS by Intersection (Sec/Veh) Delay	LOS	Appr	Average & Maximum Traffic Queueing (feet) Left-Turn Ave Queue	Max Queue	Storage	Through Ave Queue	Max Queue	Right-Turn Ave Queue	Max Queue	Storage
Signalized	1: 65th Street & Valley View Rd	NB	0	9	4	A	A	A	9	A	11	B	NB				49	137			
		WB	36	0	12	D	A	B	14	B			WB	88	193						
		SB	42	6	0	D	A	A	12	B			SB	44	114	150	66	173			
		EB	36	35	2	D	D	A	13	B			EB				66	153			
Unsignalized	2: 65th Street & Bank DW	NB	0	0	0	A	A	A	0	A	1	A	NB								
		WB	0	1	0	A	A	A	1	A			WB				2	29			
		SB	0	0	5	A	A	A	5	A			SB	3	18						
		EB	6	2	0	A	A	A	2	A			EB	1	17	60	2	38			
Unsignalized	3: 65th Street & Crosstown Medical Ramp	NB	5	0	0	A	A	A	5	A	1	A	NB	1	23						
		WB	0	0	0	A	A	A	0	A			WB		5	25					
		SB	6	0	4	A	A	A	5	A			SB	37	65						
		EB	2	0	0	A	A	A	0	A			EB	1	26	25					
Unsignalized	4: 65th Street & Condo Garage	NB	6	0	3	A	A	A	4	A	0	A	NB	8	31						
		WB	2	0	0	A	A	A	0	A			WB		12	25					
		SB	0	0	0	A	A	A	0	A			SB								
		EB	0	0	0	A	A	A	0	A			EB								
Unsignalized	5: 65th Street & Fairview Ramp	NB	6	0	5	A	A	A	6	A	2	A	NB	8	28						
		WB	3	0	0	A	A	A	0	A			WB	4	23	25	2	27			
		SB	8	0	5	A	A	A	7	A			SB	48	102						
		EB	1	0	0	A	A	A	0	A			EB								
Unsignalized	6: 65th Street & 4005 - East DW	NB	9	0	3	A	A	A	6	A	0	A	NB	8	37						
		WB	2	0	0	A	A	A	0	A			WB	1	18	25	1	17			
		SB	0	0	0	A	A	A	0	A			SB								
		EB	0	0	0	A	A	A	0	A			EB				1	7			
Unsignalized	7: 65th Street & 6500 - West DW	NB	9	0	0	A	A	A	9	A	0	A	NB	1	12						
		WB	0	0	0	A	A	A	0	A			WB								
		SB	0	0	0	A	A	A	0	A			SB								
		EB	0	0	0	A	A	A	0	A			EB								
Unsignalized	8: 65th Street & 6500 - East DW	NB	12	0	0	B	A	A	12	B	1	A	NB	1	24						
		WB	0	1	0	A	A	A	1	A			WB								
		SB	0	0	0	A	A	A	0	A			SB								
		EB	0	1	0	A	A	A	1	A			EB				2	34			
Signalized	9: 65th Street & France Ave	NB	46	18	12	D	B	B	18	B	17	B	NB	33	92	160	138	264			
		WB	39	35	4	D	D	A	13	B			WB				88	206	21	188	
		SB	51	12	11	D	B	B	16	B			SB	60	136	160	67	143			
		EB	33	28	15	C	C	B	25	C			EB	70	111	75	98	186			

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2014 PM – REVISED

Control	Intersection: Location	Appr	Total Delay by Movement (Sec/Veh) L	T	R	Level of Service by Movement L	T	R	LOS by Approach (Sec/Veh) Delay	LOS	LOS by Intersection (Sec/Veh) Delay	LOS	Appr	Average & Maximum Traffic Queueing (feet): Left-Turn Ave Queue	Left-Turn Max Queue	Left-Turn Storage	Through Ave Queue	Through Max Queue	Right-Turn Ave Queue	Right-Turn Max Queue	Right-Turn Storage
Signalized	1: 65th Street & Valley View Rd	NB	0	16	8	A	B	A	16	B	16	B	NB				75	178			
		WB	34	0	17	C	A	B	19	B			WB	131	208						
		SB	43	9	0	D	A	A	16	B			SB	63	149	150	86	224			
		EB	27	27	2	C	C	A	13	B			EB				97	205			
Unsignalized	2: 65th Street & Bank DW	NB	0	0	0	A	A	A	0	A	2	A	NB								
		WB	0	2	0	A	A	A	2	A			WB				13	117			
		SB	0	0	21	A	A	C	21	C			SB	6	43						
		EB	0	2	0	A	A	A	2	A			EB		8	60		12			
Unsignalized	3: 65th Street & Crosstown Medical Ramp	NB	12	0	0	B	A	A	12	B	2	A	NB	1	23						
		WB	0	1	1	A	A	A	1	A			WB				3	75			
		SB	11	0	6	B	A	A	9	A			SB	40	88						
		EB	5	0	0	A	A	A	0	A			EB	3	26	25					
Unsignalized	4: 65th Street & Condo Garage	NB	6	0	5	A	A	A	5	A	1	A	NB	10	33						
		WB	2	0	0	A	A	A	0	A			WB	1	16	25		3			
		SB	0	0	0	A	A	A	0	A			SB								
		EB	0	1	0	A	A	A	1	A			EB								
Unsignalized	5: 65th Street & Fairview Ramp	NB	10	0	5	B	A	A	8	A	4	A	NB	28	63				20	43	
		WB	4	1	0	A	A	A	1	A			WB	7	32	100					
		SB	12	0	7	B	A	A	10	A			SB	54	122						
		EB	3	1	0	A	A	A	1	A			EB	1	17	25		2			
Unsignalized	#N/A	NB	0	0	0	A	A	A	0	A	0	A	NB								
		WB	0	0	0	A	A	A	0	A			WB								
		SB	0	0	0	A	A	A	0	A			SB								
		EB	0	0	0	A	A	A	0	A			EB								
Unsignalized	#N/A	NB	0	0	0	A	A	A	0	A	0	A	NB								
		WB	0	0	0	A	A	A	0	A			WB								
		SB	0	0	0	A	A	A	0	A			SB								
		EB	0	0	0	A	A	A	0	A			EB								
Unsignalized	8: 65th Street & 6500 - East DW	NB	18	0	18	C	A	C	18	C	4	A	NB	32	85				23	70	
		WB	11	1	0	B	A	A	2	A			WB	11	49	50					
		SB	0	0	0	A	A	A	0	A			SB								
		EB	0	2	1	A	A	A	2	A			EB				14	134		10	75
Signalized	9: 65th Street & France Ave	NB	45	20	12	D	C	B	21	C	20	C	NB	49	153	160	139	266			
		WB	35	39	3	D	D	A	13	B			WB				97	216	16	167	
		SB	50	15	11	D	B	B	18	B			SB	58	133	160	75	144			
		EB	34	27	15	C	C	B	27	C			EB	83	100	75	120	190			

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WSB & Associates

701 Xenia Ave S
Minneapolis, MN

Valley View Rd & W 65th St (ramp)
6:30-9:30 am and 3:30-6:30 pm
Edina, MN
sunny, 30's

File Name : valley view rd & w 65th st-eb ramp
Site Code : 00000004
Start Date : 2/22/2012
Page No : 1

Groups Printed- Unshifted

	Valley View Rd From North					W 65th St From East					Valley View Rd From South					TH 62 off ramp From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:30 AM	0	15	8	0	23	3	0	0	0	3	5	27	0	0	32	43	73	1	0	117	175
06:45 AM	0	23	8	0	31	5	0	1	0	6	8	34	0	0	42	78	70	5	0	153	232
Total	0	38	16	0	54	8	0	1	0	9	13	61	0	0	74	121	143	6	0	270	407
07:00 AM	0	38	13	0	51	7	0	1	0	8	4	53	0	0	57	50	72	10	0	132	248
07:15 AM	0	73	11	0	84	14	0	0	0	14	10	80	0	0	90	89	66	10	0	165	353
07:30 AM	0	80	19	0	99	27	0	1	0	28	13	91	0	0	104	105	56	11	0	172	403
07:45 AM	0	81	20	0	101	16	0	2	0	18	4	87	0	0	91	123	80	4	0	207	417
Total	0	272	63	0	335	64	0	4	0	68	31	311	0	0	342	367	274	35	0	676	1421
08:00 AM	0	55	10	0	65	18	0	2	0	20	3	93	0	0	96	141	83	10	0	234	415
08:15 AM	0	77	15	0	92	24	0	3	0	27	8	86	0	0	94	120	63	14	0	197	410
08:30 AM	0	61	17	0	78	28	0	1	0	29	10	68	0	0	78	101	56	10	0	167	352
08:45 AM	0	39	14	0	53	14	0	1	0	15	7	60	0	0	67	131	50	14	0	195	330
Total	0	232	56	0	288	84	0	7	0	91	28	307	0	0	335	493	252	48	0	793	1507
09:00 AM	0	60	8	0	68	28	0	1	0	29	9	80	0	0	89	110	37	12	0	159	345
09:15 AM	0	48	10	0	58	21	0	3	0	24	3	55	0	0	58	103	46	16	0	165	305
Total	0	108	18	0	126	49	0	4	0	53	12	135	0	0	147	213	83	28	0	324	650
03:30 PM	0	72	11	0	83	70	0	6	0	76	1	145	0	0	146	90	34	12	0	136	441
03:45 PM	0	69	4	0	73	59	0	2	0	61	1	158	0	0	159	81	25	16	0	122	415
Total	0	141	15	0	156	129	0	8	0	137	2	303	0	0	305	171	59	28	0	258	856
04:00 PM	0	55	14	0	69	68	0	8	0	76	5	159	0	0	164	81	24	16	0	121	430
04:15 PM	0	52	13	0	65	38	0	3	0	41	4	158	0	0	162	72	19	15	0	106	374
04:30 PM	0	74	11	0	85	75	0	1	0	76	2	194	0	0	196	62	14	12	0	88	445
04:45 PM	0	75	11	0	86	48	0	9	0	57	2	163	0	0	165	71	10	11	0	92	400
Total	0	256	49	0	305	229	0	21	0	250	13	674	0	0	687	286	67	54	0	407	1649
05:00 PM	0	82	10	0	92	65	0	5	0	70	7	224	0	0	231	52	14	7	0	73	466
05:15 PM	0	90	12	0	102	41	0	3	0	44	1	204	0	0	205	47	10	12	0	69	420
05:30 PM	0	77	13	0	90	39	0	3	0	42	2	146	0	0	148	43	8	9	0	60	340
05:45 PM	0	90	11	0	101	30	0	1	0	31	4	160	0	0	164	78	11	7	0	96	392
Total	0	339	46	0	385	175	0	12	0	187	14	734	0	0	748	220	43	35	0	298	1618
06:00 PM	0	56	6	0	62	31	0	2	0	33	2	137	0	0	139	68	11	13	0	92	326
06:15 PM	0	55	7	0	62	22	0	1	0	23	2	116	0	0	118	74	8	17	0	99	302
Grand Total	0	1497	276	0	1773	791	0	60	0	851	117	2778	0	0	2895	2013	940	264	0	3217	8736
Apprch %	0	84.4	15.6	0		92.9	0	7.1	0		4	96	0	0		62.6	29.2	8.2	0		
Total %	0	17.1	3.2	0	20.3	9.1	0	0.7	0	9.7	1.3	31.8	0	0	33.1	23	10.8	3	0	36.8	

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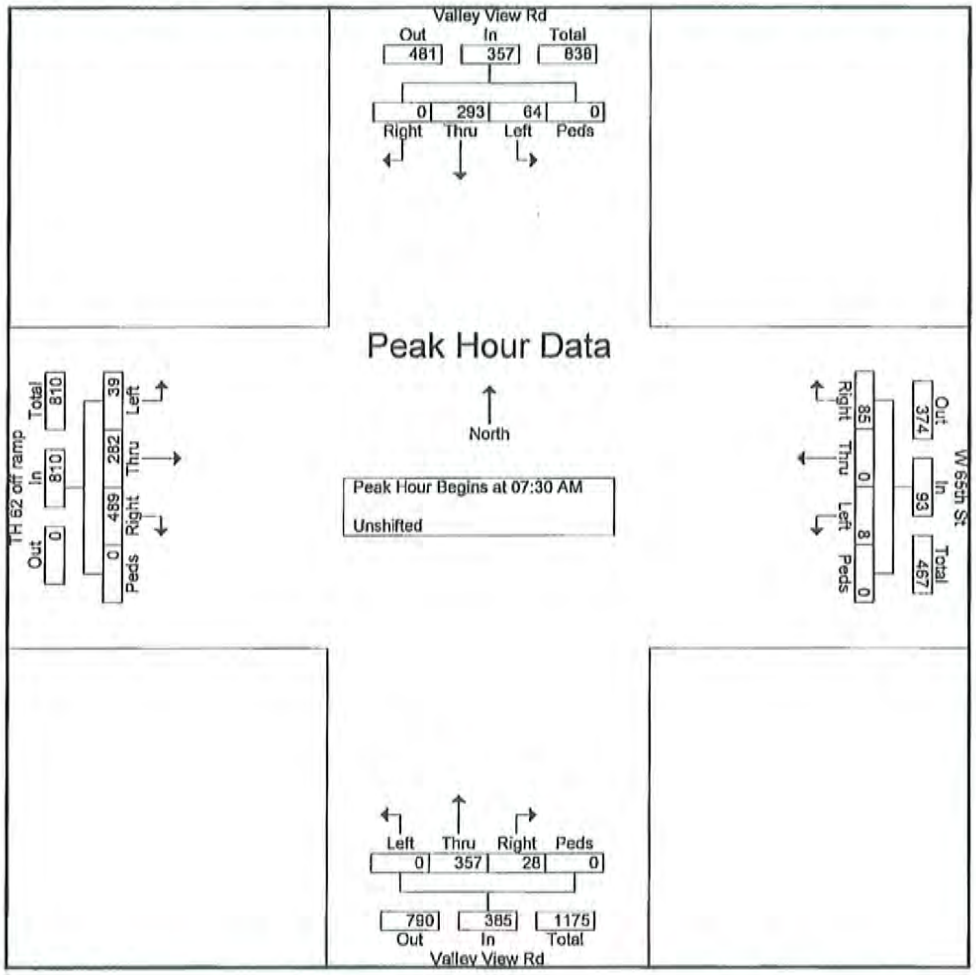
WSB & Associates

701 Xenia Ave S
Minneapolis, MN

Valley View Rd & W 65th St (ramp)
6:30-9:30 am and 3:30-6:30 pm
Edina, MN
sunny, 30's

File Name : valley view rd & w 65th st-eb ramp
Site Code : 00000004
Start Date : 2/22/2012
Page No : 2

	Valley View Rd From North					W 65th St From East					Valley View Rd From South					TH 62 off ramp From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	0	80	19	0	99	27	0	1	0	28	13	91	0	0	104	105	56	11	0	172	403
07:45 AM	0	81	20	0	101	16	0	2	0	18	4	87	0	0	91	123	80	4	0	207	417
08:00 AM	0	55	10	0	65	18	0	2	0	20	3	93	0	0	96	141	83	10	0	234	415
08:15 AM	0	77	15	0	92	24	0	3	0	27	8	86	0	0	94	120	63	14	0	197	410
Total Volume	0	293	64	0	357	85	0	8	0	93	28	357	0	0	385	489	282	39	0	810	1645
% App. Total	0	82.1	17.9	0		91.4	0	8.6	0		7.3	92.7	0	0		60.4	34.8	4.8	0		
PHF	.000	.904	.800	.000	.884	.787	.000	.667	.000	.830	.538	.960	.000	.000	.925	.867	.849	.696	.000	.865	.986



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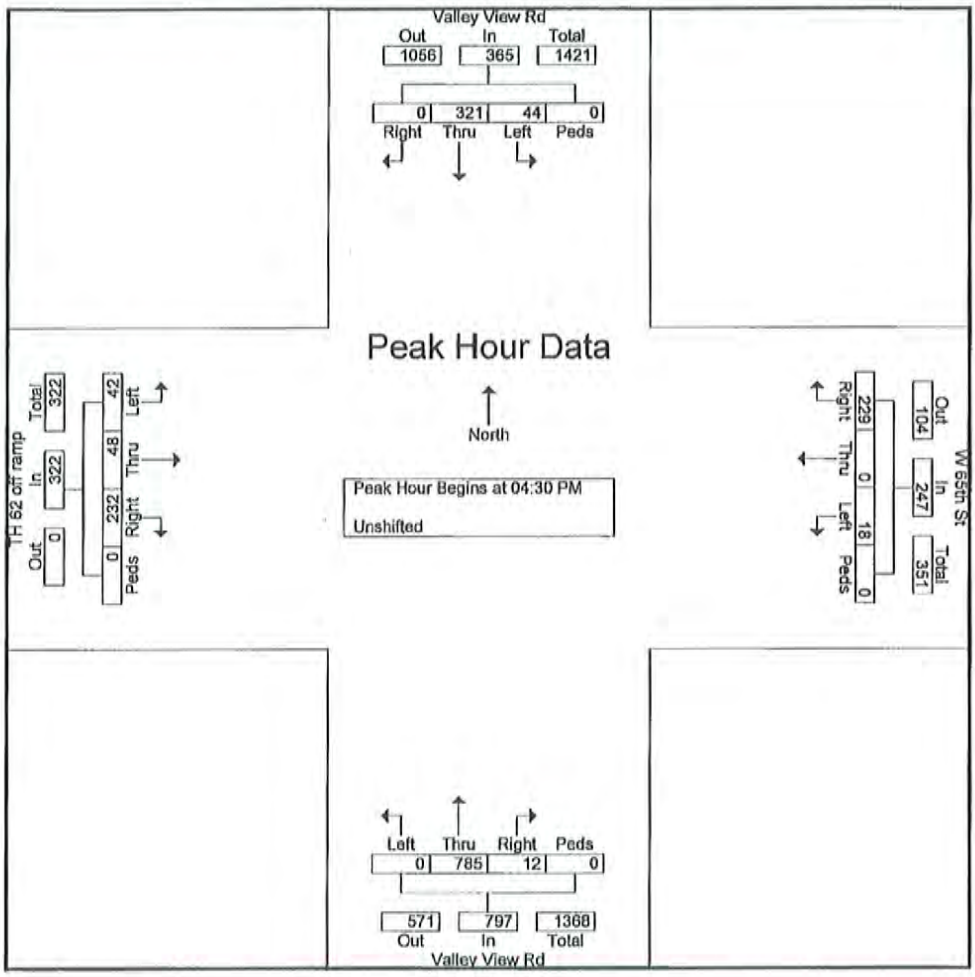
WSB & Associates

701 Xenia Ave S
Minneapolis, MN

Valley View Rd & W 65th St (ramp)
6:30-9:30 am and 3:30-6:30 pm
Edina, MN
sunny, 30's

File Name : valley view rd & w 65th st-eb ramp
Site Code : 00000004
Start Date : 2/22/2012
Page No : 3

	Valley View Rd From North					W 65th St From East					Valley View Rd From South					TH 62 off ramp From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 06:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	0	74	11	0	85	**75**	0	1	0	**76**	2	194	0	0	196	62	**14**	**12**	0	88	445
04:45 PM	0	75	11	0	86	48	0	**9**	0	57	2	163	0	0	165	**71**	10	11	0	**92**	400
05:00 PM	0	82	10	0	92	65	0	5	0	70	**7**	**224**	0	0	**231**	52	14	7	0	73	**466**
05:15 PM	0	**90**	**12**	0	**102**	41	0	3	0	44	1	204	0	0	205	47	10	12	0	69	420
Total Volume	0	321	44	0	365	229	0	18	0	247	12	785	0	0	797	232	48	42	0	322	1731
% App. Total	0	87.9	12.1	0		92.7	0	7.3	0		1.5	98.5	0	0		72	14.9	13	0		
PHF	.000	.892	.917	.000	.895	.763	.000	.500	.000	.813	.429	.876	.000	.000	.863	.817	.857	.875	.000	.875	.929



A59

WSB & Associates

701 Xenia Ave S
Minneapolis, MN

France Ave & 65th St
6:30-9:30 am and 3:30-6:30 pm
Edina, MN
30's

File Name : france ave & 65th st
Site Code : 00000001
Start Date : 2/22/2012
Page No : 1

Groups Printed- Unshifted

	France Ave From North					65th St From East					France Ave From South					65th St From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:30 AM	35	63	61	0	159	10	4	1	0	15	8	41	17	0	66	2	17	4	0	23	263
06:45 AM	40	72	84	0	196	15	4	4	0	23	15	72	19	0	106	2	32	5	0	39	364
Total	75	135	145	0	355	25	8	5	0	38	23	113	36	0	172	4	49	9	0	62	627
07:00 AM	19	93	48	0	160	29	3	1	0	33	12	77	14	0	103	6	35	14	0	55	351
07:15 AM	27	132	68	0	227	33	8	3	0	44	23	76	20	0	119	3	43	20	0	66	456
07:30 AM	18	134	56	0	208	45	12	2	0	59	18	93	34	0	145	9	42	13	0	64	476
07:45 AM	19	172	64	0	255	36	13	5	0	54	29	115	34	0	178	4	54	15	0	73	560
Total	83	531	236	0	850	143	36	11	0	190	82	361	102	0	545	22	174	62	0	258	1843
08:00 AM	19	143	51	0	213	38	15	5	0	58	20	116	25	0	161	9	52	11	0	72	504
08:15 AM	26	173	54	0	253	52	13	15	0	80	26	124	27	1	178	6	50	22	0	78	589
08:30 AM	24	161	58	0	243	54	12	15	0	81	30	123	13	0	166	13	51	21	0	85	575
08:45 AM	21	156	54	0	231	49	9	19	0	77	35	139	16	0	190	9	35	13	1	58	556
Total	90	633	217	0	940	193	49	54	0	296	111	502	81	1	695	37	188	67	1	293	2224
09:00 AM	23	195	55	0	273	61	18	12	0	91	32	141	16	0	189	9	24	17	0	50	603
09:15 AM	26	157	60	0	243	60	10	13	1	84	33	137	14	0	184	8	36	21	0	65	576
Total	49	352	115	0	516	121	28	25	1	175	65	278	30	0	373	17	60	38	0	115	1179
03:30 PM	14	171	44	0	229	98	30	15	0	143	15	241	19	0	275	24	45	39	0	108	755
03:45 PM	11	190	29	0	230	100	29	19	1	149	27	268	15	0	310	20	25	25	0	70	759
Total	25	361	73	0	459	198	59	34	1	292	42	509	34	0	585	44	70	64	0	178	1514
04:00 PM	14	163	34	0	211	100	26	20	0	146	10	258	13	0	281	26	29	44	0	99	737
04:15 PM	6	180	24	0	210	83	17	19	2	121	22	270	8	0	300	20	27	31	0	78	709
04:30 PM	6	178	19	0	203	110	36	14	0	160	14	251	12	0	277	26	26	43	0	95	735
04:45 PM	10	196	27	0	233	92	16	9	0	117	18	309	12	0	339	23	17	26	0	66	755
Total	36	717	104	0	857	385	95	62	2	544	64	1088	45	0	1197	95	99	144	0	338	2936
05:00 PM	6	165	18	0	189	102	25	15	2	144	16	334	10	0	360	38	23	33	0	94	787
05:15 PM	5	197	12	0	214	68	18	12	0	98	19	344	10	0	373	21	18	29	0	68	753
05:30 PM	6	194	12	0	212	56	22	8	0	86	9	274	17	0	300	13	13	19	0	45	643
05:45 PM	5	212	15	0	232	47	3	11	0	61	5	248	11	0	264	8	15	21	0	44	601
Total	22	768	57	0	847	273	68	46	2	389	49	1200	48	0	1297	80	69	102	0	251	2784
06:00 PM	6	168	15	1	190	33	3	1	0	37	6	275	8	0	289	15	12	23	0	50	566
06:15 PM	7	193	17	0	217	51	7	3	0	61	10	289	5	0	304	10	3	15	0	28	610
Grand Total	393	3858	979	1	5231	1422	353	241	6	2022	452	4615	389	1	5457	324	724	524	1	1573	14283
Apprch %	7.5	73.8	18.7	0		70.3	17.5	11.9	0.3		8.3	84.6	7.1	0		20.6	46	33.3	0.1		
Total %	2.8	27	6.9	0	36.6	10	2.5	1.7	0	14.2	3.2	32.3	2.7	0	38.2	2.3	5.1	3.7	0	11	

A-10

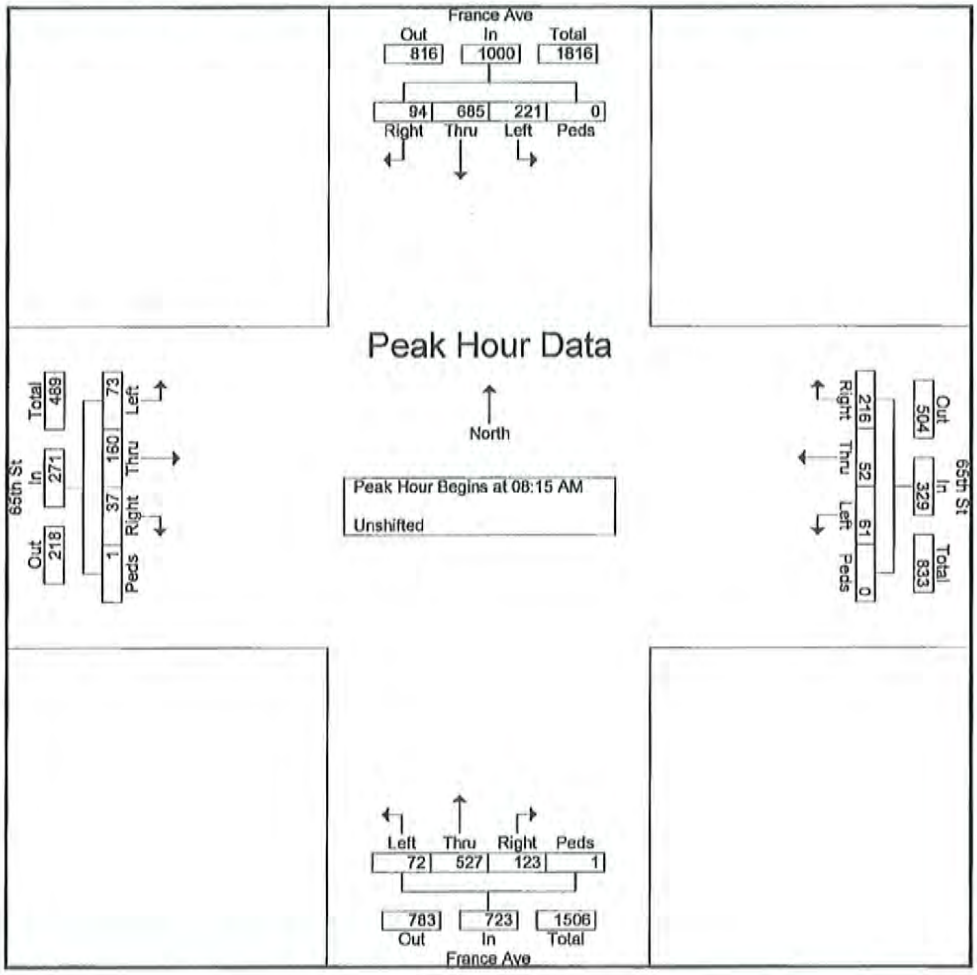
WSB & Associates

701 Xenia Ave S
Minneapolis, MN

France Ave & 65th St
6:30-9:30 am and 3:30-6:30 pm
Edina, MN
30's

File Name : france ave & 65th st
Site Code : 00000001
Start Date : 2/22/2012
Page No : 2

	France Ave From North					65th St From East					France Ave From South					65th St From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:15 AM																					
08:15 AM	26	173	54	0	253	52	13	15	0	80	26	124	27	1	178	6	50	22	0	78	589
08:30 AM	24	161	58	0	243	54	12	15	0	81	30	123	13	0	166	13	51	21	0	85	575
08:45 AM	21	156	54	0	231	49	9	19	0	77	35	139	16	0	190	9	35	13	1	58	556
09:00 AM	23	196	55	0	273	61	18	12	0	91	32	141	16	0	189	9	24	17	0	50	603
Total Volume	94	685	221	0	1000	216	52	61	0	329	123	527	72	1	723	37	160	73	1	271	2323
% App. Total	9.4	68.5	22.1	0		65.7	15.8	18.5	0		17	72.9	10	0.1		13.7	59	26.9	0.4		
PHF	.904	.878	.953	.000	.916	.885	.722	.803	.000	.904	.879	.934	.667	.250	.951	.712	.784	.830	.250	.797	.963



A91

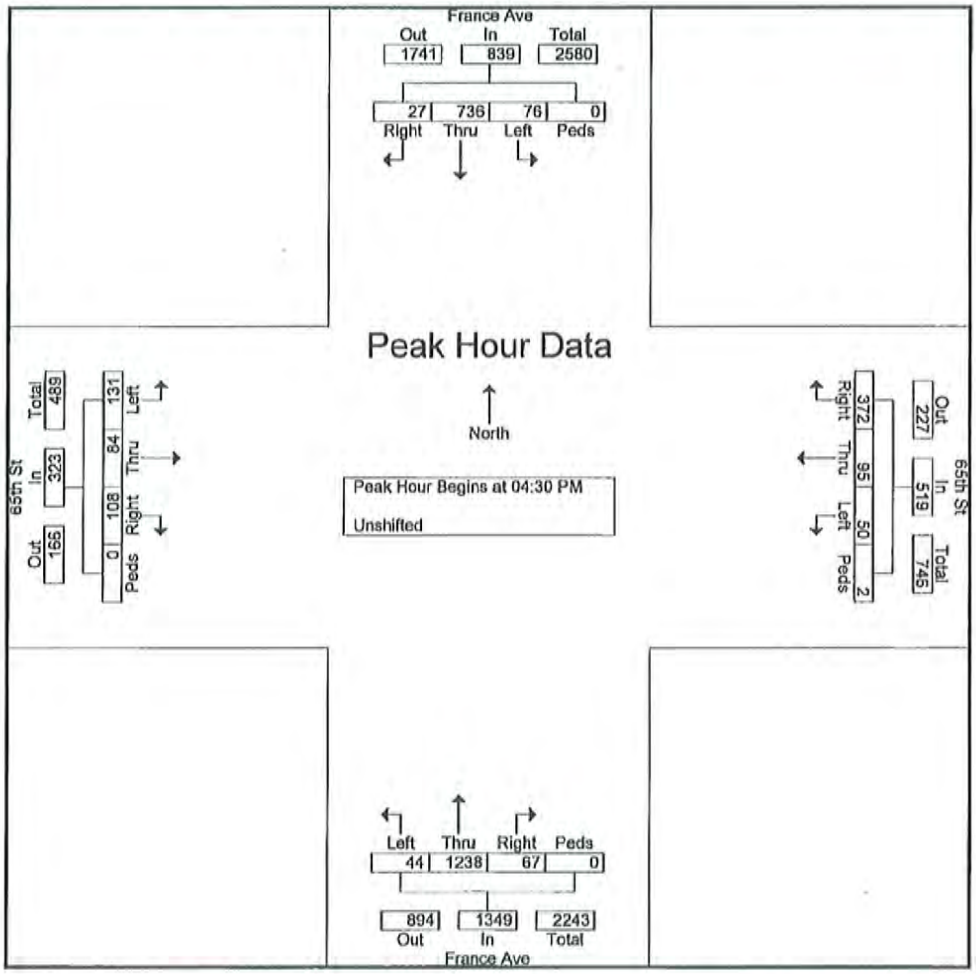
WSB & Associates

701 Xenia Ave S
Minneapolis, MN

France Ave & 65th St
6:30-9:30 am and 3:30-6:30 pm
Edina, MN
30's

File Name : france ave & 65th st
Site Code : 00000001
Start Date : 2/22/2012
Page No : 3

	France Ave From North					65th St From East					France Ave From South					65th St From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 06:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	6	178	19	0	203	110	36	14	0	160	14	251	12	0	277	26	26	43	0	95	735
04:45 PM	10	196	27	0	233	92	16	9	0	117	18	309	12	0	339	23	17	26	0	66	755
05:00 PM	6	165	18	0	189	102	25	15	2	144	16	334	10	0	360	38	23	33	0	94	787
05:15 PM	5	197	12	0	214	68	18	12	0	98	19	344	10	0	373	21	18	29	0	68	753
Total Volume	27	736	76	0	839	372	95	50	2	519	67	1238	44	0	1349	108	84	131	0	323	3030
% App. Total	3.2	87.7	9.1	0		71.7	18.3	9.6	0.4		5	91.8	3.3	0		33.4	26	40.6	0		
PHF	.675	.934	.704	.000	.900	.845	.660	.833	.250	.811	.882	.900	.917	.000	.904	.711	.808	.762	.000	.850	.963



A12

Report Id - CustomList-94
Site Name - 65th ST-EAST OF VALLEY VIEW RD
Description - Edina, MN
Direction - North East South West

AB=WESTBOUND
BA=EASTBOUND

Wednesday, February 22, 2012

Time	Total	Total AB	Total BA
12:00 AM	7	5	2
1:00 AM	7	4	3
2:00 AM	2	1	1
3:00 AM	3	2	1
4:00 AM	14	3	11
5:00 AM	64	19	45
6:00 AM	282	53	229
7:00 AM	436	111	325
8:00 AM	471	152	319
9:00 AM	378	137	241
10:00 AM	344	107	237
11:00 AM	324	127	197
12:00 PM	293	134	159
1:00 PM	382	176	206
2:00 PM	425	176	249
3:00 PM	486	273	213
4:00 PM	437	241	196
5:00 PM	333	174	159
6:00 PM	179	79	100
7:00 PM	116	56	60
8:00 PM	83	34	49
9:00 PM	56	29	27
10:00 PM	47	15	32
11:00 PM	42	41	1
00:00	5211	2149	3062

Thursday, February 23, 2012

Time	Total	Total AB	Total BA
12:00 AM	6	3	3
1:00 AM	3	1	2
2:00 AM	5	2	3
3:00 AM	5	2	3
4:00 AM	17	7	10
5:00 AM	58	18	40
6:00 AM	281	55	226
7:00 AM	480	121	359
8:00 AM	445	119	326
9:00 AM	327	126	201
10:00 AM	344	109	235
11:00 AM	300	121	179
12:00 PM	287	119	168
1:00 PM	373	150	223
2:00 PM	415	181	234
3:00 PM	454	245	209
4:00 PM	388	221	167
5:00 PM	366	175	191
6:00 PM	191	77	114
7:00 PM	85	48	37
8:00 PM	61	22	39
9:00 PM	45	22	23
10:00 PM	45	15	30
11:00 PM	45	38	7
00:00	5026	1997	3029

* Wednesday, February 22, 2012 - Total=5211, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
7	7	2	3	14	64	282	436	471	378	344	324	293	382	425	486	437	333	179	116	83	56	47	42	
4	0	0	2	2	11	39	92	117	101	82	69	63	88	95	102	132	114	61	25	26	23	10	6	1
1	3	1	0	3	11	58	109	134	96	90	97	70	107	100	128	83	86	48	27	17	15	7	7	2
2	3	0	0	3	12	93	113	126	83	99	73	74	89	110	146	125	74	32	32	15	8	17	21	3
0	1	1	1	6	30	92	122	94	98	73	85	86	98	120	110	97	59	38	32	25	10	13	8	0

AM Peak 0745 - 0845 (499), AM PHF=0.93 PM Peak 1515 - 1615 (516), PM PHF=0.88

* Thursday, February 23, 2012 - Total=5026, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
6	3	5	5	17	58	281	480	445	327	344	300	287	373	415	454	388	366	191	85	61	45	45	45	
1	0	3	2	1	9	29	95	117	93	89	77	76	106	85	92	107	117	59	25	20	19	7	11	-
2	2	1	1	3	12	59	127	112	77	85	68	65	89	107	123	95	93	60	17	11	11	10	8	-
3	1	0	1	8	13	88	122	114	83	85	73	72	80	108	132	100	89	39	25	15	7	17	18	-
0	0	1	1	5	24	105	136	102	74	85	82	74	98	115	107	86	67	33	18	15	8	11	8	-

AM Peak 0715 - 0815 (502), AM PHF=0.92

Report Id - CustomList-93
Site Name - 65th St - West of France Ave
Description - Edina MN
Direction - North East South West

AB= WESTBOUND
BA=EASTBOUND

Wednesday, February 22, 2012

Time	Total	Total AB	Total BA
12:00 AM	12	3	9
1:00 AM	8	4	4
2:00 AM	1	0	1
3:00 AM	5	3	2
4:00 AM	17	12	5
5:00 AM	76	57	19
6:00 AM	304	205	99
7:00 AM	441	211	230
8:00 AM	470	208	262
9:00 AM	403	183	220
10:00 AM	393	155	238
11:00 AM	365	145	220
12:00 PM	368	180	188
1:00 PM	409	194	215
2:00 PM	437	188	249
3:00 PM	507	221	286
4:00 PM	456	167	289
5:00 PM	354	141	213
6:00 PM	196	79	117
7:00 PM	107	32	75
8:00 PM	98	41	57
9:00 PM	69	24	45
10:00 PM	44	17	27
11:00 PM	37	7	30
00:00	5577	2477	3100

Thursday, February 23, 2012

Time	Total	Total AB	Total BA
12:00 AM	17	3	14
1:00 AM	3	0	3
2:00 AM	4	1	3
3:00 AM	4	3	1
4:00 AM	24	15	9
5:00 AM	80	61	19
6:00 AM	308	214	94
7:00 AM	464	222	242
8:00 AM	451	197	254
9:00 AM	376	163	213
10:00 AM	380	147	233
11:00 AM	347	131	216
12:00 PM	376	161	215
1:00 PM	425	179	246
2:00 PM	448	201	247
3:00 PM	479	185	294
4:00 PM	394	146	248
5:00 PM	375	137	238
6:00 PM	221	96	125
7:00 PM	108	39	69
8:00 PM	79	25	54
9:00 PM	62	25	37
10:00 PM	56	22	34
11:00 PM	43	5	38
00:00	5524	2378	3146

* Wednesday, February 22, 2012 - Total=5577, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
12	8	1	5	17	76	304	441	470	403	393	365	368	409	437	507	456	354	196	107	98	69	44	37	
4	1	0	2	4	10	48	89	111	101	103	81	77	96	91	102	134	124	54	29	29	26	11	5	4
3	3	1	1	1	17	71	105	140	104	101	97	94	113	102	130	103	91	55	26	23	22	5	10	5
3	3	0	0	6	14	90	121	113	82	104	88	107	100	118	138	115	77	47	30	18	8	18	17	5
2	1	0	2	6	35	95	126	106	116	85	99	90	100	126	137	104	62	40	22	28	13	10	5	3

AM Peak 0730 - 0830 (498), AM PHF=0.89 PM Peak 1515 - 1615 (539), PM PHF=0.98

* Thursday, February 23, 2012 - Total=5524, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
17	3	4	4	24	80	308	464	451	376	380	347	376	425	448	479	394	375	221	108	79	62	56	43	
4	0	2	2	4	9	38	89	114	103	93	95	99	107	87	100	114	108	68	29	30	27	9	16	-
5	2	1	0	5	15	65	113	130	97	87	83	92	104	120	120	100	111	59	22	13	15	13	6	-
5	1	0	1	11	24	98	123	97	89	101	77	89	90	121	125	96	86	51	33	19	12	21	14	-
3	0	1	1	4	32	107	139	110	87	99	92	96	124	120	134	84	70	43	24	17	8	13	7	-

AM Peak 0730 - 0830 (506), AM PHF=0.91

CITY OF EDINA

MEMO

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

Date: June 19, 2012

To: Cary Teague – Community Development Director

From: Wayne D. Houle – City Engineer

Re: Review of Planning Submittal for
Edina Medical Plaza
6500 France Avenue

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

- A Nine Mile Creek Watershed permit will be required, along with other agency permits such as Hennepin County Public Works, MNDH, MPCA, MCES.
- It appears that all storm water is treated on site; provide all storm water calculations that indicate this.
- A developer's agreement will be required for realigning of the public watermain and also the installation of the sidewalk on both West 65th Street and France Avenue.

Sheet C3.0 Site Plan:

- Per the City's Curb Cut Ordinance - curb cuts can only be a maximum of 30-feet wide. I would suggest placing a median between the "in" and "out" drives so that you would have a 14-foot wide "in" and two 12-foot wide "out" lanes.
- Incorporate or plan for new intersection improvements along France Avenue. These are the intersection improvements that the Transportation Commission is currently designing.
- Install "Do Not Enter" signs at driveway along France Avenue.]

Sheet C5.0 Utility Plan:

- Provide a fire hydrant mid-property along West 65th Street and also one along France Avenue – locations to be determined by City Engineer and Fire Marshal.
- Provide a treatment structure for the storm sewer system prior to draining to the infiltration basin due to this area being in the medium vulnerability area for the Drinking Water Surface Management Area. Provide a copy of a maintenance agreement between the property owner and watershed district for the infiltration basin and treatment structure.

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

G:\PW\ADMIN\COMM\EXTERNAL\GENERAL CORR BY STREETS\F Streets\6500 France Avenue\20120420 WH-Edina Review 6500 France.doc

V. APPROVAL OF CONSENT AGENDA

Commissioner Platteter moved approval of the April 11, 2012, meeting minutes. Commissioner Scherer Carpenter seconded the motion. All voted aye; motion carried.

VI. COMMUNITY COMMENT

None.

VII. PUBLIC HEARINGS

A. Front Yard Setback Variance – Kristi Wenner – 5025 Nob Hill, Edina, MN – continued

B. Sign Variance – Andy Mitchell/John Dinwiddie – 5225 Schaefer Rd., Edina, MN - withdrawn

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C. Preliminary Rezoning, Comprehensive Plan Amendment, Preliminary Development Plan – Mount Development Company – 6500 France Avenue, Edina, MN

Planner Presentation

Planner Teague informed the Commission Mount Properties is proposing to tear down the existing office building at 6500 France Avenue to build a new five-story, 69,310 square foot medical office/retail building with an attached parking ramp. The first level would contain 7,000 square feet of retail space including a coffee shop, barber shop and medical supplies. The next four levels would contain 62,310 square feet of medical office. Teague explained that in order to obtain the above-mentioned approvals, the applicant must go through a two-step process. The first step in the process is to obtain the following approvals:

1. A Comprehensive Plan Amendment for two items (this required four-fifths vote of the Council for approval):
   a) Amendment to allow a building height of 5 stories and 69 feet on this site. The Comprehensive Plan requires a maximum height of 4 stories or 48 feet;
   b) Amendment to allow a floor area ratio of 1.23 or 123%. The Comprehensive Plan requires a maximum of 1.0 or 100%;
2. Preliminary Rezoning from POD-1, Planned Office District to PUD, Planned Unit Development; and
3. Preliminary Development Plan.

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

1. Final Development Plan and Final Rezoning to PUD.

2. Zoning Ordinance Amendment establishing the PUD.

Planner Teague asked the Commission to recall they considered a Sketch Plan for this project at their February 22, 2012 meeting and provided comment. Continuing, Teague said that since the Sketch Plan review, the building size has increased from 60,000 square feet to 69,310 square feet and from four to five stories; however, the setback has increased from 15 feet to 25 feet from France Avenue to provide for a more pedestrian friendly environment along France. Store openings onto France Avenue have been added for the retail space.

Continuing, Teague explained that this property is located within an area of the City that is designated as a "Potential Area of Change" within the 2008 Comprehensive Plan. The Comprehensive Plan states that within the Potential Areas of Change, "A development proposal that involves a Comprehensive Plan Amendment or a rezoning will require a Small Area Plan study prior to planning application. However, the authority to initiate a Small Area Plan rests with the City Council." Teague noted that the City Council did not consider a Sketch Plan review so they were unable to determine if a Small Area Plan was necessary. Teague stated that the decision to require a Small Area Plan shall be made by the City Council, adding that the site is guided in the Comprehensive Plan for "Regional Medical – RM. Therefore, the proposed use would be consistent with the existing Comprehensive Plan designation.

Teague said at this time the applicant is requesting a rezoning of this site from Planned Office District-1, (POD-1) to Planned Unit Development (PUD). The Planned Office District allows for medical office buildings up to a floor area ratio of .5. (50%) Under current zoning a 28,000 square foot office building would be permitted. The proposed 69,300 square foot building would have a floor area ratio of 1.23 (123%) Therefore, the proposed rezoning is requested. Continuing, Teague added currently the site is guided for Regional Medical use; therefore, the proposed use is consistent with the Comprehensive Plan. The Regional Medical Zoning District allows a floor area ratio of 1.0. (100%)

The applicant is proposing a development that would be consistent with the Comprehensive Plan. The Plan guides this site as Regional Medical; therefore, the proposed medical office with complementary retail uses would be consistent with the Comprehensive Plan. The proposal would create a more efficient and creative use of the property. The building would be pulled up close to the street, with sidewalks in front, and separated from the street by green space to promote a more walkable environment. Parking would be located in back. Landscaping and patios are also proposed in front, with store fronts opening toward France Avenue. The applicant is also proposing to utilize sustainable design principals. Solar panels would also be used.

Planner Teague reported that a traffic study was also done by WSB, which concludes that the existing roadways would support the proposed uses. However, as was conditioned in the approvals for Twin City Orthopedic, should signal improvements be deemed necessary at 65th Street and France Avenue, the property owner would be required to participate in

appropriate cost sharing for signal improvements. This would be a requirement in the Developer's Agreement.

During the Sketch Plan review the Planning Commission requested information regarding bus routes and bus stops in the area. The applicant has submitted that information. Bus Route #6 and #684 go down 65th Street with the closest stop at Fairview Hospital.

Rooftop equipment, once constructed would be required to meet all state requirements

Planner Teague concluded that staff recommends that the City Council deny the request for a Comprehensive Plan Amendment to allow a 5-story, 69 foot tall building on the site; and recommend the City Council approve a Comprehensive Guide Plan to allow a building height of 4 stories and 55 feet. Denial and revised approval is subject to the following findings:

1. The proposed height of 69 feet tall and 5 stories would allow a density on the site even greater than Fairview Southdale Hospital site which has a floor area ratio of 1.16.
2. A density of 1.23 is far greater than the density allowed for a similar project for Twin City Orthopedic at 4010 West 65th Street, which had a floor area ratio of .85.
2. The Comprehensive Plan contemplates a maximum height of 4 stories on this site, with a podium height of 2 stories up close to the street. The proposal does not contemplate podium height; rather it would have a 5- story building up to the street with only a 25 foot setback.
4. A height of 55 feet, only 7 seven feet above the Comprehensive Plan Standard is reasonable for this site, given the retail use on the main level and the medical office uses above.

Recommend that the City Council approve the Preliminary Rezoning from POD-1, Planned Office District to PUD, Planned unit development. Approval is based on the following findings:

1. The proposed land uses are consistent with the Comprehensive Plan.
2. The site layout would be an improvement over a site layout required by standard zoning; the building is brought up to the street, provides front door entries toward the street, includes sidewalks to encourage a more pedestrian friendly environment along the street.
3. The design of the building is of a high quality brick, glass and concrete. A four story building would be generally consistent with the four story buildings on West 65th Street.
4. Traffic would be improved in the area by eliminating the right-in and out access on France Avenue.
5. Based on the traffic study done by WSB, the existing roadways can support the proposed development.
6. The proposed project would meet the following goals and policies of the Comprehensive Plan:

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

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

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

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

Preliminary approval is subject to the following conditions:

1. The Final Development Plan must be generally consistent with approved Preliminary Development Plans dated March 28th 2012 & April 4, 2012 with the following revisions:
   a. The 5th story of the building shall be removed.
   b. The floor area ratio shall be no more than the maximum of 100% or 1.0.
   c. The parking ramp must be finished on the west and south elevation to match the north elevation, including the continuation of the cornice from the medical building.
   d. The Lindens proposed along the west lot line be replaced with a Juniper or some type of Evergreen. Also, the proposed Sugar Maples should be replaced with Norway Maples.
2. Sustainable design. The design and construction of the entire project must be done with the Sustainable Initiatives.
3. All buildings must be built with sprinkler systems, subject to review and approval of the fire marshal.
4. Compliance with all of the conditions outlined in the city engineer's memo dated April 20, 2012.

5. As part of a Developers Agreement the property owner would be required to participate in appropriate cost sharing for signal improvements at 65th Street and France Avenue.
6. Adoption and compliance with a PUD Ordinance for the site.

Appearing for the Applicant

Stephen Michals, Mount Development Co., Ed Farr, Edward Farr Architects, Mark Rausch, Alliant Engineering, Stacy Gallup and Olivia Spyra, Tangletown Gardens.

Applicant Presentation

Ed Farr addressed the Commission and explained that the building has been revised since Sketch Plan Review from four to five stories; increasing the setback from France Avenue from 15-feet to 25-feet. This shift creates a more pedestrian friendly environment along France Avenue, narrows the profile of the building and opens store fronts onto France Avenue. Continuing, Farr noted an additional buffer was added for the parking ramp, adding that he agrees with Edina' Forrester that Junipers or some type of Evergreen would replace the proposed Linden trees along the west lot line. Farr acknowledged the Evergreens would provide screening all year long.

Farr introduced Olivia Spyra to address plantings. Ms. Spyra said her company is very familiar with urban settings, adding that choosing the correct plants and vegetation to enhance and beautify the building façade, entryway and along the sidewalk is the goal.

Continuing, Farr noted that Green Building Practices would be implemented during construction including roof mounted solar panels. Farr said at this time he doesn't know if the building would be Leed Certified.

Farr presented a materials board pointing out the building would have detailed brick design on all four sides. The building would also include brick accents and a lime stone colored base. Concluding, Farr said the building would be layered with the distinctive crown added on top to celebrate and embrace the Gateway approach of this development.

Stacy Gallup addressed the Commission and informed them she was one of the owners of the property and on behalf of the other owners was expressing support for the project. Gallup said in her opinion the site in its present condition is dated and the existing building is not in scale with the rest of the area. Concluding, Gallup said in her opinion this site was deserving of a special building.

Stephen Michals addressed the Commission and said in calculating the right building height they looked at all neighboring properties (FS Hospital 124', Point of France 123', Southdale Medical Center 92' etc.) and found that the majority of buildings were taller than the proposed building. Michals said that the goal of the development team was to construct a building that's compatible and complementary to the area. Continuing, Michals said the same can be said for the FAR (Floor Area Ratio), noting the FAR ranges in the area can be

from 1.0 to 2.6 Concluding, Michals acknowledged the sustainable development measures implemented for this project and asked for consideration of those measures as an incentive to grant higher density. Michals stated this is a very special corner.

Discussion/Comments

Commissioner Forrest asked Mr. Rickart how peak times were determined. Rickart explained that traffic counts were taken along the West 65th Street corridor between Valley View Road and France Avenue. Counts were taken in the AM and PM at the major intersections and driveways onto West 65th Street. Continuing Rickart explained that they found that the AM peak hours were the worst case scenario. Rickart said that counts were taken at the end of February documenting the existing conditions and capacity. He further explained that intersections are given a Level of Service grade from "A" to "F" to describe the average amount of control delay per vehicles. Rickart said they found that patterns are acceptable; however, there were some worst cases found and that was in left hand turns.

Rickart continued and explained the Institute of Transportation Engineers *Trip Generation Manual,* 8th Edition was used to calculate the estimated trip generations from the proposed redevelopment. This "manual" is based on extensive surveys of the trip-generation rates from other similar land uses. This includes several land uses. (retail, medical office, shared trips etc.) Concluding Rickart said a computer software package that implements Highway Capacity Manual methodologies were also used to build each signalized intersection. Rickart reiterated that based on the analysis documented no additional improvements need to be implemented other than those show on the site plan.

Commissioner Carpenter said he observed that traffic volumes on France Avenue appear to be dropping and asked Mr. Rickart if he knows the reason(s). Rickart acknowledged that observation adding the drop hasn't been significant; however it's there and other areas are also experiencing drops in traffic volume. Rickart said the economy could be a factor.

Commissioner Forrest questioned if there were any issues with the double center turn lane. Rickart responded that movement was reviewed and a certain amount of storage was allocated. He stated at this time he sees no issues.

Commissioner Platteter acknowledged the building was setback farther from France Avenue; however, a 5th story was added. Platteter asked if this change drove the need for a 5th floor. Michals responded that pushing the building farther back from France Avenue created additional costs and to offset those costs another floor was added. Platteter referred to the plans noting the plans indicate a distance between the proposed building and ramp. Continuing, Platteter said if the parking ramp were attached to the building that "saved space" would allow the deeper setback from France Avenue without impacting building square footage. Farr explained there is a distance of 17-feet between the proposed building and ramp and if the ramp were attached to the building the building would lose all its window and offices with windows are very desirable. Concluding, Commissioner Platteter said at Sketch Plan Review a sky bridge was discussed and asked if that was "still on the table". Ed Farr responded that isn't part of this application.

Commissioner Scherer also expressed interest in the sky bridge, adding in her opinion it's an attractive option. Scherer asked if logistically a sky bridge can be built, do the floors line up etc. Mr. Michals agreed that a sky bridge is an attractive option, adding it can be done.

Public Testimony

John Windhorst, 6566 France Avenue addressed the Commission and stated he is the president of the Point of France Association and said in his judgment the mass of the proposed building is just too much. Windhorst said it's possible he could support the staff suggestion of a 4-story building; however, the building proposed at 5-stories is too much!

Mark Waterston, 6566 France Avenue said he agrees with Windhorst and informed the Commission another issue that concerns him is emergency vehicle access to the hospital. Waterston pointed out it is imperative that ambulances get to the hospital in a timely manner and additional congestion could hinder that. Waterston said he actually saw an ambulance stuck at an intersection. Continuing, Waterston stated this is a unique corner and the City has the unique opportunity to ensure this corner is developed appropriately. Concluding, Waterston said he is also concerned with loading dock placement and that a retail component like Walgreen's or CVS could "move in"

Dave Michaels, 6566 France Avenue addressed the Commission and noted he supports the suggestion by staff to cap the building at 4-stories. Michaels said in his opinion the proposed building is just too tall and the site is too dense.

Gary Linkletter, 6566 France Avenue asked if the ramp would be paid parking. Linkletter said he was concerned if there's a fee that "visitors" would park in Point of Frances parking lot and walk over. Concluding, Linkletter said he agrees with all comments reiterating in his opinion the proposed building is too tall and would require too many variances to construct.

Susan Ladermen, 6566 France Avenue, told the Commission she objects to all variances, adding she doesn't want to see more traffic problems created for this area. She stated in her opinion there is too many "what ifs" with this proposal.

Ron Kellick, 6566 France Avenue complemented the architect on the building and stated it's a great design; however, Point of France is his home and he wants to retain his view. Concluding, Kellick said this building is way too much for this corner.

Chair Grabiel asked the applicant for clarification on a question raised by a resident on if the ramp would be a paid parking ramp? Mr. Michals responded in the affirmative.

Motion

Commissioner Carpenter moved to close the public hearing. Commission Platteter

seconded the motion. All voted aye; motion carried.

Further Discussion

Chair Grabiel asked Planner Teague if he had heard if Southdale was looking to expand. Planner Teague responded that he believes there are plans to build a residential component at the southeast corner of York and West 69th across from the Westin and Key Cadillac; however, no formal application has been made and at this time it's just speculation. Grabiel said it was interesting for him to learn that in this immediate area the majority of the buildings are tall; seven of which are higher than what's proposed. Continuing, Grabiel asked Teague what's the justification behind the non-support for this building. Teague responded that staff did struggle with that question. Teague said what it boiled down to was the size of the site and the corresponding FAR if it would be built. Teague pointed out if constructed as proposed the FAR would be greater than the FAR for other buildings. Teague concluded that to him this is a small site; adding it can't support such a large structure on such a small site.

Commissioner Platteter said he observed that a number of the areas buildings have a FAR greater than the proposed building and asked why this building was different, adding he doesn't know the development history of the area. Teague explained that the applicant calculated the FAR of each building on the hospital campus. Staff calculated FAR as one tract; not individual because the zoning classification of the hospital campus was the same. Teague reiterated that the applicant calculated FAR on each individual building, not tract.

Commissioner Schroeder addressed the question of building height, adding that his opinion may be contrary to staff's recommendation of 4-stories. Schroeder said in his opinion the goal of the City has been to create a more human scale approach to development and how buildings relate to the City's streets. Continuing, Schroeder said the Commission worked long and hard on the Comprehensive Plan where the term "podium height" was used to describe this approach. Schroeder explained that "podium height" was generally defined as the portion of the building that abuts the street with podium height established at two stories at the street with the bulk of the building height behind. Schroeder pointed out that if he remembers correctly the taller buildings in the area have a greater front street setback than the proposal; which makes a big difference. Concluding, Schroeder said with this proposal he fails to see not only what Edina, but the community at large receives for relaxing the standards by granting this a PUD zoning classification. Schroeder said the City should look at what it wants the RMD zoning district to be. This building is a stand-alone building and that may not be the best use of this site.

Commissioner Staunton said he continues to be concerned with the "orphan" lot to the west and that instinctively he's uncomfortable with the proposal as presented. He acknowledged that he would be fine with the proposal, including building height, if it met Code and the Comprehensive Guide Plan; however, it doesn't. Staunton pointed out the request for PUD includes exceptions and in his opinion the orphan lot becomes relevant when granting exceptions.

Chair Grabiel said he supports the project; especially in light of the fact that the buildings surrounding this parcel are as tall or taller.

A discussion ensued on the multiple requests by the applicant and if they can be separated. Chair Grabiel pointed out staff recommended against amending the Comprehensive Plan adding if the Comprehensive Plan wasn't amended the project could the project even proceed.

Motion

Commissioner Staunton moved to deny the Comprehensive Plan Amendment and the rezoning to PUD based on the discussion. Commissioner Platteter seconded the motion. Ayes; Forrest, Scherer, Schroeder, Platteter, Staunton Fischer. Nay, Grabiel Motion carried.

VIII. CORRESPONDENCE AND PETITIONS

Chair Grabiel acknowledged receipt of the Council Connection and attendance.

IX. CHAIR AND COMMISSION COMMENTS

Commissioner Staunton informed the Commission that the City Council at their last meeting on April 17, 2012 adopted the GrandView District Development Framework. Staunton thanked everyone for their support.

Commissioner Platteter requested that Commissioners receive minutes from the meetings of the City Council.

Commissioner Scherer told the Commission she attended the Volunteer Recognition Dinner where Kevin Staunton was honored with the Mayor's Award for his service on the Commission and on the GrandView District Development Framework project. Scherer said Staunton clearly deserved the honor. Commissioners agreed.

X. STAFF COMMENTS

Planner Teague informed the Commission the request by JMS for preliminary plat approval for 6120 Brookview was continued to the next City Council meeting on May 2nd. Teague explained that at their last meeting the Council heard the majority of JMS's request to subdivide; however, due to a technical malfunction the applicant was unable to deliver his power point presentation.

Planner Teague reminded the Commission that the new City website would be "rolled out" soon and requested that Commissioners (if they haven't already done so) e-mail their photo's to him.

Teague added that lastly he would like to inform the Commission that it's Edina's turn to

host the annual "Commissions Get Together" between neighboring cities. Teague asked Commissioners to share with him any ideas on how or where to host the event.

XI. ADJOURNMENT

Commissioner Scherer moved meeting adjournment at 9:40 pm. Commissioner Platteter seconded the motion. All voted aye; motion to adjourn carried.

Jackie Hoogenakker
Respectfully submitted.

ORDINANCE NO. 2012-__

AN ORDINANCE AMENDING THE ZONING ORDINANCE TO ESTABLISH A PUD, PLANNED UNIT DEVELOPMENT DISTRICT AT 6500 FRANCE AVENUE

The City Of Edina Ordains:

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

850.23 Planned Unit Development Districts (PUD)

Subd. 2. Planned Unit Development District-2 (PUD-2) – Edina Medical Building

A. Legal Description:

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

And,

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

B. Approved Plans. Incorporated herein by reference are the 6500 France Edina Medical Building plans received by the City on _____, 2012, except as amended by City Council Resolution No. 2012-___, on file in the Office of the Planning Department under file number 2012-003.12a.

C. Principal Uses:

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

D. Accessory Uses:

Existing text – XXXX
Stricken text – ~~XXXX~~
Added text – **XXXX**

Off-street parking facilities

Produce stands pursuant to permit issued by the City Manager.

Signs allowed per the Regional Medical District.

E. Conditional Uses:

None

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

Building Setbacks	
Front – France Avenue	25 feet
Front – 65th Street	25 feet
Side – West	100 feet
Rear – South	30 feet

Parking Ramp Setbacks	
Front – France Avenue	100 feet
Front – 65th Street	25 feet
Side – West	20 feet
Rear – South	20 feet

Building Height	six stories and 80.5 feet
Maximum Floor Area Ratio	100%

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

First Reading:

Second Reading:

Published:

b. the permit shall be applied for only by the owner of the principal building, the intention being that each lessee within the mini-storage building shall not be eligible individually for a temporary retail sales permit.

3. Only non-perishable and non-volatile products may be stored.

850.18 Regional Medical District (RMD)

Subd. 1 **Principal Uses.**

A. Hospitals.

B. Medical and dental offices and clinics.

C. Laboratories for performing medical or dental research, diagnostic testing, analytical or clinical work, having a direct relationship to the providing of health services, including, but not limited to, medical research, radiology, hematology, serology, immunology, allergy, biochemistry, basal metabolism, microbiology, parasitology, pathology, histology, cytology, toxicology and pharmacology. Laboratories engaged in the production or manufacture of goods or products for commercial sale or distribution shall not be considered laboratories within the meaning and intent of this paragraph.

Subd. 2 **Accessory Uses.**

A. Living quarters and recreational and educational facilities for nurses, interns, staff members, hospital employees and volunteers, if the uses are located within or are contiguous to the principal building.

B. Off-street parking facilities for ambulances, service trucks and automobiles owned by tenants, employees, patients and visitors.

C. Within principal buildings having a gross floor area of 40,000 square feet or more, ten percent of the floor area may be occupied by retail uses allowed in the PCD-1 and PCD-2 subdistricts, if the primary function of the uses is to serve the needs of occupants of, and visitors to, the principal use.

D. Helistops for use by helicopters involved in emergency rescue operations.

Subd. 3 **Requirements for Building Coverage, Setbacks and Height.**

A. FAR: 1.0.

B. Setbacks.

Front Street	Side Street	Interior Side Yard	Rear Yard
35'*	35'*	20'*	20'*

* or the building height if greater.

C. Building Height. See Section 850.22, Building Height Overlay District and Appendix A of the City's Official Zoning Map.

D. Minimum Tract Area. No tract of land shall be transferred to the Regional Medical District unless the tract measures at least ten acres in area or is contiguous to other land in the Regional Medical District.

A110

b. the permit shall be applied for only by the owner of the principal building, the intention being that each lessee within the mini-storage building shall not be eligible individually for a temporary retail sales permit.

3. Only non-perishable and non-volatile products may be stored.

850.18 Regional Medical District (RMD)

Subd. 1 **Principal Uses.**

A. Hospitals.

B. Medical and dental offices and clinics.

C. Laboratories for performing medical or dental research, diagnostic testing, analytical or clinical work, having a direct relationship to the providing of health services, including, but not limited to, medical research, radiology, hematology, serology, immunology, allergy, biochemistry, basal metabolism, microbiology, parasitology, pathology, histology, cytology, toxicology and pharmacology. Laboratories engaged in the production or manufacture of goods or products for commercial sale or distribution shall not be considered laboratories within the meaning and intent of this paragraph.

Subd. 2 **Accessory Uses.**

A. Living quarters and recreational and educational facilities for nurses, interns, staff members, hospital employees and volunteers, if the uses are located within or are contiguous to the principal building.

B. Off-street parking facilities for ambulances, service trucks and automobiles owned by tenants, employees, patients and visitors.

C. Within principal buildings having a gross floor area of 40,000 square feet or more, ten percent of the floor area may be occupied by retail uses allowed in the PCD-1 and PCD-2 subdistricts, if the primary function of the uses is to serve the needs of occupants of, and visitors to, the principal use.

D. Helistops for use by helicopters involved in emergency rescue operations.

Subd. 3 **Requirements for Building Coverage, Setbacks and Height.**

A. FAR: 1.0.

B. Setbacks.

Front Street	Side Street	Interior Side Yard	Rear Yard
35'*	35'*	20'*	20'*

* or the building height if greater.

C. Building Height. See Section 850.22, Building Height Overlay District and Appendix A of the City's Official Zoning Map.

D. Minimum Tract Area. No tract of land shall be transferred to the Regional Medical District unless the tract measures at least ten acres in area or is contiguous to other land in the Regional Medical District.

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2. All subsequent additions, exterior alterations and accessory buildings constructed after the erection of an original building or buildings shall be constructed of materials comparable to those used in the original construction and shall be designed in a manner conforming to the original architectural design and general appearance.

850.16 Planned Commercial District (PCD).

Subd. 1 **Subdistricts.** The Planned Commercial District shall be divided into the following subdistricts:

Planned Commercial District - 1	(PCD-1)
Planned Commercial District - 2	(PCD-2)
Planned Commercial District - 3	(PCD-3)
Planned Commercial District - 4	(PCD-4)

Subd. 2 **Principal Uses in PCD-1.**

Antique shops.

Art galleries.

Art studios.

Bakeries, provided the room or rooms containing the preparation and baking process shall not have a gross floor area in excess of 2,500 square feet.

Barber shops.

Beauty parlors.

Bicycle stores, including rental, repair and sales.

Book and stationery stores.

Camera and photographic supply stores.

Candy and ice cream stores.

Clothes pressing and tailoring shops.

Clothing stores not exceeding 2,500 square feet of gross floor area.

Clubs, lodge halls and meeting rooms, offices and other facilities for non-profit organizations not exceeding 2,500 square feet of gross floor area.

Coin and philatelic stores.

Day care.

Drug stores.

Dry cleaning establishments and laundries.

Employment agencies.

Financial institutions, but excluding drive-through facilities and pawn shops.

Florist shops.

Food, grocery, meat, fish, bakery and delicatessen stores.

Garden supply, tool and seed stores.

Gift shops.

Handball courts, racquetball courts and exercise and reducing salons.

Hardware stores.

Hobby shops for the sale of goods to be assembled and used off the premises.

Household furnishings, fixtures and accessory stores not exceeding 2,500 square feet of gross floor area.

Interior decorating establishments.

Jewelry stores.

Launderettes.

Leather goods stores.

Liquor stores, municipally owned, off-sale.

Locksmith shops.

Medical and dental clinics.

Music and video sales and rental stores.

Musical instruments stores and repair shops.

Newsstands.

Offices, including both business and professional.

Optical stores.

Paint and wallpaper stores not exceeding 2,500 square feet of gross floor area.

Personal apparel stores not exceeding 2,500 square feet of gross floor area.

Picture framing and picture stores.

Repair stores and "fix-it" shops which provide services for the repair of home, garden, yard and personal use appliances.

Restaurants, but excluding "drive-ins" and drive-through facilities, other than as allowed in Section 850.07, Subd. 14.F

Schools.

Second-hand stores not exceeding 2,500 square feet of gross floor area, but excluding pawn shops.

Shoe sales or repair stores.

Sporting and camping goods stores not exceeding 2,500 square feet of gross floor area.

Tailor shops.

Tobacco shops.

Toy shops.

Travel bureaus and transportation ticket offices.

Variety, gift, notion and soft goods stores.

Vending machines which are coin or card operated, but excluding amusement devices.

Subd. 3 **Principal Uses in PCD-2.**

Any principal use permitted in PCD-1.

Amusement and recreation establishments such as amusement arcades, commercial bowling alleys and pool halls.

Animal hospitals and kennels, but excluding establishments with outside runs.

Automotive accessory stores, but excluding repair and service garages.

Blueprinting, printing and Photostatting establishments.

Business machine sales and service shops.

Catering establishments.

Clothing stores.

Clubs, lodge halls and meeting rooms, offices and other facilities for non-profit organizations.

Commercial kennels as defined by Subsection 300.01 of the City Code.

Currency exchanges as defined in M.S. 53A.

Department stores not exceeding 40,000 square feet of gross floor area.

Dry goods stores.

Electrical and household appliance stores, including radio and television sales and service.

Exterminating offices.

Fabric stores.

Frozen food stores including the rental of lockers in conjunction therewith.

Furniture stores including upholstering when conducted as an incidental part of the principal use.

Fraternal, philanthropic and charitable institution offices and assembly halls.

Furrier shops including the storage and conditioning of furs when conducted as an incidental part of the principal use.

Home repair, maintenance and remodeling stores and shops.

Hotels, motels and motor inns.

Household furnishings, fixtures and accessories stores.

Laboratories, medical and dental.

Office supplies stores.

Orthopedic and medical appliance stores, but excluding the manufacturing or assembly of appliances or goods.

Paint and wallpaper stores.

Personal apparel stores.

Pet shops.

Photography studios.

Post offices.

Public utility service stores.

Rental agencies for the rental only of clothing, appliances, automobiles, cartage trailers, and household fixtures, furnishings and accessories, excluding pawn shops.

Schools for teaching music, dance or business vocations.

Sporting and camping goods stores.

Taxidermist shops.

Telegraph offices.

Theaters, but excluding outdoor or "drive-in" facilities.

Ticket agencies.

Trading stamps redemption stores.

Undertaking and funeral home establishments.

Subd. 4. Principal Uses in PCD-3.

Any principal use permitted in PCD-2, except offices requiring the issuance of a conditional use permit.

Department stores or shopping centers exceeding 40,000 square feet of gross floor area.

Transit stations.

Publicly owned uses.

A115

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

27 March 2012

PLANNING DEPARTMENT
MAR 28 2012
CITY OF EDINA

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

NOISE MONITORING REPORT: 6500 FRANCE AVENUE SOUTH

Kvernstoen, Rönnholm & Associates, Inc. was retained by Mount Development Co. to measure noise levels at the property lines at the 6500 France location, and to verify the sound levels produced by the Rooftop Units (RTU's) on the proposed new building.

To that end I traveled to the site on 3/16/2012 to perform statistical noise measurements at the locations shown on Fig. 1.

Procedure

Each measurement period was 30 minutes. The microphone was set on a tripod at the locations shown on Fig 1. The meter used was a Larson-Davis precision noise level meter (SN #150) equipped with logging functions and a wind screen for the microphone. The meter was field-calibrated directly before and after the measurements. The temperature was 79 degree F, with very light breezes from the South. Barometric pressure was 29.3 inches Hg.

Results

Measurement results are shown in Table 1 on the next page. I have included several statistical measurements in order to show the variability of the traffic noise, although the only important number is the L_{50} metric. The L_{xx} numbers

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refer to the percentage of time that the noise level was exceeded for that percentage of time. For example, the L_{50} of at the corner of 65th and France was 68.8 dBA, means that for 50% of the time the noise level was above 68.8 dBA.

Results are as shown below:

Loc'n	L_1	L_5	L_{10}	L_{50}	L_{90}	L_{95}	L_{99}
1.	**76.0**	**74.1**	**72.9**	**67.0**	**58.4**	**57.2**	**55.2 dBA**
2.	**61.5**	**59.5**	**58.5**	**55.6**	**53.1**	**52.7**	**52.2**
3.	**76.0**	**74.2**	**73.0**	**68.8**	**62.7**	**61.5**	**59.5**

Only the noise level at location #2 is within the MPCA rules as expressed in Minnesota Rule 7030. The rules are as follows:

Daytime (7:00 AM – 10:00 PM): 60 dBA
Nighttime (10:00 PM – 7:00 AM): 50 dBA

I also verified the projected sound levels at the south property line of 6500 France due to the two RTU's that will be located on the roof. This sound level is calculated directly in a horizontal line from the RTU's, or approximately 3 – 4 stories in the air. Sound levels on the ground would be somewhat lower because of shielding by the roof and parapet of the 6500 France building. My calculations of noise levels from the two RTU's corroborate those made earlier by the project mechanical engineer of 43 dBA at the closest property line to the South.

The 43 dBA sound level at the property line is well within 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 RTU's will be similar to that of the traffic noise, the RTU's will not add at all to the noise levels currently on the site.

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PLANNING DEPARTMENT
MAR 28 2012
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