AGENDA
PLANNING COMMISSION
WEBEX VIDEOCONFERENCE
6:00 P.M.
AUGUST 5, 2020

All meetings of the St. Louis Park Planning Commission will be conducted by telephone or other electronic means until further notice. This is in accordance with a local emergency declaration issued by Mayor Jake Spano March 16, 2020 in response to the coronavirus (COVID-19) pandemic. Additionally, city facilities are closed to the public in keeping with the Executive Orders 20-20 and 20-33 issued by Gov. Tim Walz directing Minnesotans to Stay at Home March 28 through May 4, 2020.

All members of the St. Louis Park Planning Commission will participate in the August 5, 2020 planning commission meeting by electronic device or telephone rather than by being personally present at the planning commission’s regular meeting place at 5005 Minnetonka Blvd.

Members of the public can monitor this meeting by video and audio at https://bit.ly/watchslppc and on local cable (Comcast SD channel 17, or CenturyLink SD channel 8117 and HD channel 8617) or by calling +1-312-535-8110 meeting number (access code): 372 106 61 for audio only. Cisco Webex will be used to conduct videoconference meetings of the planning commission, with planning commissioners and staff participating from multiple locations.

Those who wish to provide comments during the public hearing at this meeting can do so by calling 952-562-2888, and calls will be taken and heard by the commission in the order received.

AGENDA

1. Call to order – Roll Call
2. Approval of minutes – June 3, 2020
3. Hearings
   3a. Approvals for a new medical office building at 6009 Wayzata Blvd.
       Applicant: Patrick J Giordana on behalf of The Davis Group
       Case No.: 20-09-S, 20-10-VAR, 20-11-CUP
   3b. 2400 Edgewood – excavation for pedestrian bridge
       Applicant: City of St. Louis Park
       Case No.: 20-13-CUP
4. Other Business: None.
5. Communications
6. Adjournment

Auxiliary aids for individuals with disabilities are available upon request. To make arrangements, please call the administration department at 952-924-2525 (TDD 952-924-2518) at least 96 hours in advance of meeting.
UNOFFICIAL MINUTES
PLANNING COMMISSION
ST. LOUIS PARK, MINNESOTA
JUNE 3, 2020 – 6:00 p.m.
COUNCIL CHAMBERS

MEMBERS PRESENT: Jim Beneke, Imran Dagane, Lynette Dumalag, Matt Eckholm, Courtney Erwin, Jessica Kraft, Tom Weber

MEMBERS ABSENT: None

STAFF PRESENT: Jacquelyn Kramer, Sean Walther

Chair Kraft welcomed the two new commissioners to the meeting – Imran Dagane and Tom Weber – and thanked outgoing commissioners Johnston-Madison and Robertson for their service.

1. Call to Order – Roll Call

2. Approval of Minutes of May 20, 2020

Commissioner Eckholm made a motion to approve the minutes. Commissioner Dumalag seconded the motion, and the motion passed on a vote of 7-0.

3. Public Hearings

A. Union Park Flats (Union Congregational Church project)
   Applicant: Project for Pride in Living
   Case Nos: 20-03-CP, 20-04-S, 20-05-PUD

Ms. Kramer, assistant zoning administrator, presented the staff report.

Ms. Kramer stated Union Congregational Church currently owns the project site, which is guided for civic uses. If council approves the applications, the land will be sold to PPL, who will develop the site and operate the proposed 3 story, 60-unit apartment building. There will be underground parking and units along the ground floor level will have private entrances. The building will have a mix of studio, one, two, and three bedrooms with 30% of the AMI or $30,000 for a household of 4 to 80% AMI or $80,000 for a household of 4. This is a 100% affordable housing development.
Ms. Kramer noted the developer is asking for a comprehensive plan amendment to change the future land use designation of the site from civic to a high-density residential; a preliminary and final plat; and a rezoning from R-3 two family residence zoning district to a planned unit development (PUD).

Commissioner Eckholm asked if the context slide showing the proposed building elevations with surrounding buildings and if the lower image of the street elevation study is a single-family home. Ms. Kramer stated yes.

Commissioner Beneke asked if there is additional parking in the area, aside from the on-street parking. Mr. Walther stated there are 5 spots on Alabama and 6 spots on Brunswick adjacent to the site which are included in staff’s parking counts. There is additional on-street parking that is permitted in the neighborhood; however, they are not counted toward parking spots for the development.

Commissioner Dumalag asked if the on-street parking on east and west of the site is intended for the residents or property use, or if it’s open to anyone. Ms. Kramer stated they are public parking spaces, and open to anyone, and they are allowed to be counted to reduce the off-street parking required for the development.

Commissioner Weber asked if the design of 37th Street will require any traffic calming measures. Mr. Walther stated staff did not find there was a need for any mitigation to the street due to the proposed project.

Chair Kraft asked about the height limit for a building for the R-3 zoning district. Ms. Kramer stated it is 3 stories or 35 feet.

Commissioner Dumalag asked where visitors can enter the building, on the north or south side. Ms. Kramer stated there is a public entrance on the south side in the interior courtyard, in addition to the main building entrance on the north side along 37th Street.

Commissioner Erwin asked the height difference between this building and the townhomes to the east. Ms. Kramer stated she does not know the exact height. Mr. Walther estimated the mid-point of the roof was 25-28 feet.

The applicant, Mr. Wilson, from Project for Pride in Living presented. He explained the PPL mission and stated they have existed since 1972. He also shared PPL’s goals for this development.
Chair Kraft opened the public hearing.

JW Starrett, 5825 Goodrich Ave., noted he is the neighborhood captain, adding they have appreciated working with PPL these last few months and do support affordable housing. We all care about St. Louis Park. He stated Elmwood is the most historic part of the city with some of the oldest homes, predating 1900. He added this is a diverse area of the city as well, with apartments and townhomes in the area as well. He stated this is the last developable area in Elmwood, and the areas residents are very engaged. He stated the majority are supportive of the affordable home project, but some are against. He stated right now the neighborhood wants the best project for the area, but the proposed project is not in compliance with the comp plan approved in 2019. He noted they want to create something new, but also keep the flavor of Elmwood, but noted it just is not there yet. He stated it is too dense, doesn’t comply with parking and the overall the architecture of the project does not feel appropriate.

John Gleason, 5801 Goodrich Ave., stated he has been an active volunteer with PPL and resident of Elmwood for many years. He noted efficiency in land use is part of the ecosystem, and this information must be studied as it relates to this project. We all agree on affordability, and 50% of all Elmwood is affordable along with over 12 multifamily projects. He noted how the project fails on many points of livable community, land use, housing and historic preservation goals within the comprehensive plan, while stating the biggest failure is within the future land use designation. Studies for the site show it is almost two times the maximum density of units at more than 50 units per acre.

Heather Simmonet, 6232 Oxford St., stated they have frustrations with the architectural design of the project. She stated it has industrial components and the scale is 3 stories which overshadows the homes on Brunswick Ave. Additionally, she stated the structure should be 2 stories only, especially when facing the historical homes on Brunswick Ave. She stated this project is isolated and was not looked at holistically within the context of the surrounding area. She added the roofline does not match the home in the area and the structure should feel like a home and not an institution. She stated it overpowers a historical neighborhood. She asked the commission to think about their decision and its impacts on one of the greatest neighborhoods in St. Louis Park. She asked the commission to re-evaluate the design and stated we can do better.

The neighborhood representatives asked for one of the following three actions:
1. to not recommend the project,
2. to not recommend an action and direct staff and the developer to keep working on the project in order to match the comprehensive plan, or
3. to recommend denial of the project until they bring the project into code and with the comp plan, lower it to 2 stories, get all parking underground and ensure architecture and design are of superior quality.

Denise Engbue, 3850 Alabama Ave., noted the presenters are community representatives, but not community leaders and do not represent her side. She encouraged the commission and neighbors to welcome new people into the community in light of the housing crises and increasing economic inequity. She stated this project will help St. Louis Park lead, and this project will help advance ideals for folks trying to gain a foothold.

Barb Patterson, 4326 Wooddale Ave., and member of the city housing team, although she is not representing the team this evening, stated she is in favor of the plan. It supports the 2040 plan and she is pleased about the AMI and the units for families, proximity to parks and light rail and shopping. She is also happy with PPL and their response in revising the plan as needed. She stated she is impressed with the association with climate justice, the green plan and light rail, and reduction in parking. She stated she would be proud of this project in her city and thanked the commission, PPL and the church.

Mitchell Aldrich, 6016 Oxford St., stated he lives adjacent to the site. He stated the plan complies with some of the comp plan, but there are some major concerns. He is in favor of the development, and of it being affordable and of it having an impact on the housing crisis. However, he stated being immediately next door to the project, he has concern about the size, scope and architectural mismatch of the project. He stated the challenges are not eliminated by reducing the footprint, but it’s a start. He recommended the commissioners come to the site and stand east-west at Brunswick, and view the area in relation to the design. He would like to be in the conversations about the alleyway since he does live right next to the development.

Chuck Burrill, 5900 Oxford, stated at the March 10 public meeting with UCC and PPL, there was a need for 80 units. Now the development is 60 units vs. 80 units and the scope seems to have changed, and he asked what other changes could be made by the June 15th meeting.

Dan Albright, 8607 Westmoreland Ln., stated he is in support of the project as presented. He added he is a member of the city’s affordable housing team and is frustrated by the lack of affordable housing in St. Louis Park. He stated this is often due to intense neighborhood opposition. He added PPL has helped the neighborhood to understand the project and he encourages the commission to support it.
Ronald Hobson, 4156 Alabama Ave., stated he likes the walkability and reduction in parking, but he does agree with some of the issues noted by neighbors including the mass of the building within the single-family and duplex homes in the area. He added he would appreciate a way to step back the 3rd floor of the Brunswick side so it reduces the façade and blends in with the neighborhood to the west.

Andrew Sackrison, 6215 Oxford St., asked if amending the comp plan is a normal occurrence when a project comes forward, and added he is in agreement with the project as presented by PPL. He also asked if there is a formal process for changing the comp plan and noted the land use study is expensive to perform.

Tristen Ritter, 6319 Oxford St., thanked the Elmwood neighborhood for all their work on affordable housing. She stated her concern is to preserve the safety of the neighborhood. She stated the height of the building and the fact there is no slope and the density are concerns of hers. She added the walkability and traffic are concerns and streets will need to be plowed in the winter.

Claudia Oxley, 2931 Vernon Ave. S., stated she is in support of the project. She is interested in the AMI range and family orientation and the location by light rail station are important, and she feels the density is important in that area. She asks the commission and PPL team to look at reducing the units on the Brunswick side to reduce height. She stated PPL brings strength to this project and the commission needs to acknowledge them from a long-term management of the project and stability and the kind of residents that will be part of the city. The need is urgent and we need to do this now, with a great partner.

Cindy Larson, 4321 Coolidge Ave., stated she is a 20+ year resident, and has acted as the environmental commissioner in the city and has been a board member for TC Habitat for Humanity. She stated this is a special opportunity for the city that is very rare and does not come along with support services typically. She supports a 68-unit complex and believes the architecture fits in well.

John Heider, 7609 Lake St., stated he is a construction worker and stated the size of the project is too large. He agrees with affordable housing but does not know why it cannot be spread all over St. Louis Park vs. all in one area.

Xavier Varecka, 5900 Oxford St., stated he was at the March meeting and asked when the crime rate issues will be addressed in the area, especially with light rail coming in. How asked will this development upset the crime rate in the area.
Del Lewchuk, 5900 Oxford, stated he is in favor of the project. He bought in the community because of the culture and historical aspect of the neighborhood. He states the project is in violation of the comp plan, and he recommends the commission not rush this and look at the project in depth, so it meets the city's long-term objectives.

Aaron Fisher, 6313 Oxford St., stated he is supportive of affordable housing and is needed in the city and area. He stated the traffic restrictions in Elmwood are a consideration with traffic flow and parking and designation for bikeways in the city plan. Also, the parking restrictions near the roundabout are a consideration, as well as the narrow streets in the area which are also a safety issue and unique to the neighborhood.

Shannon Sackrison, 6215 Oxford St., echoed what has been said this evening and they need to scale back the size on the Brunswick side.

Sue Budd, 3204 Hillsboro, stated she is in favor of this project and it will bring positive changes, especially with the light rail station. She is impressed and does not think it has been rushed. She is hopeful the commission will support the plan as it.

Alex Fracassi, 6220 Oxford St., is concerned with the scale of the elevation. He stated it does not show the project will be on a hill, and there is a hill there, which makes the building too tall. He asked for a two-story design instead of three-story.

Lisa Hasting, 3828 Joppa Avenue South, stated it’s easy to approve something not in your neighborhood. She added we do need more affordable housing, but asked how they can ensure will be only families living there and not just individuals. She hopes the building can be two-story, and keep the charm of St. Louis Park, within the design.

PPL addressed the concerns of the public. Mr. Wilson presented information on the crime rates with affordable housing, showing that affordable housing owned by a non-profit agency does not increase crime in the area of the housing.

He added the height meets the zoning requirements of the city and the images shown are accurate, as that was called into question. He stated the height will not overshadow the surrounding buildings, and no one other than Jonny Pops will be shadowed. Also, the closest house is 132 feet away from the projected building. He added the density is actually one of the best ecological features of the building. Building 20 less units means 20 more families have to travel a much
greater distance to get to light rail and walkable and bikeable trails, adding the
density is a good thing. He noted a traffic study was completed and there are
only 30 more trips per day projected.

Peggy Johnson, 2846 Zarthan Ave., asked if the hill will be removed and 30 feet
will begin at street level at Brunswick.

Abbie Loosen with PPL stated the 33 feet is from the curb cut and up from there.

Mike Ritter, 6319 Oxford St., asked if it is possible to see the sources on all 33
studies.

Mr. Wilson stated yes, he will forward that information to the city.

Xavier Varecka, 5900 Oxford St., stated he has concerns about the crime rate. He
hopes the commission will consider placing this information into the record,
adding there is no proof or evidence of the information Mr. Wilson provided.

Chuck Burrill, 5900 Oxford, noted he was told at March meeting that PPL needed
to build a minimum of 80-unit building for this project to be financially helpful
for the church. He asked what has changed since then and will it go back up to
80 units.

Mitchell Aldrich, 6016 Oxford St., asked about the elevation and the hill. He
asked for further explanation on this and the street level at Brunswick.

Sue Basill, 6028 Oxford St., stated density seems to be a common theme and she
suggested if the church could lower their asking price for the land, all could
arrive at design all could be helpful with. She added PPL has been very flexible on
all of this, whereas the church has not.

Mr. Wilson answered the follow up questions. He noted the church is being paid
the appraised value of the site, and PPL typically does not bargain back and forth
with churches, so a third party was involved. The church has been consistent on
this and this all seemed fair to both sides. He added the feasibility of 80 units
was sent to the neighborhood, and that information is available for anyone who
wants to review. He stated the costs were too high for each of the 80 units, so it
would have been difficult to gather the financing. He added when going over
costs, the state will not approve because it makes the project unaffordable.

Mr. Walther noted there is no physical change for the parking lot at the site and
existing conditions will be allowed to continue on. He added with regard to
amendments to the comp plan, there are 1-15 amendments each year, and it is relatively common.

Lisa Hasting, 3828 Joppa Avenue South, asked for an explanation of affordable housing. She asked how we will know it will be families that live the city or are singles coming in from other cities.

Andrew Sackrison, 6215 Oxford St., wanted to confirm there are 6-7 comp plan changes each year. He asked PPL about including the park across the street within the design elements.

Chair Kraft closed the public hearing.

Commissioner Dumalag asked if this property will be self-managed by PPL and if they are going after 9% tax credits with the properties.

Mr. Wilson stated they are going after 9% tax credits, which will be the primary funding source and they will be doing the property management for the project.

Commissioner Beneke asked if there are any important deadlines coming up related to the project.

Mr. Walther stated there are two coming up. He stated the city has up to 120 days to respond to an application. The only way to extend the deadline beyond that is if the applicant requests more time. PPL requested an extension and the deadline for the city to act on the application is now July 7, 2020. He stated the planning commission must make a recommendation tonight to advance this to city council for their June 15 meeting, and a second meeting of the council on July 6. The second is the annual application deadline for low income housing tax credits that PPL is trying to meet which is in mid-July.

Commissioner Beneke stated he wants to support this project in light of the affordable housing crisis. His only hesitation is in the last revision presented seems the most appropriate for this site and he wondered if there is any other public process appropriate for the project.

Commissioner Eckholm stated hearing the compromise on the table as it stands has already put the project at risk and lowering the units to 60 has now lowered the number of folks that can live here. He stated PPL and UCC have made concessions to come to agreement, and he thinks the project needs to move forward as it stands today.
Commissioner Dumalag stated she is also in full support of the project, adding she reviewed all of the statements from neighbors. This project now happens or it doesn’t, and there are economies of scale that need to be taken into consideration. She stated this project aligns with the city’s strategic priorities and the comp plan. Related to the tax credits, there are many guidelines and compliance that developers need to go through, and the family’s incomes must be reviewed each year. She is in full support of the project.

Commissioner Erwin is also in full support of this project as well. She stated she lives in a very diverse area and she agrees St. Louis Park needs more of this. She thanked residents for their civic engagement as well.

Chair Kraft added she supports the project as well and she visited the site today. She stated there are taller buildings on three sides and then viewed the homes on Brunswick as well. She stated the project seems in scale and is appropriate and she appreciates the compromises that were made on the height also. She sees further change and development in this area as light rail moves along also.

Commissioner Eckholm added with light rail coming and changing building codes allowing for taller buildings nearer to the light rail station, locking in with this three-story project here is important now.

Commissioner Dagane stated there is a need for affordable housing for employees in the area and also fully supports the project, and he thanked PPL for this great development.

Commissioner Eckholm made a motion, Commissioner Beneke seconded, and recommending amendment of the comp plan, approval of the preliminary and final plat and the PUD subject to recommendations by staff.

The motion passed on a vote of 7-0.

The proposal will be recommended to the city council.

4. Other Business - none

5. Communications

Mr. Walther stated the June 17 meeting will be cancelled and the next regularly scheduled meeting is July 1, 2020. He also recognized the new commissioners.

6. Adjournment
The meeting was adjourned at 8:51 p.m.
Planning commission:
Regular meeting
Meeting date: August 5, 2020
Agenda item: 3a

3a  Approvals for a new medical office building at 6009 Wayzata Blvd.

Location: 6009 Wayzata Blvd
Case Number: 20-09-S, 20-10-VAR, 20-10-11 CUP
Applicant: Patrick J Giordana on behalf of The Davis Group
Owner: SLP Investment Partners LLC C/O The Davis Group / Mark Davis
Review Deadline: 60 days: August 25, 2020  120 days: October 24, 2020

Recommended motions:
- Chair to open the public hearing, take testimony, and close the public hearing.
- Motion to recommend approval of the preliminary and final plat, conditional use permit (CUP), and variance all subject to the conditions recommended by staff.

Summary of request: Patrick Giordana on behalf of The Davis Group requests a preliminary and final plat to combine four parcels into one, a conditional use permit to remove more than 400 cubic yards of fill, and a variance of 25 parking spaces in order to redevelop the site and construct a 77,500 square foot, 3-story medical office building at 6009 Wayzata Blvd.

Site information:
Title: Approvals for a new medical office building at 6009 Wayzata Blvd.

**Site area (acres):** 4.67 acres

**Current use:**
Two-story office building with various uses and cell tower; auto repair shop; two-sided billboard; vacant one-story office building; surface parking lot

**Surrounding land uses:**
North: Wayzata Blvd / I-394
East: Railroad right-of-way
South: multifamily residential
West: Colorado Avenue and one-story office building

**Current 2040 land use guidance**
OFC - office

**Current zoning**
O office,
Travel demand management boundary – Zone B
Floodplain overlay district

**Background:** The proposed development site is a combination of four separate lots with existing one and two-story office/industrial buildings on the south side of Wayzata Blvd, situated between Colorado Avenue and railroad right-of-way. All the existing buildings and parking lot will be demolished. There is an existing Clear Channel owned billboard on the northwest portion of the site which will remain in place and the cell tower antennae will be moved to the new building.

**Present considerations:** Medical office buildings are permitted in the O – office zoning district, however, additional approvals are required for the proposed development. The development requires a preliminary and final plat to combine four parcels into one lot, a conditional use permit to export more than 400 cubic yards of fill from the site and a variance of 25 parking spaces. In addition, the applicant also seeks a right-of-way vacation for a portion of 14th Street West that currently dead ends at the site. City council will hold a separate public hearing regarding the vacation. The planning commission is not required to review the vacation.

The applicant seeks approvals to construct a 77,500 square foot, 3-story medical office building with 324 surface parking space, 51 underground spaces, and proof of parking for 20 spaces for a total of 324 parking spaces.

A portion of the site is located within the Federal Emergency Management Agency (FEMA) Floodzone A. Floodzone A is a portion of the 100-year floodplain and FEMA’s flood map delineations are not precise. Floodzone A requires local jurisdictions to use the best available data to determine the base flood elevation for an area. The city hired engineering consultant, RESPEC, to re-evaluate the city’s hydrology and hydraulic model for flood elevations and conditions in this area. They determined that the base flood elevation in this area is 876 feet above sea level. The building itself would be outside of the floodzone. Compensatory flood storage is required onsite for portions of the site that are below the base flood elevation. The Bassett Creek Watershed District and the Minnesota Department of Natural Resources (DNR) reviewed the plans and find they are in compliance with their regulations as well as the city’s floodplain code and stormwater requirements.

The site is located within the Travel Demand Management (TDM) Overlay Zone B. The TDM
requirements are not applicable to the proposed development since the development does not exceed a floor area ratio of 0.6.

**Zoning analysis:** The following table provides zoning information for the project. Further details on some of the zoning requirements are provided below.

<table>
<thead>
<tr>
<th>Factor</th>
<th>Required</th>
<th>Proposed</th>
<th>Met?</th>
</tr>
</thead>
<tbody>
<tr>
<td>Use</td>
<td>Medical Office</td>
<td>77,500 SF medical office</td>
<td>Yes</td>
</tr>
<tr>
<td>Height</td>
<td>20 stories or 240 ft Class 6 – max 150ft</td>
<td>3 stories</td>
<td>51ft</td>
</tr>
<tr>
<td>Building Materials</td>
<td>Class I 60%</td>
<td>Class II 30%</td>
<td>Class III 10%</td>
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<tr>
<td>Off-Street parking</td>
<td>349 parking spaces (1 per 200 square feet and 10% reduction for transit)</td>
<td>324 parking spaces, including 20 proof of parking spaces</td>
<td>No, variance requested</td>
</tr>
<tr>
<td>Electric Vehicle Charging Station (EVSE)</td>
<td><strong>Level 2:</strong> 4 stations &amp; 10% of stalls with conduit for future Level 2 ESVE</td>
<td>4 surface stations 2 garage stations And conduit for 26 more spaces underground</td>
<td>Yes</td>
</tr>
<tr>
<td>Bicycle Parking</td>
<td>35 spaces required</td>
<td>40 provided</td>
<td>Yes</td>
</tr>
<tr>
<td>Floor Area Ratio</td>
<td>1.5 Class 6 – max 1.40</td>
<td>0.39</td>
<td>Yes</td>
</tr>
<tr>
<td>Ground Floor Area Ratio</td>
<td>Class 6 – max 0.90</td>
<td>0.14</td>
<td>Yes</td>
</tr>
<tr>
<td>D.O.R.A.</td>
<td>12% of building (9,300 SF)</td>
<td>9,450 SF</td>
<td>Yes</td>
</tr>
<tr>
<td>Landscaping- # of Trees &amp; Shrubs</td>
<td>TREES 78 trees</td>
<td>SHRUBS 462 shrubs</td>
<td>TREES 124 trees; 116 over story trees and 16 ornamentals (counted as 8 trees)</td>
</tr>
<tr>
<td>Tree Replacement Calculation</td>
<td>626 caliper inches</td>
<td>305.5 caliper inches</td>
<td>Yes, fee owed</td>
</tr>
</tbody>
</table>

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Site circulation: The site will be accessed from a driveway on Wayzata Boulevard and via a driveway off 14th Street West. The building is situated to be close to Wayzata Boulevard, and pedestrian entrances are on all sides of the building. The primary entrance is on the south side of the building near the patient drop-off driveway and oriented to the parking lot. The underground garage entrance is on the west side of the building.

Building design: The building design complies with the city’s architectural material standards with a minimum of 60% class 1 materials on all building elevations including brick, stone, and glass.

Lighting: The lighting plan meets city code. The lighting plan shows 0.0 footcandles at all property lines that abut residential parcels, the average lighting level in the parking lot will not exceed 3 footcandles and all exterior lights will be downcast in order to eliminate off-site glare.

Parking: A surface parking lot is provided west and south of the building to accommodate 253 parking spaces and 51 spaces are provided underground. At staff’s request, the developer agreed to construct a smaller parking lot and provide proof of parking for 20 spaces. This provides a greater buffer between the office development and the residential use to the south and reduces the amount of impervious surface until the additional parking is needed. Per zoning code, a parking discount of 10% can be applied to the development due to the proximity of Metro Transit's Route 645 bus route that travels from Mound to downtown Minneapolis. The zoning code requires 349 off-street parking spaces. Due to narrow right-of-way along Colorado Avenue and planned bikeway on Wayzata Boulevard, the city does not recommend utilizing on-street parking adjacent to the site to satisfy the minimum parking requirements. The developer requests a variance of 25 parking spaces. Staff’s analysis of the variance is found later in the report.

The city code allows for developments to reduce their off-street parking requirement when there is on-street parking adjacent to the property. Colorado Avenue is a narrow road and the right-of-way does not meet city standards so parking is prohibited on the east side of the street. Parking is currently allowed on the south side of Wayzata Boulevard; however, the city has received complaints about the visibility at intersections and driveways along Wayzata Blvd.

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<th>Factor</th>
<th>Required</th>
<th>Proposed</th>
<th>Met?</th>
</tr>
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<tbody>
<tr>
<td>Screening</td>
<td>Parking in side and rear yards within 30 feet of residential</td>
<td>Fence along residential property lines is 8 feet in height with landscaping</td>
<td>Yes</td>
</tr>
<tr>
<td>Refuse handling</td>
<td>Full screening and compliance with city’s solid waste ordinance</td>
<td>Plan will comply with all solid waste handling and screening requirements</td>
<td>Yes</td>
</tr>
<tr>
<td>Stormwater management</td>
<td>Meet city, watershed and state requirements</td>
<td>Site will meet requirements; see conditions of approval</td>
<td>Yes</td>
</tr>
<tr>
<td>Mechanical equipment</td>
<td>Full screening required</td>
<td>Full screening proposed</td>
<td>Yes</td>
</tr>
</tbody>
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Boulevard due to on-street parking and the city has planned bikeways along Wayzata Boulevard that will likely remove on-street parking. Therefore, the city does not recommend allowing the applicant to count the on-street parking toward their parking requirements, as routinely allowed.

The city’s parking standard is a one-size fits all provision for medical office uses, when in reality the parking demand varies based on the specific tenants, but also based on the size of the facility. The city’s parking code for medical office parking requirements are restrictive in order to provide enough parking for smaller medical office uses and does not allow for flexibility as the buildings increase in size, like the code does for other office uses. The steps the applicant is taking to provide for alternative modes to single occupancy vehicle travel, including patient drop-off, an enhanced bus stop facility and bicycle parking can all reduce the parking demand and help to support less than 8% further reduction in the parking requirement.

The applicant has also provided several examples of other similar medical office projects in the metro area where the cities required less parking than code. Even with the parking reductions, in all instances more parking is provided than necessary when the building is fully leased and operational. Examples provided include the Hazelwood Medical Building in Maplewood (4.4 spaces per 1,000 square feet), North Memorial in Minnetonka (4.5 spaces per 1,000 square feet), and the Helene Houle Medical Building in Vadnais Heights (4.8 spaces per 1,000 square feet). In the proposed development the entire third floor will be dedicated to a surgery suite, which requires significantly less parking than other medical uses.

**Landscaping:** There are many large existing trees on the development site. City code requires 626 caliper inches of those trees be replaced on site. There is not adequate space to plant that many new trees on the site, therefore, the developer will be required to pay $44,870 into the city’s tree fund to replace 320.5 caliper inches of trees elsewhere in the city. The overall landscape proposal exceeds the city’s requirements for new trees and shrubs.

**Sustainability features:** The development is not subject to the city’s green building policy, but has many sustainable features including an enhanced bus stop to encourage transit ridership by staff and patients to reduce dependence on single-occupancy vehicles, the building envelope design exceeds the Minnesota Energy Code by at least 15% reducing the amount of energy needed to heat and cool the building interior, reduced parking area via the proof of parking, partial green roofs to slow rainwater runoff and enhance views, electrical charging stations and bicycle parking facilities for patients and staff, an interior living wall feature to improve indoor air quality, abundant natural lighting within the building and many lobby spaces both indoors and out for social distancing, and installation of handsfree facets, hand dryers, and toilet room power door activation to reduce water consumption and reduce touch points and transmission of germs. In addition, a feasibility study for installation of solar panels on the building’s roof is currently being conducted.

**Preliminary and final plat:** Patrick Giordana on behalf of The Davis Group requests a preliminary and final plat to combine four lots into one lot.

**Lots:** The plat proposal will create one lot. Lot 1, Block 1, Xchange Addition will have a lot area of 4.51 acres or 196,409 square feet.
Right-of-way dedication: The plat dedicates five feet of right-of-way along Colorado Avenue and varying widths of right-of-way along Wayzata Boulevard totaling 0.14 acres or 6,434 square feet.

Easements: The plat provides drainage and utility easements along all property lines per city code, including ten feet wide easements along public right-of-way and five feet wide easements along internal property lines.

Park dedication: The park and recreation advisory commission will review the park dedication for the proposed development on August 12, 2020. Most of the land was previously platted, therefore, staff will recommend cash-in-lieu of land based on the previously unplatted land. The 2020 fee schedule sets the commercial/industrial park dedication fee at five percent of current market value of the unimproved land as determined by the city assessor.

Staff find the preliminary and final plat meet the city requirements.

Conditional use permit zoning analysis: A conditional use permit is required for more than 400 cubic yards of fill to be imported to a property.

The contractors for the development anticipate the export/import of materials to balance the grading of the site will take approximately 10 days and will include around 500 truckloads of material. The haul route will include Wayzata Boulevard to Louisiana Avenue to Interstate 394 to various locations outside of the city. The site will be accessed primarily from Wayzata Boulevard, but trucks may also need to utilize Colorado Avenue for some of this work.

The office development must meet the following general review requirements for conditional use permits.

1. Consistency with plans. The use of this property as an office use is consistent with and supportive of principles, goals, objectives, land use designations, redevelopment plans, neighborhood objectives, and implementation strategies of the comprehensive plan. This condition is met.

2. Nuisance. It is not detrimental to the health, safety, morals and general welfare of the community as a whole. It will not have undue adverse impacts on the use and enjoyment of properties, existing and anticipated traffic conditions, parking facilities on adjacent streets, and values of properties in close proximity to the conditional use. This condition is met. The current buildings are in poor condition and not very marketable. This development will improve several properties.

3. Compliance with code. It is consistent with the regulations, intent and purpose of City Code and the zoning district in which the conditional use is located. With the parking variance, the proposed plan will meet all requirements of the zoning ordinance.
4. **Consistency with service capacity.** It will not have undue adverse impacts on governmental facilities, services or improvements which are either existing or proposed. Services will not be adversely impacted by the proposed office development.

5. **Site design.** It is consistent with the design and other requirements of site and landscape plans prepared by or under the direction of a professional landscape architect or civil engineer registered in the state and adopted as part of the conditions imposed on the use by the city council. The site provides a professionally designed plan that meets landscape requirements for trees and shrubs plantings; however, due to the removal of mature trees on the site, not enough trees will be planted on the site to meet the tree replacement requirements. The developer will pay a fee to the city’s tree fund which provides plantings on public property in the city.

6. **Consistency with utilities.** It is consistent with the City’s stormwater, sanitary sewer, and water plans. The proposed design is consistent with all city utility plans.

**Variances:** The applicant requests a variance of 25 parking spaces, in part because the city will not allow the developer to utilize on-street parking along Wayzata Boulevard or Colorado Avenue toward their parking requirements because the streets and rights-of-way are narrower than city standards and due to planned bikeways. The city’s parking code is written as a one-size fits all for medical office uses, unlike other office uses in the parking code which recognizes efficiencies of scale of parking (less parking is required on a square foot basis) for larger buildings. Additionally, the applicant has shown through their experiences that larger medical office buildings in the metro area, especially those with surgery centers, need less parking than the city’s code requires.

The following is an analysis of the parking variance request. The variance approvals are conditioned upon the development proposal and the official exhibits. Any future changes to the building that expand the gross floor area of the building for a use with the same or more restrictive parking requirements cannot be approved without another variance to the parking for the site. This condition is included in the staff recommendation.

1. **The effect of the proposed variance upon the health, safety and welfare of the community.** No negative impacts upon the health, safety and welfare of the community are anticipated from granting the parking variance of 25 spaces. The code requires 349 spaces for a medical office use and 253 spaces are provided on site in a surface parking lot, 51 spaces are provided in an underground garage, and 20 additional spaces could be constructed on site and are approved through a proof of parking agreement. The variance is requested as the city is not permitting the applicant to utilize on-street parking adjacent to the site along Colorado Avenue or Wayzata Boulevard due to right-of-way widths along Colorado Avenue and sight lines along Wayzata Boulevard. Also, the medical office parking standard is a one-size fits all provision in the ordinance. As medical office buildings increase in size, there are certain economies that develop and it is reasonable to adjust the standard. This condition has been met.

2. **The request is in harmony with the general purposes and intent of the ordinance.** Per Section 36-361(d) of the city’s zoning ordinance, on-street parking may be counted toward the parking requirements on a one-for-one basis if pedestrian access is provided to the building. The proposed development provides pedestrian access from adjacent streets, however, the
current on-street parking on Wayzata Boulevard will be removed due to sightlines and to accommodate a planned bikeway. The proposed development plan provides 324 parking spaces, including proof of parking for 20 stalls.

The steps the applicant is taking to provide for alternative modes to single occupancy vehicle travel, including patient drop-off, an enhanced bus stop facility and bicycle parking can all reduce the parking demand and help to support the requested variance.

Other metro suburban communities require less parking for medical office uses than St. Louis Park, including Richfield, which requires 1 space per 300 square feet of building area, and Bloomington, which requires 1 space per every 285 square feet of building area. Additionally, a 2007 study of medical office parking requirements by the Institute of Transportation Engineers published by the Transportation Research Board states that the peak parking demand requirement for a roughly 62,000 square foot medical office building is 4.5 spaces per 1,000 square feet of building space, or 1 space per every 223 square feet of building space. Staff find the 324 parking spaces provided are adequate to service the use and has even worked with the applicant to provide proof of parking for 20 spaces, which will not be constructed until a time deemed necessary by the city or the applicant.

The applicant has experience with similar medical office developments in the metro area where the cities required less parking than code. Even with the parking reductions, in all instances more parking is provided than necessary when the building is fully leased and operational. Examples provided include the Hazelwood Medical Building in Maplewood (4.4 spaces per 1,000 square feet.), North Memorial in Minnetonka (4.5 spaces per 1,000 square feet), and the Helene Houle Medical Building in Vadnais Heights (4.8 spaces per 1,000 square feet). In the proposed development the entire third floor will be dedicated to a surgery suite, which requires significantly less parking than other medical uses.

This condition has been met.

3. **The request is consistent with the comprehensive plan.** The site is guided office and is zoned office. The proposed use is a medical office development that is permitted in the district. This condition has been met. It provides employment and important services to the community.

4. **The applicant for the variance establishes that there are practical difficulties in complying with the zoning ordinance.** “Practical difficulties,” as used in connection with the granting of a variance, means that:
   a. **The property owner proposes to use the property for a land use permitted in the zoning district in which the land is located.** A variance can be requested for dimensional items required in the zoning ordinance, including but not limited to setbacks and height limitations;
   b. **the plight of the landowner is due to circumstances unique to the property not created by the landowner; and**
   c. **the variance, if granted, will not alter the essential character of the locality.**
   d. **economic considerations alone do not constitute practical difficulties.**
The office building is permitted in the office zoning district. The request for the variance is due in part to the city’s desire to limit on-street parking in the future along Wayzata Boulevard and to provide planned bikeways along the corridor. The developer is dedicating additional right-of-way along Colorado Avenue and Wayzata Boulevard, but without additional dedication on the other sides of the right-of-way, the streets remain too narrow for on-street parking adjacent to this property in the long term.

Other metro suburban communities require less parking for medical office uses than St. Louis Park, including Richfield, which requires 1 space per 300 square feet of building area, and Bloomington, which requires 1 space per every 285 square feet of building area. Additionally, a 2007 study of medical office parking requirements by the Institute of Transportation Engineers published by the Transportation Research Board states that the peak parking demand requirement for a roughly 62,000 square foot medical office building is 4.5 spaces per 1,000 square feet of building space, or 1 space per every 223 square feet of building space. Staff finds the 324 parking spaces provided are adequate to service the use and has even worked with the applicant to provide a proof of parking for 20 spaces, which will not be constructed until a time deemed necessary by the city of the applicant.

The applicant is also working with Metro Transit to create an enhanced bus stop at the current stop location along Wayzata Boulevard in front of the building. The bus route travels from Mound to downtown Minneapolis, providing an excellent opportunity for ridership for staff and patients.

This condition has been met.

5. **There are circumstances such as or including the shape, topography, water conditions, or other physical conditions unique to the property.** The surrounding rights-of-way are narrow, and the city plans to add bikeway facilities along Wayzata Boulevard. In addition, a portion of the site is located within FEMA Floodplain Zone A, which limits the location of any buildings on the site and how the parking and compensatory flood storage is accommodated. This condition has been met.

6. **The granting of the variance is necessary for the preservation and enjoyment of a substantial property right of the applicant.** A medical office building requires more parking than a typical office building. A typical office building in this location would only require 254 parking spaces. However, the developer would like to lease the space to at least two medical office tenants, both of which would be new businesses to St. Louis Park. This condition has been met.

7. **The granting of the variance will not impair an adequate supply of light and air to the adjacent property, unreasonably increase the congestion in the public streets, increase the danger of fire, or endanger public safety.** The proposed addition will not impact the supply of light and air to adjacent properties as the office building is separated from adjacent properties by public streets, railroad right-of-way, and large setbacks. City staff finds no threat of fire or to public safety due to the proposal. This condition has been met.
8. The granting of the variance will not merely serve as a convenience to the applicant but is necessary to alleviate a practical difficulty. The request for the variance is due to the city’s intention to limit on-street parking in this area. The plat dedicates additional right-of-way along Colorado Avenue and Wayzata Boulevard, but without additional dedication on the other sides of the right-of-way, the streets remain too narrow to accommodate on-street parking long-term.

The city’s parking code is written as a one-size-fits-all approach for medical office uses and required 1 space per 200 square feet of building regardless of the building size rather than reducing the requirement for larger buildings, as it the case with numerous other uses. It is meant to capture the parking requirements for smaller scale medical office developments. However, based on the Institute of Transportation Engineers Parking Generation Manual, the parking demand for a medical office use at peak time is 4.3 spaces per 1,000 square feet, or 1 space per every 233 feet of the building. This is slightly more restrictive than what the 2007 ITW study showed was necessary, but it is less restrictive than the city’s code. The proposed parking is slightly less than the ITE recommendations for peak hour usage but exceeds the recommended parking requirements per the 2007 ITE analysis.

The entire third floor will be dedicated to a surgery suite. This use typically requires significantly less parking as the large operating rooms along with the supporting sterilization, storage, mechanical and the pre/post op areas are square footage intensive but very low patient use per square foot. A fully occupied surgery suite with six operating rooms would only accommodate approximately 20 patients at a time, 30 staff and 20 waiting family members that would be sharing the same vehicle as the patient. Assuming everyone were to drive separately the need is approximately 50 parking spaces.

This condition has been met.

Neighborhood meeting: A virtual neighborhood meeting was held on July 23, 2020 at 6pm. Invitations were mailed to all property owners and residents within 500 feet of the development site. Notices were also posted on NextDoor and on the city’s website. Three people attended the virtual meeting, and questions were asked about site entrances and exits, and travel routes for the hauling of materials. People also asked questions about the development’s sustainable features.

Next steps: City council is scheduled to hold a public hearing regarding the vacation application for the proposed vacation of a portion of 14th Street and to review the preliminary and final plat, conditional use permit, and variance applications on August 17, 2020.

Recommendations:
Staff recommends approval of the XChange Preliminary and Final Plat subject to the following conditions:

1. The site shall be developed, used and maintained in accordance with the conditions of this ordinance, approved Official Exhibits, and City Code.
2. All utility service structures shall be buried. If any utility service structure cannot be buried (i.e. electric transformer), it shall be integrated into the building design and 100% screened from off-site with materials consistent with the primary façade materials.

3. Prior to the City signing and releasing the final plat to the developer for filing with Hennepin County:
   a. A financial security in the form of a cash escrow or letter of credit in the amount of $1,000 shall be submitted to the city to ensure that a signed Mylar copy of the final plat is provided to the city.
   b. A Planning Development Contract shall be executed between the city and developer that addresses, at a minimum:
      i. The installation of all public improvements including, but not limited to: sidewalks, boulevards, and the execution of necessary easements related to such improvements.
      ii. A performance guarantee in the form of cash escrow or irrevocable letter of credit shall be provided to the City of St. Louis Park in the amount of 1.25 times the estimated costs for the installation of all public improvements (sidewalks and boulevards), placement of iron monuments at property corners, and the private site stormwater management system and landscaping.
      iii. Proof of parking exhibit and requirements for when the parking shall be constructed.
      iv. The cost of replacement trees calculated on a per caliper inch, totaling $44,870.00.
      v. The applicant shall reimburse City Attorney’s fees in drafting/reviewing such documents as required in the final plat approval.
      vi. The Mayor and City Manager are authorized to execute the Planning Development Contract.
   c. Assent Form and Official Exhibits shall be signed by the applicant and property owner.

4. Prior to starting any land disturbing activities, the following conditions shall be met:
   a. The developer shall pay to the city the park dedication fee of $20,603.99 based on the park dedication fee for commercial and industrial uses for the portions of previously unplatted land.
   b. Proof of recording the final plat shall be submitted to the City.
   c. Assent Form and Official Exhibits shall be signed by the applicant and property owner.
   d. A preconstruction meeting shall be held with the appropriate development, construction, private utility, and city representatives.
   e. All necessary permits shall be obtained.
   f. A performance guarantee in the form of cash escrow or irrevocable letter of credit shall be provided to the City of St. Louis Park in the amount of 125% of the cost for all public improvements (street, sidewalks, boulevards, utility, etc.) and landscaping.
5. The on-site underground storm water management systems shall be privately-owned and privately maintained. Access to the system shall be provided to the city for clean-out and inspection purposes when warranted.

Staff recommend approval of the conditional use permit subject to the following conditions:

1. The site shall be developed, used and maintained in accordance with the conditions of this ordinance, approved official exhibits and city code.
2. Construction and staging information will be provided to staff for review and approval before building permits are issued.
3. All new utility service structures shall be buried.
4. Prior to starting any land disturbing activities, the following conditions shall be met:
   a. The developer shall sign the city's assent form and the official exhibits.
   b. A preconstruction meeting shall be held with the appropriate development, construction, private utility, and city representatives.
   c. All necessary permits shall be obtained.
5. Prior to issuance of building permits, the following conditions shall be met:
   a. The developer shall sign the city's assent form and the official exhibits.
   b. Final construction plans for all public improvements and private stormwater system shall be signed by a registered engineer and approved by the city Engineer.
   c. A performance guarantee in the form of cash escrow or irrevocable letter of credit shall be provided to the City of St. Louis Park in the amount of 1.25 times the estimated costs for the installation of all public improvements (sidewalks and boulevards), placement of iron monuments at property corners, and the private site stormwater management system and landscaping.
   d. An agreement regarding the proof of parking shall be executed between the City of St. Louis Park and the developer.
   e. The developer shall pay $44,870 tree replacement fee to the city.
6. The developer shall comply with the following conditions during construction:
   a. All city noise ordinances shall be complied with, including that there be no construction activity between the hours of 10 p.m. and 7 a.m. Monday through Friday, and between 10 p.m. and 9 a.m. on weekends and holidays.
   b. The site shall be kept free of dust and debris that could blow onto neighboring properties.
   c. Public streets shall be maintained free of dirt and shall be cleaned as necessary.
   d. The City shall be contacted a minimum of 72 hours prior to any work in a public street.
   e. Work in a public street shall take place only upon the determination by the city engineer (or designee) that appropriate safety measures have been taken to ensure motorist and pedestrian safety.
   f. The developer shall install and maintain chain link security fencing that is at least six feet tall along the perimeter of the site. All gates and access points shall be locked during non-working hours.
   g. Temporary electric power connections shall not adversely impact surrounding neighborhood service.
7. Prior to the issuance of any permanent certificate of occupancy permit the public improvements, private utilities, site landscaping and irrigation, and storm water management system shall be installed in accordance with the official exhibits.

8. Upon city approval of and acceptance of the public sidewalks, the developer shall provide a one-year warranty and cash escrow or letter of credit for 25% of the final construction costs of the public sidewalk.

9. In addition to any other remedies, the developer or owner shall pay an administrative fee of $750 per violation of any condition of this approval.

10. The conditional use permit shall be revoked and cancelled if the building or structure for which the conditional use permit is granted is removed.

Staff recommend approval of the parking variance subject to the following conditions: Staff recommend approval of a variance of 25 parking spaces based on the findings in the staff report and subject to the following conditions:

1. The site shall be developed, used and maintained in conformance with the official exhibits.
2. An agreement regarding the proof of parking shall be executed between the City of St. Louis Park and the developer.
3. Any future changes to the building that expand the gross floor area of the building for a use with the same or more restrictive parking requirements cannot be approved without another variance to the parking for the site.
4. All required permits shall be obtained prior to starting construction, including but not limited to:
   a. City building, erosion control, right-of-way and sign permits.
   b. Bassett Creek Watershed District stormwater management permit.
5. The city assent form and the official exhibits shall be signed by property owner prior to issuance of a building permit.
6. In addition to other remedies, the developer or owner shall pay an administrative fee of $750 per violation of any condition of this approval.

Supporting documents: Development plans; Renderings

Prepared by: Jennifer Monson, senior planner
Reviewed by: Sean Walther, planning and zoning supervisor
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LEGAL DESCRIPTION

The following described property situated in the County of Hennepin, State of Minnesota, to wit:

Lot 25 and 26, Block 1, except the part taken by State Highway No. 12.

Lot 27 and 28, Block 1, lying Northwesterly of a line drawn parallel to and 20 feet Westly (measured at right angles) from the Southwesterly line of said Lot 25, except that part taken by State Highway No. 12, and said part of the Northwest line of said Lot 25, except that portion of the Northwest line of said Lot 25 and 20 feet Westly from the Southwesterly line of said Lot 25.

Lots 1 and 2, Block 6, and that portion of the Southerly 1/2 of 15th Street, hereinafter described, lying between extensions across it of the West line of said Lot 1 herein described and the Southeasterly line of said Lot 1.

Lot 20, Block 1, except the part taken by State Highway No. 12.

Lot 21, Block 1, John A. Johnson’s Addition.

ABSTRACT PROPERTY

GENERAL NOTES

OWNER/DEVLOPER

MnDOT

12 S 4th Street, Suite 400
Minneapolis, MN 55402
Ph: 612-539-6565
Fax: 612-539-6566

2. The address, if disclosed in documents provided to or obtained by the surveyor, or observed while conducting the fieldwork is 6009 Wayzata Boulevard, St. Louis Park, Minnesota.
3. The bearing for this survey is based on the Hennepin County Coordinate System NAD 83 (1996 Alptrau).
4. Benchmark: MnDOT BM 2789T
   Located 0.6 miles north of Avenue Ave and 100 Feet south of I-394, situated on top of northeast corner of Satisfaction Avenue on top of northeast corner of Satisfaction Avenue.
   Elevation = 897.0 feet (NAD83)
   Site Benchmark:
   Threshold of user egress of 6609 Wayzata Blvd, as shown herein.

ZONING INFORMATION

1. All that part of Lots 27 and 28, Block 1 lying Northwesterly of a line drawn parallel to and 20 feet Westly (measured at right angles) from the Southwesterly line of said Lot 27, except that part taken by State Highway No. 12, except that part taken by the State Highway No. 12.

SITE DATA

Lot 27 and 28, Block 1, herein described.
BEING 5 FEET IN WIDTH, UNLESS OTHERWISE INDICATED AND ADJOINING LOT LINES, AND BEING 10 FEET IN WIDTH, UNLESS OTHERWISE INDICATED, AND ADJOINING RIGHT-OF-WAY LINES, AS SHOWN ON THE PLAT.

DRAINAGE AND UTILITY EASEMENTS ARE SHOWN THUS:  (NOT TO SCALE)

BEARINGS ARE BASED ON THE SOUTHEASTERLY LINE OF BLOCK 4, JOHN A JOHNSONS ADDITION HAVING A BEARING OF SOUTH 25°23'05" WEST.

DENOTES FOUND HENNEPIN COUNTY CAST IRON MONUMENT

DENOTES 1/2 INCH X 14 INCH IRON MONUMENT FOUND, MARKED "RLS 17255"

DENOTES FOUND PINCHTOP

DENOTES FOUND REBAR

DENOTES FOUND "PK NAIL"

DENOTES PLAT OF "JOHN A. JOHNSON'S ADDITION" "JAJ"

DENOTES 1/2 INCH X 14 INCH IRON MONUMENT SET, MARKED "RLS 17255"

CADD files prepared by the Consultant for this project are instruments of the Consultant professional services for use solely with respect to this project. These CADD files shall not be used on other projects, for additions to this project, or for completion of this project by others without written approval by the Consultant. With the Consultant’s approval, others may be permitted to obtain copies of the CADD drawing files for information and reference only. All intentional or unintentional revisions, additions, or deletions to these CADD files shall be made at the full risk of that party making such revisions, additions or deletions and that party shall hold harmless and indemnify the Consultant from any & all responsibilities, claims, and liabilities.
All that part of Lots 27 and 28, Block 1 lying Northwesterly of a line drawn parallel and to 20 feet West (measured at right angles from the South line of said Lots), except that part taken by State Highway No. 12, and that part of the Northerly 1/2 of 18th Street, now vacated, lying between the extensions across it of the West line of said Lot 25 and a line drawn parallel and 20 feet Northwesterly from the Southwesterly line of said lot 25.

Lot 1 and 2, Block 4, and that portion of the Southerly 1/2 of 18th Street, now vacated, lying between extensions across it of the West line of said Lot 1, herein described and the Southeasterly line of said Lot 1, "John A. Johnsons Addition:"

That part of vacated 18th Street, dedicated in the plot of "John A. Johnsons Addition" as Mount Curve Ave., lying Southerly of the centerline of said West 18th Street and between the Northwesterly extensions across it of the West line of Lot 1, Block 4, said addition and a line perpendicular to the centerline of said West 18th Street which passes through the Northwest corner of lot 1, Block 4, said addition.

Lots 23 and 24, Block 1, "John A. Johnsons Addition;" and

Lots 1 and 4, except the South 125 feet thereof, Block 4, "John A. Johnsons Addition;" and

That part of Lot 22, Block 1, "John A. Johnsons Addition described as follows: Beginning at the intersection of the East line of said Lot 22 with Minnesota State Highway No. 12, thence South on said line 120 feet; thence West to a point on the West line of said lot 22, which is 120 feet South of the intersection of the West line of said Lot 22 with State Highway No. 12, thence North on said West line of said Lot 22, 120 feet to the intersection with State Highway No. 12; thence East to the point of beginning.

That part of vacated 18th Street, dedicated in the plot of "John A. Johnsons Addition" as Mount Curve Ave., lying Northerly of the centerline of said West 18th Street and between the Southerly extensions across it of the West line of Lot 21, Block 1, said addition and the Easterly line of Lot 24, Block 1, said addition.

Lots 14, 17, 18, 19 and 20, Block 1, "John A. Johnsons Addition," except that part of Lot 14 which lies Northwesterly of a line drawn parallel and to 20 feet South of Southerly line of Lot 1 described below: Line 1: Beginning at a point on the West line of Section 6, Township 117, Range 21, Minnesota State Highway 12, thence North 10.00 feet from said line through an angle of 24 degrees 19 minutes 27 seconds; thence West 1274.59 feet, a northwesterly distance, and a delta angle of 56 degrees 24 minutes 30 seconds and a distance of 375.87 feet and there terminating, according to the recorded plat thereof, and shown in Hennepin County, Minnesota.

Lot 2 of Block 1, "John A. Johnsons Addition," lying Southwesterly of a line drawn from the East line of said Lot 2 to a point 120 feet South, measured along said said, from the intersection of the East line of said Lot 2 with the Minnesota State Highway No. 12 to a point on the West line of said lot which lies 120 feet South of the intersection of said West line with State Highway No. 12, Hennepin County, Minnesota.

That part of the north half of 18th Street, dedicated in the plot of JOHN A. JOHNSONS ADDITION, Hennepin County, Minnesota as Mount Curve Ave., lying westerly of the southerly extension of the west line of lot 23, Block 1, said John A. JOHNSONS ADDITION; thence on an assumed bearing of North 02 degrees 08 minutes 52 seconds East, along the northerly extension of the west line of said Lot 3, a distance of 9.92 feet; thence North 89 degrees 51 minutes 00 seconds East 26 minutes 00 seconds East 21.46 feet; thence North 05 degrees 24 minutes 00 seconds South 46 minutes 00 seconds South 62.00 feet; thence South 89 degrees 51 minutes 00 seconds West 19.70 feet to said southerly extension of the west line of lot 4; thence North 05 degrees 08 minutes 32 seconds East, a distance of 18.70 feet to the south line of Block 1, said JOHN A. JOHNSONS ADDITION; and said line terminating.

That part of south half of 18th Street, dedicated in the plot of JOHN A. JOHNSONS ADDITION, Hennepin County, Minnesota as Mount Curve Ave., lying westerly of a line perpendicular to the line of said West 18th Street which passes through the southwest corner of Lot 2, Block 1, "John A. Johnsons Addition;" thence on an assumed bearing of South 02 degrees 08 minutes 52 seconds West, along the northerly extension of the west line of said Lot 2, a distance of 9.92 feet; thence South 89 degrees 51 minutes 00 seconds West 26 minutes 00 seconds West 21.46 feet; thence North 05 degrees 24 minutes 00 seconds West 46 minutes 00 seconds; thence South 89 degrees 36 minutes 00 seconds West 19.70 feet to said southerly extension of the west line of Lot 3; thence North 05 degrees 08 minutes 32 seconds East, along said northerly extension of the west line of Lot 4, a distance of 11.00 feet to the south line of Block 1, said JOHN A. JOHNSONS ADDITION and said line terminating.

Lot 21, Block 1, "John A. Johnsons Addition.

Has caused the same to be surveyed and plotted as XCHANGE, and does hereby dedicate to the public for public use the public ways, and does also dedicate the drainage and utility easements as created by this plat.

In witness whereof said XCHANGE MOB Partners, LLC, a Minnesota limited liability company, has caused these presents to be signed by its proper officer this day of ___________ 20___.

XCHANGE MOB PARTNERS, LLC

Mark A. Davis, Manager

STATE OF MINNESOTA

COUNTY OF HENNEPIN

The foregoing instrument was acknowledged before me this _______ day of _________________________, 20______, by Mark A. Davis, as

Lots 3 and 4, except the South 125 feet thereof, Block 4, "John A. Johnsons Addition;" and

Lots 25 and 26, Block 1 except that part taken by State Highway No. 12, and that part taken by State Highway No. 12, and that part of the Northerly 1/2 of 18th Street, now vacated, lying between the extensions across it of the West line of said Lot 25 and a line drawn parallel and 20 feet Northerly from the Southwesterly line of said lot 25.

COUNTY OF ____________________

Signature Printed Name, Notary

REGISTRAR OF TITLES
Hennepin County, Minnesota
My Commission Expires January 31, 2025

ST. LOUIS PARK, MINNESOTA

This plat of XCHANGE was approved and accepted by the City Council of the City of St. Louis Park, Minnesota, at a regular meeting thereof held this day of ___________ 20______, and said plat is in compliance with the provisions of Minnesota Statutes, Section 553.03, Subdivision 2.

City Council, St. Louis Park, Minnesota

By: ____________________________ Mayor By: ____________________________ Clerk

RESIDENT AND REAL ESTATE DEPARTMENT, Hennepin County, Minnesota

I hereby certify that taxes payable in 20______ and prior years have been paid for land described on this plat, dated this _______ day of ___________ 20______, and said plat is in compliance with the provisions of Minnesota Statutes, Section 553.03, Subdivision 2.

Mark V. Chopin, County Auditor

By: ____________________________ Deputy

SURVEY DIVISION, Hennepin County, Minnesota

Pursuant to Minnesota Statutes Section 383B.565 (1969), this plat has been approved this _______ day of ___________ 20______.

Chris F. Mavis, County Surveyor

By: ____________________________ Deputy

REGISTRAR OF TITLES, Hennepin County, Minnesota

I hereby certify that the within plat of XCHANGE was filed in this office this _______ day of ___________ 20______., and said plat is in compliance with the provisions of Minnesota Statutes, Section 383B.565 (1969), and said plat is in compliance with the provisions of Minnesota Statutes, Section 553.03, Subdivision 2.

Mark McConnell, Registrar of Titles

By: ____________________________ Deputy

COUNTY RECORDER, Hennepin County, Minnesota

I hereby certify that the within plat of XCHANGE was recorded in this office this _______ day of ___________ 20______, and said plat is in compliance with the provisions of Minnesota Statutes, Section 553.03, Subdivision 2.

Mark McConnell, County Recorder

By: ____________________________ Deputy

SHEET X OF X SHEETS

NOcks
BEARINGS ARE BASED ON THE SOUTHEASTERLY LINE OF BLOCK 4, JOHN A. JOHNSON'S ADDITION HAVING A BEARING OF SOUTH 25°23'05" WEST.

DENOTES FOUND HENNEPIN COUNTY CAST IRON MONUMENT

DENOTES 1/2 INCH X 14 INCH IRON MONUMENT FOUND, MARKED "RLS 17255"

DENOTES FOUND PINCHTOP

DENOTES FOUND REBAR

DENOTES FOUND "PK NAIL"

DENOTES PLAT OF "JOHN A. JOHNSON'S ADDITION" "JAJ"

DENOTES 1/2 INCH X 14 INCH IRON MONUMENT SET, MARKED "RLS 48988"

See Detail A

See Detail B

Detail A

Detail B

SCALE IN FEET

See Detail B

Lot 1

BLOCK 1
SITE DEMOLITION NOTES

1. CONTRACTOR SHALL BE RESPONSIBLE FOR THE REMOVAL AND REPLACEMENT OF ALL SIGNS, MAILBOXES, ETC. CONTRACTOR SHALL CLEAR AND GRUB EXISTING VEGETATION WITHIN CONSTRUCTION LIMITS, STRIP TOP SOIL, AND STOCKPILE ON-SITE. REFER TO GRADING PLAN AND SWPPP FOR SEDIMENT AND EROSION CONTROL REQUIREMENTS.

2. CONTRACTOR SHALL PROTECT SURFACE AND SUBSURFACE FEATURES NOT NOTED FOR REMOVAL.

3. CONTRACTOR TO CLEAR AND GRUB EXISTING VEGETATION WITHIN CONSTRUCTION LIMITS, STRIP TOP SOIL, AND STOCKPILE ON-SITE. REFER TO GRADING PLAN AND SWPPP FOR SEDIMENT AND EROSION CONTROL REQUIREMENTS.

4. CLEAR AND GRUB AND REMOVE ALL TREES, VEGETATION AND SITE DEBRIS PRIOR TO GRADING. ALL REMOVED MATERIAL SHALL BE HAULED FROM THE SITE DAILY. REMOVAL OF REMAINING VEGETATION MAY BE REQUIRED TO A NEAT EDGE OF REMOVAL. ALL REMOVED MATERIALS SHALL BE DISPOSED OF IN A MANNER MEETING ALL APPLICABLE REGULATIONS.

5. CONTRACTOR SHALL REMOVE ALL SITE SURFACE FEATURES WITHIN REMOVAL LIMITS UNLESS OTHERWISE NOTED.

6. BITUMINOUS PAVEMENT REMOVALS ARE TO BE MADE TO A VERTICAL SAW CUT OR TO A NEAT MILLED EDGE.

7. CONTRACTOR SHALL REMOVE ALL SITE SURFACE FEATURES WITHIN REMOVAL LIMITS UNLESS OTHERWISE NOTED.

8. ALL REMOVAL ITEMS SHALL BECOME THE PROPERTY OF THE CONTRACTOR UNLESS SPECIFIED OTHERWISE AND SHALL BE DISPOSED OF OFF-SITE IN A MANNER MEETING ALL APPLICABLE REGULATIONS.

9. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE REMOVAL AND REPLACEMENT OF ALL SIGNS, MAILBOXES, ETC.

10. CALL BEFORE YOU DIG!

TREE REPLACEMENT CAUCUS

TREE DATA

- TROUBLED TREES
- TROUBLED TREES

TREE REPLACEMENT CAUCUS

- TROUBLED TREES
- TROUBLED TREES

TREE INVENTORY

<table>
<thead>
<tr>
<th>TREE TYPE</th>
<th>DIA.</th>
<th>TOP H</th>
<th>SHAPE</th>
<th>STEMC</th>
<th>TOP</th>
<th>GROWTH</th>
<th>HEALTH</th>
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<td>15</td>
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<td>4</td>
<td>2</td>
<td>excellent</td>
<td>strong</td>
<td>220V</td>
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</tbody>
</table>

NOTE: TROUBLED TREES TO BE MAINTAINED AS PART OF THE CONTRACTOR'S RESPONSIBILITY TO KEEP THE SITE CLEAR AND FREE OF OBSTACLES.
PROPOSED ACCESSIBLE SURFACE PARKING:

ACCESSIBLE PARKING:

PROPOSED GARAGE STALLS = 304
TOTAL STALLS = 334

SITE NOTES

1. KEEP BUILDING SETBACK LINE 33 FT. FROM COLORADO LEAST 48 HOURS IN ADVANCE FOR THE LOCATIONS OF ALL UNDERGROUND WIRES, EXISTING UTILITIES. THEY SHALL COOPERATE WITH ALL UTILITY COMPANIES IN MAINTAINING THEIR SERVICE AND / OR RELOCATION OF LINES.

2. Gopher State One Call

3. 3.38 AC. (72.4%) 3.10 AC. (66.4%)

4. PROPERTY AREA:

77,500 / 196,409 = 39.5%
27,871 / 196,409 = 14.2%

5. CURRENT  ZONING:

EXISTING STRUCTURES AND BEHIND CURB ADJACENT TO DRIVEWAYS AND SIDEWALKS.

6. LOCAL/STATE REQUIREMENTS.

ACCORDANCE WITH THE DETAILS SHOWN PER THE DETAIL SHEET(S) AND STATE/LOCAL JURISDICTION REQUIREMENTS.

7. PAVEMENT LEGEND

DENOTES CONCRETE PAVEMENT
EXISTING PROPOSED

8. SWPPP NOTES

OFF-STREET PARKING CALCULATIONS

CITY PARKING REGULATIONS ONE FORWARD OF A RIGHT OF WAY, 35 FT.

OFF-STREET PARKING REQUIREMENTS:

MINIMUM REQUIRED = 77.0
DEDUCTION FOR EXISTING = 28.0
TOTAL REQUIRED = 49

ACCESSIBLE PARKING:

REQUIRED ACCESSIBLE PARKING = 8 STALLS

* REQUIRED NUMBER OF ACCESSIBLE STALLS SPECIFIED BY THE CODE
LEAST 48 HOURS IN ADVANCE FOR THE LOCATIONS OF ALL UNDERGROUND WIRES, EXISTING UTILITIES. THEY SHALL COOPERATE WITH ALL UTILITY COMPANIES IN MAINTAINING THEIR SERVICE AND / OR RELOCATION OF LINES.

TREE REPLACEMENT CALCULATIONS:

DORA REQUIRED (12% OF GROSS FLOOR AREA) = 9,300 SQ.FT.

SITE AREA = 77,500 SQ.FT.

CONTRACTOR TO PROVIDE TEMPORARY UNTIL GRASSES ARE ESTABLISHED NATIVE GRASSES

IRRIGATION OF ALL SEEDED AREAS UNTIL GRASSES ARE ESTABLISHED NATIVE GRASSES

1 STONE CUT BALL 36" DIA.

1 CUT STONE SKH 12" x 48" x 2"

1 CUT STONE SKH 12" x 48" x 1 3/4"

1 CEMENT CURB M THINK 4 1/4" x 12"

1 CEMENT CURB M THINK 4 1/4" x 3 1/4"

1 CEMENT CURB M THINK 4 1/4" x 1 1/4"

1 CEMENT CURB M THINK 4 1/4" x 1/2"

IRRIGATION SYSTEM IS NOT TO SPRINKLE ACROSS PAVEMENT. THE SYSTEM SHALL INCORPORATE A RAIN GARDEN FOR SUMMER AND FALL INSTALLATION WITH AN APPLICATION OF GRANULAR 27-3-3 AT 6 OZ PER 2.5" BALL. STREET AND BOULEVARD TREES SHALL BEGIN BRANCHING NO LOWER THAN 5' ABOVE FINISHED GROUND.

CONTRACTOR TO CONFIRM COMPLETE LIMITS OF IRRIGATION PRIOR TO SUPPLYING SHOP DRAWINGS. THESE SHALL BE APPROVED BY THE ENGINEER AS A PART OF THE SCOPE OF WORK WHEN BIDDING. THESE SHALL BE APPROVED BY THE ENGINEER BEFORE LANDSCAPE PROTECTION FOR SAME BEFORE CONSTRUCTION / MATERIAL INSTALLATION GENERAL NOTES

CONTRACTOR SHALL VERIFY ALIGNMENT AND LOCATION OF ALL UNDERGROUND AND ABOVE GRADE UTILITIES AND PROVIDE THE NECESSARY GRADING. ANY CHANGE IN ALIGNMENT MUST BE APPROVED BY LANDSCAPE PROTECTION FOR SAME BEFORE CONSTRUCTION / MATERIAL INSTALLATION.

THE ALIGNMENT AND GRADES OF THE PROPOSED WALKS, TRAILS AND/OR TREES, LAWNS AND SITE ELEMENTS DURING PLANTING OPERATIONS. ANY ADJUSTMENTS IN LOCATION OF PROPOSED PLANT MATERIALS MAY BE NEEDED IN FIELD. SHOULD AN ADJUSTMENT BE NEEDED DUE TO GRADE, THE CONTRACTOR SHALL VERIFY LAYOUT AND ANY DIMENSIONS SHOWN AND BRING TO THE ATTENTION OF A NOTIFIED SURVEYOR PRIOR TO VERIFICATION.

ANY PLANT MATERIAL PRIOR TO PLANTING BEGINS (MINIMUM 10' - 0" CLEARANCE). UNDERGROUND AND ABOVE GRADE UTILITIES AND PROVIDE THE NECESSARY GRADING. ANY CHANGE IN ALIGNMENT MUST BE APPROVED BY LANDSCAPE PROTECTION FOR SAME BEFORE CONSTRUCTION / MATERIAL INSTALLATION.

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THE CONTRACTOR IS RESPONSIBLE FOR ON-GOING MAINTENANCE OF ALL NEWLY INSTALLED MATERIALS AND IS ADVISED TO SELECT QUALITY HYDROSEEDING AND PROTECTIVE FABRIC. BOTH THE FABRIC AND HYDROSEEDING PROVIDED TO THE CONTRACTOR BY THE ENGINEER MUST BE OF THE QUALITY SPECIFIED IN THE SPECIFICATION. HYDROSEEDING IS REQUIRED TO BE APPLIED TO ALL DISTURBED AREAS DISTURBED DUE TO GRADING. SOD SHALL BE LAID PARALLEL TO THE SURFACE ELEVATION OF TRAIL, SLAB, CURB, ETC.

A MINIMUM OF 12" DEPTH OF PLANTING SOIL CONSISTING OF AT LEAST 45 PARTS TOPSOIL, 45 PARTS PEAT MULCH, 5 PARTS CHAIN DRESSING. THE CONTRACTOR SHALL CONFIRM COMPLETE LIMITS OF IRRIGATION PRIOR TO SUPPLYING SHOP DRAWINGS. THESE SHALL BE APPROVED BY THE ENGINEER AS A PART OF THE SCOPE OF WORK WHEN BIDDING. THESE SHALL BE APPROVED BY THE ENGINEER BEFORE LANDSCAPE PROTECTION FOR SAME BEFORE CONSTRUCTION / MATERIAL INSTALLATION.

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FUTURE TENANT
OPEN BELOW
SECOND FLOOR LOBBY
STAIR C
STAIR BELEVATOR B
BUILDING
STORAGE
MENS
RESTROOM
WOMENS
RESTROOM
STAIR D
STAIR A
ELEVATOR A
A301-P
FLOOR PLAN - LEVEL 02
©2020 SYNERGY ARCHITECTURE STUDIO, LLC
PRELIMINARY PLAN - LEVEL 02
394 AND WAYZATA BLVD
FLOOR PLAN - LEVEL 02
XCHANGE MEDICAL
FLOOR PLAN - LEVEL 02
BUILDING
CONFERENCE
LEVEL 01
100' - 0"
LOWER LEVEL
87' - 9"
LEVEL 02
114' - 0"
PARAPET C
149' - 0"
PARAPET B
146' - 0"
PARAPET A
145' - 4"
LEVEL 01 - SILL
103' - 4"
LEVEL 02 - SILL
117' - 4"
LEVEL 01 - HEAD
109' - 0"
LEVEL 02-HEAD
123' - 0"
LEVEL 03 - HEAD
137' - 0"
LEVEL 03 - HEAD TRANS
139' - 0"
LEVEL 03
128' - 0"
LEVEL 03-SILL
131' - 4"
LEVEL 02 - HEAD TRANS
125' - 0"
LEVEL 01 - HEAD TRANS
111' - 0"
B.O. CANOPY
113' - 0"
4" X 4" X 12" UTILITY BRICK WITH COLORED MORTAR
BLACK ANODIZED ALUMINUM THERMALLY BROKEN GLAZING FRAMES WITH DOUBLE PANE LOW-E GLAZING
INSULATED COMPOSITE METAL PANELS
BUILDING ADDRESS NUMBERS
PAINTED CORRUGATED METAL PANEL MECHANICAL SCREEN
4" H. PAINTED BREAK METAL PARAPET CAP FLASHING
4" T. LARGE FORMAT STONE VENEERS WITH COLORED MORTAR.
INSULATED COMPOSITE METAL PANELS
BLACK ANODIZED ALUMINUM THERMALLY BROKEN GLAZING FRAMES WITH DOUBLE PANE LOW-E GLAZING
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4" X 4" X 12" UTILITY BRICK WITH COLORED MORTAR
INSULATED COMPOSITE METAL PANELS
CLEAR ANODIZED ALUMINUM THERMALLY BROKEN GLAZING FRAMES WITH DOUBLE PANE LOW-E GLAZING
CLEAR ANODIZED ALUMINUM THERMALLY BROKEN GLAZING FRAMES WITH DOUBLE PANE LOW-E GLAZING
COMPOSITE METAL COVERED DRO-OFF CANOPY
10" H. ANODIZED ALUMINUM BUILDING ADDRESS NUMBERS
PAINTED CORRUGATED METAL PANEL MECHANICAL SCREEN
3b  2400 Edgewood – excavation for pedestrian bridge

Location:    2400 Edgewood Avenue South

Case Number:    20-13-CUP

Applicant/Owner:    City of St. Louis Park

Review Deadline:  60 days: September 4, 2020    120 days: November 3, 2020

Recommended motions:
• Chair to open the public hearing, take testimony, and close the public hearing.
• Motion to recommend approval of the conditional use permit (CUP) subject to the conditions in the staff report.

Summary of request: Jack Sullivan, Senior Engineering Project Manager for the City of St. Louis Park, applied for a conditional use permit (CUP) for fill and excavation of more than 400 cubic yards. The fill and excavation relate to construction of the proposed Dakota-Edgewood bikeway and bridge project.

Site information:

Current use: Vacant, city owned land

Current 2040 land use guidance
IND - industrial

Surrounding land uses: Industrial and railroad

Current zoning
I-P industrial park
Regular meeting meeting of August 5, 2020 (Item No. 3b)
Title: 2400 Edgewood – excavation for pedestrian bridge

**Background.** The council approved the Dakota-Edgewood Trail Bridge project as part of the city’s Connect the Park plan for construction in 2020 and 2021. This project brings a north-south pedestrian and bike connections to the east side of the city. The project starts at Cedar Lake Road and goes south along Edgewood Avenue, over the BNSF Railroad and through Dakota Park where it connects to Dakota Avenue at 26th Street. In order to get over the BNSF railroad there is significant approach structure required to gain the necessary height. These approach structures are coiled as tight and as steep as possible to minimize the footprint while still meeting federal requirements of the Americans with Disabilities Act (ADA).

![Diagram of Edgewood Avenue and BNSF Railroad](image.png)

**Present considerations.** The subject property at 2400 Edgewood Avenue is needed to provide the necessary space for the bridge to ramp up to meet the clearance requirements of the BNSF railroad. The excavation is required to prepare the bridge foundation piers and to create compensatory floodplain storage for changes to the grades on the bridge approaches. Seventeen significant trees will be removed and will be replaced in accordance with code tree replacement requirements. There is insufficient space to plant the trees at this site, so the replacement trees will be planted elsewhere in the city.

Section 36-79 of the zoning ordinance requires a conditional use permit when projects will import or export more than 400 cubic yards of soils to the site. Approximately 1,700 cubic yards of material will be excavated and export from the site. The project will generate approximately 125 truck trips in total with approximately 16 truck trips a day. Trucks will be routed from the site north along Edgewood Avenue. From there they will travel east along Cedar Lake Rd to Highway 100.

The project will start November 1, 2020 and finish in March of 2021. City code allows construction to occur Monday through Friday 7 a.m. to 10 p.m. and is allowed on weekends and holidays from 9 a.m. to 10 p.m.

**Neighborhood meetings.** The city held five open house meetings and four council meetings for the Dakota-Edgewood Bikeway bridge project.

**Next steps:** Staff will present planning commission’s recommendation to city council on August 17, 2020.
Staff recommendation: Staff recommend approval of the conditional use permit to excavate approximately 1,700 cubic yards of material to allow reconstruction of the pedestrian bridge and create compensatory floodplain storage at 2400 Edgewood Avenue South, subject to the following conditions:

1. The excavation shall be conducted in conformance with the following official exhibits, which may be amended to remain in conformance with amendments to the approved Dakota-Edgewood Bikeway bridge project:
   a. Haul route
   b. Grading plan
   c. Stormwater Pollution Prevention Plan (SWPPP)
   d. Erosion control and turf establishment plan
2. Trucks shall use the approved haul route.
3. All required permits shall be obtained prior to starting construction, including but not limited to:
   a. NPDES grading/construction permit.
   b. City of St. Louis Park erosion control and building permits.
   c. Minnehaha Creek Watershed District stormwater management permit.
4. The city assent form and the official exhibits shall be signed by property owner prior to issuance of a building permit.

Supporting documents: haul route, official exhibits

Prepared by: Gary Morrison, assistant zoning administrator
Reviewed by: Sean Walther, planning and zoning supervisor
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