

3930 West 49-1/2 Street
Edina, Minnesota



Request for Proposals – Property Redevelopment Appendix Information

- 1) Southdale Area Planning Principles (3 pages)
- 2) Shared Parking Memo / based on 1974 Plan (2 pages)
- 3) Affordable Housing Policy (3 pages)
- 4) 2011 Walker Shared Parking Study (4 pages)
- 5) Expansion Study – East / 3930 (1 page)
- 6) Expansion Study – West / 3944 (4 pages)
- 7) KHA Vertical Expansion Study (2 pages)
- 8) No Further Action Letter (3 pages)

France Avenue Southdale Area Working Principles and Supporting Questions

(June 16, 2015)

Element	Working Principle and Supporting Questions
Give-to-Get; Plan & Process	<p data-bbox="594 485 1451 569">Allow latitude to gain tangible and intangible outcomes aligned with the district principles.</p> <ol data-bbox="548 575 1463 919" style="list-style-type: none"><li data-bbox="548 575 1349 646">1 How does the proposal contribute to the realization of the principles for the district?<li data-bbox="548 653 1451 684">2 How can the proposal move beyond the principles for the district?<li data-bbox="548 690 1419 762">3 What tangible and intangible outcomes might be offered by the proposal but cannot be achieved by the project on its own?<li data-bbox="548 768 1338 840">4 What does the proposal offer as a way of balancing those outcomes provided by others?<li data-bbox="548 846 1463 917">5 What alternatives were explored to arrive at a proposal that is best aligned with the principles and the opportunities of the district?
Edina Cultural Preferences; Identity	<p data-bbox="594 961 1451 1087">Advance quality through thoughtful and artful design of buildings and publicly accessible spaces, highlighted human activity, and enhanced economic vibrancy.</p> <ol data-bbox="548 1094 1463 1606" style="list-style-type: none"><li data-bbox="548 1094 1463 1245">1 Discuss the materials and construction techniques intended for the building and the site with attention directed to ensuring an enduring quality is achieved, especially considering whether the proposal is a background or foreground element of the district.<li data-bbox="548 1251 1333 1323">2 What qualities of the proposal will be most valued by the community in 50 years?<li data-bbox="548 1329 1451 1440">3 Describe the ways in which the proposal highlights human activity in the building and on the site, especially when viewed from adjacent or nearby public ways?<li data-bbox="548 1446 1458 1518">4 In what ways does the proposal enhance the economic vibrancy of the district?<li data-bbox="548 1524 1338 1596">5 How does the proposal adapt itself to changing economic opportunities of the community and the district?
District Function	<p data-bbox="594 1638 1451 1764">Look beyond baseline utilitarian functions of a single site to create mutually supportive and forward-looking infrastructure sustaining the district.</p> <ol data-bbox="548 1770 1446 1959" style="list-style-type: none"><li data-bbox="548 1770 1446 1841">1 Describe the ways in which the proposal is self-supporting related to on- and off-site infrastructure and resources.<li data-bbox="548 1848 1435 1919">2 What impacts does the proposal pose on existing on- and off-site infrastructure?<li data-bbox="548 1925 1411 1959">3 What elements of the proposal support infrastructure needs of

adjacent or nearby sites?

- 4 Describe the infrastructure features of the proposal that are truly extraordinary by relating the performance of those features to current standards, requirements, or best practices.
- 5 How the proposal relies on infrastructure of the district for baseline performance?

Comprehensive Connections; Movement

Foster a logical, safe, inviting and expansive public realm facilitating movement of people within and to the district.

- 1 What features and amenities does the proposal lend to the public realm of the district?
- 2 What features and amenities does the proposal introduce to extend the sense of an expansive and engaging public realm to its site?
- 3 Demonstrate the ways in which the proposal supports pedestrians and bicyclists movement and identify those nearby district features that are important destinations.
- 4 What features does the proposal employ to ensure a safe and inviting pedestrian experience on the site?
- 5 ...

Site Design; Transitions

Encourage parcel-appropriate intensities promoting harmonious and interactive relationships without “leftover” spaces on sites.

- 1 How does the proposal relate in terms of scale to its neighbors?
- 2 How does the proposal make full use of the available site, especially those portions of the site not occupied by parking and buildings?
- 3 How does the proposal interact with its neighbors?
- 4 Describe the zones of activity created by the proposal and compare those areas to zones of activity on adjacent and nearby sites.
- 5 ...

Health

Advance human and environmental health as the public and private realms evolves.

- 1 How does this proposal enhance key elements of environmental health (air, water, noise, habitat)?
- 2 How does proposal mitigate any negative impacts on environmental health on its own site?
- 3 How does proposal provide for a healthful environment beyond the current condition?
- 4 Describe ways in which human health needs are advanced by the proposal.
- 5 ...

Innovation

Embrace purposeful innovation aimed at identified and anticipated problems.

- 1 Identify the problems posed by the proposal or the district requiring innovative solutions and describe the ways in which the proposal responds?
- 2 Describe the metrics to be used to compare the innovations posed by the proposal.
- 3 For those solutions posed by the proposal as innovative, describe how they might become “best practices” for the district.
- 4 Describe innovations in systems and aesthetics and the ways in which systems and aesthetics for integrated solutions.
- 5 Describe other projects where innovations similar to those included in the proposal have been employed.

Land Use; Live-able Precincts

Promote well-balanced aggregations of “come to” and “stay at” places focused on human activity and linked to an engaging public realm.

- 1 How does the proposal complement the mix of uses in the district?
- 2 Describe the proposal in terms of “come to” and/or “stay at” places.
- 3 What adjacent or nearby “come to” or “stay at” places does the proposal rely on for vitality?
- 4 Demonstrate the flows of activity generated by the site during a typical weekday and weekend day.
- 5 In what ways does the proposal interact with surrounding sites to encourage an engaging public realm?

Economic Vitality

Ensure every component contributes to the sustained economic vitality of the district and the community.

- 1 Describe the proposal in terms of its economic contributions to the district.
- 2 How does the proposal enhance development on adjacent or nearby sites?
- 3 What features of the site or district limit the potential of the proposal from being fully realized?
- 4 Why is the proposal best situated on its proposed site from the perspective of economic vitality?
- 5 How does the proposal make the district and the community a better place?

9/16/85

Shared Parking Memo (based on 1974 Plan)

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PRELIMINARY PLAT DENIED FOR INTERLACHEN HEIGHTS: Affidavits of Notice were presented by Acting City Clerk, approved and ordered placed on file. Planner Larsen explained that the proposed plat is located west of Ridge Road and north and south of Interlachen Boulevard. The applicant's subdivision plan proposes 20 R-1 lots for the property, and Lot 7 of the proposed plat would be retained for the existing home. The proposed lots are very large, ranging from 17,500 square feet to 34,900 square feet with an average of 23,000 square feet. Mr. Larsen explained that the request had been continued to allow the proponent time to resolve the issue of the extension of Green Farms Road north to intersect with Interlachen Boulevard. The proponent has submitted no new plans or information relative to the revised plat proposal. Staff's position relative to the road is that it should be extended, but Staff recommends denial of the revised preliminary plat. Mr. C. W. Loufek of 6600 Interlachen Boulevard was present and indicated he was disappointed that they had not moved ahead with this as originally proposed to the Planning Commission. There being no further discussion, Member Bredesen moved denial of this preliminary plat proposal for Interlachen Heights; the motion was seconded by Member Turner.

Rollcall:

Ayes: Bredesen, Kelly, Richards, Turner, Courtney
Motion carried.

ABC801

CONDITIONAL USE PERMIT APPROVED FOR THE CITY OF EDINA, BRAEMAR CLUBHOUSE AT 6364 DEWEY HILL ROAD. Planner Larsen explained that the City of Edina has submitted an application for a Conditional Use Permit to allow the construction of a major addition to the clubhouse at Braemar Golf Course. Clubhouses are considered a Conditional use in the R-1 District. Mr. Larsen indicated that construction would begin in the fall and be completed prior to spring opening. The proposed addition will enlarge most existing areas and add a meeting room with a seating capacity of approximately 200. The lower level will contain enlarged and remodeled locker rooms and new lounges. On the upper floor, the existing clubhouse area, grill and kitchen will remain unchanged. A new main entrance will be provided at the northeast corner of the building. The pro shop will be expanded to house offices for the course manager and pro. The new meeting room will be situated to the south of the existing building. Mr. Larsen added that exterior modifications will include additional parking and regrading of the first and tenth tees immediately west of the clubhouse. Following this regrading, the tees will be visible from the clubhouse. The design and materials of the addition will match the existing clubhouse. Mr. Larsen pointed out that clubhouses are required to provide parking spaces equal in number to one-third the maximum seating capacity, plus one space for each employee on the major shift. Following the expansion, there will be seating for approximately 275 with 15 employees on the major shift. Current parking of 275 spaces is well in excess of the required 107 spaces. Further, an additional expansion of the parking lot is planned which will provide 100 more spaces. Mr. Larsen concluded that staff recommends approval of the Conditional Use Permit. No further comments being heard, Member Richards offered the following resolution and moved its adoption:

RESOLUTION GRANTING CONDITIONAL USE PERMIT

WHEREAS, the procedural requirements of Ordinance No. 825 (The Zoning Ordinance) have been met; and
WHEREAS, it has been determined that the Findings as required by Ordinance No. 825 have been satisfied.

NOW, THEREFORE, BE IT RESOLVED that the Edina City Council hereby grants a Conditional Use Permit to the City of Edina, Braemar Clubhouse, 6364 Dewey Hill Road, for the purpose of constructing a major addition to the existing clubhouse at Braemar Golf Course and expanding the parking lot.

Motion for adoption of the resolution was seconded by Member Turner.

Rollcall:

Ayes: Bredesen, Kelly, Richards, Turner, Courtney
Resolution adopted.

FINAL DEVELOPMENT PLAN FOR JAMES W. NELSON AT 3922-30 WEST 49½ STREET APPROVED.

Planner Larsen informed the Council that the subject property measures approximately 118 feet by 125 feet and is 14,750 square feet in area. The property is developed with a building containing a gross floor area of 8,000 square feet. The building has ten private parking spaces on the north side with the remainder of required parking provided by the municipal lot and ramp. Mr. Larsen added that the proponents have submitted a request to add a second floor to the building which would approximately double the floor area of the building. The property is located within the 50th and France Tax Increment District. The original plan for the District limited expansion potential to certain designated properties in the District. This property was not designated as having expansion potential. However, in 1978

A35

the HRA adopted a policy which spread development potential more evenly throughout the District. The policy stated that expansion up to a floor area ratio (FAR) of 1.0 should be permitted using existing public parking to satisfy parking requirements. Expansion between 1.0 and 1.5 FAR (the maximum permitted in the PC-2 District) would be permitted only if additional private parking was provided. Using the Zoning Ordinance definition of gross floor area, the FAR, following the proposed addition, would be 0.97. Mr. Larsen explained that properties within the District were originally assessed for parking on the basis of existing floor area plus any expansion potential. The policy adopted by the HRA in 1978 required that properties not originally shown with expansion potential which expand in the future should be assessed for parking on a square foot basis. The proposed expansion would be subject to \$2.155 per square foot assessment for public parking. Mr. Larsen continued that the proposal calls for continuing the wood facade of the existing building on the 49½ Street side and stucco on all other walls. Areas which are currently unfinished cement block would be covered with stucco. Mr. Larsen concluded that this property was one of several in the District identified by the HRA with expansion potential. To date, none of these properties has undergone an expansion. Conditions in the District have changed little since the HRA adopted its present policy towards expansion. The request conforms to the HRA's policy, and staff recommends approval of the Final Development Plan. There being no further discussion, Member Bredesen moved adoption of the following resolution:

RESOLUTION

BE IT RESOLVED by the City Council of the City of Edina, Minnesota, that the Final Development Plan for James W. Nelson at 3922-30 West 49½ Street, presented at the regular meeting of the City Council of September 16, 1985, be and is hereby approved. Motion for adoption of the resolution was seconded by Member Richards.

Rollcall:

Ayes: Bredesen, Kelly, Richards, Courtney

Abstained: Turner

Resolution adopted.

FINAL DEVELOPMENT PLAN FOR MAIL HANDLING, INC., AT 7225 WASHINGTON AVENUE SOUTH APPROVED. Planner Larsen explained that the subject property was originally developed as a roller skating rink. When the present owner acquired the property, he converted it to its present mail processing and envelope-making operation. This conversion included an up-grade of the exterior finish. Mr. Larsen continued that the owner has submitted a request to construct an addition to the east side of the building which would contain 8,235 square feet. Since the site is less than three acres (2.12), the maximum allowable lot coverage is 30 percent. The proposed addition would increase the lot coverage to 31.5 percent; thus, a 1.5 percent lot coverage variance is requested. Mr. Larsen pointed out that in the Planned Industrial District required parking is determined by totaling the requirements for individual uses or one space for each 400 square feet of gross floor area, whichever is greater. Applying the requirement for individual uses, a parking requirement of 59 spaces results. However, at one space for each 400 square feet of gross floor area, a requirement of 73 spaces results. The proposed plan proposes a total of 68 spaces; thus, a five-space parking quantity variance is requested. Mr. Larsen added that in addition to a site plan, a landscaping plan and exterior elevations have been submitted. The proposed exterior materials would have to match the existing building, which is split-face concrete block; the materials conform to the requirements of the Ordinance. The plan does not indicate the size of existing and relocated plant materials, and the new stock appears to be below Ordinance minimums. Mr. Larsen concluded that the owner's attorney, Peter Beck, described the proposal in a letter which provided justification for the request. In staff's opinion, the impact of the additional lot coverage is not significant on this particular property, and staff supports the requested lot coverage variance. Staff recommends approval of the Final Development Plan and the lot coverage and parking variances with the following conditions: 1) The addition be limited to warehouse-storage use; and 2) The landscape plan be subject to staff approval. The owner of Mail Handling, Inc., Mr. Tom Silver, was present and had no comments. There being no further discussion, Member Bredesen offered the following resolution and moved its adoption, subject to the two aforementioned conditions:

RESOLUTION

BE IT RESOLVED by the City Council of the City of Edina, Minnesota, that the Final Development Plan for Mail Handling, Inc., at 7225 Washington Avenue South, presented at the regular meeting of the City Council of September 16, 1985, be and is hereby approved, subject to the conditions that the addition be limited to warehouse-storage use and that the landscape plan be approved by staff. Motion for adoption of the resolution was seconded by Member Kelly.

Rollcall:

Ayes: Bredesen, Kelly, Richards, Turner, Courtney

Resolution adopted.

Affordable Housing Policy

At its Oct. 6, 2015 meeting, the City Council adopted an affordable housing policy. The approved policy, which take effect Nov. 1, 2015, is below.

Background

The City recognizes the need to provide affordable housing in order to maintain a diverse population and to provide housing for those who live or work in the City. Since the remaining land appropriate for new residential development is limited, it is essential that a reasonable proportion of such land be developed into affordable housing units. As such, the City of Edina adopts the following Affordable Housing Policy:

The Policy

1. This policy applies to all new multi-family developments of 20 or more units that require a re-zoning to Planned Unit Development (PUD) or a Comprehensive Plan amendment.
2. New rental developments will provide a minimum of 10% of all rentable area at 50% affordable rental rates or 20% of all rentable area at 60% affordable rental rates as defined below.
3. New for sale developments will provide a minimum of 10% of all livable area at affordable sales prices as defined below.
4. New rental housing will remain affordable for a minimum of 15 years, and this requirement will be memorialized by a land use restrictive covenant.
5. Recognizing that affordable housing is created through a partnership between the City and developers, the city will consider the following incentives for developments that provide affordable housing:
 - a. Density bonuses
 - b. Parking reductions
 - c. Tax increment financing
 - d. Deferred low interest loans from the Edina Housing Foundation
6. It is the strong preference of the City that each new qualifying development provide its proportionate share of affordable housing, however, the City recognizes that it may not be economically feasible or practical in all circumstances to do so. As such, the City

reserves the right to waive this policy (only if circumstances so dictate, as determined by the City). In lieu of providing affordable housing in each new qualifying development, the City may consider the following:

- a. Dedication of existing units in Edina equal to 110% of what would have been provided in a proposed new development. These units would need to be of an equivalent quality, within the determination of the City.
- b. New construction of units of an equivalent quality within the City at a different site, at the discretion of the City.
- c. Participation in the construction of affordable dwelling units of an equivalent quality by another developer on a different site within the City.
- d. An alternative proposed by a developer that directly or indirectly provides or enables provision of an equivalent amount of affordable housing within the City.

Definitions

Rental Housing

Either 10% of all rentable area is both rent restricted and occupied by persons whose income is 50% or less of area median gross income,

Or 20% of all rentable area is both rent restricted and occupied by persons whose income is 60% or less of area median gross income.

Both incomes (adjusted for family size) and rental rates (adjusted for bedroom count and including utilities) are updated annually by the Minnesota Housing Finance Agency (MHFA) and published at www.mnhousing.gov. 2015 income and rental limits are as follows:

	Gross Incomes			Gross Rents	
	60%	50%		60%	50%
1 Person	\$36,420	\$30,350	Studio	\$910	\$758
2 Persons	\$41,580	\$34,650	1 Bedroom	\$975	\$812
3 Persons	\$46,800	\$39,000	2 Bedroom	\$1,170	\$975

4 Persons	\$51,960	\$43,300	3 Bedroom	\$1,351	\$1,125
5 Persons	\$56,160	\$46,800	4 Bedroom	\$1,507	\$1,256
6 Persons	\$60,300	\$50,250			

Ownership Housing

10% or more of all livable area is affordable to and initially sold to persons whose income is at or below the levels set in the MHFA's "Startup Program" (first time homebuyer). This program has a sales price limit of \$310,000. The Edina Housing Foundation has set this limit at \$350,000 in consideration of the high prices in Edina. The Foundation would recommend the following sales prices be used as the acquisition limit in this definition:

1 Bedroom	\$250,000
2 Bedrooms	\$300,000
3+ Bedrooms	\$350,000

The 2015 income limits as published on the MHFA website are as follows:

1-2 Person Household	\$86,600
3+ Person Household	\$99,500

Income limits and maximum sales prices are updated annually. See www.mnhousing.gov.

Effective: November 1, 2015

http://edinamn.gov/index.php?section=planning_affordablehousing



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Minneapolis, MN 55416

Voice: 952.595.9116
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www.walkerparking.com

April 12, 2011

Mr. Wayne D. Houle
Director of Public Works
City of Edina
4801 West 50th Street
Edina, Minnesota 55424-1394

Shared Parking Study

Re: City of Edina, Minnesota
Shared Parking Model Up-Date
Walker Project No. 21-3492.10

Dear Mr. Houle:

Pursuant to your request, Walker Parking Consultants (Walker) is pleased to present an updated Shared Parking Model report for 2011. Walker originally developed a shared parking model that was used for this report to estimate demand under future conditions. The shared parking model is based upon updated land use data provided by the City and was used to calculate the unadjusted and shared parking demand under existing and future conditions. In addition, the enclosed Excel spreadsheet model can be utilized to assess the shared parking demand under future scenarios, assuming new developments are constructed that impact the City parking system.

The primary objective of this update is to ascertain the approximate number of spaces required to meet the peak parking demand conditions when they occur in the City of Edina. To best assess the current peak parking demand we updated the previously developed simple "Shared Parking" demand analysis model.

SHARED PARKING ANALYSIS

Shared parking is defined as the use of a parking space to serve two or more individual land uses without conflict or encroachment¹. The ability to share parking spaces is the result of two conditions: variations in the accumulation of vehicles by hour, by day, or by season at the individual land uses, and relationships among the land uses that result in visiting multiple land uses on the same vehicle trip. Sharing parking spaces typically allows 20-40% more users compared with assigning each space to an individual motorist, since some potential users are usually away at any particular time. For example, 100 employees can typically share 60-80 parking spaces, since typically some employees are on leave, away on business, or using an alternative mode of commuting. Even greater reductions are possible with mixed land uses, since different activities have different peak demand times. For example, a restaurant can share parking with an office complex, since restaurant parking demand peaks in the evening while office parking demand peaks during the mid-day hours.

¹ Smith, Mary S. *Shared Parking*, Second Edition. Washington, D.C.: ULI – the Urban Land Institute and the International Council of Shopping Centers, 2005.



adjusted to show the effects of shared parking, the weekend shared parking demand is reduced by 27% to 1,576 vehicles.

Parking peak demand has increased approximately 19% from our previous demand model prepared in the summer of 2008. Parking capacity increase of 5% or 64 stalls is included in the up-dated study as a result of more accurate stall counting within study area.

- Table 3: City of Edina, MN - Supply Model – The table depicts the existing supply of parking spaces that are available for the various land uses contained in the model. The spaces are itemized by owner, type (structure or lot) and number of spaces by location.

The total number of available spaces including both City and private parking facilities is 1,347 spaces. In order to show the most accurate model we applied an effective supply adjustment of - 7% to the existing space count; reducing the total available spaces to an effective supply of 1,253 spaces. The effective parking supply accounts for spaces within the system that are either lost to mis-parked vehicles, snow cover or other maintenance projects that may occur from time to time that reduce the number of useable spaces within the parking system.

The results obtained from the shared parking model show that during the peak weekday demand period at 1:00 p.m. in December a deficit of $969 \pm$ spaces will occur in the City system (unadjusted demand of 2,222 compared to the effective supply of 1,253 spaces). When the demand is adjusted to show the effect of shared parking a deficit of $342 \pm$ spaces will exist (shared demand of 1,594 compared to the effective supply of 1,253 spaces).

If the total parking supply is unaffected by snow cover, mis-parked vehicles or maintenance projects, the deficit with shared parking would be reduced to approximately $247 \pm$ spaces during peak periods (shared demand of 1,594 compared to the existing capacity of 1,347).

- Table 4: Shared Parking Demand by Time of Day – Weekdays - Peak Month (December) – The table depicts demand on the peak weekday day in December by hour and by land use beginning at 6:00 a.m. through 12:00 midnight. This table also shows how the shared parking demand is calculated by land use and confirms how the shared parking demand represents a more accurate calculation than the unadjusted demand when evaluating the number of spaces required during peak demand periods.
- Table 5: Shared Parking Demand by Time of Day – Weekends - Peak Month (December) - The table depicts the demand on the peak weekend day in December by hour and by land use showing the percentage of the daily demand that will be generated by hour beginning at 6:00 a.m. through 12:00 midnight.

- Figure 2: Shared Parking by Time of Day - Weekdays - Peak Month (December) – Figure 2 is a graphic illustration of the peak weekday demand in December compared to the total capacity of the City system of 1,347 spaces.
- Figure 3: Shared Parking by Time of Day - Weekends - Peak Month (December) - Figure 3 is a graphic illustration of the peak weekend day demand in December compared to the total capacity of the City system of 1,347 spaces.

CONCLUSION

The shared parking analysis shows that under current conditions the total supply of parking spaces is inadequate to meet the peak demand at 1:00 p.m. in December ($247 \pm$ deficit compared to the total capacity (1,347 spaces); additionally, a $340 \pm$ deficit is noted when compared to the effective supply (1,253 spaces). However, most days throughout the year, the City system contains capacity that meets the 95th percentile of weekday demand. In addition, the peak month shared weekend evening 95th percentile parking demand will exceed total capacity.

To address deficit conditions that may exist on peak days, we recommend that consideration be given to providing additional parking supply. Adding approximately 140 - 200 parking stalls would bring parking supply and peak demand ratios back to 2008 levels. Additionally, a parking management plan could be developed that would entail the use of off-study area parking for employees. Employee parking would occur out of the study area with employee shuttle service provided to and from the core study area to the employee parking area. Valet parking for study area guests during peak demands will also mimic employee shuttle demand reduction with valet parking storage outside of the study area.

In addition to remote employee parking and shuttling, the City is already exploring the implementation of facility counters that will show the number of spaces available in the structures during peak occupancy periods. Once implemented, the facility counters should assist in traffic management during peak demand.

While not completely eliminating the supply problem, our recommendations provide multiple strategies that will ensure that more premium spaces are available during peak periods and also alleviate customers navigating the structures looking for an open space, as occurs today.

We look forward to discussing the shared parking model and our proposed management strategies for the City of Edina parking system with you at your earliest convenience.

Respectfully submitted,
Walker Parking Consultants

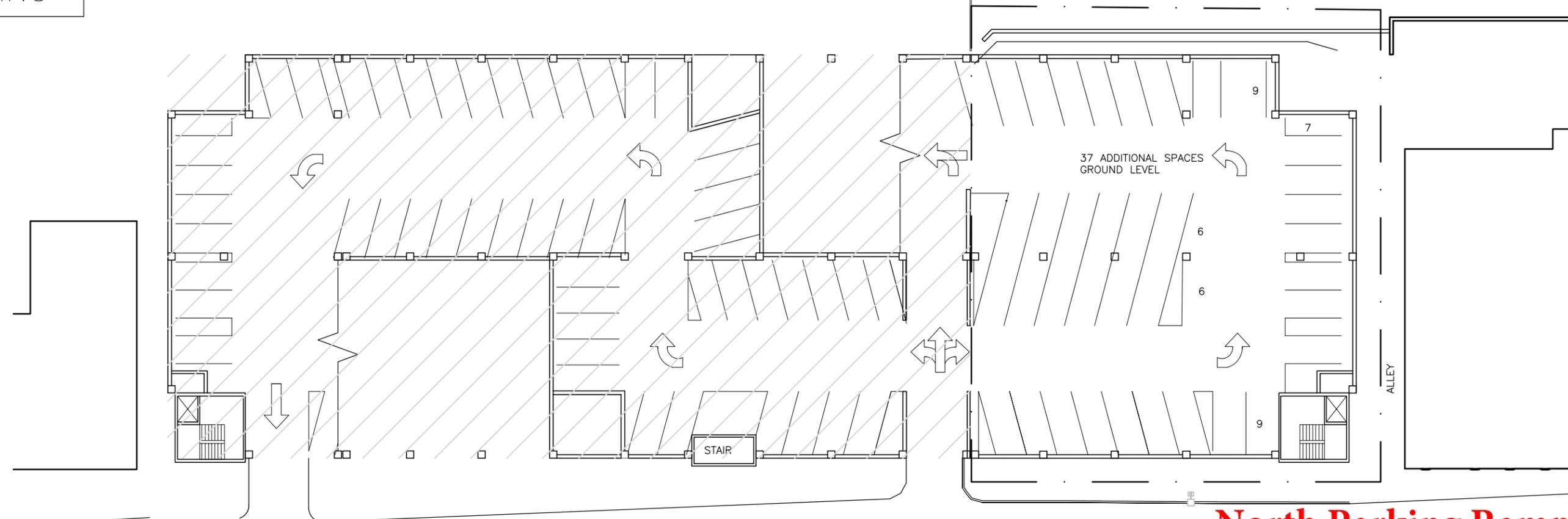


Scott R. Froemming, P.E.
Project Manager

OPTION C
PARKING

6/25/12

← EXISTING NEW →



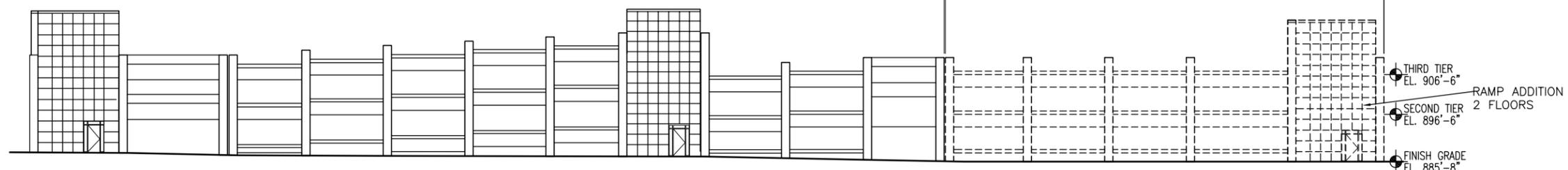
**North Parking Ramp
East Expansion Concept
3930 Site**

1 GROUND LEVEL PLAN FULL RAMP - PARKING ON 3 LEVELS - 3930 PROPERTY
3 1/32"=1'-0"

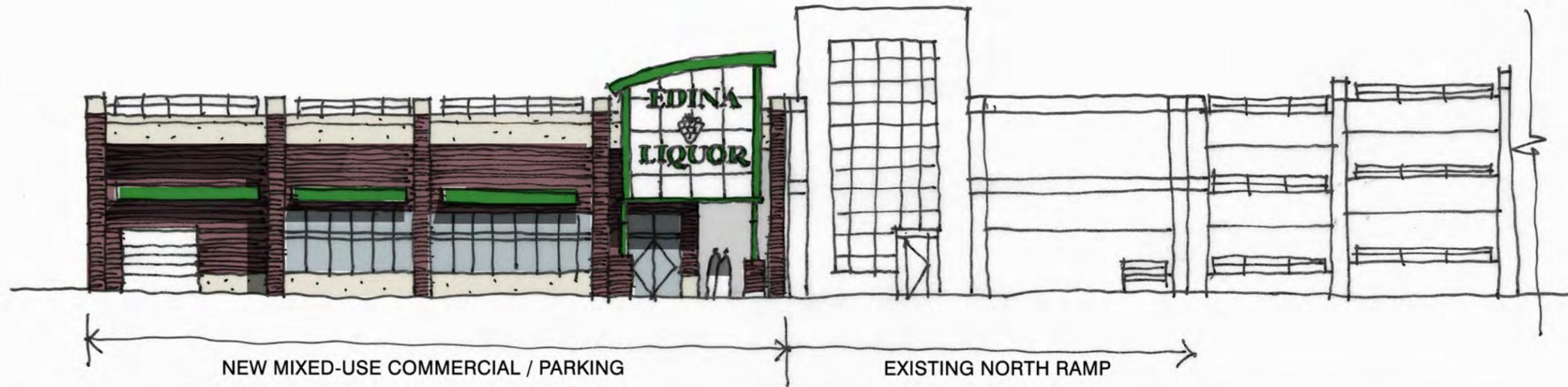
3930 49½ STREET	
RAMP ADDITIONAL SPACES	
GROUND:	37 SPACES
SECOND LEVEL:	47 SPACES
THIRD LEVEL:	47 SPACES
TOTAL	131 SPACES

← EXISTING NEW →

← 3930 3918 →



2 SOUTH ELEVATION
3 1/32"=1'-0"



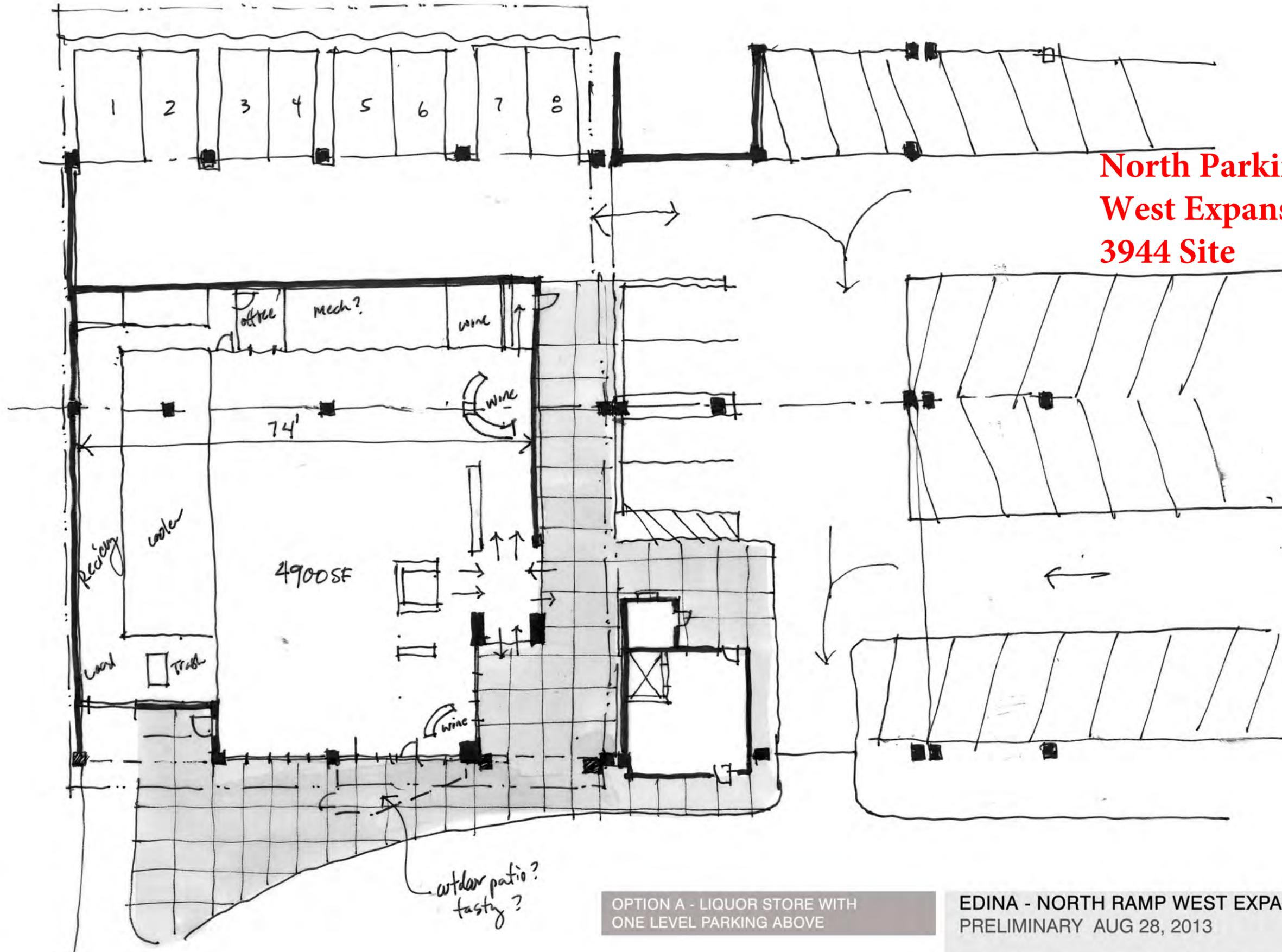
OPTION A - LIQUOR STORE WITH ONE LEVEL PARKING ABOVE

**North Parking Ramp
West Expansion Concept
3944 Site**



OPTION B - LIQUOR STORE WITH TWO LEVELS PARKING ABOVE

**North Parking Ramp
West Expansion Concept
3944 Site**

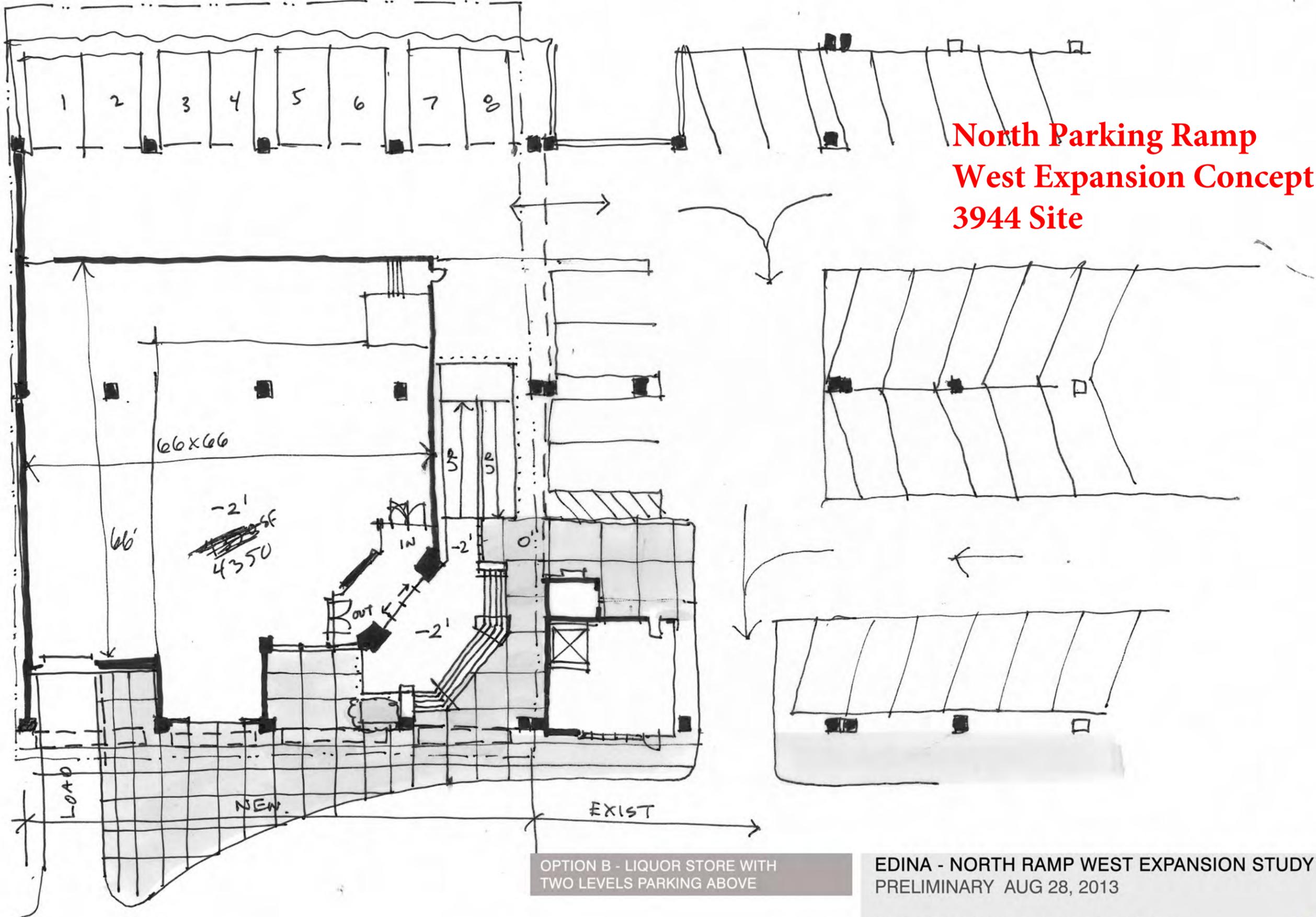


OPTION A - LIQUOR STORE WITH ONE LEVEL PARKING ABOVE

EDINA - NORTH RAMP WEST EXPANSION STUDY
PRELIMINARY AUG 28, 2013

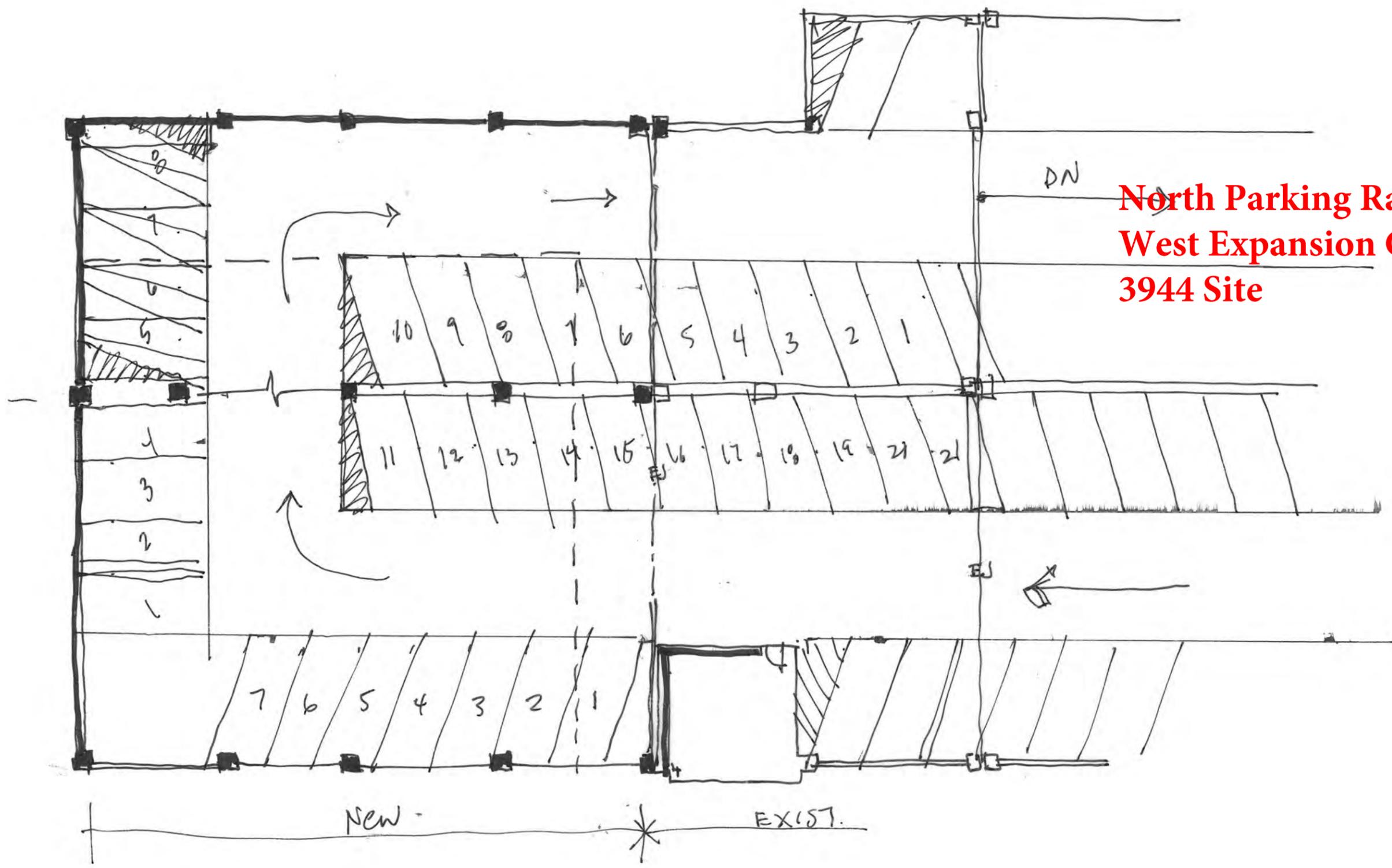
COMMERCIAL AT GROUND LEVEL

**North Parking Ramp
West Expansion Concept
3944 Site**



OPTION B - LIQUOR STORE WITH TWO LEVELS PARKING ABOVE

EDINA - NORTH RAMP WEST EXPANSION STUDY
PRELIMINARY AUG 28, 2013



**North Parking Ramp
West Expansion Concept
3944 Site**

OPTION A & B - UPPER LEVEL PARKING
ADDS +/- 27 STALLS PER LEVEL

EDINA - NORTH RAMP WEST EXPANSION STUDY
PRELIMINARY AUG 28, 2013

COMMERCIAL AT GROUND LEVEL

Memorandum

February 10, 2016

To: Bill Neuendorf, City of Edina

From: Jerry Pertzsch 

Subject: 50th & France North Ramp Vertical Expansion Feasibility Study

At your request, Kimley-Horn has investigated the feasibility of adding an additional level to the North Ramp in the 50th and France district. Based on information contained in the plans for the original structure from 1991 and the addition from 2000, and current code requirements; our analysis indicates that six footings will need to be modified in order to support an additional level. The columns appear to be adequate to support the additional level.

I have also discussed the potential addition with David Fisher, the City Building Official and done a preliminary review of the 2015 Minnesota Building Code. Based on this review, the addition of another level as an open parking structure will not require sprinklers to be added to the structure. In the event that a building was constructed adjacent to the parking structure, the new building would be required to provide fire separation between the new building and the parking structure.

With the addition of one additional level of parking, the stair core on the south side of the parking structure and the stair/elevator core in the southeast corner of the parking structure would need to be extended. Based on my conversation with the City Building Official, the elevator will need to be extended up to the additional level in order to provide equal access to all users of the facility.

In the original plans from 1991, the height of the stair tower on the south side of the structure was less than 34 feet above the ground level. With a 10 foot floor to floor height, the addition in 2000 increased this to 44 feet. The height of the stair/elevator core at the southwest corner of the structure is approximately the same height as the south stair core. With the addition of another level, the maximum height of the structure would be 54 feet above the adjacent ground.

The following opinion of estimated construction cost is based on the above information and is presented in current (2016) dollars. Costs need to be adjusted based upon the actual year of construction. In addition to the costs, we recommend a contingency of at least 20 percent to cover unknown items.

<u>Item</u>	<u>Estimated Cost</u>
Modify Existing Footings	\$90,000
Additional Parking Level	\$1,650,000
<u>Stair/ Elevator Core Expansion</u>	<u>\$650,000</u>
Subtotal	\$2,390,000
<u>Contingency (20%)</u>	<u>\$480,000</u>
Total Estimated Construction Cost	\$2,870,000

If you have any questions regarding this cost estimate, please call me at (651)643-0411.



Minnesota Pollution Control Agency

520 Lafayette Road North | St. Paul, Minnesota 55155-4194 | 651-296-6300

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May 27, 2014

No Further Action Letter

Mr. Scott Neal, City Manager/Executive Director
City Of Edina/Housing & Redevelopment Authority of Edina, MN
4801 West 50th Street
Edina, MN 55424

RE: 3930 Building, 3930 ½ Street West, Edina
MPCA Project Number VP30170
PIN: 18-028-24-14-0026
No Further Action Determination for Soil and Groundwater

Dear Mr. Neal:

The Minnesota Pollution Control Agency (MPCA) staff in the Voluntary Investigation and Cleanup (VIC) Program has been requested to provide a No Further Action Determination for releases identified at the 3930 Building located at the address referenced above (the Site).

The MPCA staff has reviewed the information submitted for the Site. The Site is zoned for commercial use. The building was occupied by Edina Realty at the time of the Phase I Assessment. Historically the Site has been used for television sales and repair service, beauty salon, real estate office, dry cleaners and laundromat, print shop, stamp and coin shop, an accounting firm, shoe repair, financial services office, typing and phone answering service, sales office space, Christian Science Church and reading room, and Western Union. The current use of adjoining properties includes commercial and residential. The building located on the Site was demolished in preparation for future redevelopment of the property.

A subsurface soil investigation was conducted at the Site. Fill soil concentrations exceed the MPCA's Tier 1 Soil Leaching Values (SLVs) and the Tier 1 Soil Reference Values (SRVs) for calculated benzo(a)pyrene (BaP) equivalents (in soil probe GP-2 at 2 to 4 feet below the ground surface). Tier 1 SLVs were exceeded for trichloroethylene (TCE) for soil sample concentrations in soil probes GP-1 and GP-2 at 2 to 4 feet below ground surface. Tetrachloroethylene (PCE) and TCE above SLVs were found in soil near where an underground storage tank was located.

A Supplemental Limited Phase II Investigation was performed in May 2013, to confirm the absence or presence of shallow groundwater contamination associated with the findings of the subsurface soil investigation regarding the historic on-site dry cleaner and an upgradient off-site dry cleaner. Four soil borings were advanced at the Property and converted to temporary monitoring wells. Shallow groundwater samples were collected from all boring locations. Groundwater samples were analyzed for volatile organic compounds (VOCs). The results were compared to Minnesota Department of Health Risk Limits (HRLs). All VOC concentrations in the groundwater samples were below laboratory detection limits. When the building was demolished it was discovered that the underlying soil contained buried asbestos containing waste materials and associated impacted soil. For the purpose of this letter, the identified release at the Site is defined as BaP equivalents, asbestos, PCE and TCE in soil (Identified Release).

Mr. Scott Neal
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May 27, 2014

The evaluation, excavation and disposal of asbestos impacted soil was performed by a licensed asbestos contractor. A total of 252 cubic yards of asbestos impacted soil was excavated and disposed at the Vonco II landfill. The abandoned underground storage tank discovered in the northeast corner of the Site contained dry cleaning solvents. The contents were removed by Safety Clean and the tank removed and disposed of off-site. PCE and TCE impacted soil in the tank area was excavated to a depth of 16 feet. Sheet piling was installed to allow for the deeper excavation. A total of 635 cubic yards of impacted soil were excavated and disposed at the Vonco II landfill. Soil meeting the MPCA criteria for unregulated fill was brought in to backfill the excavations. No VOCs were detected in the shallow groundwater and the removal of asbestos impacted soil, BaP impacted fill and solvent impacted soil near the tank location completes the remedial actions required for soil. Therefore, no further action is required regarding soil and no action is required for shallow groundwater at the Site.

Soil gas concentrations exceed the MPCA's industrial intrusion screening value at a 10 time factor (ISV-10X) for 1,3-butadiene and tetrachloroethylene (PCE) at soil gas sample SV-1 and for PCE and trichloroethylene (TCE) at soil gas sample SV-3 (Soil Gas Release). The present use of the Site for surface parking does not pose a risk from soil vapors. The MPCA concurs with the statement in the Implementation Report that future development of the Site may require vapor mitigation measures.

Based on a review of the information provided to the MPCA, the MPCA staff will not request any further investigation or remediation of the Identified Release at the Site. Furthermore, the MPCA is issuing a determination to take no action under Minn. Stat. §§ 115B.01-115B.18, with respect to the Identified Release. Specifically, the MPCA staff will not refer the Identified Release to the U.S. Environmental Protection Agency for inclusion on the Comprehensive Environmental Response, Compensation and Liability Information System list, to the State Site Assessment staff for preparation of a Hazard Ranking System score, or to the MPCA Commissioner for the placement of the Site on the Permanent List of Priorities.

This determination is based solely on the results of the soil and groundwater investigation work conducted. Due to the limited amount of information regarding soil vapors, and the lack of a specific redevelopment plan for the property, this letter does not address any conclusions or representations regarding the future need for further investigation or response actions relating to the Soil Gas Release.

Please be advised that the determination made in this letter is subject to the disclaimers found in Attachment A. If you have any questions about the contents of this letter, please contact John T.B. Betcher, Project Hydrogeologist, at 651-757-2226 or at john.betcher@state.mn.us.

Sincerely,



Gary Kruger, Supervisor
Site Remediation and Redevelopment Section
Remediation Division
GK/JTB:jmp

Attachment

cc: Mandy Bohnenblust, Barr Engineering

ATTACHMENT A
DISCLAIMERS
3930 Building
MPCA Project Number VP30170
PIN: 18-028-24-14-0026

1. Reservation of Authorities

The MPCA Commissioner reserves the authority to take any appropriate actions with respect to any release, threatened release, or other conditions at the Site. The MPCA Commissioner also reserves the authority to take such actions if the voluntary party does not proceed in the manner described in this letter or if actions taken or omitted by the voluntary party with respect to the Site contribute to any release or threatened release, or create an imminent and substantial danger to public health and welfare.

2. No MPCA Assumption of Liability

The MPCA, its Commissioner and staff do not assume any liability for any release, threatened release or other conditions at the Site or for any actions taken or omitted by the voluntary party with regard to the release, threatened release, or other conditions at the Site, whether the actions taken or omitted are in accordance with this letter or otherwise.

3. Letter Based on Current Information

All statements, conclusions and representations in this letter are based upon information known to the MPCA Commissioner and staff at the time this letter was issued. The MPCA Commissioner and staff reserve the authority to modify or rescind any such statement, conclusion or representation and to take any appropriate action under his authority if the MPCA Commissioner or staff acquires information after issuance of this letter that provides a basis for such modification or action.

4. Disclaimer Regarding Use or Development of the Property

The MPCA, its Commissioner and staff do not warrant that the Site is suitable or appropriate for any particular use.

5. Disclaimer Regarding Investigative or Response Action at the Property

Nothing in this letter is intended to authorize any response action under Minn. Stat. § 115B.17, subd. 12.