Agenda
City Council Meeting
City of Edina, Minnesota
Edina City Hall Council Chambers

Tuesday, March 15, 2016
7:00 PM

I. Call To Order

II. Roll Call

III. Approval of Meeting Agenda

IV. Adoption of Consent Agenda

All agenda items listed on the consent agenda are considered routine and will be enacted by one motion. There will be no separate discussion of such items unless requested to be removed from the Consent Agenda by a Member of the City Council. In such cases the item will be removed from the Consent Agenda and considered immediately following the adoption of the Consent Agenda. (Favorable rollcall vote of majority of Council Members present to approve.)

A. Approve Minutes Of March 2, 2016 Work Session and March 2, 2016 Regular Council Meeting

B. Receive Payment of Claims As Per: Pre-List Dated 2/25/2016 TOTAL: $475,503.96 And Per Pre-List Dated 3/03/2016 TOTAL: $836,236.57

C. Request For Purchase - Braemar Golf Course - Toro 3150 Greensmaster

D. Request for Purchase - Braemar Golf Course – Toro Groundsmaster 4500

E. Request For Purchase - Contract ENG 16-1 Tracy Avenue, Valley View Road and Valley Lane Roundabout

F. Request For Purchase - Contract ENG 16-2 Golf Terrace B Neighborhood Roadway Reconstruction

G. Request For Purchase - Contract ENG 16-6 Tracy Avenue, Valley View Road and Valley Lane Roundabout Landscaping

H. Resolution No. 2016-34 Support for GreenCorp Grant Application

I. Request for Purchase - Utility Excavator, Public Works - Utility

J. Request for Purchase - Volvo L9OH Wheel Loader, Public Works - Streets

K. Request for Purchase - 2016 TORO 3500 Lawn Mower, Public Works - Park Maintenance

L. Traffic Safety Report of February 3, 2016

M. Resolution 2016-37 Approving Hennepin County Funds for 3330 West 66th Street

N. 2016-2017 Union Contract for Teamsters Local 320 - Police Officers

O. City Manager Employment Agreement- First Amendment

V. Special Recognitions And Presentations

A. Nine Mile Creek Regional Trail Update

B. Speak Up, Edina February Discussion

VI. Public Hearings

During "Public Hearings," the Mayor will ask for public testimony after City staff members make their presentations. If you wish to testify on the topic, you are welcome to do so as long as your testimony is relevant to the discussion. To ensure fairness to all speakers and to allow the efficient conduct of a public hearing, speakers must observe the following guidelines:

Individuals must limit their testimony to three minutes. The Mayor may modify times, as deemed necessary. Try not to repeat remarks or points of view made by prior speakers and limit testimony to the matter under consideration.

In order to maintain a respectful environment for all those in attendance, the use of signs, clapping, cheering or booing or any other form of verbal or nonverbal communication is not allowed.

A. PUBLIC HEARING: Resolution No. 2016-36 Subdivision of 7600 Metro Boulevard for Edina Public Schools.

B. PUBLIC HEARING: Resolution No. 2016-32 & 2016-33 Comprehensive Plan Amendment and Preliminary Rezoning for properties at the northwest corner of 66th and York. DLC Residential LLC.

VII. Community Comment

During "Community Comment," the City Council will invite residents to share new issues or concerns that haven't been considered in the past 30 days by the Council or which aren't slated for future consideration. Individuals must limit their comments to three minutes. The Mayor may limit the number of speakers on the same issue in the interest of time and topic. Generally speaking, items that are elsewhere on tonight's agenda may not be addressed during Community Comment. Individuals should not expect the Mayor or Council to respond to their comments tonight. Instead the Council might refer the matter to staff for consideration at a future meeting.

VIII. Reports/Recommendations: (Favorable vote of majority of Council Members present to approve except where noted)

A. Ordinance 2016-03 Amending Chapter 24-258

B. Pickleball Court Donation, Rosland Park, Resolution No. 2016-35

C. Request for Purchase, Rosland Park Pickleball Courts, McNamara Construction

D. Resolution Nol. 2016-38 Accepting Various Donations

IX. Correspondence And Petitions

A. Advisory Communication, Energy & Environment Commission: Green Purchasing Policy

B. Correspondence

C. Minutes

1. Park Board Meeting, February 9, 2016

2. Planning Commission Meeting, February 10, 2016

X. Aviation Noise Update

XI. Mayor and Council Comments

XII. Manager's Comments

XIII. Schedule of Upcoming Meetings, Dates Events as of March 15, 2016

XIV. Adjournment

The City of Edina wants all residents to be comfortable being part of the public process. If you need assistance in the way of hearing amplification, an interpreter, large-print documents or something else, please call 952-927-8861

72 hours in advance of the meeting.

CITY OF EDINA

4801 West 50th Street
Edina, MN 55424
www.edinamn.gov

Date: March 15, 2016

Agenda Item #: IV.A.

To: Mayor and City Council

Item Type:
Minutes

From: Debra Mangen, City Clerk

Item Activity:
Action

Subject: Approve Minutes Of March 2, 2016 Work Session and March 2, 2016 Regular Council Meeting

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ACTION REQUESTED:
Approve the minutes.

INTRODUCTION:

ATTACHMENTS:

Draft Minutes of Work Session, March 2, 2016

Revised Draft Minutes of March 2, 2016 Regular Meeting

MINUTES
OF THE WORK SESSION OF THE
EDINA CITY COUNCIL
HELD AT CITY HALL
MARCH 2 2016
5:30 P.M.

Mayor Hovland called the work session of the Edina City Council to order at 5:30 p.m.

ROLL CALL

Answering rollcall was: Members Brindle, Staunton, Stewart, Swenson, and Mayor Hovland.

Edina City Staff attending the meeting: Ross Bintner, Environmental Engineer; Debra Mangen, City Clerk; Chad Millner, Engineering Director; Scott Neal, City Manager, and Jessica Van Der Werff, Water Resources Coordinator.

MILL POND – AQUATIC VEGETATION MANAGEMENT POLICY REVIEW

Jessica Van Der Werff, Water Resources Coordinator, explained how the City of Edina began managing the aquatic vegetation for the Edina Mill Pond in 1980, how the process began to be specially assessed and how the cost sharing was developed. She explained the harvesting of the weeds was contracted for by the city, but regulated by the DNR and Minnehaha Watershed District. Ms. Van Der Werff noted staff has surveyed the residents in the Mill Pond and met with residents to ascertain their expectations. She explained suggested changes to the cost sharing of the weed management based on staff review and a survey of Mill Pond residents. Ms. Van Der Werff suggested that the Mill Pond be included in the Lake and Pond Policy which would require the residents to formalize as an association in order to continue to be eligible for elective services from the City. The Council gave staff direction to proceed with the amendment to the policy encompassing the proposed changes.

SPECIAL ASSESSMENT POLICY REVISIONS

Chad Millner, Director of Engineering, reviewed proposed changes to the City's Special Assessment Policy. Mr. Millner noted the City had two policies, one relating to Minnesota State Aid Streets and a local assessment policy. He requested direction from the council in four areas: 1) combine the two nearly identical policies into one policy; 2) re-insert decorative street lighting into the assessment policy; 3) insert the Land Use Class table into the policy to document the calculation of REU's used to calculate assessment costs; 4) revise the church REU values to 0.2 REU's per 1000 square feet; 5) calculate corner lot REU's based on 1 divided by the number of adjacent streets; and 6) institute the proposed changes to calculations, from the updated policy beginning with the 2017 construction projects. Council directed Mr. Millner to update the policy per his recommendations and placed the updated policy on a future regular meeting agenda for action.

ADJOURNMENT

Mayor Hovland adjourned the meeting at 6:40 p.m.

Respectfully submitted,

Debra A. Mangen, City Clerk

Minutes approved by Edina City Council, March 15, 2016.

James B. Hovland, Mayor

REVISED MINUTES
OF THE REGULAR MEETING OF THE
EDINA CITY COUNCIL
HELD AT CITY HALL
MARCH 2, 2016
7:00 P.M.

I. CALL TO ORDER

Mayor Hovland called the meeting to order at 7:00 p.m.

II. ROLLCALL

Answering rollcall were Members Brindle, Staunton, Stewart, Swenson, and Mayor Hovland.

III. MEETING AGENDA APPROVED

Member Stewart made a motion, seconded by Member Brindle, approving the meeting agenda.

Ayes: Brindle, Staunton, Stewart, Swenson, Hovland
Motion carried.

IV. CONSENT AGENDA ADOPTED

Member Swenson made a motion, seconded by Member Brindle, approving the consent agenda as follows:

IV.A. Approve regular and work session meeting minutes of February 17, 2016 and closed meeting minutes of February 24, 2016

IV.B. Receive payment of the following claims as shown in detail on the Check Register dated February 11, 2016, and consisting of 33 pages; General Fund $398,549.35; Police Special Revenue $450.00; Working Capital Fund $149,992.94; PIR Construction Fund $6,454.86; Equipment Replacement Fund $840.00; Cando Fund $6,490.00; Art Center Fund $5,548.26; Golf Dome Fund $2,230.79; Aquatic Center Fund $306.25; Golf Course Fund $11,153.13; Ice Arena Fund $25,066.33; Sports Dome Fund $61,545.28; Edinborough Park Fund $5,392.69; Centennial Lakes Park Fund $2,182.99; Liquor Fund $222,521.59; Utility Fund $211,971.32; Storm Sewer Fund $12,832.70; PSTF Agency Fund $6,022.12; Centennial TIF District $9,703.60; Grandview TIF District $11,296.10; TOTAL $1,150,550.30 and for receipt of payment of claims dated February 18, 2016, and consisting of 33 pages; General Fund $181,907.04; Police Special Revenue $308.81; Working Capital Fund $36,237.08; Art Center Fund $8,313.95; Golf Dome Fund $89.24; Aquatic Center Fund $868.94; Golf Course Fund $51,582.76; Ice Arena Fund $16,216.61; Sports Dome Fund $79,993.35; Edinborough Park Fund $2,342.60; Centennial Lakes Park Fund $3,972.81; Liquor Fund $196,066.97; Utility Fund $466,504.08; Storm Sewer Fund $1,282.77; Recycling Fund $37,184.67; PSTF Agency Fund $3,169.39; Payroll Fund $10,900.60; TOTAL $1,387,012.59; and, Credit Card Transactions dated October 26 – November 25, 2015; TOTAL $42,329.06

IV.C. Approve Encroachment Agreement between City of Edina and Tony and Elizabeth Burger at 6629 West Shore Drive

IV.D. Approve Mental Health and Wellness Agreement with Edina Public Schools

IV.E. Approve On-Sale Intoxicating, Club On-Sale, Sunday Sale, Wine and Beer Liquor License Renewals

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IV.F. Approve Board and Commission Resignations and Alternate Member Appointments as follows: accept the resignation of Krishnan Ramashwamy from the Community Health Commission; accept the resignation of Daniel Li from the Arts and Culture Commission; appoint Connie Weston to the Community Health Commission with a term expiring March 1, 2018; and, appoint Stella Chaffee to the Arts and Culture Commission with a term expiring March 1, 2017.

Rollcall:
Ayes: Brindle, Staunton, Stewart, Swenson, Hovland
Motion carried.

V. SPECIAL RECOGNITIONS AND PRESENTATIONS

Mayor Hovland acknowledged the attendance of the Valley View Government Class.

VI. PUBLIC HEARINGS HELD – Affidavits of Notice presented and ordered placed on file.

VI.A. SPECIAL ASSESSMENT PUBLIC HEARING: ALLEY RECONSTRUCTION – RESOLUTION NO. 2016-31 AND RESOLUTION NO. 2016-28 ADOPTED

Engineering Director Presentation

Engineer Millner explained that the alley between West 55th and West 56th Streets and Xerxes and York Avenues was petitioned for reconstruction (A-257). The alley to the north, between West 54th and West 55th Streets (A-258), was in similar condition so staff reconstructed both alleys in 2014. Mr. Millner noted this item had been overlooked and presented the project history, updates, and assessment costs. For Project A-257, the total assessable cost was $36,848.50. There were 26 Residential Equivalent Units at a cost of $1,417.25/REU. For Project A-258, the total assessable cost was $35,431.25. There were 25 Residential Equivalent Units at a cost of $1,417.25/REU.

Mayor Hovland opened the public hearing at 7:03 p.m.

Public Testimony

No one appeared to comment.

Member Stewart made a motion, seconded by Member Swenson, to close the public hearing.

Ayes: Brindle, Staunton, Stewart, Swenson, Hovland
Motion carried.

Member Swenson introduced and moved adoption of Resolution No. 2016-31, Levying Special Assessments for Public Improvements and Resolution No. 2016-28, Levying Special Assessments for Public Improvements. Member Brindle seconded the motion.

Rollcall:
Ayes: Brindle, Staunton, Stewart, Swenson, Hovland
Motion carried.

As Mr. Neuendorf was not yet present, the agenda was reordered to next consider Item VIII.B.

VIII. REPORTS / RECOMMENDATIONS

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VIII.B. RESOLUTION NO. 2016-30 CONVENTION ON THE ELIMINATION OF ALL FORMS OF DISCRIMINATION AGAINST WOMEN FROM HUMAN RIGHTS AND RELATIONS COMMISSION – ADOPTED

Ellen Kennedy, Human Rights and Relations Commissioner, asked the Council to approve the Convention on the Elimination of All Forms of Decimation Against Women (CEDAW) Resolution as prepared by the Human Rights and Relations Commission. She reviewed that in 1979, the United Nations adopted the Convention on the Elimination of All Forms of Discrimination Against Women. Until the adoption of CEDAW, no treaty fully addressed women's rights within political, cultural, economic, social, and family life. To date, more than forty United States cities, two dozen counties, and twenty state legislatures have passed resolutions urging CEDAW ratification.

Member Brindle introduced and moved adoption of Resolution No. 2016-30, Supporting Cities for the Convention on the Elimination of All Forms of Discrimination Against Women (CEDAW) Initiative and Support of the Principles of the United Nations Convention on the Elimination of All Forms of Discrimination against Women at the Local Level. Member Swenson seconded the motion.

Ayes: Brindle, Staunton, Stewart, Swenson, Hovland
Motion carried.

VI. PUBLIC HEARINGS HELD – continued - Affidavits of Notice presented and ordered placed on file.

VI.B. ESTABLISHING GRANDVIEW 2 TAX INCREMENT FINANCING DISTRICT – RESOLUTION NO. 2016-29 ADOPTED

Economic Development Manager Presentation

Economic Development Manager Neuendorf shared that the Edina Housing and Redevelopment Authority recommended that the City consider a new Tax Increment Financing District to advance community goals in a portion of the Grandview commercial area. The proposed Grandview 2 Tax Increment Financing District was a follow up to the original Grandview Tax Increment Financing District that was in effect from 1984 to 2010. The original Tax Increment Financing District was successful in sparking improvements on the west side of the railroad tracks including condominiums, office building, senior center, library, and streetscape improvements. However, a new District was necessary to address the high costs of anticipated redevelopment in the area. New projects would be hindered by existing buildings, contaminated soils, and outdated public infrastructure. Mr. Neuendorf stated the City retained Ehlers and Associates to prepare the Tax Increment Financing plan and necessary modifications to the Redevelopment Project Area. LHB, Inc. conducted inspections of the buildings and determined that the proposed District satisfied the requirements for creation of a 26-year Tax Increment Financing Redevelopment District. Mr. Neuendorf presented the community vision; steps to establish, fund and monitor Tax Increment Financing; the proposed district; likely uses of incremental taxes collected; and, a But-For Analysis per Minnesota Tax Increment Financing Statute.

Mr. Neuendorf answered questions of the Council related to tax capacity, pooling requirements, and the But-For test.

Michael Fischer, LHB, Inc., answered questions of the Council related to State Statutes and Tax Increment Financing requirements.

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Nick Anhut, Ehlers and Associates, answered questions of the Council related to whether parcels were required to be adjacent and the boundaries of the district.

Mark Ruff, Ehlers and Associates, answered questions of the Council related to Tax Increment Financing in relation to school finances.

Mayor Hovland opened the public hearing at 8:40 p.m.

Public Testimony
Jim Grotz, 5513 Park Place, addressed the Council.

Stephanie Mullaney, 4429 Brookside Terrace, addressed the Council.

Kim Montgomery, 5300 Evanswood Lane, addressed the Council.

John Menke, 5301 Pinewood Trail, addressed the Council.

Leny Wallen-Friedman, 6805 Limerick Lane, Chair of Edina Public Schools, addressed the Council.

Ellen Jones, 5261 Lochloy Drive, addressed the Council.

Patrick Olk, 5315 Pinewood Trail, addressed the Council.

Frank Lorenz, 7152 York Avenue South, addressed the Council.

Jennifer Janovy, 4016 Inglewood Avenue, addressed the Council.

Steven Timmer, 5348 Oaklawn Avenue, addressed the Council.

Lori Grotz, 5513 Park Place, addressed the Council.

Member Swenson made a motion, seconded by Member Brindle, to close the public hearing.
Ayes: Brindle, Staunton, Stewart, Swenson, Hovland
Motion carried.

Staff and consultants addressed issues raised during public testimony, including school property values, blight, density, traffic studies, length of Tax Increment Financing term, and concerns of the School Board.

The Council discussed the risks and benefits of a shorter Tax Increment Financing term and whether Tax Increment Financing was a benefit or burden for the school district.

Member Swenson introduced and moved adoption of Resolution No. 2016-29, Adopting a Modification the Redevelopment Plan for the Southeast Edina Redevelopment Project Area; and Establishing the Grandview 2 Redevelopment Tax Increment Financing District therein and Adopting a Tax Increment Financing Plan therefore. Member Staunton seconded the motion.

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The Council discussed some modifications to the Resolution, but noted that the changes could be handled administratively. The Council continued discussions and each shared their opinion. Council Member Brindle noted the concern from citizens that Tax Increment Financing would assist developers and stated she could not support this Resolution. She suggested an interim use for the Public Works building.

Rollcall:
Ayes: Staunton, Stewart, Swenson, Hovland
Nay: Brindle
Motion carried.

VII. COMMUNITY COMMENT

No one appeared to comment.

VIII. REPORTS / RECOMMENDATIONS – continued

VIII.A. MEDICAL CANNABIS MANUFACTURING AND DISPENSARIES REPORT – UPDATED

Community Development Director Teague shared that the 12-month moratorium disallowing Medical Cannabis Manufacturing and Dispensaries had expired. State regulations allowed one facility within each congressional district. Minneapolis, Eden Prairie, and Eagan had locations; therefore, it was unlikely that one would locate in Edina. If a facility were to be located in Edina, it could be located under current zoning ordinances in the Planned Industrial District for manufacturing and distributions and in the Planned Commercial District or Planned Office District for distributions. No action was requested of the Council.

VIII.B. RESOLUTION NO. 2016-30 CONVENTION ON THE ELIMINATION OF ALL FORMS OF DISCRIMINATION AGAINST WOMEN FROM HUMAN RIGHTS AND RELATIONS COMMISSION – ADOPTED

This item was considered following Item VI.A.

VIII.C. RESOLUTION NO. 2016-16 ADOPTED – ACCEPTING VARIOUS GRANTS AND DONATIONS

Mayor Hovland explained that in order to comply with State Statutes; all donations to the City must be adopted by Resolution and approved by four favorable votes of the Council accepting the donations. **Member Stewart introduced and moved adoption of Resolution No. 2016-16 accepting various grants and donations.** Member Staunton seconded the motion.

Rollcall:
Ayes: Brindle, Staunton, Stewart, Swenson, Hovland
Motion carried.

IX. CORRESPONDENCE AND PETITIONS

IX.A. ADVISORY COMMUNICATION, HUMAN RIGHTS AND RELATIONS COMMISSION: CO-SPONSOR REFUGEE EVENT

IX.B. CORRESPONDENCE

Mayor Hovland acknowledged the Council's receipt of various correspondence.

IX.B. MINUTES:

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1. ***ARTS AND CULTURE COMMISSION, NOVEMBER 19, 2015 AND DECEMBER 17, 2015***
2. ***EDINA TRANSPORTATION COMMISSION, DECEMBER 17, 2015 AND JANUARY 21, 2016***
3. ***HUMAN RIGHTS AND RELATIONS COMMISSION, JANUARY 26, 2016***
4. ***COMMUNITY HEALTH COMMISSION, JANUARY 5, 2016***

Informational; no action required.

X. AVIATION NOISE UPDATE – Received

XI. MAYOR AND COUNCIL COMMENTS – Received

XI.A. CITY MANAGER'S PERFORMANCE EVALUATION REPORT

Mayor Hovland thanked Manager Neal for his years of service and read the Performance Evaluation Report as follows: "The City Council along with Consultant Harry Brull of BCG Consulting Group conducted a performance evaluation of City Manager Scott Neal at a closed meeting on February 24, 2016. The meeting was posted and recorded as required by law. Input for Mr. Neal's evaluation was collected from the City Council with additional input from Edina's Department Heads and staff. Areas covered included leadership, human relations, communication skills, judgement, decision making, administrative skills, technical skills, and personal characteristics. In all of those areas Manager Neal meets or exceeds the expectations of the City Council. City Council and staff find Scott Neal to be a strong leader. He has built a level of trust with all levels of the organization and stresses the integrity, quality, and services that are established for customer service. Scott is committed to the City of Edina and the community. He is passionate about public administration and developing future leaders. He is seen as a great listener and excellent communicator in both verbal and written communications. He and the City Council also discussed projects over the next twelve months and our goals for 2016."

XII. MANAGER'S COMMENTS – Received

XII.A. COMMUNITY COMMENT AGENDA LOCATION

It was suggested to consider Item VII. Community Comment following Item IV. Consent Agenda. Member Brindle supported reordering the agenda to consider Item VII. Community Comment following Item III. Meeting Agenda Approval.

XIII. SCHEDULE OF DATES, EVENTS AND MEETINGS AS OF MARCH 2, 2016 – Received

XIV. ADJOURNMENT

There being no further business on the Council Agenda, Mayor Hovland declared the meeting adjourned at 11:10 p.m.

Respectfully submitted,

Debra A. Mangen, City Clerk

Minutes approved by Edina City Council, March 15, 2016.

James B. Hovland, Mayor

Video Copy of the March 2, 2016, meeting available.

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CITY OF EDINA

4801 West 50th Street
Edina, MN 55424
www.edinamn.gov

Date: March 15, 2016

Agenda Item #: IV.B.

To: Mayor and City Council

Item Type:
Claims

From: Eric Roggeman, Finance Director

Item Activity:
Action

Subject: Receive Payment of Claims As Per: Pre-List Dated 2/25/2016 TOTAL: $475,503.96 And Per Pre-List Dated 3/03/2016 TOTAL: $836,236.57

ACTION REQUESTED:
Approve claims for payment.

INTRODUCTION:
Claims information for approval is attached.

ATTACHMENTS:

Claims Pre-List Dated 2/25/2016 TOTAL: $475,503.96

Claims Pre-List Dated 3/03/2016 TOTAL: $836,236.57

Check #	Date	Amount	Supplier / Explanation	PO #	Doc No	Inv No	Account No	Subledger	Account Description	Business Unit
2725	**2/25/2016**		**133644 A DYNAMIC DOOR CO INC.**							
		2,550.43	TRUCK WASH DOOR REPAIRS		394340	21602051	1552.6103		PROFESSIONAL SERVICES	CENT SVC PW BUILDING
		2,550.43								
2726	**2/25/2016**		**101304 ABM EQUIPMENT & SUPPLY**							
		105.14	ADAPTERS	00005055	394217	0146432-IN	1553.6530		REPAIR PARTS	EQUIPMENT OPERATION GEN
		105.14								
2727	**2/25/2016**		**102971 ACE ICE COMPANY**							
		44.80			394513	1976113	5862.5515		COST OF GOODS SOLD MIX	VERNON SELLING
		44.80								
2728	**2/25/2016**		**100575 ALL SAFE INC.**							
		57.75	EXTINGUISHER MAINTENANCE		394433	143509	5111.6530		REPAIR PARTS	ART CENTER BLDG/MAINT
		57.75								
2729	**2/25/2016**		**103680 ARAMARK REFRESHMENT SRVCS**							
		503.74	COFFEE		394507	1215327	1120.6406		GENERAL SUPPLIES	ADMINISTRATION
		503.74								
2730	**2/25/2016**		**100646 BECKER ARENA PRODUCTS INC.**							
		361.00	DASHERBOARDS		394545	00105534	5511.6406		GENERAL SUPPLIES	ARENA BLDG/GROUNDS
		300.18	DRESSING STONES & GROOMER	00002306	394387	1000215	5761.6406		GENERAL SUPPLIES	CENTENNIAL LAKES OPERATING
		415.00	ICE SKATES	00002306	394388	1000269	5761.6406		GENERAL SUPPLIES	CENTENNIAL LAKES OPERATING
		1,076.18								
2731	**2/25/2016**		**101355 BELLBOY CORPORATION**							
		56.39			394515	52369600	5862.5512		COST OF GOODS SOLD LIQUOR	VERNON SELLING
		53.55			394516	52369800	5862.5515		COST OF GOODS SOLD MIX	VERNON SELLING
		7.65-			394517	93441700	5842.5515		COST OF GOODS SOLD MIX	YORK SELLING
		102.29								
2732	**2/25/2016**		**100648 BERTELSON OFFICE PRODUCTS**							
		227.15	OFFICE SUPPLIES		394220	WO-178307-1	1120.6406		GENERAL SUPPLIES	ADMINISTRATION
		24.46	CASH REGISTER ROLLS	00009468	394442	WO-179273-1	5110.6513		OFFICE SUPPLIES	ART CENTER ADMINISTRATION
		251.61								
2733	**2/25/2016**		**122688 BMK SOLUTIONS**							
		19.62	OFFICE SUPPLIES		394221	115876	1552.6406		GENERAL SUPPLIES	CENT SVC PW BUILDING
		251.06			394222	115950	1552.6406		GENERAL SUPPLIES	CENT SVC PW BUILDING
		270.68								

Check #	Date	Amount	Supplier / Explanation	PO #	Doc No	Inv No	Account No	Subledger	Account Description	Business Unit
2733	**2/25/2016**		**122688 BMK SOLUTIONS**						**Continued...**	
2734	**2/25/2016**		**100659 BOYER TRUCK PARTS**							
		2,726.14	VEHICLE REPAIRS		394341	196621	1553.6180		CONTRACTED REPAIRS	EQUIPMENT OPERATION GEN
		2,726.14								
2735	**2/25/2016**		**100664 BRAUN INTERTEC**							
		2,347.00	MATERIALS TESTING		394374	B042495	01412.1705.21		CONSULTING INSPECTION	GLEN VIEW ADDITION NHOOD RECON
		2,347.00								
2736	**2/25/2016**		**134730 EXPLORE EDINA**							
		25,688.50	JAN 2016 LODGING TAX		394559	1/31/2016	1001.4030		LODGING TAX	GENERAL FUND REVENUES
		25,688.50								
2737	**2/25/2016**		**120831 FIRST SCRIBE INC.**							
		425.00	ROWAY		394242	2468588	1263.6103		PROFESSIONAL SERVICES	ENVIRONMENT
		425.00								
2738	**2/25/2016**		**100814 INDELCO PLASTICS CORP.**							
		10.30	PVC ADAPTERS	00001428	394255	973520	5912.6406		GENERAL SUPPLIES	WELL HOUSES
		10.30								
2739	**2/25/2016**		**100858 LOGIS**							
		660.44			394365	41285,41339	1554.6230		SERVICE CONTRACTS EQUIPMENT	CENT SERV GEN - MIS
		1,703.80			394365	41285,41339	1160.6160		DATA PROCESSING	FINANCE
		5,694.83			394365	41285,41339	1554.6160		DATA PROCESSING	CENT SERV GEN - MIS
		6,190.17			394365	41285,41339	1495.6160		DATA PROCESSING	INSPECTIONS
		9,053.04			394365	41285,41339	1556.6160		DATA PROCESSING	EMPLOYEE SHARED SERVICES
		9,876.83			394365	41285,41339	1190.6160		DATA PROCESSING	ASSESSING
		10,868.18			394365	41285,41339	1160.6160		DATA PROCESSING	FINANCE
		12,417.71			394365	41285,41339	5902.6160		DATA PROCESSING	UTILITY BILLING - FINANCE
		56,465.00								
2740	**2/25/2016**		**103944 MED COMPASS**							
		28.00	HEARING TEST		394357	28640	1400.6175		PHYSICAL EXAMINATIONS	POLICE DEPT. GENERAL
		28.00								
2741	**2/25/2016**		**101483 MENARDS**							
		15.63	FILTERS, CAULK	00005073	394258	6340	1551.6406		GENERAL SUPPLIES	CITY HALL GENERAL
		77.49	SEEDS, WATERING CANS	00001420	394259	6476	1646.6406		GENERAL SUPPLIES	BUILDING MAINTENANCE
		93.12								

Check #	Date	Amount	Supplier / Explanation	PO #	Doc No	Inv No	Account No	Subledger	Account Description	Business Unit
2741	2/25/2016		101483 MENARDS						Continued...	
2742	2/25/2016		101161 MIDWEST CHEMICAL SUPPLY							
		274.20	BLEACH, GLOVES, SOAP		394366	38062	1551.6511		CLEANING SUPPLIES	CITY HALL GENERAL
		370.85	PAPER PRODUCTS		394366	38062	1551.6512		PAPER SUPPLIES	CITY HALL GENERAL
		645.05								
2743	2/25/2016		100906 MTI DISTRIBUTING INC.							
		321.76	SEALS	00006465	394488	1050117-00	5422.6530		REPAIR PARTS	MAINT OF COURSE & GROUNDS
		321.76								
2744	2/25/2016		105066 NATURAL REFLECTIONS LLC							
		225.00	INSTALL THIN ICE SIGNS		394268	2277	5937.6103		PROFESSIONAL SERVICES	INDIANHEAD LK VEGETATION CONTR
		225.00								
2745	2/25/2016		121497 NORTHWEST ASPHALT INC.							
		2,513.93	PARTIAL PAYMENT NO. 8		394379	15-5	03489.1705.30		CONTRACTOR PAYMENTS	Prospect Knolls B Reconstructi
		16,308.77	PARTIAL PAYMENT NO. 8		394379	15-5	04410.1705.30		CONTRACTOR PAYMENTS	Prospect Knolls B Reconstructi
		18,822.70								
2746	2/25/2016		100940 OWENS COMPANIES INC.							
		757.00	HVAC SERVICE CONTRACT		394394	66368	5761.6230		SERVICE CONTRACTS EQUIPMENT	CENTENNIAL LAKES OPERATING
		757.00								
2747	2/25/2016		119620 POMP'S TIRE SERVICE INC.							
		670.70	TIRES	00005913	394275	210217556	1553.6583		TIRES & TUBES	EQUIPMENT OPERATION GEN
		2,022.00	TIRE RECAPS	00005930	394276	210219298	1553.6583		TIRES & TUBES	EQUIPMENT OPERATION GEN
		146.00	TIRES	00005930	394427	210220237	1553.6583		TIRES & TUBES	EQUIPMENT OPERATION GEN
		2,838.70								
2748	2/25/2016		106322 PROSOURCE SUPPLY							
		362.80	TOWELS, MOP HEADS, CLEANERS	00002120	394328	8852	5720.6511		CLEANING SUPPLIES	EDINBOROUGH OPERATIONS
		1,125.72	CUPS, PLATES, CUTLERY SETS		394329	8858	5720.5510		COST OF GOODS SOLD	EDINBOROUGH OPERATIONS
		1,488.52								
2749	2/25/2016		100972 R&R SPECIALTIES OF WISCONSIN INC.							
		392.75	BRUSHES, SNOW BREAKER		394497	0059195-IN	5521.6215		EQUIPMENT MAINTENANCE	ARENA ICE MAINT
		392.75								
2750	2/25/2016		100977 RICHFIELD PLUMBING COMPANY							
		553.74	DRINKING FOUNTAIN REPAIRS	00002308	394395	67840	5761.6180		CONTRACTED REPAIRS	CENTENNIAL LAKES OPERATING

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2750	2/25/2016		100977 RICHFIELD PLUMBING COMPANY						Continued...	
		553.74								
2751	2/25/2016		101000 RJM PRINTING INC.							
		322.72	PW ENVELOPES		394370	89487	1552.6406		GENERAL SUPPLIES	CENT SVC PW BUILDING
		58.50	BUSINESS CARDS		394369	89517	1550.6406		GENERAL SUPPLIES	CENTRAL SERVICES GENERAL
		381.22								
2752	2/25/2016		105442 SCHERER BROS. LUMBER CO.							
		68.31	SCREWS, TORX BITS	00001406	394278	41369959	1301.6406		GENERAL SUPPLIES	GENERAL MAINTENANCE
		68.31								
2753	2/25/2016		112668 STONEBROOKE EQUIPMENT INC.							
		417.02	CUTTING EDGE KITS	00005061	394280	38467	1553.6530		REPAIR PARTS	EQUIPMENT OPERATION GEN
		697.02	SALTER PARTS	00001291	394430	38501	1647.6406		GENERAL SUPPLIES	PATHS & HARD SURFACE
		1,114.04								
2754	2/25/2016		103277 TITAN MACHINERY							
		105.00	SWITCH	00005054	394285	7275380	1553.6530		REPAIR PARTS	EQUIPMENT OPERATION GEN
		28.13	LENS	00005048	394284	7275383	1553.6530		REPAIR PARTS	EQUIPMENT OPERATION GEN
		283.00	FILTERS, BULB, SUPPORT	00005989	394286	7275388	1553.6530		REPAIR PARTS	EQUIPMENT OPERATION GEN
		1,053.87	CUTTING EDGE SET	00005025	394361	7275392	1553.6530		REPAIR PARTS	EQUIPMENT OPERATION GEN
		1,470.00								
2755	2/25/2016		119454 VINOCOPIA							
		882.50			394542	0145331-IN	5862.5513		COST OF GOODS SOLD WINE	VERNON SELLING
		434.17			394541	0145332-IN	5862.5512		COST OF GOODS SOLD LIQUOR	VERNON SELLING
		1,316.67								
2756	2/25/2016		101033 WINE COMPANY, THE							
		1,195.17			394410	417748-00	5862.5513		COST OF GOODS SOLD WINE	VERNON SELLING
		1,195.17								
401978	2/25/2016		133522 AARP DRIVER SAFETY PROGRAM							
		130.00	DEFENSIVE DRIVING CLASS		394554	022016	1628.6103		PROFESSIONAL SERVICES	SENIOR CITIZENS
		130.00								
401979	2/25/2016		137506 ABOOD, JOSEPH							
		44.25	REIMBURSE EXPENSES		394432	021916	5410.6104		CONFERENCES & SCHOOLS	GOLF ADMINISTRATION
		44.25								

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401980	2/25/2016		129458 ACME TOOLS							
		209.99	AIR COMPRESSOR	00005029	394218	3965165	1553.6585		ACCESSORIES	EQUIPMENT OPERATION GEN
		209.99								
401981	2/25/2016		135922 ACUSHNET COMPANY							
		1,371.92	GOLF BALLS		394372	901671775	5440.5511		COST OF GOODS - PRO SHOP	PRO SHOP RETAIL SALES
		1,371.92								
401982	2/25/2016		105991 AL'S COFFEE COMPANY							
		120.90	COFFEE		394299	45748	5730.5510		COST OF GOODS SOLD	EDINBOROUGH CONCESSIONS
		120.90								
401983	2/25/2016		103285 AMEM							
		130.00	DUES - DARRELL TODD		394434	2016	1470.6105		DUES & SUBSCRIPTIONS	FIRE DEPT. GENERAL
		130.00								
401984	2/25/2016		100630 ANCHOR PAPER COMPANY							
		812.59	COPY PAPER		394505	10463895-00	1120.6406		GENERAL SUPPLIES	ADMINISTRATION
		549.45	COPY PAPER		394506	10464074-00	1120.6406		GENERAL SUPPLIES	ADMINISTRATION
		1,362.04								
401985	2/25/2016		102109 ANCOM TECHNICAL CENTER							
		664.00	EQUIPMENT REPAIRS		394300	58049	1400.6160		DATA PROCESSING	POLICE DEPT. GENERAL
		664.00								
401986	2/25/2016		138001 ANDERSON, JANYCE M.							
		1,461.80	AMBULANCE OVERPAYMENT REFUND		394373	154772	1470.4329		AMBULANCE FEES	FIRE DEPT. GENERAL
		1,461.80								
401987	2/25/2016		132031 ARTISAN BEER COMPANY							
		910.75			394514	3083249	5862.5514		COST OF GOODS SOLD BEER	VERNON SELLING
		910.75								
401988	2/25/2016		102503 BAGS & BOWS							
		5.00	DELIVERY CHARGE	00009462	394435	0093614957	5120.6406		GENERAL SUPPLIES	ART SUPPLY GIFT GALLERY SHOP
		5.00								
401989	2/25/2016		102195 BATTERIES PLUS							
		319.44	CHARGER, BATTERIES		394555	018-103843-01	1301.6406		GENERAL SUPPLIES	GENERAL MAINTENANCE
		11.98	BATTERIES	00003016	394301	018-396540	1400.6406		GENERAL SUPPLIES	POLICE DEPT. GENERAL
		331.42								

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401989	**2/25/2016**		**102195 BATTERIES PLUS**						**Continued...**	
401990	**2/25/2016**		**126996 BCA - CJTE**							
		240.00	IMPACT & INFLUENCE TRAINING		394382	17072-010416SMI I	1400.6104		CONFERENCES & SCHOOLS	POLICE DEPT. GENERAL
		240.00			394383	26379-010416SMI I	1400.6104		CONFERENCES & SCHOOLS	POLICE DEPT. GENERAL
		240.00			394385	26385-010416SMI I	1400.6104		CONFERENCES & SCHOOLS	POLICE DEPT. GENERAL
		240.00			394384	26538-010416SMI I	1400.6104		CONFERENCES & SCHOOLS	POLICE DEPT. GENERAL
		240.00			394386	29828-010416SMI I	1400.6104		CONFERENCES & SCHOOLS	POLICE DEPT. GENERAL
		1,200.00								
401991	**2/25/2016**		**130924 BEARING INDUSTRIAL & SUPPLIES INC.**							
		21.76	BALL BEARINGS	00005815	394574	0040219-IN	1553.6530		REPAIR PARTS	EQUIPMENT OPERATION GEN
		163.44	INSERT BEARINGS	00005078	394303	0040410-IN	1553.6530		REPAIR PARTS	EQUIPMENT OPERATION GEN
		88.92	BOLT HOUSING	00005078	394302	0040411-IN	1553.6530		REPAIR PARTS	EQUIPMENT OPERATION GEN
		274.12								
401992	**2/25/2016**		**131191 BERNATELLO'S PIZZA INC.**							
		648.00	PIZZA		394304	D2814041	5730.5510		COST OF GOODS SOLD	EDINBOROUGH CONCESSIONS
		648.00								
401993	**2/25/2016**		**125139 BERNICK'S**							
		20.00			394518	280131	5862.5515		COST OF GOODS SOLD MIX	VERNON SELLING
		308.70			394519	280132	5862.5514		COST OF GOODS SOLD BEER	VERNON SELLING
		114.40			394436	280568	5520.5510		COST OF GOODS SOLD	ARENA CONCESSIONS
		443.10								
401994	**2/25/2016**		**126847 BERRY COFFEE COMPANY**							
		158.80	COFFEE		394546	T154236	5520.5510		COST OF GOODS SOLD	ARENA CONCESSIONS
		229.00	COFFEE		394547	T155732	5520.5510		COST OF GOODS SOLD	ARENA CONCESSIONS
		607.90	COFFEE		394548	T157372	5520.5510		COST OF GOODS SOLD	ARENA CONCESSIONS
		97.70	COFFEE		394437	T158699	5520.5510		COST OF GOODS SOLD	ARENA CONCESSIONS
		35.50			394438	T159340	5520.5510		COST OF GOODS SOLD	ARENA CONCESSIONS
		305.00			394439	T160305	5520.5510		COST OF GOODS SOLD	ARENA CONCESSIONS
		232.00			394440	T164169	5520.5510		COST OF GOODS SOLD	ARENA CONCESSIONS
		45.45			394441	T165839	5520.5510		COST OF GOODS SOLD	ARENA CONCESSIONS
		126.95	COFFEE		394219	T81033	1552.6406		GENERAL SUPPLIES	CENT SVC PW BUILDING

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401994	2/25/2016		126847 BERRY COFFEE COMPANY						Continued...	
		1,838.30								
401995	2/25/2016		136855 BOBER, SARAH							
		662.08	CRAFT SUPPLIES		394305	021616	5110.6564		CRAFT SUPPLIES	ART CENTER ADMINISTRATION
		662.08								
401996	2/25/2016		122318 BRAEMAR GOLF COURSE							
		400.00	ROOM RENTAL FEE		394306	9553	2611.6150		BUILDING RENTAL	MUSIC IN EDINA
		400.00								
401997	2/25/2016		124291 BREAKTHRU BEVERAGE MINNESOTA							
		10,398.58			394401	1080436106	5862.5512		COST OF GOODS SOLD LIQUOR	VERNON SELLING
		338.85			394400	1080436107	5862.5513		COST OF GOODS SOLD WINE	VERNON SELLING
		2,276.16			394398	1080436108	5862.5513		COST OF GOODS SOLD WINE	VERNON SELLING
		4,096.40			394399	1080436109	5862.5513		COST OF GOODS SOLD WINE	VERNON SELLING
		248.15			394397	1080436110	5862.5512		COST OF GOODS SOLD LIQUOR	VERNON SELLING
		17,358.14								
401998	2/25/2016		124529 BREAKTHRU BEVERAGE MINNESOTA BEER LLC							
		1,508.35			394403	1090526295	5842.5514		COST OF GOODS SOLD BEER	YORK SELLING
		48.60			394402	1090526296	5842.5515		COST OF GOODS SOLD MIX	YORK SELLING
		2,105.96			394520	1090528191	5862.5514		COST OF GOODS SOLD BEER	VERNON SELLING
		71.40			394521	1090528192	5862.5514		COST OF GOODS SOLD BEER	VERNON SELLING
		3,734.31								
401999	2/25/2016		122195 BRUNSWICK ZONE - EDEN PRAIRIE							
		67.60			394412	1414714	1629.6406		GENERAL SUPPLIES	ADAPTIVE RECREATION
		72.80	BOWLING		394411	1414715	1629.6406		GENERAL SUPPLIES	ADAPTIVE RECREATION
		83.20			394413	1414716	1629.6406		GENERAL SUPPLIES	ADAPTIVE RECREATION
		57.20			394414	1814601	1629.6406		GENERAL SUPPLIES	ADAPTIVE RECREATION
		280.80								
402000	2/25/2016		137991 BRUSKE PRODUCTS							
		295.65	BRUSHES FOR TENNANT	00005022	394223	8483	1553.6530		REPAIR PARTS	EQUIPMENT OPERATION GEN
		295.65								
402001	2/25/2016		137533 BUSBY, TREVOR							
		225.00	OFFICIATING FEES		394224	8	1621.6103		PROFESSIONAL SERVICES	ATHLETIC ACTIVITIES
		225.00								

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402002	2/25/2016		102149 CALLAWAY GOLF						Continued...	
		1,744.16-	CREDIT		394549	926470129	5440.5511		COST OF GOODS - PRO SHOP	PRO SHOP RETAIL SALES
		690.53	IRONS		394444	926564745	5440.5511		COST OF GOODS - PRO SHOP	PRO SHOP RETAIL SALES
		333.00	DRIVER		394445	926564746	5440.5511		COST OF GOODS - PRO SHOP	PRO SHOP RETAIL SALES
		142.65	GOLF BAG		394443	926564819	5440.5511		COST OF GOODS - PRO SHOP	PRO SHOP RETAIL SALES
		340.66	CLUBS		394451	926567467	5440.5511		COST OF GOODS - PRO SHOP	PRO SHOP RETAIL SALES
		599.41	CLUBS		394446	926567550	5440.5511		COST OF GOODS - PRO SHOP	PRO SHOP RETAIL SALES
		1,017.91	CLUBS		394447	926567554	5440.5511		COST OF GOODS - PRO SHOP	PRO SHOP RETAIL SALES
		1,501.44	GOLF BALLS		394448	926567558	5440.5511		COST OF GOODS - PRO SHOP	PRO SHOP RETAIL SALES
		1,543.30	CLUBS		394450	926567613	5440.5511		COST OF GOODS - PRO SHOP	PRO SHOP RETAIL SALES
		1,663.68	GOLF BALLS		394449	926570167	5440.5511		COST OF GOODS - PRO SHOP	PRO SHOP RETAIL SALES
		9,000.00	RANGE BALLS		394452	926590097	5424.6590		RANGE BALLS	RANGE
		15,088.42								
402003	2/25/2016		111089 CARLSON, ERIC							
		188.23	UNIFORM PURCHASE		394556	021916	1400.6203		UNIFORM ALLOWANCE	POLICE DEPT. GENERAL
		188.23								
402004	2/25/2016		138002 CARTURAN, MARY							
		1,594.00	AMBULANCE OVERPAYMENT REFUND		394375	153512	1470.4329		AMBULANCE FEES	FIRE DEPT. GENERAL
		1,594.00								
402005	2/25/2016		129923 CAWLEY							
		284.99	NAME TAGS		394307	V349313	1120.6406		GENERAL SUPPLIES	ADMINISTRATION
		26.48			394415	V352289	1500.6103		PROFESSIONAL SERVICES	CONTINGENCIES
		311.47								
402006	2/25/2016		130603 CEDAR RIDGE LANDSCAPING INC.							
		31,100.10	LANDSCAPE IMPROVEMENTS		394376	VALLEY VIEW RD	01263.1705.30		CONTRACTOR PAYMENTS	A263 Valley View Landscaping
		31,100.10								
402007	2/25/2016		103711 CENTERPOINT ENERGY SERVICES INC.							
		7,400.82			394225	3181322	5720.6186		HEAT	EDINBOROUGH OPERATIONS
		102.43			394226	3181572	5311.6186		HEAT	POOL OPERATION
		7,503.25								
402008	2/25/2016		123898 CENTURYLINK							
		161.29	952 285-2951		394227	2951-2/16	1470.6188		TELEPHONE	FIRE DEPT. GENERAL
		62.80	952 944-6522		394389	6522-2/16	5511.6188		TELEPHONE	ARENA BLDG/GROUNDS
		224.09								

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402009	**2/25/2016**		**135835 CENTURYLINK**							
		1,335.45	612-D08-2053-053		394390	2053-2/16	2310.6406		GENERAL SUPPLIES	E911
		1,335.45								
402010	**2/25/2016**		**100683 CHEMSEARCH**							
		666.08	WATER TREATMENT PROGRAM		394453	2205862	5510.6103		PROFESSIONAL SERVICES	ARENA ADMINISTRATION
		666.08								
402011	**2/25/2016**		**129285 CHINOOK BOOK**							
		500.00	EP COUPON BOOKS		394308	IM-0000058168	5710.6122		ADVERTISING OTHER	EDINBOROUGH ADMINISTRATION
		500.00								
402012	**2/25/2016**		**122084 CITY OF EDINA - UTILITIES**							
		516.98	00105263-0335037016		394309	335037016-2/16	1646.6189		SEWER & WATER	BUILDING MAINTENANCE
		6,651.32	00103426-0345052006		394342	345052006-2/16	1552.6189		SEWER & WATER	CENT SVC PW BUILDING
		7,168.30								
402013	**2/25/2016**		**100692 COCA-COLA REFRESHMENTS**							
		183.28			394522	0148064319	5862.5515		COST OF GOODS SOLD MIX	VERNON SELLING
		183.28								
402014	**2/25/2016**		**129820 COLLIERS INTERNATIONAL**							
		897.49	MAR 2016 MAINTENANCE		394310	2073-2/16	5841.6103		PROFESSIONAL SERVICES	YORK OCCUPANCY
		897.49								
402015	**2/25/2016**		**120433 COMCAST**							
		28.94	8772 10 614 0220686		394311	220686-2/16	5710.6105		DUES & SUBSCRIPTIONS	EDINBOROUGH ADMINISTRATION
		25.98	8772 10 614 0496856		394454	496856-2/16	5210.6188		TELEPHONE	GOLF DOME PROGRAM
		54.92								
402016	**2/25/2016**		**120826 COMCAST SPOTLIGHT**							
		605.20	DOME ADVERTISING		394455	NW711545	5210.6122		ADVERTISING OTHER	GOLF DOME PROGRAM
		360.00	DOME ADVERTISING		394456	NW711546	5210.6122		ADVERTISING OTHER	GOLF DOME PROGRAM
		965.20								
402017	**2/25/2016**		**101395 COMMISSIONER OF TRANSPORTATION**							
		23.10	INSPECTIONS		394377	P00005334	01416.1705.21		CONSULTING INSPECTION	54TH ST BRIDGE&STREET REPAIR
		31.50	INSPECTIONS		394377	P00005334	01377.1705.21		CONSULTING INSPECTION	BA-377 VALLEY VIEW RD
		39.97	INSPECTIONS		394377	P00005334	01377.1705.21		CONSULTING INSPECTION	BA-377 VALLEY VIEW RD
		66.85	INSPECTIONS		394377	P00005334	01416.1705.21		CONSULTING INSPECTION	54TH ST BRIDGE&STREET REPAIR
		336.17	INSPECTIONS		394377	P00005334	10096.1705.21		CONSULTING INSPECTION	BR6 54TH STREET BRIDGE

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402017	2/25/2016		101395 COMMISSIONER OF TRANSPORTATION						Continued...	
		361.82	INSPECTIONS		394377	P00005334	01416.1705.21		CONSULTING INSPECTION	54TH ST BRIDGE&STREET REPAIR
		57.75	INSPECTIONS		394228	P00005409	10096.1705.21		CONSULTING INSPECTION	BR6 54TH STREET BRIDGE
		76.45	INSPECTIONS		394228	P00005409	01416.1705.21		CONSULTING INSPECTION	54TH ST BRIDGE&STREET REPAIR
		284.73	INSPECTIONS		394228	P00005409	01377.1705.21		CONSULTING INSPECTION	BA-377 VALLEY VIEW RD
		1,278.34								
402018	2/25/2016		104928 CONCRETE CUTTING & CORING INC.							
		369.88	SAW REPAIR	00001418	394343	102934	5913.6180		CONTRACTED REPAIRS	DISTRIBUTION
		369.88								
402019	2/25/2016		121267 CREATIVE RESOURCES							
		366.02	RESALE PRODUCT		394550	42724	5520.6406		GENERAL SUPPLIES	ARENA CONCESSIONS
		999.43	RESALE PRODUCT		394551	43091	5520.6406		GENERAL SUPPLIES	ARENA CONCESSIONS
		620.00	RESALE PRODUCT		394552	43118	5520.6406		GENERAL SUPPLIES	ARENA CONCESSIONS
		1,985.45								
402020	2/25/2016		130169 CUSTOM BUSINESS FORMS							
		816.00	FEB 2016 NEWSLETTERS		394557	305740	1628.6575		PRINTING	SENIOR CITIZENS
		648.00	EXTRA NEWSLETTERS		394558	305796	1628.6575		PRINTING	SENIOR CITIZENS
		1,464.00								
402021	2/25/2016		118189 DEM-CON COMPANIES							
		4.14	TAX/FEES ON INVOICE 10049		394575	10049	1301.6406		GENERAL SUPPLIES	GENERAL MAINTENANCE
		4.14								
402022	2/25/2016		101349 DEPARTMENT OF NATURAL RESOURCES							
		265.00	PERMIT FOR ROUNDABOUT		394312	UWAT010525	01430.1705.20		CONSULTING DESIGN	VALLEY VIEW & TRACY IMPR
		265.00								
402023	2/25/2016		100730 DORSEY & WHITNEY LLP							
		476.25	JAN 2016 FEES		394229	3258317	1160.6103		PROFESSIONAL SERVICES	FINANCE
		476.25								
402024	2/25/2016		132810 ECM PUBLISHERS INC.							
		63.25	PUBLIC HEARING NOTICE		394313	307157	1185.6120		ADVERTISING LEGAL	LICENSING, PERMITS & RECORDS
		184.00	HRA TIF PLAN NOTICE		394314	307158	1185.6120		ADVERTISING LEGAL	LICENSING, PERMITS & RECORDS
		247.25								
402025	2/25/2016		100549 ELECTRIC PUMP INC.							
		6,655.03	LS6 PUMP REPAIR	00001371	394344	0057228-IN	5921.6530		REPAIR PARTS	SANITARY LIFT STATION MAINT

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402025	2/25/2016		100549 ELECTRIC PUMP INC.						Continued...	
		6,655.03								
402026	2/25/2016		102497 EXPLORER POST 925							
		2,285.00	STATE CONFERENCE		394315	EXPENSES	1419.6104		CONFERENCES & SCHOOLS	RESERVE PROGRAM
		2,285.00								
402027	2/25/2016		100146 FACTORY MOTOR PARTS COMPANY							
		81.00	WIPER BLADES		394232	1-4915217	1553.6530		REPAIR PARTS	EQUIPMENT OPERATION GEN
		53.44	SHOE KIT		394230	69-209760	1553.6530		REPAIR PARTS	EQUIPMENT OPERATION GEN
		116.34	BATTERY		394234	69-211294	1553.6530		REPAIR PARTS	EQUIPMENT OPERATION GEN
		78.15	FILTER, OIL PAN SEAL		394231	69-211474	1553.6530		REPAIR PARTS	EQUIPMENT OPERATION GEN
		34.80	FILTERS		394235	69-211600	1553.6530		REPAIR PARTS	EQUIPMENT OPERATION GEN
		411.95	BRAKE KITS, ROTOR ASSEMBLIES		394233	69-211725	1553.6530		REPAIR PARTS	EQUIPMENT OPERATION GEN
		7.49	AIR FILTER		394345	69-211773	1553.6530		REPAIR PARTS	EQUIPMENT OPERATION GEN
		126.77	WATER PUMP, THERMOSTAT		394236	69-211825	1553.6530		REPAIR PARTS	EQUIPMENT OPERATION GEN
		45.47	IDLER & TENSIONER, BELT		394237	69-211961	1553.6530		REPAIR PARTS	EQUIPMENT OPERATION GEN
		955.41								
402028	2/25/2016		122549 FARNER-BOCKEN COMPANY							
		740.41			394458	4588769	5520.5510		COST OF GOODS SOLD	ARENA CONCESSIONS
		576.55	CONCESSION PRODUCT		394457	4604606	5520.5510		COST OF GOODS SOLD	ARENA CONCESSIONS
		1,316.96								
402029	2/25/2016		137669 FARRELL, CHRIS							
		26.00	ART WORK SOLD		394316	021616	5101.4413		ART WORK SOLD	ART CENTER REVENUES
		26.00								
402030	2/25/2016		106035 FASTENAL COMPANY							
		5.11	CLEVIS PINS	00001325	394238	MNTC2135159	5913.6406		GENERAL SUPPLIES	DISTRIBUTION
		5.11								
402031	2/25/2016		126004 FERGUSON WATERWORKS							
		5,180.41	METERS FOR RESALE	00001396	394240	0180393	5917.6406		GENERAL SUPPLIES	METER REPAIR
		1,691.64	METER RESALE SUPPLIES	00001484	394346	0180397	5917.6406		GENERAL SUPPLIES	METER REPAIR
		356.58	READERS FOR RESALE	00001485	394239	0180835	5917.6406		GENERAL SUPPLIES	METER REPAIR
		7,228.63								
402032	2/25/2016		119211 FIRSTLAB							
		391.00	DRUG SCREENING		394241	FL00141824	1556.6175		PHYSICAL EXAMINATIONS	EMPLOYEE SHARED SERVICES
		391.00								

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402032	**2/25/2016**		**119211 FIRSTLAB**						**Continued...**	
402033	**2/25/2016**		**100759 FLOYD TOTAL SECURITY**							
		225.60	PADLOCKS		394560	1109706	1301.6406		GENERAL SUPPLIES	GENERAL MAINTENANCE
		225.60								
402034	**2/25/2016**		**102727 FORCE AMERICA**							
		497.27	TIE BOLT, SEAL KITS, SENSOR	00005063	394243	IN001-1025682	1553.6530		REPAIR PARTS	EQUIPMENT OPERATION GEN
		497.27								
402035	**2/25/2016**		**133742 FUN2RAISE MARKETING AND EVENTS**							
		259.00	AD IN SUMMER FUN GUIDE		394459	3319	5110.6122		ADVERTISING OTHER	ART CENTER ADMINISTRATION
		259.00								
402036	**2/25/2016**		**100764 G & K SERVICES**							
		15.00	ACCT 0012939		394460	1006547799	5422.6201		LAUNDRY	MAINT OF COURSE & GROUNDS
		15.00								
402037	**2/25/2016**		**104716 GALE-TEC ENGINEERING INC.**							
		1,175.00	INTERLACHEN SIDEWALK PROJECT		394244	2475	07111.1705.20		CONSULTING DESIGN	S-111 INTERLACHEN BLVD
		1,175.00								
402038	**2/25/2016**		**138005 GC ARCHITECTS LLC**							
		751.35	OVERPAYMENT REFUND-FINAL		394461	6004 ZENITH AVE S	5900.2015		CUSTOMER REFUND	UTILITY BALANCE SHEET
		751.35								
402039	**2/25/2016**		**137990 GLEASON HOMEOWNERS ASSN**							
		464.68	UTILITY OVERPAYMENT REFUND		394245	6400 GLEASON CT	5900.2015		CUSTOMER REFUND	UTILITY BALANCE SHEET
		464.68								
402040	**2/25/2016**		**125935 GOLF SCORECARDS INC.**							
		779.95	SCORECARDS		394462	41648	5410.6575		PRINTING	GOLF ADMINISTRATION
		779.95								
402041	**2/25/2016**		**101103 GRAINGER**							
		36.61	RECEPTACLE	00006008	394463	9005822623	5422.6406		GENERAL SUPPLIES	MAINT OF COURSE & GROUNDS
		58.59	SURGE PROTECTORS	00006009	394465	9008274855	5420.6530		REPAIR PARTS	CLUB HOUSE
		77.07	LIGHT PANEL, HALIDE LAMP	00002130	394319	9010082056	5720.6406		GENERAL SUPPLIES	EDINBOROUGH OPERATIONS
		42.64	GAS LINE	00006461	394464	9010297126	5422.6406		GENERAL SUPPLIES	MAINT OF COURSE & GROUNDS
		107.52	EXTENSION CORDS	00002132	394317	9012004033	5720.6406		GENERAL SUPPLIES	EDINBOROUGH OPERATIONS

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402041	2/25/2016		101103 GRAINGER							
		61.20	FLOURESCENT LAMPS	00002133	394318	9014652771	5720.6406		GENERAL SUPPLIES	EDINBOROUGH OPERATIONS
		20.72	DUSTER	00005934	394246	9018481078	1553.6406		GENERAL SUPPLIES	EQUIPMENT OPERATION GEN
		20.16	EPOXY	00005018	394247	9020107828	1553.6530		REPAIR PARTS	EQUIPMENT OPERATION GEN
		152.16	SCRATCH BRUSHES	00005018	394251	9020766763	1553.6556		TOOLS	EQUIPMENT OPERATION GEN
		50.96	LAMP CORD	00005018	394248	9021303939	1553.6406		GENERAL SUPPLIES	EQUIPMENT OPERATION GEN
		23.63	WIRE STRIPPER	00005018	394249	9021428777	1553.6556		TOOLS	EQUIPMENT OPERATION GEN
		18.77	SAFETY GLASSES	00005117	394250	9021740809	1646.6610		SAFETY EQUIPMENT	BUILDING MAINTENANCE
		579.27	RETRACTABLE CORD REEL	00001356	394416	9021902441	1553.6585		ACCESSORIES	EQUIPMENT OPERATION GEN
		452.70	DIGITAL DISPLAY	00001431	394252	9024206642	5915.6530		REPAIR PARTS	WATER TREATMENT
		1,702.00								
402042	2/25/2016		137922 HAWLEY, JAMES							
		100.40	OVERPAYMENT REFUND-FINAL		394466	5816 ARBOUR AVE	5900.2015		CUSTOMER REFUND	UTILITY BALANCE SHEET
		100.40								
402043	2/25/2016		100798 HAYDEN-MURPHY EQUIPMENT							
		2,570.36	TIRES	00005974	394347	C99975	1553.6583		TIRES & TUBES	EQUIPMENT OPERATION GEN
		2,570.36								
402044	2/25/2016		100012 HD SUPPLY WATERWORKS LTD							
		250.52	STORM SEWER PIPING	00001405	394253	F084514	5932.6535		PIPE	GENERAL STORM SEWER
		1,215.53	GATE VALVE PARTS	00001417	394417	F110883	5913.6530		REPAIR PARTS	DISTRIBUTION
		1,466.05								
402045	2/25/2016		100801 HENNEPIN COUNTY TREASURER							
		1,193.75	JAN 2016 ROOM & BOARD		394391	1000070289	1195.6225		BOARD & ROOM PRISONER	LEGAL SERVICES
		1,193.75								
402046	2/25/2016		105436 HENNEPIN COUNTY TREASURER							
		2,923.86	JAN 2016 RADIO FEES		394298	1000069926	1400.6230		SERVICE CONTRACTS EQUIPMENT	POLICE DEPT. GENERAL
		3,901.80	RADIO FEES 2015		394378	1000069926	1400.6230		SERVICE CONTRACTS EQUIPMENT	POLICE DEPT. GENERAL
		6,825.66								
402047	2/25/2016		116680 HEWLETT-PACKARD COMPANY							
		336.00	MONITOR REPLACEMENTS	00004307	394467	56841083	1554.6710		EQUIPMENT REPLACEMENT	CENT SERV GEN - MIS
		336.00								
402048	2/25/2016		103753 HILLYARD INC - MINNEAPOLIS							
		77.27	SQUEEGEE BRACKET KIT		394468	700222028	5511.6511		CLEANING SUPPLIES	ARENA BLDG/GROUNDS
		77.27								

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402048	**2/25/2016**		**103753 HILLYARD INC - MINNEAPOLIS**						**Continued...**	
402049	**2/25/2016**		**104375 HOHENSTEINS INC.**							
		958.25			394523	810451	5862.5514		COST OF GOODS SOLD BEER	VERNON SELLING
		958.25								
402050	**2/25/2016**		**134784 IDEA CREEK LLC, THE**							
		130.00	PLAQUE		394364	73	1470.6406		GENERAL SUPPLIES	FIRE DEPT. GENERAL
		130.00								
402051	**2/25/2016**		**125032 IEH AUTO PARTS LLC**							
		970.43	PARTS		394320	013116	1553.6530		REPAIR PARTS	EQUIPMENT OPERATION GEN
		970.43								
402052	**2/25/2016**		**101146 IMPACT TELECOM**							
		354.70			394508	608458174	1554.6188		TELEPHONE	CENT SERV GEN - MIS
		354.70								
402053	**2/25/2016**		**121404 I-STATE TRUCK CENTER**							
		172.38	SURGE TANK KIT, FILLER CAP	00005082	394254	C242390881:01	1553.6530		REPAIR PARTS	EQUIPMENT OPERATION GEN
		172.38								
402054	**2/25/2016**		**100829 JERRY'S HARDWARE**							
		4.78			394256	1/16-ENG	1262.6406		GENERAL SUPPLIES	TRANSPORTATION
		4.78								
402055	**2/25/2016**		**100741 JJ TAYLOR DIST. OF MINN**							
		60.00-			394526	2458242	5862.5514		COST OF GOODS SOLD BEER	VERNON SELLING
		4,105.86			394524	2467722	5862.5514		COST OF GOODS SOLD BEER	VERNON SELLING
		39.05			394525	2467723	5862.5515		COST OF GOODS SOLD MIX	VERNON SELLING
		4,084.91								
402056	**2/25/2016**		**100835 JOHNSON BROTHERS LIQUOR CO.**							
		1,021.60			394531	5374940	5862.5512		COST OF GOODS SOLD LIQUOR	VERNON SELLING
		289.82			394530	5374942	5862.5512		COST OF GOODS SOLD LIQUOR	VERNON SELLING
		25.16			394528	5374943	5862.5512		COST OF GOODS SOLD LIQUOR	VERNON SELLING
		2,634.50			394529	5374944	5862.5512		COST OF GOODS SOLD LIQUOR	VERNON SELLING
		3,971.08								
402057	**2/25/2016**		**102603 JONAS, LENORE**							
		86.26	SUPPLIES REIMBURSEMENT		394469	021916	5120.6406		GENERAL SUPPLIES	ART SUPPLY GIFT GALLERY SHOP

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402057	**2/25/2016**		**102603 JONAS, LENORE**						**Continued...**	
		86.26								
402058	**2/25/2016**		**138006 KANNENBERG, LISA**							
		45.00	CLASS REFUND		394470	113400	5101.4607		CLASS REGISTRATION	ART CENTER REVENUES
		45.00								
402059	**2/25/2016**		**111018 KEEPRS INC.**							
		88.00	HANDGUN PARTS		394348	300513	1400.6610		SAFETY EQUIPMENT	POLICE DEPT. GENERAL
		88.00								
402060	**2/25/2016**		**113212 KENDELL DOORS & HARDWARE INC.**							
		48.60	KEYS	00001307	394418	SI027497	1646.6103		PROFESSIONAL SERVICES	BUILDING MAINTENANCE
		990.00	KEYS	00008067	394471	SI028102	5511.6406		GENERAL SUPPLIES	ARENA BLDG/GROUNDS
		1,038.60								
402061	**2/25/2016**		**118456 KNOLLMAIER, LAURA**							
		9.56			394321	021716	5761.6530		REPAIR PARTS	CENTENNIAL LAKES OPERATING
		49.00			394321	021716	5760.6235		POSTAGE	CENTENNIAL LAKES ADMIN EXPENSE
		62.00			394321	021716	5760.6106		MEETING EXPENSE	CENTENNIAL LAKES ADMIN EXPENSE
		70.96			394321	021716	5751.4524		CONCESSIONS - CENTENNIAL	CENTENNIAL LAKES REVENUE
		191.52								
402062	**2/25/2016**		**133189 LANDMARK BUILDING CONTRACTORS**							
		2,500.00	REFUND NEW HOME ESCROW		394561	5908 GRIMES AVE	1495.4109		CONSTRUCTION DEPOSIT	INSPECTIONS
		2,500.00	REFUND DEMO ESCROW		394472	6021 KELLOGG AVE	1495.4109		CONSTRUCTION DEPOSIT	INSPECTIONS
		5,000.00								
402063	**2/25/2016**		**101220 LANO EQUIPMENT INC.**							
		302.02	TRACTOR PARTS	00002305	394392	01-353549	5761.6530		REPAIR PARTS	CENTENNIAL LAKES OPERATING
		302.02								
402064	**2/25/2016**		**136231 LARSON, DEB**							
		700.00	JAN 2016 MARKETING SERVICES		394257	012916	5820.6103		PROFESSIONAL SERVICES	50TH STREET GENERAL
		700.00	JAN 2016 MARKETING SERVICES		394257	012916	5840.6103		PROFESSIONAL SERVICES	LIQUOR YORK GENERAL
		700.00	JAN 2016 MARKETING SERVICES		394257	012916	5860.6103		PROFESSIONAL SERVICES	VERNON LIQUOR GENERAL
		2,100.00								
402065	**2/25/2016**		**102965 LEONE, RON**							
		500.00	UNIFORM PURCHASES		394349	021716	1553.6201		LAUNDRY	EQUIPMENT OPERATION GEN

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402065	**2/25/2016**		**102965 LEONE, RON**						**Continued...**	
		500.00								
402066	**2/25/2016**		**106301 LOFFLER COMPANIES INC.**							
		3,177.90	E911 SERVICE CONTRACT		394322	2174333	2310.6230		SERVICE CONTRACTS EQUIPMENT	E911
		3,177.90								
402067	**2/25/2016**		**133185 LOGAN, PATRICK**							
		83.68	SUPPLIES REIMBURSEMENT		394473	021716	5210.6511		CLEANING SUPPLIES	GOLF DOME PROGRAM
		83.68								
402068	**2/25/2016**		**134063 MANSFIELD OIL COMPANY**							
		254.96			394356	185881	1553.6581		GASOLINE	EQUIPMENT OPERATION GEN
		189.66			394354	189646	1553.6581		GASOLINE	EQUIPMENT OPERATION GEN
		213.97			394353	189649	1553.6581		GASOLINE	EQUIPMENT OPERATION GEN
		7,489.23	FUEL	00005030	394420	189656	1553.6581		GASOLINE	EQUIPMENT OPERATION GEN
		7,475.36	FUEL	00005030	394421	189657	1553.6581		GASOLINE	EQUIPMENT OPERATION GEN
		75.81			394352	189673	1553.6581		GASOLINE	EQUIPMENT OPERATION GEN
		59.12	FUEL	00005030	394350	189677	1553.6581		GASOLINE	EQUIPMENT OPERATION GEN
		291.38			394355	189730	1553.6581		GASOLINE	EQUIPMENT OPERATION GEN
		6,930.54	DIESEL FUEL	00005030	394422	189971	1553.6581		GASOLINE	EQUIPMENT OPERATION GEN
		632.70	FUEL	00005030	394419	189983	1553.6581		GASOLINE	EQUIPMENT OPERATION GEN
		140.00-	JAN 2016 REFUND		394562	MBINV/00074378	1553.6581		GASOLINE	EQUIPMENT OPERATION GEN
		23,472.73								
402069	**2/25/2016**		**138007 MARK, DAN**							
		120.00	MODEL		394474	021916	5110.6103		PROFESSIONAL SERVICES	ART CENTER ADMINISTRATION
		120.00								
402070	**2/25/2016**		**101555 MARSHALL & SWIFT/BOECKH LLC**							
		634.20	MARSHALL VALUATION BOOK		394475	1 YEAR	1190.6105		DUES & SUBSCRIPTIONS	ASSESSING
		634.20								
402071	**2/25/2016**		**122554 MATHESON TRI-GAS INC.**							
		456.75	OXYGEN	00003649	394476	12863325	1470.6510		FIRST AID SUPPLIES	FIRE DEPT. GENERAL
		456.75								
402072	**2/25/2016**		**102600 MATRIX COMMUNICATIONS INC**							
		207.00	PHONE FOR ZAMBONI ROOM		394477	82195	5511.6406		GENERAL SUPPLIES	ARENA BLDG/GROUNDS
		207.00								

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402073	2/25/2016		102507 METRO VOLLEYBALL OFFICIALS							
		171.00	OFFICIATING FEES		394260	4912	1621.6103		PROFESSIONAL SERVICES	ATHLETIC ACTIVITIES
		85.50	OFFICIATING FEES		394261	4922	1621.6103		PROFESSIONAL SERVICES	ATHLETIC ACTIVITIES
		85.50	OFFICIATING FEES		394573	4930	1621.6103		PROFESSIONAL SERVICES	ATHLETIC ACTIVITIES
		342.00								
402074	2/25/2016		102729 METROPOLITAN FORD OF EDEN PRAIRIE							
		485.50	VEHICLE REPAIR		394563	277846	1553.6180		CONTRACTED REPAIRS	EQUIPMENT OPERATION GEN
		485.50								
402075	2/25/2016		101471 MGCSA							
		150.00	DUES - BOB ATOL		394479	00111	5410.6105		DUES & SUBSCRIPTIONS	GOLF ADMINISTRATION
		150.00	DUES - TOM SWENSON		394478	00385	5410.6105		DUES & SUBSCRIPTIONS	GOLF ADMINISTRATION
		300.00								
402076	2/25/2016		100913 MINNEAPOLIS & SUBURBAN SEWER & WATER							
		2,565.00	WATER SERVICE REPLACEMENT		394358	35143	5913.6180		CONTRACTED REPAIRS	DISTRIBUTION
		4,132.50	REPLACE WATER SERVICE	00001489	394423	35145	5913.6180		CONTRACTED REPAIRS	DISTRIBUTION
		6,697.50								
402077	2/25/2016		101638 MINNESOTA DEPARTMENT OF HEALTH							
		22,185.00	CONNECTION FEE		394262	1270011EDINA	5915.6136		PROFESSIONAL SVC - OTHER	WATER TREATMENT
		22,185.00								
402078	2/25/2016		101638 MINNESOTA DEPARTMENT OF HEALTH							
		150.00	PERMIT FOR WATERMAIN WORK		394359	021715	05559.1705.20		CONSULTING DESIGN	Golf Terrace B
		150.00								
402079	2/25/2016		136248 MINNESOTA EQUIPMENT							
		43.60	TOGGLE SWITCH		394263	P98889	1553.6530		REPAIR PARTS	EQUIPMENT OPERATION GEN
		43.60								
402080	2/25/2016		100908 MINNESOTA WANNER CO.							
		23.78	PLASTIC FITTINGS	00001337	394424	0112639-IN	1642.6103		PROFESSIONAL SERVICES	FIELD MAINTENANCE
		23.78								
402081	2/25/2016		103198 MINNESOTA WOMENS PRESS INC							
		380.00	ART CENTER ADVERTISING		394486	00065162	5110.6122		ADVERTISING OTHER	ART CENTER ADMINISTRATION
		380.00								
402082	2/25/2016		128914 MINUTEMAN PRESS							

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402082	2/25/2016		128914 MINUTEMAN PRESS						Continued...	
		348.00	AQUATIC CENTER RACK CARDS		394265	19732	5710.6575		PRINTING	EDINBOROUGH ADMINISTRATION
		193.80	GOLF DOME BROCHURES		394264	19739	5210.6122		ADVERTISING OTHER	GOLF DOME PROGRAM
		53.00	CITYSLICK NEWSLETTERS		394266	19757	1130.6123		MAGAZINE/NEWSLETTER EXPENSE	COMMUNICATIONS
		97.00	CO MONITORING FORMS		394266	19757	1490.6575		PRINTING	PUBLIC HEALTH
		78.00	HEALTH EDINA NEWSLETTER		394267	19767	1490.6575		PRINTING	PUBLIC HEALTH
		769.80								
402083	2/25/2016		134703 MJL HOMES LLC							
		2,500.00	REFUND NEW HOME ESCROW		394480	5705 BERNARD PL	1495.4109		CONSTRUCTION DEPOSIT	INSPECTIONS
		2,500.00	REFUND NEW HOME ESCROW		394485	5717 YORK AVE	1495.4109		CONSTRUCTION DEPOSIT	INSPECTIONS
		1,866.69	REFUND NEW HOME ESCROW		394483	6013 EWING AVE	1495.4109		CONSTRUCTION DEPOSIT	INSPECTIONS
		2,500.00	REFUND NEW HOME ESCROW		394484	6121 EWING AVE	1495.4109		CONSTRUCTION DEPOSIT	INSPECTIONS
		2,500.00	REFUND NEW HOME ESCROW		394481	6128 BEARD PL	1495.4109		CONSTRUCTION DEPOSIT	INSPECTIONS
		2,500.00	REFUND NEW HOME ESCROW		394482	6212 EWING AVE	1495.4109		CONSTRUCTION DEPOSIT	INSPECTIONS
		14,366.69								
402084	2/25/2016		122036 M-K GRAPHICS							
		171.11	PAYROLL CHECKS		394509	6357	1160.6406		GENERAL SUPPLIES	FINANCE
		171.11								
402085	2/25/2016		102812 MN DEPARTMENT OF LABOR & INDUSTRY							
		30.00	BOILER INSPECTIONS		394323	ABR0135344I	5915.6260		LICENSES & PERMITS	WATER TREATMENT
		30.00								
402086	2/25/2016		101696 MSP COMMUNICATIONS							
		2,472.85	MN GOLFER MAGAZINE AD		394487	2016-41328	5410.6122		ADVERTISING OTHER	GOLF ADMINISTRATION
		2,472.85								
402087	2/25/2016		124571 MURPHY, WENDY							
		34.82	CONCESSION PRODUCT		394564	022116	5520.6406		GENERAL SUPPLIES	ARENA CONCESSIONS
		34.82								
402088	2/25/2016		132591 MUSKA ELECTIRC COMPANY							
		122.40	FINAL WIRING		394489	115567	5400.1705		CONSTR. IN PROGRESS	GOLF BALANCE SHEET
		122.40								
402089	2/25/2016		103106 NLSC PRODUCTS INC.							
		660.00	LIGHTING	00001344	394490	94196	5511.6406		GENERAL SUPPLIES	ARENA BLDG/GROUNDS
		216.00	LAMPS		394269	94390	1551.6406		GENERAL SUPPLIES	CITY HALL GENERAL
		876.00								

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402089	**2/25/2016**		**103106 NLSC PRODUCTS INC.**						**Continued...**	
402090	**2/25/2016**		**101729 NORMAN, POLLY**							
		200.00	PROF SERVICES		394324	021616	5120.6103		PROFESSIONAL SERVICES	ART SUPPLY GIFT GALLERY SHOP
		200.00								
402091	**2/25/2016**		**103578 OFFICE DEPOT**							
		234.72	OFFICE SUPPLIES		394491	820853772001	5511.6513		OFFICE SUPPLIES	ARENA BLDG/GROUNDS
		234.72								
402092	**2/25/2016**		**102712 OFFICE OF MN.IT SERVICES**							
		27.67			394367	W16010667	1646.6188		TELEPHONE	BUILDING MAINTENANCE
		27.67			394367	W16010667	1554.6188		TELEPHONE	CENT SERV GEN - MIS
		55.34			394367	W16010667	1646.6188		TELEPHONE	BUILDING MAINTENANCE
		80.93			394367	W16010667	1554.6188		TELEPHONE	CENT SERV GEN - MIS
		83.01			394367	W16010667	1481.6188		TELEPHONE	YORK FIRE STATION
		201.85			394367	W16010667	1646.6188		TELEPHONE	BUILDING MAINTENANCE
		312.53			394367	W16010667	1622.6188		TELEPHONE	SKATING & HOCKEY
		55.34			394367	W16010667	5111.6188		TELEPHONE	ART CENTER BLDG/MAINT
		31.75			394367	W16010667	5311.6188		TELEPHONE	POOL OPERATION
		118.84			394367	W16010667	5410.6188		TELEPHONE	GOLF ADMINISTRATION
		124.51			394367	W16010667	5710.6188		TELEPHONE	EDINBOROUGH ADMINISTRATION
		124.52			394367	W16010667	5760.6188		TELEPHONE	CENTENNIAL LAKES ADMIN EXPENSE
		55.34			394367	W16010667	5821.6188		TELEPHONE	50TH ST OCCUPANCY
		83.01			394367	W16010667	5841.6188		TELEPHONE	YORK OCCUPANCY
		83.01			394367	W16010667	5861.6188		TELEPHONE	VERNON OCCUPANCY
		63.50			394367	W16010667	5913.6188		TELEPHONE	DISTRIBUTION
		291.34			394368	W16010672	5420.6188		TELEPHONE	CLUB HOUSE
		46.27	JAN 2016 LANGUAGE LINE		394393	W16010746	1400.6204		TELETYPE SERVICE	POLICE DEPT. GENERAL
		1,866.43								
402093	**2/25/2016**		**100936 OLSEN COMPANIES**							
		141.31	GLOVES, STRAPS	00001427	394270	575269	5913.6406		GENERAL SUPPLIES	DISTRIBUTION
		5.00	CHAIN	00001433	394425	575353	1646.6406		GENERAL SUPPLIES	BUILDING MAINTENANCE
		146.31								
402094	**2/25/2016**		**137994 ORANGE, MICHAEL**							
		337.50	EEC CHG ESTIMATE		394325	020816	1122.6103		PROFESSIONAL SERVICES	ENERGY & ENVIRONMENT COMM
		337.50								
402095	**2/25/2016**		**101659 ORKIN**							

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402095	**2/25/2016**		**101659 ORKIN**						**Continued...**	
		130.00	12557623		394271	107610854	1552.6103		PROFESSIONAL SERVICES	CENT SVC PW BUILDING
		130.00								
402096	**2/25/2016**		**100347 PAUSTIS WINE COMPANY**							
		1,816.75			394404	8536150-IN	5862.5513		COST OF GOODS SOLD WINE	VERNON SELLING
		1,816.75								
402097	**2/25/2016**		**100945 PEPSI-COLA COMPANY**							
		26.58			394492	47525542	5520.5510		COST OF GOODS SOLD	ARENA CONCESSIONS
		398.50			394532	50268106	5862.5515		COST OF GOODS SOLD MIX	VERNON SELLING
		425.08								
402098	**2/25/2016**		**130228 PERNSTEINER CREATIVE GROUP INC.**							
		275.00	EDITION EDINA DESIGN		394426	021716-1	1130.6103		PROFESSIONAL SERVICES	COMMUNICATIONS
		275.00								
402099	**2/25/2016**		**119935 PET CROSSING**							
		2,914.44	K9 BLADE EXAM		394272	141817	4607.6406		GENERAL SUPPLIES	EDINA CRIME FUND K9 DONATION
		2,914.44								
402100	**2/25/2016**		**135849 PETSMART #2412**							
		75.98	K9 FOOD AND SUPPLIES	00003013	394273	T-0232	4607.6406		GENERAL SUPPLIES	EDINA CRIME FUND K9 DONATION
		75.98								
402101	**2/25/2016**		**100743 PHILLIPS WINE & SPIRITS**							
		210.32			394533	2931247	5862.5513		COST OF GOODS SOLD WINE	VERNON SELLING
		1,234.30			394535	2931258	5862.5513		COST OF GOODS SOLD WINE	VERNON SELLING
		1,238.11			394534	2931259	5862.5512		COST OF GOODS SOLD LIQUOR	VERNON SELLING
		1,140.78			394536	2931260	5862.5513		COST OF GOODS SOLD WINE	VERNON SELLING
		3,823.51								
402102	**2/25/2016**		**101138 PLEAA**							
		210.00	ANNUAL DUES (6)		394274	2016	1400.6105		DUES & SUBSCRIPTIONS	POLICE DEPT. GENERAL
		210.00								
402103	**2/25/2016**		**131291 PPG ARCHITECTURAL FINISHES**							
		49.29	PAINT		394493	985103068073	5511.6406		GENERAL SUPPLIES	ARENA BLDG/GROUNDS
		49.29								
402104	**2/25/2016**		**129706 PREMIUM WATERS INC.**							

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402104	**2/25/2016**		**129706 PREMIUM WATERS INC.**							
		4.00	609425		394327	609425-1/16	5310.6406		GENERAL SUPPLIES	POOL ADMINISTRATION
		38.14	622833		394326	622833-1/16	5710.6406		GENERAL SUPPLIES	EDINBOROUGH ADMINISTRATION
		42.14								
402105	**2/25/2016**		**100966 PRINTERS SERVICE INC**							
		240.00	BLADE SHARPENING		394494	276607	5521.6215		EQUIPMENT MAINTENANCE	ARENA ICE MAINT
		240.00								
402106	**2/25/2016**		**123078 QUALIFIED LABORATORIES INC.**							
		335.93	CLEANING SUPPLIES	00001352	394277	55030	1646.6406		GENERAL SUPPLIES	BUILDING MAINTENANCE
		335.93								
402107	**2/25/2016**		**135833 QUALITY FORKLIFT**							
		204.28	FILTERS	00006672	394495	129352	5422.6530		REPAIR PARTS	MAINT OF COURSE & GROUNDS
		204.28								
402108	**2/25/2016**		**100466 R & R PRODUCTS INC.**							
		1,132.75	BEDKNIFE	00006458	394496	CD1979094	5422.6530		REPAIR PARTS	MAINT OF COURSE & GROUNDS
		1,132.75								
402109	**2/25/2016**		**100975 RED WING SHOE STORE**							
		144.99	SAFETY BOOTS		394565	10-268	1551.6511		CLEANING SUPPLIES	CITY HALL GENERAL
		175.00	SAFETY BOOTS		394565	10-268	1553.6610		SAFETY EQUIPMENT	EQUIPMENT OPERATION GEN
		175.00	SAFETY BOOTS		394565	10-268	5913.6610		SAFETY EQUIPMENT	DISTRIBUTION
		494.99								
402110	**2/25/2016**		**134496 REFINED LLC**							
		2,500.00	REFUND NEW HOME ESCROW		394566	6304 WESTWOOD CT	1495.4109		CONSTRUCTION DEPOSIT	INSPECTIONS
		2,500.00								
402111	**2/25/2016**		**103970 SEEGER, MICHAEL**							
		437.14	UNIFORM PURCHASE		394567	021916	1400.6203		UNIFORM ALLOWANCE	POLICE DEPT. GENERAL
		437.14								
402112	**2/25/2016**		**100995 SEH**							
		4,897.02	18-HOLE WETLANDS		394428	310677	5400.1705		CONSTR. IN PROGRESS	GOLF BALANCE SHEET
		4,897.02								
402113	**2/25/2016**		**104098 SHI INTERNATIONAL CORP**							

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402113	**2/25/2016**		**104098 SHI INTERNATIONAL CORP**							
		1,694.08	TRAVEL EXPENSES FOR TRAINER		394553	B04475180	1495.6103		PROFESSIONAL SERVICES	INSPECTIONS
		1,694.08								
402114	**2/25/2016**		**120784 SIGN PRO**							
		13.16	SIGNAGE		394429	10020	1642.6103		PROFESSIONAL SERVICES	FIELD MAINTENANCE
		232.00	DASHERBOARD		394371	10115	5510.6103		PROFESSIONAL SERVICES	ARENA ADMINISTRATION
		245.16								
402115	**2/25/2016**		**100999 SIGNAL SYSTEMS INC.**							
		55.65	TIME CLOCK RENTAL		394330	13075737	5310.6105		DUES & SUBSCRIPTIONS	POOL ADMINISTRATION
		55.65								
402116	**2/25/2016**		**131885 SISINNI FOOD SERVICES INC.**							
		77.86	HOT DOG BUNS		394500	280830	5520.5510		COST OF GOODS SOLD	ARENA CONCESSIONS
		77.86								
402117	**2/25/2016**		**100430 SNAP-ON INDUSTRIAL**							
		487.51	CART	00005027	394279	ARV/28111574	1553.6585		ACCESSORIES	EQUIPMENT OPERATION GEN
		487.51								
402118	**2/25/2016**		**136580 SOCIABLE CIDER WERKS LLC**							
		250.00			394537	3076	5862.5514		COST OF GOODS SOLD BEER	VERNON SELLING
		250.00								
402119	**2/25/2016**		**127878 SOUTHERN WINE AND SPIRITS**							
		6,735.90			394406	1378041	5862.5513		COST OF GOODS SOLD WINE	VERNON SELLING
		39.67			394538	1378042	5862.5515		COST OF GOODS SOLD MIX	VERNON SELLING
		4,898.60			394405	1378043	5862.5512		COST OF GOODS SOLD LIQUOR	VERNON SELLING
		107.80			394407	1378044	5862.5513		COST OF GOODS SOLD WINE	VERNON SELLING
		429.60			394408	1378045	5862.5513		COST OF GOODS SOLD WINE	VERNON SELLING
		60.00-			394409	9072259	5842.5513		COST OF GOODS SOLD WINE	YORK SELLING
		12,151.57								
402120	**2/25/2016**		**110977 SOW, ADAMA**							
		708.50	ART WORK SOLD		391391	010816	5101.4413		ART WORK SOLD	ART CENTER REVENUES
		708.50								
402121	**2/25/2016**		**101016 SRF CONSULTING GROUP INC**							
		14,154.05	TRAFFIC STUDY		394510	09106.00-1	4422.6710		EQUIPMENT REPLACEMENT	TRAFFIC STUDIES
		14,154.05								

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402121	2/25/2016		101016 SRF CONSULTING GROUP INC						Continued...	
402122	2/25/2016		134925 STACON							
		883.37	REPLACEMENT TRANSDUCER	00001415	394360	IN00078521	5921.6530		REPAIR PARTS	SANITARY LIFT STATION MAINT
		883.37								
402123	2/25/2016		133068 STEEL TOE BREWING LLC							
		163.75			394539	9681	5862.5514		COST OF GOODS SOLD BEER	VERNON SELLING
		163.75								
402124	2/25/2016		102262 STRATEGIC INSIGHTS INC.							
		1,350.00	CIP SOFTWARE		394281	16PLAN-IT-044	1160.6103		PROFESSIONAL SERVICES	FINANCE
		1,350.00								
402125	2/25/2016		138008 SWIGGUM, CHELSEA							
		27.93	SUPPLIES FOR FROZEN EVENT		394568	021516	5510.6406		GENERAL SUPPLIES	ARENA ADMINISTRATION
		27.93								
402126	2/25/2016		136860 SYSCO WESTERN MINNESOTA							
		450.42	CONCESSION PRODUCT		394331	602050512	5730.5510		COST OF GOODS SOLD	EDINBOROUGH CONCESSIONS
		412.44			394332	602090318	5730.5510		COST OF GOODS SOLD	EDINBOROUGH CONCESSIONS
		438.70			394333	602120484	5730.5510		COST OF GOODS SOLD	EDINBOROUGH CONCESSIONS
		1,301.56								
402127	2/25/2016		137993 TALKPOINT TECHNOLOGIES INC.							
		960.00	911 SUPPLIES		394334	0008055	2310.6406		GENERAL SUPPLIES	E911
		960.00								
402128	2/25/2016		101029 TESSMAN COMPANY, THE							
		447.50	ICE MELT		394282	S226832-IN	1646.6406		GENERAL SUPPLIES	BUILDING MAINTENANCE
		447.50								
402129	2/25/2016		101035 THORPE DISTRIBUTING COMPANY							
		1,371.80			394540	1038170	5862.5514		COST OF GOODS SOLD BEER	VERNON SELLING
		1,371.80								
402130	2/25/2016		123129 TIMESAVER OFF SITE SECRETARIAL INC.							
		169.50	2/2/16 COUNCIL MEETING		394335	M21920	1185.6103		PROFESSIONAL SERVICES	LICENSING, PERMITS & RECORDS
		169.50								
402131	2/25/2016		136802 TINBERG, TIM							

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402131	**2/25/2016**		**136802 TINBERG, TIM**						**Continued...**	
		37.39	SUPPLIES REIMBURSEMENT		394502	021716	5420.6406		GENERAL SUPPLIES	CLUB HOUSE
		37.39								
402132	**2/25/2016**		**120595 T-MOBILE**							
		34.04			394501	477067848-1/16	1261.6188		TELEPHONE	CONSTRUCTION MANAGEMENT
		34.04								
402133	**2/25/2016**		**101038 TOLL GAS & WELDING SUPPLY**							
		75.83	WELDING GAS		394287	40040759	1553.6580		WELDING SUPPLIES	EQUIPMENT OPERATION GEN
		33.11	WELDING TANKS	00002307	394396	40040760	5761.6406		GENERAL SUPPLIES	CENTENNIAL LAKES OPERATING
		108.94								
402134	**2/25/2016**		**123969 TWIN CITIES OCCUPATIONAL HEALTH PC**							
		770.00	PRE EMPLOYMENT EXAMS		394288	020916	1556.6175		PHYSICAL EXAMINATIONS	EMPLOYEE SHARED SERVICES
		770.00								
402135	**2/25/2016**		**130874 UNITED RENTALS (NORTH AMERICA) INC.**							
		270.00	EXCAVATION SAFETY CLASSES		394569	135121132-001	1281.6104		CONFERENCES & SCHOOLS	TRAINING
		270.00								
402136	**2/25/2016**		**103590 VALLEY-RICH CO. INC.**							
		1,733.00	OPERATOR/MACHINE - WMB	00001397	394289	22483	5913.6180		CONTRACTED REPAIRS	DISTRIBUTION
		1,867.00	WATER MAIN REPAIR	00001399	394290	22492	5913.6180		CONTRACTED REPAIRS	DISTRIBUTION
		3,600.00								
402137	**2/25/2016**		**102970 VERIZON WIRELESS**							
		35.01			394381	9756465814	1322.6185		LIGHT & POWER	STREET LIGHTING ORNAMENTAL
		35.01			394381	9756465814	1160.6406		GENERAL SUPPLIES	FINANCE
		35.01			394381	9756465814	1140.6188		TELEPHONE	PLANNING
		70.02			394381	9756465814	1646.6188		TELEPHONE	BUILDING MAINTENANCE
		210.06			394381	9756465814	1260.6188		TELEPHONE	ENGINEERING GENERAL
		280.08			394381	9756465814	1554.6188		TELEPHONE	CENT SERV GEN - MIS
		350.10			394381	9756465814	1495.6188		TELEPHONE	INSPECTIONS
		700.20			394381	9756465814	1470.6188		TELEPHONE	FIRE DEPT. GENERAL
		910.30			394381	9756465814	1400.6160		DATA PROCESSING	POLICE DEPT. GENERAL
		35.01			394381	9756465814	44012.6710		EQUIPMENT REPLACEMENT	P23 50TH&FR PARKING&WAYFINDING
		35.01			394381	9756465814	5760.6188		TELEPHONE	CENTENNIAL LAKES ADMIN EXPENSE
		525.15			394381	9756465814	5910.6188		TELEPHONE	GENERAL (BILLING)
		50.48			394380	9756518811	1470.6188		TELEPHONE	FIRE DEPT. GENERAL
		474.96			394380	9756518811	1400.6215		EQUIPMENT MAINTENANCE	POLICE DEPT. GENERAL

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402137	**2/25/2016**		**102970 VERIZON WIRELESS**							
		856.58			394380	9756518811	1400.6406		GENERAL SUPPLIES	POLICE DEPT. GENERAL
		31.05			394380	9756518811	5910.6188		TELEPHONE	GENERAL (BILLING)
		100.96			394380	9756518811	5910.6188		TELEPHONE	GENERAL (BILLING)
		35.01			394336	9758109244	1160.6406		GENERAL SUPPLIES	FINANCE
		35.01			394336	9758109244	1140.6188		TELEPHONE	PLANNING
		35.01			394336	9758109244	1322.6185		LIGHT & POWER	STREET LIGHTING ORNAMENTAL
		70.02			394336	9758109244	1646.6188		TELEPHONE	BUILDING MAINTENANCE
		210.06			394336	9758109244	1260.6188		TELEPHONE	ENGINEERING GENERAL
		280.08			394336	9758109244	1554.6188		TELEPHONE	CENT SERV GEN - MIS
		350.10			394336	9758109244	1495.6188		TELEPHONE	INSPECTIONS
		700.26			394336	9758109244	1470.6188		TELEPHONE	FIRE DEPT. GENERAL
		910.49			394336	9758109244	1400.6160		DATA PROCESSING	POLICE DEPT. GENERAL
		35.01			394336	9758109244	44012.6710		EQUIPMENT REPLACEMENT	P23 50TH&FR PARKING&WAYFINDING
		35.01			394336	9758109244	5760.6188		TELEPHONE	CENTENNIAL LAKES ADMIN EXPENSE
		525.15			394336	9758109244	5910.6188		TELEPHONE	GENERAL (BILLING)
		50.77			394337	9758161748	1470.6188		TELEPHONE	FIRE DEPT. GENERAL
		941.39			394337	9758161748	1400.6406		GENERAL SUPPLIES	POLICE DEPT. GENERAL
		31.32			394337	9758161748	5910.6188		TELEPHONE	GENERAL (BILLING)
		101.54			394337	9758161748	5910.6188		TELEPHONE	GENERAL (BILLING)
		35.01			394338	9759736984	1160.6406		GENERAL SUPPLIES	FINANCE
		35.01			394338	9759736984	1140.6188		TELEPHONE	PLANNING
		35.01			394338	9759736984	1322.6185		LIGHT & POWER	STREET LIGHTING ORNAMENTAL
		70.02			394338	9759736984	1646.6188		TELEPHONE	BUILDING MAINTENANCE
		210.06			394338	9759736984	1260.6188		TELEPHONE	ENGINEERING GENERAL
		280.21			394338	9759736984	1554.6188		TELEPHONE	CENT SERV GEN - MIS
		350.10			394338	9759736984	1495.6188		TELEPHONE	INSPECTIONS
		749.92			394338	9759736984	1470.6188		TELEPHONE	FIRE DEPT. GENERAL
		910.28			394338	9759736984	1400.6160		DATA PROCESSING	POLICE DEPT. GENERAL
		35.01			394338	9759736984	44012.6710		EQUIPMENT REPLACEMENT	P23 50TH&FR PARKING&WAYFINDING
		35.01			394338	9759736984	5760.6188		TELEPHONE	CENTENNIAL LAKES ADMIN EXPENSE
		525.15			394338	9759736984	5910.6188		TELEPHONE	GENERAL (BILLING)
		50.77			394339	9759789462	1470.6188		TELEPHONE	FIRE DEPT. GENERAL
		908.63			394339	9759789462	1400.6406		GENERAL SUPPLIES	POLICE DEPT. GENERAL
		31.34			394339	9759789462	5910.6188		TELEPHONE	GENERAL (BILLING)
		101.54			394339	9759789462	5910.6188		TELEPHONE	GENERAL (BILLING)
		13,444.29								
402138	**2/25/2016**		**101066 VIKING ELECTRIC SUPPLY INC.**							
		180.54	LIGHTING RELAYS	00001359	394291	11194160	1551.6406		GENERAL SUPPLIES	CITY HALL GENERAL
		180.54								

Check #	Date	Amount	Supplier / Explanation	PO #	Doc No	Inv No	Account No	Subledger	Account Description	Business Unit
402138	**2/25/2016**		**101066 VIKING ELECTRIC SUPPLY INC.**						**Continued...**	
402139	**2/25/2016**		**133629 VON HANSONS MEATS**							
		127.79	BRATS		394503	87846	5520.5510		COST OF GOODS SOLD	ARENA CONCESSIONS
		127.79								
402140	**2/25/2016**		**103088 WASTE MANAGEMENT OF WI-MN**							
		52.53			394362	17021	1645.6182		RUBBISH REMOVAL	LITTER REMOVAL
		72.30			394362	17021	1481.6182		RUBBISH REMOVAL	YORK FIRE STATION
		101.15			394362	17021	1470.6182		RUBBISH REMOVAL	FIRE DEPT. GENERAL
		167.66			394362	17021	1628.6182		RUBBISH REMOVAL	SENIOR CITIZENS
		266.76			394362	17021	1551.6182		RUBBISH REMOVAL	CITY HALL GENERAL
		574.59			394362	17021	1301.6182		RUBBISH REMOVAL	GENERAL MAINTENANCE
		574.60			394362	17021	1552.6182		RUBBISH REMOVAL	CENT SVC PW BUILDING
		71.08			394362	17021	5111.6182		RUBBISH REMOVAL	ART CENTER BLDG/MAINT
		77.28			394362	17021	5210.6182		RUBBISH REMOVAL	GOLF DOME PROGRAM
		168.36			394362	17021	5422.6182		RUBBISH REMOVAL	MAINT OF COURSE & GROUNDS
		184.53			394362	17021	5420.6182		RUBBISH REMOVAL	CLUB HOUSE
		1,948.95			394362	17021	5511.6182		RUBBISH REMOVAL	ARENA BLDG/GROUNDS
		1,336.95			394362	17021	5720.6182		RUBBISH REMOVAL	EDINBOROUGH OPERATIONS
		87.23			394362	17021	5861.6182		RUBBISH REMOVAL	VERNON OCCUPANCY
		206.03			394362	17021	5841.6182		RUBBISH REMOVAL	YORK OCCUPANCY
		5,890.00								
402141	**2/25/2016**		**123616 WATER CONSERVATION SERVICES INC.**							
		1,198.90	LEAK LOCATES	00001481	394363	6577	5913.6103		PROFESSIONAL SERVICES	DISTRIBUTION
		1,198.90								
402142	**2/25/2016**		**130574 WATSON COMPANY**							
		453.15	CONCESSION PRODUCT		394504	861090	5520.5510		COST OF GOODS SOLD	ARENA CONCESSIONS
		453.15								
402143	**2/25/2016**		**101312 WINE MERCHANTS**							
		3,379.32			394543	7069278	5862.5513		COST OF GOODS SOLD WINE	VERNON SELLING
		1,757.92			394544	7069282	5862.5513		COST OF GOODS SOLD WINE	VERNON SELLING
		5,137.24								
402144	**2/25/2016**		**101726 XCEL ENERGY**							
		762.32	51-4197645-8		394292	489235911	1322.6185		LIGHT & POWER	STREET LIGHTING ORNAMENTAL
		2,494.86	51-6227619-3		394293	489646882	5761.6185		LIGHT & POWER	CENTENNIAL LAKES OPERATING
		6,732.77	51-0837548-4		394511	490097981	5915.6185		LIGHT & POWER	WATER TREATMENT

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Check #	Date	Amount	Supplier / Explanation	PO #	Doc No	Inv No	Account No	Subledger	Account Description	Business Unit
402144	**2/25/2016**		**101726 XCEL ENERGY**						**Continued...**	
		154.49	51-0010025256-3		394512	490119532	1322.6185		LIGHT & POWER	STREET LIGHTING ORNAMENTAL
		23.75	51-4151897-6		394572	490186724	1646.6185		LIGHT & POWER	BUILDING MAINTENANCE
		45.79	51-7567037-0		394571	490223440	1321.6185		LIGHT & POWER	STREET LIGHTING REGULAR
		14.65	51-0010613106-9		394570	490265975	1321.6185		LIGHT & POWER	STREET LIGHTING REGULAR
		10,228.63								
402145	**2/25/2016**		**132109 YOUNG, SEAN**							
		149.63	K9 BOARDING		394294	011716	4607.6406		GENERAL SUPPLIES	EDINA CRIME FUND K9 DONATION
		149.63								
402146	**2/25/2016**		**130618 YOUNGSTEDTS COLLISION CENTER**							
		4,215.07	VEHICLE REPAIRS		394295	14770	1553.6180		CONTRACTED REPAIRS	EQUIPMENT OPERATION GEN
		4,215.07								
402147	**2/25/2016**		**101091 ZIEGLER INC**							
		39.04	PIN ASSEMBLIES		394296	PC001747264	1553.6530		REPAIR PARTS	EQUIPMENT OPERATION GEN
		884.26	GENERATOR REPAIR		394431	SW050251077	1553.6180		CONTRACTED REPAIRS	EQUIPMENT OPERATION GEN
		923.30								
402148	**2/25/2016**		**102500 ZIMMERMAN, TIM**							
		82.00	SAFETY BOOTS		394297	021716	1646.6610		SAFETY EQUIPMENT	BUILDING MAINTENANCE
		82.00								
402149	**2/25/2016**		**136225 TIN FISH BRAEMAR PARK**							
		2,151.81	MEETING FOOD		394720	ED22916	1100.6106		MEETING EXPENSE	CITY COUNCIL
		2,151.81								
		475,503.96	Grand Total							

Payment Instrument Totals

Checks	351,167.65
A/P ACH Payment	124,336.31
Total Payments	475,503.96

Note: Payment amount may not reflect the actual amount due to data sequencing and/or data selection.

Council Check Summary

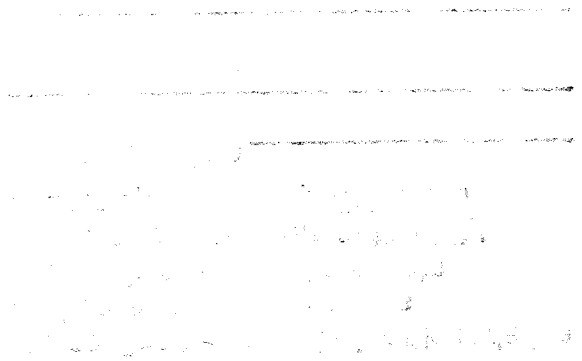
2/25/2016 - 2/25/2016

Company		Amount
01000	GENERAL FUND	197,665.97
02300	POLICE SPECIAL REVENUE	5,473.35
02600	ARTS AND CULTURE FUND	400.00
04000	WORKING CAPITAL FUND	53,564.57
05100	ART CENTER FUND	2,700.47
05200	GOLF DOME FUND	1,345.94
05300	AQUATIC CENTER FUND	193.83
05400	GOLF COURSE FUND	27,688.90
05500	ICE ARENA FUND	11,998.15
05700	EDINBOROUGH PARK FUND	13,582.13
05750	CENTENNIAL LAKES PARK FUND	5,276.98
05800	LIQUOR FUND	62,813.58
05900	UTILITY FUND	76,015.80
05930	STORM SEWER FUND	16,784.29
	Report Totals	475,503.96

We confirm to the best of our knowledge and belief, that these claims comply in all material respects with the requirements of the City of Edina purchasing policies and procedures date 2/25/16

Finance Director

City Manager



Check #	Date	Amount	Supplier / Explanation	PO #	Doc No	Inv No	Account No	Subledger	Account Description	Business Unit
2757	**3/3/2016**		**102971 ACE ICE COMPANY**							
		38.40			394620	1976117	5842.5515		COST OF GOODS SOLD MIX	YORK SELLING
		28.80			394857	1979131	5842.5515		COST OF GOODS SOLD MIX	YORK SELLING
		67.20								
2758	**3/3/2016**		**100575 ALL SAFE INC.**							
		10.74-	CREDIT ON ART CENTER ACCOUNT		394827	143509CREDIT	5111.6530		REPAIR PARTS	ART CENTER BLDG/MAINT
		216.85	EXTINGUISHER MAINTENANCE		394744	143637	7411.6103		PROFESSIONAL SERVICES	PSTF OCCUPANCY
		206.11								
2759	**3/3/2016**		**103680 ARAMARK REFRESHMENT SRVCS**							
		122.14	COFFEE		394844	1215330	5210.5510		COST OF GOODS SOLD	GOLF DOME PROGRAM
		122.14								
2760	**3/3/2016**		**100643 BARR ENGINEERING CO.**							
		476.00	ERF GRANT		394800	23271309.02-11	9232.6103		PROFESSIONAL SERVICES	CENTENNIAL TIF DISTRICT
		476.00								
2761	**3/3/2016**		**100646 BECKER ARENA PRODUCTS INC.**							
		120.00	SKATE LACES	00002310	394985	1000502	5761.6406		GENERAL SUPPLIES	CENTENNIAL LAKES OPERATING
		383.24	SKATES	00002310	394984	1000503	5761.6406		GENERAL SUPPLIES	CENTENNIAL LAKES OPERATING
		1,591.00	SKATES	00002310	394986	1000549	5761.6406		GENERAL SUPPLIES	CENTENNIAL LAKES OPERATING
		2,094.24								
2762	**3/3/2016**		**101355 BELLBOY CORPORATION**							
		536.20			394627	52369700	5862.5513		COST OF GOODS SOLD WINE	VERNON SELLING
		56.39			394632	52369900	5822.5512		COST OF GOODS SOLD LIQUOR	50TH ST SELLING
		937.09			394631	52370000	5842.5512		COST OF GOODS SOLD LIQUOR	YORK SELLING
		748.85			394628	52370100	5842.5513		COST OF GOODS SOLD WINE	YORK SELLING
		36.55			394871	52460400	5822.5515		COST OF GOODS SOLD MIX	50TH ST SELLING
		61.30			394869	52460500	5822.5512		COST OF GOODS SOLD LIQUOR	50TH ST SELLING
		179.10			394868	52460700	5842.5513		COST OF GOODS SOLD WINE	YORK SELLING
		36.55			394866	52460900	5862.5515		COST OF GOODS SOLD MIX	VERNON SELLING
		14.49			394630	93440900	5842.6406		GENERAL SUPPLIES	YORK SELLING
		75.14			394633	93501100	5822.5515		COST OF GOODS SOLD MIX	50TH ST SELLING
		391.41			394629	93501200	5842.5515		COST OF GOODS SOLD MIX	YORK SELLING
		38.07			394870	93532200	5822.5515		COST OF GOODS SOLD MIX	50TH ST SELLING
		111.66			394867	93532300	5862.5515		COST OF GOODS SOLD MIX	VERNON SELLING
		3,222.80								
2763	**3/3/2016**		**100648 BERTELSON OFFICE PRODUCTS**							

Check #	Date	Amount	Supplier / Explanation	PO #	Doc No	Inv No	Account No	Subledger	Account Description	Business Unit
2763	3/3/2016		100648 BERTELSON OFFICE PRODUCTS						Continued...	
		130.18	OFFICE SUPPLIES		394577	WO-179904-1	1120.6406		GENERAL SUPPLIES	ADMINISTRATION
		49.52	BINDERS		394578	WO-180263-1	1600.6406		GENERAL SUPPLIES	PARK ADMIN. GENERAL
		97.84	NAME BADGES		394988	WO-180796-1	1120.6406		GENERAL SUPPLIES	ADMINISTRATION
		277.54								
2764	3/3/2016		132444 BOLTON & MENK INC.							
		7,298.00	PICKLEBALL COURT		394801	0187341	47095.6710		EQUIPMENT REPLACEMENT	ROSLAND PK - PICKLEBALL COURTS
		7,298.00								
2765	3/3/2016		116114 CANON SOLUTIONS AMERICA INC.							
		124.32	OCE MAINTENANCE		394803	988626665	1552.6103		PROFESSIONAL SERVICES	CENT SVC PW BUILDING
		124.32								
2766	3/3/2016		117187 CHEM SYSTEMS LTD							
		678.00	CLEANING SUPPLIES		394992	518907	5511.6511		CLEANING SUPPLIES	ARENA BLDG/GROUNDS
		205.00	BACKPACK SPRAYER		394991	518908	5511.6511		CLEANING SUPPLIES	ARENA BLDG/GROUNDS
		883.00								
2767	3/3/2016		130477 CLEAR RIVER BEVERAGE CO							
		171.34			394889	248620	5842.5514		COST OF GOODS SOLD BEER	YORK SELLING
		171.34								
2768	3/3/2016		104020 DALCO							
		235.71	TOWELS, DISINFECTANT, CLEANER		394806	2989701	1554.6406		GENERAL SUPPLIES	CENT SERV GEN - MIS
		161.55	WIPES		394805	2989703	1552.6406		GENERAL SUPPLIES	CENT SVC PW BUILDING
		397.26								
2769	3/3/2016		100768 GARTNER REFRIGERATION & MFG INC							
		1,057.50	EQUIPMENT REPAIRS		394768	50483	5521.6180		CONTRACTED REPAIRS	ARENA ICE MAINT
		1,057.50								
2770	3/3/2016		131734 HORWITZ INC.							
		15,000.00	EDINA SPORTS DOME		394974	RETAINAGE	5550.1705		CONSTR. IN PROGRESS	SPORTS DOME BALANCE SHEET
		15,000.00								
2771	3/3/2016		108618 JEFFERSON FIRE & SAFETY INC.							
		1,909.36	TURN-OUT GEAR	00003695	395003	224048	1470.6552		PROTECTIVE CLOTHING	FIRE DEPT. GENERAL
		1,909.36								
2772	3/3/2016		129635 JESSE JAMES CREATIVE INC.							

Check #	Date	Amount	Supplier / Explanation	PO #	Doc No	Inv No	Account No	Subledger	Account Description	Business Unit
2772	**3/3/2016**		**129635 JESSE JAMES CREATIVE INC.**						**Continued...**	
		854.00	EXTRANET TICKER		395005	JJ5756	1130.6124		WEB DEVELOPMENT	COMMUNICATIONS
		854.00								
2773	**3/3/2016**		**100858 LOGIS**							
		3,831.00	ANNUAL NETWORK WELLNESS CHARGE		394775	41365	1554.6160		DATA PROCESSING	CENT SERV GEN - MIS
		813.75	IT CONSULTING		394776	41424	1554.6103		PROFESSIONAL SERVICES	CENT SERV GEN - MIS
		1,677.50	IT CONSULTING		394777	41449	1554.6103		PROFESSIONAL SERVICES	CENT SERV GEN - MIS
		6,322.25								
2774	**3/3/2016**		**112577 M. AMUNDSON LLP**							
		484.05			394929	211643	5822.5515		COST OF GOODS SOLD MIX	50TH ST SELLING
		415.43			394928	211644	5862.5515		COST OF GOODS SOLD MIX	VERNON SELLING
		101.15			394927	211645	5842.5515		COST OF GOODS SOLD MIX	YORK SELLING
		1,000.63								
2775	**3/3/2016**		**117804 MALLOY MONTAGUE KARNOWSKI**							
		2,685.97	AUDIT SERVICES		394815	39088	1160.6130		PROFESSIONAL SERV - AUDIT	FINANCE
		50.14	AUDIT SERVICES		394815	39088	5110.6130		PROFESSIONAL SERV - AUDIT	ART CENTER ADMINISTRATION
		38.07	AUDIT SERVICES		394815	39088	5210.6130		PROFESSIONAL SERV - AUDIT	GOLF DOME PROGRAM
		67.29	AUDIT SERVICES		394815	39088	5310.6130		PROFESSIONAL SERV - AUDIT	POOL ADMINISTRATION
		196.53	AUDIT SERVICES		394815	39088	5410.6130		PROFESSIONAL SERV - AUDIT	GOLF ADMINISTRATION
		191.27	AUDIT SERVICES		394815	39088	5510.6130		PROFESSIONAL SERV - AUDIT	ARENA ADMINISTRATION
		52.86	AUDIT SERVICES		394815	39088	5552.6130		PROFESSIONAL SERV - AUDIT	SPORTS DOME ADMINISTRATION
		118.88	AUDIT SERVICES		394815	39088	5710.6130		PROFESSIONAL SERV - AUDIT	EDINBOROUGH ADMINISTRATION
		78.35	AUDIT SERVICES		394815	39088	5760.6130		PROFESSIONAL SERV - AUDIT	CENTENNIAL LAKES ADMIN EXPENSE
		146.01	AUDIT SERVICES		394815	39088	5820.6130		PROFESSIONAL SERV - AUDIT	50TH STREET GENERAL
		334.71	AUDIT SERVICES		394815	39088	5860.6130		PROFESSIONAL SERV - AUDIT	VERNON LIQUOR GENERAL
		381.01	AUDIT SERVICES		394815	39088	5840.6130		PROFESSIONAL SERV - AUDIT	LIQUOR YORK GENERAL
		1,014.56	AUDIT SERVICES		394815	39088	5902.6130		PROFESSIONAL SERV - AUDIT	UTILITY BILLING - FINANCE
		144.35	AUDIT SERVICES		394815	39088	5932.6130		PROFESSIONAL SERV - AUDIT	GENERAL STORM SEWER
		5,500.00								
2776	**3/3/2016**		**103944 MED COMPASS**							
		842.00	MEDICAL EXAMS		395009	28737	1470.6175		PHYSICAL EXAMINATIONS	FIRE DEPT. GENERAL
		842.00								
2777	**3/3/2016**		**101483 MENARDS**							
		13.31	PARTS FOR PRESSURE WASHER	00001482	394816	6950	5921.6406		GENERAL SUPPLIES	SANITARY LIFT STATION MAINT
		9.34	BOX, SWITCH, COVER	00005069	394602	7063	1553.6530		REPAIR PARTS	EQUIPMENT OPERATION GEN
		22.65								

Check #	Date	Amount	Supplier / Explanation	PO #	Doc No	Inv No	Account No	Subledger	Account Description	Business Unit
2777	3/3/2016		101483 MENARDS						Continued...	
2778	3/3/2016		101161 MIDWEST CHEMICAL SUPPLY							
		97.70			394780	38114	1551.6511		CLEANING SUPPLIES	CITY HALL GENERAL
		387.70			394780	38114	1551.6512		PAPER SUPPLIES	CITY HALL GENERAL
		485.40								
2779	3/3/2016		106662 NET LITIN DISTRIBUTORS							
		991.36	TABLE COVERS		394781	384150	5720.5510		COST OF GOODS SOLD	EDINBOROUGH OPERATIONS
		495.69	TABLE COVERS		395014	384959	5720.5510		COST OF GOODS SOLD	EDINBOROUGH OPERATIONS
		1,487.05								
2780	3/3/2016		115616 NORTH IMAGE APPAREL INC.							
		52.00	UNIFORMS	00005604	394590	NIA8814E	1552.6511		CLEANING SUPPLIES	CENT SVC PW BUILDING
		626.75	UNIFORMS	00005604	394590	NIA8814E	1646.6201		LAUNDRY	BUILDING MAINTENANCE
		678.75								
2781	3/3/2016		132364 OASIS GROUP, THE							
		658.75	MAR 2016 SERVICES		395015	3921	1556.6103		PROFESSIONAL SERVICES	EMPLOYEE SHARED SERVICES
		658.75								
2782	3/3/2016		119486 PARAGON BLACK DIRT							
		2,475.00	SPRING SWEEPINGS		395044	6363	5932.6103		PROFESSIONAL SERVICES	GENERAL STORM SEWER
		2,499.00	FALL STREET SWEEPINGS		394607	6364	5932.6103		PROFESSIONAL SERVICES	GENERAL STORM SEWER
		2,430.00	SPRING SWEEPINGS		394608	6365	1301.6182		RUBBISH REMOVAL	GENERAL MAINTENANCE
		2,464.00	FALL SWEEPINGS		394609	6366	5932.6103		PROFESSIONAL SERVICES	GENERAL STORM SEWER
		9,868.00								
2783	3/3/2016		106322 PROSOURCE SUPPLY							
		566.13	LINERS, MOP HEADS, TOWELS	00002125	394783	8857	5720.6406		GENERAL SUPPLIES	EDINBOROUGH OPERATIONS
		98.28	WYPALL WIPERS		394786	8863	5511.6511		CLEANING SUPPLIES	ARENA BLDG/GROUNDS
		995.09	LINERS, CUPS, TISSUE, TOWELS	00002309	395030	8864	5761.6406		GENERAL SUPPLIES	CENTENNIAL LAKES OPERATING
		150.80	LINERS		394785	8871	5511.6511		CLEANING SUPPLIES	ARENA BLDG/GROUNDS
		269.12	BIRTHDAY PLATES		394784	8875	5720.5510		COST OF GOODS SOLD	EDINBOROUGH OPERATIONS
		2,079.42								
2784	3/3/2016		105690 PRO-TEC DESIGN INC.							
		16,003.87	CAMERAS		395085	73467	5500.1740		MACHINERY & EQUIPMENT	ICE ARENA BALANCE SHEET
		16,003.87								
2785	3/3/2016		100972 R&R SPECIALTIES OF WISCONSIN INC.							

Check #	Date	Amount	Supplier / Explanation	PO #	Doc No	Inv No	Account No	Subledger	Account Description	Business Unit
2785	3/3/2016		100972 R&R SPECIALTIES OF WISCONSIN INC.						Continued...	
		473.50	SQUEEGEES, SPREADER CLOTHS		394787	0059269-IN	5521.6406		GENERAL SUPPLIES	ARENA ICE MAINT
		473.50								
2786	3/3/2016		100977 RICHFIELD PLUMBING COMPANY							
		9,835.19	BACKFLOW PROTECTION	00001496	394820	67960	5923.6180		CONTRACTED REPAIRS	COLLECTION SYSTEMS
		9,835.19								
2787	3/3/2016		101000 RJM PRINTING INC.							
		108.50	BUSINESS CARDS		394613	89600	1550.6406		GENERAL SUPPLIES	CENTRAL SERVICES GENERAL
		108.50								
2788	3/3/2016		104672 SPRINT							
		16.81	ACCT 873184124		394614	159	1553.6188		TELEPHONE	EQUIPMENT OPERATION GEN
		16.81	ACCT 873184124		394614	159	1552.6188		TELEPHONE	CENT SVC PW BUILDING
		44.43	ACCT 873184124		394614	159	1322.6188		TELEPHONE	STREET LIGHTING ORNAMENTAL
		49.31	ACCT 873184124		394614	159	1140.6188		TELEPHONE	PLANNING
		79.98	ACCT 873184124		394614	159	1400.6160		DATA PROCESSING	POLICE DEPT. GENERAL
		84.05	ACCT 873184124		394614	159	1400.6188		TELEPHONE	POLICE DEPT. GENERAL
		206.56	ACCT 873184124		394614	159	1301.6188		TELEPHONE	GENERAL MAINTENANCE
		253.50	ACCT 873184124		394614	159	1640.6188		TELEPHONE	PARK MAINTENANCE GENERAL
		16.90	ACCT 873184124		394614	159	5511.6188		TELEPHONE	ARENA BLDG/GROUNDS
		218.52	ACCT 873184124		394614	159	5910.6188		TELEPHONE	GENERAL (BILLING)
		16.81	ACCT 873184124		394614	159	7411.6188		TELEPHONE	PSTF OCCUPANCY
		1,003.68								
2789	3/3/2016		101015 STREICHERS							
		1,007.50	BALL VEST		395087	I1175420	1400.6203		UNIFORM ALLOWANCE	POLICE DEPT. GENERAL
		39.99	GLOVES		395088	I1182804	1400.6203		UNIFORM ALLOWANCE	POLICE DEPT. GENERAL
		24.99	GLOVES		394841	I1193602	1400.6203		UNIFORM ALLOWANCE	POLICE DEPT. GENERAL
		1,072.48								
2790	3/3/2016		102742 TKDA ENGINEERS ARCHITECTS PLANNERS							
		2,168.32	BRIDGE INSPECTIONS		394826	002016000156	1261.6103		PROFESSIONAL SERVICES	CONSTRUCTION MANAGEMENT
		2,168.32								
2791	3/3/2016		119454 VINOCOPIA							
		572.00			394710	0145328-IN	5842.5513		COST OF GOODS SOLD WINE	YORK SELLING
		553.42			394709	0145329-IN	5842.5512		COST OF GOODS SOLD LIQUOR	YORK SELLING
		176.25			394711	0145330-IN	5822.5512		COST OF GOODS SOLD LIQUOR	50TH ST SELLING
		92.50			395066	0145496-IN	5842.5512		COST OF GOODS SOLD LIQUOR	YORK SELLING

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2791	3/3/2016		119454 VINOCOPIA						Continued...	
		132.00			395067	0145497-IN	5842.5515		COST OF GOODS SOLD MIX	YORK SELLING
		200.50			394961	0145827-IN	5822.5512		COST OF GOODS SOLD LIQUOR	50TH ST SELLING
		132.00			394959	0145829-IN	5862.5515		COST OF GOODS SOLD MIX	VERNON SELLING
		71.25			394960	0145830-IN	5862.5512		COST OF GOODS SOLD LIQUOR	VERNON SELLING
		106.00			394962	0145833-IN	5842.5513		COST OF GOODS SOLD WINE	YORK SELLING
		2,035.92								
2792	3/3/2016		120627 VISTAR CORPORATION							
		1,636.13	CONCESSION PRODUCT		394795	44803792	5520.5510		COST OF GOODS SOLD	ARENA CONCESSIONS
		1,636.13								
2793	3/3/2016		101033 WINE COMPANY, THE							
		1,286.85			394714	417611-00	5822.5513		COST OF GOODS SOLD WINE	50TH ST SELLING
		280.95			394713	417743-00	5842.5513		COST OF GOODS SOLD WINE	YORK SELLING
		691.55			394712	417810-00	5842.5513		COST OF GOODS SOLD WINE	YORK SELLING
		647.55			395068	418187-00	5842.5513		COST OF GOODS SOLD WINE	YORK SELLING
		376.40			394963	418325-00	5822.5513		COST OF GOODS SOLD WINE	50TH ST SELLING
		1,635.10			394964	418326-00	5862.5513		COST OF GOODS SOLD WINE	VERNON SELLING
		4,918.40								
402150	3/3/2016		138023 16 WINS							
		400.00	INFOGRAPHIC DESIGN		395036	432	5511.6406		GENERAL SUPPLIES	ARENA BLDG/GROUNDS
		400.00								
402151	3/3/2016		129458 ACME TOOLS							
		700.00	DRAWER UNIT	00005065	394576	3969613	1553.6585		ACCESSORIES	EQUIPMENT OPERATION GEN
		700.00								
402152	3/3/2016		135922 ACUSHNET COMPANY							
		82.50	WEDGE		394843	901930174	5440.5511		COST OF GOODS - PRO SHOP	PRO SHOP RETAIL SALES
		82.50	WEDGE		394842	901948466	5440.5511		COST OF GOODS - PRO SHOP	PRO SHOP RETAIL SALES
		165.00								
402153	3/3/2016		135195 ALLIANCE BENEFIT GROUP							
		145.00	JAN 2015 COBRA		394798	33301	1556.6103		PROFESSIONAL SERVICES	EMPLOYEE SHARED SERVICES
		145.00								
402154	3/3/2016		118491 APPLE INC.							
		173.00	IPAD REPLACEMENT	00004301	394745	4372415350	1130.6410		VIDEO PRODUCTION SUPPLIES	COMMUNICATIONS
		728.00	IPAD REPLACEMENT	00004301	394745	4372415350	1554.6710		EQUIPMENT REPLACEMENT	CENT SERV GEN - MIS

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402154	**3/3/2016**		**118491 APPLE INC.**						**Continued...**	
		99.00	IPAD PRO	00004310	394746	4375106220	1130.6410		VIDEO PRODUCTION SUPPLIES	COMMUNICATIONS
		99.00	IPAD PRO	00004310	394746	4375106220	1100.6406		GENERAL SUPPLIES	CITY COUNCIL
		318.00	IPAD PRO UPGRADE	00004310	394747	4375354857	1130.6410		VIDEO PRODUCTION SUPPLIES	COMMUNICATIONS
		828.00	IPAD PRO UPGRADE	00004310	394747	4375354857	1554.6710		EQUIPMENT REPLACEMENT	CENT SERV GEN - MIS
		2,245.00								
402155	**3/3/2016**		**137895 ARM REGISTRATION OFFICE**							
		575.00	AG1505 AGGREGATE PRODUCTION		394828	C1AC801KQ2023JU	1261.6104		CONFERENCES & SCHOOLS	CONSTRUCTION MANAGEMENT
		575.00								
402156	**3/3/2016**		**132031 ARTISAN BEER COMPANY**							
		444.50			394622	3083247	5822.5514		COST OF GOODS SOLD BEER	50TH ST SELLING
		875.75			394621	3083248	5842.5514		COST OF GOODS SOLD BEER	YORK SELLING
		267.50			394859	3084516	5862.5514		COST OF GOODS SOLD BEER	VERNON SELLING
		535.00			394861	3084517	5842.5514		COST OF GOODS SOLD BEER	YORK SELLING
		727.00			394860	3084518	5822.5514		COST OF GOODS SOLD BEER	50TH ST SELLING
		1,211.25			394862	3084519	5842.5514		COST OF GOODS SOLD BEER	YORK SELLING
		1,259.50			394858	3084520	5862.5514		COST OF GOODS SOLD BEER	VERNON SELLING
		38.25			394623	336208	5842.5514		COST OF GOODS SOLD BEER	YORK SELLING
		19.08-			394864	337507	5862.5514		COST OF GOODS SOLD BEER	VERNON SELLING
		8.48-			394865	337508	5862.5514		COST OF GOODS SOLD BEER	VERNON SELLING
		15.68-			394863	337509	5862.5514		COST OF GOODS SOLD BEER	VERNON SELLING
		12.72-			394625	3381360	5842.5514		COST OF GOODS SOLD BEER	YORK SELLING
		8.52-			394624	338137	5842.5514		COST OF GOODS SOLD BEER	YORK SELLING
		5,294.27								
402157	**3/3/2016**		**102195 BATTERIES PLUS**							
		105.98	BACK UP BATTERIES	00001460	394799	018-397420	5921.6406		GENERAL SUPPLIES	SANITARY LIFT STATION MAINT
		29.70	BATTERIES		394829	018-397559	1400.6406		GENERAL SUPPLIES	POLICE DEPT. GENERAL
		135.68								
402158	**3/3/2016**		**136267 BAUHAUS BREW LABS LLC**							
		257.00			394626	6269	5842.5514		COST OF GOODS SOLD BEER	YORK SELLING
		257.00								
402159	**3/3/2016**		**131191 BERNATELLO'S PIZZA INC.**							
		360.00	PIZZA		394987	4621355	5730.5510		COST OF GOODS SOLD	EDINBOROUGH CONCESSIONS
		360.00								
402160	**3/3/2016**		**125139 BERNICK'S**							

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									Continued...	
402160	**3/3/2016**		**125139 BERNICK'S**							
		1,152.66			394635	280133	5842.5514		COST OF GOODS SOLD BEER	YORK SELLING
		231.72			394634	280134	5822.5514		COST OF GOODS SOLD BEER	50TH ST SELLING
		313.90			395047	281366	5842.5514		COST OF GOODS SOLD BEER	YORK SELLING
		1,698.28								
402161	**3/3/2016**		**101296 BERTRAND, MIKE**							
		103.41	THERMAL PAPER		394845	022516	5210.6513		OFFICE SUPPLIES	GOLF DOME PROGRAM
		103.41								
402162	**3/3/2016**		**138010 BOB THE WEBSITE BUILDER**							
		1,072.50	WEBSITE REDESIGN		394748	4035	7410.6103		PROFESSIONAL SERVICES	PSTF ADMINISTRATION
		1,072.50								
402163	**3/3/2016**		**119351 BOURGET IMPORTS**							
		816.00			394636	132048	5842.5513		COST OF GOODS SOLD WINE	YORK SELLING
		276.40			394637	132067	5862.5513		COST OF GOODS SOLD WINE	VERNON SELLING
		400.01			395048	132169	5842.5513		COST OF GOODS SOLD WINE	YORK SELLING
		355.00			394872	132177	5862.5513		COST OF GOODS SOLD WINE	VERNON SELLING
		1,847.41								
402164	**3/3/2016**		**125155 BRAUN, MICHAEL**							
		310.53	PHOTOS		394802	2070	1160.6103		PROFESSIONAL SERVICES	FINANCE
		416.67	PHOTOS		394802	2070	1130.6123		MAGAZINE/NEWSLETTER EXPENSE	COMMUNICATIONS
		84.27	PHOTOS		394802	2070	5822.6406		GENERAL SUPPLIES	50TH ST SELLING
		84.27	PHOTOS		394802	2070	5842.6406		GENERAL SUPPLIES	YORK SELLING
		84.28	PHOTOS		394802	2070	5862.6406		GENERAL SUPPLIES	VERNON SELLING
		207.35	PROFESSIONAL PHOTOS		394989	2075	5710.6103		PROFESSIONAL SERVICES	EDINBOROUGH ADMINISTRATION
		204.52	PHOTO SHOOTS		394846	2076	5210.6122		ADVERTISING OTHER	GOLF DOME PROGRAM
		1,391.89								
402165	**3/3/2016**		**124291 BREAKTHRU BEVERAGE MINNESOTA**							
		73.15			394879	1080348937	5862.5515		COST OF GOODS SOLD MIX	VERNON SELLING
		2,403.69			394639	1080436111	5822.5512		COST OF GOODS SOLD LIQUOR	50TH ST SELLING
		1,039.02			394638	1080436112	5822.5513		COST OF GOODS SOLD WINE	50TH ST SELLING
		585.20			394640	1080436113	5822.5513		COST OF GOODS SOLD WINE	50TH ST SELLING
		38.65			394645	1080436154	5842.5515		COST OF GOODS SOLD MIX	YORK SELLING
		16,533.54			394644	1080436155	5842.5512		COST OF GOODS SOLD LIQUOR	YORK SELLING
		2,363.35			394642	1080436156	5842.5513		COST OF GOODS SOLD WINE	YORK SELLING
		1,755.60			394643	1080436157	5842.5513		COST OF GOODS SOLD WINE	YORK SELLING
		258.30			394641	1080437124	5842.5513		COST OF GOODS SOLD WINE	YORK SELLING

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402165	**3/3/2016**		**124291 BREAKTHRU BEVERAGE MINNESOTA**						**Continued...**	
		78.58			394874	1080438759	5862.5515		COST OF GOODS SOLD MIX	VERNON SELLING
		5,494.37			394873	1080438760	5862.5512		COST OF GOODS SOLD LIQUOR	VERNON SELLING
		226.35			394875	1080438761	5862.5512		COST OF GOODS SOLD LIQUOR	VERNON SELLING
		369.40			394877	1080438762	5862.5513		COST OF GOODS SOLD WINE	VERNON SELLING
		1,097.25			394878	1080438763	5862.5513		COST OF GOODS SOLD WINE	VERNON SELLING
		1,907.55			394876	1080438814	5862.5513		COST OF GOODS SOLD WINE	VERNON SELLING
		1,429.46			394884	1080438815	5822.5512		COST OF GOODS SOLD LIQUOR	50TH ST SELLING
		1,755.60			394883	1080438817	5822.5513		COST OF GOODS SOLD WINE	50TH ST SELLING
		508.63			394882	1080438818	5822.5513		COST OF GOODS SOLD WINE	50TH ST SELLING
		1,308.75			395049	1080438819	5842.5512		COST OF GOODS SOLD LIQUOR	YORK SELLING
		36.27			395050	1080438821	5842.5515		COST OF GOODS SOLD MIX	YORK SELLING
		1,509.48			395051	1080438822	5842.5513		COST OF GOODS SOLD WINE	YORK SELLING
		295.52			395052	1080438823	5842.5513		COST OF GOODS SOLD WINE	YORK SELLING
		725.75			394880	1080438935	5862.5513		COST OF GOODS SOLD WINE	VERNON SELLING
		126.30			394881	1080438936	5862.5513		COST OF GOODS SOLD WINE	VERNON SELLING
		17.71-			394885	2080122097	5822.5512		COST OF GOODS SOLD LIQUOR	50TH ST SELLING
		138.96-			394646	2080122099	5842.5512		COST OF GOODS SOLD LIQUOR	YORK SELLING
		41,763.09								
402166	**3/3/2016**		**124529 BREAKTHRU BEVERAGE MINNESOTA BEER LLC**							
		1,730.15			394649	1090528193	5822.5514		COST OF GOODS SOLD BEER	50TH ST SELLING
		1,980.15			394647	1090528194	5842.5514		COST OF GOODS SOLD BEER	YORK SELLING
		1,865.70			394648	1090529072	5842.5514		COST OF GOODS SOLD BEER	YORK SELLING
		2,576.30			394887	1090530761	5862.5514		COST OF GOODS SOLD BEER	VERNON SELLING
		48.60			394886	1090530762	5862.5515		COST OF GOODS SOLD MIX	VERNON SELLING
		8,200.90								
402167	**3/3/2016**		**103290 CALIBRE PRESS INC.**							
		209.00	TRAINING - MARK BIERMAIER		394830	36872	1400.6104		CONFERENCES & SCHOOLS	POLICE DEPT. GENERAL
		209.00	TRAINING - CHAD ANDERSON		394831	36911	1400.6104		CONFERENCES & SCHOOLS	POLICE DEPT. GENERAL
		418.00								
402168	**3/3/2016**		**134674 CAPITAL CITY GLASS INC.**							
		184.00	EDINA SPORTS DOME		394968	7374	5550.1705		CONSTR. IN PROGRESS	SPORTS DOME BALANCE SHEET
		184.00								
402169	**3/3/2016**		**119455 CAPITOL BEVERAGE SALES**							
		30.80			394651	00011129	5842.5515		COST OF GOODS SOLD MIX	YORK SELLING
		19.50			394653	00011133	5842.5515		COST OF GOODS SOLD MIX	YORK SELLING
		2,850.70			394650	825997	5842.5514		COST OF GOODS SOLD BEER	YORK SELLING

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402169	3/3/2016		119455 CAPITOL BEVERAGE SALES						Continued...	
		336.30			394888	831178	5822.5514		COST OF GOODS SOLD BEER	50TH ST SELLING
		388.80			394654	831829	5822.5514		COST OF GOODS SOLD BEER	50TH ST SELLING
		3,348.65			394652	831889	5842.5514		COST OF GOODS SOLD BEER	YORK SELLING
		6,974.75								
402170	3/3/2016		103300 CENTER FOR ENERGY & ENVIRONMENT							
		1,000.00	HOME ENERGY VISITS		394804	13511	1122.6103		PROFESSIONAL SERVICES	ENERGY & ENVIRONMENT COMM
		1,000.00								
402171	3/3/2016		112561 CENTERPOINT ENERGY							
		11,541.53	10437426-9		394990	10437426-2/16	5553.6186		HEAT	SPORTS DOME BLDG&GROUNDS
		6,507.65	5563827-4		394579	5563827-2/16	5210.6186		HEAT	GOLF DOME PROGRAM
		4,451.86	5584304-9		394751	5584304-2/18/16	7411.6186		HEAT	PSTF OCCUPANCY
		65.14	5584310-6		394750	5584310-2/16	7413.6186		HEAT	PSTF FIRE TOWER
		20.12	5590919-6		394749	5590919-2/16	7413.6582		FUEL OIL	PSTF FIRE TOWER
		177.57	5596524-8		394847	5596524-2/16	1646.6186		HEAT	BUILDING MAINTENANCE
		2,364.06	8034001-1		394580	8034001-2/16	1552.6186		HEAT	CENT SVC PW BUILDING
		61.89	9546705-6		395037	9546705-2/16	5913.6186		HEAT	DISTRIBUTION
		25,189.82								
402172	3/3/2016		122317 CITY OF EDINA - COMMUNICATIONS							
		100.00	PHONE SERVICE/INTERNET		394752	COM-0808	7411.6188		TELEPHONE	PSTF OCCUPANCY
		100.00			394753	COM-0815	7411.6188		TELEPHONE	PSTF OCCUPANCY
		200.00								
402173	3/3/2016		122084 CITY OF EDINA - UTILITIES							
		199.84	00086676-0330288022		394754	330288022-2/16	5310.6189		SEWER & WATER	POOL ADMINISTRATION
		199.84								
402174	3/3/2016		101227 COFFEE MILL INC.							
		252.00	COFFEE, COCOA		394993	0750356-IN	5761.5510		COST OF GOODS SOLD	CENTENNIAL LAKES OPERATING
		252.00								
402175	3/3/2016		120433 COMCAST							
		142.75	8772 10 614 0540372		394755	540372-2/16	5552.6188		TELEPHONE	SPORTS DOME ADMINISTRATION
		142.75								
402176	3/3/2016		131697 COMMERCIAL DOOR SYSTEMS INC.							
		4,912.10	EDINA SPORTS DOME		394969	4	5550.1705		CONSTR. IN PROGRESS	SPORTS DOME BALANCE SHEET
		4,912.10								

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402176	**3/3/2016**		**131697 COMMERCIAL DOOR SYSTEMS INC.**						**Continued...**	
402177	**3/3/2016**		**121267 CREATIVE RESOURCES**							
		1,163.68	UNIFORMS		395069	43153	5761.6201		LAUNDRY	CENTENNIAL LAKES OPERATING
		1,163.68								
402178	**3/3/2016**		**133672 CROIX OIL COMPANY**							
		128.00	JAN 2016 WASHES		394581	441521	1553.6238		CAR WASH	EQUIPMENT OPERATION GEN
		128.00								
402179	**3/3/2016**		**133169 DAIKIN APPLIED**							
		854.00	REPLACE VESTIBULE MOTOR	00002127	394756	3082079	5720.6180		CONTRACTED REPAIRS	EDINBOROUGH OPERATIONS
		854.00								
402180	**3/3/2016**		**105160 DAKOTA UNLIMITED**							
		4,202.30	EDINA SPORTS DOME		394971	2	5550.1705		CONSTR. IN PROGRESS	SPORTS DOME BALANCE SHEET
		17,026.85	EDINA SPORTS DOME		394970	FENCING	5550.1705		CONSTR. IN PROGRESS	SPORTS DOME BALANCE SHEET
		21,229.15								
402181	**3/3/2016**		**102831 DEX MEDIA EAST INC.**							
		27.12	650487671		394757	650487671-2/16	5510.6188		TELEPHONE	ARENA ADMINISTRATION
		27.12								
402182	**3/3/2016**		**136484 DIEBEL, MIKE**							
		128.00	BRAEMAR GOLF ACADEMY		394852	022416	5401.4602		LESSONS	GOLF REVENUES
		128.00								
402183	**3/3/2016**		**130096 DIGITAL LIGHTING SYSTEMS INC.**							
		50.00	LIGHTING		394759	22421	7411.6406		GENERAL SUPPLIES	PSTF OCCUPANCY
		50.00								
402184	**3/3/2016**		**121103 DIRECTV**							
		90.82			394760	27826771316	7411.6406		GENERAL SUPPLIES	PSTF OCCUPANCY
		90.82								
402185	**3/3/2016**		**132377 DIVISION 9 TILE INC.**							
		494.00	PAMELA PARK IMPROVEMENTS		395070	RETAINAGE	47090.6710		EQUIPMENT REPLACEMENT	PAMELA PK SHELTER & TURF
		494.00								
402186	**3/3/2016**		**132810 ECM PUBLISHERS INC.**							
		335.00	TRANSPORTATION STUDY NOTICE		394832	307995	1185.6120		ADVERTISING LEGAL	LICENSING, PERMITS & RECORDS

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402186	3/3/2016		132810 ECM PUBLISHERS INC.							
		126.50	AD FOR BID		394761	310264	1185.6120		ADVERTISING LEGAL	LICENSING, PERMITS & RECORDS
		161.00	AD FOR BID		394762	310265	1185.6120		ADVERTISING LEGAL	LICENSING, PERMITS & RECORDS
		138.00	AD FOR BID		394763	310266	1185.6120		ADVERTISING LEGAL	LICENSING, PERMITS & RECORDS
		92.00	PUBLISH ASSESSMENT NOTICE		394764	310267	1185.6120		ADVERTISING LEGAL	LICENSING, PERMITS & RECORDS
		852.50								
402187	3/3/2016		100744 EDINA CHAMBER OF COMMERCE							
		180.00	STATE OF THE COMMUNITY		394582	36668	1130.6106		MEETING EXPENSE	COMMUNICATIONS
		180.00								
402188	3/3/2016		103594 EDINALARM INC.							
		246.53	ALARM SERVICE REPAIR		394848	103525	5420.6250		ALARM SERVICE	CLUB HOUSE
		246.53								
402189	3/3/2016		136689 ENKI BREWING COMPANY INC.							
		165.87			394890	5216	5862.5514		COST OF GOODS SOLD BEER	VERNON SELLING
		165.87			394891	5232	5842.5514		COST OF GOODS SOLD BEER	YORK SELLING
		331.74								
402190	3/3/2016		104195 EXTREME BEVERAGE LLC.							
		418.80			394655	W-1372700	5842.5515		COST OF GOODS SOLD MIX	YORK SELLING
		418.80								
402191	3/3/2016		100146 FACTORY MOTOR PARTS COMPANY							
		31.00-	CREDIT ON ACCOUNT		395072	030915	1553.6530		REPAIR PARTS	EQUIPMENT OPERATION GEN
		94.94-	CREDIT ON ACCOUNT		395073	070515	1553.6530		REPAIR PARTS	EQUIPMENT OPERATION GEN
		34.71	BATTERY		395071	1-Z06018	1553.6530		REPAIR PARTS	EQUIPMENT OPERATION GEN
		200.65	BATTERIES		394583	1-Z06975	1553.6530		REPAIR PARTS	EQUIPMENT OPERATION GEN
		109.42								
402192	3/3/2016		102485 FAHRENKRUG, ROGER							
		1,228.00	BRAEMAR GOLF ACADEMY		394853	022416	5401.4602		LESSONS	GOLF REVENUES
		1,228.00								
402193	3/3/2016		122549 FARNER-BOCKEN COMPANY							
		1,046.41	CONCESSION PRODUCT		394765	4620795	5520.5510		COST OF GOODS SOLD	ARENA CONCESSIONS
		1,046.41								
402194	3/3/2016		126004 FERGUSON WATERWORKS							
		503.71	METERS FOR RESALE	00001495	394807	0180980	5917.6406		GENERAL SUPPLIES	METER REPAIR

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402194	**3/3/2016**		**126004 FERGUSON WATERWORKS**						**Continued...**	
		503.71								
402195	**3/3/2016**		**135048 FIELDTURF USA INC.**							
		1,282.00	RETAINAGE		394972	638828	5550.1705		CONSTR. IN PROGRESS	SPORTS DOME BALANCE SHEET
		1,282.00								
402196	**3/3/2016**		**131188 FIRST-SHRED**							
		21.80	SHREDDING SERVICES		394994	175062	1400.6406		GENERAL SUPPLIES	POLICE DEPT. GENERAL
		21.80			394995	176362	1400.6406		GENERAL SUPPLIES	POLICE DEPT. GENERAL
		43.60								
402197	**3/3/2016**		**101603 FLAHERTY'S HAPPY TYME CO.**							
		316.20			394656	32036	5842.5515		COST OF GOODS SOLD MIX	YORK SELLING
		316.20								
402198	**3/3/2016**		**101512 FLEXIBLE PIPE TOOL COMPANY**							
		29.25	BOLTS		394584	19668	5923.6406		GENERAL SUPPLIES	COLLECTION SYSTEMS
		29.25								
402199	**3/3/2016**		**105072 FLYNN, MARY**							
		7.30	PARKING PERMIT REFUND		394766	022216	1000.2039		SALES & USE TAX PAYABLE	GENERAL FUND BALANCE SHEET
		100.00	PARKING PERMIT REFUND		394766	022216	4090.4751		PARKING PERMITS	50TH&FRANCE MAINTENANCE
		107.30								
402200	**3/3/2016**		**134495 FOCAL POINT FIXTURES INC.**							
		915.45	RETAINAGE		394973	5188	5550.1705		CONSTR. IN PROGRESS	SPORTS DOME BALANCE SHEET
		915.45								
402201	**3/3/2016**		**138016 FOSSEY, BEN**							
		10.00	OVERPAID FOR SOFTBALL TEAM		394996	REFUND	1600.4390.58		ADULT SOFTBALL	PARK ADMIN. GENERAL
		10.00								
402202	**3/3/2016**		**134640 FROILAND, PAUL**							
		204.39	UNIFORM PURCHASE		394767	022316	5720.6201		LAUNDRY	EDINBOROUGH OPERATIONS
		204.39								
402203	**3/3/2016**		**102166 G.L. CONTRACTING INC.**							
		15,398.27	PARTIAL PAYMENT NO. 3		395074	INTERLACHEN WALK	07111.1705.30		CONTRACTOR PAYMENTS	S-111 INTERLACHEN BLVD
		15,398.27								

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402203	**3/3/2016**		**102166 G.L. CONTRACTING INC.**						**Continued...**	
402204	**3/3/2016**		**100775 GENERAL SPORTS CORPORATION**							
		100.54	TAPE, WAX, MOUTHGUARDS		394997	90399	5510.5510		COST OF GOODS SOLD	ARENA ADMINISTRATION
		153.00	SKATE SHARPENING		394998	90406	5511.6406		GENERAL SUPPLIES	ARENA BLDG/GROUNDS
		253.54								
402205	**3/3/2016**		**134210 GOPHER BEARING**							
		375.70	HVAC BELTS		394769	6982641	7411.6406		GENERAL SUPPLIES	PSTF OCCUPANCY
		375.70								
402206	**3/3/2016**		**103811 GORSHE, MICHAEL**							
		2,786.22	DUTY DISABILITY		394808	021816	6002.6043		COBRA INSURANCE	RISK MGMT EMP SHARED SERVICE
		2,786.22								
402207	**3/3/2016**		**130461 GOVERNMENT JOBS.COM INC.**							
		13,150.00	NEOGOV SERVICES		394833	INV17164	1556.6160		DATA PROCESSING	EMPLOYEE SHARED SERVICES
		13,150.00								
402208	**3/3/2016**		**101103 GRAINGER**							
		43.52	STORAGE CLIPBOARD	00005118	394585	9024594393	1553.6406		GENERAL SUPPLIES	EQUIPMENT OPERATION GEN
		49.77	NEOPRENE RUBBER	00005018	394586	9024645823	1553.6585		ACCESSORIES	EQUIPMENT OPERATION GEN
		68.64	MARKING PAINT	00001480	394809	9026825134	5913.6532		PAINT	DISTRIBUTION
		31.46	COPPER	00005018	394587	9027397984	1553.6530		REPAIR PARTS	EQUIPMENT OPERATION GEN
		23.06	RATCHET REPAIR KIT	00005018	394588	9029710887	1553.6556		TOOLS	EQUIPMENT OPERATION GEN
		216.45								
402209	**3/3/2016**		**120201 GRANICUS INC.**							
		500.00	SPEAK UP EDINA		394834	73870	1130.6124		WEB DEVELOPMENT	COMMUNICATIONS
		590.00	WEBSTREAMING		394834	73870	1130.6103		PROFESSIONAL SERVICES	COMMUNICATIONS
		500.00			394835	73871	1130.6124		WEB DEVELOPMENT	COMMUNICATIONS
		590.00			394835	73871	1130.6103		PROFESSIONAL SERVICES	COMMUNICATIONS
		500.00			394836	73872	1130.6124		WEB DEVELOPMENT	COMMUNICATIONS
		590.00			394836	73872	1130.6103		PROFESSIONAL SERVICES	COMMUNICATIONS
		3,270.00								
402210	**3/3/2016**		**102217 GRAPE BEGINNINGS INC**							
		1,125.75			394657	MN00000745	5842.5513		COST OF GOODS SOLD WINE	YORK SELLING
		122.25			395053	MN00001036	5842.5513		COST OF GOODS SOLD WINE	YORK SELLING
		1,248.00								

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									Continued...	
402211	**3/3/2016**		**100785 GREUPNER, JOE**							
		304.00	BRAEMAR GOLF ACADEMY		394854	022416	5401.4602		LESSONS	GOLF REVENUES
		304.00								
402212	**3/3/2016**		**100008 GRUBE, MIKE**							
		816.00	BRAEMAR GOLF ACADEMY		394855	022416	5401.4602		LESSONS	GOLF REVENUES
		816.00								
402213	**3/3/2016**		**104459 GS DIRECT INC.**							
		1,422.44	OCE INK AND PRINTER HEADS		394810	322568	1495.6406		GENERAL SUPPLIES	INSPECTIONS
		1,422.44								
402214	**3/3/2016**		**102060 HALLOCK COMPANY INC**							
		27.81	PILOT LIGHT ASSEMBLY	00001419	395038	154472-1	5921.6406		GENERAL SUPPLIES	SANITARY LIFT STATION MAINT
		27.81								
402215	**3/3/2016**		**103835 HANRAHAN, BRIAN**							
		260.00	MNIAAI CONFERENCE REGISTRATION		394999	022316	1470.6104		CONFERENCES & SCHOOLS	FIRE DEPT. GENERAL
		260.00								
402216	**3/3/2016**		**130116 HARRIS CONTRACTING COMPANY**							
		2,245.50	HVAC CONTROLS UPDATE		395039	83790	450005.6710		EQUIPMENT REPLACEMENT	CENTRALIZED HVAC CONTROLS
		2,245.50								
402217	**3/3/2016**		**100797 HAWKINS INC.**							
		3,521.19	CHEMICALS	00005285	394589	3840787	5915.6586		WATER TREATMENT SUPPLIES	WATER TREATMENT
		3,521.19								
402218	**3/3/2016**		**105436 HENNEPIN COUNTY TREASURER**							
		1,170.54	RADIO FEES		394770	1000069979	1553.6237		RADIO SERVICE	EQUIPMENT OPERATION GEN
		1,170.54								
402219	**3/3/2016**		**116680 HEWLETT-PACKARD COMPANY**							
		336.00	DISPLAYS FOR ICE ARENA	00004307	394771	56841080	1554.6710		EQUIPMENT REPLACEMENT	CENT SERV GEN - MIS
		672.00	MONITORS FOR DISPATCH	00004307	394771	56841080	2310.6710		EQUIPMENT REPLACEMENT	E911
		1,008.00								
402220	**3/3/2016**		**138022 HITCHNER, OLIVIA**							
		80.00	ART CLASS REFUND		395040	REFUND	5101.4607		CLASS REGISTRATION	ART CENTER REVENUES
		80.00								

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402221	3/3/2016		104375 HOHENSTEINS INC.						Continued...	
		521.00			394660	810673	5822.5514		COST OF GOODS SOLD BEER	50TH ST SELLING
		30.00			394659	810687	5822.5515		COST OF GOODS SOLD MIX	50TH ST SELLING
		790.50			394658	810827	5842.5514		COST OF GOODS SOLD BEER	YORK SELLING
		933.75			394892	811639	5862.5514		COST OF GOODS SOLD BEER	VERNON SELLING
		479.50			394893	811859	5822.5514		COST OF GOODS SOLD BEER	50TH ST SELLING
		1,579.50			395055	812010	5842.5514		COST OF GOODS SOLD BEER	YORK SELLING
		58.00			395054	812011	5842.5515		COST OF GOODS SOLD MIX	YORK SELLING
		4,392.25								
402222	3/3/2016		126816 HOME DEPOT CREDIT SERVICES							
		372.24	TOOLS		395041	021216	1301.6556		TOOLS	GENERAL MAINTENANCE
		372.24								
402223	3/3/2016		100417 HORIZON COMMERCIAL POOL SUPPLY							
		528.55	POOL LIFT BATTERY	00002135	394772	160210002	5720.6406		GENERAL SUPPLIES	EDINBOROUGH OPERATIONS
		319.98	CHLORINE, HYPOCHLORITE	00002135	395000	160210009	5720.6545		CHEMICALS	EDINBOROUGH OPERATIONS
		101.60	POLE ATTACHMENT		394773	160211013	5720.6406		GENERAL SUPPLIES	EDINBOROUGH OPERATIONS
		950.13								
402224	3/3/2016		130873 HUSNIK, MATT							
		176.97	UNIFORM PURCHASE		395042	022316	1301.6201		LAUNDRY	GENERAL MAINTENANCE
		176.97								
402225	3/3/2016		131544 INDEED BREWING COMPANY							
		325.00			394661	36814	5822.5514		COST OF GOODS SOLD BEER	50TH ST SELLING
		224.50			395057	36845	5862.5514		COST OF GOODS SOLD BEER	VERNON SELLING
		1,074.75			395056	37040	5842.5514		COST OF GOODS SOLD BEER	YORK SELLING
		1,624.25								
402226	3/3/2016		131794 INSTITUTE FOR ENVIRONMENTAL ASSESSMENT							
		1,300.00	LEAD MONITORING		395001	00017574	7412.6103		PROFESSIONAL SERVICES	PSTF RANGE
		1,300.00								
402227	3/3/2016		119808 INTEGRA							
		27.74	PHONE SERVICE		394774	13661066	7411.6188		TELEPHONE	PSTF OCCUPANCY
		27.74								
402228	3/3/2016		131805 IRSA VIDEO							
		825.00	MIC TRANSMITTERS, POUCHES		395002	1296	1400.6203		UNIFORM ALLOWANCE	POLICE DEPT. GENERAL
		825.00								

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402228	**3/3/2016**		**131805 IRSA VIDEO**						**Continued...**	
402229	**3/3/2016**		**100828 JERRY'S FOODS**							
		11.97			395004	013116	1400.6406		GENERAL SUPPLIES	POLICE DEPT. GENERAL
		126.26			395004	013116	1556.6106		MEETING EXPENSE	EMPLOYEE SHARED SERVICES
		138.23								
402230	**3/3/2016**		**100741 JJ TAYLOR DIST. OF MINN**							
		5.01-			394666	2440012	5842.5514		COST OF GOODS SOLD BEER	YORK SELLING
		187.20-			394667	2458472	5842.5514		COST OF GOODS SOLD BEER	YORK SELLING
		154.00-			394901	2458473	5862.5514		COST OF GOODS SOLD BEER	VERNON SELLING
		2,352.12			394665	2467724	5822.5514		COST OF GOODS SOLD BEER	50TH ST SELLING
		62.25			394662	2467727	5842.5513		COST OF GOODS SOLD WINE	YORK SELLING
		7,992.84			394664	2467728	5842.5514		COST OF GOODS SOLD BEER	YORK SELLING
		17.55			394719	2467729	5842.5515		COST OF GOODS SOLD MIX	YORK SELLING
		1,140.00			394663	2467730	5842.5514		COST OF GOODS SOLD BEER	YORK SELLING
		3,699.20			394896	2467755	5862.5514		COST OF GOODS SOLD BEER	VERNON SELLING
		105.80			394894	2467756	5862.5515		COST OF GOODS SOLD MIX	VERNON SELLING
		911.90			394897	2467758	5822.5514		COST OF GOODS SOLD BEER	50TH ST SELLING
		143.50			394895	2467759	5862.5514		COST OF GOODS SOLD BEER	VERNON SELLING
		2,735.77			394900	2467763	5842.5514		COST OF GOODS SOLD BEER	YORK SELLING
		17.55			394898	2467764	5842.5515		COST OF GOODS SOLD MIX	YORK SELLING
		133.60			394899	2467768	5842.5514		COST OF GOODS SOLD BEER	YORK SELLING
		18,965.87								
402231	**3/3/2016**		**100835 JOHNSON BROTHERS LIQUOR CO.**							
		583.08			394672	5374920	5822.5512		COST OF GOODS SOLD LIQUOR	50TH ST SELLING
		1,200.21			394673	5374921	5822.5513		COST OF GOODS SOLD WINE	50TH ST SELLING
		691.02			394671	5374922	5822.5513		COST OF GOODS SOLD WINE	50TH ST SELLING
		816.18			394670	5374923	5822.5513		COST OF GOODS SOLD WINE	50TH ST SELLING
		733.84			394669	5374924	5822.5512		COST OF GOODS SOLD LIQUOR	50TH ST SELLING
		2,443.25			394674	5374926	5842.5513		COST OF GOODS SOLD WINE	YORK SELLING
		.58			394680	5374927	5842.5512		COST OF GOODS SOLD LIQUOR	YORK SELLING
		1,586.11			394675	5374928	5842.5513		COST OF GOODS SOLD WINE	YORK SELLING
		528.92			394678	5374929	5842.5512		COST OF GOODS SOLD LIQUOR	YORK SELLING
		4,120.67			394677	5374930	5842.5512		COST OF GOODS SOLD LIQUOR	YORK SELLING
		3,027.05			394676	5374931	5842.5513		COST OF GOODS SOLD WINE	YORK SELLING
		200.71			395058	5374932	5842.5512		COST OF GOODS SOLD LIQUOR	YORK SELLING
		3,091.39			394679	5374933	5842.5512		COST OF GOODS SOLD LIQUOR	YORK SELLING
		66.82			394668	5374934	5842.5515		COST OF GOODS SOLD MIX	YORK SELLING
		2,145.93			394682	5374938	5862.5513		COST OF GOODS SOLD WINE	VERNON SELLING

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		1,582.26			394681	5374939	5862.5513		COST OF GOODS SOLD WINE	VERNON SELLING
		3,419.61			394683	5374941	5862.5513		COST OF GOODS SOLD WINE	VERNON SELLING
		198.74			394916	5380049	5822.5512		COST OF GOODS SOLD LIQUOR	50TH ST SELLING
		4,414.61			394911	5380050	5842.5513		COST OF GOODS SOLD WINE	YORK SELLING
		51.16			394904	5380051	5842.5512		COST OF GOODS SOLD LIQUOR	YORK SELLING
		2.32			394910	5380052	5842.5513		COST OF GOODS SOLD WINE	YORK SELLING
		1.16			394902	5380053	5842.5512		COST OF GOODS SOLD LIQUOR	YORK SELLING
		293.57			394915	5380054	5822.5513		COST OF GOODS SOLD WINE	50TH ST SELLING
		664.14			394917	5380055	5822.5512		COST OF GOODS SOLD LIQUOR	50TH ST SELLING
		1,649.52			394914	5380056	5822.5513		COST OF GOODS SOLD WINE	50TH ST SELLING
		3.48			394921	5380057	5862.5513		COST OF GOODS SOLD WINE	VERNON SELLING
		1,032.82			394913	5380058	5822.5513		COST OF GOODS SOLD WINE	50TH ST SELLING
		307.85			394918	5380059	5822.5512		COST OF GOODS SOLD LIQUOR	50TH ST SELLING
		4,290.03			394903	5380061	5842.5512		COST OF GOODS SOLD LIQUOR	YORK SELLING
		2,374.79			394912	5380062	5842.5513		COST OF GOODS SOLD WINE	YORK SELLING
		692.54			394908	5380063	5842.5512		COST OF GOODS SOLD LIQUOR	YORK SELLING
		50.32			394907	5380064	5842.5515		COST OF GOODS SOLD MIX	YORK SELLING
		67.50			394906	5380065	5842.5515		COST OF GOODS SOLD MIX	YORK SELLING
		3,447.96			394909	5380066	5842.5513		COST OF GOODS SOLD WINE	YORK SELLING
		1,045.98			394905	5380067	5842.5512		COST OF GOODS SOLD LIQUOR	YORK SELLING
		2,413.59			394922	5380071	5862.5512		COST OF GOODS SOLD LIQUOR	VERNON SELLING
		38.41			394924	5380072	5862.5515		COST OF GOODS SOLD MIX	VERNON SELLING
		418.80			394925	5380073	5862.5512		COST OF GOODS SOLD LIQUOR	VERNON SELLING
		2,220.91			394919	5380074	5862.5513		COST OF GOODS SOLD WINE	VERNON SELLING
		3,893.32			394920	5380075	5862.5513		COST OF GOODS SOLD WINE	VERNON SELLING
		1,044.78			394923	5380077	5862.5512		COST OF GOODS SOLD LIQUOR	VERNON SELLING
		42.56-			394684	563883	5822.5513		COST OF GOODS SOLD WINE	50TH ST SELLING
		.48-			394926	563885	5842.5512		COST OF GOODS SOLD LIQUOR	YORK SELLING
		56,812.89								
402232	3/3/2016		136126 KADERLIK, NATE							
		10.42	MEAL REIMBURSEMENT		395043	022416	5919.6106		MEETING EXPENSE	TRAINING
		10.42								
402233	3/3/2016		102080 KATTREH, ANN							
		621.01	MILEAGE REIMBURSEMENT		395075	2015	1600.6107		MILEAGE OR ALLOWANCE	PARK ADMIN. GENERAL
		621.01								
402234	3/3/2016		130789 KATZ, DAVID							
		350.00	ABOUT TOWN HISTORICAL COLUMN		394811	721	1130.6123		MAGAZINE/NEWSLETTER EXPENSE	COMMUNICATIONS

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402234	**3/3/2016**		**130789 KATZ, DAVID**						**Continued...**	
		350.00								
402235	**3/3/2016**		**138015 KLUENSNER, MARY & AL**							
		139.50	RED WING TRIP REFUND		394849	022216	1628.4392.07		SENIOR TRIPS	SENIOR CITIZENS
		139.50								
402236	**3/3/2016**		**115192 KNUDSON, DEBBIE**							
		388.00	BRAEMAR GOLF ACADEMY		394856	022416	5401.4602		LESSONS	GOLF REVENUES
		388.00								
402237	**3/3/2016**		**100852 LAWSON PRODUCTS INC.**							
		1,856.93	BULBS, FITTINGS, ADAPTERS	00005064	394591	9303886672	1553.6530		REPAIR PARTS	EQUIPMENT OPERATION GEN
		1,856.93								
402238	**3/3/2016**		**101552 LEAGUE OF MINNESOTA CITIES**							
		1,790.00	STORMWATER COALITION		394812	230047	5960.6103		PROFESSIONAL SERVICES	ENGINEER SERVICES - STORM
		1,790.00								
402239	**3/3/2016**		**101552 LEAGUE OF MINNESOTA CITIES**							
		1,505.68	LMC GL 000000012880		394813	PAID CLAIM	1550.6200		INSURANCE	CENTRAL SERVICES GENERAL
		1,505.68								
402240	**3/3/2016**		**132752 LINCO FAB INC.**							
		16,672.00	EDINA SPORTS DOME		394975	021516	5500.1705		CONSTR. IN PROGRESS	ICE ARENA BALANCE SHEET
		16,672.00								
402241	**3/3/2016**		**105726 LINDMAN, DAVID**							
		484.52	USSS SUPPLIES		395006	022616	1400.6406		GENERAL SUPPLIES	POLICE DEPT. GENERAL
		484.52								
402242	**3/3/2016**		**100857 LITTLE FALLS MACHINE INC.**							
		1,929.26	CYLINDER	00005058	394593	00057891	1553.6530		REPAIR PARTS	EQUIPMENT OPERATION GEN
		1,929.26	CYCLINDER	00005057	394592	00057892	1553.6530		REPAIR PARTS	EQUIPMENT OPERATION GEN
		576.47	CYLINDER / STEEL CAP	00005084	394594	00057937	1553.6530		REPAIR PARTS	EQUIPMENT OPERATION GEN
		4,434.99								
402243	**3/3/2016**		**138012 M & M HOME CONTRACTORS INC.**							
		2,500.00	REFUND DEMO ESCROW		394814	5524 COUNTRYSIDE RD	1495.4109		CONSTRUCTION DEPOSIT	INSPECTIONS
		2,500.00								

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402243	3/3/2016		138012 M & M HOME CONTRACTORS INC.						Continued...	
402244	3/3/2016		134063 MANSFIELD OIL COMPANY							
		8,346.89			394599	127280	1553.6581		GASOLINE	EQUIPMENT OPERATION GEN
		3,577.36			394598	127284	1553.6581		GASOLINE	EQUIPMENT OPERATION GEN
		16,104.31	FUEL		394595	127288	1553.6581		GASOLINE	EQUIPMENT OPERATION GEN
		704.85			394597	127969	1553.6581		GASOLINE	EQUIPMENT OPERATION GEN
		1,396.65			394596	127980	1553.6581		GASOLINE	EQUIPMENT OPERATION GEN
		3,574.72	UNLEADED FUEL		395076	17342	1553.6581		GASOLINE	EQUIPMENT OPERATION GEN
		8,340.77			395077	17343	1553.6581		GASOLINE	EQUIPMENT OPERATION GEN
		2,804.56			395078	19276	1553.6581		GASOLINE	EQUIPMENT OPERATION GEN
		1,430.64			395079	19308	1553.6581		GASOLINE	EQUIPMENT OPERATION GEN
		12,245.14			394600	196360	1553.6581		GASOLINE	EQUIPMENT OPERATION GEN
		59.12-	CREDIT		394601	196609	1553.6581		GASOLINE	EQUIPMENT OPERATION GEN
		3,297.83			395080	68367	1553.6581		GASOLINE	EQUIPMENT OPERATION GEN
		1,414.34	FUEL		394778	MBINV/00074368	1553.6581		GASOLINE	EQUIPMENT OPERATION GEN
		63,178.94								
402245	3/3/2016		122878 MARTTI, DOROTHEA							
		288.75	HOSTING FEES		395007	216	1130.6103		PROFESSIONAL SERVICES	COMMUNICATIONS
		288.75								
402246	3/3/2016		102600 MATRIX COMMUNICATIONS INC							
		12,287.00	CONTRACT		394779	0204551-IN	1554.6230		SERVICE CONTRACTS EQUIPMENT	CENT SERV GEN - MIS
		13,038.00	MAINTENANCE CONTRACT		395008	0204588-IN	1554.6188		TELEPHONE	CENT SERV GEN - MIS
		25,325.00								
402247	3/3/2016		113023 MEGGITT TRAINING SYSTEMS INC.							
		193.67	COMMUTATION WIRE GUIDES		395010	INV-0070502	7412.6406		GENERAL SUPPLIES	PSTF RANGE
		193.67								
402248	3/3/2016		134038 MIDWEST CIVIL CONSTRUCTORS LLC							
		21,846.97	FINAL PAYMENT NO. 9		395081	HAZELTON RD	01417.1705.30		CONTRACTOR PAYMENTS	HAZELTON RD IMPROVEMENTS
		21,846.97								
402249	3/3/2016		118464 MIDWEST TESTING LLC							
		430.00	WATER METER TESTING	00001487	394817	3765	5917.6180		CONTRACTED REPAIRS	METER REPAIR
		430.00								
402250	3/3/2016		100913 MINNEAPOLIS & SUBURBAN SEWER & WATER							
		1,140.00	REPLACE STAND PIPE	00001494	394818	35147	5913.6180		CONTRACTED REPAIRS	DISTRIBUTION

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402250	**3/3/2016**		**100913 MINNEAPOLIS & SUBURBAN SEWER & WATER**						**Continued...**	
		1,140.00								
402251	**3/3/2016**		**102770 MINNESOTA CASTERS INC.**							
		8.98	WHEEL	00005067	394603	15889	1553.6530		REPAIR PARTS	EQUIPMENT OPERATION GEN
		8.98								
402252	**3/3/2016**		**101684 MINNESOTA CHIEFS OF POLICE ASSN**							
		1,160.00	LEADERSHIP ACADEMY		394839	4773	1400.6104		CONFERENCES & SCHOOLS	POLICE DEPT. GENERAL
		1,160.00								
402253	**3/3/2016**		**101899 MINNESOTA DEPARTMENT OF PUBLIC SAFETY**							
		100.00	HAZARDOUS CHEMICAL FEES		395011	2706000962015	5510.6103		PROFESSIONAL SERVICES	ARENA ADMINISTRATION
		100.00								
402254	**3/3/2016**		**100908 MINNESOTA WANNER CO.**							
		63.00	BALL VALVE	00005031	394604	0112858-IN	1553.6530		REPAIR PARTS	EQUIPMENT OPERATION GEN
		63.00								
402255	**3/3/2016**		**128914 MINUTEMAN PRESS**							
		297.00	ANNUAL EVENTS BROCHURES		395012	19679	1130.6575		PRINTING	COMMUNICATIONS
		14.66	VEAP STUFFERS		394605	19756	5862.6575		PRINTING	VERNON SELLING
		14.67	VEAP STUFFERS		394605	19756	5822.6575		PRINTING	50TH ST SELLING
		14.67	VEAP STUFFERS		394605	19756	5842.6575		PRINTING	YORK SELLING
		341.00								
402256	**3/3/2016**		**100912 MOTOROLA INC.**							
		15,010.30	DISPATCH SYSTEM/EQUIPMENT	00003019	394606	41219588	421400.6710		EQUIPMENT REPLACEMENT	POLICE EQUIPMENT
		15,010.30								
402257	**3/3/2016**		**101796 MPCA**							
		437.50	VIC CLEANUP		394837	770009421	9232.6103		PROFESSIONAL SERVICES	CENTENNIAL TIF DISTRICT
		250.00	PETROLEUM BROWNFIELDS PROG		394838	8800004528	9232.6103		PROFESSIONAL SERVICES	CENTENNIAL TIF DISTRICT
		687.50								
402258	**3/3/2016**		**138018 MPFF**							
		50.00	CONFERENCE - TOM SCHMITZ		395013	022416	1470.6104		CONFERENCES & SCHOOLS	FIRE DEPT. GENERAL
		50.00								
402259	**3/3/2016**		**131577 MRA - THE MANAGEMENT ASSOCIATION**							
		1,400.00	131068 MEMBERSHIP		394840	09061081	1170.6105		DUES & SUBSCRIPTIONS	HUMAN RESOURCES

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402259	3/3/2016		131577 MRA - THE MANAGEMENT ASSOCIATION						Continued...	
		1,400.00								
402260	3/3/2016		132591 MUSKA ELECTIRC COMPANY							
		80,906.60	EDINA SPORTS DOME		394976	RETAINAGE	5550.1705		CONSTR. IN PROGRESS	SPORTS DOME BALANCE SHEET
		80,906.60								
402261	3/3/2016		130988 NEUENDORF, BILL							
		199.98	EXPENSE REIMBURSEMENT		395082	022916-2015	4090.6406		GENERAL SUPPLIES	50TH&FRANCE MAINTENANCE
		38.00	EXPENSE REIMBURSEMENT		395082	022916-2015	9232.6106		MEETING EXPENSE	CENTENNIAL TIF DISTRICT
		141.90	EXPENSE REIMBURSEMENT		395082	022916-2015	9232.6107		MILEAGE OR ALLOWANCE	CENTENNIAL TIF DISTRICT
		370.00	EXPENSE REIMBURSEMENT		395082	022916-2015	9232.6105		DUES & SUBSCRIPTIONS	CENTENNIAL TIF DISTRICT
		18.65	EXPENSE REIMBURSEMENT		395082	022916-2015	9234.6107		MILEAGE OR ALLOWANCE	GRANDVIEW TIF DISTRICT
		49.50	EXPENSE REIMBURSEMENT		395082	022916-2015	9238.6107		MILEAGE OR ALLOWANCE	SOUTHDALE 2 TIF DISTRICT
		713.92	EXPENSE REIMBURSEMENT		395083	2015	9232.6104		CONFERENCES & SCHOOLS	CENTENNIAL TIF DISTRICT
		1,531.95								
402262	3/3/2016		100076 NEW FRANCE WINE CO.							
		388.50			394930	107825	5862.5513		COST OF GOODS SOLD WINE	VERNON SELLING
		1,170.00			395059	107826	5842.5513		COST OF GOODS SOLD WINE	YORK SELLING
		1,558.50								
402263	3/3/2016		134457 NEW LOOK CONTRACTING INC.							
		50,000.01	EDINA SPORTS DOME		394977	14	5500.1705		CONSTR. IN PROGRESS	ICE ARENA BALANCE SHEET
		50,000.01								
402264	3/3/2016		104350 NIKE USA INC.							
		553.90	STAFF UNIFORMS		395084	979349122	5761.6201		LAUNDRY	CENTENNIAL LAKES OPERATING
		553.90								
402265	3/3/2016		131740 NISSEN, DIETRICH							
		122.84	MILEAGE REIMBURSEMENT		394758	022416	1130.6107		MILEAGE OR ALLOWANCE	COMMUNICATIONS
		122.84								
402266	3/3/2016		103106 NLSC PRODUCTS INC.							
		96.10	LIGHTING	00001425	394819	94594	1551.6406		GENERAL SUPPLIES	CITY HALL GENERAL
		96.10								
402267	3/3/2016		103578 OFFICE DEPOT							
		144.41	OFFICE SUPPLIES		395017	823864813001	5510.6513		OFFICE SUPPLIES	ARENA ADMINISTRATION
		9.29	TAPE DISPENSER		395016	823865031001	5510.6513		OFFICE SUPPLIES	ARENA ADMINISTRATION

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402267	3/3/2016		103578 OFFICE DEPOT						Continued...	
		153.70								
402268	3/3/2016		101659 ORKIN							
		144.35	2809201 PEST CONTROL		395020	107607385	1551.6103		PROFESSIONAL SERVICES	CITY HALL GENERAL
		20.00	12557616 PEST CONTROL		395018	12557616-2/16	1375.6103		PROFESSIONAL SERVICES	PARKING RAMP
		20.00	12557635 PEST CONTROL		395019	12557635-2/16	1375.6103		PROFESSIONAL SERVICES	PARKING RAMP
		184.35								
402269	3/3/2016		131698 PARLEY LAKE WINERY							
		522.00			394685	16040	5842.5513		COST OF GOODS SOLD WINE	YORK SELLING
		522.00								
402270	3/3/2016		138020 PATRICK'S CATERING							
		148.91	CATERED FOOD		395021	1084	5730.5510		COST OF GOODS SOLD	EDINBOROUGH CONCESSIONS
		78.15			395022	1085	5730.5510		COST OF GOODS SOLD	EDINBOROUGH CONCESSIONS
		116.78			395023	1086	5730.5510		COST OF GOODS SOLD	EDINBOROUGH CONCESSIONS
		75.15			395024	1087	5730.5510		COST OF GOODS SOLD	EDINBOROUGH CONCESSIONS
		133.17			395025	1088	5730.5510		COST OF GOODS SOLD	EDINBOROUGH CONCESSIONS
		93.31			395026	1088	5730.5510		COST OF GOODS SOLD	EDINBOROUGH CONCESSIONS
		645.47								
402271	3/3/2016		100347 PAUSTIS WINE COMPANY							
		831.41			394686	8536151-IN	5842.5513		COST OF GOODS SOLD WINE	YORK SELLING
		473.00			394687	8536152-IN	5822.5513		COST OF GOODS SOLD WINE	50TH ST SELLING
		286.45			394931	8537054-IN	5822.5513		COST OF GOODS SOLD WINE	50TH ST SELLING
		507.35			394932	8537055-IN	5862.5513		COST OF GOODS SOLD WINE	VERNON SELLING
		2,249.87			395060	8537063-IN	5842.5513		COST OF GOODS SOLD WINE	YORK SELLING
		4,348.08								
402272	3/3/2016		100743 PHILLIPS WINE & SPIRITS							
		36.60-			394944	231992	5842.5513		COST OF GOODS SOLD WINE	YORK SELLING
		171.45			394688	2927917	5842.5512		COST OF GOODS SOLD LIQUOR	YORK SELLING
		39.28			394691	2931244	5842.5513		COST OF GOODS SOLD WINE	YORK SELLING
		636.34			394695	2931245	5822.5513		COST OF GOODS SOLD WINE	50TH ST SELLING
		291.48			394692	2931246	5842.5513		COST OF GOODS SOLD WINE	YORK SELLING
		353.63			394697	2931248	5822.5512		COST OF GOODS SOLD LIQUOR	50TH ST SELLING
		530.48			394696	2931249	5822.5513		COST OF GOODS SOLD WINE	50TH ST SELLING
		1,312.06			394693	2931252	5842.5513		COST OF GOODS SOLD WINE	YORK SELLING
		735.94			394689	2931253	5842.5512		COST OF GOODS SOLD LIQUOR	YORK SELLING
		1,638.76			394694	2931254	5842.5513		COST OF GOODS SOLD WINE	YORK SELLING

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402272	3/3/2016		100743 PHILLIPS WINE & SPIRITS						Continued...	
		52.66			394690	2931405	5842.5513		COST OF GOODS SOLD WINE	YORK SELLING
		9.28			394940	2934752	5842.5513		COST OF GOODS SOLD WINE	YORK SELLING
		9.28			394935	2934753	5862.5513		COST OF GOODS SOLD WINE	VERNON SELLING
		327.20			394943	2934754	5842.5513		COST OF GOODS SOLD WINE	YORK SELLING
		938.76			394938	2934755	5822.5513		COST OF GOODS SOLD WINE	50TH ST SELLING
		992.21			394937	2934756	5822.5512		COST OF GOODS SOLD LIQUOR	50TH ST SELLING
		783.57			394939	2934757	5822.5513		COST OF GOODS SOLD WINE	50TH ST SELLING
		1,559.68			394942	2934759	5842.5513		COST OF GOODS SOLD WINE	YORK SELLING
		2,317.61			394941	2934760	5842.5513		COST OF GOODS SOLD WINE	YORK SELLING
		291.55			394936	2934763	5862.5513		COST OF GOODS SOLD WINE	VERNON SELLING
		1,059.63			394933	2934764	5862.5512		COST OF GOODS SOLD LIQUOR	VERNON SELLING
		254.60			394934	2934765	5862.5513		COST OF GOODS SOLD WINE	VERNON SELLING
		14,268.85								
402273	3/3/2016		100953 PHYSIO-CONTROL INC.							
		50.00	EMS FAXING		395027	116081844	1470.6160		DATA PROCESSING	FIRE DEPT. GENERAL
		700.00	EMS SUBSCRIPTION		395028	416079732	1470.6160		DATA PROCESSING	FIRE DEPT. GENERAL
		750.00								
402274	3/3/2016		111779 PIONEER RESEARCH CORPORATION							
		1,844.05	SALT		394610	244460	1318.6525		SALT	SNOW & ICE REMOVAL
		1,844.05								
402275	3/3/2016		134007 PJ TAILORS & CLEANERS							
		18.00	LAUNDER BLANKET		394611	1261	1400.6201		LAUNDRY	POLICE DEPT. GENERAL
		18.00								
402276	3/3/2016		130926 PLANTSCAPE INC.							
		2,223.86	PLANT MAINTENANCE		394782	335014	5720.6620		TREES, FLOWERS, SHRUBS	EDINBOROUGH OPERATIONS
		2,223.86								
402277	3/3/2016		135046 PRESTIGE DRYWALL							
		1,976.00	EDINA SPORTS DOME		394978	RETAINAGE	5500.1705		CONSTR. IN PROGRESS	ICE ARENA BALANCE SHEET
		1,976.00								
402278	3/3/2016		128861 PRIMARY PRODUCTS COMPANY							
		702.00	NITRILE GLOVES		395029	58173	1400.6610		SAFETY EQUIPMENT	POLICE DEPT. GENERAL
		702.00								
402279	3/3/2016		105707 RAINBOW INC.							

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402279	**3/3/2016**		**105707 RAINBOW INC.**							
		4,488.54	EDINA SPORTS DOME		394979	RETAINAGE	5550.1705		CONSTR. IN PROGRESS	SPORTS DOME BALANCE SHEET
		4,488.54								
402280	**3/3/2016**		**133091 RANGE SERVANT AMERICA INC.**							
		18.94	TRANSFORMER		394850	75012	5210.6530		REPAIR PARTS	GOLF DOME PROGRAM
		423.54	LICENSE		394851	75035	5410.6230		SERVICE CONTRACTS EQUIPMENT	GOLF ADMINISTRATION
		442.48								
402281	**3/3/2016**		**138017 REGION 2AA**							
		11,116.58	HOCKEY TICKET SALES		395031	022516	5511.6136		PROFESSIONAL SVC - OTHER	ARENA BLDG/GROUNDS
		11,116.58								
402282	**3/3/2016**		**117820 REGION 6AA**							
		2,719.79	HOCKEY TICKET SALES		395032	022516	5511.6136		PROFESSIONAL SVC - OTHER	ARENA BLDG/GROUNDS
		2,719.79								
402283	**3/3/2016**		**118658 RIGHTWAY GLASS INC.**							
		510.00	WINDSHIELD REPAIR		394612	72851	1553.6180		CONTRACTED REPAIRS	EQUIPMENT OPERATION GEN
		510.00								
402284	**3/3/2016**		**125178 RJM CONSTRUCTION LLC**							
		45,632.13	EDINA SPORTS DOME		394980	4520009809	5550.1705		CONSTR. IN PROGRESS	SPORTS DOME BALANCE SHEET
		45,632.13								
402285	**3/3/2016**		**100980 ROBERT B. HILL CO.**							
		923.68	SOFTENER SALT		394788	00329179	5511.6406		GENERAL SUPPLIES	ARENA BLDG/GROUNDS
		923.68								
402286	**3/3/2016**		**104087 SAFE ASSURE CONSULTANTS INC.**							
		370.00	SAFETY TRAINING		394821	996	1556.6103		PROFESSIONAL SERVICES	EMPLOYEE SHARED SERVICES
		370.00								
402287	**3/3/2016**		**103970 SEEGER, MICHAEL**							
		45.56	CABLES, PADLOCKS		395033	022616	1400.6215		EQUIPMENT MAINTENANCE	POLICE DEPT. GENERAL
		45.56								
402288	**3/3/2016**		**100995 SEH**							
		518.20	54TH ST BID DOCS		394823	310722	10096.1705.21		CONSULTING INSPECTION	BR6 54TH STREET BRIDGE
		663.41	54TH ST BID DOCS		394823	310722	01416.1705.21		CONSULTING INSPECTION	54TH ST BRIDGE&STREET REPAIR
		54.75	54TH ST BID DOCS		394823	310722	05551.1705.21		CONSULTING INSPECTION	Arden Park D Reconstruction

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402288	3/3/2016		100995 SEH						Continued...	
		242.05	54TH ST BID DOCS		394823	310722	04407.1705.21		CONSULTING INSPECTION	54TH ST RECONSTRUCTION
		1,192.93	ARDEN PARK BID DOCS		394822	310723	01412.1705.21		CONSULTING INSPECTION	GLEN VIEW ADDITION NHOOD RECON
		674.06	ARDEN PARK BID DOCS		394822	310723	05551.1705.21		CONSULTING INSPECTION	Arden Park D Reconstruction
		1,032.84	ARDEN PARK BID DOCS		394822	310723	03487.1705.21		CONSULTING INSPECTION	Arden Park D Reconstruction
		537.93	ARDEN PARK BID DOCS		394822	310723	04407.1705.21		CONSULTING INSPECTION	54TH ST RECONSTRUCTION
		4,916.17								
402289	3/3/2016		130047 SELECT ACCOUNT							
		3,190.50	ANNUAL/JAN/FEB FEES		394824	008816-2/16	1556.6103		PROFESSIONAL SERVICES	EMPLOYEE SHARED SERVICES
		3,190.50								
402290	3/3/2016		133883 SERVPRO OF EAGAN/APPLE VALLEY							
		345.41	WATER DAMAGE REPAIRS		395086	4823801	5923.6103		PROFESSIONAL SERVICES	COLLECTION SYSTEMS
		345.41								
402291	3/3/2016		104098 SHI INTERNATIONAL CORP							
		246.00	ACROBAT STANDARD	00004309	394789	B04567219	1554.6160		DATA PROCESSING	CENT SERV GEN - MIS
		708.00	VEEAM MAINTENANCE		394790	B04572203	1554.6160		DATA PROCESSING	CENT SERV GEN - MIS
		954.00								
402292	3/3/2016		131885 SISINNI FOOD SERVICES INC.							
		92.63	HOT DOG BUNS		394791	281042	5520.5510		COST OF GOODS SOLD	ARENA CONCESSIONS
		92.63								
402293	3/3/2016		132195 SMALL LOT MN							
		246.27			394945	5945	5842.5513		COST OF GOODS SOLD WINE	YORK SELLING
		246.27								
402294	3/3/2016		136580 SOCIABLE CIDER WERKS LLC							
		250.00			394698	3078	5842.5514		COST OF GOODS SOLD BEER	YORK SELLING
		150.00			394946	3154	5822.5514		COST OF GOODS SOLD BEER	50TH ST SELLING
		400.00								
402295	3/3/2016		127878 SOUTHERN WINE AND SPIRITS							
		9.82-			394707	0022435	5842.5512		COST OF GOODS SOLD LIQUOR	YORK SELLING
		7.22-			394708	0022436	5842.5512		COST OF GOODS SOLD LIQUOR	YORK SELLING
		3.73			394706	1373614	5842.5512		COST OF GOODS SOLD LIQUOR	YORK SELLING
		2,137.60			394703	1378034	5822.5513		COST OF GOODS SOLD WINE	50TH ST SELLING
		953.08			394705	1378035	5822.5512		COST OF GOODS SOLD LIQUOR	50TH ST SELLING
		449.60			394704	1378036	5822.5513		COST OF GOODS SOLD WINE	50TH ST SELLING

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402295	3/3/2016		127878 SOUTHERN WINE AND SPIRITS						Continued...	
		3,119.40			394700	1378037	5842.5513		COST OF GOODS SOLD WINE	YORK SELLING
		9,012.65			394702	1378038	5842.5512		COST OF GOODS SOLD LIQUOR	YORK SELLING
		39.67			394701	1378039	5842.5515		COST OF GOODS SOLD MIX	YORK SELLING
		1,859.60			394699	1378040	5842.5513		COST OF GOODS SOLD WINE	YORK SELLING
		618.40			394952	1380294	5822.5513		COST OF GOODS SOLD WINE	50TH ST SELLING
		1,065.60			394953	1380295	5822.5513		COST OF GOODS SOLD WINE	50TH ST SELLING
		3,540.51			394954	1380296	5822.5512		COST OF GOODS SOLD LIQUOR	50TH ST SELLING
		300.80			394951	1380297	5822.5513		COST OF GOODS SOLD WINE	50TH ST SELLING
		4,375.73			395061	1380298	5842.5513		COST OF GOODS SOLD WINE	YORK SELLING
		524.80			395062	1380299	5842.5513		COST OF GOODS SOLD WINE	YORK SELLING
		252.30			394955	1380300	5842.5512		COST OF GOODS SOLD LIQUOR	YORK SELLING
		1,875.39			395065	1380301	5842.5512		COST OF GOODS SOLD LIQUOR	YORK SELLING
		1,299.40			395063	1380303	5842.5513		COST OF GOODS SOLD WINE	YORK SELLING
		531.20			395064	1380304	5842.5513		COST OF GOODS SOLD WINE	YORK SELLING
		4,737.20			394950	1380305	5862.5513		COST OF GOODS SOLD WINE	VERNON SELLING
		1,727.60			394947	1380306	5862.5512		COST OF GOODS SOLD LIQUOR	VERNON SELLING
		251.50			394949	1380307	5862.5512		COST OF GOODS SOLD LIQUOR	VERNON SELLING
		2,686.86			394948	1380308	5862.5512		COST OF GOODS SOLD LIQUOR	VERNON SELLING
		41,345.58								
402296	3/3/2016		134925 STACON							
		871.47	TRANSDUCER	00001432	394825	IN00078553	5921.6530		REPAIR PARTS	SANITARY LIFT STATION MAINT
		871.47								
402297	3/3/2016		133068 STEEL TOE BREWING LLC							
		126.00			394956	9774	5822.5514		COST OF GOODS SOLD BEER	50TH ST SELLING
		168.00			394957	9793	5842.5514		COST OF GOODS SOLD BEER	YORK SELLING
		294.00								
402298	3/3/2016		128371 STEINMETZ, ROBERT							
		498.19	UNIFORM PURCHASE		394792	022216	1301.6201		LAUNDRY	GENERAL MAINTENANCE
		498.19								
402299	3/3/2016		138021 STRAUSS, CRAIG							
		248.46	SPRINKLER HEAD DAMAGES		395046	REIMBURSE	01412.1705.21		CONSULTING INSPECTION	GLEN VIEW ADDITION NHOOD RECON
		248.46								
402300	3/3/2016		101756 SUNDE LAND SURVEYING LLC.							
		2,926.05	EDINA SPORTS DOME		394981	2/18/16STMT	5550.1705		CONSTR. IN PROGRESS	SPORTS DOME BALANCE SHEET
		2,926.05								

Check #	Date	Amount	Supplier / Explanation	PO #	Doc No	Inv No	Account No	Subledger	Account Description	Business Unit
402300	3/3/2016		101756 SUNDE LAND SURVEYING LLC.						Continued...	
402301	3/3/2016		136860 SYSCO WESTERN MINNESOTA							
		406.51	CONCESSION PRODUCT		394793	602170252	5730.5510		COST OF GOODS SOLD	EDINBOROUGH CONCESSIONS
		447.71	CONCESSION PRODUCT		395034	602190511	5730.5510		COST OF GOODS SOLD	EDINBOROUGH CONCESSIONS
		390.07	CONCESSION PRODUCT		395035	602240109	5730.5510		COST OF GOODS SOLD	EDINBOROUGH CONCESSIONS
		1,244.29								
402302	3/3/2016		121517 THIEDE, JOHN							
		12.77	MEAL REIMBURSEMENT		395045	022416	5919.6106		MEETING EXPENSE	TRAINING
		12.77								
402303	3/3/2016		101035 THORPE DISTRIBUTING COMPANY							
		2,430.25			394958	1041564	5862.5514		COST OF GOODS SOLD BEER	VERNON SELLING
		2,430.25								
402304	3/3/2016		124753 TOSHIBA FINANCIAL SERVICES							
		181.88	COPIER USAGE		394794	64327341	7410.6575		PRINTING	PSTF ADMINISTRATION
		181.88								
402305	3/3/2016		123649 TOWMASTER							
		194.08	SOLENOID, DIAPHRAM		394615	377427	1553.6530		REPAIR PARTS	EQUIPMENT OPERATION GEN
		194.08								
402306	3/3/2016		101127 TWIN CITY ACOUSTICS INC.							
		168.76	EDINA SPORTS DOME		394982	FINAL RETENTION	5550.1705		CONSTR. IN PROGRESS	SPORTS DOME BALANCE SHEET
		168.76								
402307	3/3/2016		101066 VIKING ELECTRIC SUPPLY INC.							
		85.04	STEP LADDER	00001424	394617	1145959	1321.6556		TOOLS	STREET LIGHTING REGULAR
		36.84	POLE SLIP-FITTER	00001426	394618	1146524	1628.6406		GENERAL SUPPLIES	SENIOR CITIZENS
		273.10	WIRE, CONDUIT	00001492	394616	1150452	5921.6530		REPAIR PARTS	SANITARY LIFT STATION MAINT
		394.98								
402308	3/3/2016		133629 VON HANSONS MEATS							
		60.28	BRATS		394796	92851	5520.5510		COST OF GOODS SOLD	ARENA CONCESSIONS
		60.28								
402309	3/3/2016		130574 WATSON COMPANY							
		71.52	TRU MOO CHOCOLATE		394797	860647	5520.5510		COST OF GOODS SOLD	ARENA CONCESSIONS
		71.52								

3/3/2016 -- 3/3/2016

Check #	Date	Amount	Supplier / Explanation	PO #	Doc No	Inv No	Account No	Subledger	Account Description	Business Unit
402309	**3/3/2016**		**130574 WATSON COMPANY**						**Continued...**	
402310	**3/3/2016**		**101312 WINE MERCHANTS**							
		561.00			394717	7069279	5822.5513		COST OF GOODS SOLD WINE	50TH ST SELLING
		2,496.50			394716	7069281	5842.5513		COST OF GOODS SOLD WINE	YORK SELLING
		631.16			394715	7069339	5842.5513		COST OF GOODS SOLD WINE	YORK SELLING
		181.16			394966	7070215	5842.5512		COST OF GOODS SOLD LIQUOR	YORK SELLING
		1,950.47			394967	7070216	5842.5513		COST OF GOODS SOLD WINE	YORK SELLING
		2,200.08			394965	7070217	5862.5513		COST OF GOODS SOLD WINE	VERNON SELLING
		8,020.37								
402311	**3/3/2016**		**129171 WTG TERRAZZO & TILE INC.**							
		1,548.75	EDINA SPORTS DOME		394983	RETAINAGE	5550.1705		CONSTR. IN PROGRESS	SPORTS DOME BALANCE SHEET
		1,548.75								
402312	**3/3/2016**		**101726 XCEL ENERGY**							
		53.54	51-5276505-8		394619	490199021	1330.6185		LIGHT & POWER	TRAFFIC SIGNALS
		53.54								
402313	**3/3/2016**		**120099 Z WINES USA LLC**							
		1,575.50			394718	16582	5842.5513		COST OF GOODS SOLD WINE	YORK SELLING
		1,575.50								
		836,236.57	Grand Total							

Payment Instrument Totals

Checks	733,874.87
A/P ACH Payment	102,361.70
Total Payments	836,236.57

Note: Payment amount may not reflect the actual amount due to data sequencing and/or data selection.

Council Check Summary

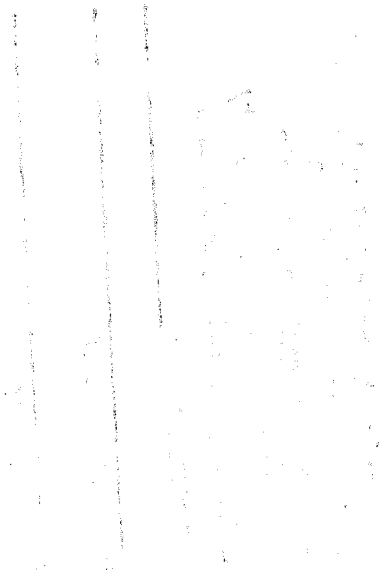
3/3/2016 - 3/3/2016

Company		Amount
01000	GENERAL FUND	166,076.66
02300	POLICE SPECIAL REVENUE	672.00
04000	WORKING CAPITAL FUND	47,960.22
04200	EQUIPMENT REPLACEMENT FUND	15,010.30
04500	CANDO FUND	2,245.50
05100	ART CENTER FUND	119.40
05200	GOLF DOME FUND	6,994.73
05300	AQUATIC CENTER FUND	267.13
05400	GOLF COURSE FUND	3,895.60
05500	ICE ARENA FUND	106,124.51
05550	SPORTS DOME FUND	190,930.67
05700	EDINBOROUGH PARK FUND	9,130.67
05750	CENTENNIAL LAKES PARK FUND	5,137.26
05800	LIQUOR FUND	237,729.94
05900	UTILITY FUND	20,244.87
05930	STORM SEWER FUND	10,152.33
06000	RISK MGMT ISF	2,786.22
07400	PSTF AGENCY FUND	8,263.09
09232	CENTENNIAL TIF DISTRICT	2,427.32
09234	GRANDVIEW TIF DISTRICT	18.65
09238	SOUTHDALE 2 DISTRICT	49.50
	Report Totals	836,236.57

We confirm to the best of our knowledge and belief, that these claims comply in all material respects with the requirements of the City of Edina purchasing policies and procedures date 3/3/16

Finance Director

City Manager



CITY OF EDINA

4801 West 50th Street
Edina, MN 55424
www.edinamn.gov

Date: March 15, 2016

Agenda Item #: IV.C.

To: Mayor and City Council

Item Type:
Request For Purchase

From: Joseph M. Abood, General Manager Braemar Golf Course

Item Activity:

Subject: Request For Purchase - Braemar Golf Course - Toro 3150 Greensmaster

Action

ACTION REQUESTED:
Approve request for purchase of a Toro 3150 Greensmaster riding greens mower.

INTRODUCTION:
Staff is requesting the approval to purchase a new Toro 3150 Greensmaster riding greens mower.

ATTACHMENTS:

Request for Purchase – Toro 3150

Toro - 3150

REQUEST FOR PURCHASE
IN EXCESS OF $20,000/CHANGE ORDER

To: Mayor and Council

From: Ann Kattreh
Parks & Recreation Director

Date: February 9, 2016

Agenda Item #:

The Recommended Bid is
☒ Within Budget
☐ Not Within Budget

Subject: Request for Purchase – Toro 3150 Greensmaster, Braemar Golf Course

Date Bid Opened or Quote Received:
2/3/2016

Bid or Expiration Date:
5/4/2016

Company:
MTI Distributing

Amount of Quote or Bid:
$25,193.86

Recommended Quote or Bid:
MTI Distributing

General Information:
This request for purchase is for a Toro 3150 Greensmaster riding greens mower. The current mower is 8 years old. As these mowers age they become unreliable and occasionally develop oil leaks that kill the greens. This mower is used 7 days a week during the golf season. This mower will be purchased through National Intergovernmental Purchasing Alliance organization (National IPA) which is a nationwide purchasing cooperative designed to be a procurement resource for local and state government agencies, school districts, and non-profits.

The price is broken down as follows:

Toro Greensmaster 3150	$29,073.20
Trade Toro 3150	-$5,500.00
Sales Tax (6.875%)	$1,620.66
Total	$25,193.86

This purchase is less than the budgeted CIP project of $29,000.

MTI Distributing
Equipment Proposal
February 3, 2016

Tom Swenson
Braemar Golf Course
6364 John Harris Drive
Minneapolis, MN 55439

Expiration Date 5/4/2016

NATIONAL IPA PRICING - IPA MEMBER #21694

Qty	Model Number	Description	Price	Price Extension
1	04358	Greensmaster 3150-Q	$21,746.64	$21,746.64
3	04656	14 BL Cutting Unit	$2,153.63	$6,460.89
1	04626	Narrow Wiehle Roller (.200" Spacing) (Set of 3)	$865.67	$865.67
TRADE:				
1	XX-UE	2008 GR3150, 14 blade model #04357, s/n 280000371	($5,500.00)	($5,500.00)

TOTALS	
Equipment Total	$29,073.20
Toro Protection Plus	$0.00
Trade Ins	($5,500.00)
Estimated Sales/Use Tax	$1,620.66
Total	**$25,193.86**

New Toro commercial equipment comes with a two-year manufacturer warranty
Equipment delivery at no additional charge

Thank you for the opportunity to submit this quote. If you have any questions, please do not hesitate in contacting us.

Larry Gorman, SCPS
Outside Sales Representative
612-877-0830

Karen Wangensteen
Inside Sales Representative
763-592-5643

MTI Distributing, Inc. • 4830 Azelia Avenue N. #100 • Brooklyn Center, MN 55429

TORO

Greensmaster® 3150-Q / 3250-D

RIDING GREENSMOWERS

FEATURES

Greensmaster 3150-Q:

- *Briggs & Stratton® 18 hp (13.4 kW) air-cooled, gasoline engine*
- *Industry's quietest engine-powered riding greensmower*

Greensmaster 3250-D:

- *Kubota® D902, 24.8 hp (18.5 kW) 3-cylinder, liquid-cooled, diesel engine*
- *Ample power for any greens or off-greens application; extremely versatile*

Legendary performance and reliability.

The Greensmaster 3150-Q and 3250-D are distinguished for their field-proven performance and exceptional quality of cut. Equipped with patented DPA cutting units for a superior cut and minimal maintenance, convenient controls for easy operation, and ample power to handle any application–it's no wonder these classic models have been trusted over the years to deliver the performance golf courses demand with a putting surface that exceeds expectations.

toro.com



Greensmaster® 3150-Q



TIER 4

Greensmaster® 3250-D

Call your Toro distributor at 800-803-8676

Greensmaster® 3150-Q Specifications*

	GREENSMASTER 3150-Q, MODEL 04358
ENGINE	18 hp (13.4 kW) @3600 rpm, Briggs & Stratton® gasoline engine, governed to 2850 rpm high idle, 1650 rpm low idle. Air-cooled.
FUEL CAPACITY	7 gallon (26.5 liter) capacity; unleaded gasoline.
TRACTION DRIVE	Hydraulic piston pump, closed loop system. 2WD Parallel Hydrostatic or 3WD Series Parallel piston pump closed loop system. Foot pedal forward and reverse; infinitely variable.
GROUND SPEED	Forward-mowing speed is variable from 2-5 mph (3.2-8 km/h), adjusted by stop on pedal mechanism. Mow speed setting does not affect transport speed. Maximum Greensmaster 3150-Q transport speed is 8.8 mph (14.4 km/h), may be reduced by adjusting stop in footrest pan without affecting mow speeds. Reverse is 2.5 mph (4.0 km/h) maximum.
TURF COMPACTION	8-10 psi (dependent on tire pressure) with operator and cutting units down.
IMPLEMENT DRIVE	Single gear pump, mono valve block, series reel drive to 3 motors.
STEERING	Power steering. Adjustable steering wheel tilt and a 5-position steering arm tilt.
CONTROLS/GAUGES	Raise/lower-mow lever (joystick). Functional control lever (neutral, mow, transport). Foot operated traction drive and brakes. Hour meter. Hand operated throttle and choke. Mechanical engine speed control.
ELECTRICAL FEATURES	12-volt lead acid, group size U1, with 300 minimum cold cranking amps at 0° F and 34 minutes reserve capacity at 85° F/25 amps draw. 16 amp alternator. Ignition switch/key. Seat switch. Harness terminals and fuse slot available for optional lights installation.
TIRES/WHEELS/PRESSURE	Three tires: Three 18 x 10.5-8, 4-ply pneumatic tubeless demountable and interchangeable with smooth tread. 8-12 psi front; 8-15 psi rear. Optional Traction Tire (4-ply): P/N 119-3516.
BRAKES	Two 6" (15.2 cm) drum type.
HYDRAULIC OIL	7.5 gallon (28.4 liter) tank with internal baffle. 1.0 gallon (3.8 liter) auxiliary tank.
LEAK DETECTION	Equipped with Turf Guardian™ leak detection system.
SOUND LEVEL	82 dB(A) at operator's ear under normal conditions.
OVERALL DIMENSIONS	Wheel Tread: 49.5" (149.9 cm), Wheel Base: 47" (119 cm), Length: 90" (229 cm), Width: 69.7" (177 cm) w/reels, Height: 74.5" (189 cm), Weight: 1,087 lbs. (493 kg).
WIDTH OF CUT	59" (150 cm)
REEL SPEED	Approximately 1975 RPM at 2850 engine RPM. Adjustable.
BACKLAPPING	Standard equipment.
CUTTING UNIT SUSPENSION	Cutting units are completely free-floating, each attaching to the tractor by direct pull links and tilted by a centered lift arm. Baskets are supported by carrier frames that are ground following. Cutting unit floatation is unaffected by basket content. Grass baskets are all interchangeable and accessible from the front of the machine.
ROPS	Roll Over Protection System standard.
CERTIFICATION	Certified to meet ANSI specification B71.4-2012 and European CE standards with appropriate kits installed.
WARRANTY	Two-year limited warranty. Refer to the Operator's Manual for further details.

	8-BLADE DPA CUTTING UNITS, 04652 11-BLADE DPA CUTTING UNITS, 04654 14-BLADE CUTTING UNITS, 04656
TRACTOR	These cutting units will mount on any Toro riding Greensmaster (excluding Greensmaster TriFlex™ 33xx/34xx series).
HEIGHT OF CUT (HOC) RANGE	Cutting height is adjusted on front roller by two vertical screws and held by two locking cap screws. Bench HOC range is .062"-.297" (1.6-7.5 mm). With high HOC kit, range is .285-1" (7.3-25.4 mm). Effective HOC may vary depending on turf conditions and bedknife installed.
REEL WELDMENT	Reels are 5" (13 cm) in diameter, 21" (53.3 cm) in length. High carbon steel blades are welded to 5 stamped steel spiders, and heat treated. The reel is ground for diameter and concentricity, and relief ground.
REEL BEARINGS	Two stainless steel ball bearings, 30 +/-.1 mm inside diameter slip fit onto reel shaft retained by internally splined threaded insert. Low drag seals/slingers for added protection with o-ring sealed motor and counterweight. Reel position maintained by a wave washer with no adjusting nut.
MAINTENANCE	No grease zerks, sealed bearing design eliminates daily maintenance.
REEL DRIVE	The reel weldment shaft is a 1.375" (35 mm) diameter tube with internally splined threaded insert.
FRAME	Precision machined, die-cast aluminum cross member with two bolt-on die-cast aluminum side plates.
AGGRESSIVENESS	Aggressiveness stays constant throughout the life of the reel. Patented design.
BEDKNIFE	Replaceable single edged EdgeMax™ Microcut Bedknife is standard.
BEDKNIFE ADJUSTMENT	Dual screw, indexed "click" adjustment to the reel; detents corresponding to .0007" (.018 mm) bedknife movement for each position.
FRONT & REAR ROLLERS	Front: Not included with cutting unit, purchased separately. Option between full, narrow-spaced and wide-spaced Wiehle roller. Rear: Steel full, 2" (5.1 cm) diameter with sealed bearings and through-shaft.
GRASS SHIELD	Non-adjustable shield with adjustable cut-off bar to improve grass discharge from reel in wet conditions.
TOTAL WEIGHT	8-blade: 72 lbs. (32.7 kg) with aluminum Wiehle Roller. 11-blade: 75 lbs. (34 kg) with aluminum Narrow Wiehle Roller. 14-blade: 78 lbs. (35 kg) with aluminum Wiehle Roller.

*Specifications and design subject to change without notice. Products depicted in this literature are for demonstration purposes only. Actual products offered for sale may vary in use, design, required attachments and safety features. Consult your local Toro Distributor.

CITY OF EDINA

4801 West 50th Street
Edina, MN 55424
www.edinamn.gov

Date: March 15, 2016

Agenda Item #: IV.D.

To: Mayor and City Council

Item Type:
Request For Purchase

From: Joseph M. Abood, General Manager Braemar Golf Course

Item Activity:

Subject: Request for Purchase - Braemar Golf Course – Toro Groundsmaster 4500

Action

ACTION REQUESTED:
Approve request for purchase of a Toro 4500 Groundsmaster large area rough mower.

INTRODUCTION:
Staff is requesting the approval to purchase a Toro 4500 Groundsmaster large area rough mower. This is a budgeted item within the 2016 CIP.

ATTACHMENTS:

2016 Request for Purchase 4500

Toro 4500

REQUEST FOR PURCHASE
IN EXCESS OF $20,000/CHANGE ORDER

To: Mayor and Council

From: Ann Kattreh
Parks & Recreation Director

Date: February 9, 2016

Agenda Item #:

The Recommended Bid is
☐ Within Budget
☒ Not Within Budget

Subject: Request for Purchase – Toro Groundsmaster 4500, Braemar Golf Course

Date Bid Opened or Quote Received:
2/3/2016

Bid or Expiration Date:
5/4/2016

Company:
MTI Distributing

Amount of Quote or Bid:
$54,336.17

Recommended Quote or Bid:
MTI Distributing

General Information:
This request for purchase is for a Toro 4500 Groundsmaster large area rough mower. This large area rough mower is capable of mowing up to 6.5 acres per hour. The trade in mower was purchased in 2008 making it 9 years old in 2016. This rough mower is used daily to mow the large areas of taller grass at the golf course. This improves the golfers experience by making the grass shorter and easier to play. Customer's feedback shows that long rough slows down play and makes golf too difficult. This mower has a unique deck design that uses a roller to stripe the grass and doesn't scalp on uneven terrain. This mower will be purchased through National Intergovernmental Purchasing Alliance organization (National IPA) which is a nationwide purchasing cooperative designed to be a procurement resource for local and state government agencies, school districts, and non-profits. The price is broken down as follows:

Toro Groundsmaster 4500	$61,340.86
Trade Toro 4000	-$10,500.00
Sales Tax (6.875%)	$3,496.31
Total	$54,336.17

This request for purchase is $2,336 over budget. The Toro 3150 request for purchase is $3,806 below budget. This $3,806 excess from the Toro 3150 request for purchase will be used to cover the shortfall on the Toro 4500 request for purchase.

MTI Distributing
Equipment Proposal
February 3, 2016

Tom Swenson
Braemar Golf Course
6364 John Harris Drive
Minneapolis, MN 55439

Expiration Date 5/4/2016

NATIONAL IPA PRICING - IPA MEMBER #21694

Qty	Model Number	Description	Price	Price Extension
1	30881	Groundsmaster 4500-D (Tier 4 Final Compliant)	$61,340.86	$61,340.86
TRADE:				
1	XX-UE	2008 GM4000 model #30410, s/n 280000126	($10,500.00)	($10,500.00)

TOTALS	
Equipment Total	$61,340.86
Toro Protection Plus	$0.00
Trade Ins	($10,500.00)
Estimated Sales/Use Tax	$3,495.31
Total	**$54,336.17**

New Toro commercial equipment comes with a two-year manufacturer warranty
Equipment delivery at no additional charge

Thank you for the opportunity to submit this quote. If you have any questions, please do not hesitate in contacting us.

Larry Gorman, SCPS
Outside Sales Representative
612-877-0830

Karen Wangensteen
Inside Sales Representative
763-592-5643

MTI Distributing, Inc. • 4830 Azelia Avenue N. #100 • Brooklyn Center, MN 55429

TORO

Groundsmaster® 4500-D/4700-D

CONTOUR ROTARY MOWERS

FEATURES

- *55 hp Yanmar® engine, Tier 4 Final Compliant, turbo-diesel engine*
- *Patented Contour™ Plus rotary cutting units for virtually no scalping*
- *Full-length striping rear rollers*
- *9' and 12.5' width of cut*
- *6.5" cutting unit overlap to eliminate streaking*
- *Smart Power™ – optimized mowing in all conditions*
- *SmartCool™ system with auto reversing cooling fan*
- *4-Way Adjustable Seat and Air Ride Suspension*
- *Integrated ControlHub™ with fingertip electronic controls*
- *InfoCenter™ displays simple operating info while monitoring machine health*
- *Full-time, bi-directional 4WD*
- *4-wheel drive traction assist (optional)*
- *Reliable planetary gear wheel drive system*

More production, same extraordinary cut.

The Groundsmaster® 4500-D and 4700-D continue to provide the clean quality of cut of a reel mower but with the maintenance ease of a rotary. Toro's exclusive new SmartCool™ system keeps your machine on the job and moving forward. Before things get too hot, SmartCool briefly reverses the cooling fan to blast chaff and debris from the intake screens. Smart? You know it. Cool? Definitely! With a 55 hp turbo-diesel under the hood and the new Smart Power™ technology that maximizes power to the Contour™ Plus cutting decks, the Groundsmaster 4500-D and 4700-D are an unprecedented blend of powerful productivity and refined results.

toro.com/contour



Groundsmaster® 4500-D



Groundsmaster® 4700-D

TIER 4

SMART POWER

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Call your Toro distributor at 800-803-8676

Groundsmaster® 4500-D & 4700-D Specifications*

	GROUNDSMASTER 4500-D, TIER 4 DIESEL, MODEL 30881	GROUNDSMASTER 4700-D, TIER 4 DIESEL, MODEL 30882
ENGINE	Yanmar® 4-cylinder liquid-cooled, turbo-charged diesel. Power: 55 hp (41.1 kW) gross power at rated speed of 2700 rpm. Torque peak: 125 ft-lbs (169 Nm) @ 2000 rpm. Displacement: 127 cu. in. (2.1 liters). EPA Tier IV Final Compliant.	
AIR CLEANER	Dry, replaceable primary and safety elements.	
RADIATOR	Rear-mount, single pass, 7-row, 6.3 fins per inch, 13 quart (12.3 liters) capacity.	
FUEL CAPACITY	22 gallons (83 liters) diesel fuel. Biodiesel-Ready for use up to B-20 (20% biodiesel and 80% petroleum blend).	
TRACTION DRIVE	Parallel hydrostatic, closed loop system with full-time 4WD forward/reverse in low (mow) and high (transport) range with optional full-time, automatic traction flow divider (forward only) (Model 30876). Variable displacement piston pump with electronic servo control powers dual speed piston motor drive into double reduction planetary in front, and mechanical axle in rear. Smart Power® feature controls traction speed to maintain optimal cutting blade speed.	
HYDRAULICS/COOLING	8.25 gallon (31.3 liter) capacity with 10 micron remote spin-on filter, 9 row single pass cooler with tilt out for cleaning. Variable speed hydraulic fan drive with automatic (based on coolant and oil temps) and manual reversing capabilities.	
DIAGNOSTICS	Diagnostics pressure test ports: forward and reverse traction, deck circuit 1 & 2, reverse 4WD, lift, steering, traction charge, and counter balance.	
GROUND SPEED	Transport: 0-13 mph (0-21 km/h) forward, 0-6.2 mph (0-10 km/h) reverse. Mow: 0-7 mph (0-11.3 km/h) forward, 0-3.5 mph (0-5.6 km/h) reverse.	
TIRES	Front: 29 x 14-15, 6-ply ultra-tread. Rear: 20 x 10-10, 4-ply multi-trac tread.	
MAIN FRAME	All welded formed-steel frame with integral tie-down anchors.	
BRAKES	Mechanically actuated, internal wet disc brakes on input to each planetary drive. Individual foot-operated steering brake control of left and right wheel. Lock pedals together and latch to engage parking brake.	
SEAT	Premium seat with adjustments for operator weight via air ride suspension, seat fore/aft position, seat back angle, arm rest height and retractable seat belt.	
STEERING	Power steering with dedicated power source, tilt steering.	
INSTRUMENTATION	InfoCenter™ System: Onboard LCD display shows gauges, alerts/faults, service reminders, electrical system diagnostics. Indicates fuel level, coolant temperature, intake temperature, low oil pressure, alternator, engine hours, engine rpm, hydraulic oil temperature, and voltage.	
CONTROLS	Ignition switch, throttle switch, mow/transport range selection switch, PTD switch, light switch. Foot-operated traction pedal, individual foot-operated steering brake control of left and right wheels with parking brake tock. One 2-position switch (GM 4500-D). Three 2-position switches (GM 4700-D).	
ELECTRICAL	12-volt, 650 cold cranking amps battery, 40 amp alternator. Overload protection with automotive type fuses.	
INTERLOCKS	Prevents engine from starting unless traction pedal is in neutral and deck is disengaged. If operator leaves seat with deck engaged, engine stops. Mowing only permitted in low range. Engine stops if parking brake engaged and traction pedal not in neutral.	
OPERATOR AREA	Beverage holder, radio holder, 12-volt power point, storage box (tools, jackets, golf balls, etc.), seatbelt.	
WORK LIGHT	Standard.	
ROPS	2-post standard.	
DIMENSIONS W/ CUTTING UNITS	**GM 4500-D** Overall length w/decks down: 145.8" (370 cm) Overall width, towered/raised: 112.8" (286 cm)/88.3" (224 cm) Height w/2-post ROPS: 85" (216 cm) Wheelbase: 67.5" (172 cm) Track Width, front/rear: 88.3" (224 cm)/55.5" (141 cm) Ground clearance: 6" (15.3 cm)	**GM 4700-D** 145.8" (370 cm) 153.8" (391 cm)/88.3" (224 cm) 85" (216 cm) 67.5" (172 cm) 88.3" (224 cm)/55.5" (141 cm) 6" (15.3 cm)
WEIGHT	4400 lbs. (1995 kg) - with full fluids.	4950 lbs. (2245 kg) - with full fluids.
FUEL ECONOMY**	Acres per Gallon - 3.4 Mowing Range - 13.8 hours Fuel consumption - 1.6 Gal/Hr (6.06 L/Hr)	Acres per Gallon - 4.4 Mowing Range - 12.9 hours Fuel consumption - 1.7 Gal/Hr (6.44 L/Hr.)
SAFETY	Complies with American National Standards Institute (ANSI B71.4-2012) and applicable ISO EN 5395 (CE) standards (machine directive 89/392, 91/368, 93/44, 84/538, 89/336) requirements.	
WARRANTY	Two-year limited.	
ACCESSORIES	Atomic mulching blades (107-0235-03), white sunshade (30349), red sunshade (30552), operator fan kit (110-8804), 4WD flow divider kit (30876), rear roller scraper kit, 2 post ROPS extension, windscreen, 90 amp alternator kit (115-8473), mulching kit (30836).	
	CUTTING UNITS	
TYPE	Five Contour™ Plus 27" (68.6 cm), rear-discharge rotary cutting units w/rear rollers.	Seven Contour™ Plus 27" (68.6 cm), rear-discharge rotary cutting units w/rear rollers.
WIDTH OF CUT	109" (277 cm), overlap 6.5" (16.5 cm), overhang 10.4" (26.4 cm).	Overall: 150" (381 cm), 109" (277 cm) with deck 6 and 7 raised. Overlap 6.5" (16.5 cm), overhang 30.9" (78.4 cm).
HEIGHT OF CUT	.75"-4" (1.9-10.2 cm) in .25" (.6 cm) increments.	
CONSTRUCTION	10-gauge steel constructed chambers with 12-gauge welded reinforcements. 1.5" (3.8 cm) square x .25" (.6 cm) wall tube with 7-gauge side supports. Spindle support 3/16" (.48 cm) high-strength steel and 10-gauge exterior channels.	
SPINDLE ASSEMBLY	Ductile cast iron spindle housing. Dual greaseable tapered roller bearings. 1.25" (3.2 cm) diameter solid cold finished steel spindle shaft. Splined connection between spindle shaft and pulley. Welded blade retainer plus anti-scalp cups.	
GROUND FOLLOWING	6" (15.3 cm) anti-scalp cups on each blade. On each deck: two 5" (12.7 cm) diameter front rollers, one 3" (7.6 cm) diameter rear roller.	
BLADES	27" (68.6 cm) long, 2.5" (6.4 cm) wide, .25" (.64 cm) thick. Standard combo blade optional Atomic Blade for leaf mulching.	
WING PROTECTION	Groundsmaster 4700-D has an impact absorption device on wing decks 6 and 7.	

*Specifications and design subject to change without notice.

**Dependent on operator and turf conditions, assumes 85% efficiency for overlaps and turns

Certification complies with ANSI B71.4-1999 and applicable CE directives.

Warranty: Two-year limited warranty. Refer to operator's manual for further details.

The Groundsmaster 4500-D and 4700-D are manufactured in Tomah, WI ISO 9002 Certified Plant.

CITY OF EDINA

4801 West 50th Street
Edina, MN 55424
www.edinamn.gov

Date: March 15, 2016

Agenda Item #: IV.E.

To: Mayor and City Council

Item Type:
Request For Purchase

From: Chad A. Millner, P.E., Director of Engineering

Item Activity:
Action

Subject: Request For Purchase - Contract ENG 16-1 Tracy Avenue, Valley View Road and Valley Lane Roundabout

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ACTION REQUESTED:
Approve Request for Purchase for the Tracy Avenue, Valley View Road and Valley Lane Roundabout.

INTRODUCTION:
See attached detailed Request for Purchase report.

ATTACHMENTS:

Request for Purchase

REQUEST FOR PURCHASE
IN EXCESS OF $20,000/CHANGE ORDER

Date: March 15, 2015

The Recommended Bid is
☒ Within Budget
☐ Not Within Budget

To: MAYOR AND CITY COUNCIL

From: Chad A. Millner, P.E., Director of Engineering

Subject: Request For Purchase - Contract ENG 16-1 Tracy Avenue, Valley View Road and Valley Lane Roundabout

Date Bid Opened or Quote Received:
March 8, 2016

Bid or Expiration Date:
May 8, 2016

Company:
Minger Construction Company, Inc.

Amount of Quote or Bid:
$2,114,764.82

Recommended Quote or Bid:
Minger Construction Company, Inc. $2,114,764.82

Information/Background:
The project involves installation of a one-lane roundabout at the intersection of Tracy Avenue, Valley View Road, and Valley Lane. These segments are classified as municipal state aid streets. This facility will provide a safer pedestrian crossing facility for the Nine Mile Creek Regional Trail, will slow traffic along Tracy Avenue and Valley View Road, and will improve access onto Tracy Avenue and Valley View Road from Valley Lane.

This project was initiated by staff based on resident and City Council comments and concerns about pedestrians crossing Tracy Avenue as they use the Nine Mile Creek Regional Trail. Staff has worked with the residents to address concerns with impacts adjacent to the work.

This project will be funded by Municipal State Aid, Three Rivers Park District, respective utility funds and the Pedestrian and Cyclist Safety (PACS) fund. This project is listed in the 2015-2019 Capital Improvement Plan (CIP) under CIP #15-151.

Staff recommends awarding the project to Minger Construction Company, Inc.

CITY OF EDINA

4801 West 50th Street
Edina, MN 55424
www.edinamn.gov

Date: March 15, 2016

Agenda Item #: IV.F.

To: Mayor and City Council

Item Type:
Request For Purchase

From: Chad A. Millner, P.E., Director of Engineering

Item Activity:
Action

Subject: Request For Purchase - Contract ENG 16-2 Golf Terrace B Neighborhood Roadway Reconstruction

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ACTION REQUESTED:
Approve Request for Purchase for the Golf Terrace B Neighborhood Roadway Reconstruction.

INTRODUCTION:
See attached detailed Request for Purchase report.

ATTACHMENTS:

Request for Purchase

REQUEST FOR PURCHASE
IN EXCESS OF $20,000/CHANGE ORDER

Date: March 15, 2015

To: MAYOR AND CITY COUNCIL

The Recommended Bid is
☒ Within Budget
☐ Not Within Budget

From: Chad A. Millner, P.E., Director of Engineering

Subject: Request For Purchase - Contract ENG 16-2 Golf Terrace B Neighborhood Roadway Reconstruction

Date Bid Opened or Quote Received:	**Bid or Expiration Date:**
March 4, 2016	May 4, 2016

Company:	**Amount of Quote or Bid:**
Palda & Sons, Inc.	$4,911,831.76
Northwest Asphalt, Inc.	$5,341,201.66
Park Construction Company	$5,585,534.54
Geislinger & Sons, Inc.	$5,895,514.05

Recommended Quote or Bid:
Palda & Sons, Inc. $4,911,831.76

Information/Background:

This project includes Golf Terrace, Lakeview Drive, Oak Drive, Concord Avenue, Lexington Avenue, St. Johns Avenue, West 56th Street, Tower Street, Woodland Road West, Concord Terrace, and Fairfax Avenue. The project involves rehabilitation of the sanitary sewer, upgrades to the storm sewer, localized rehabilitation of watermain systems, construction of new concrete curb and gutter and concrete sidewalks, and complete reconstruction of bituminous pavement surfaces.

This project will be funded by special assessments, respective utility funds and the Pedestrian and Cyclist Safety (PACS) fund. Based on the bid results, we are anticipating the special assessment to be reduced by approximately 19% to $12,815 versus the $15,783 that was discussed at the public hearing.

The City utility funded costs are expected to decrease by approximately 13% over the estimates presented at the public hearing. Sidewalks will be funded by the PACS fund and are approximately double due to the addition of the West 56th Street sidewalk which was added to the project following the public hearing.

The final project costs are subject to change based on construction related items such as soil corrections and turf restoration. The final special assessments will be determined prior to the final assessment hearing in 2017. This project is listed in the 2015-2019 Capital Improvement Plan (CIP) under CIP #15-135 for $5,670,719 which includes indirect engineering and finance costs whereas the quote is construction costs only.

Staff recommends awarding the project to Palda & Sons, Inc.

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CITY OF EDINA

4801 West 50th Street

Edina, MN 55424

www.edinamn.gov

Date: March 15, 2016

Agenda Item #: IV.G.

To: Mayor and City Council

Item Type:
Request For Purchase

From: Chad A. Millner, P.E., Director of Engineering

Item Activity:
Action

Subject: Request For Purchase - Contract ENG 16-6 Tracy Avenue, Valley View Road and Valley Lane Roundabout Landscaping

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ACTION REQUESTED:
Approve Request for Purchase for the Tracy Avenue, Valley View Road and Valley Lane Roundabout Landscaping.

INTRODUCTION:
See attached detailed Request for Purchase report.

ATTACHMENTS:

Request for Purchase

REQUEST FOR PURCHASE
IN EXCESS OF $20,000/CHANGE ORDER

Date: March 15, 2015

To: MAYOR AND CITY COUNCIL

The Recommended Bid is
☒ Within Budget
☐ Not Within Budget

From: Chad A. Millner, P.E., Director of Engineering

Subject: Request For Purchase - Contract ENG 16-6 Tracy Avenue, Valley View Road and Valley Lane Roundabout Landscaping

Date Bid Opened or Quote Received:
March 8, 2016

Bid or Expiration Date:
May 8, 2016

Company:	**Amount of Quote or Bid:**
Hoffman & McNamara Company	$49,634.00
Cedar Ridge Landscaping, Inc.	$58,269.81
G Urban Companies, Inc.	$87,345.00

Recommended Quote or Bid:
Hoffman & McNamara Company $49,634.00

Information/Background:
The project involves installation of landscaping in the area of the new one-lane roundabout at the intersection of Tracy Avenue, Valley View Road, and Valley Lane. This portion of the project was bid separate from the main construction portion because it is simpler to manage a landscaping contractor and the warranty period is longer than our typical construction related items. Typical construction items have a warranty period of two years. Our landscaping projects typically have a warranty period of three years to assist in establishing the landscaping.

This project will be funded by Municipal State Aid and Three Rivers Park District funds.

Hoffman & McNamara Company has successfully completed other landscaping projects for the City of Edina. Staff recommends awarding the project to Hoffman & McNamara Company.

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CITY OF EDINA

4801 West 50th Street
Edina, MN 55424
www.edinamn.gov

Date: March 15, 2016

Agenda Item #: IV.H.

To: Mayor and City Council

Item Type:
Report / Recommendation

From: Ross Bintner - Environmental Engineer

Item Activity:
Action

Subject: Resolution No. 2016-34 Support for GreenCorp Grant Application

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ACTION REQUESTED:
Approve Resolution No. 2016-34, a resolution of support for GreenCorp grant application.

INTRODUCTION:
The attached grant application requires a resolution of support from the Council. If successful, Edina would host a GreenCorp employee for approximately 11 months, starting in September 2016. This employee would be hired and paid by the Minnesota Pollution Control Agency, and would work in coordination with the Conservation and Sustainability (CAS) fund employee on CAS, EEC, and Partners in Energy work plan items. Attached are the resolution of support and the application.

ATTACHMENTS:

GreenCorp Application

GreenCorp Resolution of Support

Minnesota Pollution Control Agency
520 Lafayette Road North
St. Paul, MN 55155-4194

Minnesota GreenCorps Host Site Application

Program Year 2016 - 2017

Doc Type: Application

Instructions: The Minnesota GreenCorps (MN GreenCorps) program is an AmeriCorps program coordinated by the Minnesota Pollution Control Agency (MPCA). Please complete the application, answer all questions, and send via email to mngreencorps.pca@state.mn.us. For more information, refer to the *2016-2017 Minnesota GreenCorps Host Site Application Guide*. Applications must be submitted electronically by **5:00 p.m. Central Time on Friday, March 18, 2016.** If you have any questions, please contact Cristina Villella at 651-757-2580 or email at mngreencorps.pca@state.mn.us. Letters of support/Board resolutions may be faxed to the attention of MN GreenCorps at 651-215-0246 if unable to include electronically as a scanned document. Please note, operation of the 2016-2017 program year is contingent on funding. Confirmation of funds may not be available before application deadline.

Completed application checklist:

- ☒ All sections and questions answered.
- ☒ Board resolution from governing board and/or authorized representative (or expected timeline to submit it).
- ☒ Letters of support from any identified partners (either internal or external).
- ☐ For non-profit applicants: Proof of eligibility: 501(c) (3) status.

I. Applicant and project information

Name of legal applicant organization: City of Edina

Mailing address: 4801 W 50th Street

City: Edina State: MN Zip code: 55424

Main project contact: Ross Bintner Title: Environmental Engineer

Phone: 952-903-5713 Fax:

Email: rbintner@edinaMN.gov Website: www.edinaMN.gov

What type of host site is your organization (check one): ☐ **New** ☐ **Renewing**

Renewing host sites are not guaranteed selection as a 2016-2017 host site. Performance during previous years of the program will be taken into consideration.

Identify any partner organization(s) which would be involved in a MN GreenCorps member's project through this application:

Contact information for authorized representative (individual responsible for signing legal agreements in your organization):

Authorized representative name: Scott Neal Title: City Manager

Mailing address: 4801 W 50th Street

City: Edina State: MN Zip code: 55424

Phone: 952-826-0401 Fax:

Email: sneal@EdinaMN.gov

Please indicate your organization type:

- ☒ Government agency (local, regional, state, tribal, or federal)
  (Examples include cities, counties, tribal governments, park districts, regional planning organizations, watershed districts, etc.)
- ☐ School district
- ☐ 501(c) (3) non-profit organization (**Note:** you must submit proof of 501(c) (3) status with your application)
- ☐ Not for profit institutions of higher education

How many MN GreenCorps members are you applying for? ☒ One ☐ Two

Please specify the number of members you are requesting. For each focus area you may choose only whole numbers (e.g., 1 or 2). Applicants may not request more than two members. Refer to Application Guide for position descriptions.

Position type	Members requested	Position type	Members requested
Air Quality - Energy Conservation	1	Air Quality – Green Transportation	
Green Infrastructure – Local Foods		Green Infrastructure - Stormwater	
Green Infrastructure – Urban Forestry		Living Green	
Waste Prevention and Recycling			

II. Narrative questions

Carefully review the pre-scoped position description(s) for which you are considering a MN GreenCorps member. Details of the member position descriptions can be found in the accompanying document 2016 – 2017 *Minnesota GreenCorps Host Site Application Guide*.

For each project for which you are requesting a MN GreenCorps member (if more than one), please respond to the following questions, in the provided text boxes.

Project scope and proposed member activities

1. Provide an overview of the direct service project you propose, and how the project fits with MN GreenCorps' pre-scoped position description. Include the **project goals and objectives**, and **specific activities** that relate back to the position description. *If the position for which you are applying included a "track" option, please identify which track you are selecting (e.g., air quality: energy conservation or green transportation).*

   The Air Quality - Energy Conservation GreenCorp member will be involved in implementing an energy conservation and greenhouse gas reduction plan that is currently being formulated in partnership with Xcel Energy as part of the Partners in Energy program. Project goals include reduction of greenhouse gas though partnership and action in the four following focus areas: 1)Municipal operations and city facilities and conservation, 2)Renewable energy, 3)Leveraging partnerships, 4)Education and outreach

   Goals associated with these focus area are still being refined, but currently include 1)Reduce greenhouse gas associated with municipal operations by 30% by 2025. 2)Double participation rate and usage of Residential Windsource within 18 months. 3)Leverage school district service learning projects. and 4)750 homes take action toward carbon reduction though energy conservation as a result of focused residential information campaign. These goals will be finalized after the application deadline for this, but will be included in the Energy Action Plan, scheduled for Council Consideration in June.

2. Provide an estimated and realistic monthly timeline of the member's activities.

   GreenCorp member will work collaboratively and at the direction of manager as described in questions 3. This list includes task that will be collaboratively undertaken by GreenCorp member and CAS manager. The tasks and timelines are approximate as the EAP is still in draft form at the time of this application.

   Focus Area 1) Municipal operations and city facilities and conservation,

   Focus Area 2) Renewable energy

   Focus Area 3) Leveraging partnerships

   Focus Area 4) Education and outreach

   September 2016:

   FA1)Update baseline GHG assessment using B3, Xcel and Centerpoint data, and ICLEI standard protocol.

   FA2,3 & 4) Outline information campaign and schedule resource and partners for future videos, website content,

   FA 3) Meet service learning coordinator and teachers involved with environmental club at Edina HS.

   FA 3&4) Meet Xcel Partners in Energy contact for residential and commercial conservation programs to plan and coordinate outreach and media.

   October 2016:

   FA 1, 4) Work with facilities manager to assess needs for education and outreach for energy conservation program.

   FA 3, 4) Produce Home Energy Squad promotional video, staff resource table at community events,

   FA 3) Participate and support service learning projects relating to conservation and sustainability.

   November 2016:

   FA 1) Investigate carbon intensity of purchases, review green purchasing policy.

FA 2) Promote Community Solar in press release, social media.

FA 3) Meet Energy and Environment Commission, scope workgroup and subcommittee support

December 2016:

FA 1) Participate in green team, organize and provide green purchasing policy training and reporting.

FA 3,4) Staff resource table at community holiday events

January 2017:

FA 1) Assist facilities manager and CAS manager in specific energy conservation project management

FA 3,4) Assist with projects in connection with Edina HS such as, service learning projects or environmental club.

February 2017:

FA 1) Report on 2016 annual GHG and 7 year trend to Energy and Environment Commission

Goal 2&4) Promote renewables signups

March 2017:

FA 1) Participate in green team, green purchasing policy training and reporting.

FA 2&4) Participate and support Energy and Environment Commission planning and earth day event

April 2017: Assist facilities manager is specific energy conservation project management

FA 2&4) Event promotion, presentation, tabling and follow up with HES and Renewable signups

FA 1) Provide annual report for green purchasing policy.

3. AmeriCorps members cannot displace or replace previously employed, striking, or laid off workers. Please clarify how this position is not a staff position.

   The City of Edina has recently increased franchise fees to generate approximatly $250,000 per year to fund a Conservation and Sustainability (CAS) fund and plans to hire a full time employee to staff the effort. The The Air Quality - Energy Conservation GreenCorp member will assist and work collaborativly with this newly created position.

Community need/involvement

1. Describe why you chose this area, including a discussion of how the proposed project will have a positive environmental impact on the community(s) that your organization serves. Please indicate if the project will serve under-represented, economically disadvantaged or rural populations.

   The City of Edina has aggressive goals for greenhouse gas reduction in chapter 10 of its comprehensive plan. This area has seen the majority of board and commission attention in the last three years, and is newly staffed, so the amount of work in planning and coordination of new partners will require additional assistance. While the project doesn't specifically list under-represented populations, energy use by condominium and apartments in the Southdale and Parklawn neighborhoods of Edina are large residential energy users that will be targeted in goals 2&4.

2. What opportunities do you see for broader involvement by community members, including mobilizing volunteers, with the MN GreenCorps project(s) you are applying for?

   Two goals of the project include outreach to the greater community. Connection to the school district service learning projects, and a public information campaign to promote efficiency, conservation and renewables will involve connections with many community members. The continuing work of volunteers on the Energy and Environment Comission, and connections to Xcel Energy conservation programs though the Partners in Energy planning team will provide a valuable network resource and experience that will benefit the City of Edina and the GreenCorp member.

3. If your member project requires support from other partners, either internally (e.g., other departments like IT, facilities maintenance, etc.) or externally (e.g., a school district), please list these partners below, and describe how the partnership will work. What actions will you take as the host organization to ensure that partners are fully engaged in the project? Provide letters of support with this application, as appropriate, to demonstrate commitment of these partner departments or organizations.

   Majority of connection internally will be with Facilities and Communications departments. External coordination will be formalized with Xcel Energy though a memorandum of understanding at the conclusion of the Partners in Energy planning process in June.

Organizational capacity and commitment

Please respond to the following questions about your organization:

1. In one paragraph, describe your organization's mission. Include a description of the community your organization serves, qualifications of your staff, the number of paid staff, and experience (if any) with hosting AmeriCorps members.

   The City of Edina provides municipal services in the areas of public safety, health and sanitation, planning and orderly land use, transportation and mobility, and parks and public spaces. These core services all depend on energy. The newly formed Conservation and Sustainability (CAS) Policy and fund will be staffed with 1 FTE, and will interrelate and coordinate with many professional staff dedicated to those core services. The GreenCorp member will report to the CAS fund manager and work with professionals including an Environmental Engineer, Facilities Manager, Communications Coordinator, and others.

2. Describe how your organization's current efforts and activities reflect the commitment and expertise you can provide to supporting a MN GreenCorps member. Include examples as appropriate.

   Prompts for each focus area:

   - Air quality– status of data collection (e.g., B3); progress in developing non-motorized transportation plans (e.g., bicycle plans or comprehensive plans); commitment to reducing Greenhouse Gas (GHG) (e.g., ICLEI, mayor's climate pact, etc.); current outreach efforts.
   - Green Infrastructure – organization's level of support for local foods, forestry, and/or stormwater program; Tree City USA standing; inventory status (for trees or stormwater Best Management Practices (BMPs); current outreach efforts related to local foods (e.g., Minnesota Grown), stormwater (e.g., Blue Thumb), and/or forestry (e.g., Arbor Day).
   - Living green – experience with environmental campaigns and outreach efforts; recent efforts in working with the public; budget for materials/supplies for public outreach; community assets available.
   - Waste prevention/recycling – current status of recycling/organics program; how your organization will measure progress in waste reduction/recycling.

   The City of Edina has aggressive GHG reduction goals in its comprehensive plan, has a standing commission dedicated to policy development around energy and the environment that has been active for nearly a decade. The City has signed the Mayors Climate Protection agreement and has been a partner to the Home Energy Squad and other Xcel conservation programs for over 5 years. B3 data is complete and accurate with a standing process to enter new data. The City has a transportation planner, and a dedicated source of funding for pedestrian and cyclist safety.

3. A host site supervisor must be able to provide **at least 0.08 full time equivalent (FTE) per member**, which equates to a **minimum of 3.2 hours each week** to review member activities, provide guidance, and set future goals. **The supervisor should be a FTE, or close to full time, employee of the host site or a partnering organization.**

   Please provide the contact information, and background/qualifications of the staff member(s) in your organization who will be responsible for day-to-day supervision of the MN GreenCorps member(s) from September 2016 through August 2017.

   Information for primary on-site supervisor:

   Focus area: Air Quality - Energy Conservation

   Supervisor name: Ross Bintner Title: Environmental Engineer

   Email: rbintner@edinaMN.gov Telephone: 952-903-5713

   Describe the background and qualifications of the supervisor: 15 years in municipal engineering with specific focus on sustainability, clean water, energy conservation, building and facilities management, and program development.

   Information for primary on-site supervisor (if applying for a second member)**:**

   Focus area: _____

   Supervisor name: _____ Title: _____

   Email: _____ Telephone: _____

   Describe the background and qualifications of the supervisor: _____

4. Minnesota GreenCorps is a program that offers individuals professional, educational, and civic growth, particularly in the environmental field. ***Potential members may not necessarily bring highly specialized skills to their position.*** Describe how you will support the member in terms of on-site training, professional development, staff support and expertise, etc.

   The September 2016 start date will be approximately 1-3 months following the hire of CAS fund full time employee. Onboarding and training for that position will provide Edina with recent experience with on-site training and professional development for the GreenCorp member.

5. What financial and/or material resources will your organization make available for MN GreenCorps member(s) projects and activities, should these be needed? Minnesota GreenCorps members receive a very minimal training budget from the MPCA to utilize throughout their service. We do encourage host sites to assist with providing training opportunities or funding for their member to attend trainings, conferences, etc. throughout the service year, if possible.

   A variety of resources are currently used by staff and will be made available to the GreenCorp member including; CERTS and GreenStep cities conference and networking support.

6. Describe the office space (with approximate square footage) the member will occupy and the equipment and services that will be made available to allow them to carry out their work (computer, telephone, email address, etc).

   Approximately 10x7 cubical, telephone, computer, email address, and typical office supplies and printer. The City also owns a Nissan Leaf with a full artistic vehicle wrap with educational GHG and clean air message, available to the GreenCorp member for service-related activities.

7. Is your organization able to assist your member in securing local affordable housing? *(not required)* ☐ Yes ☒ No

8. Transportation requirements for member service activities: Host sites are not required to provide transportation for member service activities. Please keep in mind that some of our members may not have access to a personal vehicle, and some members may not be eligible to drive as a part of the program due to their driving record check. If you indicate that driving is required, you may limit the number of members eligible for your site.

   A. Is the member required to drive in order to access or complete service activities?
   ☒ Yes, and the host site can reimburse mileage (if use of a personal vehicle is necessary)
   ☐ Yes, and the host site cannot reimburse mileage
   ☐ No, public transit, ride shares, and/or bicycle are sufficient for any travel

   B. Will your organization make an organizational vehicle available to the member for service-related activities?
   ☒ Yes
   ☐ No

Outcomes

Review the overall program performance measures, as well as those associated with the position descriptions your organization is interested in. (See the *Host Site Application Guide*)

1. What are the estimated results of the member's service activities?

   Attainment of the specific goals of the Energy and Conservation plan.

2. Describe how the results identified above will contribute to the overall program outputs and outcomes, as well as the specific position description.

   Attainment of interim targets building toward organizations Energy, Conservation and Renewable promotion goals of the Comprehensive Plan.

3. What methods and tools will be used to measure project effectiveness?

   B3, Xcel Energy Data, Project specific conservation and energy modeling, video views, website hits, total in-person contact numbers and hours.

Sustainability

1. How does this project fit into your organization's long-term goals?

   This project is in departmental work plans, organization work plans, the conservation and sustainability fund plan, Partners in Energy action plan, and the Comprehensive Plan.

2. How do you see this work continuing after the MN GreenCorps members complete their service?

   Though the work of the Conservation and Sustainability fund employee, green team, and the implementation of work plans.

Current or past Host Sites only

1. Identify the program year you participated in, focus area, number of members hosted.

   N/A

2. Describe evidence of effectiveness of your current or past member projects, including environmental results, and how you might build on these results if awarded another member.

   N/A

3. Describe any improvements you plan to make in terms of project oversight, member supervision, implementation, and results.

   N/A

Note: For current or past sites, site performance, including timeliness of in-kind and member reporting, site visit reviews, and communication with MN GreenCorps program staff may be taken into consideration.

III. Board Resolution/letter(s) of support

If your organization is governed by a Board, please provide a Board resolution in support of this application, indicating your organization's commitment to host MN GreenCorps member, and willingness to enter an agreement with the MPCA should your site be selected (see example in the *2016-17 Minnesota GreenCorps Host Site Application Guide*). If the Board resolution cannot be provided by the application deadline, please provide an explanation below and the date when it will be submitted:

Will provide a link to official resolution with emailed application.

Note: A Board resolution ***must*** be obtained before an agreement is executed, if applicable.

Please also provide letters of support from other partner organizations or even internal departments that MN GreenCorps members may provide substantial service to.

RESOLUTION NO. 2016-34
A RESOLUTION OF SUPPORT FOR GREENCORP APPLICATION

WHEREAS, the City of Edina has applied to host an AmeriCorps member from the Minnesota GreenCorps, a program of the Minnesota Pollution Control Agency (MPCA), for the 2016-2017 program year; and

WHEREAS, if the MPCA selects the City of Edina, the organization is committed to implement the proposed project as described in the host site application, and in accordance with pre-scoped position description; and

WHEREAS, the MPCA requires that the City of Edina enter into a host site agreement with the MPCA that identifies the terms, conditions, roles and responsibilities;

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF EDINA, MINNESOTA, hereby agrees to enter into and sign a host site agreement with the MPCA to carry out the member activities specified therein and to comply with all of the terms, conditions, and matching provisions of the host site agreement and authorizes and directs the City Manager to sign the grant agreement on its behalf.

ADOPTED this 15th day of March, 2016

Attest:_____ _____
Debra A. Mangen, City Clerk James B. Hovland, Mayor

STATE OF MINNESOTA)
COUNTY OF HENNEPIN) SS
CITY OF EDINA)

CERTIFICATE OF CITY CLERK

I, the undersigned duly appointed and acting City Clerk for the City of Edina do hereby certify that the attached and foregoing Resolution was duly adopted by the Edina City Council at its Regular Meeting of March 15, 2016, and as recorded in the Minutes of said Regular Meeting.

WITNESS my hand and seal of said City this _____ day of _____, 20___.

_____
City Clerk

CITY OF EDINA

4801 West 50th Street
Edina, MN 55424
www.edinamn.gov

Date: March 15, 2016

Agenda Item #: IV.I.

To: Mayor and City Council

Item Type:
Request For Purchase

From: Brian E. Olson, Director of Public Works

Item Activity:
Action

Subject: Request for Purchase - Utility Excavator, Public Works - Utility

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ACTION REQUESTED:
Purchase of Volvo EC160EL hydraulic excavator.

INTRODUCTION:
This action would replace Vehicle Number 70-405 (a 1998 CAT backhoe that has an equipment replacement score of 35). Our new equipment replacement scoring methodology uses six performance and cost variables including age, usage, type of service, condition, repair costs, and reliability. Replacement qualification scores are, 23 for all sedans and light trucks and 28 for heavy duty vehicles and off road equipment whose gross weight rating (GVWR) exceeds 10,500. The higher the score, the higher the need to replace the vehicle. In other words, we will not replace a heavy duty vehicle that does not have a minimum score of 28. As mentioned, this piece of equipment has a score of 35.

A tracked excavator will expand staff's ability to perform work tasks due to its ability to spin 360', navigate terrain unreachable by wheeled equipment and enhanced digging ability (reach, depth and technical control).

Staff has demoed three brands of excavator. Operator consensus is that the Volvo best suits our needs in terms of cost, maneuverability and power. This cost represents a $23,000 trade value on the replaced vehicle. The quotes are below:

Volvo $168,720.00
John Deere $182,545.43
Catepillar $184,385.00

Total cost: $168,720.00. On State Contract No. and under budget.

ATTACHMENTS:

Scoring Methodology

Volvo Excavator Quote

Probably the most difficult issue facing a city fleet is deciding the best time to replace equipment. If you replace the fleet too soon, you lose useful life and deplete capital funds. Waiting too long puts a financial burden on the operations and maintenance budget.

.

When a vehicle is within two (2) years or 10,000 miles of replacement, it becomes eligible for replacement scoring. If the vehicle/equipment scores below the criteria number, it is evaluated on an annual basis until replaced.

***<u>Scoring Model</u>**

The scoring is totaled using scores on the following six performance and cost variables:

- **Age:** One point for each twelve months of service-life.

- **Usage:**
  Odometer-based vehicles=one point for each 10,000 miles
  Hour meter-based small equipment=one point for each 325 hours
  Hour meter-based large trucks/equipment=one point for each 750 hours

- **Type of Service:** 1 to 5 points based on severity of service, i.e., one (1) for an administrative care, five (5) for a triple-shifted police patrol car or sewer jetter.

- **Reliability:** Calculated as the ratio of the number of "normal" repair occurrences over the last twelve months (LTM) of service divided by the number of "normal" repair occurrences in the vehicle's second twelve months (STM) of life. For example, if the LTM is 6 and the STM is 2, the Reliability Score would be 3 (6/2). "Normal occurrences" exclude planned maintenance (PMs) and all "non-normal" repairs, i.e., accidents, flats, Acts of God, driver related, warranty, etc.

- **Condition:** The score is scaled from 1 to 5 based on an inspection of the body, underbody and structural members, rust, interior condition, a review of accident and repair history, any operational problems and anticipated major repairs within the next budget year. A score of 5 would be in very poor condition with high expectations for major future expenses.

- **Repair Costs:** 1 to 5 points are assigned based on total life-to-date (LTD) repair costs (excluding "non-normal" repairs) and the original purchase price of the vehicle. A 5 is scored for a vehicle whose LTD repair costs exceed the original purchase price. A score of 1 is given to a vehicle whose LTD repair costs are 20% or less of the original purchase price; a 2 for 40%, 3 for 60% and 4 for 80%.

Replacement qualification scores are, 23 for all sedans and light trucks and 28 for heavy duty vehicles and off road equipment whose gross weight rating (GVWR) exceeds 10,500

Nuss Truck & Equipment
12540 Dupont Avenue South
Burnsville, MN 55337
952-894-9595 / 800-552-1189
Fax 952-894-1619
www.nussgrp.com

City of Edina
Attn; Gunnar Kaasa
7450 Metro Boulevard
Edina, MN 55439

February 24, 2016

Dear Gunnar

Thank you for your interest in Volvo Construction equipment.
We at Nuss Truck & Equipment are pleased to provide the following quotation.

1.1 Volvo EC160EL hydraulic excavator

- Operating weight; 39,910 lbs
- Engine; Volvo D6J 146HP
- Tier 4 final
- Number of speeds 2
- Drawbar pull, lbs. 34,180
- Shoe width, 24in
- Ground pressure, PSI; 4.6 PSI
- Ground clearance; 1' 6"
- Overall width of excavator; 8'6"
- Main pumps total flow, 80GPM
- Swing speed, 12.5 RPM
- Boom length; 17' 1"
- Arm length; 8'6"
- Max dig depth; 19' 10"
- Reach at ground line, 28' 0"
- Dump height; 20'10"
- Does not include bucket
- Warranty; 1 year full machine

Price.....$128,495.00

2.0 operator environment options

2.1 air suspension seat.....included
2.2 air conditioning.....included
2.5 pilot control patter changer.....$935.00
2.7 AM/FM radio w/CD & MP3 player.....included

3.0 Excavator exterior and powertrain options

3.2 engine block heater.....$225.00
3.3 extra work lights.....$250.00
3.4 Rotating beacon.....$150.00
3.7 rear view camera.....included

4.0 undercarriage options

4.1 28" track pads.....$1,275.00

5.0 hydraulics options

5.1 hydraulic quick coupler.....$2,315.00 — "UNIVERSAL" QUICK COUPLER? YES
5.2 Quick coupler piping.....$875.00
5.3 hammer/shear 2 pump flow double acting.....$2,950.00
5.4 slope rotation aux. hydraulic w/piping.....$1,835.00
5.5 pre-setting for hyd pressure.....$1,275.00

6.0 boom and arm options

6.2 9'10" arm.....$495.00

7.0 bucket/couplers/ tool options

7.2 Sand bucket-1.25 yd.....$5,500.00

Options as per City of Edina specification

Rotobec clam bucket model RPA 3045B with RGP-902
Rotator installed on EC160E Volvo.....$38,200.00

14.0 delivery charges

Minimum charge.....$500.00

Total machine price with options.....$185,275.00
Less trade of Caterpillar 446B S/N 5BL1510.....($23,000.00)
Trade price.....$162,275.00

Add for dozer blade.....$6,445.00

If you have any questions please call me at 612.850.8722. $ 168,720.00

Sincerely

Dan McEwen
Regional Sales Manager
Nuss Truck & Equipment

CITY OF EDINA

4801 West 50th Street
Edina, MN 55424
www.edinamn.gov

Date: March 15, 2016

Agenda Item #: IV.J.

To: Mayor and City Council

Item Type:
Request For Purchase

From: Brian E. Olson, Director of Public Works

Item Activity:

Subject: Request for Purchase - Volvo L9OH Wheel Loader, Public Works - Streets

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ACTION REQUESTED:
Purchase of a Volvo L9OH Wheel Loader to replace 25-471, 2001 Case 721c loader

INTRODUCTION:

This is a replacement for vehicle 25-471, a 2001 Case 721c loader with 3978 hours miles on it.

Our new equipment replacement scoring methodology uses six performance and cost variables including age, usage, type of service, condition, repair costs, and reliability. Replacement qualification scores are, 23 for all sedans and light trucks and 28 for heavy duty vehicles and off road equipment whose gross weight rating (GVWR) exceeds 10,500. The higher the score, the higher the need to replace the vehicle. In other words, we will not replace a heavy duty vehicle that does not have a minimum score of 28. This piece of equipment has a score of 30.

This total price includes a $32,000 trade value for the replaced vehicle.

Nuss Truck and Equipment $176,409.00
State contract number 90750.

ATTACHMENTS:

Scoring methodology

Quote under State Contract

Probably the most difficult issue facing a city fleet is deciding the best time to replace equipment. If you replace the fleet too soon, you lose useful life and deplete capital funds. Waiting too long puts a financial burden on the operations and maintenance budget.

.

When a vehicle is within two (2) years or 10,000 miles of replacement, it becomes eligible for replacement scoring. If the vehicle/equipment scores below the criteria number, it is evaluated on an annual basis until replaced.

***<u>Scoring Model</u>**

The scoring is totaled using scores on the following six performance and cost variables:

- **Age:** One point for each twelve months of service-life.

- **Usage:**
  Odometer-based vehicles=one point for each 10,000 miles
  Hour meter-based small equipment=one point for each 325 hours
  Hour meter-based large trucks/equipment=one point for each 750 hours

- **Type of Service:** 1 to 5 points based on severity of service, i.e., one (1) for an administrative care, five (5) for a triple-shifted police patrol car or sewer jetter.

- **Reliability:** Calculated as the ratio of the number of "normal" repair occurrences over the last twelve months (LTM) of service divided by the number of "normal" repair occurrences in the vehicle's second twelve months (STM) of life. For example, if the LTM is 6 and the STM is 2, the Reliability Score would be 3 (6/2). "Normal occurrences" exclude planned maintenance (PMs) and all "non-normal" repairs, i.e., accidents, flats, Acts of God, driver related, warranty, etc.

- **Condition:** The score is scaled from 1 to 5 based on an inspection of the body, underbody and structural members, rust, interior condition, a review of accident and repair history, any operational problems and anticipated major repairs within the next budget year. A score of 5 would be in very poor condition with high expectations for major future expenses.

- **Repair Costs:** 1 to 5 points are assigned based on total life-to-date (LTD) repair costs (excluding "non-normal" repairs) and the original purchase price of the vehicle. A 5 is scored for a vehicle whose LTD repair costs exceed the original purchase price. A score of 1 is given to a vehicle whose LTD repair costs are 20% or less of the original purchase price; a 2 for 40%, 3 for 60% and 4 for 80%.

Replacement qualification scores are, 23 for all sedans and light trucks and 28 for heavy duty vehicles and off road equipment whose gross weight rating (GVWR) exceeds 10,500

City of Edina
Attn; Gunnar Kaasa
7450 Metro Boulevard
Edina, MN 55439

December 3, 2015

Dear Gunnar

Thank you for your continued interest in Volvo loaders. This machine is priced from state contract number 90750.

1.1 Volvo L90H articulated wheel loader

- Engine; Volvo model D6J, 184 HP diesel, tier 4 final
- Rear sunscreen
- Rear vision camera
- Heated mirrors
- Engine block heater
- Reversible cooling fan
- Care Track, monitoring system, with 3 year subscription
- Ecology axle drain
- Operating weight; 33,670 lbs
- Break out force; (SAE) 30,960 lbs.
- Hinge pin height; 13'4"
- Articulation angle =or-40 degrees
- Transmission type; automatic power shift, with automatic function
- Differential type; 100% locking front, conventional rear
- Battery; 690 CCA
- Load sensing hydraulics
- Lifetime frame warranty

Price of base machine.....$141,274.00

2.0 operator station

2.1 air conditioning.....$3,200.00
2.2 air suspension seat.....std
2.3 AM/FM radio with blue tooth/ USB/AUX..... $485.00
2.4 left hand arm rest.....$125.00
2.5 boom suspension.....$3,300.00

3.0 engine/power train

3.2 Limited slip differential.....$2,475.00

4.0 electric related equipment

4.1 rotating beacon collapsible $295.00
4.2 extra work lights-front (2).....$315.00
4.3 extra work lights rear (2).....$300.00
4.6 heavy duty high capacity alternator .....standard
4.7 converter 24-12 volt (20amp).....$555.00

5.0 tires and rims

* Michelins tires, 20.5R25 XSNO+L2 snow.....$2,200.00

6.0 hydraulics

6.5 third and fourth hydraulic function.....$2,910.00
6.6 American coupler quick attach.....$6,225.00
6.7 single lever control including third hyd. Function.....$2,995.00

7.0 bucket/attachments

7.8 3.5 yd. American Coupler bucket with edge.....$9,900.00

8.0 other loader option

8.1 Falls snow wing Model LDL (10') wing.....$13,975.00
8.2 Falls 2 SGL joystick control.....$6,475.00
8.3 Falls plow front mounted reversible model PR12 (12').....$9,685.00
8.4 full fenders.....$795.00
8.5 mud flaps, for full fenders.....$475.00

10.0 delivery

10.0 delivery to the city of Edina.....$450.00

One set of service, operators and parts manuals.....included

* as per City of Edina specifications

Total machine and options.....$208,409.00
Less trade of Case 721C S/N JEE0125692.....($32,000.00)
Trade price.....$176,409.00

If you have any questions on this quotation please call me at 612.850.8722.

Sincerely

Dan McEwen
Nuss Truck and Equipment

CITY OF EDINA

4801 West 50th Street
Edina, MN 55424
www.edinamn.gov

Date: March 15, 2016

Agenda Item #: IV.K.

To: Mayor and City Council

Item Type:
Request For Purchase

From: Gunnar Kaasa, Equipment Operations Supervisor

Item Activity:
Action

Subject: Request for Purchase - 2016 TORO 3500 Lawn Mower, Public Works - Park Maintenance

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ACTION REQUESTED:
This is for the replacement of vehicle 47-648, a 2005 Toro Ground master mower that is in use at Courtney Fields.

INTRODUCTION:
Our equipment replacement scoring methodology uses six performance and cost variables including age, usage, type of service, condition, repair costs, and reliability. Replacement qualification scores are, 23 for all sedans and light trucks and 28 for heavy duty vehicles and off road equipment whose gross weight rating (GVWR) exceeds 10,500. The higher the score, the higher the need to replace the vehicle. In other words, we will not replace a light duty vehicle that does not have a minimum score of 23. This piece of equipment is considered a light duty vehicle and has a score of 27.

This mower is in use at Courtney Fields, which is known to be some of the best baseball fields in the State of Minnesota. Our recommendation is to replace this mower to avoid a breakdown of this vital piece of equipment.

The replaced mower will be sold to highest bidder at auction. The trade in value will be sent back to the equipment replacement fund when it is sold.
MTI Distributing, $30,753.71
National IPA pricing, Edina IPA member number 2290351

ATTACHMENTS:

mower quote

MTI Distributing
Equipment Proposal
December 9, 2015
City of Edina IPA Member #2290351

Gunnar Kaasa
City of Edina Parks Department
7450 Metro Blvd.
Edina, MN 55436

Expiration Date 1/8/2016

NATIONAL IPA PRICING

Qty	Model Number	Description	Price	Price Extension
1	30807	Groundsmaster 3500-D (25hp Diesel Powered)	$30,753.71	$30,753.71

TOTALS	
Equipment Total	$30,753.71
Toro Protection Plus	$0.00
Trade Ins	$0.00
Estimated Sales/Use Tax	$0.00
Total	**$30,753.71**

Quote is valid for 30 days
New Toro commercial equipment comes with a two-year manufacturer warranty
Equipment delivery at no additional charge

Thank you for the opportunity to submit this quote. If you have any questions, please do not hesitate in contacting us.

Larry Gorman, SCPS
Outside Sales Representative
612-877-0830

Karen Wangensteen
Inside Sales Representative
763-592-5643

MTI Distributing, Inc. • 4830 Azelia Avenue N. #100 • Brooklyn Center, MN 55429

CITY OF EDINA

4801 West 50th Street
Edina, MN 55424
www.edinamn.gov

Date: March 15, 2016

Agenda Item #: IV.L.

To: Mayor and City Council

Item Type:
Report / Recommendation

From: Mark K. Nolan, AICP, Transportation Planner

Item Activity:
Action

Subject: Traffic Safety Report of February 3, 2016

ACTION REQUESTED:
Review and approve the Traffic Safety Report of February 3, 2016.

INTRODUCTION:
The Edina Transportation Commission (ETC) reviewed the February 3, 2016 Traffic Safety Report at their February 18 meeting and moved to forward the report to the City Council for approval; see attached draft minutes.

ATTACHMENTS:

Traffic Safety Report of February 3, 2016

Draft ETC Minutes for Feb 18, 2016

STAFF REPORT

Date: March 17, 2016

To: Mayor and City Council

From: Joe Totten, Traffic Safety Coordinator

Subject: Traffic Safety Report of February 03, 2016

Information / Background:
The Traffic Safety Committee (TSC) review of traffic safety matters occurred on February 03. The City Engineer, Assistant City Planner, Traffic Safety Coordinator, Sign Coordinator, Transportation Planner and Police Lieutenant were in attendance for this meeting.

For these reviews, the recommendations below are provided. On each of the items, persons involved have been contacted and the staff recommendation has been discussed with them. They were informed that if they disagree with the recommendation or have additional facts to present, these comments can be included on the February 18 Edina Transportation Commission and the March 15 City Council meeting agendas.

Section A : Items on which the Traffic Safety Committee recommends action

A1. Request for treatment(s) to increase westbound compliance with all-way stop control at 42nd Street and Alden Drive, with a preference for stop bars



Map : 42nd Street and Alden Drive

This request comes from neighbors in the Morningside neighborhood, and was relayed to staff via an Edina Transportation Commissioner. The request notes that vehicles on 42nd Street do not stop for the stop signs at Alden Drive often, and this creates a dangerous situation. The T-intersection is an all way stop, with 42nd Street being identified as a local connector in the comprehensive plan, and Alden Drive is identified as a local street. A video analysis, from 5:00 AM-10:00 PM, of westbound vehicle traffic identified 123 drivers as not reaching a full stop, 4 drivers ran the stop sign at what was clearly a very high and dangerous rate of speed; these numbers are out of 770 westbound drivers who passed the intersection in the timeframe studied. No reported crashes have occurred in the past ten years at this location.



Photo : 42nd Street at Alden Avenue, the approach studied is on the far side of the intersection

After review, staff recommends using this intersection to study the effect of using red posts with stop signs to give the sign greater weight. Video will be collected of the intersection to best observe westbound traffic; before and after the stop sign's post has a red reflective strip added to it. This study will be completed within the year, and this item will be reconsidered at that time. The recommendation to not install a stop bar at this location is due to a lack of research on their effectiveness, while the red reflective strips can be installed immediately, and are easier to remove if found ineffective, and have been installed in other locations around the city.

Section B : Items on which the Traffic Safety Committee recommends no action

B1. Request for mitigating difficult left turns from Our Lady of Grace parking access onto westbound Eden Avenue



Map : Eden Avenue at Our Lady of Grace parking entrance



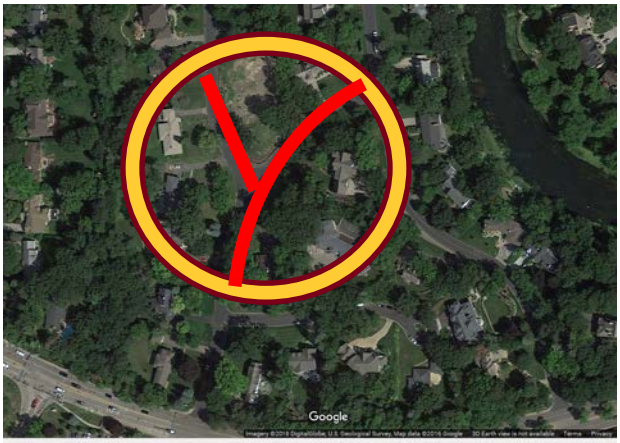
Photo : Screenshot from video analysis, looking south from Eden Avenue, towards Our Lady of Grace parking entrance

This request comes from a parent who drops their child off at Our Lady of Grace school daily; the requestor states that turning left out of the parking lot onto Eden Avenue is difficult during school drop-off, and turning right, then using Arcadia and Gus Young to avoid this issue is troublesome because of the backups from the Grandview area Starbucks Drive-Thru. To avoid bus and pedestrian conflicts, Our Lady of Grace only allows for utilization of the school's northern access for parent drop-off. Buses are shared between Our Lady of Grace and Normandale Elementary; this consideration prevents use of other entrances being utilized for the school's drop-off. A video study was performed, both determining the vehicle gaps on Eden Avenue of sufficient size for left turns out of the parking lot, as well as a delay study for left turning vehicles. The delay study only concerned left turning vehicles as it was seen that the queue for left turns rarely, if ever interferes with right turns out of the driveway. The video study found that most left hand turns occurred during school drop-off from 7:45-8:30 AM. The gap analysis study determined that the least number of gaps occurred between 8:15-8:30 AM. During this time there were 18 gaps that allowed left hand turns. In the delay study from 7:45-8:30 AM the average delay was about 19 seconds. The maximum delay was found to be 22 seconds and occurred between 8:15-8:30 AM.

After review, staff does not recommend immediate treatments of the issues presented by the requestor, due to sufficient gaps and a delay which would be considered a Level Of Service of C by the Highway Capacity Manual. The number of gaps also did not present itself as an issue, with several gaps of proper length for left turns (by the American Association of State Highway and Transportation Officials "Green Book"). Further, as the Grandview District

Transportation Study is completed, and the Former Public Works site is redeveloped, strategies and recommendations will be presented, regarding traffic in the area.

B2. Request for stop control at the intersection of Ridge Place and Dale Drive to increase safety at an intersection with inadequate sight distance



Map : Ridge Place and Dale Drive, approximate centerlines are shown in red for greater clarity



Photo : Berm on the Northern corner of the intersection

This request comes from the Sunnyslope neighborhood, where a resident is concerned about sight distances at the intersection of Dale Drive and Ridge Place. The requestor noted how neighbors do not drive on the sides of the streets, but down the middle, and is concerned for neighborhood children who are biking in the streets. This is a three-leg intersection, and the main concern from the requestor is that southbound traffic on Ridge Place cannot see westbound traffic on Dale Drive and vice-versa, as they approach the uncontrolled intersection. Both of these streets have counts from 2014 studies in the neighborhood, Both streets have 85th-percentile speeds which are around 20 mph, Ridge Place has a volume of 273 ADT and Dale Drive's east of this intersection has a volume of 121 ADT. This would indicate that should a sightline issue be investigated, required sight distances from AASHTO should be considered at speeds of 20, 25, and 30 mph. The low volumes indicate that although no crashes are seen in this location, the likelihood of these two approaches having an approaching vehicle in the same few seconds, is so unlikely that even if a safety issue does exist it is unlikely to have presented itself through a crash history. No crashes have been reported in this location in the last five years. Sight distances were investigated, with different design speeds for 20, 25 and 30 mph design speeds, as indicated above. The tables below show if an approach has a given 85th-percentile or design speed, if it would have sufficient sight distance with the possible 85th-percentile or design speeds of the opposing approach.

		Dale Drive		
Ridge Place	Uncontrolled Intersection	20 mph design speed, 90 feet	25 mph design speed, 115 feet	30 mph design speed, 140 feet
	20 mph design speed, 90 feet	Yes	Yes	No
	25 mph design speed, 115 feet	Yes	Yes	No
	30 mph design speed, 140 feet	No	No	No

Left Turn from Stop	Dale Drive, 20 mph design speed, 220 feet	Dale Drive, 25 mph design speed, 280 feet	Dale Drive, 30 mph design speed, 335 feet
Ridge Place, 18 feet from intersection	Yes	Yes	No

The southwest leg of Dale Drive was seen to have adequate sight distance for all movements, as did right turns. A peak-hour radar study found an 85th-percentile speed of 27 mph on Dale Drive as it enters the neighborhood. Five of the 74 drivers surveyed entered the intersection while traveling more than 25 mph, and all of these drivers were entering the neighborhood on Dale Drive, on the leg determined to have adequate sight distance under all conditions.

After review, staff has recommended this request for no action. This is because sight distance measurements are taken at approximately 3.5-feet of height. This is a residential neighborhood, and the low speeds found with most drivers were seen as an indication that almost all drivers in this neighborhood are maintaining a speed which would be reasonable under these conditions. Additionally, installing a stop sign would not solve all sight distance issues.

B3. Request for stop control at the intersection of Ridge Place and Woodhill Way

This request was previously considered in 2014, the requestor in this case wishes for stop signs to increase intersection safety specifically for children riding bicycles in the street, based highly on sight distance concerns. Sightlines were seen to be sufficient in 2014, and Ridge Place was seen as the major street, with an ADT of 273 vehicles and an 85th Percentile speed of 20.0 mph. No further sight line issues were observed due to the change in seasons. Further, other area residents voiced strong opposition to controlling the intersection during site visits in 2014, due to increased noise, speeds away from the stop sign, aesthetics, and non-compliance with stop signs in residential neighborhoods. No crashes have been reported in this location in the past ten years.



Map : Woodhill Way and Ridge Place

After review, staff continued their recommendation from 2014 of no action. The area was shown to have sufficient sight distances in the summer of 2014, and the investigation during the winter of 2016 did not find any issues with sight distance either. Existing low speeds were also considered during the decision on this request.

Section D : Other items handled by traffic safety

D1. A resident called in to request a street name blade for wayfinding. Summit Avenue, the street name requested, is a private road. This sign was placed, with the signage placed for Vernon Lane (2014) used as precedent for giving street name signs to private roads where they intersect public roads.

D2. A requestor asked that the Grandview Starbucks not be allowed to use Arcadia Avenue as a queuing space for the drive-thru, as this was blocking traffic and causing safety issues when the requestor's spouse and mother-in-law are dropped off at various Grandview area locations. This item has been addressed in previous traffic safety reports (2004, 2012, 2013, 2014, and 2015).

D3. A driver was very concerned with the possible design of speed bumps and if Edina would be able to inspect and alter speed bumps in a condo development's parking lot, as the driver's small SUV was bottoming out on the bumps. Because this was on private property, typical designs of speed bumps were

provided, but no investigation was handled. The requestor was advised to report the issue to the homeowners association.

D4. A requestor notes that traffic on Vernon Avenue is driving above the speed limit during mid-afternoon and into the evening. This request was forwarded to the police department, and a separate radar study was taken from 3:00-4:30. This data was forwarded to the police department and Hennepin County.

D5. A requestor on 49th Street noted high vehicle speeds on that street. This request and existing traffic data on the street were forwarded to the police department for directed enforcement.

D6. A requestor noted that construction vehicles for 6500 France Avenue were staged too close to an existing building's driveway. After discussing parking laws, the requestor wished for investigation to determine if the staging was illegal. In a site visit, the staging was legal, and no conflict was observed.

D7. A requestor asked for instructions on how to reach the new Lund's and Byerly's store, as the new median on Hazelton Road prevents a left turn directly into the parking lot. A site visit determined that the signs which the requestor believed banned the movement around the roundabout to the south instead were instructing drivers on how to enter the grocer's parking lot. These instructions were relayed to the requestor.

D8. A requestor noted a dangerous situation which has happened when the requestor stopped while blocking a roundabout on 70th Street, as other drivers passed the requestor slowly and cautiously on the truck apron. How to drive in a roundabout was discussed, as the requestor acknowledged he did not know the rules in these types of intersections. And the dangerous situation he described was walked through to ensure that the requestor knew how to prevent a repeat of the situation.

D9. A requestor asked for vehicle and non-motorized counts on Cornelia Drive, between 70th Street and 66th Street. These were provided.

Appendix A:

Stop Sign Warrants

When it is determined that a full stop is always required on an approach to an intersection a STOP (R1-1) sign shall be used.

At intersections where a full stop is not necessary at all times, consideration should first be given to using less restrictive measures such as YIELD signs.
The use of STOP signs on the minor-street approaches should be considered if engineering judgment indicates that a stop is always required because of one or more of the following conditions:

A. The vehicular traffic volumes on the through street or highway exceed 6,000 vehicles per day;
B. A restricted view exists that requires road users to stop in order to adequately observe conflicting traffic on the through street or highway.
C. Crash records indicate that three or more crashes that are susceptible to correction with the installation of a STOP sign have been reported within a 12-month period, or that five or more such crashes have been reported within a 2-year period. Such crashes include right-angle collisions involving road users from the minor street failing to yield the right-of-way to traffic on the through street or highway.

Additional warrants which do not specify the type of control are as follows;

A. An intersection of a less important road with a main road where application of the normal right-of way rule would not be expected to provide reasonable compliance with the law;
B. A street entering a designated through highway or street; and/or
C. An un-signalized intersection in a signalized area.

In addition, the use of YIELD or STOP signs should be considered at the intersection of two minor streets or local roads where the intersection has more than three approaches and where one or more of the following conditions exist:

A. The combined vehicular, bicycle, and pedestrian volume entering the intersection from all approaches averages more the 2,000 units per day;
B. The ability to see conflicting traffic on an approach is not sufficient to allow a road user to stop or yield in compliance with the normal right-of-way rule if such stopping or yielding is necessary; and/or
C. Crash records indicate that five or more crashes that involve the failure to yield the right-of-way rule have been reported within a 3-year period, or that three or more such crashes have been reported within a 2-year period.

Additional warrants from the city of Edina list that:

1. If an intersection experiences five (5) or more right angle accidents in a three (3) year period, stop signs should be considered.
2. If the presence of a sight obstruction is contributing to accidents at an intersection, removal of the sight obstruction should be sought before considering a stop sign.
3. If the 85th percentile speed on any leg of an intersection is more than five (5) MPH over the posted speed limit, a stop sign should be considered for the intersecting street.
4. If traffic volumes exceed 1,000 vehicles per day on each of the intersecting streets, stop signs should be considered.
5. Residential stop signs shall not be installed in an attempt to control speed.
6. Residential stop signs shall not be installed in an attempt to control volume.

Draft Minutes☒
Approved Minutes☐
Approved Date:

Minutes
City of Edina, Minnesota
Transportation Commission
Council Chambers
February 18, 6:00 p.m.

I. Call To Order
Chair Bass called the meeting to order.

II. Roll Call
Answering roll call were members Bass, Boettge, Iyer, LaForce, Loeffelholz, Janovy, Nelson, and Olson. Absent at roll call were members Ding, Ruehl and Spanhake.

III. Approval Of Meeting Agenda
Motion was made by member Janovy and seconded by member Iyer approving the meeting agenda. All voted aye. Motion carried.

IV. Approval Of Meeting Minutes
Motion was made by member Nelson and seconded by member Boettge approving the edited Jan. 21, 2016 minutes. All voted aye. Motion carried.

A. Traffic Safety Report of Feb. 3, 2016
D.2. When does queuing in the street become an issue for the Planning Commission for enforcement? Or, is this a police issue? Commissioners recall having a conversation with the police and they did not believe enforcement was necessary. Planner Nolan said staff talked with Starbucks management and they were not willing to look at making changes. Member Janovy suggested creating an avenue for referring issues like these to the Planning Commission.

Motion was made by chair Bass and seconded by member LaForce to forward the Feb. 3, 2016, Traffic Safety Report to City Council. All voted aye. Motion carried.

DRAFT

CITY OF EDINA

4801 West 50th Street
Edina, MN 55424
www.edinamn.gov

Date: March 15, 2016

Agenda Item #: IV.M.

To: Mayor and City Council

Item Type:
Report / Recommendation

From: Bill Neuendorf, Economic Development Manager

Item Activity:
Action

Subject: Resolution 2016-37 Approving Hennepin County Funds for 3330 West 66th Street

---

ACTION REQUESTED:
Approve Resolution.

INTRODUCTION:
The Hennepin County Housing and Redevelopment Authority has awarded $500,000 to support the construction of affordably-priced housing at 3330 West 66th Street in Edina. The project consists of 39 units of housing for teenagers and young adults who were formerly homeless.

City consent is requested prior to the final loan commitments.

ATTACHMENTS:

Res 2016-37 HC HRA for 66 West

RESOLUTION NO. 2016-37

APPROVING USE OF HENNEPIN COUNTY HOUSING AND REDEVELOPMENT AUTHORITY FUNDS FOR 3330 WEST 66TH STREET

BE IT RESOLVED by the City Council of the City of Edina, Minnesota, as follows:

Whereas, Beacon Interfaith Housing Collaborative (the "Developer") intends to construct the 66 West Apartments located at 3330 West 66th Street, Edina, Minnesota consisting of 39 efficiency apartment units targeted as affordably-priced housing for teenagers and young adults who were formerly homeless; and

Whereas, the Developer has acquired the site, secured final site plan approvals and commitments to fully fund the project; and

Whereas, the development of new affordable housing frequently involves financial support from a number of different sources; and

Whereas, the Hennepin County Housing and Redevelopment Authority (HCHRA) in Resolution No. 15-HCHRA-0012 has approved the use of a $200,000 Affordable Housing Incentive Fund (AHIF) loan and in Resolution No. 14-HCHRA-0018 has also approved the use of a $300,000 Transit Oriented Development (TOD) loan for the 66 West Apartment project contingent upon the City of Edina's consent to the HCHRA's participation in the project; and

Whereas, the 66 West Apartment project will increase the supply of affordable housing in the City of Edina by providing 39 new units of housing; and

Whereas, the AHIF and TOD loans from the HCHRA are necessary to complete the financing required for the 66 West Apartment project to go forward.

Now, Therefore, Be It Resolved, that the participation of the Hennepin County Housing and Redevelopment Authority in the 66 West Apartment project is hereby approved.

Adopted by the Edina City Council this 15th day of March, 2016.

Attest: _____ _____

Debra A. Mangen, City Clerk James B. Hovland, Mayor

STATE OF MINNESOTA)
COUNTY OF HENNEPIN) SS
CITY OF EDINA) CERTIFICATE OF CITY CLERK

I, the undersigned duly appointed and acting City Clerk for the City of Edina do hereby certify that the attached and foregoing City Council Minutes is a true and correct copy of the Resolution duly adopted by the Edina City Council at its regular meeting of March 15, 2016, and as recorded in the Minutes of said regular meeting.

WITNESS, my hand and seal of said City this _____ day of_____, 2016.

_____
Debra A. Mangen, City Clerk

CITY OF EDINA

4801 West 50th Street
Edina, MN 55424
www.edinamn.gov

Date: March 15, 2016

Agenda Item #: IV.N.

To: Mayor and City Council

Item Type:
Report / Recommendation

From: Kay McAloney, Director of Human Resources

Item Activity:
Action

Subject: 2016-2017 Union Contract for Teamsters Local 320 - Police Officers

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ACTION REQUESTED:
Motion approving the 2016-2017 Union Contract for Teamsters Local 320 - Police Officers.

INTRODUCTION:
The Teamsters Local 320 have voted to accept the proposed contract.

ATTACHMENTS:

Staff Report Local 320 Contract

2016-2017 Local 320 Police Bold and Strike Out Contract

STAFF REPORT

Date: March 15, 2016

To: MAYOR AND COUNCIL

From: Kay E. McAloney, Human Resources Director

Subject: Approval of Union Contract for Teamsters Local 320 – Police Officers

Information / Background:

The tentative agreement for this bargaining unit includes the following substantive changes from the previous contract:

- A two-year agreement (2016 – 2017)
- A 2.5% increase effective 1-1-2016, a 3.0% increase 1-1-2017.
- Language changes to clarify existing practices.

Attachment:

- Bold and Strike Out Proposed 2016-2017 Labor Agreement between City of Edina and Local 320 – Police Officers

Action Requested:

Staff recommends approval of 2016-2017 Union Contract for Teamsters Local 320: Police Officers

LABOR AGREEMENT

between

CITY OF EDINA

and

MINNESOTA TEAMSTERS PUBLIC AND

LAW ENFORCEMENT EMPLOYEES UNION,

LOCAL NO. 320

Representing: Police Officers

January 1, 2014~~5~~6 to December 31, 2015~~4~~7

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ARTICLE I. PURPOSE OF AGREEMENT

This Agreement is entered into as of January 1, ~~2014~~ 2016 between the City of Edina, hereinafter called the Employer, and the Minnesota Teamsters Public and Law Enforcement Employees' Union, Local No. 320, hereinafter called the Union.

It is the intent and purpose of this Agreement to:

1.1 Establish procedures for the resolution of disputes concerning this Agreement's interpretation and/or application; and

1.2 Place in written form the parties' agreement upon terms and conditions of employment for the duration of this agreement.

ARTICLE II. RECOGNITION

2.1 The Employer recognizes the Union as the exclusive representative, under Minnesota Statutes, Section 179A.03 Subdivision 14, for all police personnel in the following job classifications:

Patrol Officer
Detective

2.2 In the event the Employer and the Union are unable to agree as to the inclusion or exclusion of a new or modified job class, the issue shall be submitted to the Bureau of Mediation Services for determination.

ARTICLE III. DEFINITIONS

3.1 UNION: The Minnesota Teamsters Public and Law Enforcement Employees' Union, Local No. 320.

3.2 UNION MEMBER: A member of the Minnesota Teamsters Public and Law Enforcement Employees' Union, Local No. 320.

3.3 EMPLOYEE: A member of the exclusively recognized bargaining unit.

3.4 DEPARTMENT: The Edina Police Department

3.5 EMPLOYER: The City of Edina

3.6 CHIEF: The Chief of the Edina Police Department

3.7 DETECTIVE: An employee specifically assigned by the Employer to the job classification and/or job position of Detective.

3.8 OVERTIME: Work performed at the express authorization of the Employer in excess of the employee's scheduled shift.

3.9 SCHEDULED SHIFT: A consecutive work period including rest breaks and a lunch break.

3.10 REST BREAKS: Periods during the Scheduled Shift during which the employee remains on continual duty and is responsible for assigned duties.

3.11 LUNCH BREAK: A period during the Scheduled Shift during which the employee remains on continual duty and is responsible for assigned duties.

3.12 STRIKE: Concerted action in failing to report to duty, the willful absence from one's position, the stoppage of work, slow-down, or abstinence in whole or in part from the full, faithful and proper performance of the duties of employment for the purposes of inducing, influencing or coercing a change in the conditions or compensation or the rights, privileges or obligations of employment.

ARTICLE IV. EMPLOYER SECURITY

The Union agrees that during the life of this Agreement that the Union will not cause, encourage, participate in or support any strike, slow-down, or other interruption of or interference with the normal function of the Employer.

ARTICLE V. EMPLOYER AUTHORITY

5.1 The Employer retains full and unrestricted right to operate and manage all ~~manpower~~ staffing, facilities, and equipment; to establish functions and programs, to set and amend budgets; to determine the utilization of technology; to establish and modify the organizational structure; to select, direct, and determine the number of personnel; to establish work schedules, and to perform any inherent managerial function not specifically limited by this Agreement.

5.2 Any term and condition of employment not specifically established or modified by this Agreement shall remain solely within the discretion of the Employer to modify, establish or eliminate.

ARTICLE VI. UNION SECURITY

6.1 The Employer shall deduct from the wages of employees who authorize such a deduction in writing an amount necessary to cover monthly Union dues. Such monies shall be remitted as directed by the Union.

6.2 The Union may designate employees from the bargaining unit to act as a steward and an alternate and shall inform the Employer in writing of such choice and changes in the position of steward and/or alternate.

6.3 The Employer shall make space available on the employee bulletin board for posting Union notice(s) and announcement(s).

6.4 The Union agrees to indemnify and hold the Employer harmless against any and all claims, suits, orders, or judgment brought or issued against the Employer as a result of any action taken or not taken by the Employer under the provision of this article.

ARTICLE VII. EMPLOYEE RIGHTS - GRIEVANCE PROCEDURE

7.1 DEFINITION OF GRIEVANCE

A grievance is defined as a dispute or disagreement as to the interpretation or application of the specific terms and conditions of this Agreement.

7.2 UNION REPRESENTATIVE

The Employer will recognize Representatives designated by the Union as the grievance representatives of the bargaining unit having the duties and responsibilities established by this Article. The Union shall notify the Employer in writing of the names of such Union Representatives and their successors when so designated as provided by 6.2 of this Agreement.

7.3 PROCESS OF A GRIEVANCE

It is recognized and accepted by the Union and the Employer that the processing of grievances as hereinafter provided is limited by the job duties and responsibilities of the Employees and shall therefore be accomplished during normal working hours only when consistent with such Employee duties and responsibilities. The aggrieved Employee and a Union Representative shall be allowed a reasonable amount of time without loss in pay when a grievance is investigated and presented to the Employer during normal working hours provided that the Employee and the Union Representative have notified and received the approval of the designated supervisor who has determined that such absence is reasonable and would not be detrimental to the work programs of the Employer.

7.4 PROCEDURE

Grievances, as defined by Section 7.1, shall be resolved in conformance with the following procedure:

Step 1. An Employee claiming a violation concerning the interpretation or application of this Agreement shall, within twenty-one (21) calendar days after alleged violation has occurred, present such grievance to the Employee's supervisor as designated by the Employer. The Employer-designated representative will discuss and give an answer to such Step 1 grievance within ten (10) calendar days after receipt. A grievance not resolved in Step 1 and appealed to Step 2 shall be placed in writing setting forth the nature of the grievance, the facts on which it is based, the provision or provisions of the Agreement allegedly violated, the remedy requested, and shall be appealed in writing to Step 2 within

ten (10) calendar days after the Employer-designated representative's final answer in Step 1. Any grievance not appealed to Step 2 by the Union within ten (10) calendar days shall be considered waived.

Step 2. If appealed, the written grievance shall be presented by the Union and discussed with the Employer-designated Step 2 representative. The Employer-designated representative shall give the Union the Employer's Step 2 answer in writing within ten (10) calendar days after receipt of such Step 2 grievance. A grievance not resolved in Step 2 may be appealed to Step 3 within ten (10) calendar days following the Employer-designated representative's final Step 2 answer. Any grievance not appealed in writing to Step 3 by the Union within ten (10) calendar days shall be considered waived.

Step 3. If appealed, the written grievance shall be presented by the Union and discussed with the Employer-designated Step 3 representative. The Employer-designated representative shall give the Union the Employer's answer in writing within ten (10) calendar days after receipt of such Step 3 grievance. A grievance not resolved in Step 3 may be appealed to Step 4 within ten (10) calendar days following the Employer-designated representative's final answer in Step 3. Any grievance not appealed in writing to Step 4 by the Union within ten (10) calendar days shall be considered waived.

Step 3-A. If the grievance is not resolved at Step 3 of the grievance procedure, the parties, by mutual agreement, may submit the matter to mediation with the Bureau of Mediation Services. Submitting the grievance to mediation preserves timelines for Step 3 of the grievance procedure.

Step 4. A grievance unresolved in Step 3 and appealed to Step 4 by the Union shall be submitted to arbitration subject to the provisions of the Public Employment Labor Relations Act of 1971. The selection of an arbitrator shall be made in accordance with the "Rules Governing the Arbitration of Grievances" as established by the Public Employment Relations Board.

7.5 ARBITRATOR'S AUTHORITY

A. The arbitrator shall have no right to amend, nullify, ignore, add to, or subtract from the terms and conditions of this Agreement. The arbitrator shall consider and decide only the specific issue(s) submitted in writing by the Employer and the Union, and shall have no authority to make a decision on any other issue not so submitted.

B. The arbitrator shall be without the power to make decisions contrary to, or inconsistent with, or modifying or varying in any way the application of laws, rules, or regulations having the force and effect of law. The arbitrator's decision shall be submitted in writing within thirty (30) days following close of the hearing or the submission of briefs by the parties, whichever be later, unless the parties agree to an extension. The decision shall be binding on both the Employer and the Union and shall be based solely on the

arbitrator's interpretation or application of the express terms of this Agreement and to the facts of the grievance presented.

C. The fees and expenses for the arbitrator's services and proceedings shall be borne equally by the Employer and the Union provided that each party shall be responsible for compensating its own representative and witnesses. If either party desires a verbatim record of the proceedings, it may cause such a record to be made, providing it pays for the record. If both parties desire a verbatim record of the proceedings, the cost shall be shared equally.

7.6 WAIVER

If a grievance is not presented within the time limits set forth above, it shall be considered "waived". If a grievance is not appealed to the next step within the specified time limit or any agreed extension thereof, it shall be considered settled on the basis of the Employer'1/s last answer. If the Employer does not answer a grievance or an appeal thereof within the specified time limits, the Union may elect to treat the grievance as denied at that step and immediately appeal he grievance to the next step. The time limit in each step may be extended by mutual written agreement of the Employer and the Union in each step.

7.7 CHOICE OF REMEDY

If, as a result of the written Employer response in Step 3, the grievance remains unresolved, and if the grievance involves the suspension, demotion, or discharge of an employee who has completed the required probationary period, the grievance may be appealed either to Step 4 of Article VII or a procedure such as: Civil Service, Veteran's Preference, or Fair Employment. If appealed to any procedure other than Step 4 of Article VII, the grievance is not subject to the arbitration procedure as provided in Step 4 Article VII. The aggrieved employee shall indicate in writing which procedure is to be utilized -- Step 4 of Article VII or another appeal procedure -- and shall sign a statement of the effect that the choice of any other hearing precludes the aggrieved employee from making a subsequent appeal through Step 4 of Article VII.

ARTICLE VIII. SAVINGS CLAUSE

This Agreement is subject to the laws of the United States, the State of Minnesota and the City of Edina. In the event any provision of this Agreement shall be held to be contrary to law by a court of competent jurisdiction from whose final judgment or decree no appeal has been taken within the time provided, such provision shall be voided. All other provisions of this Agreement shall continue in full force and effect. The voided provisions may be renegotiated at the written request of either party.

ARTICLE IX. SENIORITY

9.1 Seniority shall be determined by the employee's length of continuous employment with the Police Department and posted in an appropriate location. Seniority rosters may be maintained by the Chief on the basis of time in grade and time within specific classifications.

9.2 During the probationary period a newly hired or rehired employee may be discharged at the sole discretion of the Employer. During the probationary period a promoted or reassigned employee may be replaced in his previous position at the sole discretion of the Employer.

9.3 A reduction of work force will be accomplished on the basis of seniority. Employees shall be recalled on the basis of seniority. An employee on layoff shall have an opportunity to return to work within two (2) years of the time of ~~his~~ the layoff before any new employee is hired.

9.4 Senior employees will be given preference with regard to transfer, job classification assignments and promotions when the job-relevant qualifications of employees are equal.

9.5 Senior qualified employees shall be given shift assignment preference after eighteen (18) months of continuous full-time employment.

9.6 One continuous vacation period shall be selected on the basis of seniority until March 15th of each calendar year.

ARTICLE X. DISCIPLINE

10.1 The Employer will discipline for just cause only. Discipline will be in one or more of the following forms:

a) oral reprimand;
b) written reprimand;
c) demotion;
d) suspension with or without pay; or
e) discharge

10.2 Suspensions, demotions and discharges will be in written form.

10.3 Written reprimands, notices of suspension, and notices of discharge which are to become part of an employee's personnel file shall be read and acknowledged by signature of the employee. Employees and the Union will receive a copy of such reprimands and/or notices.

10.4 Employees may examine their own individual personnel files at reasonable times under the direct supervision of the Employer.

10.5 Discharges will be preceded by a five (5) day suspension without pay.

10.6 Employees will not be questioned concerning an investigation of disciplinary action unless the employee has been given an opportunity to have a Union representative present at such questioning.

10.7 Grievances relating to this Article shall be initiated by the Union in Step 3 of the grievance procedure under Article VII.

ARTICLE XI. CONSTITUTIONAL PROTECTION

Employees shall have the rights granted to all citizens by the United States and Minnesota State Constitutions.

ARTICLE XII WORK SCHEDULES

12.1 The normal work year is two thousand and eighty hours (2,080) to be accounted for by each employee through:

a) hours worked on assigned shifts;
b) holidays;
c) assigned training;
d) authorized leave time

12.2 Nothing contained in this or any other Article shall be interpreted to be a guarantee of a minimum or maximum number of hours the Employer may assign employees.

ARTICLE XIII. OVERTIME

13.1 Employees will be compensated at one and one-half (1-1/2) times the employee's regular base pay rate for hours worked in excess of the employee's regularly scheduled shift. Changes of shifts do not qualify an employee for overtime under this Article.

13.2 Overtime will be distributed ~~as equally~~ by seniority, as practicable.

~~13.3 Overtime refused by employees will, for record purposed under Article 13.2, be considered as unpaid overtime worked.~~

13.3 For the purpose of computing overtime compensation, overtime hours worked shall not be pyramided, compounded or paid twice for the same hours worked.

13.4 Overtime will be calculated to the nearest fifteen (15) minutes.

13.5 Employees have the obligation to work overtime or call backs if requested by the Employer unless unusual circumstances prevent the employee from so working.

13.6 Those employees who are scheduled and work on New Year's Day, President's

Day, Easter, Memorial Day, 4th of July, Labor Day, Veteran's Day, Thanksgiving Day, the day after Thanksgiving Day, Christmas Day, 1/2 day on Christmas Eve, and 1/2 day on New Year's Eve, shall receive one and one-half (1 1/2) times their regular rate of pay for the time worked.

ARTICLE XIV. COURT TIME/STANDBY

14.1 An employee who is required to appear in court during their scheduled off duty time shall receive a minimum of two (2) hours pay at one and one-half (1 1/2) times the employee's base pay rate. If the court appearance is during the employee's off duty time and the court appearance is canceled, the employee will be given a forty-eight (48) hour notice of cancellation. If notification of cancellation is not given in the forty-eight (48) hour time frame, the employee will receive two (2) hours pay at one and one-half (1 1/2) times the employee's regular pay rate. An extension early report to a regularly-scheduled shift for court appearance does not qualify the employee for the two (2) hour minimum.

14.2 Proper notification of court cancellation will consist of a court cancellation notice being placed in the officer's mail slot. The notice will be stamped with the date and time it is placed in the officer's mail slot, thereby constituting proper notification if prior to forty-eight (48) hours of the court assignment time. It will be the officer's responsibility to ascertain if he/she has received a cancellation notice.

14.3 An employee who is required to appear in court during his/her scheduled off-duty time on the same day as that on which he/she completes a 1800 - 0600 shift shall be paid at the rate of two (2) times the employee's base pay rate. This shall apply only to employees working the 1800 - 0600 shift as part of the regularly assigned schedule.

14.4 Employees required by the Employer to standby shall receive a minimum of two (2) hours pay at one and one-half (1 1/2) times the employee’s base pay rate. Employee’s required by the Employer to standby during his/her off-duty time on the same day as that on which he/she completes a 1800- 0600 shift shall receive a minimum of two (2) hours pay at the rate of two (2) times the employee’s base pay rate. After the two (2) hour minimum has been reached, employees shall be paid at the rate of one (1) hour pay for each additional hour on standby. Proper notification of court cancellation for standby shall be specified in Article 14.2.

ARTICLE XV. CALL BACK TIME

An employee who is called to duty during his/her scheduled off-duty time shall receive a minimum of three (3) hours pay at one and one-half (1 1/2) times the employee's base pay rate. An extension or early report to a regularly scheduled shift for duty does not qualify the employee for the three (3) hour minimum.

ARTICLE XVI. WORKING OUT OF CLASSIFICATION

Employees assigned by the Employer to serve as an “Acting Supervisor” will receive an additional $8.00 per hour.

ARTICLE XVII. INSURANCE

The bargaining unit will receive an employer contribution equivalent to that amount approved for all other employees.

The Employer agrees to provide a $70,000.00 accidental death and dismemberment insurance policy, the cost of which is to be shared in the following manner: Employee shall pay $10.00 per year; the Employer shall pay the remaining cost of the premium.

ARTICLE XVIII. UNIFORMS

Uniform items in current use will be replaced as needed. Uniform items are those currently purchased by the Employer and excludes personal gear. Authorizations for additional new equipment rests exclusively with the Employer.

ARTICLE XIX. INJURY ON DUTY

Employees injured during the performance of their duties for the Employer and thereby rendered unable to work for the Employer will be paid the difference between the employee's normal net take home pay (i.e. regular salary less mandatory deductions) and Worker's Compensation insurance payments for a period not to exceed seven hundred and twenty (720) hours per injury, not charged to the employees vacation, sick leave or other accumulated paid benefits, after a forty (40) hours initial waiting period per injury. The forty (40) hour waiting period shall be charged to the employee's sick leave account less Workers Compensation insurance payments applicable to those days.

ARTICLE XX. LONGEVITY

Effective July 1, 1978, the following terms and conditions are effective:

20.1 After four (4) years of continuous employment each employee shall be paid three and one-quarter percent (3.25%) of the employee's base rate.

20.2 After seven (7) years of continuous employment each employee shall be paid supplementary pay of five and one-quarter percent (5.25%) of the employee's base rate.

20.3 After ten (10) years of continuous employment each employee shall be paid supplementary pay of seven and one-quarter percent (7.25%) of the employee’s base rate.

20.4 After thirteen (13) years of continuous employment each employee shall be paid supplementary pay of nine and one-half percent (9.50%) of the employee's base rate.

ARTICLE XXI. VACATION

21.1 The following minimum vacation schedule shall apply to job classification covered by this Agreement:

0-5 years of service -	80 hours per year
6-10 years of service -	120 hours per year
Over 10 years of service -	eight additional hours per year not to exceed one hundred sixty eight hours.

21.2 Employees may reduce their vacation balance by cashing out a maximum of forty (40) hours per calendar year.

21.3 Effective 1-1-13, employees will be able to accrue a maximum of four hundred and eighty (480) hours of vacation leave. Once the maximum level of vacation is reached, additional leave will not be accrued until the balance falls below the maximum accrual level. Unused vacation leave up to the maximum balance of four hundred eighty (480) hours will be paid to employees who leave in good standing upon termination of employment. The first year of employment, new employees will be allowed to carry a negative balance of vacation to a maximum of -80 hours.

21.4 ~~Transition to New Cap~~

~~In November, 2012, employees who have more than the maximum accrual will be allowed to cash out up to 40 hours of vacation at the current base rate of pay. This is in addition to leave cashed out under 21.2.~~

~~In January, 2013 any amount of vacation over two hundred (200) hours will be placed into an "Excess Vacation Accrual Account". This is a one-time transfer. Employees will not be able to add any vacation to the EVAA after January, 2013.~~

~~The balance in the EVAA will be reflected on the employee's pay stub and can be used in the following ways:~~

- ~~Vacation or sick leave in one-hour increments.~~
- ~~In November of each year, employees will have the option of cashing out up to forty (40) hours of vacation leave at their current base rate of pay. The City Manager may allow a higher number for all employees, based on City finances.~~
- ~~Any remaining balance at termination will be cashed out at the current base rate of pay for employees who leave in good standing.~~

Excess Vacation Accrual Account (EVAA)
Some employees hired prior to January 2013 have an EVAA that was set up to assist in the transition to the current accrual limits. Balances in EVAA accounts are reflected on employee pay stubs and can be used in the following ways:

- Vacation or sick leave in one (1) hour increments.
- In November of each year, employees will have the option of cashing out up to forty (40) hours of vacation leave at their current base rate of pay. The City Manager may allow a higher number for all employees, based on City finances.
- Any remaining balance at termination will be cashed out at the current base rate of pay for employees who leave in good standing.

ARTICLE XXII. SEVERANCE PAY

~~Employees who voluntarily leave employment with the City of Edina with two (2) weeks notice, and who have completed at least twenty (20) years of continuous employment with the City, shall receive six (6) weeks of pay upon such termination. A person may only receive one severance payment from the City.~~

Regular full-time employees who have sick leave benefits and leave the City in good standing shall receive a lump sum payment equal to 50% of his or her accrued and unused sick leave as of the date of separation. The maximum number of hours subject to this payment shall not exceed 960 hours (i.e., 1,920 hours of accrued and unused sick leave x 50% = 960 hours). The payment shall be based upon the employee's rate of pay at the time of separation. The payment shall be made within thirty (30) days of separation.

ARTICLE XXIII. SICK LEAVE WITH PAY

23.1 Employees shall accrue sick leave, at the rate of eight (8) hours per month. ~~There is a maximum accumulation of nine hundred and sixty (960) hours.~~

23.2 ~~Employees may reduce their sick leave balance one hundred twenty hours (120) to provide leave time in connection with the birth or adoption of a child.~~

Paid sick leave may be used as defined in the City's Personnel Policies/Employee Handbook.

~~23.3 Unused Sick Leave – Sick leave will accrue eight (8) hours per month to a maximum of 960 hours. On an annual basis, (January 1 to December 31) 25% of all hours of unused sick leave above 960 hours may be placed in an account that may be used and scheduled like vacation. Time from the unused sick leave account may be used only when it is not detrimental to the Employer. The maximum amount of unused sick time an employee can use annually is twenty four (24) hours. There is no banking or accruing the time in the unused sick leave account; all time placed in the account must be used before the end of the year in which the time was placed in the account. All accounts will be cleared on~~

~~December 31st of each year. Employees whose sick leave balances drop below 960 hours are not eligible for this provision of the contract.~~

~~23.4 Employees hired prior to January 1, 2000 can rebid. Employees hired prior to January 1, 2000 will have thirty (30) days after the contract has been signed to decide as to what sick leave policy they would like to participate in. Once the employee=s decision is made, it will be final. (See new City policy on sick time.)~~

ARTICLE XXIV. HOLIDAYS

24.1 Employees shall receive eighty-eight (88) hours each year. Employees have holidays calculated in the setting of their schedules.

24.2 For the purposes of this Article and Article 13.7 the holiday commences at 0000 hours the day of the official day and terminates at 2359 hours the day of the holiday.

24.3 All employees working a 5-2 or 4-3 schedule shall receive eight (8) hours floating holiday time for their use, which shall be scheduled by them in the same manner as vacation.

ARTICLE XXV. EMPLOYEE FITNESS INCENTIVE

25.1 Eligibility for the employees' fitness incentive shall be based upon the City of Edina's Police Fitness Program dated January 1, 1994. Employees eligible for the fitness incentive shall receive not more than $625.00 per year to be applied to the cost of dues or fees for membership or use of a qualifying fitness facility or program. In no event shall the amount of the incentive paid exceed the actual cost of the dues, fees or program costs. Eligible employees shall receive the fitness incentive in not more than two (2) payments to be issued within three (3) weeks after submission to the Employer of evidence required by the Fitness Incentive Program.

ARTICLE XXVI. P.O.S.T. BOARD LICENSURE

The City will pay the P.O.S.T. license fee for all employees covered by this contract.

ARTICLE XXVII. WAIVER

27.1 Any and all prior agreements, resolutions, practices, policies, rules and regulations regarding terms and conditions of employment, to the extent inconsistent with the provisions of this Agreement, are hereby superseded.

27.2 The parties mutually acknowledge that during the negotiations which result in this Agreement, each had the unlimited right and opportunity to make demands and proposals with respect to any term or condition of employment not removed by law from bargaining. All agreements and understandings arrived at by the parties are set forth in writing in this Agreement for the stipulated duration of this Agreement.

The Employer and the Union each voluntarily and unqualifiedly waives the right to meet and negotiate regarding any and all terms and conditions of employment referred to or covered by this Agreement, even though such terms or conditions may not have been within the knowledge or contemplation of either or both parties at the time this contract was negotiated or executed.

ARTICLE XXVIII. DURATION

This Agreement shall be effective January 1, 20146, except herein noted, and shall remain in full force and effect until the 31st day of December, 2015~~5~~7. In witness thereof, the parties hereto have executed this Agreement on this ___ day of _____, 20146.

FOR CITY OF EDINA

_____
City Manager

_____
Human Resources Director

FOR TEAMSTERS LOCAL #320

_____
Business Agent

_____
Steward

_____
Steward

APPENDIX A

1. WAGE RATES FOR ~~2014 and 2015~~ 2016 and 2017

	~~January 1, 2014 (2%)~~	~~January 1, 2015 (2.5%)~~
~~Start~~	~~$54,723.03~~	~~$56,091.11~~
~~Year 1~~	~~$58,356.60~~	~~$59,815.51~~
~~Year 2~~	~~$65,651.38~~	~~$67,292.67~~
~~Year 3~~	~~$72,945.94~~	~~$74,769.59~~
~~Year 4~~	~~$74,404.87~~	~~$76,264.99~~
~~Year 5~~	~~$75,081.42~~	~~$76,958.46~~

	January 1, 2016 (2.5%)	January 1, 2017 (3.0%)
Start	$57,493.39	$59,218.19
Year 1	$61,310.90	$63,150.22
Year 2	$68,974.99	$71,044.24
Year 3	$76,638.83	$78,937.99
Year 4	$78,171.61	$80,516.76
Year 5	$78,882.42	$81,248.89

2. Employees classified or assigned as a Field Training Officer shall receive $5.00 per hour (while performing the duties of Field Training Officer) in addition to their regular wages for ~~2014 and 2015~~ 2016 and 2017.

3. Employees assigned as Training Officer, School Liaison, Detective or Narcotics Officer shall receive $375.00 per month in addition to their regular wages in ~~2014 and 2015~~ 2016 and 2017.

APPENDIX B

Assignment	Eligibility	Selection Process	Term	After Assignment
Rotational Investigator	5 years with E.P.D.	Letter of Interest. Selection by seniority and qualifications. Qualifications are based on acceptable performance records, as determined by management. Seniority considered when qualifications are equal. Preference will be given to qualified officers who have not previously worked this assignment.	3 year	Return to a uniformed patrol shift for a minimum period of one year prior to being eligible to select another non patrol position. May submit for the traffic or flex annual position without returning to patrol.
Training Officer	5 years with E.P.D.	Letter of Interest. Selection by seniority and qualifications. Qualifications are based on acceptable performance records, as determined by management. Seniority considered when qualifications are equal. Preference will be given to qualified officers who have not previously worked this assignment.	2 year	Return to a uniformed patrol shift for a minimum period of one year prior to being eligible to select another non patrol position. May submit for the traffic or flex annual position without returning to patrol.
School Resource Officer	5 years with E.P.D.	Letter of Interest. Interview panel consisting of school staff and administration. Preference will be given to qualified officers who have not previously worked this assignment.	* 3 year	Return to a uniformed patrol shift for a minimum period of one year prior to being eligible to select another non patrol position. May submit for the traffic or flex annual position without returning to patrol.
Traffic Officer (1 Position)	5 years with E.P.D.	Letter of Interest. Selection by seniority and qualifications. Qualifications are based on acceptable performance records, as determined by management. Seniority considered when qualifications are equal.	1 year	May resubmit for the same position annually not to exceed 7 year time period away from a uniformed patrol shift. May submit for other open rotational positions.
Traffic Officers (2 Positions)	5 years with E.P.D.	Letter of Interest. Selection by seniority and qualifications. Qualifications are based on acceptable performance records, as determined by management. Seniority considered when qualifications are equal. Preference will be given to qualified officers who have not worked this assignment since January 01st, 2008.	3 year	Return to a uniformed patrol shift for a minimum period of one year prior to being eligible to select another non patrol position. May submit for the traffic or flex annual position without returning to patrol.
Commercial Crime (Flex – One position)	5 years with E.P.D.	Letter of Interest. Selection by seniority and qualifications. Qualifications are based on acceptable performance records, as determined by management. Seniority considered when qualifications are equal.	1 year	May resubmit for the same position annually not to exceed 7 year time period away from a uniformed patrol shift. May submit for other open rotational positions.
Commercial Crime (Flex – One position)	5 years with E.P.D.	Letter of Interest. Selection by seniority and qualifications. Qualifications are based on acceptable performance records, as determined by management. Seniority considered when qualifications are equal. Preference will be given to qualified officers who have not worked this assignment since January 01st, 2008.	3 year	Return to a uniformed patrol shift for a minimum period of one year prior to being eligible to select another non patrol position. May submit for the traffic or flex annual position without returning to patrol.

- Management retains the right to control personnel allocation as outlined in Article 5.1 of the union labor agreement.
- The maximum number of years an officer can work a non-patrol position of any capacity is 7 years. After 7 years, an officer must return to a uniformed patrol shift for a minimum period of one year before being eligible to bid another non-patrol position. An officer will not be considered eligible for a rotational position if the term of the position would exceed the 7 year leave from a uniformed patrol shift.
- ~~Officers currently working any of the assignments in 2011 will complete the original term prior to any particular position becoming open for selection.~~
- This agreement will commence on ~~01/01/2012~~ 1-1-2016 and remain in effect for the duration of the contract agreement, at which time this agreement will be reviewed and negotiated.

* The term of the SRO position may be extended for an additional year (maximum 4 years) if there are some type of extenuating circumstances and special request from the school district.

MEMORANDUM OF UNDERSTANDING

between the
CITY OF EDINA POLICE DEPARTMENT
and the
TEAMSTERS LOCAL 320
on behalf of the
POLICE OFFICERS

Members of the bargaining unit will be eligible to participate in the department's pilot advance resignation notice program as it may be amended from time to time on the same basis as for non-union members of the Police Department.

For Teamsters Local 320;

_____
Michael Kopp, Business Agent

Dated_____

For the City of Edina;

_____
~~**Lisa Schaefer**~~ **Kay E. McAloney, HR Director**

Dated_____

MEMORANDUM OF UNDERSTANDING
between
CITY OF EDINA
and
MINNESOTA TEAMSTERS PUBLIC and
LAW ENFORCEMENT EMPLOYEES' UNION, LOCAL NO. 320

Statement of Purpose
The Health Care Savings Plan (HCSP) is a program that allows City of Edina regular full-time employees to set aside their severance benefit into an account to pay medical expenses and/or health insurance premiums after they are no longer employed by the City. Employees can choose between investment options provided by the plan administrator. Assets in the account accumulate tax-free and, since payouts are used for qualified medical expenses, they remain tax-free.

Eligibility
The City of Edina and the Minnesota Teamsters Public and Law Enforcement Employees Union Local 320 agree that members in the Police Officer Bargaining Unit will participate in the City's Health Care Savings Plan outlined as follows:

Program
Severance payments upon termination of employment will be used to fund the HCSP.

- Employees with less than five years of service do not contribute to the HCSP.
- For all employees with five or more years of service participation in the HCSP is mandatory.
- Employees eligible to receive a severance payment for unused sick leave at termination of employment must contribute 100% of the sick leave portion of their severance to the HCSP.
- Employees eligible to receive a severance payment for unused vacation at termination must contribute 100% of the vacation portion of their severance to the HCSP account.
- Employees eligible to receive a severance payment for unused time in their Excess Vacation Accrual Account (EVAA) at termination must contribute 100% of the EVAA portion of their severance to the HCSP account.
- Employees eligible to receive six weeks of severance pay at termination instead of payment for sick leave must contribute the entire six weeks of severance payment to their HCSP account.
- In some cases, current law or IRS guidelines may allow an employee to opt-out of this program. Employees may not opt out of or otherwise be considered ineligible to contribute to the HCSP except as permitted by law and approved by the City's Plan Administrator. Such election to waive participation is irrevocable.

For Teamsters Local 320;

_____
Michael Kopp, Business Agent

Dated_____

For the City of Edina;

_____
~~Lisa Schaefer~~ Kay E. McAloney, HR Director

Dated_____

CITY OF EDINA

4801 West 50th Street
Edina, MN 55424
www.edinamn.gov

Date: March 15, 2016

Agenda Item #: IV.O.

To: Mayor and City Council

Item Type:
Report / Recommendation

From: Kay McAloney, Director of Human Resources

Item Activity:
Action

Subject: City Manager Employment Agreement- First Amendment

ACTION REQUESTED:
Approve the First Amendment to the City Manager's employment contract as presented.

INTRODUCTION:
Based on direction from the City Council at the February 24, 2016 Closed session, staff has prepared the attached first amendment to the 2015-2017 City Manager's Employment Contract .

ATTACHMENTS:

Scott Neal 2015-2017 Contract

Scott Neal First Amendment to 2015-2017 Contract

EMPLOYMENT AGREEMENT

THIS EMPLOYMENT AGREEMENT ("Agreement") is made and entered into effective this 3rd day of February, 2015, by and between the **CITY OF EDINA,** a Minnesota municipal corporation ("Employer"), and **SCOTT H. NEAL** ("Employee").

The parties agree as follows:

1. POSITION. Employer agrees to employ Employee as its City Manager and as the Executive Director of its Housing and Redevelopment Authority. Employee agrees to serve in the positions in accordance with state statutes and City ordinances and to perform such other legally permissible and proper duties and functions as the City Council shall from time to time assign.

2. TERM AND TERMINATION. The term of this Agreement shall be three (3) years commencing on the effective date of this Agreement, which shall be January 1, 2015. Nothing in this Agreement shall prevent, limit or otherwise interfere with the right of the Employee to resign at any time during the term of this Agreement by giving notice and otherwise complying with the conditions set forth in this Agreement. Nothing in this Agreement shall prevent, limit or otherwise interfere with the right of the Employer to terminate the services of the Employee at any time, at the sole discretion of the Employer, in accordance with the terms of this Agreement.

3. PENSION PLAN. Employer shall contribute to PERA as required by State law for Employee or an alternate pension plan, if selected by Employee, as authorized by State law.

4. **PERFORMANCE EVALUATION.** Employer agrees to conduct an annual performance review of the Employee during January of each year. The review shall be in accordance with specific criteria developed jointly by the Employer and the Employee. Such criteria may be added to or deleted as the Employer may from time to time determine in consultation with the Employee. The Employer shall provide the Employee with a written performance review and provide adequate opportunity for the Employee to discuss the review with the Employer in closed session, as allowed by Minnesota State Statutes. The failure of the Employer to conduct the annual review shall not affect the parties' respective rights to terminate this Agreement or any other rights in the Agreement.

5. **SALARY**. The annual salary of the Employee shall be determined by mutual agreement of the Employer and the Employee, and subject only to the terms of this Agreement, and the Minnesota local government employee salary cap (Minn. Stat. 43A.17). Subject to receiving satisfactory performance reviews by the Employer, the Employer and Employee mutually agree to following:

A. Effective January 1, 2015 the council approves an increase in annual salary of 2.5% for a total of $166,630 annually. Recognizing that Minn. Stat. 43A.17 currently limits compensation to $165,003, Employee's actual salary effective January 1, 2015 will be $165,003. The City Council intends to apply for a waiver with the state to increase the salary limit. If that waiver is granted, employee's salary will be increased to the waiver amount or to $166,630, whichever is less. If the waiver is not

granted, Employer agrees to grant Employee a lump sum of 20 hours of additional paid vacation leave.

B. Effective January 1, 2015, and on each subsequent January 1st of this agreement, Employee's annual salary shall be adjusted to the Minnesota local government employee salary cap in effect on that date.;

6. PAID LEAVE. Employee shall earn paid sick leave at the rate of 3.69 hours per payroll period and paid vacation leave at the rate of 6.15 hours per payroll period. The Employee shall accrue no more than 600 hours of paid sick leave and no more than 400 hours of paid vacation leave during the term of employment. 100% of Employee's accrued paid vacation time and 50% of Employee's accrued paid sick leaves are compensable at severance, subject to the terms of section 15 of this agreement. Employee shall have the option to reduce hours of paid leave by converting it to cash compensation no more than twice each year at the Employee's then hourly rate of pay in increments of no less than hour 40 hours and no more than 120 hours.

Employee shall be entitled to paid holiday leave, bereavement leave, leave without pay on the same basis as the City's Department Director employees are receiving on January 1, 2015. Any future changes to the City's paid leave policies shall not change the level of benefit for the Employee, unless the parties so agree.

Employee shall be credited with having completed sixteen (16) years of employment with the City upon his first day of employment, November 8, 2010.

7. **BENEFITS.** In lieu of the City contribution to the employee cafeteria plan, Employer shall pay 100% of the cost to provide hospital, medical and dental insurance to Employee and his dependents under a plan offered to other employees. Employee will receive employer-paid life insurance and long-term disability as is provided to all other full-time employees. If Employee wishes to receive other benefits Employee must pay 100% of the cost

In the event the Federal 2012 Patient Protection and Affordable Care Act (PPACA) requires the Employer to change, modify or amend its current employee hospital, medical and dental insurance program, Employer shall not to reduce the cash value of this benefit to the Employee.

8. **DUES AND SUBSCRIPTIONS.** Employer shall budget and pay the professional dues, subscriptions, and travel and subsistence expenses for Employee which are deemed reasonable and necessary for Employee's continued participation in national, regional, state and local associations necessary and desirable including: International City/County Management Association, Minnesota City/County Management Association, National League of Cities and the League of Minnesota Cities. Employee shall use good judgment in his outside activities so he will not neglect his primary duties to the Employer.

9. **PROFESSIONAL DEVELOPMENT.** After the completion of three years of employment, Employer agrees to provide the Employee the opportunity, at Employee's discretion, to attend the International City/County Management Association's Senior Executive Leadership Institute (ICMA-SEI) at the University of Virginia's Darden School of Business in

Charlottesville, Virginia. Employer agrees to budget and pay for all expenses related to Employee's attendance at the ICMA-SEI, including tuition, books, materials, travel and lodging.

10. CIVIC CLUB MEMBERSHIP. Employer recognizes the desirability of representation in and before local civic and other organizations. Employee is authorized, at the Employer's expense, to become a member of such civic clubs or organizations as deemed appropriate by Employee and Employer, including, but not limited to, the Edina Chamber of Commerce and the Edina Noon Rotary Club.

11. AUTOMOBILE. Employee shall be reimbursed for the personal use of his automobile on City business on a per mile basis in accordance with IRS regulations.

12. WORK TOOLS. Employer agrees to provide Employee with contemporary technology devices such as a mobile telephone, computer and other devices which are, in the judgment of the parties, necessary to accomplish the work of the Employee. Employer acknowledges the Employee may make regular personal use of the devices. Employee recognizes that devices and tools provided to the Employee by the Employer under this section of the agreement are and remain property of the Employer. Employee agrees to return said property to the Employer no later than the Employee's final date of employment.

13. GENERAL EXPENSES. Employer shall reimburse Employee reasonable miscellaneous job related expenses which it is anticipated Employee will incur from time to time when provided appropriate documentation.

14. HOURS OF WORK. It is mutually understood the Employee is a FLSA-exempt employee without set hours of work, but is expected to be available at all times and to engage in those hours of work, subject only to illness, injury and scheduled annual vacations, that are necessary to fulfill the obligations of the City Manager's position. It is understood that the position of City Manager requires attendance at evening meetings and occasionally at weekend meetings. It is understood by Employee that additional compensation and compensatory time shall not be allowed for such additional expenditures of time. It is further understood that Employee may absent himself from the office to a reasonable extent in consideration of extraordinary time expenditures for evening and weekend meetings at other than normal working hours.

Employee may engage in teaching, consulting, speaking or perform other non-City connected activities for which he is compensated without consent of the Employer provided the activities do not diminish the Employee's ability to perform the essential duties of the City Manager position, as described in sections 1 and 14 herein, and provided the activities do not conflict with the interests of the Employer. Employee agrees to provide written notice to Employer of activities conducted under this paragraph.

15. TERMINATION BENEFITS. In the event that Employee is terminated by the Employer during such time that Employee is willing and able to perform the duties of City Manager, then in that event, Employer agrees to pay Employee at the time of receipt of his last pay check a lump sum cash payment equal to six (6) months aggregate salary and to continue to provide and pay for the benefits set forth in paragraph 9 for a period of six (6) months following

termination. However, in the event Employee is terminated because of his malfeasance in office, gross misconduct, conviction for a felony, or conviction for an illegal act involving personal gain to Employee, then Employer shall have no obligation to pay the termination benefits.

If Employer at any time during the employment term reduces the salary or other financial benefits of Employee in a greater percentage than across-the-board reduction for all non-union employees, or if Employer refuses, following written notice, to comply with any other provisions of this Agreement benefiting Employee or Employee resigns following a formal suggestion by Employer that he resign, then Employee may, at his option, be deemed to be "terminated" on the effective date of Employee's resignation and the Employee shall also be entitled to receive the termination benefits set forth above.

If Employee voluntarily resigns his position with Employer, Employee agrees to give the Employer thirty (30) days advance notice. If Employee voluntarily resigns his position with Employer, there shall be no termination benefits, as provided in this paragraph, due to Employee.

16. INDEMNIFICATION. The Employer shall defend and indemnify the Employee against and for all losses sustained by the Employee in direct consequences of the discharge of the Employee's duties on the behalf of the Employer. In the event the Employee serves on boards of directors of City-related legal entities, the Employer shall extend the same indemnification benefits and protections to Employee for the City-related entity as is provided for the Employee for actions taken on behalf of the Employer. Employer may compromise and settle, without the consent of Employee, any such claim or suit and pay the amount of the settlement or judgment rendered thereon. This covenant shall survive the termination of this agreement, but shall not obligate the Employer to pay punitive or exemplary damages which may

be awarded but Employer may, in its sole discretion, elect to do so to the extent authorized by law.

17. OTHER CONDITIONS OF EMPLOYMENT. Subject to any amendments, the City's ordinances, City Employee policies, and State Statutes, are all incorporated herein except to the extent that they conflict with this Employment Agreement, wherein this Employment Agreement shall be controlling.

IN WITNESS WHEREOF, Employer has caused this Agreement to be signed and executed on its behalf by its Mayor and City Clerk, and Employee has signed this Agreement, in duplicate, the day and year first written above.

EMPLOYER:
CITY OF EDINA

BY:
Mayor

AND

City Clerk

EMPLOYEE:
SCOTT H. NEAL

City Manager

FIRST AMENDMENT
TO
EMPLOYMENT AGREEMENT

AGREEMENT made this 15th day of March, 2016, by and between the **CITYOF EDINA** ("City") and **SCOTT NEAL** ("Employee").

The parties agree as follows:

1. AMENDMENT. The parties have previously entered into an Employment Agreement dated February 3, 2015 ("Agreement"). The Agreement shall remain in full force and effect except as modified by this First Amendment.

2. SALARY. Effective January 1, 2016, Employee's annual salary shall be adjusted to $170,285.00, the amount approved in the local government compensation limit waiver authorized by the Commissioner of the Minnesota Office of Management and Budget. The annual salary shall be adjusted on each subsequent January 1st of this agreement by either the annual adjustment approved by the Minnesota Office of Management and Budget or by the increase approved by the City Council for the unrepresented employees of the City of Edina, whichever is less.

IN WITNESS WHEREOF, City has caused this First Amendment to Employment Agreement to be signed and executed on its behalf by its Mayor and Employee has signed this Agreement, the day and year first written above.

CITY:	**EMPLOYEE:**
CITY OF EDINA	
_____	_____
James Hovland, Mayor	Scott Neal

CITY OF EDINA

4801 West 50th Street
Edina, MN 55424
www.edinamn.gov

Date: March 15, 2016

Agenda Item #: V.A.

To: Mayor and City Council

Item Type:
Other

From: Chad A. Millner, Director of Engineering

Item Activity:
Information

Subject: Nine Mile Creek Regional Trail Update

ACTION REQUESTED:
None

INTRODUCTION:
Staff from Three Rivers Park District will provide an update on the project and address the recently received communications from residents in the Lake Edina area.

CITY OF EDINA

4801 West 50th Street
Edina, MN 55424
www.edinamn.gov

Date: March 15, 2016

Agenda Item #: V.B.

To: Mayor and City Council

Item Type:
Report / Recommendation

From: Jordan Gilgenbach, Communications Coordinator

Item Activity:
Information

Subject: Speak Up, Edina February Discussion

ACTION REQUESTED:
No Action Requested.

INTRODUCTION:
Since June 2012, the City of Edina has used the online engagement website, SpeakUpEdina.org, to collect ideas and opinions from residents. Since January 2014, organized monthly discussions have been held on the site. The February 2016 discussion focused on volunteerism. In addition to those who volunteer on the City of Edina's advisory boards and commissions, the City also relies on community volunteers for a variety of needs to augment staff. Many service and volunteer clubs and organizations exist throughout the community, offering residents ways to get involved.

The City asked the following questions:

- Do you volunteer? In what capacity? Why?
- If you could create your own volunteer position (whether or not with the City), what would it be?
- If you volunteered for the City of Edina, what would you hope to get out of the experience?

The discussion was open for comments between Jan. 28 and March 7. During that time, 13 comments were made. Additionally, 637 users visited the site 812 times, garnering 2,701 page views. All commenters in this discussion were from Edina.

ATTACHMENTS:

Comments

Volunteerism

Closed Mar 07, 2016 · Discussion · 7 Participants · 3 Topics · 13 Answers · 2 Replies · 7 Votes

7	3	13	2	7
PARTICIPANTS	TOPICS	ANSWERS	REPLIES	VOTES

SUMMARY OF TOPICS

DO YOU VOLUNTEER?

5 Answers · 0 Replies

Do you volunteer? In what capacity? Why?

Joel Stegner · Citizen · (Postal Code: 55435) · Jan 29, 2016 10:03 pm

1 Votes

I've always volunteered, even when I worked full time - with my professional organization (5 times state president) at church (multiple committee chairs), for kids sports (coached dozens of teams), at school (site council president) and on many special short term assignments. Now that I'm retired - my "job title" is community volunteer. I've served the city on a couple different boards and commissions (in leadership roles), on working groups (from the Yorktown Community Garden to the Greater Southdale Planning Group) to helping the city staff with a board and commission volunteer survey a few years ago. When invited to attend focus groups or complete surveys - I do as, just as I always respond to Speak Up Edna discussions. My business life was strategic planning and market research - so I believe that organizations need to keep well informed about what people think and want. Cities and community organizations exist to serve peoplle's needs and it is just too easy to think you know what people want and think without bothering to ask them. Cities can get overwhelmed if a big crowd with an axe to grind show up at a meeting, so they are a little afraid of input - but it is important to ask a broad sample of people what they think and not confine their remarks to only the topics the city sees as front burner. I think that when people like me who want everyone's attitudes to be solicited and acknowledged it is a good thing - and something city staff have trouble doing without outside help. Of course, you can pay for these services, but the city gets more value if it involves volunteer in fact fiinding.

Dorene Wernke · Citizen · (Postal Code: 55424) · Feb 02, 2016 2:01 pm

0 Votes

I have volunteered my entire working life. Not only did I volunteer while working for Target Stores in corporate headquarters, I continued volunteering when we lived overseas for 3 years. Since returning in 1999, I trained to become a Guardian ad Litem in Hennepin County because I felt it was important to have a different perspective and to remain grounded in my community. I've now done this for almost 15 years, and although it can be difficult, it can also be rewarding to advocate for children who have no voice. As a family we have always volunteered, because we felt it was important to give back to the community, especially because we have been so fortunate. Sometimes volunteering can involve fund raising, which I've done for a non-profit whose board I've sat on twice.

For some of us, we have been very blessed in our lives; but for others, it's a constant struggle. Volunteering time and talent is a good way to get "outside yourself", so you don't get so caught up in your own life's issues. The feeling I get volunteering is unlike any other feeling you experience.

Barbara La Valleur · Citizen · (Postal Code: 55435) · Feb 24, 2016 2:10 pm
0 Votes

Like Joel & Dorene, I've volunteered my entire life. In retirement, it brings me great joy to give back to the community that provides so much for us. Currently I am serving my last year of two three-year terms on the Edina Arts & Culture Commission and am Chair of Public Art Edina. I've been on that group for over five years, the last three as chair. Volunteering is a positive way to spend my time and make a difference in the community and give me an outlet to demonstrate my passion for the arts and in particular public art.

Rosemary Schwedes · Citizen · (Postal Code: unknown) · Mar 02, 2016 10:48 am
0 Votes

I volunteer at the Minneapolis Institute, helping visitors find what they are looking for, making recommendations, explaining special exhibits and museum procedures. It's very rewarding and puts me in a world that I very much enjoy.

Betty Hemstad · Citizen · (Postal Code: 55436) · Mar 02, 2016 8:30 pm
0 Votes

Now that I've had my 80th birthday instead of answering "Do you volunteer" I'd like to answer "Did you volunteer"? Volunteering began in the 60s as a Brownie Leader and lending support in the schools through the PTA. As our children grew up it meant being a Concert Band Parent and traveling with the band to Chicago. When the schools merged, I served on the committee turning Edina East into the Edina Community Center. In 1988 I co-chaired the Edina Centennial and as a result we raised enough money to build the present Edina Historical Museum. Also in the 80's, serving on the Edina Foundation Board for nine years...one year as president. Served on all the Edinamite committees (about 10) to raise funds for multiple organizations in Edina. Served on the founding Edina Public Art Committee. In 2013 I was part of the 125th Quasquicentennial. And more! Do I believe that volunteers played and play an important part in making Edina what it is today? Absolutely. I believe that even one person can make a difference, and I considered it a privilege and an honor to play a small part in the life of our wonderful community. I encourage everyone to volunteer and find some way to be of service.

CREATE YOUR OWN

5 Answers · 1 Replies

If you could create your own volunteer position (whether or not with the City), what would it be?

Joel Stegner · Citizen · (Postal Code: 55435) · Jan 29, 2016 10:23 pm
1 Votes

I make an effort to inform myself of what the city has to offer. However,, when I think

about what I know the city already has available as volunteer opportunities, I am not able to visualize a list - and am not aware of anywhere on the website which is a resource for all city volunteer opportunities. Take for example the board and commissions. At the time, there are vacancies, it is posted - but at other times in the year, there is no call to action of people who might be interested. Several of the boards and commisssions have working groups, but there is no essentially no information about what thy do and how one gets appointed. If you know someone to show the ropes or have been around forever, you probably can figure it out, but for people new to the community who want to connect as a way to do good and connect with other people, there is no clear idea how to figure it out. Before you add new programs, you need to think about going more to publicize what you offer already. For each program, there should be information - contact person, responsibilities, time commitment, desired skill set, when and how to apply and how many people are serving in roles already or could be added. Volunteers are more eager to join an effort where it is clear what is the commitment and what they can expect to get in terms of personal satisfaction from it. If it is on the website, it isn't very prominent. While this position might already may be in place (I haven't noticed), I think that the city should have a highly visible volunteer coordinator who is engaged every day in recruiting, rewarding and retaining volunteers - and using current volunteers to recruit additional ones. To the degree you get well qualified volunteers playing clear, meaningful,, impactful roles, you greatly extend what the city can do and increase citizen engagement. Being more user friendly to volunteers will make the city a friendlier place as a whole. Particularly with seniors, many who have had high level, high impact jobs, getting them involved enhances city life and their individual quality of life. If you want to use volunteers more effectively, then figure out the skills and interests of your target group, and then structure positions to fit their skills. People are generally happy to make significant time if they can see the personal and community benefits. And if you want to create a more appealing approach, why not recruit community volunteers to help to the planning. When I volunteered for planning the community garden, as I had done community gardening in another community with a mature program, I wanted to get involved and brought knowledge that changed how the program was done in positive ways. That is how things work best - when those who use services help to plan how they are operated.,

Response:

Jordan Gilgenbach · Admin · (Postal Code: 55424) · Feb 02, 2016 4:26 pm
Hi Joel! Thanks for your thorough comment and advice!

I just wanted to note that we reworked the question asked above. For reference, here is what was asked previously: "What volunteer opportunities would you like to see that don't currently exist in Edina or surrounding communities?"

That said, I'd be curious your answer to the new question, too!

Joel Stegner · Citizen · (Postal Code: 55435) · Feb 02, 2016 5:03 pm
1 Votes

Thanks, Jordan. The volunteer position I"d volunteer to fill would be research advisor - as that is how I have extended my work career as a volunteer. For example, I'm now serving on the Greater Southdale Planning group, as a resident and concerned citizen. We have a great number of high quality members -- particularly people who do property development - who really grasp what the city is trying to do. We have the assignment of engaging wth different audences regarding how they react to our ideas and also to ask for theirs. The building contractors have a huge base of knowledge, but I have a huge

base of experience getting people comfortable answering questions during an interview, using a survey or in a focus group. Two or three of us will be doing individual interviews, with me moderating the session, writing the questions and interpreting the results for the review of the group. This is very similar to what I did for my past employers.. I'm able to ask good questions and pull out good information even if I may not have the subject matter expertise of the people I'm working with. It is a good partnership, which they have been open to. I intend to repeat the process, if desired, for two other audiences - business owners and local residents. ff you dig around a bit, you will find I have done quite a number of these kinds of projects for the city and would like to do more. However, I'd be even more useful as a resource for anyone at city hall that is considering doing opinion research and is struggling with what they want to know, how to ask the right question and presenting results to promote action. As a volunteer, I'm free and looking for more opportunities, but would be most effective if pulled in to advise about research at the strategic as well as the tactical level. I have also taught research classes, worked in the area of quality improvement, done employee surveys - pretty much any non-financial analysis that a large organization does. It is most frustrating with a project like the Quality of Life study, that could be used to improve not just quality of city services but quality of life of all residents, not being used with great utility. The Council gets the results and seeing to struggle what to do with them. Actually, when developing the questions, you need to have a potential purpose for every question, which makes you put in a lot more effort to identify topics of interest and ask the right people th right questions in the right way to get the right answers that lead to action. As a market researcher who worked constantly with marketing people and department heads, I realize they don't have the time or inclination to work heavily and may in fact not have thought of the benefits. Whether it be with your internal management or the council, I think that I could make a compelling case for this. And I'm not suggesting I be the city's only research advisor. Those people will skills are out there and would be willing to volunteer to help make cty decisions more research decisions, with the goal to doing what is necessary to provide the highest quality of life to all Edina residents.

Jon DeMars Victorsen · Citizen · (Postal Code: 55435) · Feb 18, 2016 6:30 am
0 Votes

Buckthorn Eradication Deputy with authority to cut, poison, uproot the plant/tree from city parks and property. We are literally loosing ground (forest?) on this issue!

Barbara La Valleur · Citizen · (Postal Code: 55435) · Feb 24, 2016 2:39 pm
0 Votes

Because I will be stepping done a year from now from the Arts & Culture Commission, and will also be resigning as Chair of Public Art, I would love to be the city's first Artistic Advisor. That may not be the eventual name of the position, yet what I envision is being called on by different City Departments to attend meetings and have an artistic voice at the beginning of building and construction projects that affect all residents and visitors to our community. Having someone passionate about public art, which I am, will ensure that the outcome of these projects will be more artistically and visually pleasing. This is something that is often not even considered or, if considered, happens too late in the process to take action. Whether wayfinding and placemaking of our multistory parking ramps (of which I was a part last year) or designing buildings or roads, bringing an artistic eye to these projects would hopefully result in a city known as aesthetically pleasing.

Volunteerism

Closed Mar 07, 2016 · Discussion · 7 Participants · 3 Topics · 13 Answers · 2 Replies · 7 Votes

CITY VOLUNTEERS

3 Answers · 1 Replies

If you volunteered for the City of Edina, what would you hope to get out of the experience?

Joel Stegner · Citizen · (Postal Code: 55435) · Jan 29, 2016 10:40 pm

2 Votes

I am already volunteering. However I am term limited off of board and commission service after 7 years in March and while I'm on the Greater Southdale Planning group already, I would be more likely to do more if I weren't required to do a big search on the city website or make a lot of phone calls to figure out what else might be available.

Here is how it should work. A person thinks - I think I might want to volunteer for city service. They go to the city website - and see language that asks the question - do you want to volunteer at the city. They click on a link and see an array of current and future opportunities - basically talking about things that are going to be open over next 12 months. In addition, they would see "create your own opportunity" - sort of like the good Edina idea on the top of this page, except where people who suggest an idea also are asked to say what they would personally do to make things happen. It is sort of like a whopping cart like you see in e-commerce - where you can create a wish list for yourself. At the end, you can indicate you want a position (with a direct link to an application) or a "contact me" link - if you want to talk with someone before you commit. This essentially removes any unntentional barriers to people showing their interest.. When it comes to the world of paid employment, a person never expects an easy application process or even to hav their application welcomed. Recruting volunteers should be made as easy for those who are interested as it is hard for job applicants. With volunteers, you want to be inclusive - sort of like the "no cut" policy in youth sports. Not just cherry pick the best applicants and throw the rest away - but work with the people who step forward. Not turning a large number of people, or discouraging people from volunteering, you need to cultivate a welcoming, appreciative attitude, as with people with the skills of Edina residents, getting as many of them involvled in the community - at the city or elsewhere - makes Edina a better place. If you wanted to be really expansive in your thinking, eventually, you would try to direct people to other Edina-based volunteer opportunitiies, as a way to connect with other organizations that are also seeking to better community life. As Park and Rec is so connected with the Youth Sports organizations that need lots of volunteers and boosters, there are some pretty obvious places where this volunteer collaboration could begin - to see how well it works.

Response:

Jordan Gilgenbach · Admin · (Postal Code: 55424) · Feb 02, 2016 4:31 pm

Joel, great advice on how we could better display and streamline the opportunities available with the City! Your comments are much appreciated.

Wanted to note again, that the question asked above was updated. For reference, here is what was previously asked: "Would you volunteer for the City of Edina once a formal volunteer program is in place? Why or why not?"

I know you are a long-time volunteer for the community. Here's a good follow-up question for you: What do you get out of your volunteer experience? What keeps you coming back?

As always, thanks for your feedback!

Joel Stegner · Citizen · (Postal Code: 55435) · Feb 02, 2016 6:05 pm

1 Votes

Personal benefits. In retirement. I enjoy volunteering and try to contribute heavily wherever I do so to making the organization better to the benefit of those who work there and receive services. I made such a difference in significant ways for each organization I worked. Sometimes, it was appreciated, other times I had to communicate difficult things that leaders preferred not to hear or address, at least immediately. Sometimes they did so two or three years later when they had to or they finally bought the idea. I hope to have that kind of big impact on the city of Edina. Whether it is always appreciated isn't important - I draw satisfaction from results and being brought in on new projects. I can visualize Edina being one of the great places in the world and to the degree I can contribute to that I am all in. Planning and research are hard and time consuming, and require getting rid of the idea of "good enough." Good enough leaves lots of people behind. I would like Edina to use its massively talented and engaged citizens to achieve great things. We "achieve" Edina by putting in the work required, realizing what staff and city budgets can achieve alone is just not enough.

CITY OF EDINA

4801 West 50th Street
Edina, MN 55424
www.edinamn.gov

Date: March 15, 2016

Agenda Item #: VI.A.

To: Mayor and City Council

Item Type:
Report / Recommendation

From: Cary Teague, Community Development Director

Item Activity:
Action

Subject: PUBLIC HEARING: Resolution No. 2016-36 Subdivision of 7600 Metro Boulevard for Edina Public Schools.

ACTION REQUESTED:
Adopt Resolution No. 2016-36 approving both Preliminary and Final Plat.

INTRODUCTION:
Independent School District No. 273, the Edina School District is requesting a subdivision of 7600 Metro Boulevard. The purpose of the request is to divide off 9.29 acres from the existing 20.60 acre parcel that is the currently occupied by Film Tec. The School District would like to use the 9.29 acre site as the future home of a new bus garage. Site Plan Review would be required when the School District is ready to proceed with a proposal.

The Planning Commission unanimously recommended approval at their February 24, 2016 meeting.

ATTACHMENTS:

Planning Commission Staff Report
Planning Commission Minutes
Resolution No. 2016-36

PLANNING COMMISSION STAFF REPORT

Originator	Meeting Date	Agenda #
Cary Teague **Community Development Director**	**February 24, 2016**	**V.A.**

INFORMATION & BACKGROUND

Project Description

Independent School District No. 273, the Edina School District is requesting a subdivision of 7600 Metro Boulevard. (See property location on pages A1-A2.) The purpose of the request is to divide off 9.29 acres from the existing 20.60 acre parcel that is the currently occupied by Film Tec. The School District would like to use the 9.29 acre site as the future home of a new bus garage. Site Plan Review would be required when the School District is ready to proceed with a proposal. (See applicant narrative and proposed subdivision on pages A3-A6.)

Surrounding Land Uses

Northerly:	Office/light industrial uses; zoned and guided for industrial uses including office.
Easterly:	Commercial retail Center; Commercial shopping center.
Southerly:	Southdale Center; zoned PCD-2, Planned Commercial District and guided Neighborhood Commercial.
Westerly:	Office/light industrial uses; zoned and guided for industrial uses including office.

Existing Site Features

The existing site contains a 195,506 square foot warehouse/office building. The site is relatively flat with very little landscaping. (See page A2.) No changes are proposed for the site at this time. The School District will be submitting a Site Plan to develop the remaining 9.29 acres in the near future.

Planning

Guide Plan designation:	Industrial
Zoning:	PID, Planned Industrial District

Lot Dimensions

	Area Lot Width
REQUIRED	2 acres
Parcel A	9.29 acres
Parcel B	11.31 acres

Park Dedication

No park dedication is required. This property was originally platted as 10 lots in 1964. (See the original Plat on page A7.) Therefore, park dedication has already been paid.

Easements

The city engineer has reviewed the proposed subdivision and found it to be acceptable. A 10-foot drainage and utility easement has been added to the new lot line. The east-west drainage and utility easement that originally followed a lot line in the 1964 Plat should be vacated. There are no utilities within that easement, and it runs through the existing building. This shall be made a condition of approval. Any future sidewalks would be required to have easements over them as part of the future site plan review for the bus garage.

The fire marshal has reviewed the plans and recommended a fire lane easement for access be added. The applicant has agreed to the easement as demonstrated on pages A8-A9. This easement would be 35 feet wide, and run just west of the proposed new lot line. This easement would be filed at Hennepin County at the same time as the subdivision.

Parcel B

The existing building would be located on Parcel B. The building would meet all zoning ordinance requirements, including setback and height. Based on the square footage of the existing building, which is primarily warehouse, 196 parking stalls are required. The site plan shows 204, which complies with the ordinance. Parking would again be reviewed as part of the site plan review for Parcel A.

Staff Recommendation

Recommend that the City Council approve the proposed two-lot subdivision of 7600 Metro Boulevard. Approval is based on the following findings:

1. The proposed subdivision meets the required standards and ordinance for a subdivision.

2. The resulting uses on Parcel B meet all zoning ordinance requirements.

Approval is subject to the following conditions:

1. Development of the vacant parcel will require Site Plan Review by the Planning Commission and City Council.

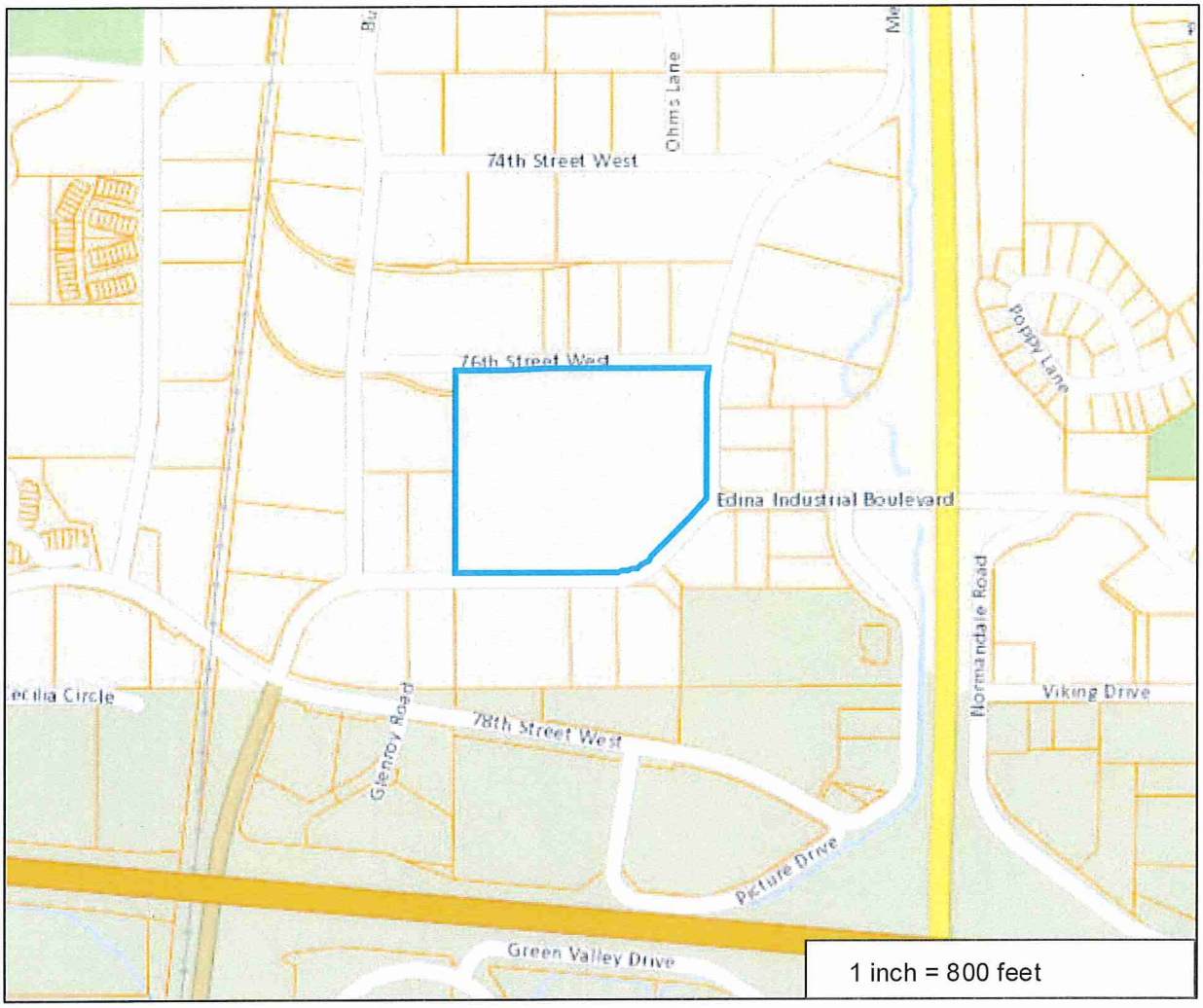
2. Dedication of a 35-foot fire lane easement along the new lot line. The fire lane easement shall be filed at Hennepin County by staff at the same time as the subdivision.

3. The east-west drainage and utility easement through the existing building must be vacated prior to building on Parcel A.

Deadline for a City Decision: April 5, 2016

Hennepin County Property Map

Date: 2/18/2016



PARCEL ID: 0911621330001

OWNER NAME:

PARCEL ADDRESS: 7600 Metro Blvd, Edina MN 55439

PROPERTY TYPE: Industrial-Preferred

HOMESTEAD:

PARCEL AREA: 20.59 acres, 896,811 sq ft

A-T-B: Abstract

MARKET VALUE:

TAX TOTAL:

SALE PRICE:

SALE DATA:

SALE CODE:

Comments:

SUBJECT PROPERTY

This data (i) is furnished 'AS IS' with no representation as to completeness or accuracy; (ii) is furnished with no warranty of any kind; and (iii) is notsuitable for legal, engineering or surveying purposes. Hennepin County shall not be liable for any damage, injury or loss resulting from this data.

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A1

Hennepin County Property Map

Date: 2/18/2016



PARCEL ID: 0911621330001

OWNER NAME:,

PARCEL ADDRESS: 7600 Metro Blvd, Edina MN 55439

PROPERTY TYPE: Industrial-Preferred

HOMESTEAD:

PARCEL AREA: 20.59 acres, 896,811 sq ft

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SALE PRICE:

SALE DATA

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APPLICANT NARRATIVE

Edina Public Schools

DEFINING EXCELLENCE

ADMINISTRATIVE OFFICES
5701 Normandale Road
Edina, MN 55424
(952) 848-3900
www.edina.k12.mn.us

Date: January 26, 2016

To: Cary Teague, City Planner, City of Edina

From: Margo Bauck, Director of Business Services, Edina Public Schools

Re: Subdivision Application

Independent School District No. 273, the Edina School District, is submitting an Application for Subdivision of a parcel of land located at 7600 Metro Blvd., Edina, MN. The Edina School District is purchasing 9.29 acres of vacant land of the overall parcel for the purpose of construction of a new district transportation services facility.

The overall parcel is 20.60 acres and currently contains an office/warehouse building with parking located on the east side of the parcel, which is operated by the tenant Film Tec ("Film Tec Building"). The Edina School District is the applicant for the subdivision and the owners of the property, Jasue LLC and Aleff LLC, support the application.

The overall parcel is described as Lots 3, 4, 5, 6, 7, 10, 11, 12, 13 and 14, Block 7, Edina Interchange Center. The property being purchased by the Edina School District is the vacant portion of the overall parcel, described as Lot 3, 4, 10, 11, and a portion of Lots 5 and 12, of Block 7, Edina Interchange Center. The purpose of the subdivision is to divide the overall parcel and move the property lines of Lot 4 and 11 to the east onto a portion of Lot 5 and Lot 12, with the new property lines setback 25.5 feet from the west side of the Film Tec Building. The acquisition by the Edina School District includes property where a fire lane is currently located, which will require an easement agreement between the School District and the owners Jasue LLC and Aleff LLC, to provide access to Film Tec to the fire lane and to the HVAC/mechanical equipment located on the west side of the Film Tec Building.

The construction of a new transportation services facility is an investment in district infrastructure that was included in the facilities bond referendum approved by voters in May, 2015. Just over $8 million was earmarked for the construction of a new transportation facility, with plans to also offset a portion of construction costs with proceeds from the sale of the current facility.

PLANNING DEPARTMENT
JAN 26 REC'D
CITY OF EDINA

A3

ALTA/ACSM Land Title Survey

For application for Lot Line Adjustment per City of Edina Ordinances
Part of Lots 3, 4, 5, 6, 7, 10, 11, 12, 13, and 14, Block 7, Edina Interchange Center, Hennepin County, Minnesota.

Additional Notes

Total Area: 897,339 sq. ft. /20.60 acres

Table A Item 2: Address observed in the field

Table A Item 9: see below

Total Regular spaces = 299
Total Handicap spaces = 12
Total Spaces = 311

Table A Item 10(a):
No division or party walls were observed with respect to adjoining properties.

Table A Item 16:
No evidence of earth moving work, building construction, or building additions in recent months.

Table A Item 17:
No proposed changes in street right of way and no street or sidewalk construction or repairs were observed.

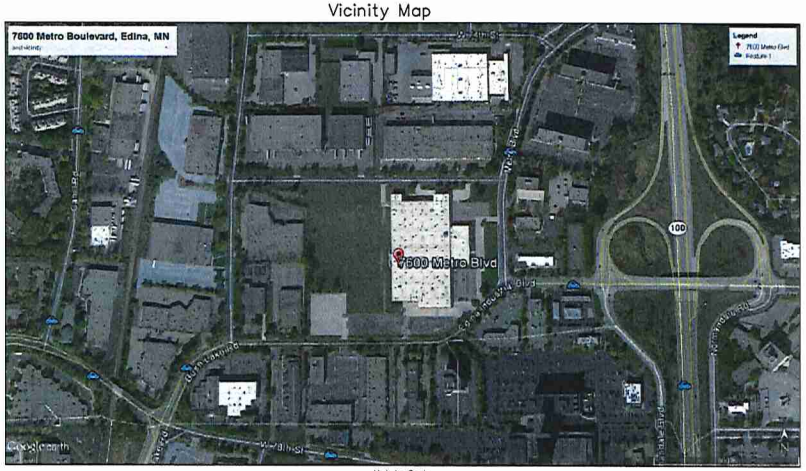
No observable evidence of cemeteries on subject property.

Subject property has direct access to Metro Blvd, West 76th Street and Edina Industrial Blvd, dedicated public streets.

Street are dedicated to the public per the recorded plat.

*Proposed Parcel A is being bisected by the school district and any proposed intersections and additional easements to be determined at a later date on approval of future site plans.

Vicinity Map



Not to Scale

Utility Notes

UTILITIES ARE SHOWN PER ABOVE GROUND VISIBLE EVIDENCE ONLY.

Proposed Utility Easement:

A 10.00' public utility easement over, under and across that part of Lots 5 and 12, Block 7, Edina Interchange Center, Hennepin County, Minnesota, described as follows:

Commencing at the northwest corner of Lot 3 in said Block 7; thence on an assumed bearing of North 89 degrees 32 minutes 23 seconds East, along the north line of Lots 3, 4, and 5 in said Block 7, a distance of 465.11 feet to the point of beginning; thence South 00 degrees 27 minutes 37 seconds East, parallel with the westerly lines of said Lots 3 and 10, a distance of 109.09 feet; thence South 89 degrees 32 minutes 23 seconds West a distance of 5.35 feet; thence South 00 degrees 27 minutes 37 seconds East a distance of 12.77 feet; thence North 89 degrees 32 minutes 23 seconds East a distance of 5.35 feet; thence South 00 degrees 27 minutes 37 seconds East a distance of 748.13 feet to the south line of said Lot 12; thence South 89 degrees 32 minutes 23 seconds West, along said south line, a distance of 10.00 feet; thence North 00 degrees 27 minutes 37 seconds West a distance of 738.13 feet; thence South 89 degrees 32 minutes 23 seconds West a distance of 5.35 feet; thence North 00 degrees 27 minutes 37 seconds West a distance of 32.77 feet; thence North 89 degrees 32 minutes 23 seconds East a distance of 5.35 feet; thence North 00 degrees 27 minutes 37 seconds West a distance of 99.09 feet; thence North 89 degrees 32 minutes 23 seconds East a distance of 10.01 feet to the point of beginning.

Flood Note

By scaled map location and graphic plotting only, the subject property is in Zone(s) X of the Flood Insurance Rate Map, Community Panel Number 27053C0451E which has an effective date of 04/02/2004 and is not in a Special Flood Hazard Area.

Legal Descriptions

Record Legal Description

Parcel A:
Lots 3, 4, 5, 6, 7, 10, 11, 12, 13, and 14, Block 7, Edina Interchange Center, Hennepin County, Minnesota.

Parcel B:
Nonexclusive easement for railroad track spur line purposes as contained in Quitclaim Deed dated December 9, 1966, recorded December 27, 1966, as Document No. 3636404.

Proposed Legal Descriptions

Proposed Parcel A:
Lots 3, 4, 10, 11 and that part of Lots 5 and 12, Block 7, Edina Interchange Center, Hennepin County, Minnesota, lying westerly of a line described as follows:

Commencing at the northwest corner of said Lot 3; thence on an assumed bearing of North 89 degrees 32 minutes 23 seconds East, along the north line of said Lots 3, 4, and 5, a distance of 465.11 feet to the point of beginning of the line to be described; thence South 00 degrees 27 minutes 37 seconds East, parallel with the westerly lines of said Lots 3 and 10, a distance of 109.09 feet; thence South 89 degrees 32 minutes 23 seconds West a distance of 5.35 feet; thence North 00 degrees 27 minutes 37 seconds East a distance of 12.77 feet; thence North 89 degrees 32 minutes 23 seconds East a distance of 5.35 feet; thence South 00 degrees 27 minutes 37 seconds East a distance of 748.13 feet to the south line of said Lot 12 and there terminating.

Proposed Remnant Parcel B:
Lots 6, 7, 13, 14 and that part of Lots 5 and 12, Block 7, Edina Interchange Center, Hennepin County, Minnesota, lying easterly of a line described as follows:

Commencing at the northwest corner of said Lot 3; thence on an assumed bearing of North 89 degrees 32 minutes 23 seconds East, along the north line of said Lots 3, 4, and 5, a distance of 465.11 feet to the point of beginning of the line to be described; thence South 00 degrees 27 minutes 37 seconds East, parallel with the westerly lines of said Lots 3 and 10, a distance of 109.09 feet; thence South 89 degrees 32 minutes 23 seconds West a distance of 5.35 feet; thence South 00 degrees 27 minutes 37 seconds East a distance of 12.77 feet; thence North 89 degrees 32 minutes 23 seconds East a distance of 5.35 feet; thence South 00 degrees 27 minutes 37 seconds East a distance of 748.13 feet to the south line of said Lot 12 and there terminating.

This legal description describes the same property insured in First American Title Insurance Company Commitment No. NCS-675006-MPLS with a date of August 20, 2015 at 7:30 A.M.

Schedule B Notes

(9) Drainage and utility easements as contained in Release and Grant of Easements dated August 27, 1964, recorded December 7, 1964, as Document No. 3535484. (AFFECTS, SHOWN HEREON).

(10) Terms and conditions of License Agreement between General Motors Corporation and Northern States Power Company, dated June 8, 1966, recorded July 8, 1966, as Document No. 3612930. (AFFECTS, SHOWN HEREON. THE INTENT APPEARS TO HAVE BEEN THE WEST 10' OF LOT 6 AND EAST 10' OF LOT 5 SO AS TO BE CONTIGUOUS AND ALSO NOT ENCROACH INTO THE 7600 BUILDING).

(11) Easement for signal purposes in favor of the City of Edina, as contained in Easement for Signal Purposes dated January 24, 2001, recorded February 8, 2001, as Document No. 7421302, and in Consent of Lessee to Easement by General Motors Corporation, recorded March 26, 2001, as Document no. 7443487.
(AFFECTS, SHOWN HEREON)

(15) Informational Note:
Lease Termination Agreement recorded April 4, 2006, as Document No. 8773548, states in Exhibit A, "SUBJECT TO an Easement granted to Minneapolis, Northfield and Southern Railway Company by deed dated July 20, 1966, and filed for record July 22, 1966, in Deed Book 2553, Page 249, as Document No. 3635161, Register of Deeds Office, Hennepin County, Minnesota." The easement created by Document No. 3635161 burdens real property to the west of Parcel A of the Land. It may have been the intent of the drafter of Document No. 8773548 to show that the "TOGETHER WITH" easement described therein is subject to the easement created by Document No. 3635161.
(AFFECTS, BY PROVIDING RAIL ACCESS, SHOWN HEREON).

(16) Informational Note:
Special Warranty Deed recorded September 18, 2012, as Document No. A9844453, and Special Warranty Deed recorded September 18, 2012, as Document No. A9844454, state in Exhibit A, "Subject to easement granted to Minneapolis Northfield and Southern Railway by deed dated November 30, 1964, and filed for record in the office of the Register of Deeds as Document No. 3514981."
The easement created by Document No. 3514981 burdens real property to the west of Parcel A of the Land. It may have been the intent of the drafter of Document Nos. A9844453 and A9844454 to show that the "TOGETHER WITH" easement described therein is subject to the easement created by Document No. 3514981.
(AFFECTS, BY PROVIDING RAIL ACCESS, SHOWN HEREON).

Significant Observations

1. Ashram running 16' of subject property at NW corner. (AFFECTS PROPOSED PARCEL A)
2. West line of concrete wall, 5.0's 1.8' west of east line of subject property. (AFFECTS PROPOSED PARCEL B)
3. Telephone pedestals, utility manholes and fiber vaultpeds fall on subject property as shown. (AFFECTS PROPOSED PARCEL A & B)
4. License agreement area encroaches into 7600 building as described. (AFFECTS PROPOSED PARCEL B)

Zoning Notes

Information not provided to surveyor.

Certification

To: Independent School District No. 273; Jessie LLC; Aleff LLC and First American Title Insurance Company;

This is to certify that this map or plat and the survey on which it is based were made in accordance with the 2011 Minimum Standard Detail Requirements for ALTA/ACSM Land Title Surveys, jointly established and adopted by ALTA and NSPS, and includes items 1, 2, 3, 4(b), 7(a), 7(c), 8, 9, 10(a), 11(a), 16, 17 and 21 of Table A thereof. The field work was completed on 9/8/2015 and 12/30/2015.

Additionally, the land surveyed covers the entire parcel(s) and that there are no gaps or overlaps with adjoining parcels.

MINNESOTA JASON M. GUSTAFSON 42986 LAND SURVEYOR

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

Signature — Date: 2/12/2016

Jason M. Gustafson, PLS
License Number 42986
My license renewal date is June 30, 2016.
Pages or sheets covered by this seal: 1-2

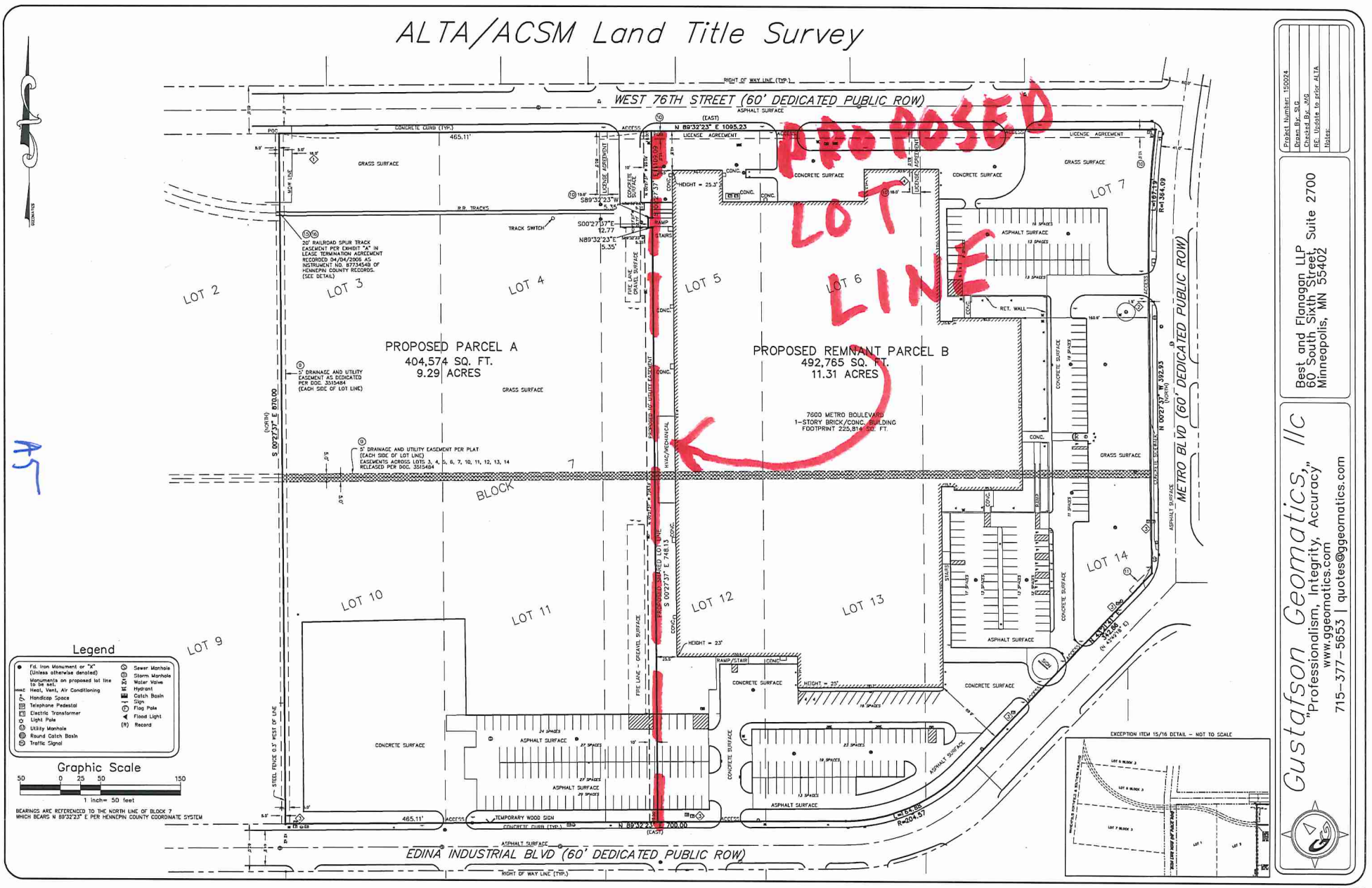
Date of Plat or Map: 1/19/2016
Date of Last Revision: 2/12/2016 (easement)
Updates to prior survey dated 01/7/2015

Project Number: 150924
Drawn By: SJG
Checked By: JMG
RE: Update to prior ALTA
Notes:

Best and Flanagan LLP
60 South Sixth Street, Suite 2700
Minneapolis, MN 55402

Gustafson Geomatics, llc
"Professionalism, Integrity, Accuracy"
www.ggeomatics.com
715-377-5653 | quotes@ggeomatics.com

ALTA/ACSM Land Title Survey



Legend

- Fd. Iron Monument or "X" (Unless otherwise denoted)
- Monuments on proposed lot line to be set.
- HVAC Heat, Vent, Air Conditioning
- Handicap Space
- Telephone Pedestal
- Electric Transformer
- Light Pole
- Utility Manhole
- Round Catch Basin
- Traffic Signal
- Sewer Manhole
- Storm Manhole
- Water Valve
- Hydrant
- Catch Basin
- Sign
- Flag Pole
- Flood Light
- (R) Record

Graphic Scale

50 0 25 50 150

1 inch= 50 feet

BEARINGS ARE REFERENCED TO THE NORTH LINE OF BLOCK 7 WHICH BEARS N 89°32'23" E PER HENNEPIN COUNTY COORDINATE SYSTEM

Project Number: 150024
Drawn By: SJG
Checked By: JMG
RE: Update to prior ALTA
Notes:

Best and Flanagan LLP
60 South Sixth Street, Suite 2700
Minneapolis, MN 55402

Gustafson Geomatics, llc
"Professionalism, Integrity, Accuracy"
www.ggeomatics.com
715-377-5653 | quotes@ggeomatics.com

Legal Descriptions

Record Legal Description

Parcel A:
Lots 3, 4, 5, 6, 7, 10, 11, 12, 13, and 14, Block 7, Edina Interchange Center, Hennepin County, Minnesota.

Parcel B:
Non-exclusive easement for railroad track spur line purposes as contained in Quitclaim Deed dated December 9, 1966, recorded December 27, 1966, as Document No. 3638909.

Proposed Legal Descriptions

Proposed Parcel A:
Lots 3, 4, 10, 11 and that part of Lots 5 and 12, Block 7, Edina Interchange Center, Hennepin County, Minnesota, lying westerly of a line described as follows:

Commencing at the northwest corner of said Lot 3; thence on an assumed bearing of North 89 degrees 32 minutes 23 seconds East, along the north line of said Lots 3, 4, and 5, a distance of 465.11 feet to the point of beginning of the line to be described; thence South 00 degrees 27 minutes 37 seconds East, parallel with the westerly lines of said Lots 3 and 10, a distance of 109.09 feet; thence South 89 degrees 32 minutes 23 seconds West a distance of 5.35 feet; thence South 00 degrees 27 minutes 37 seconds East a distance of 12.77 feet; thence North 89 degrees 32 minutes 23 seconds East a distance of 5.35 feet; thence South 00 degrees 27 minutes 37 seconds East a distance of 748.13 feet to the south line of said Lot 12 and there terminating.

Proposed Remnant Parcel B:
Lots 6, 7, 13, 14 and that part of Lots 5 and 12, Block 7, Edina Interchange Center, Hennepin County, Minnesota, lying easterly of a line described as follows:

Commencing at the northwest corner of said Lot 3; thence on an assumed bearing of North 89 degrees 32 minutes 23 seconds East, along the north line of said Lots 3, 4, and 5, a distance of 465.11 feet to the point of beginning of the line to be described; thence South 00 degrees 27 minutes 37 seconds East, parallel with the westerly lines of said Lots 3 and 10, a distance of 109.09 feet; thence South 89 degrees 32 minutes 23 seconds West a distance of 5.35 feet; thence South 00 degrees 27 minutes 37 seconds East a distance of 12.77 feet; thence North 89 degrees 32 minutes 23 seconds East a distance of 5.35 feet; thence South 00 degrees 27 minutes 37 seconds East a distance of 748.13 feet to the south line of said Lot 12 and there terminating.

This legal description describes the same property insured in First American Title Insurance Company Commitment No. NCS-750086-MPLS with a date of August 20, 2015 at 7:30 A.M..

Schedule B Notes

(9) Drainage and utility easements as contained in Release and Grant of Easements dated August 27, 1964, recorded December 7, 1964, as Document No. 3515484. (AFFECTS. SHOWN HEREON).

(10) Terms and conditions of License Agreement between General Motors Corporation and Northern States Power Company, dated June 8, 1966, recorded July 8, 1966, as Document No. 3612930. (AFFECTS, SHOWN HEREON. THE INTENT APPEARS TO HAVE BEEN THE WEST 10' OF LOT 6 AND EAST 10' OF LOT 5 SO AS TO BE CONTIGUOUS AND ALSO NOT ENCROACH

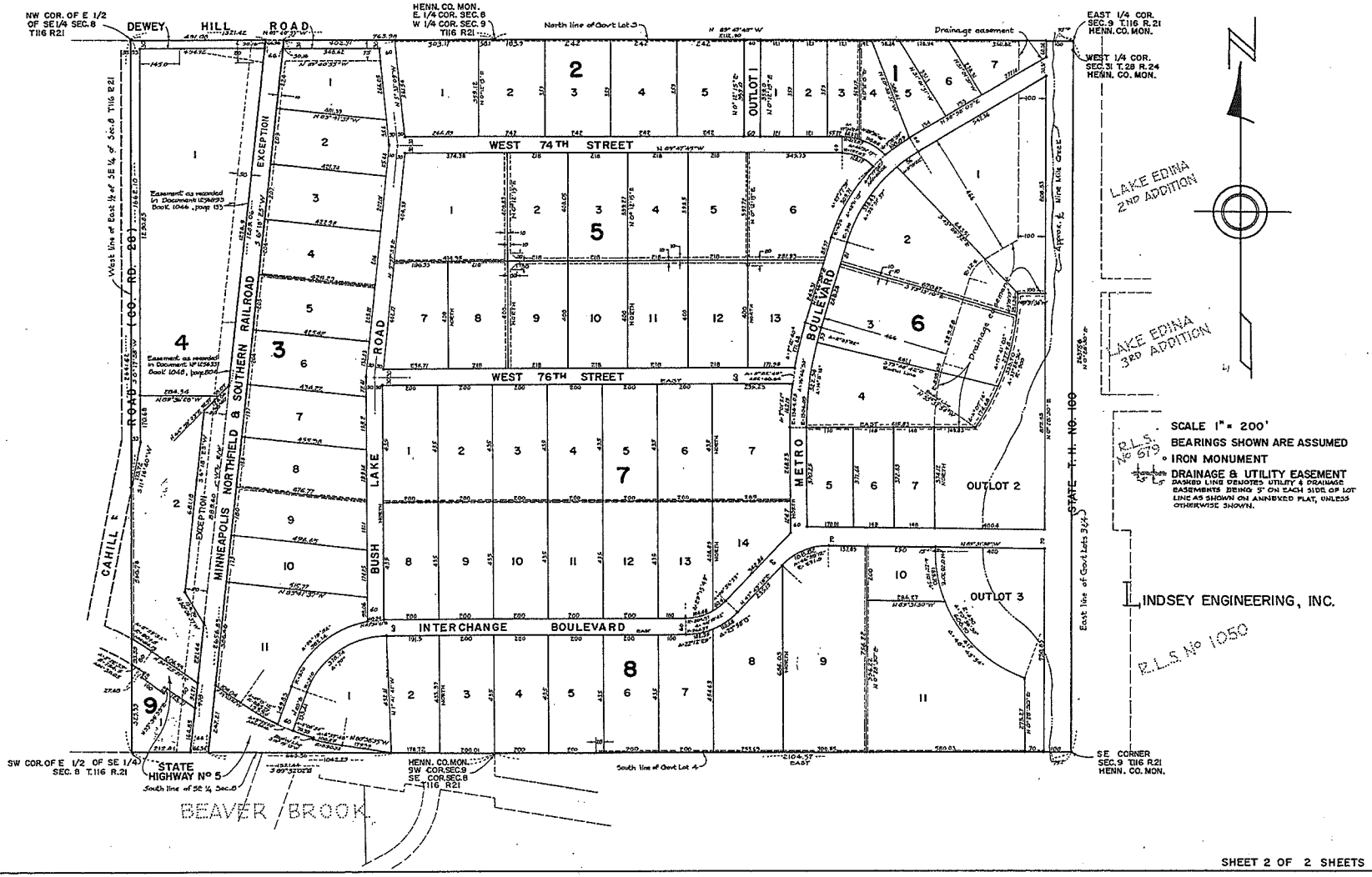
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Project Number: 150024
Drawn By: SLG
Checked By: JMG

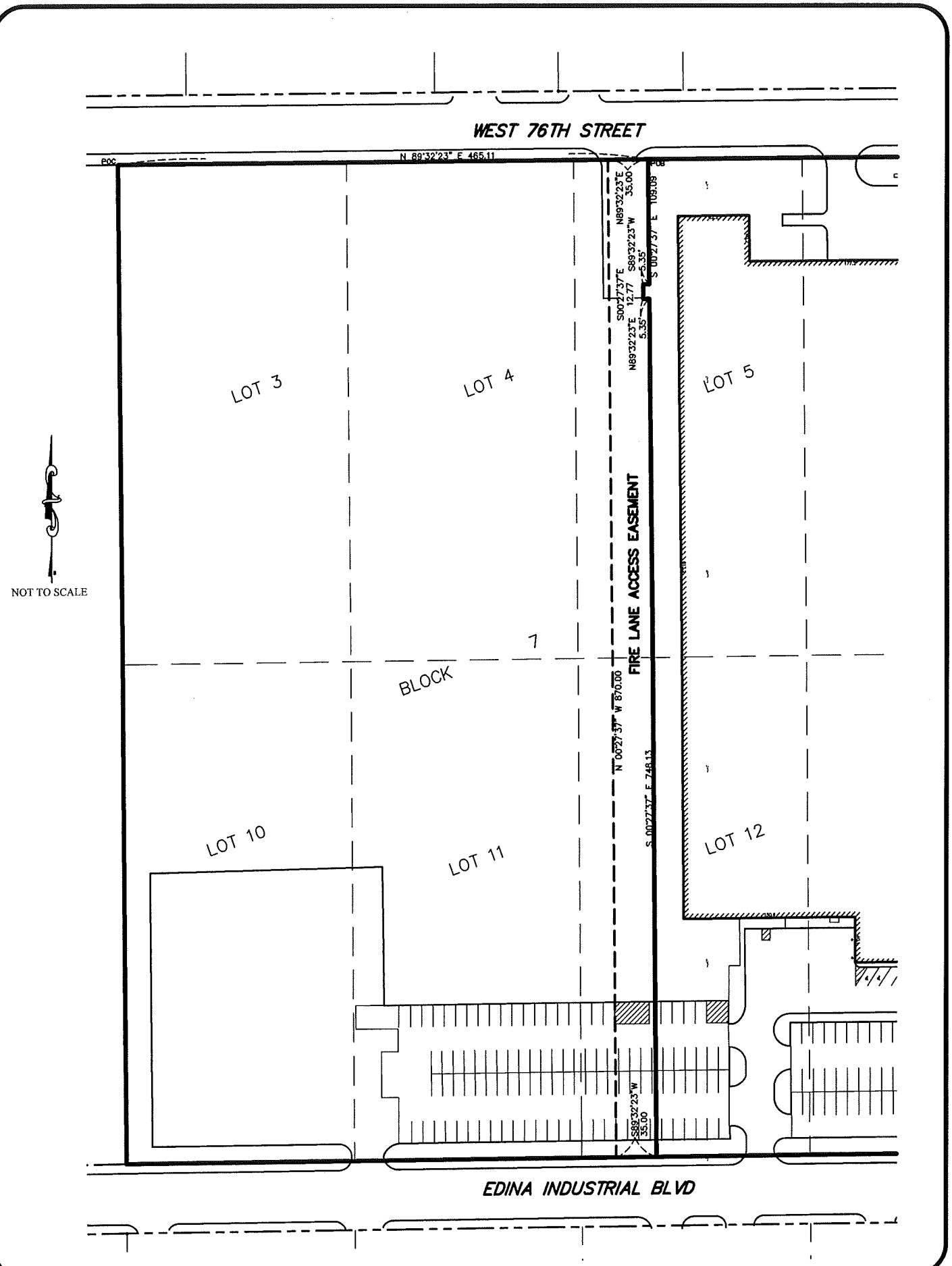
Flanagan LLP
Sixth Street. Suite 2700

EDINA INTERCHANGE CENTER

HENNEPIN COUNTY



SHEET 2 OF 2 SHEETS


WEST 76TH STREET
POC
N 89°32'23" E 465.11
POB
N89°32'23"E 35.00
S00°27'37"E 12.77
N89°32'23"E 5.35
S89°32'23"W 5.35
S 00°27'37" E 109.09
LOT 3
LOT 4
LOT 5
FIRE LANE ACCESS EASEMENT
BLOCK 7
N 00°27'37" W 870.00
S 00°27'37" E 748.13
LOT 10
LOT 11
LOT 12
S89°32'23"W 35.00
EDINA INDUSTRIAL BLVD
NOT TO SCALE

A8

A fire lane access easement over and across that part of Lots 5 and 12, Block 7, Edina Interchange Center, Hennepin County, Minnesota, described as follows:

Commencing at the northwest corner of Lot 3 in said Block 7; thence on an assumed bearing of North 89 degrees 32 minutes 23 seconds East, along the north line of Lots 3, 4, and 5 in said Block 7, a distance of 465.11 feet to the point of beginning; thence South 00 degrees 27 minutes 37 seconds East, parallel with the westerly lines of said Lots 3 and 10, a distance of 109.09 feet; thence South 89 degrees 32 minutes 23 seconds West a distance of 5.35 feet; thence South 00 degrees 27 minutes 37 seconds East a distance of 12.77 feet; thence North 89 degrees 32 minutes 23 seconds East a distance of 5.35 feet; thence South 00 degrees 27 minutes 37 seconds East a distance of 748.13 feet to the south line of said Lot 12; thence South 89 degrees 32 minutes 23 seconds West, along said south line, a distance of 35.00 feet; thence North 00 degrees 27 minutes 37 seconds West a distance of 870.00 feet; thence North 89 degrees 32 minutes 23 seconds East a distance of 35.00 feet to the point of beginning.

Minutes
City Of Edina, Minnesota
Planning Commission
Edina City Hall Council Chambers
February 24, 2016, 7:00 p.m.

I. Call To Order

Commissioner Platteter called the meeting to order at 7:02 p.m.

II. Roll Call

Answering the roll call were Chair Platteter, Commissioners Hobbs, Lee, Thorsen, Strauss, Nemerov, Olsen Carr, Forrest, and Student Commissioners Kivimaki and Ma. Staff present: Community Development Director Teague and Support staff Hoogenakker.

III. Approval Of Meeting Agenda

Motion by Thorsen to approve the Planning Commission meeting agenda. Motion seconded by Strauss. Motion carried.

IV. Approval Of Meeting Minutes

Motion by Thorsen to approve the February 10, 2016 meeting minutes. Seconded by Lee. Motion carried.

V. PUBLIC HEARINGS

A. Subdivision of 7600 Metro Boulevard, Edina, MN. Edina Public Schools.

Staff Presentation

Planner Teague addressed the Commission and presented a request by Independent School District No. 273 to subdivide property at 7600 Metro Boulevard. Teague explained that the purpose of the request was to divide off 9.29 acres from the existing 20.60 acres parcel. The School District would like to use the 9.29 acre site as the future home of the new bus garage. Site review would occur when the City was ready to proceed with a proposal.

Teague concluded that staff recommends that the City Council approve the proposed two-lot subdivision of 7600 Metro Boulevard based on the following findings:

- The proposed subdivision meets the required standards and ordinance for a subdivision.
- The resulting uses on Parcel B meet all zoning ordinance requirements.

Teague also noted approval is subject to the following conditions:

- Development of the vacant parcel will require site plan review by the Planning Commission and City Council.
- Dedication of a 35-foot fire lane easement along the new lot line. The fire lane easement shall be filed at Hennepin County by staff at the same time as the subdivision.
- The ease-west drainage and utility easement through the existing building must be vacated prior to building on Parcel A.

Appearing for the Applicant

Margo Bauck, Edina Public Schools.

Applicant Presentation

Ms. Bauck addressed the Commission and explained that the purpose for this request is to construct a new district transportation services facility. Bauck said the construction of a new transportation services facility is an investment in the districts infrastructure that was included in the facilities bond referendum approved by voted in May 2015. Eight million of the referendum was earmarked for the construction of this facility. Bauck noted that the sale of the present transportation services facility will offset the cost. Concluding, Bauck asked the Commission for their support.

Chair Platteter opened the public hearing.

Public Testimony

Jim Simpson, 5300 Edina Industrial Boulevard, Edina, MN addressed the Commission.

Motion made by Thorsen to close the public hearing. Motion seconded by Lee. Motion carried.

Discussion

Commissioners expressed their support for the subdivision. Commissioners questioned when the District believes the project will be completed. Ms. Bauck responded in is the intent of the District to have the transportation facility open in the fall of 2017.

Motion

Motion made by Thorsen to recommend preliminary plat approval based on staff findings and subject to staff conditions. Motion seconded by Carr. All voted aye; Motion carried 9-0.

RESOLUTION NO. 2016-36
APPROVING PRELIMINARY AND FINAL PLAT
AT 7600 METRO BOULEVARD

BE IT RESOLVED by the City Council of the City of Edina, Minnesota, as follows:

Section 1. BACKGROUND.

1.01 Independent School District No. 273, the Edina School District is requesting a subdivision of 7600 Metro Boulevard.

1.02 There are no site improvements proposed at this time.

1.03 The purpose of the request is to divide off 9.29 acres from the existing 20.60 acre parcel that is the currently occupied by Film Tec. The School District would like to use the 9.29 acre vacant portion of the site as the future home of a new bus garage. Site Plan Review would be required when the School District is ready to proceed with a proposal.

1.04 The following described tract of land is requested to be divided:

See attached Exhibit A

1.05 The owner of the described land desires to subdivide said tract in to the following described new and separate parcels (herein called "parcels") described as follows:

See attached Exhibit B

1.06 On February 24, 2016, the Planning Commission unanimously recommended approval. Vote: 9 Ayes and 0 Nays.

1.08 On March 15, 2016, the City Council held a public hearing on the proposed subdivision.

Section 2. FINDINGS

2.01 Approval is based on the following findings:

1. The proposed subdivision meets the required standards and ordinance for a subdivision.

2. The resulting uses on Parcel B meet all zoning ordinance requirements.

Section 3. APPROVAL

NOW THEREFORE, it is hereby resolved by the City Council of the City of Edina, approves the Preliminary and Final Plat at 7600 Metro Boulevard.

Approval is subject to the following Conditions:

1. Development of the vacant parcel will require Site Plan Review by the Planning Commission and City Council.

2. Dedication of a 35-foot fire lane easement along the new lot line. The fire lane easement shall be filed at Hennepin County by staff at the same time as the subdivision.

Adopted this 15th day of March, 2016.

ATTEST:_____ _____
Debra A. Mangen, City Clerk James B. Hovland, Mayor

STATE OF MINNESOTA)
COUNTY OF HENNEPIN)SS
CITY OF EDINA)

CERTIFICATE OF CITY CLERK

I, the undersigned duly appointed and acting City Clerk for the City of Edina do hereby certify that the attached and foregoing Resolution was duly adopted by the Edina City Council at its Regular Meeting of March 15, 2016, and as recorded in the Minutes of said Regular Meeting.

WITNESS my hand and seal of said City this ____ day of _____, 2016.

_____
City Clerk

Exhibit A

Record Legal Description

Parcel A:
Lots 3, 4, 5, 6, 7, 10, 11, 12, 13, and 14, Block 7, Edina Interchange Center, Hennepin County, Minnesota.

Parcel B:
Non-exclusive easement for railroad track spur line purposes as contained in Quitclaim Deed dated December 9, 1966, recorded December 27, 1966, as Document No. 3638909.

Exhibit B

Proposed Legal Descriptions

Proposed Parcel A:
Lots 3, 4, 10, 11 and that part of Lots 5 and 12, Block 7, Edina Interchange Center, Hennepin County, Minnesota, lying westerly of a line described as follows:

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Proposed Remnant Parcel B:
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CITY OF EDINA

4801 West 50th Street
Edina, MN 55424
www.edinamn.gov

Date: March 15, 2016

Agenda Item #: VI.B.

To: Mayor and City Council

Item Type:
Report / Recommendation

From: Cary Teague, Community Devepment Director

Item Activity:
Action

Subject: PUBLIC HEARING: Resolution No. 2016-32 & 2016-33 Comprehensive Plan Amendment and Preliminary Rezoning for properties at the northwest corner of 66th and York. DLC Residential LLC.

ACTION REQUESTED:
Adopt Resolution No. 2016-32 and No. 2016-33 approving the Comprehensive Plan Amendment, Preliminary Rezoning and Preliminary Development Plan.

INTRODUCTION:
DLC Residential, LLC is proposing to redevelop the 5.6 acre office building sites at 6550 Xerxes and 3250 66th Street West. The applicant is proposing to tear down the existing buildings and redevelop the site with the following two phase development:

Phase 1 (3250 66th Street West): A 6-7 story, 227-unit apartment building, with two levels of underground parking, a club room, fitness area, and a green roof with an amenity terrace, including a pool.

Phase 2 (6650 Xerxes Avenue): A 5-6 story, 145-unit apartment building. Five and four floors of housing above the parking and amenities area.

The primary entrance to the site would be off Xerxes Avenue. There is a secondary access available off of York. Both of these access points exist today. There is a shared access arrangement with the adjacent property owner at 3316 66th Street west. That shared access would also remain.

This application was submitted after the effective date of the City's new affordable housing policy of requiring 10% of the units to be affordable in a rezoning request does apply. However, the plans were developed and sketch plan review occurred prior to the adoption of the policy. The applicant is proposing 5% of the project (11 units in Phase 1 and 7 units in Phase 2.)

The Planning Commission recommended approval of the Comprehensive Plan Amendment. Vote: 7 Ayes and 2 Nays.

A motion to approve the Preliminary Rezoning and Preliminary Development Plan failed. Vote: 4 Ayes and 5 Nays. (See attached Planning Commission minutes.) The main concern of the Planning Commission was in regard to the traffic study. As a result, staff requested the City's consultant, Kimley- Horn to revise their traffic study to address the concerns and update/increase the anticipated growth numbers in the surrounding area. The revised study is attached. The revised study still concludes that there are no improvements that need to be made to the existing roadway system.

ATTACHMENTS:

Planning Commission Staff Report

Attachments to Staff Report

Resolution 2016-32 Comprehensive Plan Amendment

Resolution 2016-33 Rezoning and Preliminary Development Plan

Udated Traffic Study

Planning Commission Minutes

PLANNING COMMISSION STAFF REPORT

Originator **Cary Teague** **Community Development Director**	Meeting Date **February 24, 2016**	Agenda # **V.B.**

INFORMATION/BACKGROUND

Project Description

DLC Residential, LLC is proposing to redevelop the 5.6 acre office building sites at 6550 Xerxes and 3250 66th Street West. (See property location on pages A1–A5.) The applicant is proposing to tear down the existing buildings and redevelop the site with the following two phase development:

Phase 1 (3250 66th Street West):

- A 6-7 story, 227-unit apartment building, with two levels of underground parking, a club room, fitness area, and a green roof with an amenity terrace, including a pool.

Phase 2 (6650 Xerxes Avenue):

- A 5-6 story, 145-unit apartment building. Five and four floors of housing above the parking and amenities area.

The primary entrance to the site would be off Xerxes Avenue. There is a secondary access available off of York. Both of these access points exist today. There is a shared access arrangement with the adjacent property owner at 3316 66th Street west. That shared access would also remain.

See narrative and plans on pages A6–A45, and larger scale plans in the attached development book.

This application was submitted after the effective date of the City's new affordable housing policy of requiring 10% of the units to be affordable in a rezoning request does apply. The applicant is proposing only 3% of the project (7 units in Phase 1 and 4 units in Phase 2.)

To accommodate the request, the following amendment to the Comprehensive Plan would be required:

- Re-guiding of the site from RM, Regional Medical to CAC, Community Activity Center.

As discussed during the sketch plan review of this project; the proposal to re-guide the property to CAC includes the three parcels to the east at 6444, 6500 and 6525 Xerxes Avenue. Those three property owners have agreed to the re-guiding of their property.

This is the only Comprehensive Plan Amendment requested; the proposed height (7 stories) and density (66 units per acre) would meet the standards of the CAC.

In addition, the following land use applications are requested:

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

- Preliminary Development Plan.

This review is the first of a two-step process of review. Should the Preliminary Rezoning and Comprehensive Plan Amendment be approved, the following are required for the second step:

1. Final Development Plan and Final Rezoning. The applicant would make any changes/revisions necessary from the preliminary plans, and submit a final development plan and rezoning application. That final review is then a review for consistency with the approved preliminary plans before the City Council and adoption of the Zoning Ordinance for the PUD.

2. Staff submittal of the Comprehensive Plan Amendment to the Metropolitan Council for review and approval.

The applicant has gone through the Sketch Plan process before the Planning Commission and City Council. (See the sketch plans on pages A122-A124; and the minutes from those meetings on pages A125–A130.) The sketch plans were generally well received; the applicant has developed the proposed plans by attempting to address issues that were raised by the Planning Commission and City Council at Sketch Plan. (See pages A13-A14 of the applicant narrative that highlights the changes made since sketch plan.) Those changes include:

- Inclusion of the easterly adjacent parcels in the Application for Comprehensive Guide Plan Amendment.

- While the south setbacks have been maintained as previously shown, the upper levels of Phase I and all of Phase II are moved southwards to free up land on the north end of the site for possible extension of 65th Street.

- The Phase I, underground parking footprint has been shortened so it no longer extends under the requested future ROW.

- The floor elevations of the buildings have been lowered about six feet. Both levels of the parking garage are deeper into the ground. As a result, the terraces built over the parking have a much better relationship to elevations of the adjacent land and relate much more closely to the internal pedestrian street.

- The residential amenities that were previously located on the upper level of the garage are moved up to the first floor where they now have a direct relationship to the street level lobby, the guest parking and to 66th Street. The dwelling units previously located on first floor of the south end of the Phase I building, are relocated to the fifth floor, thereby adding strength and prominence to the south façade of Phase I on 66th Street.

- The character of the internal street has been enhanced. The southward extension of York Avenue is enhanced with upgraded paving materials, pedestrian scaled lighting and stoops, stairs and benches so it will function as an attractive north-south pedestrian link between the residential neighborhood to the north and the Southdale District on the south.

- This revised plans show landscaping of the “free-right” turn lane at the 66th & York intersection.

- The south elevation of the Phase I building has been modified to further emphasize its position as a gateway to this District. The five-story wing has been moved forward to increase its visibility along 66th Street. The one story base has been increased in height to a story-and-a half with added sun-screens and pedestrian features. And the height of the six-story portion has been increased and exaggerated by the addition of a tall, illuminated parapet that will anchor the northward view of the York Avenue street corridor. This parapet will also conceal the roof-mounted cell phone towers that will be installed on its roof.

- Dwelling unit count in Phase I has been reduced from 230 apartments to 227 but the number of bedrooms has increased from 320 to 338.

- The gross area of Phase I has increased from 243,800 square feet to 255,008 square feet.

- Phase I residential parking has increased from 379 cars to 391; 353 parking spaces are enclosed and secure for residents; and 38 spaces are on the surface and can be used by visitors and guests.

SUPPORTING INFORMATION

Surrounding Land Uses

Northerly: A multi-story York of Edina condos; zoned PRD-4, Planned Residential District and guided High Density Residential.
Easterly: City of Richfield; Commercial shopping center.
Southerly: Southdale Center; zoned PCD-3, Planned Commercial District and guided Community Activity Center.
Westerly: Office buildings; zoned POD, Planned Office District and guided Regional Medical.

Existing Site Features

The subject property is 5.6 acres in size, is relatively flat and contains two office buildings with surrounding surface parking. The access to the site from 66th street is share with the adjacent property owner to the west. There is also a shared access and parking agreement with this property, and an access agreement to York Avenue to the north. (See pages A2–A3.)

Planning

Guide Plan designation: RM – Regional Medical. (See page A5.)
Zoning: POD – 1 & 2, Planned Office District. (See page A5a.)

Site Circulation

Access to the site would be available in the same three locations of today; from Xerxes, 66th Street and York. (See page A82.) Shared easements would remain in place with the property owner to the west, for access, circulation and parking. Circulation includes access out to York Avenue.

Pedestrian paths are planned for the site. A sidewalk is proposed along 66th and along Xerxes. This sidewalk should be constructed to extend to the property boundary on Xerxes. (See page A32.) Another sidewalk is proposed north-south through the project; this sidewalk should also be extended to York Avenue. (See page A32.) These shall be made a condition of any approval. (See engineering memo dated February 12, 2016 on pages A114-A115.) These sidewalks will provide the pedestrian access to Southdale for not only residents within this project, but residents to the north. Phase 2 would include

a second north south sidewalk on the east side of the drive-aisle. (See page A27.)

As a result of the recent discussions with Hennepin County regarding elimination of right turn lanes at this intersection; it is likely that the County would be open to eliminating the “free right”. The County would not want to vacate the right-of-way; rather, we would like to use the space for more comfortable pedestrian crossings and public/green space. The applicant had demonstrated what that space could be in their proposed plans showing the green space landscaping and wide sidewalk to the street. (See page A32.) The applicant would be required to participate in cost sharing for improvements made for pedestrian circulation if these options are further developed. This shall be incorporated into the development agreement. Staff will continue to explore and study these options with the County. It would not impact the proposed development itself in terms of building location.

Traffic & Parking Study

Kimley Horn conducted a parking and traffic study. (See the attached study on pages A46–A108.) The Study concludes that the proposed development could be supported by the existing adjacent roadways and there would be adequate parking provided. No roadway improvements or additional parking would be required to accommodate the proposed site development. (See page A77 of the study.) Concern has been raised by residents to the north of this project. (See attached petition.) The traffic study has concluded that 32% of the outbound trips from the site would be to the north. (See page A82.)

Extension of 65th Street

Within the draft of the Greater Southdale Area Planning Study, 65th Street is contemplated to be extended to connect at Xerxes Avenue. (See page A131.) The applicant has agreed to dedicate a 30-foot easement for the future roadway. This segment would not be built until all necessary right-of-way has been obtained. The property owner would still be able to utilize this area for parking and green space.

Bike Parking for Residents

Bike parking would be provided for each unit within the building. A total of 4,026 square feet of bike storage would be provided in the two levels of underground parking (See page A26.)

Landscaping

Based on the perimeter of the site, the applicant is required to have 41 over story trees and a full complement of under story shrubs. The applicant is

proposing 112 over story trees, including existing and proposed. The trees would include a mixture of Oak, Hackberry, Maple Linden, Birch and Spruce. (See pages A22–A23, and the development plan book.) A full complement of understory landscaping is proposed around the buildings. Staff would work with Hennepin County regarding boulevard trees.

Trash Enclosures

The trash area is located in the first level of the parking garage inside the building. (See page A26.) Trash would be collected within the building.

Grading/Drainage/Utilities

The city engineer has reviewed the proposed plans and found them to be acceptable subject to the comments and conditions outlined on the attached pages A114-A119. Highlighted items include: a requirement for a developer's agreement and dedicated easements over public sidewalks and utilities. Any approvals should be conditioned on the conditions outline in the director of engineering's memo dated February 12, 2016.

Building/Building Material

The building would be constructed of high quality brick and stone, pre-finished metal panels and glass. (See renderings on pages A29–A30 and A37-A41.) A materials board will be presented at the Planning Commission Meeting.

Mechanical Equipment

Minimal mechanical equipment has been shown on the plans. Any rooftop and/or ground level equipment would have to be screened if visible from adjacent property lines. Final Plans must include location of mechanical equipment and the means of screening. No ground level mechanical equipment shall be located within the front yard (street side) of the development.

Lighting

A lighting plan has been submitted and conforms to all city code requirements. (See page A45.)

Signage

The underlying zoning of the property would be POD, therefore, would be subject to signage requirements of that zoning district. Staff would recommend a full signage plan be submitted as part of the Final Development Plan. Plans should specifically include location and size of monument signs

and way finding signage. Specific signage regulations would be incorporated into the PUD Zoning District including way finding signage.

Temporary Cell Pole

Currently there are cellular antennas on top of the office building that is to be demolished. Therefore, the applicant will be required to temporarily locate a 75-foot cell pole north of the proposed new building. (See page A31.) This pole would be removed and the antennas re-located on top of the proposed new apartment building, once the new building is constructed.

Comprehensive Guide Plan

To accommodate the request, a Comprehensive Plan amendment is requested so the future land use on all corners of 66th and Xerxes/York are consistent.

- From RM, Regional Medical to CAC, Community Activity Center.

The CAC, Community Activity Center allows up to 105 units per acre. The proposed density of 66 units per acre meets the Comprehensive Plan, but is on the higher end of existing high density residential in Edina. The site's location on an arterial roadway provides a good location for higher density.

The Comprehensive Plan suggests allowing higher density and floor area ratio subject to proximity to utilities capacity, level of transit service available, and impact on adjacent roads. Other desired items to allow greater density would include: Below grade parking, provision of park or open space, affordable housing, sustainable design principles, provision of public art, pedestrian circulation, and podium height.

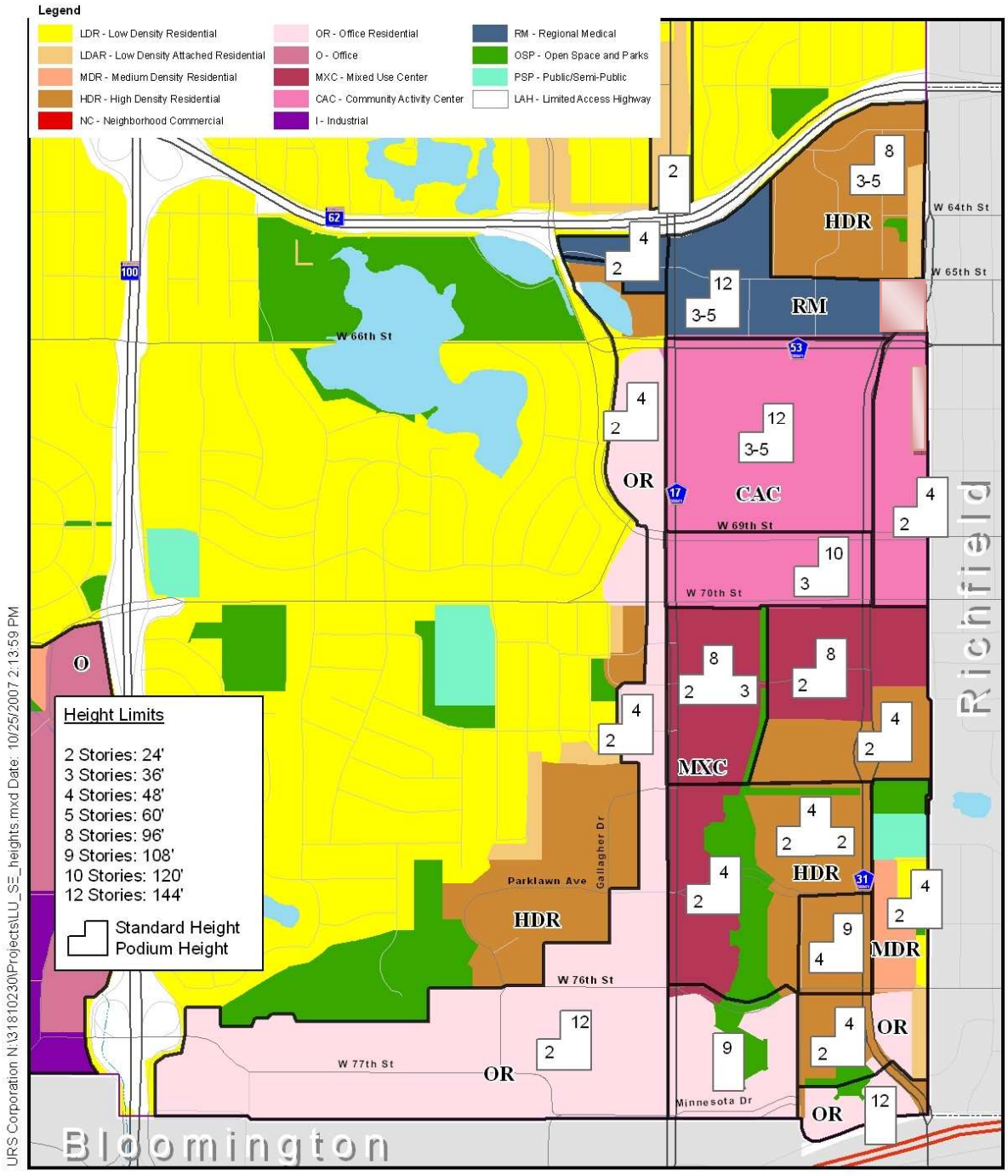
The proposed plans contain most of these elements. There is adequate utility capacity available; the new transit station is located across the street at Southdale; the Kimley Horn traffic study concludes there would be minimal impact to the roads, and the existing roads could support the development; underground parking is provided, there are minimal surface parking lots at ultimate buildout, the open space area is provided along the front streets and in front of the building in phase 1; affordable housing is proposed, but does not meet the housing policy - 3% of the housing units (11 total) would be designated for affordable housing; sustainable design principles are applied, and there are vast improvements in pedestrian circulation to move pedestrians around and through the site.

Below are existing high density developments in the City. Note that the trend in multi-family development is higher density. This is due to the high cost of

land in Edina, the requirement for affordable housing, and the added cost of redeveloping a site with existing buildings:

Development	Address	Units	Units Per Acre
Yorktown Continental (Senior Housing)	7151 York	364	63
The Durham	7201 York	264	46
6500 France (Senior Housing)	6500 France	188	80
York Plaza Condos	7200-20 York	260	34
York Plaza Apartments	7240-60 York	260	29
Walker Elder Suites (Senior)	7400 York	72	40
7500 York Cooperative (Senior)	7500 York	416	36
Edinborough Condos	76xx York	392	36
South Haven (Senior)	3400 Parklawn	100	42
The Waters	Colonial Drive	139	22
69th & York Apartments	3121 69th Street	114	30
Lennar (The Onyx)	6725 York	240	52
71 France (Byerly's)	71 France	234	23
Beacon (66 West)	66 France	39	43
Gateway Pointe	3101 66th St.	210	105
Millennium at Southdale (under consideration)	6550 Xerxes & 3250 66rh St.	375	66

Land Use. The map on the following page shows how the Comprehensive Plan would be amended to accommodate the change in designation. In making this change, all four corners of 66th and Xerxes/York would be designated as CAC, Community Activity Center. This area is seen as a gateway into Edina and the Southdale Area; this change in designation makes the land uses allowed on all four corners consistent. The changes are the pink added to the map.



City of Edina
2008 Comprehensive Plan Update

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

Data Source: URS

0 0.5 *Miles*

Planned Unit Development (PUD)

Section 36-253 of the Edina City Code provides the following regulations for a PUD:

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

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

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

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

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

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

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

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

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

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

The proposal would meet the purpose and intent of the PUD, as most of the above criteria would be met. If the site is guided "Community Activity Center – CAC," which is described as the most intense district in terms of uses, height and coverage. Primary uses include retail and residential. Mixed uses are encouraged. Having more housing in this commercial area increases the mix of uses within the district, as retail is still the predominant land use in the CAC.

The site would be pedestrian friendly with pedestrian paths planned through and around the site. A boulevard style sidewalk would be provided along Xerxes and 66th Street, and on both sides of the north-south drive-aisle that will separate the two buildings from each phase. Phase 1 will include a sidewalk on the west side of the private drive to allow pedestrians from the north to walk through the site to connect to Southdale and the Metro Transit facility.

The applicant is proposing to provide 11 units for affordable housing (3% of the development.) This application was submitted after the City's Housing Policy took effect. The Policy was being considered during their sketch plan review, so the developer was aware of the likelihood of 10% affordable housing being required.

Gateway Pointe will be providing 5% of their units for affordable housing, and the Policy was not in effect when that project was reviewed and approved.

Staff recommends that 10% of the units, 22 in Phase 1 and 14 in Phase 2 be designated for affordable housing consistent with Edina's Affordable Housing Policy. (See Policy on pages A120-A121.)

This will assist the City in meeting its affordable housing goal of 212 units by 2020. To date the City has approved 169 units for affordable housing and 20 have been built; and another 49 are anticipated in the next 1-2 years.

The building serves as a "gateway" into Edina. The curved shape of the first level of the building is unique and fits the curved shape of the lot. The primary parking area would be underneath the building.

2. Applicability/Criteria

a. Uses. All permitted uses, permitted accessory uses, conditional uses, and uses allowed by administrative permit contained in the various zoning districts defined in Chapter 36 shall be treated as potentially allowable uses within a PUD district, provided they would be allowable on the site under the Comprehensive Plan. Property currently zoned R-1, R-2 and PRD-1 shall not be eligible for a PUD.

The proposed use, multiple-family residential housing is a use allowed in the Community Activity Center, as described in the Comprehensive Plan.

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

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

Assuming approval of the Comprehensive Plan Amendment, the site would be guided as "Community Activity Center – CAC," which encourages the mixing of retail and multi-family residential uses. The proposed plan brings more housing to the area, which currently is a minority use in the CAC.

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

This project is for a single land use, however, multi-family residential is a minority use in the district. It is a permitted use in the CAC, therefore it is consistent with the objectives of the ordinance and Comprehensive Plan.

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

As indicated in table earlier within this report, the proposed density is within the range allowed in this district. The site will benefit by the

amenities within walking distance including Southdale, Metro Transit and Fairview Hospital. The proposed density is appropriate for this site.

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

The following page shows a compliance table demonstrating how the proposed new building would comply with the underlying POD Zoning Ordinance Standards. Should the City decide to rezone this site to PUD, the proposed setbacks, height of the building and number of parking stalls would become the standards for the lots. (See the preliminary PUD Ordinance on the last pages of this staff report.) Please note that a few City Standards are not met under conventional zoning. However, by relaxing these standards, the purpose and intent, as described in #1 above would be met.

The design of the building is of a high quality. Proposed materials include high quality brick, stone, and metal panel. (See page A40.)

The development would incorporate improved landscaping and green space within the development. The site is mostly building and paved surface today.

COMPLIANCE TABLE

	City Standard POD	Proposed
Building Setbacks Front – 66th/York Side – East Side – West Front – North	 75 feet 75 feet 75 feet 75 feet	 ***20 feet**** ***11 feet**** ***20 feet**** ***90 feet****
Building Height	12 stories & 144 feet	6-7 stories 74-82 feet
Maximum Floor Area Ratio FAR)	Floor to Area Ratio may exceed 1.0 on a case by case basis, subject to proximity to utilities capacity, level of transit service available, and impact on adjacent roads. Other desired items to allow greater density or density on the high end of the residential housing range above, would include: Below grade parking, provision of park or open space, affordable housing, sustainable design principles, provision of public art, pedestrian circulation, and podium height.	***1.9***
Density	105 units per acre for CAC, Community Activity Center	66
Parking Stalls	227 enclosed residential– Phase 1 294 total office – Phase 1 145 enclosed – Phase 2	350 enclosed + 29 surface ***250 surface**** 249 enclosed + 11 surface
Parking Stall Size	8.5’ x 18’	8.5 x 18’
Drive Aisle Width	24 feet	24 feet

**** Variance or would require change to PUD***

***** Council may approve subject to proximity to utilities capacity, level of transit service available, and impact on adjacent roads. Other desired items to allow greater density or density on the high end of the residential housing range above, would include: Below grade parking, provision of park or open space, affordable housing, sustainable design principles, provision of public art, pedestrian circulation, and podium height – 2008 Comprehensive Plan***

PRIMARY ISSUES/STAFF RECOMMENDATION

Primary Issues

- **Is the proposed Comprehensive Plan Amendment regarding Land Use reasonable to allow the proposed development?**

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

1. The proposed land uses are consistent with existing and proposed land uses in this area. To the north are high density residential developments consistent with the proposal. Multi-family housing is an allowed use in the Regional Medical District. This site is seen as the gateway into Edina and the Southdale Area. The proposed land use change would allow all four corners of 66th and York/Xerxes to be consistent.

2. The proposed development is within the height and density guidelines of the Comprehensive Plan.

3. The Comprehensive Plan recognizes the Southdale area and the CAC as the most intense district in terms of uses, height and coverage. The City allows a floor area ratio of up to 1.5 in other parts of the City, such as 50th France; therefore, the floor area ratio of the proposed use, which is predominantly residential, seems appropriate for the area.

4. The traffic and parking study done by Kimley Horn concludes that the existing roadways can support the proposed project, and there would be adequate parking provided.

- **Is the PUD Zoning District appropriate for the site?**

Yes. Staff believes that the PUD is appropriate for the site for the following reasons:

1. As highlighted above on pages 10–13, the proposal meets the City's criteria for PUD zoning. In summary the PUD zoning would:

    a. Provides a land use with the CAC area that is in the minority; thereby creating more mixture of uses within the area.

    b. Create a pedestrian friendly development with extensive pedestrian paths planned for the site. Boulevard style sidewalks would be provided around on all roadways and a new-north south sidewalk connection

would be made to provide a new connection to Southdale and Metro Transit for the residents to the north on York Avenue.

c. Podium Height would be used on 66th Street.

d. The applicant is also proposing some sustainability principles within their project narrative, (See page A11.) including: Green roofs, 15% increase in energy efficiency; participation in the Xcel Energy EDA program; and green construction practices.

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

f. Provides affordable housing.

2. The proposed uses would fit in to the neighborhood. As mentioned, re-guiding this site would provide consistent land use designation for all four corners of 66th and York/Xerxes, which is viewed as a gateway into Edina and the Southdale Area.

3. The existing roadways would support the project. Kimley-Horn conducted a traffic impact study, and concluded that the proposed development could be supported by the existing roads subject to conditions. (See traffic study on pages A46–A108.)

4. The public realm provided for the development would be within and around the sidewalk areas. The proposed plans invite people through the project from the north to provide a pedestrian access to Southdale and the Metro Transit station. Boulevard style sidewalks are provided to comfortably move residents around the building and through the project to create a comfortable pedestrian experience. A large green space, adjacent to the boulevard style sidewalk is proposed to fill in the right-turn lane, another signature of this gateway area.

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

   a. Building Placement and Design. Where appropriate, building facades should form a consistent street wall that helps to define the street and enhance the pedestrian environment.

   b. Movement Patterns.
      - Provide sidewalks along primary streets and connections to adjacent neighborhoods along secondary streets or walkways.
      - A Pedestrian-Friendly Environment.

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

d. Support and enhance commercial areas that serve the neighborhoods, the city, and the larger region.

e. Increase mixed use development where supported by adequate infrastructure to minimize traffic congestion, support transit, and diversify the tax base.

f. Increase pedestrian and bicycling opportunities and connections between neighborhoods, and with other communities, to improve transportation infrastructure and reduce dependence on the car.

g. Incorporate principles of sustainability and energy conservation into all aspects of design, construction, renovation and long-term operation of new and existing development.

h. Buildings should be placed in appropriate proximity to streets to create pedestrian scale. Buildings "step down" at boundaries with lower-density districts and upper stories "step back" from street.

i. Provision of affordable housing.

6. The proposal addresses many of the working principles of the Greater Southdale Area Working Group. (See pages A109-A113.)

7. The site is a gateway into Edina, and the building has taken the curved shape of the site that it sits on.

Staff Recommendation

Comprehensive Plan Amendments

Recommend that the City Council approve the requests for Comprehensive Plan Amendments for 6444, 6500, 6550 and 6525 Xerxes and 3250 66th Street West as follows:

- Re-guiding these sites from RM, Regional Medical to CAC, Community Activity Center.

Approval is subject to the following findings:

1. The proposed land uses, multi-family residential and commercial are consistent with existing and proposed land uses in this area. Multi-family housing is an allowed use in the Regional Medical District.

2. This site is seen as the gateway into Edina and the Southdale Area. The proposed land use change would allow all four corners of 66th and York/Xerxes to be consistent.

3. The proposed development is within the height and density guidelines of the Comprehensive Plan.

4. The Comprehensive Plan recognizes the Southdale area and the CAC as the most intense district in terms of uses, height and coverage. The City allows a floor area ratio of up to 1.5 in other parts of the City, such as 50th France; therefore, the floor area ratio of the proposed use, which is predominantly residential, seems appropriate for the area.

Preliminary Rezoning to PUD & Preliminary Development Plan

Recommend that the City Council approve the Preliminary Rezoning from POD-1&2, Planned Office District to PUD, Planned Unit Development; and Preliminary Development Plan to redevelop 6550 Xerxes and 3250 66th Street West. The proposal is a two phase development as follows:

Phase 1 (3250 66th Street West):

- A 6-7 story, 227-unit apartment building, with two levels of underground parking, a club room and fitness area, and a green roof with an amenity terrace.

Phase 2 (6650 Xerxes Avenue):

- A 5-6 story, 145-unit apartment building. Five and four floors of housing above the parking and amenities area.

Approval is subject to the following findings:

1. The proposal would meet the purpose and intent of the PUD, as most of the above criteria would be met. The site is guided in the Comprehensive Plan as “Community Activity Center – CAC,” which encourages a mixing of uses, including retail and multi-family residential. The proposed uses are therefore consistent with the Comprehensive Plan as amended.

2. The proposed land uses, multi-family residential and commercial are consistent with existing and proposed land uses in this area.

3. The proposed development is within the height and density guidelines of the Comprehensive Plan.

4. The Comprehensive Plan recognizes the Southdale area and the CAC as the most intense district in terms of uses, height and coverage. The City allows a floor area ratio of up to 1.5 in other parts of the City, such as 50th France; therefore, the floor area ratio of the proposed use, which is predominantly residential, seems appropriate for the area.

5. The traffic and parking study done by Kimley Horn concludes that the existing roadways can support the proposed project, and there would be adequate parking provided.

6. The project would create a pedestrian friendly development with extensive pedestrian paths planned for the site. Sidewalks would provide pedestrian connections for residents to the north through the development to connect to the Southdale area.

7. The site is a gateway into Edina, and the building has taken the curved shape of the site that it sits on. Podium Height would be used on 66th Street.

8. The public realm provided for in the development would be within and around the sidewalk areas. The proposed plans invite people through the project from the north to provide a pedestrian access to Southdale and the Metro Transit station. Boulevard style sidewalks are provided to comfortably move residents around the building and through the project to create a comfortable pedestrian experience. A large green space, adjacent to the boulevard style sidewalk is proposed to fill in the right-turn lane, another signature of this gateway area.

9. The development would include affordable housing.

10. The applicant is also proposing some sustainability principles within their project narrative, including: Green roofs, 15% increase in energy efficiency; participation in the Xcel Energy EDA program; and green construction practices.

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

12. The proposal addresses many of the working principles of the Greater Southdale Area Working Group as mentioned in the above findings.

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

    a. Building Placement and Design. Where appropriate, building facades should form a consistent street wall that helps to define the street and enhance the pedestrian environment.

    b. Movement Patterns.

        - Provide sidewalks along primary streets and connections to adjacent neighborhoods along secondary streets or walkways.
        - A Pedestrian-Friendly Environment.

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

    d. Support and enhance commercial areas that serve the neighborhoods, the city, and the larger region.

    e. Increase mixed use development where supported by adequate infrastructure to minimize traffic congestion, support transit, and diversify the tax base.

    f. Increase pedestrian and bicycling opportunities and connections between neighborhoods, and with other communities, to improve transportation infrastructure and reduce dependence on the car.

    g. Incorporate principles of sustainability and energy conservation into all aspects of design, construction, renovation and long-term operation of new and existing development.

    h. Buildings should be placed in appropriate proximity to streets to create pedestrian scale. Buildings “step down” at boundaries with lower-density districts and upper stories “step back” from street.

    i. Provision of affordable housing.

Approval is subject to the following Conditions:

1. The Final Development Plans must be generally consistent with the Preliminary Development Plans dated January 22 and February 5, 2016.

2. Final plans must show all mechanical equipment and the means to screen it. No ground level mechanical equipment shall be located in front of the building on a public street.

3. The Final Landscape Plan must meet all minimum landscaping requirements per Chapter 36 of the Zoning Ordinance.

4. The Final Lighting Plan must meet all minimum landscaping requirements per Chapter 36 of the Zoning Ordinance.

5. This sidewalk proposed along Xerxes must be extended to the east property boundary. The north-south sidewalk on the west side of the private drive must also be extended to York Avenue.

6. Submittal of a complete sign plan for the site as part of the Final Development Plan application. Signage should include monument sign locations and size, way finding signage, and wall signage.

7. Compliance with all of the conditions outlined in the director of engineering's memo dated February12, 2016.

8. As part of a Developer's Agreement, the property owner would be required to participate in appropriate cost sharing improvements to the 66th and York intersection which may include elimination of the right turn lane, providing green space and improving pedestrian crossings.

9. Ten percent (10%) of the housing units shall be designated for affordable housing. Specific detail would be determined at the time of final approval.

10. Sustainable design principles must be used per the applicant narrative. The building shall be designed to be 15% more energy efficient than the current state energy code guidelines. A plan of how standards are intended to be met must be submitted prior to issuance of a building permit.

11. Final Rezoning is subject to a Zoning Ordinance Amendment creating the PUD, Planned Unit Development for this site.

12. The temporary cell pole must be removed as soon as possible. No final occupancy permit will be granted for the apartment building until the pole is removed.

13. A 30-foot roadway easement shall be dedicated at the time of Final Rezoning for a future extension of 65th Street.

Deadline for a city decision: May 20, 2016

ORDINANCE NO. 2016-__

AN ORDINANCE AMENDING THE ZONING ORDINANCE TO ESTABLISH THE PUD-10, PLANNED UNIT DEVELOPMENT-10 DISTRICT AT 6550 XERXES AND 3250 66th STREET WEST

The City Of Edina Ordains:

Section 1. Chapter 36, Article VIII, Division 4 is hereby amended to rezone the below described property to PUD, Planned Unit Development in accordance with the following:

Sec. 36-503 Planned Unit Development District-10 (PUD-10) – Millennium at Southdale

(a) *Legal description:*

See Attached.

(b) Approved Plans. Incorporated herein by reference are the re-development plans received by the City on _____, 2016 except as amended by City Council Resolution No. 2016-__, on file in the Office of the Planning Division.

(c) Principal Uses:

All principal uses allowed in the POD, Planned Office Commercial District
Retail uses allowed in the PCD-1 District
Multi-Family Residential

(d) Accessory Uses:

All accessory uses allowed in the POD, Planned Office District- (POD)

(e) Conditional Uses:

None

(f) Development Standards. Development standards per the POD Zoning District, except the following:

Building Setbacks Front – 66th/York Avenue Side – East Side – West Rear – North	 20 feet 11 feet 20 feet 90 feet
Maximum FAR	2%

(g) Signs shall be allowed per the POD standards in Sec. 36-1714.

Section 2. This ordinance is effective immediately upon Met Council review and decision on the Comprehensive Plan Amendment.

First Reading:

Second Reading:

Published:

ATTEST:

_____

Debra A. Mangen, City Clerk James B. Hovland, Mayor

Please publish in the Edina Sun Current on:

Send two affidavits of publication.

Bill to Edina City Clerk

CERTIFICATE OF CITY CLERK

I, the undersigned duly appointed and acting City Clerk for the City of Edina do hereby certify that the attached and foregoing Ordinance was duly adopted by the Edina City Council at its Regular Meeting of _____, and as recorded in the Minutes of said Regular Meeting.

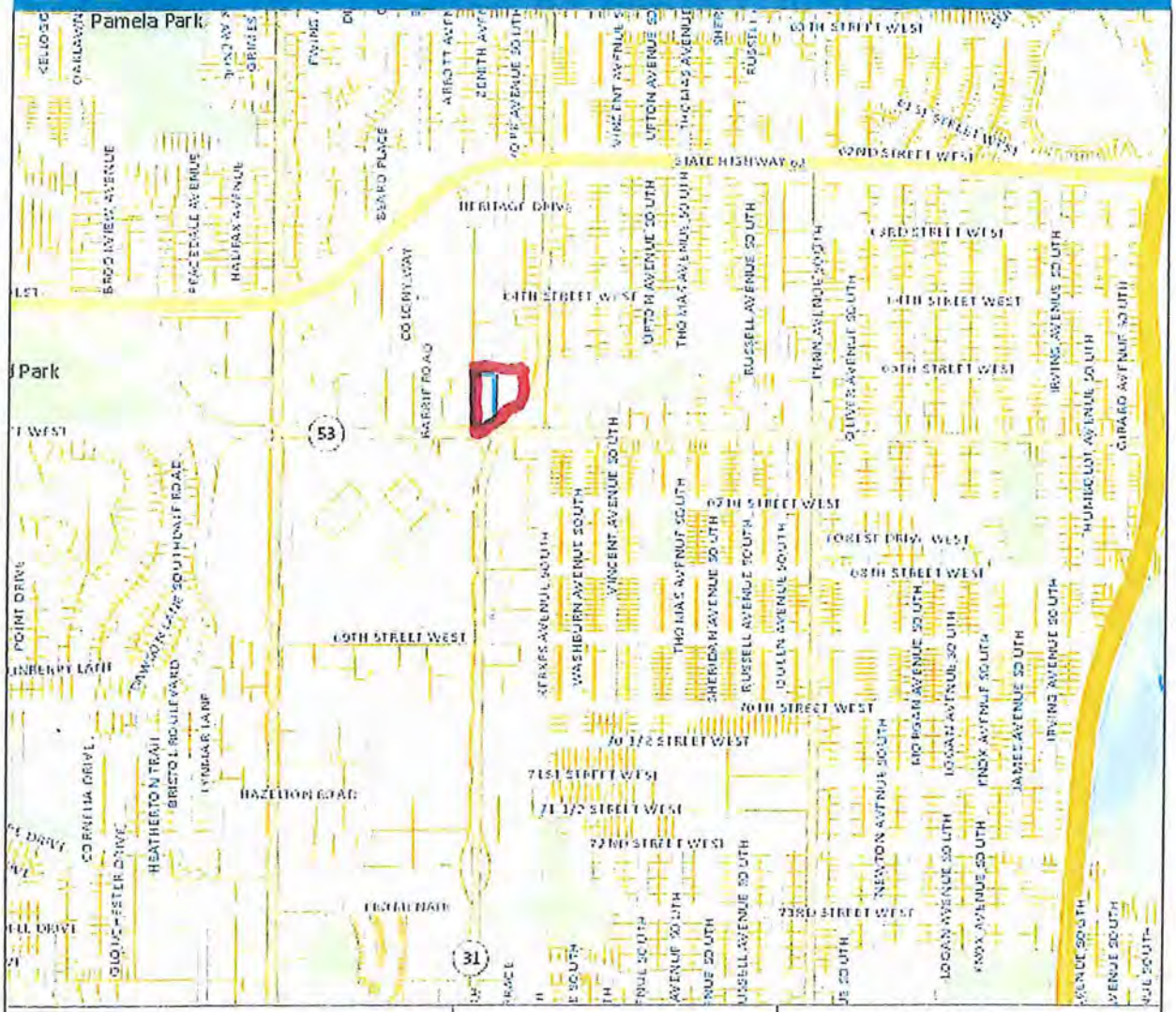
WITNESS my hand and seal of said City this _____ day of _____, 2016.

_____

City Clerk

Hennepin Interactive Maps

Property Map



Parcel ID:	29-028-24-24-0005	A-T-B:	
Owner Name:	3250 West 66Th Street Llc	Market Total:	$
Parcel Address:	3250 66Th St W Edina, MN 55435	Tax Total:	
Property Type:	Commercial-Non Preferred	Sale Price:	
Home-stead:	Non-Homestead	Sale Date:	
Parcel Area:	2.46 acres 107,352 sq ft	Sale Code:	

Map Scale: 1" ≈ 1600 ft.

Print Date: 8/19/2015

N

This map is a compilation of data from various sources and is furnished "AS IS" with no representation or warranty expressed or implied, including fitness of any particular purpose, merchantabilily, or the accuracy and completeness of the information shown.

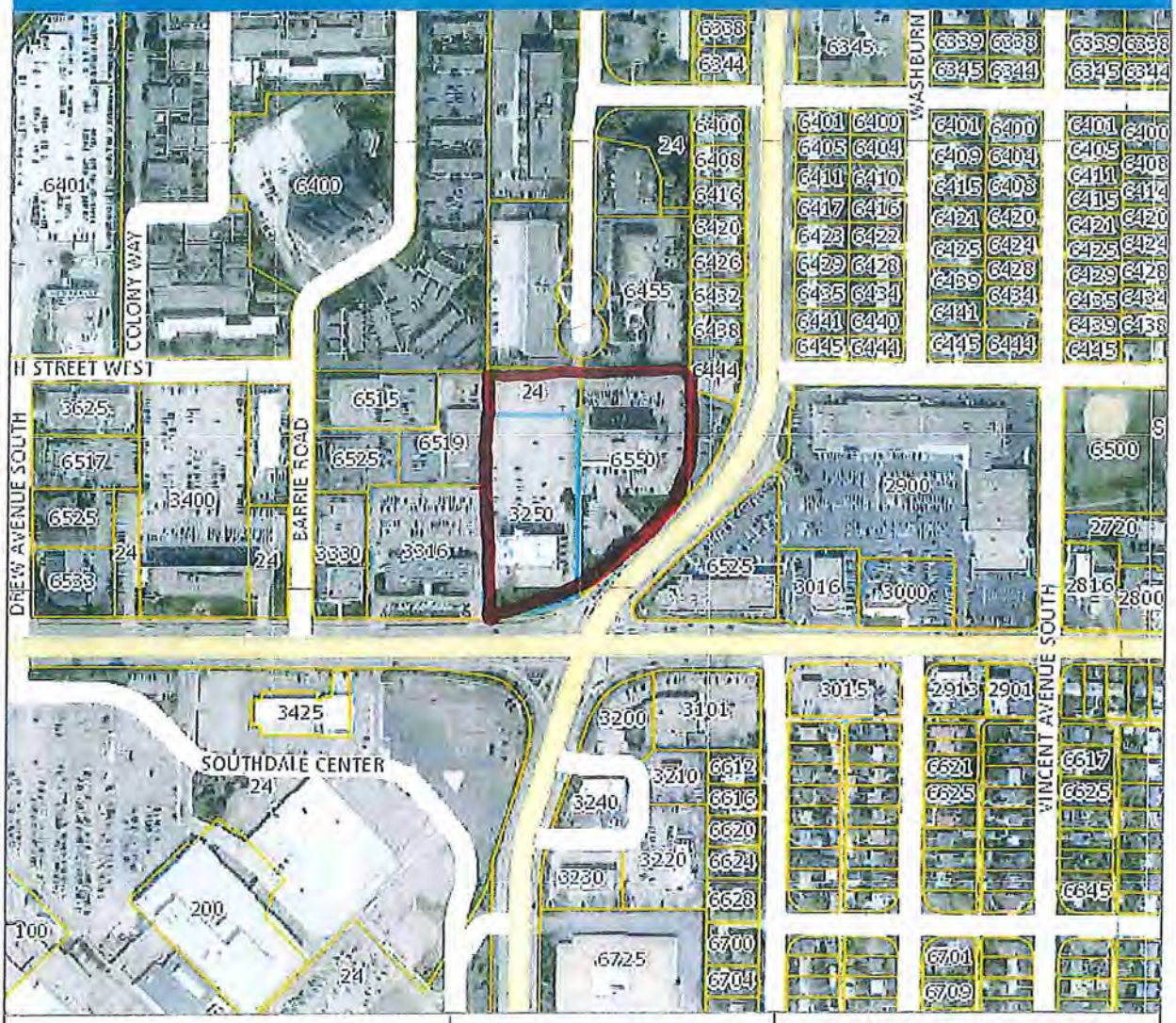
COPYRIGHT © HENNEPIN COUNTY 2015

Think Green!

A1

Hennepin Interactive Maps

Property Map



Parcel ID:	29-028-24-24-0005	A-T-B:	Abstract	Map Scale: 1" ≈ 400 ft.	N
Owner Name:	3250 West 66Th Street Llc	Market Total:		Print Date: 8/19/2015	
Parcel Address:	3250 66Th St W Edina, MN 55435	Tax Total:			
Property Type:	Commercial-Non Preferred	Sale Price:			
Home-stead:	Non-Homestead	Sale Date:			
Parcel Area:	2.46 acres 107,352 sq ft	Sale Code:			

This map is a compilation of data from various sources and is furnished "AS IS" with no representation or warranty expressed or implied, including fitness of any particular purpose, merchantability, or the accuracy and completeness of the information shown.

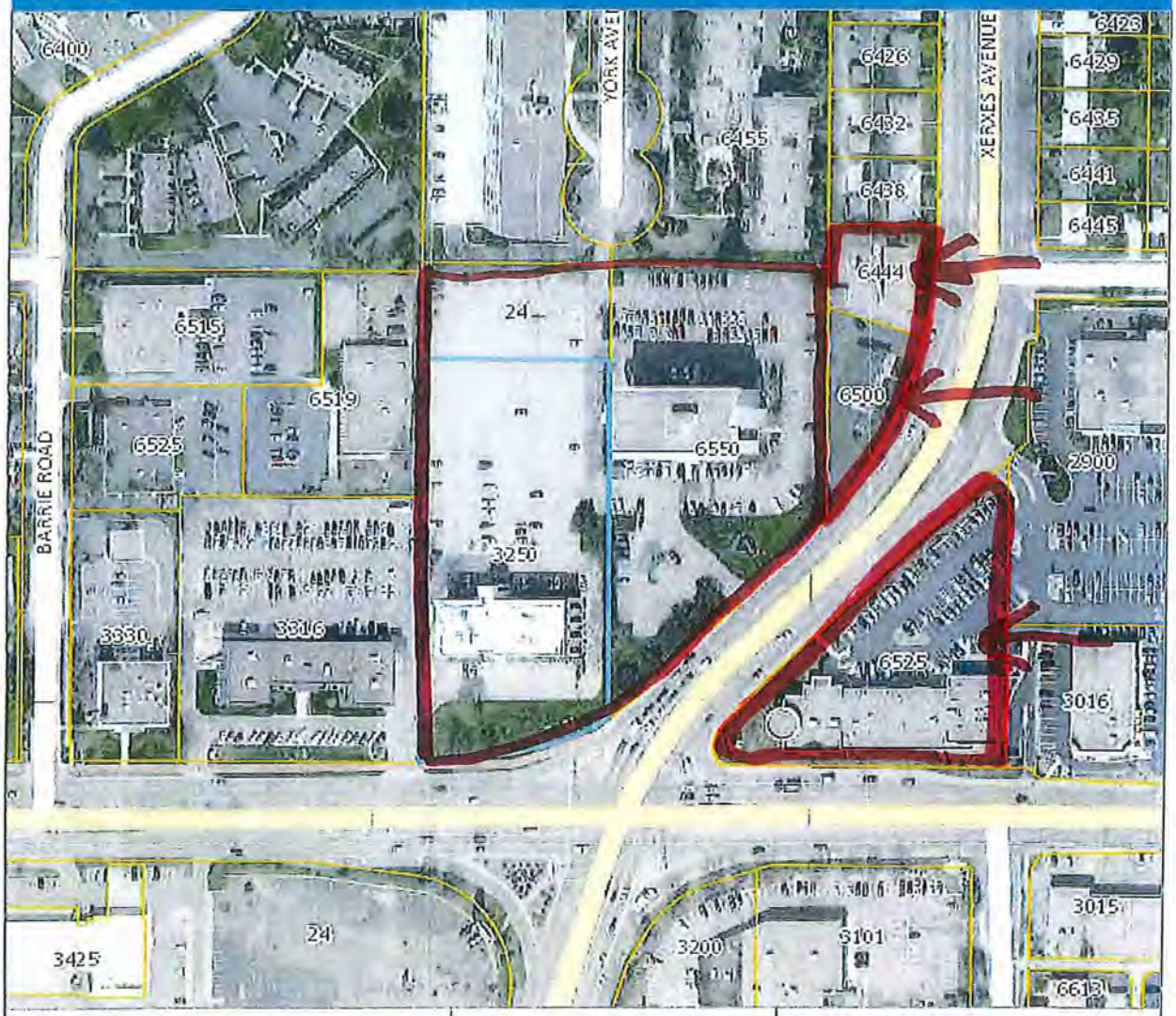
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12

Hennepin Interactive Maps

Property Map

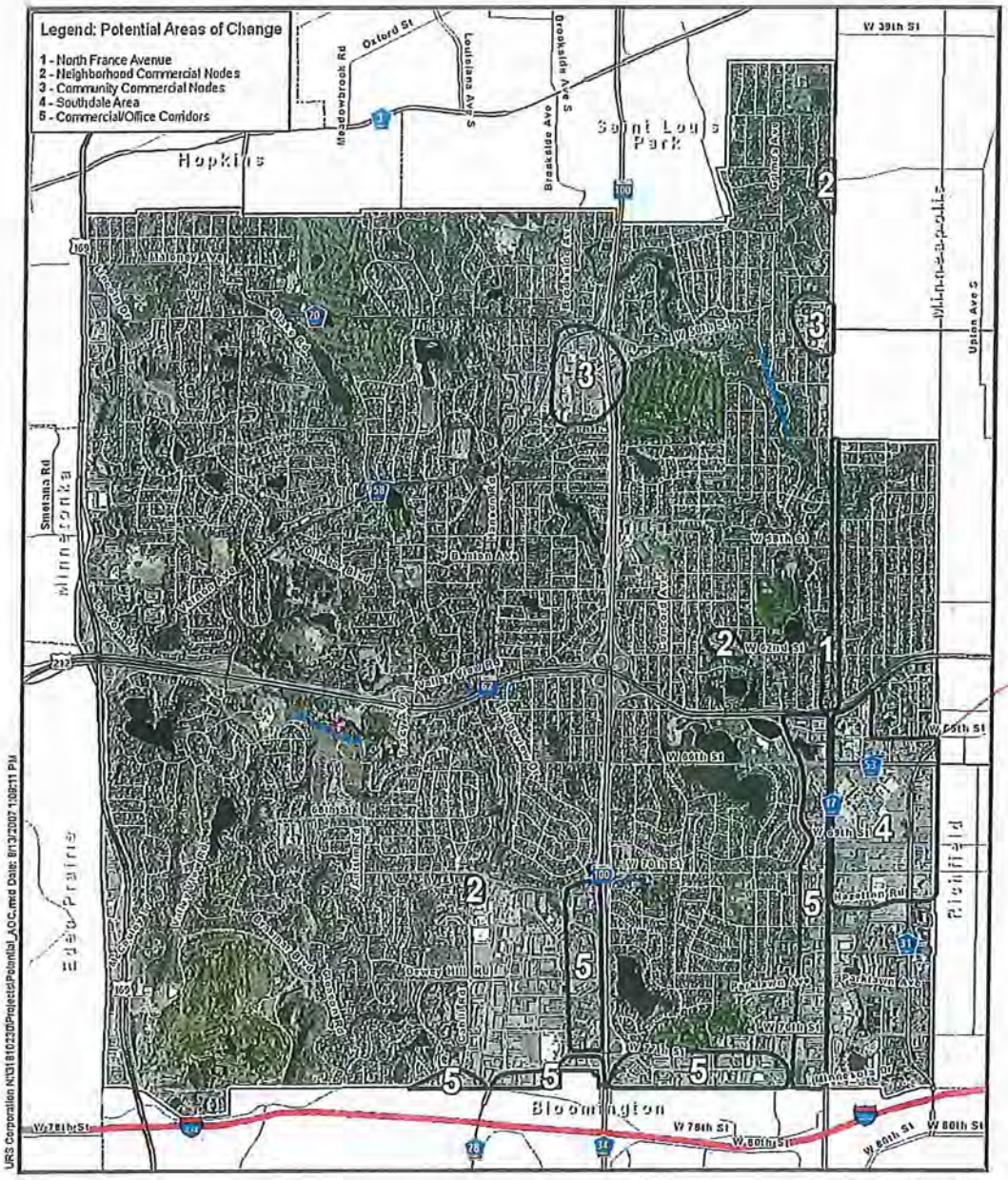


Parcel ID:	29-028-24-24-0005	A-T-B:		Map Scale: 1" = 200 ft.	N
Owner Name:	3250 West 66Th Street Llc	Market Total:		Print Date: 8/19/2015	
Parcel Address:	3250 66Th St W Edina, MN 55435	Tax Total:		← Sites to be considered in Comp Plan Amend	
Property Type:	Commercial-Non Preferred	Sale Price:			
Home-stead:	Non-Homestead	Sale Date:			
Parcel Area:	2.46 acres 107,352 sq ft	Sale Code:			

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Side

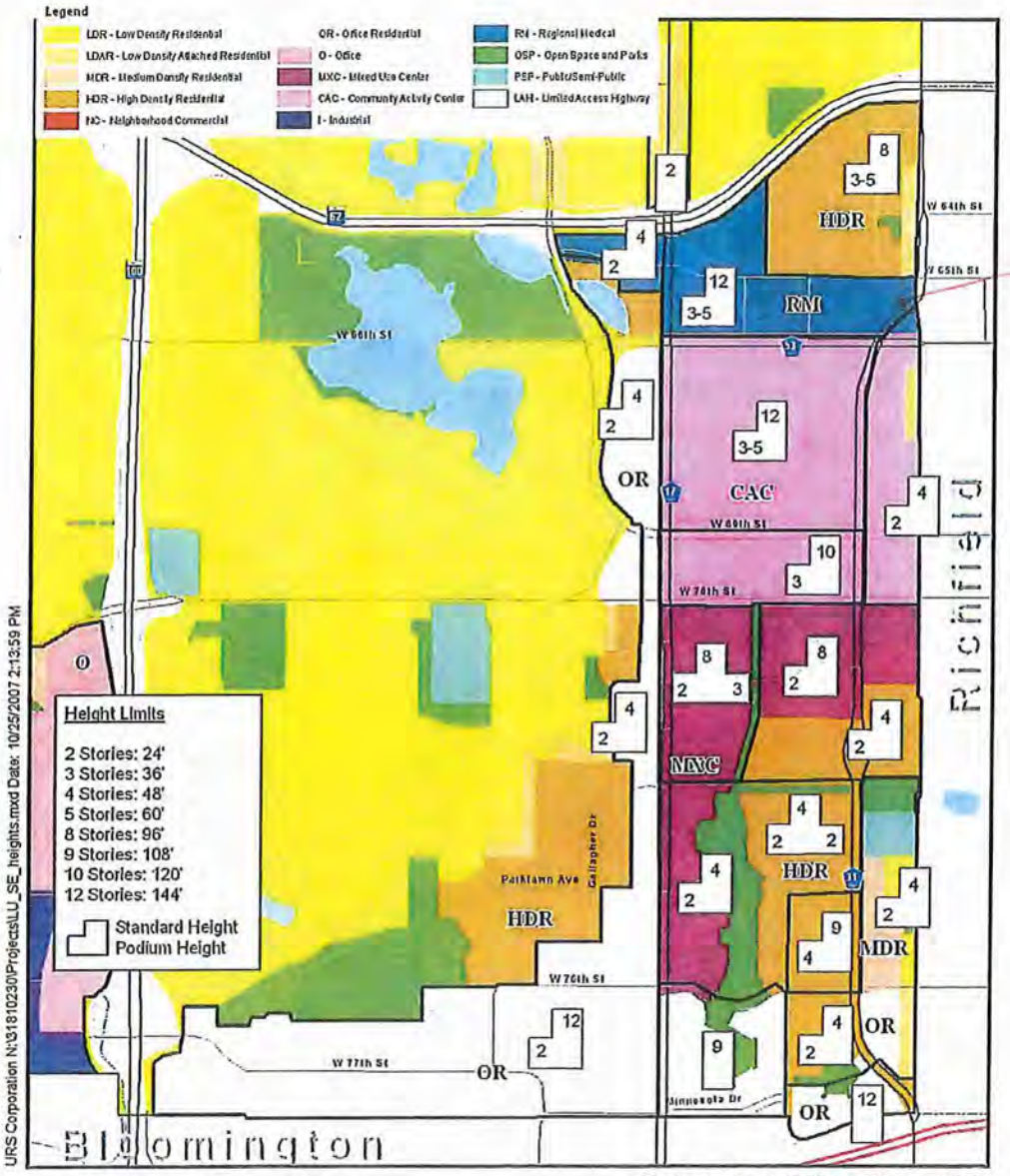
Figure 4.4

City of Edina
2008 Comprehensive Plan Update

Conceptual Land Use Framework: Potential Areas of Change

Date of Aerial Photography: August 2006

N 0 0.5 Miles



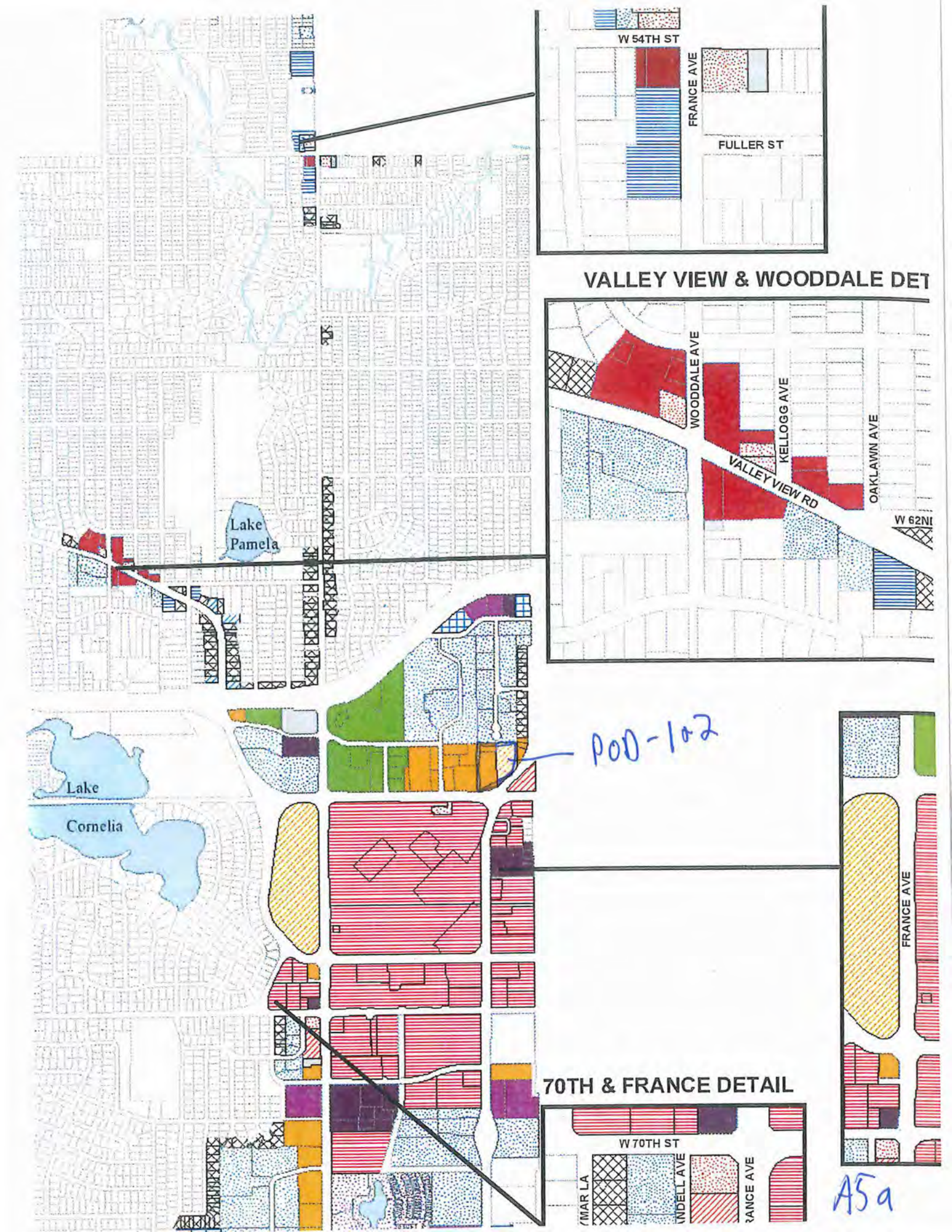
City of Edina
2008 Comprehensive Plan Update

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

Data Source: URS

0 0.5 Miles

A5


W 54TH ST
FRANCE AVE
FULLER ST
VALLEY VIEW & WOODDALE DET
WOODDALE AVE
KELLOGG AVE
OAKLAWN AVE
VALLEY VIEW RD
W 62NI
Lake Pamela
Lake Cornelia
POD-102
FRANCE AVE
70TH & FRANCE DETAIL
W 70TH ST

A5a

Residential Redevelopment at

MILLENNIUM at SOUTHDALE

Formerly 66th & YORK

Edina, MN 55435

January 21, 2016



Project Narrative

Developer:

DLC Residential, LLC
21500 Biscayne Blvd.
Aventura, FL 33180

Local Office:
5245 Wayzata Blvd.
St. Louis Park, MN 55416
Rich Kauffman, 612.325.9767

Prepared by:

Elness Swenson Graham Architects (ESG)
Dennis Sutliff, AIA, AICP
612.373.4624

Kimley-Horn
Luke Payne, PE
507.216.6210

PLANNING DEPARTMENT
JAN 28 RECD
CITY OF EDINA

A6

A. DEVELOPER

Since 2004, DLC Residential has been developing and constructing income properties in the strongest emerging markets across the United States with over 4,000 completed units. DLC consistently focuses on integrity, creative design and architecture, collaboratively working with local municipalities and careful market research, resulting in highly desirable, luxury residential communities.

B. REQUESTED ACTIONS

- Comprehensive Guide Plan Amendment from Regional Medical to Community Activity Center for five parcels; Parcel 1 at 6550 York Avenue South, Parcel 2 at 3250 West 66th Street, Parcel 3 with no assigned address, Parcel 8 at 6444 Xerxes Avenue South and Parcel 9 at 6500 Xerxes Avenue South.
- Rezoning from POD-3 to PUD for Parcel 1, 2 and 3.
- Preliminary Development Plan Approval for Phase I only on Parcels 2 and 3.

The development applications for Millennium at Southdale Residential Redevelopment Plan will follow the following proposed approval schedule:

• Introductory Meeting with City Staff	August 4, 2015	Completed
• Sketch Plan Review; Planning Commission	August 26, 2015	completed
• Sketch Plan Review; City Council	September 1, 2015	Completed
• Kick-Off Meeting with City Staff	November 19, 2015	Completed
• Additional staff meeting	December 8, 2015	Completed
• Neighborhood Meeting	January 5, 2016	Completed
• Additional staff meeting	January 11, 2016	Completed
• Formal Applications submitted	January 21, 2016	
• Planning Commission Public Hearing	February 24, 2016	
• City Council Public Hearing	March 15, 2016	
• Met Council review (Guide Plan Amendment)	TBD	

Included in this submittal are the following:

- Cover Letter from DLC Residential, LLC.
- Project Narrative.
- Response to Working Principles.
- Comprehensive Guide Plan Amendment Application.
- Rezoning Permit Application.
- Preliminary Development Plan Application.
- Large scale (30" x 42") drawing sets.
- Small scale (11" x 17") drawing sets.
- Digital CD of all documents.
- Checks for application fees totaling $2,450.00.



C. PROJECT LOCATION

The project site lies in the north-west quadrant of the intersection of York Avenue and West 66th Street. As such, it is a "Gateway Site" to the France Avenue, Southdale Area. It is designed to respond to the Working Principles that have been put forward as goals for all future developments for that area.

D. PROPERTY

The project site is currently platted as three parcels totaling 264,250 square feet or 5.65 acres. Parcels 8, (15,111 square feet, 0.35 acres) and Parcel 9 (17,094 square feet, 0.39 acres) are to be re-guided only.

E. SUMMARY OF THE PROPOSED PROJECT

Millennium at Southdale, the proposed residential redevelopment at 66th & York will be accomplished in two Phases. Phase I will occur on Parcel 2 and 3 and will consist of a 227 unit, rental apartment building with two levels of underground parking. The existing Titus Building will remain in place on Parcel 1 until Phase II is begun. Phase II will include the demolition of the Titus Building and the construction of a second rental apartment building containing 145 units with two levels of underground parking.

Phase II will complete the composition of two buildings on the combined sites. In doing so, it will transform the current auto-centric office development characterized by surface parking lots into one, fully integrated site with well-defined open spaces, pedestrian features and on site amenities.

The majority of the apartment units will be one, one-plus and two bedrooms. There will be a small number of Studio/Alcove apartments and a small number of three bedroom apartments. DLC Residential is proposing to include 7 units (3%) at 60% AMI for Phase I and 4 units (3%) at 60% AMI for Phase II. The reduced rents will cost the developer approximately $1.4 million.

Two levels of underground parking will be reserved for the residents. Surface parking will serve their guests. The preliminary metrics for this development, broken out by phase, are contained in the table at the end of this narrative and on Sheet A0.0a.

City staff has requested a 30 foot wide easement at the north side of the property to accommodate the possibility of a future continuation of 65th Street. DLC Residential's agreement to consider granting this right-of-way easement has been and will continue to be conditioned on the agreement that the City will not disturb any access or parking in that dedication area until such time as the "Titus" property is redeveloped. That agreement will need to be properly documented in the Developer Agreement.

F. VISION AND PUBLIC PURPOSE

DLC Residential is proposing to produce exactly the kind of vital, transformative and precedent-setting, redevelopment at the corner of 66th and York that is envisioned by City's Working Principles for the France Avenue, Southdale Area District. Their vision for Millennium at Southdale is to begin the transformation of this site by bringing 24/7 life and vitality to what is currently an 8 to 5, auto-centric, single use, office environment. Millennium at Southdale will contribute to the City's goal of improving the pedestrian environment and public realm within the district in a manner which can be emulated by other redevelopments in the future. It will provide new options for the emerging residential markets and 21st century lifestyles that are needed by Edina to remain an attractive home for the community's next generation. It will create a one-of-a-kind, luxury residential community that is in short supply today.

This redevelopment will address the objectives of the France Avenue, Southdale Area District and benefit the residents and visitors of Edina, adjacent property owners and tenants in the following ways:

- **Land Use.** Edina's policy-makers have delivered a strong message. They believe this redevelopment project should be a "precedent setter" in the Southdale District. It should be representative of the means by which this entire district can be redeveloped as a new,

walkable neighborhood of higher density uses, high quality architecture and attractive pedestrian spaces.

- **Icon Architecture.** Positioned at the intersection that serves as the northeast entry to the Southdale District, Millennium at Southdale is clearly a "foreground" site. This redevelopment will be viewed from street level by tens of thousands of cars passing each day and night. It is also prominently situated of the north end of the York Avenue street corridor. In response, the south façade of this new development - both high and low - is designed as a visual anchor to this prominent corner. The design places the public spaces behind transparent walls and a lighted landscape to enliven the pedestrian/vehicle level and it creates a dramatic, lighted beacon or lantern that will act as the visual terminus to this urban vista, seen from a long distance away.
- **Artful Building Design**. Beyond the very prominent south and east exposures, the design of the improvements on this site demands a presence and creativity that is commensurate with its prominent position in the District. While the buildings must function efficiently, they will fulfill their role as foreground buildings with creatively sculpted profiles and massing and with high quality materials. The primary street frontages are animated by spaces containing human activity. The massing above the ground plane is sculpted with steps and a variety of exterior materials that relate closely to the enhanced public sidewalks and crosswalks. Linear elements of the building facades are punctuated with projecting masses that alternate back and forth across the landscaped interior courtyards and streetscape.
- **Inviting Public Realm.** A creative approach to shaping the spaces between buildings is a key element of successful residential communities. This is especially true in Millennium at Southdale which cannot currently be characterized as "pedestrian-friendly." When complete, Millennium at Southdale will host a variety of outdoor rooms and spaces. The very busy and energetic York Avenue street front capped by activity spaces at each end will be defined by 3-dimensional pedestrian improvements along its length. This will create a pedestrian friendliness that does not exist today and will define the site's outer edge. It will also help to calm the interior of the site. Once inside, residents and guests will experience no fewer than five distinct outdoor spaces – including the paver-rich, parking court and pedestrian street. These outdoor spaces are sculpted by the building masses, each with its own unique scale and character. The interior street with its parallel parking, benches and pedestrian-scaled light fixtures will create calm and inviting central spine with a true residential character.
- **Live-able Precincts.** Millennium at Southdale will provide a concrete example of how the France Avenue, Southdale Area District can be redeveloped into a more walkable, pedestrian friendly and interconnected neighborhood with greater levels of the live-work amenities which our emerging, 21st century lifestyles are demanding. It will be transformative to this portion of the District. The current auto-oriented land use dominated by surface parking will become a greened oasis with the automobiles relegated to underground status. Only the bare minimum of guest parking will remain on the surface.

JAN 25 REC'D

G. MARKET POSITION

DLC Residential is proposing 375 apartment units in two phases. 227 apartments are to be included in Phase I. This new community will be positioned at the upper end of the rental market, complete with high-end interior finishes, 10 foot ceilings and extensive indoor and outdoor amenities. The majority of the apartments will be one and two bedroom homes but approximately 15 to 20% will have additional alcove, den or other "bonus" rooms. Approximately 10% of the units will be smaller, studio or alcove style apartments. And approximately 5% will be larger, three bedroom units.

Residents of Millennium at Southdale will enjoy amenities and conveniences commensurate with upper end rentals. As is true in other communities developed by DLC Residential, residents will have

large windows, generous balconies and open well-appointed kitchens. Those in some upper level units will enjoy larger, walk-out terraces, some wrapping the corners of their apartments. Residential amenities will include heated and secure parking, outdoor courtyards with pools and spas, terraces furnished with grills, lounge areas, and a fire pit. Indoor club rooms, a fitness center and yoga facilities will be available for socializing with other residents, for parties with family and friends or for quiet, individual use. On-site professional management will be provided to all residents and their guests.

H. LANDSCAPING/STREETSCAPING

The landscape and streetscape improvements for this site will establish a visually compelling outdoor environment, rich in pedestrian amenities and rendered with high quality materials. Particular attention is paid the interior street that extends north-south through the site and to the 66th Street frontage. These two elements are designed to directly respond to the Working Principles by promoting connectivity with the adjacent neighborhoods. They will provide an attractive and welcoming environment, safe for both pedestrians and bicyclers. These public streets and street frontages will employ traditional planting materials, varied pedestrian and auto paving materials, pedestrian scaled lighting and site furniture appropriate to the new residential use.

In addition to these public spaces, the private courtyards provide outdoor activity areas for residents. The Sunset Terrace holds a swimming pool, spa, fire pit and bar-b-ques for active socializing. The Sunrise Terrace is a passive space with more greenery and benches and a dog walk.

I. PARKING

In total, this redevelopment proposes to provide 575 reserved, enclosed and secure parking stalls in its two underground garages; xxx of which will be included in Phase I. This equates to one parking space for each bedroom within the development plus 52 extra stalls which may be reserved for residents who wish to have addition parking available. Thirty eight surface parking spaces in the landscaped auto court and parallel spaces on the internal street will serve the residents' guests and visitors to the leasing office. All but the parallel stalls along the east side of the internal street will be included in Phase I.

Phase I will also include a temporary surface parking lot of 72 cars to accommodate tenants in the Titus office building until such time as it is no longer needed.

J. SITE CIRCULATION and TRAFFIC

Access to the site occurs at three existing locations, a right in-right out movement at mid-block at the York/66th confluence, at the existing York Avenue driveway on the north, and by way of a cross-access agreement through the parking lot on the property to the west. That same agreement results in the need for a driveway over Parcels 2 and 3 allowing access to/from the adjacent site to the west.

The new, internal street which runs north-south between Phase I and II is conceived to be private to this community and pedestrian-friendly in its design. While it will provide a through-route for emergency vehicles and an alternate route for residents, it is designed to discourage cut-through traffic to the residential neighborhood to the north. It will be narrow, incorporating traffic calming measures and be finished with materials suited for the residential use and accommodating to pedestrian circulation for residents and neighbors to the north.

JAN 22 RECD

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As part of its goal of promoting enhanced connectivity to the neighborhood to encourage reductions in auto traffic, this development will be extremely bicycle friendly. In addition to enhancing the pedestrian sidewalk on its street frontage to accommodate both bikes and walkers, DLC will provide two large bicycle storage rooms for residents, conveniently located near the two elevator banks in the underground garage.

Further, staff has requested that DLC share responsibility with the City for closing the free-right turn lane from York Avenue to 66th Street. While the exact geometry of this change to the intersection is not yet known, DLC enthusiastically embraces this goal. This action will allow for greater enhancement of the pedestrian environment along York Avenue and 66th Street and for improved pedestrian safety at the 66th Street crosswalk. And as stated in Section E, staff has requested a 30 foot wide easement at the north side of the property to accommodate a future extension of 65th Street.

K. STORMWATER

This redevelopment lies in and will be permitted by the Minnehaha Creek Watershed District. It will be reviewed and permitted by the Nine-Mile Creek District. As such, stormwater management facilities are designed to comply with their requirements for rate control and water quality.

This site will incorporate a cellular, underground storm water vault system in the auto-court at the south, the low end of the site. The inlet, and a visual clue to this sustainable and common sense storm water solution will be expressed in the landscaped area of the auto court.

L. SUSTAINABILITY

Recognizing the sustainability is critical to our future economic vitality and quality of life, our development team is committed to promoting stewardship for our environment and resources at all stages of the work. From broad urban design goals of creating livable communities through creative use of density, reduced dependency on automobiles and promoting walkability, to the use of green building practices and highly efficient building systems and equipment with reduced life-cycle costs and longer life spans that enhance occupant health and wellbeing.

At Millennium at Southdale, this commitment will translate to;

- A compact site design offering numerous green spaces, high quality pedestrian and bicycle amenities plus improved walkability and connection to transit.
- Greening of some rooftop areas over the garage and some roofs. This will assist in collecting storm water as well as provide attractive gathering spaces with shade plants to combat the urban heat island effect.
- On-site storm water collection, management and treatment system that will be evident at the "infiltration garden" in the public forecourt to the buildings.
- Utilization of green design principles and material specifications including locally sourced, high-performance structural, window and exterior envelope systems with recycled content.
- Compliance with the new, 2015 Minnesota Commercial Energy Code (references the 2012 IECC) which represents approximately a 15% increase in energy efficiency over the previous code.
- Participation in the Xcel Energy EDA (Energy Design Assistance) program to assist in selecting materials and systems with low energy consumption characteristics yet high life-cycle value.
- Green construction phase practices including construction waste management and recycling.

JAN 22 REC'D

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N.	SITE DATA	PHASE I	PHASE II	TOTAL
	Site Area	Parcels 2 and 3	Parcel 1	
		3.07 ac.	2.58 ac.	5.65 ac.
		133,676 sf	112,574 sf	246,250 sf
	New Residential Development			
	Building Area	255,008 gsf	166,260	421,268 sf
	Residential FAR	1.91	1.48	1.71
	Number of Units	227	148	375
	Number of Bedrooms	338	210	548
	Residential Density (Units/acre)	73.9	57.4	66.4
	Building Height	6/5 floors over parking	5/4 floors over parking	
		Steps at 3, 4 and 5	Steps at 3 and 4	
		72 feet	61 feet	
	Surface Parking, Residential	38 cars	11 cars	49 cars
	Secure Parking	353 cars	249 cars	602 cars
	Total Residential Parking	391 cars	260 cars	651 cars
	Parking Ratio	1/bedroom +53	1/bedroom +50	1/bedroom + 103
	Existing Office Building			
	Building Area	62,079 sf	na.	na.
	Surface Parking-Parcel 1	150 cars	na.	na.
	Surface Parking-Parcel 3	72 cars		
	Secure Parking	28 cars (est.)		
	Total parking	250 cars		
	Parking Ratio	4.03 cars/1,000 sf	na.	na.
	Parking on Parcel 3 dedicated to 3316 66th St.			
		20 of 72 cars	20 cars	20 cars

JAN 29 RECD

February 3, 2016

MEMORANDUM

TO: Mr. Cary Teague
Community Development Director

FROM: Dennis Sutliff
ESG Architects, Inc

RE: Millennium at Southdale (Formerly 66th & York)
List of Changes

Since August 2105 when 66th & YORK was submitted to the City of Edina for review by the Planning Commission and City Council, the Architectural plans have been developed to a significantly higher level of detail. In addition to Architectural exhibits, Civil Engineering Plans and Landscape Plans are now included. But the overall site organization, the building height, massing, setbacks and density remain largely the unchanged. The number of dwelling units and the parking counts have changed only slightly. With a few exceptions, most of the changes to these items can be characterized as refinements.

The most significant changes that have been made since the August Sketch Plan submittal are the result of specific requests or comments by City policy makers and staff. In summary, those requests were;

- Preserve the option to extend 65th Street across the northerly 30 feet of the site.
- Enhance the pedestrian and bicycle environments, making them safer, better connected to other destinations in the District and more attractive to residents and neighbors.
- Create an iconic redevelopment whose building and site features are commensurate with its position as a "foreground" site within the district.

With these goals in mind, the significant changes that have been included in the new submittal plans dated 1/20/2106 are;

1. Parcels 8 and 9 are now include in the Application for Comprehensive Guide Plan Amendment.
2. While the south setbacks have been maintained as previously shown, the upper levels of Phase I and all of Phase II are moved southwards to free up land on the north end of the site for possible extension of 65th Street. The Phase I, underground parking footprint has been shortened so it no longer extends under the requested future ROW.
3. The floor elevations of the buildings have been lowered about 6 feet. In Phase I, this means that both levels of the parking garage are deeper into the ground. As a result, the terraces

built over the parking have a much better relationship to elevations of the adjacent land and relate much more closely to the internal pedestrian street.

4. As a result of item 2 above, the residential amenities that were previously located on the upper level of the garage are moved up to the first floor where they now have a direct relationship to the street level lobby, the guest parking and to 66th Street. The dwelling units previously located on first floor of the south end of the Phase I building are relocated to the fifth floor, thereby adding strength and prominence to the south façade of Phase I on 66th Street.
5. The character of internal street; the southward extension of York Avenue, is enhanced with upgraded paving materials, pedestrian scaled lighting and stoops, stairs and benches so it will function as an attractive north-south pedestrian link between the residential neighborhood to the north and the Southdale District on the south. While it must accommodate emergency vehicles, its design is intended to discourage through traffic.
6. This redevelopment addresses the City's and the County's wishes to close the free-right turn lane at the 66th & York intersection. While the geometry of this roadway change has not been finalized, this proposal calls for added enhancements to pedestrian environment at that corner and along the entire south-east street frontage.
7. The south elevation of the Phase I building has been modified to further emphasize its position as a gateway to this District. The five-story wing has been moved forward to increase its visibility along 66th Street. The one story base has been increased in height to a story-and-a half with added sun-screens and pedestrian features. And the height of the six-story portion has been increased and exaggerated by the addition of a tall, illuminated parapet that will anchor the northward view of the York Avenue street corridor. This parapet will also conceal the roof-mounted cell phone towers that will be installed on its roof.
8. Phase I metrics have been refined as follows;
    - Dwelling unit count in Phase I has been reduced from 230 apartments to 227 but the number of bedrooms has increased from 320 to 338.
    - The gross area of Phase I has increased from 243,800 square feet to 255,008 square feet.
    - Phase I residential parking has increased from 379 cars to 391. 353 parking spaces are enclosed and secure for residents. 38 spaces are on the surface and can be used by visitors and guests.

Cc; Rick Kauffman, Luke Payne, Russ Krivor, Ryan Phipps, Pedro Fullana, Wes Beehler

Millennium at Southdale



3250 West 66th Street
Edina, MN 55435

PROJECT LOCATION



Vicinity



Site Location

PROJECT TEAM

Owner/Developer/ Contractor: DLC Rressemuk, LLC
5245 Wayzata Blvd
St. Louis Park, MN 55416
ATTN: Rich Kauffman
Ph: 612-325-3997

Architect: Elness Swenson Graham Architects Inc.
500 Washington Ave. South, Suite 1080
Minneapolis, MN 55415
Ph: 612-338-5508
Fx: 612-339-5382

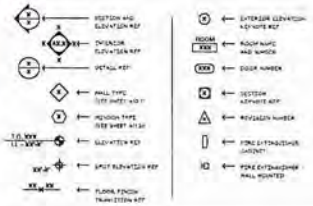
Civil/Landscape: Kimley-Horn and Associates
333 South Broadway
Rochester, MN 55904
Ph: 507-424-3867

Structural Engineer: MEYER BORGMAN JOHNSON
510 Marquette Avenue South, Suite 900
Minneapolis, MN 55402
Phone: (612) 338-0713
Fax: (612) 337-5205

Design Scope Mechanical, Electrical & Plumbing Engineers: T.B.D.

Design-Build Mechanical, Electrical & Plumbing Engineers: T.B.D.

SYMBOLS LEGEND



UNIT MIX & SQUARE FOOTAGES

PARKING SCHEDULE - PHASE 1

Type	Count
7'-0" x 22' - SURFACE PARALLEL_PHASE 1	16
8'-0" x 18' - ADA_SURFACE_PHASE 1	2
8'-6" x 18' - STANDARD_SURFACE_PHASE 1	66
LEVEL 1	106
8'-0" x 15' - COMPACT	5
8'-0" x 18' - ADA	4
8'-6" x 18' - STANDARD	155
LEVEL P1	164
8'-0" x 15' - COMPACT	6
8'-0" x 18' - COMPACT	2
8'-0" x 18' - ADA	4
8'-6" x 18' - STANDARD	174
LEVEL P2	189
Grand total	461

USE BY LEVEL

USE BY LEVEL	GSF	% OF AREA
	509 SF	1%
PARKING	118,115 SF	98%
STORAGE	1,780 SF	1%
LEVEL P2	120,513 SF	
	7,346 SF	10%
PARKING	61,334 SF	87%
STORAGE	2,165 SF	3%
LEVEL P1	70,845 SF	
AMENITY	5,098 SF	13%
COMMON / CIRCULATION	11,653 SF	24%
RESIDENTIAL UNIT	28,757 SF	63%
LEVEL 1	45,508 SF	
	694 SF	2%
COMMON / CIRCULATION	7,149 SF	16%
RESIDENTIAL UNIT	37,380 SF	83%
LEVEL 2	45,228 SF	
COMMON / CIRCULATION	6,247 SF	14%
RESIDENTIAL UNIT	37,467 SF	86%
LEVEL 3	43,715 SF	
COMMON / CIRCULATION	6,247 SF	14%
RESIDENTIAL UNIT	37,063 SF	86%
LEVEL 4	43,310 SF	
COMMON / CIRCULATION	6,247 SF	15%
RESIDENTIAL UNIT	35,378 SF	85%
LEVEL 5	41,625 SF	
AMENITY	980 SF	2%
COMMON / CIRCULATION	6,008 SF	15%
RESIDENTIAL UNIT	30,193 SF	82%
LEVEL 6	36,821 SF	
Grand total	446,085 SF	

UNITS BY LEVEL

Name	Count
1 BR	16
2 BR	10
3 BR	2
Alcove	4
LEVEL 1	32
1 BR	15
1 BR DEN	2
2 BR	15
3 BR	3
Alcove	5
LEVEL 2	40
1 BR	15
1 BR DEN	2
2 BR	15
3 BR	3
Alcove	5
LEVEL 3	40
1 BR	15
1 BR DEN	2
2 BR	15
3 BR	3
Alcove	5
LEVEL 4	40
1 BR	15
1 BR DEN	2
2 BR	15
3 BR	3
Alcove	5
LEVEL 5	40
1 BR	15
1 BR DEN	2
2 BR	13
Alcove	4
LEVEL 6	36
Grand total	227

UNIT TOTALS

Unit Type	Unit Count	Bed Count
1 BR	92	92
1 BR DEN	10	10
2 BR	83	166
3 BR	14	42
Alcove	28	28
Grand total	227	338

SHEET INDEX

SHEET NUMBER	SHEET NAME	CEDVP PLAN AMEND PDP & REZON SUB 1/20/2016
GENERAL INFORMATION		
T1.1	TITLE SHEET	•
CIVIL		
CP-1	TOPOGRAPHIC SURVEY	•
CP-2	PRELIMINARY SITE PLAN	•
CP-3	PRELIMINARY GRADING PLAN	•
CP-4	PRELIMINARY UTILITY PLAN	•
C1.1	NOTES PLAN	•
C4.1	SWPPP PLAN	•
C5.1	EROSION AND SEDIMENT CONTROL PLAN	•
C6.1	UTILITY PLAN	•
C7.1	CONSTRUCTION DETAILS	•
C8.1	CONSTRUCTION DETAILS	•
LANDSCAPE		
L1.1	LANDSCAPE PLAN	•
L1.2	LANDSCAPE DETAILS	•
ARCHITECTURAL		
A1.0a	SITE PLAN	•
A1.1a	KEY MAP	•
A2.2a	LEVEL 1 PLAN	•
A2.3a	LEVEL 2 PLAN	•
A2.4a	LEVEL 3 PLAN	•
A2.5a	LEVEL 4 PLAN	•
A2.6a	LEVEL 5 PLAN	•
A2.7a	LEVEL 6 PLAN	•
A3.1a	EXTERIOR ELEVATIONS	•
A3.2a	EXTERIOR ELEVATIONS	•
A3.3a	EXTERIOR ELEVATIONS	•
A4.1a	UNIT PLANS	•
A4.2a	UNIT PLANS	•
A4.3a	UNIT PLANS	•
A5.1a	BUILDING SECTION	•
SURVEY		
SURVEY	BOUNDARY AND TOPOGRAPHIC SURVEY	•

PLANNING DEPARTMENT
JAN 22 REC'D
CITY OF EDINA

Millennium at Southdale
DLC

esg
elness swenson graham architects
500 washington avenue south
minneapolis minnesota 55415
t. 612.338.5508
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www.esgarch.com

A15

NOT FOR CONSTRUCTION

COMPREHENSIVE PLAN AMENDMENT PDP & REZONING SUBMITTAL
1/20/2016

ORIGINAL ISSUE

REVISIONS

No.	Description	Date

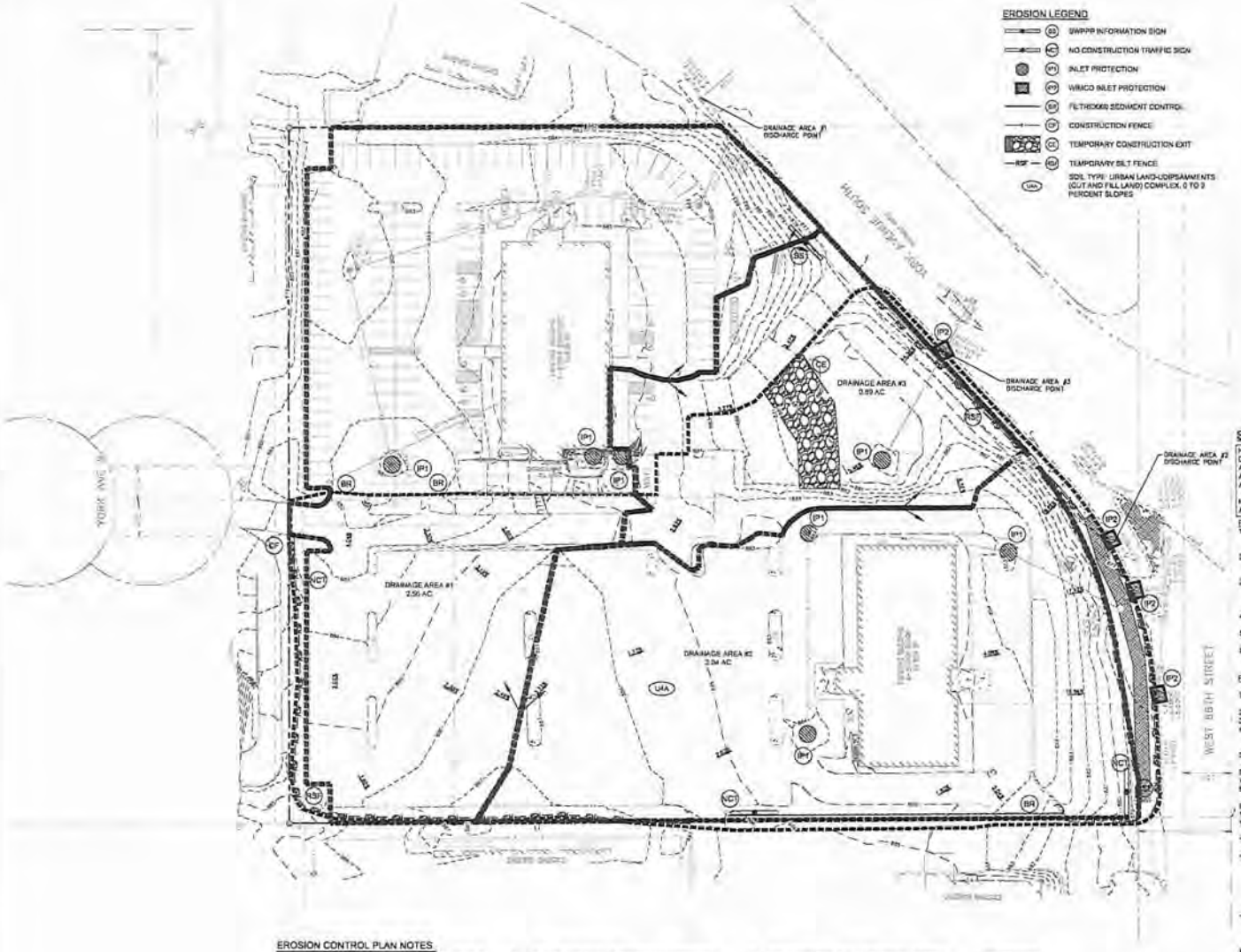
215511
PROJECT NUMBER

ESG DRAWN BY ESG CHECKED BY

KEY PLAN

Millennium at Southdale

TITLE SHEET
T1.1



EROSION LEGEND

- SIGN — SWPPP INFORMATION SIGN
- NCT — NO CONSTRUCTION TRAFFIC SIGN
- IP1 — INLET PROTECTION
- IP2 — WIMCO INLET PROTECTION
- SF — FILTEREXX SEDIMENT CONTROL
- CF — CONSTRUCTION FENCE
- CE — TEMPORARY CONSTRUCTION EXIT
- RSF — TEMPORARY SILT FENCE
- UHA — SOIL TYPE: URBAN LAND-UDIPSAMMENTS (CUT AND FILL LAND) COMPLEX, 0 TO 2 PERCENT SLOPES

SITE LEGEND

- PROPERTY LINE
- PROPOSED PHASE 1 LIMITS OF DISTURBANCE
- EXISTING DRAINAGE AREA
- EXISTING MAJOR CONTOUR
- EXISTING MINOR CONTOUR
- FLOW/SLOPE ARROW
- EXISTING STORM SEWER
- EXISTING STORM SEWER MANHOLE
- EXISTING CURB INLET
- EXISTING GRATE INLET

NORTH

GRAPHIC SCALE IN FEET
0 15 30 60

AREA SUMMARY	
SITE AREA (PHASE 1)	133,878 SF
PROPOSED IMPERVIOUS (PHASE 1)	97,948 SF
PROPOSED PERVIOUS (PHASE 1)	35,930 SF
PROPOSED PERCENT IMPERVIOUS (PHASE 1)	73%
LIMITS OF DISTURBANCE (PHASE 1)	3.79 ac

SWPPP IMPLEMENTATION SEQUENCE

NOTE: UPON IMPLEMENTATION AND INSTALLATION OF THE FOLLOWING AREAS: TRAILER, PARKING, LAY DOWN, PORTA-POTTY, WHEEL WASH, CONCRETE WASHOUT, MASONS AREA, FUEL AND MATERIAL STORAGE AREAS/CONTAINERS, SOLID WASTE CONTAINERS, ETC., IMMEDIATELY DENOTE THEM ON THE SITE MAPS AND NOTE ANY CHANGES IN LOCATION AS THEY OCCUR THROUGHOUT THE CONSTRUCTION PROCESS. IN ADDITION, NOTE ALL AREAS WHERE FILL IS IMPORTED FROM OR SOIL IS EXPORTED TO ON THE SITE MAPS.

NOTE: DOWN SLOPE PROTECTIVE MEASURES MUST ALWAYS BE IN PLACE BEFORE SOIL IS DISTURBED. ACTIVITIES ARE PRESENT IN THE ORDER OR SEQUENCE IN WHICH THEY ARE REQUIRED TO BE COMPLETED.

PHASE 1

1. INSTALL THE SWPPP INFORMATION SIGN AND POST REQUIRED DOCUMENTS NEAR THE PLANNED CONSTRUCTION EXIT, AND WITHIN EASY ACCESS TO THE GENERAL PUBLIC WITHOUT ENTERING THE SITE.
2. STAKE/FLAG THE LOD (WHERE STAKING IS NOT POSSIBLE/PRACTICAL, THE LOD MUST BE CONSPICUOUSLY, AND PROMINENTLY, MARKED TO DENOTE THE BOUNDARY). LOD MUST REMAIN CONSPICUOUSLY MARKED THROUGHOUT THE ENTIRE CONSTRUCTION PROJECT.
3. INSTALL PERIMETER SEDIMENT CONTROL BMPS IN THE VICINITY OF, AND DOWN GRADIENT FROM, THE LOCATION OF THE PLANNED CONSTRUCTION EXIT, CONSTRUCTION OFFICE TRAILER, AND TEMPORARY PARKING AND STORAGE AREAS. CLEAR ONLY THE MINIMUM AREA ABSOLUTELY NECESSARY TO INSTALL THESE PERIMETER CONTROL BMPS.
4. INSTALL STABILIZED CONSTRUCTION EXIT(S) WITH SEDIMENT TRAPS, AND SET THE PROJECT OFFICE TRAILER.
5. INSTALL REMAINING PERIMETER SEDIMENT CONTROL BMPS, AS SHOWN ON THE SITE MAPS. CLEAR ONLY THE MINIMUM AREA NECESSARY TO INSTALL PERIMETER CONTROL BMPS.
6. PREPARE TEMPORARY PARKING AND STORAGE AREA.

PHASE 2

1. BEGIN CLEARING, GRUBBING, AND STRIPPING THE SITE. (PHASE CLEARING AND GRUBBING TO THE EXTENT PRACTICAL TO MINIMIZE THE AMOUNT OF AREA DISTURBED AT ANY POINT IN TIME)
2. BEGIN GRADING THE SITE.
3. START CONSTRUCTION OF BUILDING PAD AND STRUCTURES.
4. TEMPORARILY STABILIZE, THROUGHOUT CONSTRUCTION IMMEDIATELY FOLLOWING THE COMPLETION OF THE MOST RECENT LAND DISTURBING/GRADING ACTIVITY, ANY DISTURBED AREAS, INCLUDING MATERIAL STOCKPILES THAT ARE SCHEDULED OR LIKELY TO REMAIN INACTIVE FOR 14 DAYS OR MORE.
5. IMMEDIATELY PERMANENTLY STABILIZE AREAS TO BE VEGETATED AS THEY ARE BROUGHT TO FINAL GRADE.
6. INSTALL UTILITIES, UNDERDRAINS, STORM SEWERS, CURBS AND GUTTERS.
7. INSTALL RIP RAP AROUND OUTLET STRUCTURES AS EACH OUTLET STRUCTURE IS INSTALLED.
8. INSTALL INLET PROTECTION AT ALL STORM SEWER STRUCTURES AS EACH INLET STRUCTURE IS INSTALLED.
9. PREPARE SITE FOR PAVING.
10. PAVE SITE.
11. INSTALL APPROPRIATE INLET PROTECTION DEVICES FOR PAVED AREAS AS WORK PROGRESSES, PER BMP DETAILS.
12. COMPLETE GRADING AND INSTALLATION OF PERMANENT STABILIZATION OVER ALL AREAS, INCLUDING OUT LOTS AND PONDS.
13. OBTAIN CONCURRENCE FROM THE OWNER CONSTRUCTION MANAGER (CM) THAT THE SITE HAS BEEN FULLY STABILIZED AND ALL CONSTRUCTION HAS BEEN COMPLETED, THEN:
    - A. REMOVE ALL REMAINING TEMPORARY EROSION AND SEDIMENT CONTROL BEST MANAGEMENT PRACTICES (BMPS).
    - B. STABILIZE ANY AREAS DISTURBED BY THE REMOVAL OF TEMPORARY BMPS, AND
    - C. ASK THE CM TO CONTACT KIMLEY-HORN AND ASSOCIATES TO COMPLETE THE KIMLEY-HORN AND ASSOCIATES PRE-NOT SITE INSPECTION AND REPORT (ONLY CM MAY DO THIS).
14. CONTINUE DAILY INSPECTIONS AND REPORTS UNTIL THE CM FINAL DAILY INSPECTION REPORT, MARKED 'READY TO TERMINATE PERMIT', IS SIGNED BY THE CONSTRUCTION MANAGER AND SUBMITTED VIA THE ONLINE SWPPP REPORTING SYSTEM PROVIDED BY THE OWNER.

NOTE: THE GENERAL CONTRACTOR MAY COMPLETE CONSTRUCTION-RELATED ACTIVITIES CONCURRENTLY, ONLY IF ALL PRECEDING BMPS AND STABILIZATION ACTIVITIES HAVE BEEN COMPLETELY INSTALLED. UNRELATED STEPS IN THE ABOVE SEQUENCE ARE BOLDED FOR CLARITY. THE CSC MUST APPROVE, IN WRITING, ANY CHANGES IN THE ABOVE SWPPP IMPLEMENTATION SEQUENCE, BEFORE THEIR IMPLEMENTATION BEGINS.

THE ESTIMATED DATES OF IMPLEMENTATION OF POLLUTION CONTROL MEASURES SHALL BE DOCUMENTED BY THE CONTRACTOR ON THE SOIL EROSION/SEDIMENTATION CONTROL OPERATION TIME SCHEDULE ON SHEET SW-5.

EROSION CONTROL PLAN NOTES

1. THE STORMWATER POLLUTION PREVENTION PLAN IS COMPRISED OF DRAWINGS, THE STANDARD DETAILS, THE SWPPP, PLUS THE GENERAL PERMIT, AND ALL SUBSEQUENT REPORTS AND RELATED DOCUMENTS.
2. CONTRACTOR SHALL IMPLEMENT BEST MANAGEMENT PRACTICES AS REQUIRED BY THE SWPPP. ADDITIONAL BEST MANAGEMENT PRACTICES SHALL BE IMPLEMENTED AS DICTATED BY CONDITIONS AT NO ADDITIONAL COST OF OWNER THROUGHOUT ALL PHASES OF CONSTRUCTION.
3. CONTRACTOR SHALL MINIMIZE CLEARING TO THE MAXIMUM EXTENT PRACTICAL OR AS REQUIRED BY THE GENERAL PERMIT.
4. GENERAL CONTRACTOR SHALL DENOTE ON PLAN THE CONCRETE WASH WATER LOCATIONS. ALL WASH WATER (CONCRETE TRUCKS, VEHICLE CLEANING, EQUIPMENT CLEANING, ETC.) SHALL BE DETAINED AND PROPERLY TREATED OR DISPOSED ACCORDING TO THE GENERAL PERMIT.
5. SUFFICIENT OIL AND GREASE ABSORBING MATERIALS AND FLOTATION BOOMS SHALL BE MAINTAINED ON SITE OR READILY AVAILABLE TO CONTAIN CLEAN-UP FUEL OR CHEMICAL SPILLS AND LEAKS.
6. DUST ON SITE SHALL BE CONTROLLED ACCORDING TO THE GENERAL PERMIT.
7. RUBBISH, TRASH, GARBAGE, LITTER, OR OTHER SUCH MATERIALS SHALL BE DEPOSITED INTO SEALED CONTAINERS. MATERIALS SHALL BE PREVENTED FROM LEAVING THE PREMISES THROUGH THE ACTION OF WIND OR STORMWATER DISCHARGE INTO DRAINAGE WATERS OF THE STATE.
8. ALL PERIMETER SILT FENCE AND ROCK CONSTRUCTION ENTRANCES SHALL BE INSTALLED PRIOR TO CONSTRUCTION.
9. THE CONTRACTOR SHALL CONSTRUCT DRAINAGE BASINS PRIOR TO SITE GRADING.
10. THE CONTRACTOR SHALL INSTALL CATCH BASIN EROSION CONTROL MEASURES.
11. WITHIN TWO WEEKS (14 DAYS) OF SITE GRADING, ALL DISTURBED AREAS SHALL BE STABILIZED WITH SEED, SOD, OR ROCK BASE. REFER TO LANDSCAPE PLANS FOR MATERIALS.
12. ALL EROSION CONTROL MEASURES SHALL BE INSTALLED AND MAINTAINED IN ACCORDANCE WITH CITY, AND WATERSHED DISTRICT PERMITS.
13. THE CONTRACTOR SHALL MAINTAIN ALL EROSION CONTROL MEASURES, INCLUDING THE REMOVAL OF SILT IN FRONT OF SILT FENCES DURING THE DURATION OF THE CONSTRUCTION.
14. ANY EXCESS SEDIMENT IN PROPOSED BASINS SHALL BE REMOVED BY THE CONTRACTOR.
15. REMOVAL ALL EROSION CONTROL MEASURES AFTER VEGETATION IS ESTABLISHED.
16. THE CONTRACTOR SHALL REMOVE ALL SOILS AND SEDIMENT TRACKED ONTO EXISTING STREETS AND PAVED AREAS.
17. IF BLOWING DUST BECOMES A NUISANCE, THE CONTRACTOR SHALL APPLY WATER FROM A TANK TRUCK TO ALL CONSTRUCTION AREAS.
18. SWEEP ADJACENT STREET IN ACCORDANCE WITH CITY REQUIREMENTS.
19. PLACE EROSION CONTROL BLANKET ON ALL DISTURBED OR GRADED SLOPES EXCEEDING 4(H):1(V).

MAINTENANCE

ALL MEASURES STATED ON THIS PLAN SHALL BE MAINTAINED IN FULLY FUNCTIONAL CONDITION UNTIL NO LONGER REQUIRED FOR A COMPLETED PHASE OF WORK OR FINAL STABILIZATION OF THE SITE. MEASURES SHALL BE CHECKED BY A QUALIFIED PERSON IN ACCORDANCE WITH THE CONTRACT DOCUMENTS OR THE APPLICABLE PERMIT, WHICHEVER IS MORE STRINGENT, AND REPAIRED IN ACCORDANCE WITH THE FOLLOWING:

1. INLET PROTECTION DEVICES AND BARRIERS SHALL BE REPAIRED OR REPLACED IF THEY SHOW SIGNS OF UNDERMINING OR DETERIORATION.
2. ALL SEEDED AREAS SHALL BE CHECKED REGULARLY TO SEE THAT A GOOD STAND IS MAINTAINED. AREAS SHOULD BE FERTILIZED, WATERED, AND RESEEDED AS NEEDED. SILT FENCES SHALL BE REPAIRED TO THEIR ORIGINAL CONDITIONS IF DAMAGED.
3. SEDIMENT SHALL BE REMOVED FROM THE SILT FENCE WHEN IT REACHES ONE-THIRD THE HEIGHT OF THE SILT FENCE.
4. THE CONSTRUCTION EXITS SHALL BE MAINTAINED IN A CONDITION WHICH WILL PREVENT TRACKING OR FLOW OF MUD ONTO PUBLIC RIGHTS-OF-WAY. THIS MAY REQUIRE PERIODIC TOP DRESSING OF THE CONSTRUCTION EXITS AS CONDITIONS DEMAND.

ALERT TO SUBCONTRACTOR:

1. THE PRESENCE OF GROUNDWATER SHOULD BE ANTICIPATED ON THIS PROJECT. SUBCONTRACTORS BID SHALL INCLUDE CONSIDERATION FOR THIS ISSUE, WHEN PERFORMING GRADING OPERATIONS DURING PERIODS OF WET WEATHER, PROVIDE ADEQUATE DEWATERING, DRAINAGE AND GROUND WATER MANAGEMENT TO CONTROL MOISTURE OF SOILS.
2. ALL SUBCONTRACTOR WORK TO BE COMPLETED (EARTHWORK, FINAL UTILITIES, AND FINAL GRADING) BY THE MILESTONE DATE IN PROJECT DOCUMENTS.

ALL CONTRACTORS MUST CONTACT
GOPHER STATE CALL ONE
MN TOLL FREE 1-800-252-1166
BEFORE CONSTRUCTION BEGINS
TWIN CITY AREA 651-454-0002

MILLENNIUM AT SOUTHDALE
4234 WEST 66TH STREET
EDINA, MN 55435

DLC

Kimley»Horn

esg
ciress swenson graham architects
500 washington avenue south
minneapolis, minnesota 55415
p. 612.339.5508
f. 612.339.5582
www.esgarch.com

I hereby certify that this plan, specification, or report was prepared by me or under my direct supervision and that I am a duly licensed professional engineer under the laws of the state of Minnesota.

Signature

Printed Name Date

License #

NOT FOR CONSTRUCTION

PHASE 1 PLAN SET

No.	Description	Date

160755002
PROJECT NUMBER

RJ — DESIGNED BY
RAP — CHECKED BY

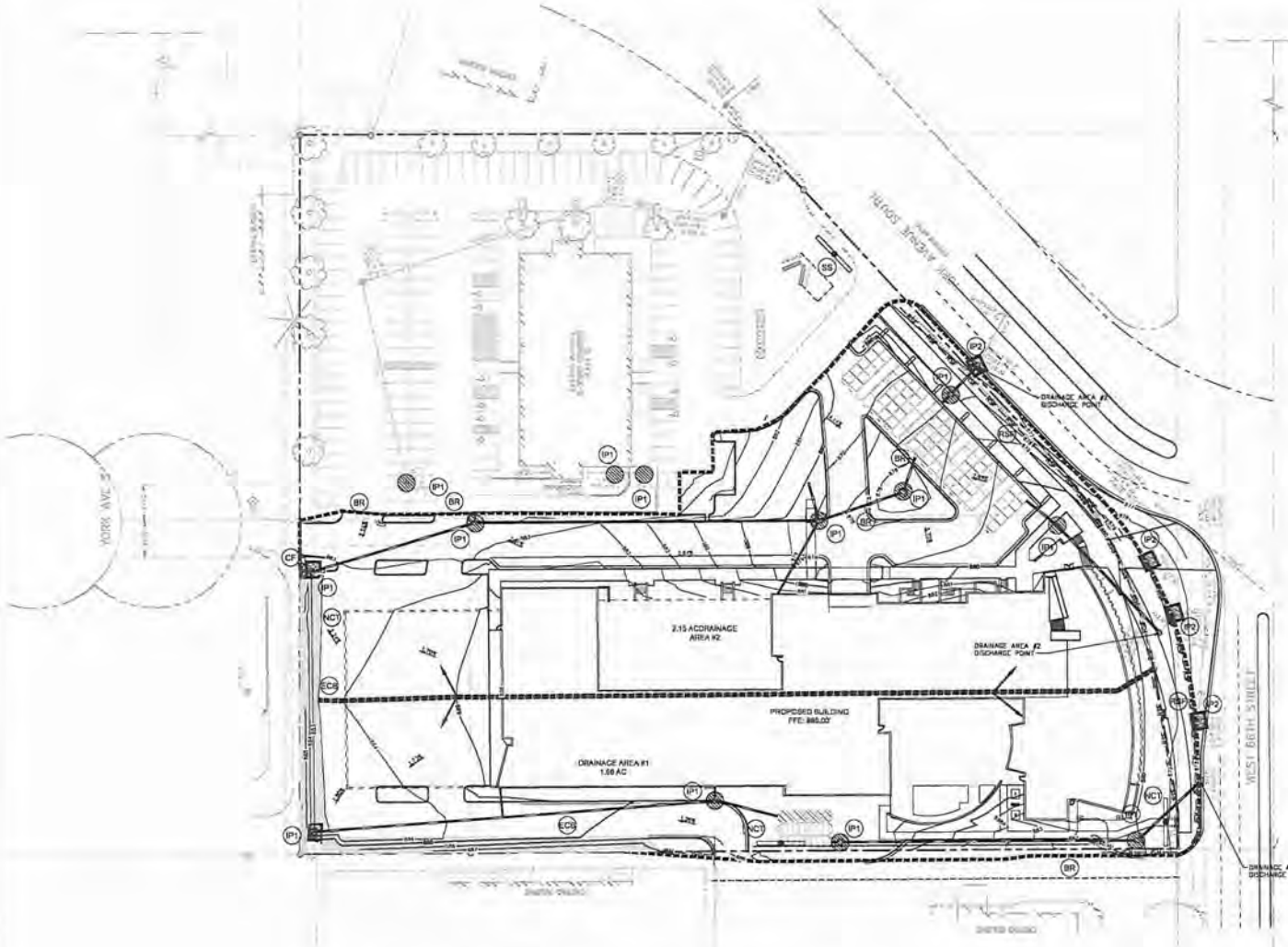
KEY PLAN

MILLENNIUM AT SOUTHDALE

EROSION CONTROL PLAN – PHASE 1 PRECONSTRUCTION

C2.1

PLANNING DEPARTMENT
JAN 22 RECD
CITY OF EDINA



EROSION LEGEND

- SWPPP INFORMATION SIGN
- NO CONSTRUCTION TRAFFIC SIGN
- INLET PROTECTION
- WIMCO INLET PROTECTION
- FILTREXX® SEDIMENT CONTROL
- TEMPORARY SILT FENCE
- EROSION CONTROL BLANKET
- CONSTRUCTION FENCE

SITE LEGEND

- PROPERTY LINE
- PROPOSED PHASE 1 LIMITS OF DISTURBANCE
- PROPOSED DRAINAGE AREA
- EXISTING MAJOR CONTOUR
- EXISTING MINOR CONTOUR
- FLOW/SLOPE ARROW
- EXISTING STORM SEWER
- EXISTING STORM SEWER MANHOLE
- EXISTING CURB INLET
- EXISTING GRATE INLET

AREA SUMMARY	
SITE AREA (PHASE 1)	133,976 SF
PROPOSED IMPERVIOUS (PHASE 1)	97,946 SF
PROPOSED PERVIOUS (PHASE 1)	35,930 SF
PERVIOUS IMPERVIOUS RATIO (PHASE 1)	2.762
LIMITS OF DISTURBANCE (PHASE 1)	163,700 SF

NORTH

GRAPHIC SCALE IN FEET
0 15 30 60

EROSION CONTROL PLAN NOTES

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19. PLACE EROSION CONTROL BLANKET ON ALL DISTURBED OR GRADED SLOPES EXCEEDING 4:1 V:.

MAINTENANCE:

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ALERT TO SUBCONTRACTOR:

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MN TOLL FREE 1-800-252-1166
BEFORE CONSTRUCTION BEGINS
TWIN CITY AREA 651-454-0002

PLANNING DEPARTMENT
JAN 22 REC'D
CITY OF EDINA

MILLENNIUM AT SOUTHDALE
3250 WEST 66TH STREET
EDINA, MN 55435

DLC

Kimley»Horn

esg
ellness swenson graham architects
500 washington avenue south
minneapolis minnesota 55415
p. 612.339.5508
f. 612.339.5382
www.esgarch.com

NOT FOR CONSTRUCTION

PHASE 1 PLAN SET

No.	Description	Date

160755002
PROJECT NUMBER
BJ | RAP
DRAWN BY | CHECKED BY
KEY PLAN

MILLENNIUM AT SOUTHDALE

EROSION CONTROL PLAN PHASE I

C2.2

MILLENNIUM AT SOUTHDALE

DLC

Kimley»Horn

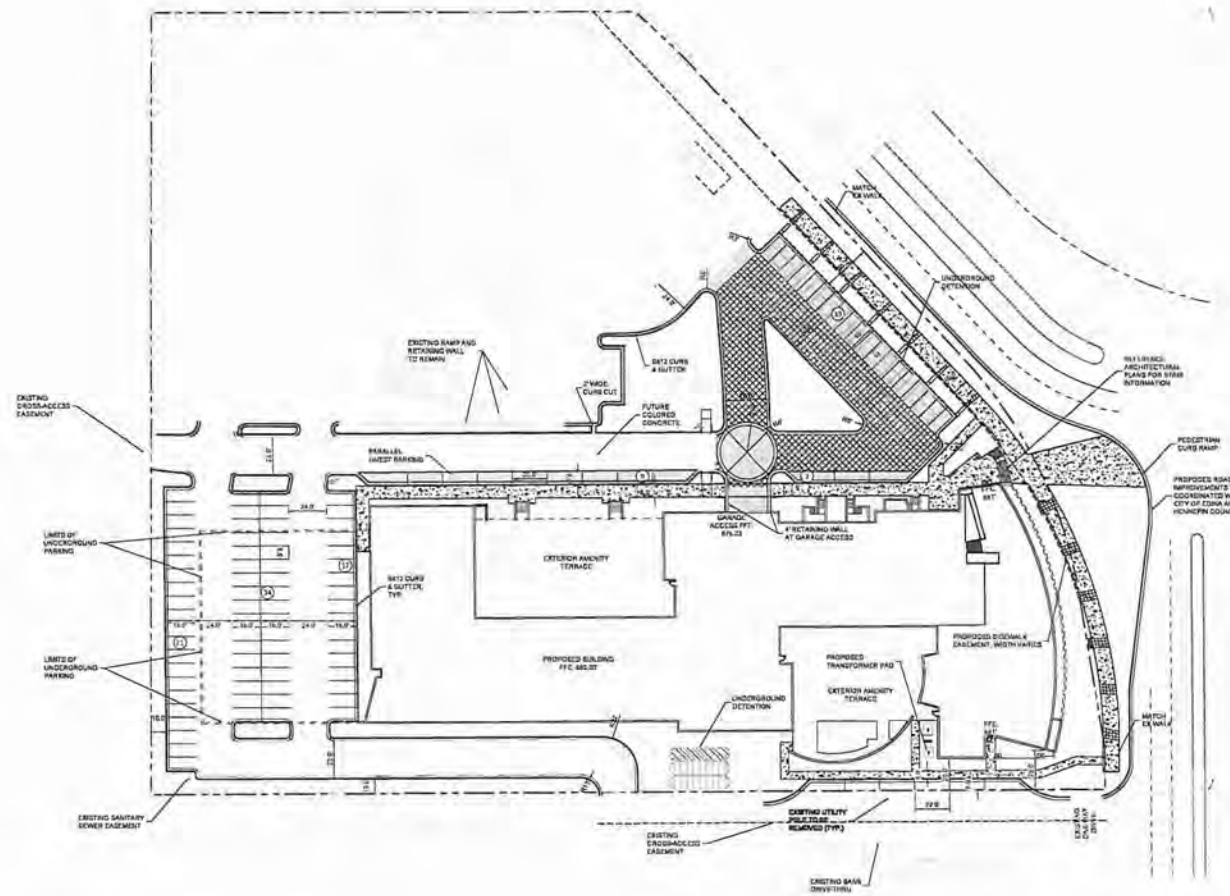
esg

elness swenson graham architects

500 washington avenue south
minneapolis, minnesota 55415
p. 612.339.5500
f. 612.339.5382
www.esgarch.com

NOT FOR CONSTRUCTION

PROPERTY SUMMARY (PHASE 1)	
66TH AND YORK	
TOTAL PROPERTY AREA	133,676 SF (3.07 AC)
TOTAL DISTURBED AREA	164,346 SF (3.76 AC)
PROPOSED IMPERVIOUS AREA	97,845 SF (2.25 AC)
PROPOSED POROUS AREA	35,826 SF (0.82 AC)
ZONING SUMMARY:	
EXISTING ZONING	RSD-1
PROPOSED ZONING	PUD
PARKING SETBACKS	SIDE/REAR = 10' ROAD = 20'
BUILDING SETBACKS	FRONT = 20' SIDE = 10' REAR = 100'



LEGEND

- PROPERTY LINE
- SETBACK LINE
- PROPOSED CURB AND GUTTER
- PROPOSED INTEGRALLY COLORED CONCRETE
- PROPOSED CONCRETE SIDEWALK
- PROPOSED STANDARD DUTY ASPHALT
- PROPOSED LIGHT DUTY ASPHALT

NORTH

GRAPHIC SCALE IN FEET
0 15 30 60

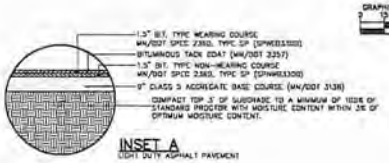
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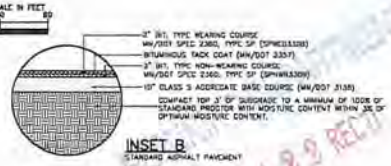
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TWIN CITY AREA 651-454-0002

SITE PLAN NOTES

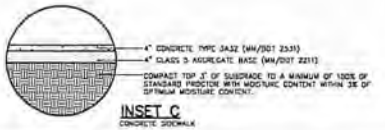
1. ALL WORK AND MATERIALS SHALL COMPLY WITH ALL CITY/COUNTY REGULATIONS AND DORSS AND S.S.P.A. STANDARDS.
2. CONTRACTOR SHALL REFER TO THE ARCHITECTURAL PLANS FOR EXACT LOCATIONS AND DIMENSIONS OF VESTIBULES, SLOPE PAVING, SIDEWALKS, CAT PORCHES, TRUCK DOCKS, PRECISE BUILDING DIMENSIONS AND EXACT BUILDING UTILITY ENTRANCE LOCATIONS.
3. ALL DISTURBED AREAS ARE TO RECEIVE FOUR INCHES OF TOPSOIL, SEED, MULCH AND WATER UNTIL A HEALTHY STAND OF GRASS IS ESTABLISHED.
4. ALL INNER CURBED RADII ARE TO BE 3' AND OUTER CURBED RADII ARE TO BE 10' UNLESS OTHERWISE NOTED, STRIPED RADII ARE TO BE 0'.
5. ALL DIMENSIONS AND RADII ARE TO THE FACE OF CURB UNLESS OTHERWISE NOTED.
6. EXISTING STRUCTURES WITHIN CONSTRUCTION LIMITS ARE TO BE ABANDONED, REMOVED OR RELOCATED AS NECESSARY. ALL COST SHALL BE INCLUDED IN BASE BID.
7. CONTRACTOR SHALL BE RESPONSIBLE FOR ALL RELOCATIONS, (UNLESS OTHERWISE NOTED ON PLANS) INCLUDING BUT NOT LIMITED TO, ALL UTILITIES, STORM DRAINAGE, SIGNS, TRAFFIC SIGNALS & POLES, ETC. AS REQUIRED. ALL WORK SHALL BE IN ACCORDANCE WITH GOVERNING AUTHORITIES REQUIREMENTS AND PROJECT SITE WORK SPECIFICATIONS AND SHALL BE APPROVED BY SUCH. ALL COST SHALL BE INCLUDED IN BASE BID.
8. SITE BOUNDARY, TOPOGRAPHY, UTILITY AND ROAD INFORMATION TAKEN FROM A SURVEY BY SAVBATEK, INC.
9. TOTAL LAND AREA IS 5.85 ACRES.



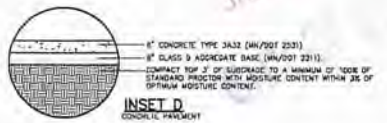
INSET A
LIGHT DUTY ASPHALT PAVEMENT



INSET B
STANDARD ASPHALT PAVEMENT



INSET C
CONCRETE SIDEWALK



INSET D
CONCRETE PAVEMENT

PHASE 1 PLAN SET

No.	Description	Date

160755002
PROJECT NUMBER
BJJ | KAP
DRAWN BY | CHECKED BY

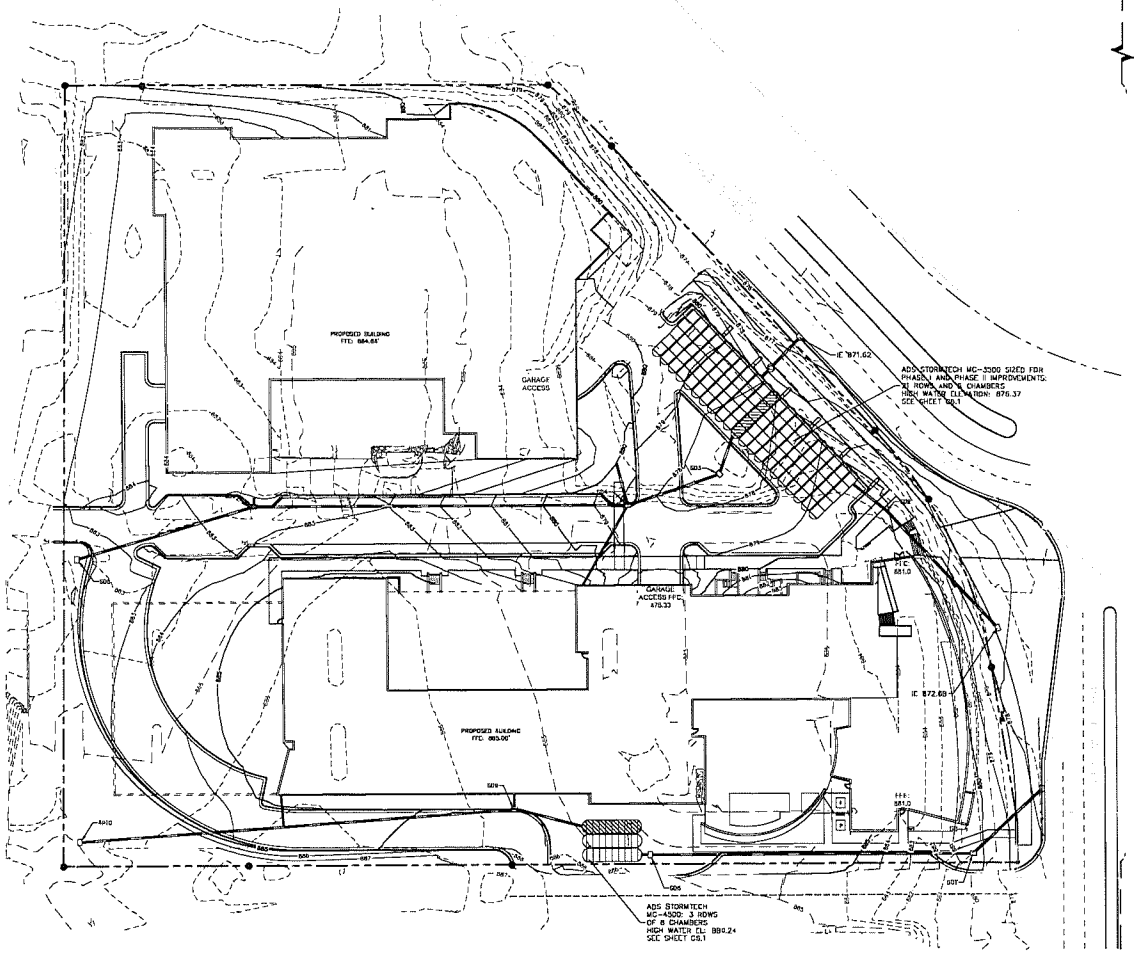
SITE PLAN

MILLENNIUM AT SOUTHDALE

SITE PLAN PHASE I

C3.1

PLANNING COMMISSION JAN 22 RECD



DRAINAGE SCHEDULE									
STRUCTURE NO.	STRUCTURE/ CASTING TYPE	RIM/GRATE ELEVATION	INVERT ELEVATION IN	PIPE SIZE IN	PIPE SLOPE IN	INVERT ELEVATION OUT	PIPE SIZE OUT	PIPE SLOPE OUT
EX 601	EXISTING CATCH BASIN	877.68	MH 871.43	15"	0.44%			
EX 602	EXISTING CATCH BASIN	877.68	NE 872.98	15"	0.50%			
501	DGS SCC DETAIL	878.04	MH 871.74	15"	0.80%	SE 871.44	15"	0.40%
502	DGS SCC DETAIL	874.58	NE 870.34	15"	0.50%	MH 870.17	15"	0.90%
503	TYPE 10C CATCH-BASIN PER FDNA DETAIL 230	877.50	N 871.88	15"	1.35%	E 870.74	15"	2.48%
504	TYPE 10C CATCH-BASIN PER FDNA DETAIL 230	878.33	W 874.81 MH 874.81 S 874.90	15" 12" 15"	1.26% 2.00% 2.00%	S 874.71	15"	1.26%
505	TYPE 10C CATCH-BASIN PER FDNA DETAIL 230	882.23	N 878.20 S 878.05	15" 15"	1.34% 1.00%	S 877.90	15"	1.25%
506	TYPE 18P CATCH BASIN PER FDNA DETAIL 226	882.83				S 879.67	15"	1.35%

DRAINAGE SCHEDULE								
STRUCTURE NO	STRUCTURE/ CASTING TYPE	IMMEDIATE ELEVATION	INVERT ELEVATION IN	PIPE SIZE IN	PIPE SLOPE IN	INVERT ELEVATION OUT	PIPE SIZE OUT	PIPE SLOPE OUT
EX 603	EXISTING CATCH BASIN	876.94	MH 872.53	15"	0.76%			
507	TYPE 10C CATCH-BASIN PER FDNA DETAIL 230	880.26	N 874.56	15"	5.90%	SE 872.86	15"	0.79%
508	DGS SCC DETAIL	880.37	N 875.20	15"	1.50%	S 875.02	15"	0.50%
509	TYPE 10C CATCH-BASIN PER FDNA DETAIL 230	880.21	N 875.25 S 875.40	15" 12"	5.90% 1.00%	S 875.18	15"	0.50%
510	TYPE 18P CATCH BASIN PER FDNA DETAIL 226	880.66				S 875.84	15"	0.50%

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ALL CONTRACTORS MUST CONTACT
GOPHER STATE CALL ONE
MN TOLL FREE 1-800-252-1166
BEFORE CONSTRUCTION BEGINS
TWIN CITY AREA 651-454-0002

1. ALL WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE CITY OF EDINA SPECIFICATIONS AND BUILDING PERMIT REQUIREMENTS.
2. CONTRACTOR TO CALL MINNESOTA COMMON CALL @ 800-320-1166 AT LEAST TWO WORKING DAYS PRIOR TO EXCAVATION/CONSTRUCTION FOR UTILITY LOCATIONS.
3. CONTRACTOR TO FIELD VERIFY THE LOCATIONS AND ELEVATIONS OF EXISTING UTILITIES AND TOPOGRAPHIC FEATURES PRIOR TO THE START OF SITE GRADING. THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE PROJECT ENGINEER OF ANY DISCREPANCIES OR VARIATIONS.
4. SUBGRADE EXCAVATION SHALL BE BACKFILLED IMMEDIATELY AFTER EXCAVATION TO HELP PREVENT ANY STABILITY PROBLEMS DUE TO WATER SEEPAGE OR STEEP SLOPES. WHEN PLACING NEW SURFACE MATERIAL ADJACENT TO EXISTING PAVEMENT, THE EXCAVATION SHALL BE BACKFILLED PROMPTLY TO AVOID UNDERMINING OF EXISTING PAVEMENT.
5. CONTRACTOR SHALL BE RESPONSIBLE FOR ALL HORIZONTAL AND VERTICAL CONTROL.
6. CONTRACTOR SHALL EXCAVATE DRAINAGE TRENCHES TO FOLLOW PROPOSED STORM SEWER ALIGNMENTS.
7. GRADES SHOWN ARE FINISHED GRADES. CONTRACTOR SHALL ROUGH GRADE TO SUBGRADE ELEVATION AND LEAVE DIRECT READY FOR SUBBASE.
8. ALL EXCESS MATERIAL, BITUMINOUS PAVEMENT, CONCRETE ITEMS, ANY ABANDONED UTILITY ITEMS, AND OTHER UNSTABLE MATERIALS SHALL BECOME THE PROPERTY OF THE CONTRACTOR AND SHALL BE DISPOSED OF OFF THE CONSTRUCTION SITE.
9. REFER TO THE UTILITY PLAN FOR SANITARY SEWER MAIN, WATER MAIN SERVICE LAYOUT AND ELEVATIONS AND CASTING / STRUCTURE SCHEDULE.
10. CONTRACTOR IS RESPONSIBLE FOR CONSTRUCTION OF PAVEMENTS AND CURB AND GUTTER WITH SMOOTH UNIFORM SLOPES WITH PROPER POSITIVE DRAINAGE.
11. INSTALL A MINIMUM OF 6" CLASS 5 AGGREGATE BASE UNDER CURB AND GUTTER.
12. UPON COMPLETION OF EXCAVATION AND FILLING, CONTRACTOR SHALL RESTORE ALL STREETS AND DISTURBED AREAS ON SITE. ALL DISTURBED AREAS SHALL BE REVEGETATED WITH CITY APPROVED GROUND COVER.
13. ALL SPOT ELEVATIONS SHOWN ARE TO FLOW LINE OF CURB OR GROUND LEVEL UNLESS NOTED OTHERWISE.

LEGEND
- PROPERTY LINE
- EXISTING CONTOUR
- PROPOSED CONTOUR
- PROPOSED MANHOLE
- PROPOSED CATCH BASIN
- PROPOSED STORM SEWER
- PROPOSED SPOT ELEVATION
- MATCH EXISTING ELEVATION
- FLOW SLOPE ARROW

GRAPHIC SCALE IN FEET
0 15 30 60

NOT FOR CONSTRUCTION

MILLENNIUM AT SOUTHDALE
3250 WEST 66TH STREET
EDINA, MN 55435

DLC RESIDENTIAL

Kimley»Horn
2550 UNIVERSITY AVE WEST, SUITE 238N
ST. PAUL, MN 55114
PHONE: 651-645-4197
WWW.KIMLEY-HORN.COM

esg
elness swenson graham architects
500 washington avenue south
minneapolis minnesota 55415
p. 612.339.3500
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I hereby certify that this plan, specification, or report was prepared by me or under my direct supervision and that I am a duly licensed professional engineer under the laws of the state of Minnesota.
Signature
License # Date

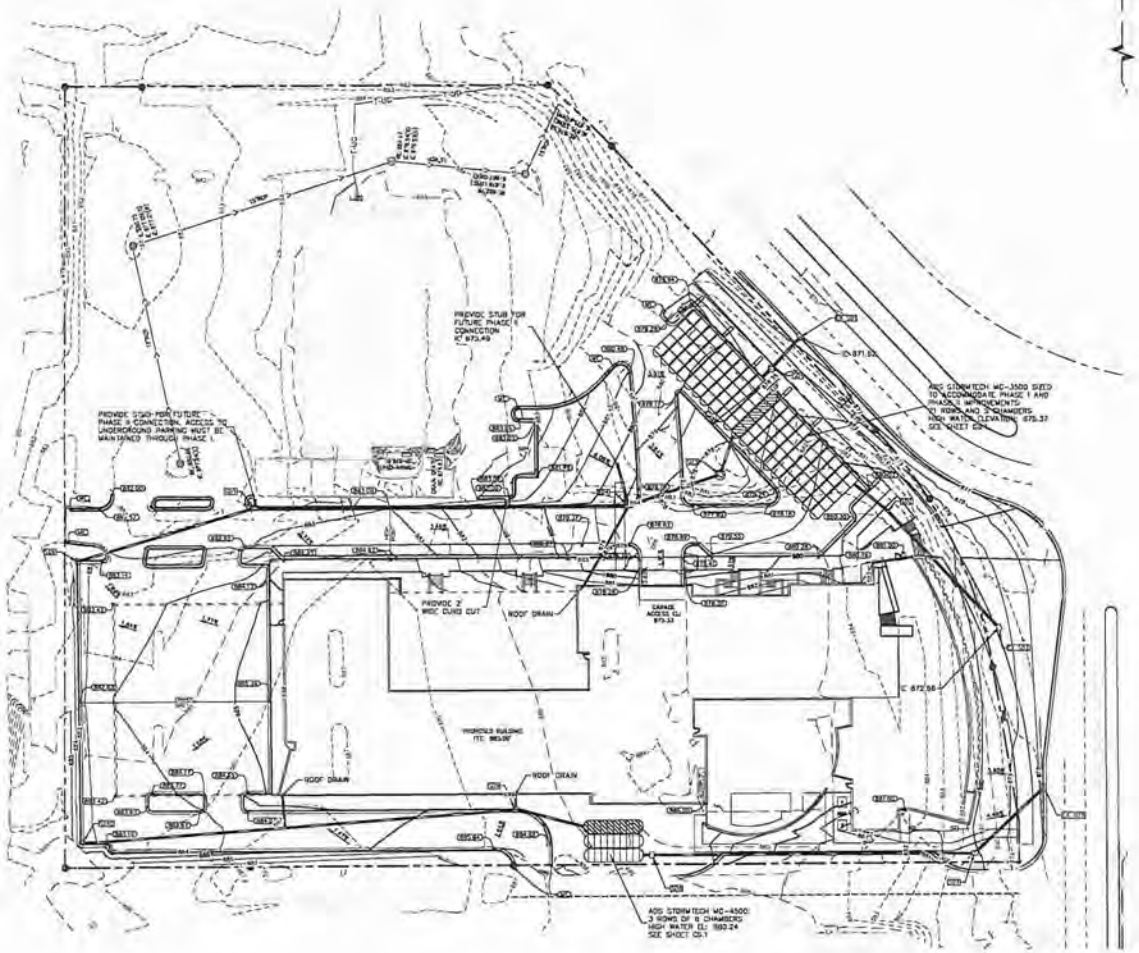
PHASE 1 PLAN SET

No.	Description	Date

160755002
PROJECT NUMBER
BJJ RAP
DRAWN BY CHECKED BY
KEY PLAN

MILLENNIUM AT SOUTHDALE

OVERALL GRADING AND DRAINAGE PLAN
C4.1



LEGEND

- PROPERTY LINE
- EXISTING CONTOUR
- PROPOSED CONTOUR
- PROPOSED MANHOLE
- PROPOSED CATCH BASIN
- PROPOSED STORM SEWER
- PROPOSED SPOT ELEVATION
- MATCH EXISTING ELEVATION
- FLOW DIRECTION ARROW
- GRADE BREAK

GRAPHIC SCALE IN FEET
0 15 30 60

NOT FOR CONSTRUCTION

DRAINAGE SCHEDULE

STRUCTURE NO.	STRUCTURE/ CASTING TYPE	HEADWATER ELEVATION	RIM/GRATE ELEVATION	INVERT IN	INVERT OUT	PIPE SIZE
CB 201	CASTING CATCH BASIN	878.84	RIM 879.63	12"	0.74%	
CB 202	CASTING CATCH BASIN	878.42	RIM 879.48	12"	0.66%	
1001	4000 SQ. DRAIN	878.78	GRATE 879.78	12"	0.48%	12"
1002	4000 SQ. DRAIN	878.68	GRATE 879.68	12"	0.47%	12"
1003	TYPE 'SD' CATCH BASIN W/ 4' SUMP	879.05	RIM 880.05	18"	1.00%	18"
1004	TYPE 'SD' CATCH BASIN W/ 4' SUMP	879.53	RIM 880.53	18"	1.00%	18"
1005	TYPE 'SD' CATCH BASIN W/ 4' SUMP	880.01	RIM 881.01	18"	1.00%	18"
1006	TYPE 'SD' CATCH BASIN W/ 4' SUMP	880.85				

DRAINAGE SCHEDULE

STRUCTURE NO.	STRUCTURE/ CASTING TYPE	HEADWATER ELEVATION	RIM/GRATE ELEVATION	INVERT IN	INVERT OUT	PIPE SIZE
FES 2001	CASTING CATCH BASIN	878.84	RIM 879.63	12"	0.74%	
SCH	TYPE 'SD' CATCH BASIN W/ 4' SUMP	880.19	879.63	12"	0.50%	12"
SCH	4000 SQ. DRAIN	880.21	879.63	12"	1.00%	12"
SCH	TYPE 'SD' CATCH BASIN W/ 4' SUMP	880.22	879.78	12"	0.50%	12"
SCH	TYPE 'SD' CATCH BASIN W/ 4' SUMP	880.87	880.53	18"	1.00%	18"

1. ALL WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE CITY OF EDINA, SPECIFICATIONS AND BUILDING PERMIT REQUIREMENTS.
2. CONTRACTOR TO CALL MINNESOTA GOPHER ONE-CALL @ 888-628-1166 AT LEAST TWO WORKING DAYS PRIOR TO EXCAVATION/CONSTRUCTION FOR UTILITY LOCATIONS.
3. CONTRACTOR TO FIELD VERIFY THE LOCATIONS AND ELEVATIONS OF EXISTING UTILITIES AND TOPOGRAPHIC FEATURES PRIOR TO THE START OF SITE GRADING. THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE PROJECT ENGINEER OF ANY DISCREPANCIES OR VARIATIONS.
4. SUBGRADE EXCAVATION SHALL BE BACKFILLED IMMEDIATELY AFTER EXCAVATION TO HELP OFFSET ANY STABILITY PROBLEMS DUE TO WATER SEEPAGE OR STEEP SLOPES. WHEN PLACING NEW SURFACE MATERIAL ADJACENT TO EXISTING PAVEMENT, THE EXCAVATION SHALL BE BACKFILLED PROMPTLY TO AVOID UNDERMINING OF EXISTING PAVEMENT.
5. CONTRACTOR SHALL BE RESPONSIBLE FOR ALL HORIZONTAL AND VERTICAL CONTROL.
6. CONTRACTOR SHALL EXCAVATE DRAINAGE TRENCHES TO FOLLOW PROPOSED STORM SEWER ALIGNMENTS.
7. GRADES SHOWN ARE FINISHED GRADES. CONTRACTOR SHALL ROUGH GRADE TO SUBGRADE ELEVATION AND LEAVE STREET READY FOR SUBBASE.
8. ALL EXCESS MATERIAL, BITUMINOUS SURFACING, CONCRETE ITEMS, ANY ABANDONED UTILITY ITEMS, AND OTHER UNSTABLE MATERIALS SHALL BECOME THE PROPERTY OF THE CONTRACTOR AND SHALL BE DISPOSED OF OFF THE CONSTRUCTION SITE.
9. REFER TO THE UTILITY PLAN FOR SANITARY SEWER MAIN, WATER MAIN SERVICE LAYOUT AND ELEVATIONS AND CASTING / STRUCTURE SCHEDULE.
10. CONTRACTOR IS RESPONSIBLE FOR CONSTRUCTION OF PAVEMENTS AND CURB AND GUTTER WITH SMOOTH UNIFORM GRADES WITH PROPER POSITIVE DRAINAGE.
11. INSTALL A MINIMUM OF 9" CLASS 5 AGGREGATE BASE UNDER CURB AND GUTTER.
12. UPON COMPLETION OF EXCAVATION AND FILLING, CONTRACTOR SHALL RESTORE ALL STREETS AND DISTURBED AREAS ON SITE. ALL DISTURBED AREAS SHALL BE RE-VEGETATED WITH CITY APPROVED GROUND COVER.
13. ALL SPOT ELEVATIONS SHOWN ARE TO FLOW LINE OF CURB OR GROUND LEVEL UNLESS NOTED OTHERWISE.
14. SEE SHEET C5.2 FOR UTILITY CROSSING INFORMATION.
15. PROVIDE 3" THICK INSULATION OVER ROOF DRAIN LATERALS UNDER 5' OF COVER. COORDINATE LOCATION OF ROOF DRAINS WITH ARCHITECTURAL PLANS.

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PHASE 1 PLAN SET

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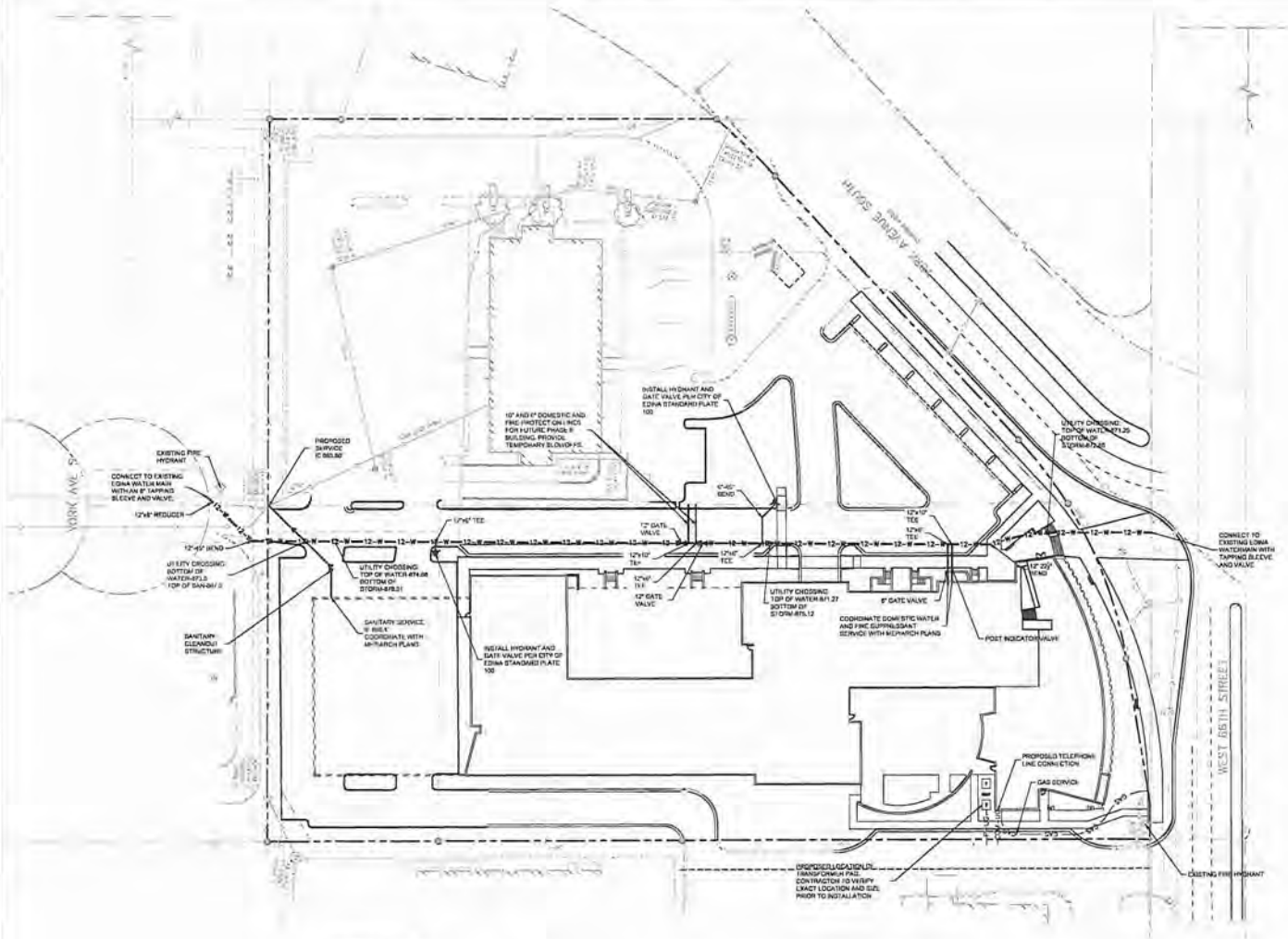
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Drawn By Checked By

KEY PLAN

MILLENNIUM AT SOUTHDALE

GRADING AND DRAINAGE PLAN PHASE I

C4.2



UTILITY LEGEND

- PROPOSED REDUCER
- PROPOSED TEE
- PROPOSED GATE VALVE
- PROPOSED HYDRANT
- PROPOSED MANHOLE (STORM OR SANITARY)
- PROPOSED CATCH BASIN
- PROPOSED WATERMAIN
- PROPOSED SANITARY SEWER
- PROPOSED STORM SEWER
- PROPOSED STORM SEWER
- P-UG — PROPOSED UNDERGROUND ELECTRIC
- COM-UC — PROPOSED TELEPHONE
- GAS — PROPOSED GAS MAIN

NORTH

GRAPHIC SCALE IN FEET
0 15 30 60

UTILITY PLAN NOTES

1. ALL FILL MATERIAL IS TO BE IN PLACE, AND COMPACTED BEFORE INSTALLATION OF PROPOSED UTILITIES.
2. SANITARY SEWER PIPE SHALL BE AS FOLLOWS:
   8" PVC SDR35 PER ASTM D 3034, FOR PIPES LESS THAN 12' DEEP
   8" PVC SDR26 PER ASTM D 3034, FOR PIPES MORE THAN 12' DEEP
   8" PVC SCHEDULE 40
   DUCTILE IRON PIPE PER AWWA C150
   8" HDPE DR11/CLASS 200 PER ASTM D 1248 FOR HORIZONTAL DIRECTIONALLY DRILLED PIPE
3. WATER LINES SHALL BE AS FOLLOWS:
   12" AND SMALLER, CLASS 52 DUCTILE IRON PIPE OR PVC C900
   ALL DIP WATER LINES SHALL BE WRAPPED IN 8 MIL MIN. POLYWRAP
4. MINIMUM TRENCH WIDTH SHALL BE 2 FEET.
5. ALL WATER JOINTS ARE TO BE MECHANICAL JOINTS WITH THRUST BLOCKING PER DETAIL.
6. ALL UTILITIES SHOULD BE KEPT TEN (10) APART (PARALLEL) OR WHEN CROSSING 18" VERTICAL CLEARANCE). (OUTSIDE, LOOK OF PIPE, TO OUTSIDE, LOOK OF PIPE).
7. CONTRACTOR SHALL MAINTAIN A MINIMUM OF 8 FEET AND MAXIMUM OF 10 FEET OF COVER ON ALL WATER LINES, VALVES, SERVICES, ETC.
8. IN THE EVENT OF A VERTICAL CONFLICT BETWEEN WATER LINES, SANITARY LINES, STORM LINES AND GAS LINES (EXISTING AND PROPOSED), THE SANITARY LINE SHALL BE SDR-35 OR C900 WITH MECHANICAL JOINTS AT LEAST 10 FEET ON BOTH SIDES OF CROSSING, THE WATER LINE SHALL HAVE MECHANICAL JOINTS WITH APPROPRIATE THRUST BLOCKING AS REQUIRED TO PROVIDE A MINIMUM OF 18" CLEARANCE, MEETING REQUIREMENTS OF ANSI A21.10 ON ANSI 21.11 (AWWA C-151) (CLASS 50).
9. LINES UNDER ROADWAY SHALL BE INSTALLED, INSPECTED AND APPROVED BEFORE BACKFILLING.
10. TOPS OF EXISTING MANHOLES SHALL BE RAISED AS NECESSARY TO BE FLUSH WITH PROPOSED PAVEMENT ELEVATIONS, AND TO BE ONE FOOT ABOVE FINISHED GROUND ELEVATIONS, IN GREEN AREAS, WITH WATERTIGHT LIDS.
11. ALL CONCRETE FOR ENCASEMENTS SHALL HAVE A MINIMUM 28 DAY COMPRESSION STRENGTH AT 3000 P.S.I.
12. EXISTING UTILITIES SHALL BE VERIFIED IN FIELD PRIOR TO INSTALLATION OF ANY NEW LINES.
13. REFER TO INTERIOR PLUMBING DRAWINGS FOR TIE-IN OF ALL UTILITIES.
14. CONTRACTOR IS RESPONSIBLE FOR COMPLYING TO THE SPECIFICATIONS OF THE LOCAL AUTHORITIES (EDINA) WITH REGARDS TO MATERIALS AND INSTALLATION OF THE WATER AND SEWER LINES.
15. THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT THE LOCATION AND/OR ELEVATION OF EXISTING UTILITIES AS SHOWN ON THESE PLANS IS BASED ON RECORDS OF THE VARIOUS UTILITY COMPANIES, AND WHERE POSSIBLE, MEASUREMENTS TAKEN IN THE FIELD. THE INFORMATION IS NOT TO BE RELIED ON AS BEING EXACT OR COMPLETE. THE CONTRACTOR MUST CALL THE APPROPRIATE UTILITY COMPANIES AT LEAST 72 HOURS BEFORE ANY EXCAVATION TO REQUEST EXACT FIELD LOCATION OF UTILITIES. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO RELOCATE ALL EXISTING UTILITIES WHICH CONFLICT WITH THE PROPOSED IMPROVEMENTS SHOWN ON THE PLANS.
16. CONTRACTOR IS RESPONSIBLE FOR ALL NECESSARY INSPECTIONS AND/OR CERTIFICATIONS REQUIRED BY CODES AND/OR UTILITY SERVICE COMPANIES.
17. CONTRACTOR SHALL COORDINATE WITH ALL UTILITY COMPANIES FOR INSTALLATION REQUIREMENTS AND SPECIFICATIONS.
18. ALL WATERMAIN STUBOUTS SHALL BE MECHANICALLY RESTRAINED WITH REACTION BLOCKING.
19. UTILITY AND MECHANICAL CONTRACTORS SHALL COORDINATE INSTALLATION OF SEWER SERVICES ALL THE WAY INTO THE BUILDING TO ACCOMMODATE CITY INSPECTION AND TESTING.
20. USE STANDARD SHORT CONE MANHOLES, NO STEPS ARE ALLOWED.
21. ALL COMPONENTS OF WATER SYSTEM, UP TO THE WATER METER OR FIRE SERVICE EQUIPMENT, I.E. MAINLINE PIPES, SERVICES LARGER THAN 2", VALVES, FITTINGS, CAPS, ETC.) SHALL UTILIZE PROTECTIVE INTERNAL COATINGS MEETING CURRENT AWWA/NSF STANDARDS FOR CEMENT MORTAR LINING OR EPOXY COATING. THE USE OF UNLINED OR UNCOATED (CAST-IRON, DRAY-IRON, STEEL, GALVANIZED, ETC.) PIPE SHALL NOT BE ALLOWED.
22. TAPS OF LIVE WATER MAINS TO BE DONE BY CITY FORCES, HOWEVER THEY SHALL BE PAID FOR AND COORDINATED BY THE CONTRACTOR.
23. NON-PVC CONNECTIONS INTO ALL CONCRETE STRUCTURES SHALL BE MADE WITH WATER TIGHT MATERIALS, UTILIZING AN A-LOK OR WATERSTOP GASKET OR BOOT, CAST-IN-PLACE RUBBER BOOT, OR APPROVED EQUAL, WHERE THE ALIGNMENT PRECLUDES THE USE OF THE ABOVE APPROVED WATERTIGHT METHODS, CONSEAL 251 WATERSTOP SEALANT, OR APPROVED EQUAL WILL ONLY BE ALLOWED AS APPROVED BY THE ENGINEER.

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MILLENNIUM AT SOUTHDALE
3250 WEST 66TH STREET
EDINA, MN 55435

D L C

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PHASE 1 PLAN SET

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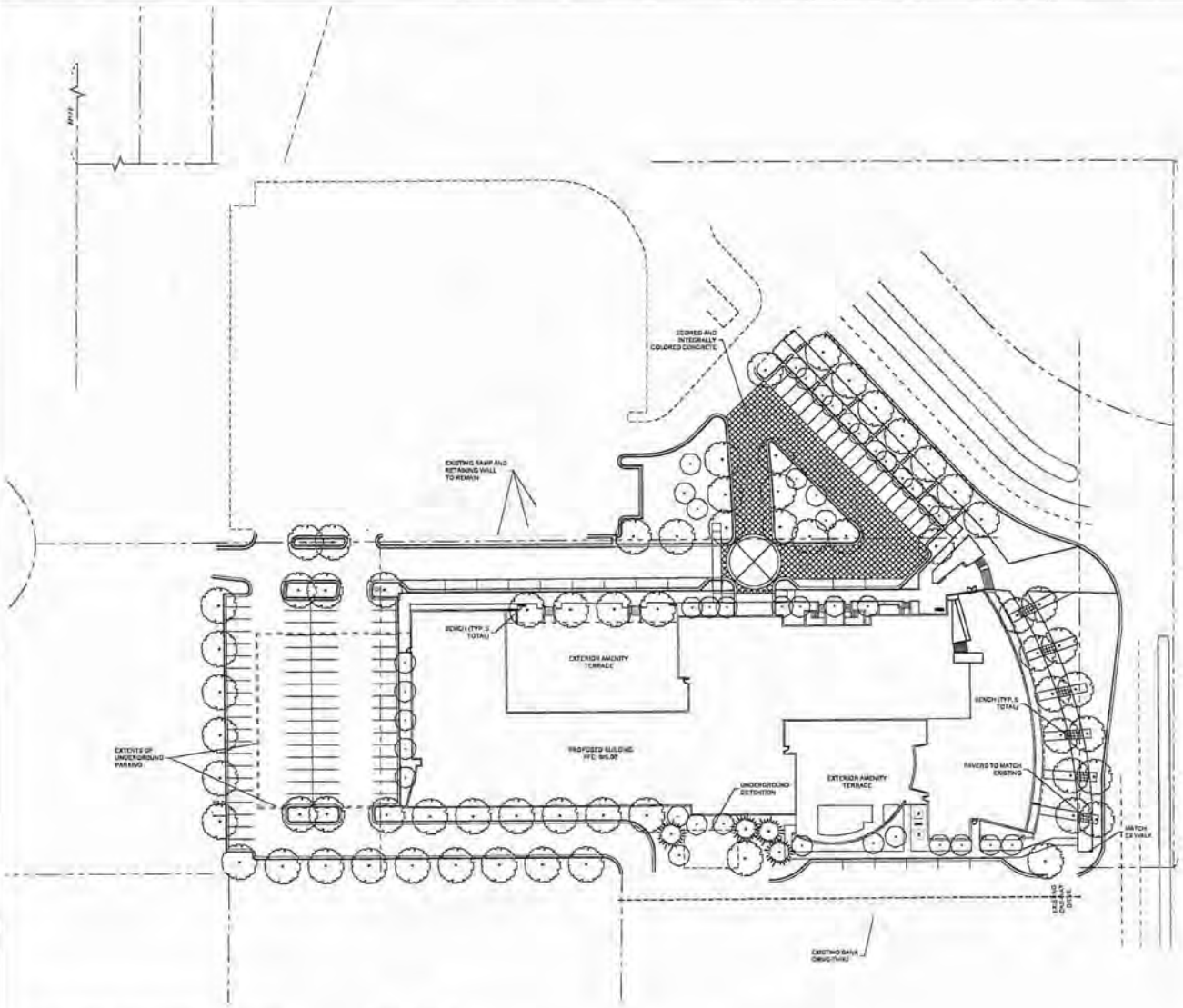
KEY PLAN

MILLENNIUM AT SOUTHDALE

UTILITY PLAN PHASE I

C5.1

JAN 22 RECD



LANDSCAPE REQUIREMENTS	
NUMBER OF TREES REQUIRED (SITE PERIMETER SHRUBS BY 40)	41
NUMBER OF TREES PROPOSED	75

NOTE: CALCULATIONS EXCLUDE PARCEL 6 WHICH WILL BE CAPTURED IN PHASE 2 PLANS

PRELIMINARY PLANT SCHEDULE

SYMBOL	QTY	COMMON NAME	SIZE	ROOT
OVERSTORY TREE	27	SWAMP WHITE OAK	2.5" CAL	B&B
		COMMON HACKBERRY	2.5" CAL	B&B
		ACCOLADE ELM	2.5" CAL	B&B
		AUTUMN BLAZE MAPLE	2.5" CAL	B&B
		CRIMSON SPIRE OAK	2.5" CAL	B&B
		BOULEVARD LINDEN	2.5" CAL	B&B
SMALL/ORNAMENTAL TREE	10	DAKOTA PINNACLE BIRCH	#20	CONT.
		IVORY SILK LILAC	1.5" CAL	B&B
		SHOWY MOUNTAIN ASH	#20	CONT.
		PURPLE PRINCE CRABAPPLE	1.5" CAL	B&B
		AUTUMN BRILLIANCE SERVICEBERRY	1.5" CAL	B&B
EVERGREEN TREE	9	BLACK HILLS SPRUCE	6' HT	B&B
SHRUB/ PERENNIAL MASSING	75	WEIGELIA	#3	CONT.
		DWARF BUSH HONEYSUCKLE	#3	CONT.
		DOGWOOD	#3	CONT.
		LILAC	#3	CONT.
		SPIREA	#3	CONT.
		MINT JULEP JUNIPER	#3	CONT.
		HYDRANGEA	#3	CONT.
		ROSE	#3	CONT.
		SUMAC	#3	CONT.
		KARL FOERSTER GRASS	#1	CONT.
		CATMINT	#1	CONT.
		CREEPING PHLOX	#1	CONT.
		PURPLE CONEFLOWER	#1	CONT.
		DAYLILY	#1	CONT.

GRAPHIC SCALE IN FEET
0 15 30 60

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LANDSCAPE NOTES

1. ALL LANDSCAPED AREAS ARE TO RECEIVE A MINIMUM OF 4" OF TOPSOIL.
2. INSTALL PLANT MATERIAL ONCE FINAL GRADING AND CONSTRUCTION HAS BEEN COMPLETED IN THE IMMEDIATE AREA.
3. ALL PLANT MATERIAL SHALL BE HEALTHY, VIGOROUS, AND FREE OF PESTS AND DISEASE.
4. ALL PLANT MATERIAL SHALL BE CONTAINER GROWN OR BALLED AND BURLAPPED AS INDICATED IN THE PLANT LIST.
5. ALL TREES SHALL HAVE A STRAIGHT TRUNK AND FULL HEAD AND MEET ALL REQUIREMENTS SPECIFIED.
6. ALL MATERIALS ARE SUBJECT TO THE APPROVAL OF THE LANDSCAPE ARCHITECT BEFORE, DURING, AND AFTER INSTALLATION.
7. CONTRACTOR SHALL LOCATE ALL EXISTING UNDERGROUND UTILITIES AND NOTIFY LANDSCAPE ARCHITECT OF ANY CONFLICTS. CONTRACTOR SHALL EXERCISE CAUTION WHEN WORKING IN THE VICINITY OF UNDERGROUND UTILITIES.
8. CONTRACTOR SHALL BE RESPONSIBLE FOR DELIVERY, SCHEDULE, AND PROTECTION BETWEEN DELIVERY AND PLANTING TO MAINTAIN HEALTHY PLANT CONDITIONS.
9. ANY PLANT MATERIAL WHICH IS DISEASED, DISTRESSED, DEAD, OR REJECTED PRIOR TO SUBSTANTIAL COMPLETION SHALL BE PROMPTLY REMOVED FROM THE SITE AND REPLACED WITH MATERIAL OF THE SAME SPECIES, QUANTITY, AND SIZE AND MEETING ALL PLANT LIST SPECIFICATIONS.
10. STANDARDS SET FORTH IN "AMERICAN STANDARD FOR NURSERY STOCK" REPRESENT GUIDELINE SPECIFICATIONS ONLY AND SHALL CONSTITUTE MINIMUM QUALITY REQUIREMENTS FOR PLANT MATERIAL.
11. WHERE SHOWN ON THE PLANS AND DETAILS, PLANTING BEDS ARE TO BE COMPLETELY COVERED WITH A DOUBLE-SHREDDED HARDWOOD MULCH FROM A LOCAL SOURCE HARVESTED IN A SUSTAINABLE MANNER TO A MINIMUM DEPTH OF 4".
12. ALL PLANT MATERIAL QUANTITIES SHOWN ARE APPROXIMATE. CONTRACTOR SHALL BE RESPONSIBLE FOR COMPLETE COVERAGE OF ALL PLANTING BEDS AT SPACING SHOWN.
13. INSTALL LAWN SOD IN ALL DISTURBED AREAS UNLESS NOTED OTHERWISE.
14. INSTALL STEEL EDGER (BLACK) WHERE PLANTING BEDS MEET SOD/SEED AREAS.
15. INSTALL 18" DEPTH OF PLANTING SOIL IN AREAS RECEIVING GROUND COVER, SHRUBS, & PERENNIALS UNLESS OTHERWISE NOTED.
16. EXISTING TREES OR SIGNIFICANT SHRUB MASSINGS FOUND ON SITE SHALL BE PROTECTED AND SAVED UNLESS NOTED TO BE REMOVED OR ARE LOCATED IN AN AREA TO BE GRADED. QUESTIONS REGARDING EXISTING PLANT MATERIAL SHALL BE BROUGHT TO THE ATTENTION OF THE LANDSCAPE ARCHITECT PRIOR TO REMOVAL.
17. SYMBOLS ON PLAN DRAWING TAKE PRECEDENCE OVER SCHEDULES IF DISCREPANCIES IN QUANTITIES EXIST. SPECIFICATIONS AND DETAILS TAKE PRECEDENCE OVER NOTES.

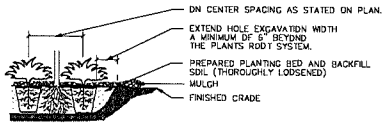
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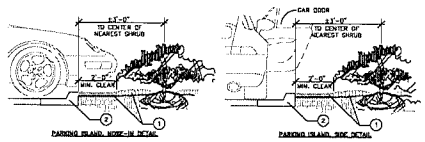
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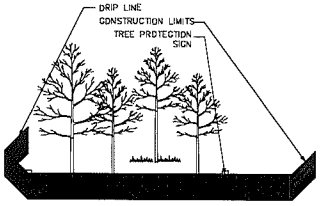


PLANTING DETAIL FOR MASS PLANTING BEDS



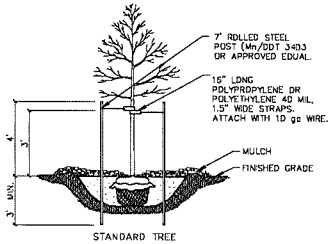
1. INSTALL CONTINUOUS MULCH BED ADJACENT TO PARKING SPACES AS SHOWN. MULCH SHALL BE MIN. 4" DEEP. NO POP-UP IRRIGATION HEADS SHALL BE LOCATED WITHIN 24" OF A PARKING SPACE ON ANY SIDE.
2. CURB OR PARKING LOT EDGE.

PARKING SPACE/CURB PLANTING



FURNISH AND INSTALL TEMPORARY FENCE AT THE TREE'S DRIPLINE OR CONSTRUCTION LIMITS AS SPECIFIED, PRIOR TO ANY CONSTRUCTION. WHEN POSSIBLE PLACE FENCE 25 FEET BEYOND THE DRIP LINE. PLACE PROTECTION SIGNS ALONG FENCE AT 20' INTERVALS.

TEMPORARY PROTECTION FENCE PLACEMENT DETAIL



STANDARD TREE

NOTES:
1. STEEL POSTS TO BE NOTCHED OR DRILLED TO RETAIN GUY WIRES. PLACE OUTSIDE OF ROOT BALL. DRIVE PLUMB REGARDLESS OF GROUND SLOPE.
2. REQUESTS TO SUBSTITUTE RUBBER HOSE AND WIRE GUYING SYSTEMS WILL NOT BE APPROVED.
3. TREE STAKING IS NOT REQUIRED UNLESS SPECIFIED OR NECESSARY TO MAINTAIN TREES IN A PLUMB CONDITION WHERE VANDALISM, SOIL, OR WIND CONDITIONS ARE A PROBLEM, OR AS REQUESTED BY THE ENGINEER.
4. REMOVE AFTER ONE YEAR.

TREE STAKING / GUYING DETAIL

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DLC RESIDENTIAL

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PHASE 1
PLAN SET

No.	Description	Date

160755002
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BJJ CHAWN BY RAP CHECKED BY

KEY PLAN

MILLENNIUM AT SOUTHDALE

LANDSCAPE DETAILS

L1.1



ILLUSTRATIVE MASTER PLAN

SITE DATA	PHASE 1	PHASE 2	TOTAL
Site Area	Parcels 2 and 3 3.071 ac 133,816 sf	Parcel 1 2.538 ac 110,574 sf	5.65 ac 246,250 sf
New Residential Development			
Building Area	253,000 sf	188,260 sf	421,260 sf
Residential FAR	1.40	1.49	1.77
Number of Units	221	140	275
Number of Bedrooms	228	219	548
Residential Density (dwl/acre)	33.4	57.4	86.4
Building Height	6 floors over parking Steps at 3, 4 and 5 72 feet	5/4 floors over parking Steps at 3 and 4 61 feet	
Surface Parking Residential	35 cars	11 cars	44 cars
Secure Parking	253 cars	249 cars	502 cars
Total Residential Parking	341 cars	260 cars	651 cars
Parking Ratio	1/bedroom <50	1/bedroom <50	1/bedroom > 105
Existing Office Building			
Building Area	62,074 sf	na	na
Surface Parking-Parcel 1	150 cars	na	na
Surface Parking-Parcel 3	72 cars		
Secure Parking	28 cars (est.)		
Total parking	250 cars		
Parking Ratio	4.20 cars/1,000 sf	na	na
Parking on Parcel 2 dedicated to Phase 1	30 (1 10 cars	20 cars	20 cars

Millennium at Southdale

7414 West 65th Street
Edina, MN 55435

DLC

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ellerbe sweenson graham architects

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f. 6 1 2 . 3 3 9 . 3 3 8 2
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JAN 22 RECD
CITY OF EDINA

COMPREHENSIVE PLAN AMENDMENT PDP & REZONING SUBMITTAL 1/20/2016

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Millennium at Southdale

ILLUSTRATIVE MASTER PLAN & DATA – PHASES 1 & 2

A0.0a



DRIVEWAY AT WEST PROPERTY LINE



BRICK SIDEWALK WITH BOULEVARD AT SOUTHWEST CORNER OF SITE



YORK AVENUE - LOOKING SOUTH AT INTERSECTION



NORTHWEST PORTION OF SITE - LOOKING NORTH



EXISTING PARKING RAMP AT TITUS BUILDING



YORK AVENUE - LOOKING SOUTH



YORK AT 55TH AVE - LOOKING SOUTHWEST

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SITE IMAGES

A0.1a

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PHASE 2

COMMON



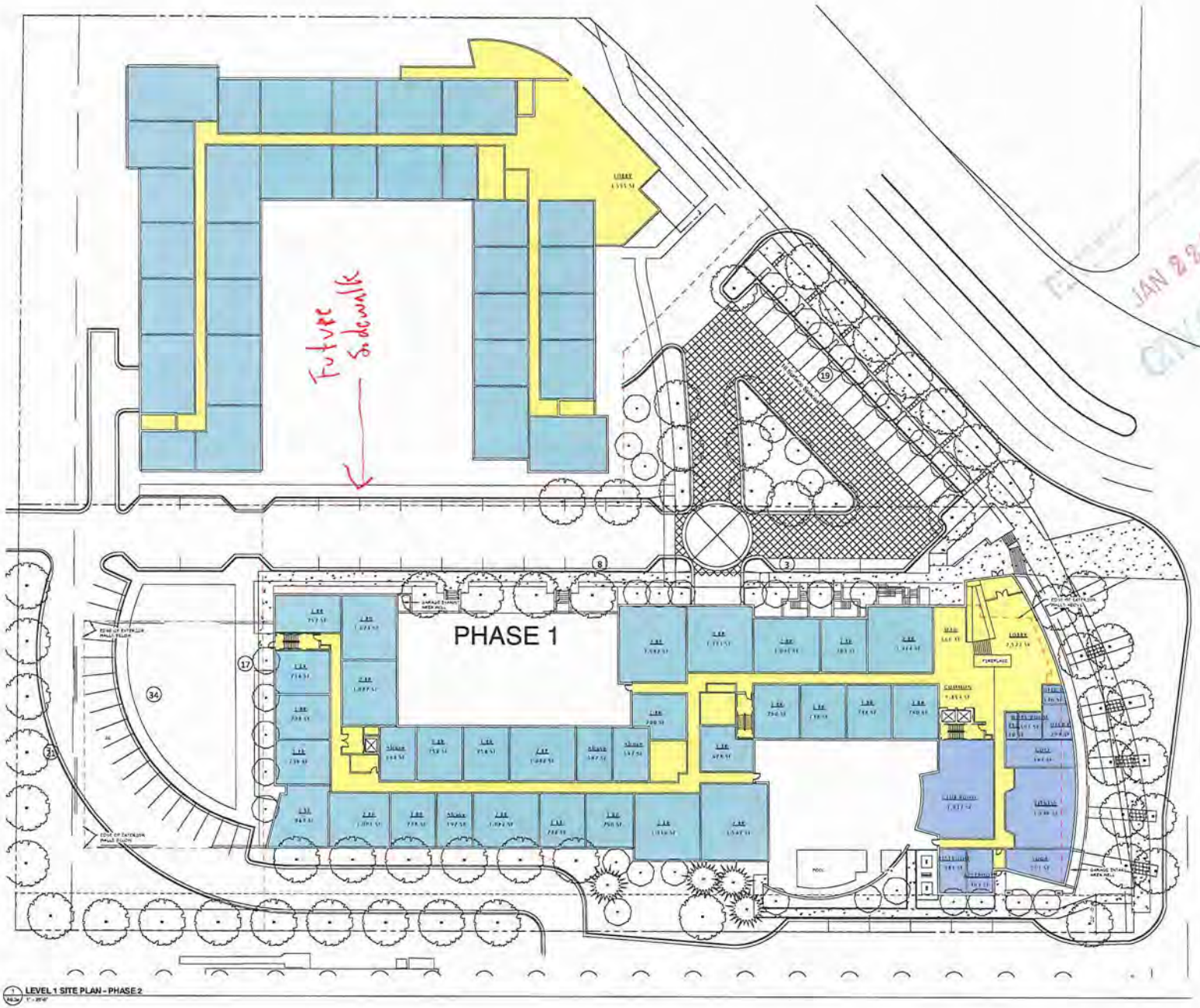
1 LEVEL P1 PLAN - PHASE 1 & PHASE 2

COMPREHENSIVE PLAN AMENDMENT PDP & REZONING SUBMITTAL 1/20/2016

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LEVEL P1 PLAN - PHASE 1 & PHASE 2

A0.2a



1 LEVEL 1 SITE PLAN - PHASE 2

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LEVEL 1 SITE PLAN - PHASE 2

A0.3a



1 LEVEL 2 PLAN - PHASE 1 & PHASE 2

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LEVEL 2 PLAN - PHASE 1 & PHASE 2

A0.4a



STREET LEVEL PERSPECTIVE VIEW ON YORK AVE APPROACHING FROM SOUTH LOOKING NORTH



AERIAL PERSPECTIVE VIEW FROM SOUTH LOOKING NORTH



AERIAL PERSPECTIVE VIEW FROM NORTHEAST LOOKING SOUTHWEST



AERIAL PERSPECTIVE VIEW FROM SOUTHWEST LOOKING NORTHEAST



AERIAL PERSPECTIVE VIEW FROM NORTHEAST LOOKING SOUTHEAST



AERIAL PERSPECTIVE VIEW FROM SOUTHEAST LOOKING NORTHWEST

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PERSPECTIVE VIEWS - PHASE 2

A0.5a

JAN 22



STREET LEVEL PERSPECTIVE VIEW LOOKING NORTH AT ENTRY



STREET LEVEL PERSPECTIVE VIEW LOOKING AT SOUTH ELEVATION



AERIAL PERSPECTIVE VIEW OF SUNSET COURTYARD



STREET LEVEL PERSPECTIVE VIEW LOOKING SOUTH AT ENTRY AND SUNRISE COURTYARD



STREET LEVEL PERSPECTIVE VIEW LOOKING NORTH ALONG EAST ELEVATION



STREET LEVEL PERSPECTIVE VIEW LOOKING SOUTH AT ENTRY

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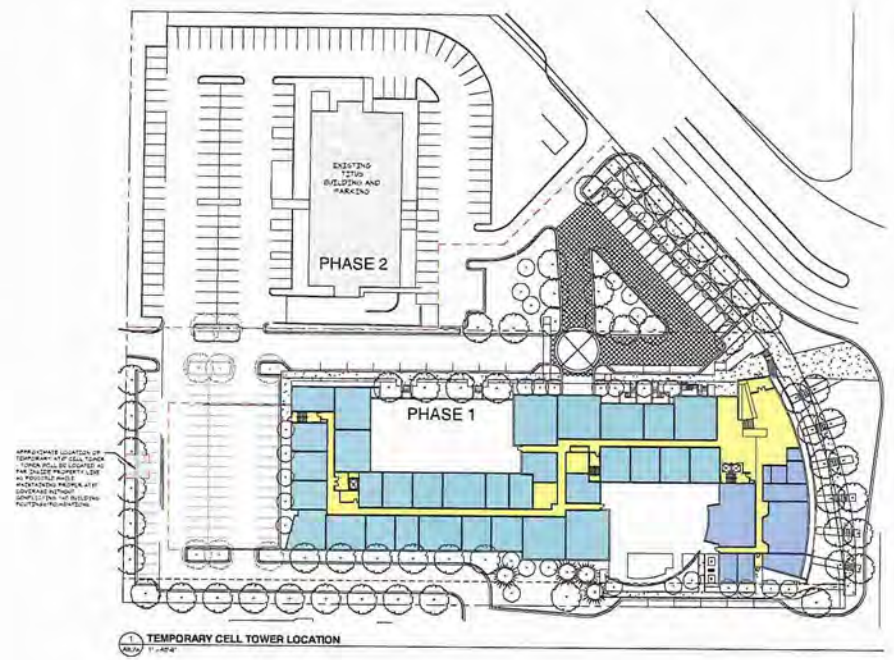
Author Checker

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PERSPECTIVE VIEWS - PHASE 2

A0.6a

PLANNING DIVISION
JAN 22 RECD



1 TEMPORARY CELL TOWER LOCATION

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A31





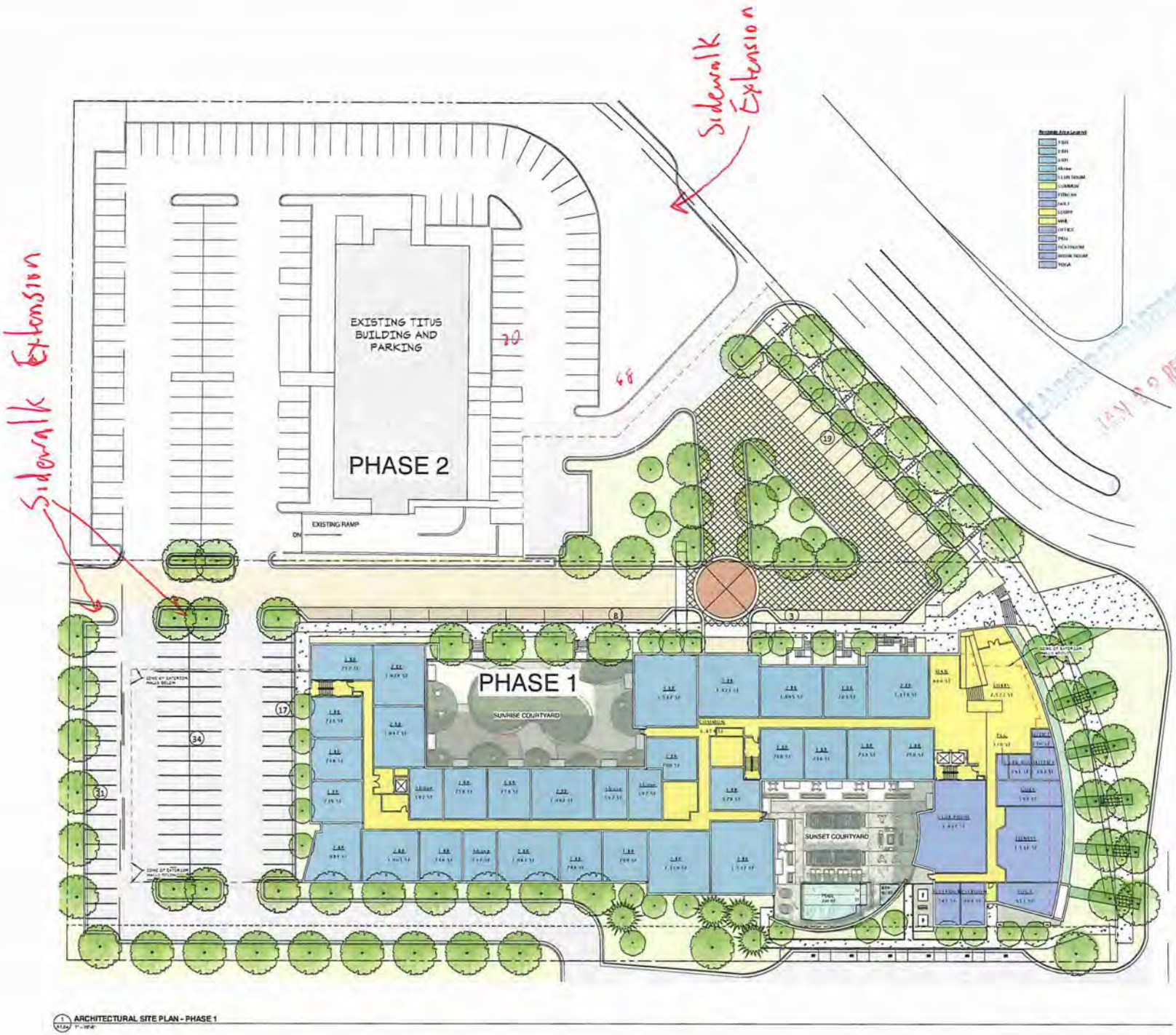
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CELL TOWER EXHIBIT

A0.7a



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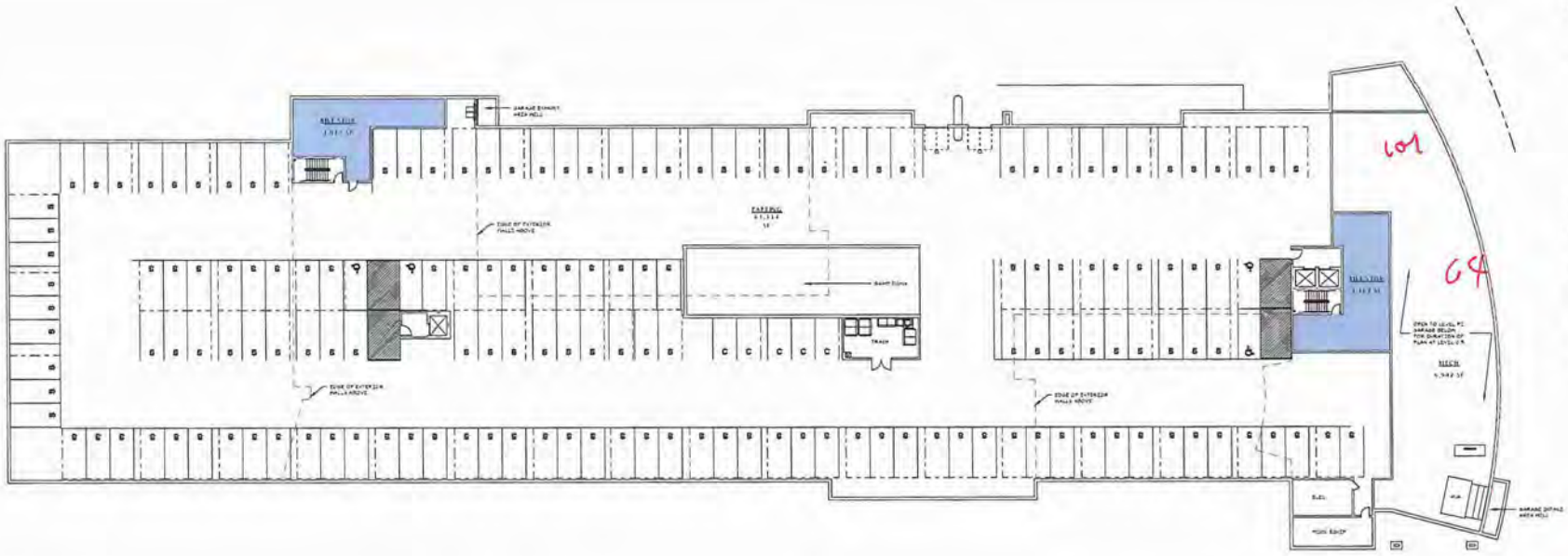
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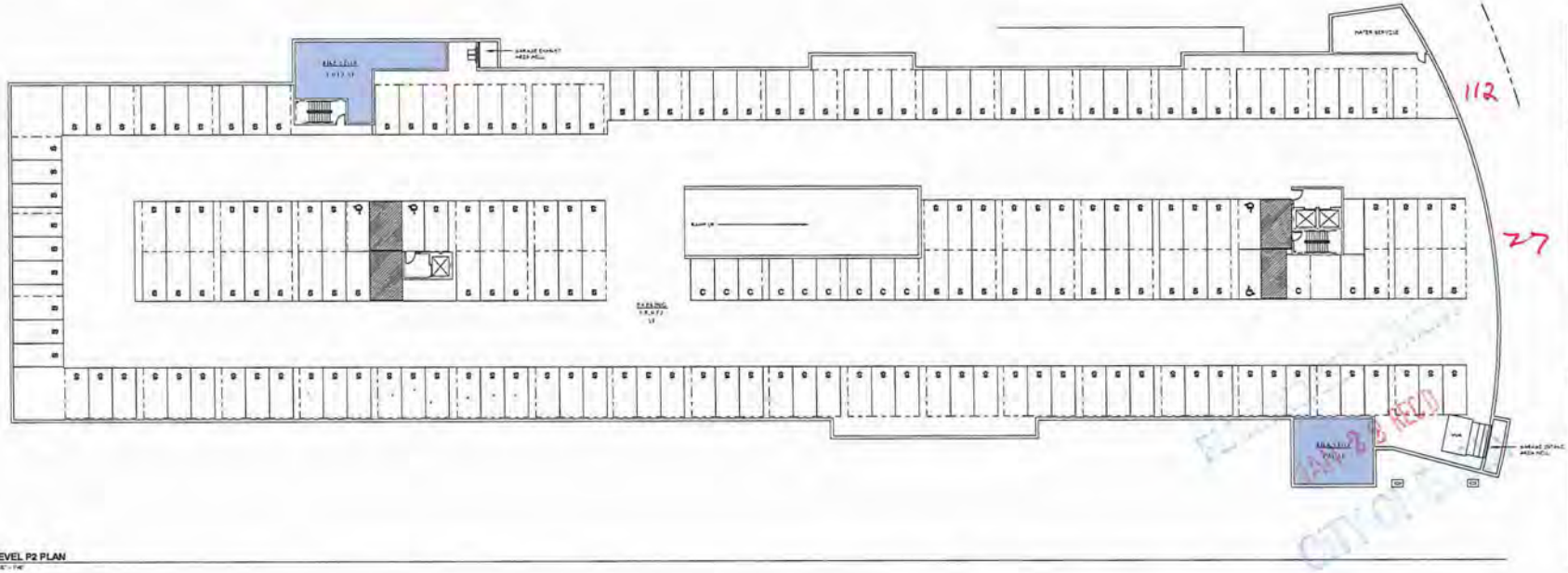
ARCHITECTURAL SITE PLAN - PHASE 1

A1.0a

1 ARCHITECTURAL SITE PLAN - PHASE 1



1 LEVEL P1 PLAN



1 LEVEL P2 PLAN

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Millennium at Southdale

LEVEL P2 & P1 PLANS

A1.1a



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1 LEVEL 2-4 PLAN



2 LEVEL 1 PLAN - PHASE I

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Millennium at Southdale

LEVEL 1 & 2-4 PLANS

A1.2a

Millennium at Southdale
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435



2 LEVEL 6 PLAN
A1.3a 1/16" = 1'-0"



1 LEVEL 5 PLAN
A1.3a 1/16" = 1'-0"

PLANNING APPROVED
JAN 23 RECD
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CITY OF EDINA

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LEVEL 5 & 6 PLANS

A1.3a

Millennium at Southdale

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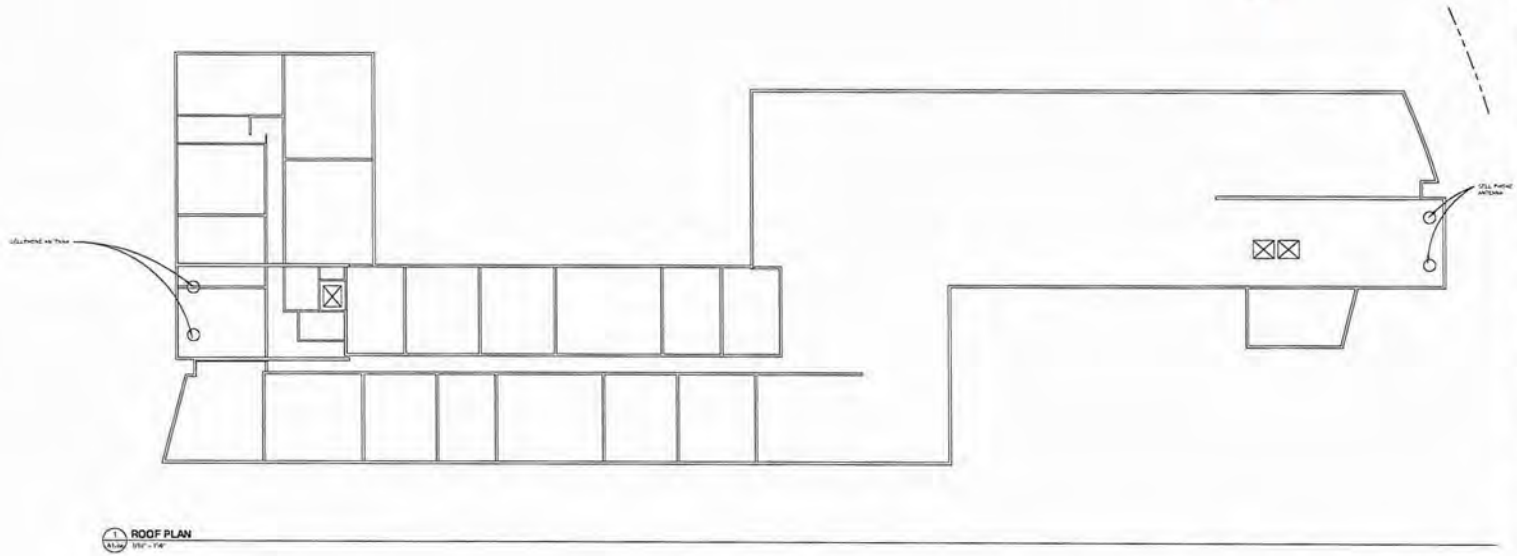
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1 ROOF PLAN
1/16" = 1'-0"

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Millennium at Southdale

ROOF PLAN

A1.4a



STREET LEVEL PERSPECTIVE VIEW ON YORK AVE APPROACHING FROM SOUTH LOOKING NORTH



AERIAL PERSPECTIVE VIEW FROM SOUTH LOOKING NORTH



AERIAL PERSPECTIVE VIEW FROM NORTHEAST LOOKING SOUTHWEST



AERIAL PERSPECTIVE VIEW FROM SOUTHWEST LOOKING NORTHEAST



AERIAL PERSPECTIVE VIEW FROM NORTHWEST LOOKING SOUTHEAST



AERIAL PERSPECTIVE VIEW FROM SOUTHEAST LOOKING NORTHWEST

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Millennium at Southdale

PERSPECTIVE VIEWS - PHASE 1

A3.0a



STREET LEVEL PERSPECTIVE VIEW OF SOUTH ELEVATION



STREET LEVEL PERSPECTIVE VIEW LOOKING AT SOUTH ELEVATION



STREET LEVEL PERSPECTIVE VIEW OF ENTRY



AERIAL PERSPECTIVE VIEW OF EAST ELEVATION



STREET LEVEL PERSPECTIVE VIEW LOOKING NORTH ALONG EAST ELEVATION



STREET LEVEL PERSPECTIVE VIEW FROM SOUTHEAST LOOKING NORTHWEST

Millennium at Southdale

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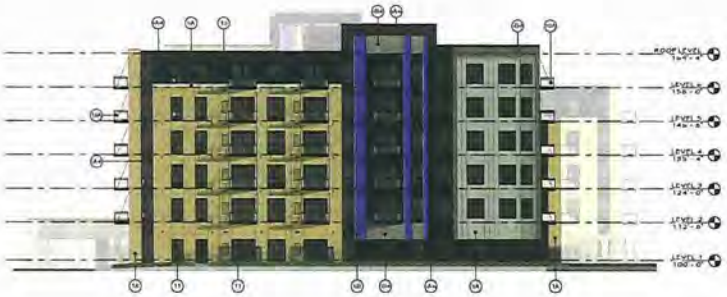
Millennium at Southdale

PERSPECTIVE VIEWS - PHASE 1

A3.1a



4 EAST ELEVATION
A3.2a 1/16" = 1'-0"



2 NORTH ELEVATION
A3.2a 1/16" = 1'-0"



3 SOUTH ELEVATION
A3.2a 1/16" = 1'-0"



1 WEST ELEVATION
A3.2a 1/16" = 1'-0"

EXTERIOR MATERIAL KEYNOTES

1A	STUCCO #1 - SUFF (NORMAN)
1B	STUCCO #2 - BLACK (NORMAN)
4A	STONE #1 - LANNON STONE
5AHB	METAL #1 METAL PANEL (MICRORIBBED 3 - HORIZONTAL) - BLACK
5AHw	METAL #1 METAL PANEL (MICRORIBBED 3 - VERTICAL) - BLACK
5BHb	METAL #2 METAL PANEL (MICRORIBBED 3 - HORIZONTAL) - CHAMPAGNE
5BHw	METAL #2 METAL PANEL (MICRORIBBED 3 - VERTICAL) - CHAMPAGNE
5CHw	METAL #3 METAL PANEL (MICRORIBBED 3 - VERTICAL) - CHARCOAL
6A	HIGH PRESSURE LAMINATE PANEL #1 - LIGHT WOODGRAIN
6B	HIGH PRESSURE LAMINATE PANEL #2 - BLUE
6C	FIBER CEMENT PANEL #3 - MAGENTA
9A	PREFINISHED METAL COPING #1 WHITE
9B	PREFINISHED METAL COPING #2 CHARCOAL GRAY
9C	PREFINISHED METAL COPING #3 BLACK
10A	MANUFACTURED BALCONY SYSTEM #1 STANDARD HANGING BALCONY - PREFINISHED BRAKE SHOVE
11	FIBERGLASS WINDOW SILL - TBD
12	PREFINISHED ALUMINUM STOREFRONT SYSTEM
13	MECHANICAL AIR INTAKE/EXHAUST LOUVER - FINISH TO MATCH WALL
14	DECORATIVE METAL SCREEN
15	PREFINISHED GARAGE DOOR - BLACK

Millennium at Southdale
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1/20/2016

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EXTERIOR ELEVATIONS

A3.2a



1A - BRICK - NORMAN
(BUFF)



1B - BRICK - NORMAN
(BLACK)



2A - LANNON STONE



5A - METAL PANEL
(BLACK MATTE)



5B - METAL PANEL
(CHAMPAGNE METALLIC)



6A - HIGH PRESSURE LAMINATE PANEL
(LIGHT WOOD GRAIN)



6B - HIGH PRESSURE LAMINATE PANEL
(CUSTOM BLUE)



6C - POLYCARBONATE PANEL
(MAGENTA)



9A - PREFINISHED METAL FLASHING
(GALVALUME)



9B - PREFINISHED METAL FLASHING
(CHARCOAL GRAY)



9B - PREFINISHED METAL FLASHING
(CHARCOAL GRAY)



11 - FIBERGLASS WINDOW/DOOR
(DARK BRONZE)

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1/20/2016

Millennium at Southdale

EXTERIOR MATERIALS

A3.3a

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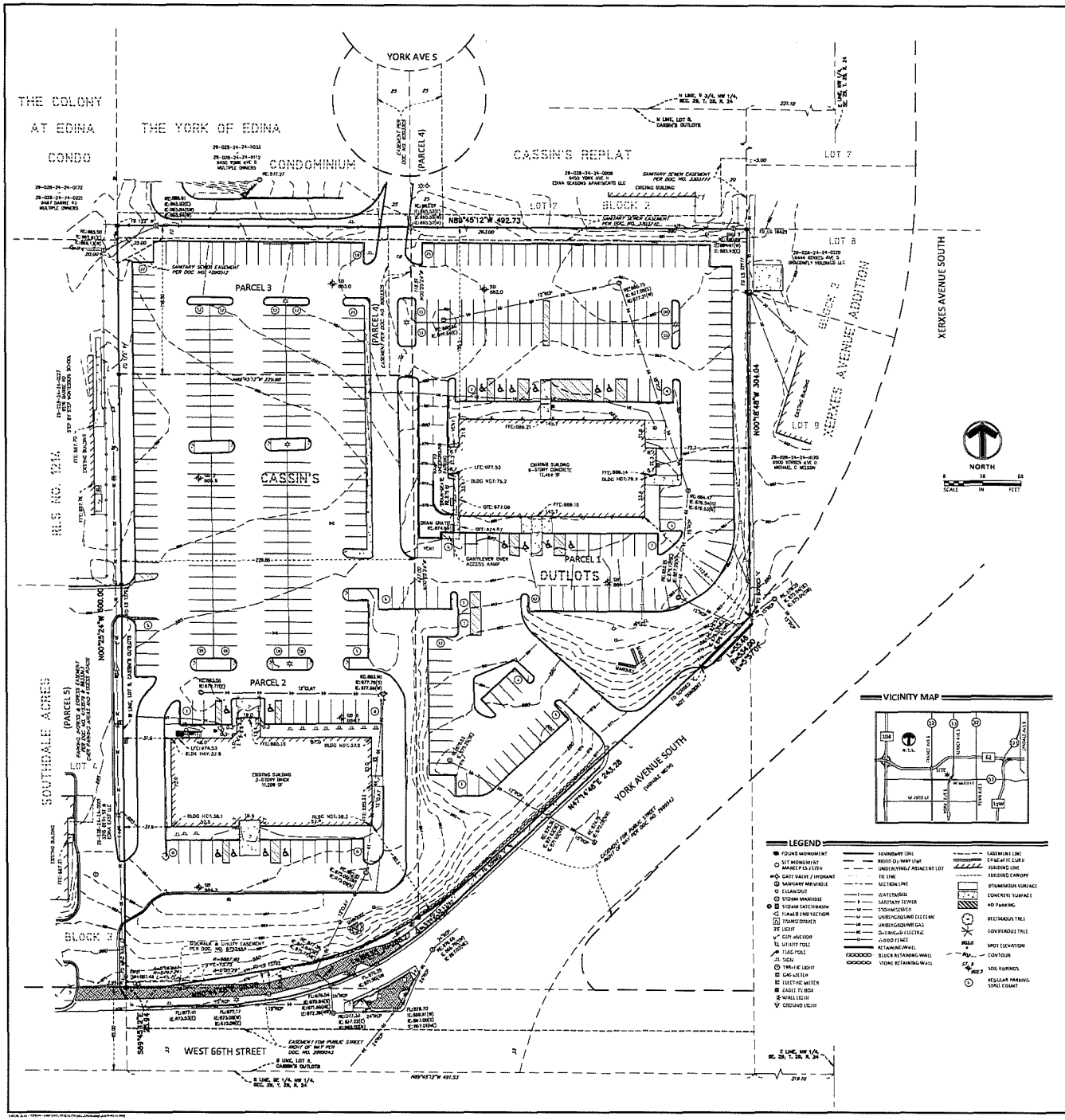


1 NORTH-SOUTH SECTION

Millennium at Southdale

BUILDING SECTIONS

A4.1a



SURVEY NOTES

1. The bearing system is based on the west line of Lot 1, CASSIN'S OUTLOTS having an assumed bearing of North 00 degrees 25 minutes 24 seconds West.
2. The vertical datum is based on NAVD88. The originating bench marks are 2785 hi and a TOWN o, both referenced from the MnDOT Geodetic Database
   BENCHMARK #1
   Top nut of bolt end of southwest corner of surveyed property. Elev.=881.80
   BENCHMARK #2
   Rim of sanitary sewer manhole at northeast corner of surveyed property. Elev.=886.75
3. Subject property's addresses and property identification numbers are:

Parcel 1:	6550 York Ave S	29-028-24-24-0007
Parcel 2:	5240 66th St W	29-028-24-24-0005
Parcel 3:	Address unassigned	29-028-24-24-0004

SUBJECT PROPERTY

Description from title commitment:

Parcel 1:
That part of Lot 5, Cassin's Outlots, Hennepin County, Minnesota, lying West of a line beginning at a point on the South line of said Lot 5, distant 215.1 feet West from the Southeast corner thereof and running Northerly to a point on the North line of said Lot 5, distant 223.3 feet West from the Northeast corner thereof and there terminating, and lying South of the South line of Cassin's Replat; and lying Northeasterly and Westerly of the Northeasterly line of York Avenue South and the Northerly line of West 66th Street, EXCEPT the West 229.86 feet thereof.
Abstract Property
Together with non-exclusive appurtenant easements for parking and ingress and egress purposes as contained in the Cross Easement Agreement dated December 31, 2014, filed January 9, 2015 as Document No. 10151078 and 10151510.

Parcel 2:
The West 229.86 feet of that part of Lot 5, Cassin's Outlots, Hennepin County, Minnesota, lying West of a line beginning at a point on the South line of said Lot 5, distant 215.1 feet West from the Southeast corner thereof and running Northerly to a point on the North line of said Lot 5, distant 223.3 feet West from the Northeast corner thereof and there terminating, and lying South of the South line of Cassin's Replat, EXCEPT the North 13.4 feet thereof.
Abstract Property
Together with non-exclusive appurtenant easements for parking and ingress and egress purposes as contained in the Cross Easement Agreement dated December 31, 2014, filed January 9, 2015 as Document No. 10151078 and 10151510.

Parcel 3:
The North 115.5 feet of the West 229.86 feet of that part of Lot 5, Cassin's Outlots, lying West of a line beginning at a point on the South line of said Lot 5, distant 215.1 feet West from the Southeast corner thereof and running Northerly to a point on the North line of said Lot 5, distant 223.3 feet West from the Northeast corner thereof and there terminating, and lying South of the South line of Cassin's Replat, Hennepin County, Minnesota.
Abstract Property
Together with non-exclusive appurtenant easements for parking and ingress and egress purposes as contained in the Cross Easement Agreement dated December 31, 2014, filed January 9, 2015 as Document No. 10151078 and 10151510.

Parcel 4:
Non-exclusive easements as contained in the Limited Warranty Deed recorded September 6, 1972, as Document No. 4051105 and as contained in the Limited Warranty Deed dated October 31, 1997, recorded November 12, 1997, as County Recorder Document No. 6809315.

Parcel 5:
Non-exclusive appurtenant easements for parking and ingress and egress purposes as contained in the Reciprocal Parking Easement dated June 26, 2003, recorded August 12, 2003, as Register of Titles Document No. 4146674 and re-recorded August 26, 2003, as Register of Titles Document No. 4153579 and re-recorded August 12, 2005 as County Recorder Document No. 4163343.

Referencing Title Commitment No. OSLT2742121, dated 8/27/15(OS), that OSI Republic National Title Insurance Company has provided us, the following comments on said documents etc., that the subject is subject to Schedule B, Section 2 thereof using the same numbering system as in said Section 2 Exception Items with a, b-7 are not survey related items.

8. Easement for public street right of way together with incidental rights thereof in favor of the Village of Edina as evidenced by instrument filed January 18, 1956 as Document No. 2981563. Easement encumbers the southerly boundary of the surveyed property as shown on the survey.
9. Easement for sanitary sewer together with incidental rights thereof in favor of the Village of Edina as evidenced by instrument filed August 12, 1963 as Document No. 3161787. Easement is shown on the survey.
10. Easement for sanitary sewer purposes together with incidental rights thereof in favor of the City of Edina as evidenced by Easement for Sanitary Sewer filed June 10, 1974 as Document No. 4095532. Easement is shown on the survey.
11. Easement for sidewalk and utility purposes in favor of the County of Hennepin as evidenced by Quit Claim Deed filed July 1, 1997 as Document No. 6752464. Easement is shown on the survey.
12. Terms and conditions of that certain Declaration of Parking Easement filed August 12, 2005 as Document No. 8153345. Easement affects the parking areas and access roads on Parcel 3 as shown on the survey. Easement benefiting said Parcel 3 over the parking areas and access roads on Parcel 5.
13. Terms and conditions of Cross Easement Agreements dated December 31, 2014, filed January 9, 2015 as Document No's 10151078 and 10151510. Documents grant "cross easement" (access and parking easements) over the parking areas and access roads as shown on the survey between Parcels 1 and 2, and Parcels 2, 4 and 5.

"TABLE A" NOTES

1. The subject property is within Flood Plain Zone X – "Area determined to be outside the 0.2% annual chance flood plain", per FEMA, FIRM Map No. 27053C0334E dated 05/02/2006.
4. The gross area of the subject property is 5.633 Acres or 245,394 Square Feet.
6a. The zoning information is not been provided by the insurer. The subject property is zoned PCD-2 (Planned Office District), per City of Edina zoning map dated 6/2015.
7a. The buildings and vertical dimensions of the outside wall at ground level are shown on the survey. It may not be the lowest elevation wall.
   b. The square footage of the buildings is defined on the survey.
   c. The measured height of all buildings above grade have been located and defined on the survey.
8. The parking areas and striping on the subject property are shown. There are 36 handicap parking stalls, 32 underground parking stalls and 461 regular parking stalls for a total of 461 parking stalls.
11. Underground utilities are per a combination of the following
   a. Observed evidence
   b. As located flags by Gopher State One Call, Ticket No. 152163795, dated 09/23/2015.

   A Gopher State One Call (GSOC) request was placed on 09/23/2015 for utility locates on the site. The underground utility locations, shown hereon, if any, are based upon locates from these utility providers that actually performed a locate as a result of the request. Utility suppliers often do not respond to these requests and may provide ambiguous maps, plans, and drawings as to the physical location. The surveyor makes no guarantees that the underground utilities shown encompass all such utilities in the area, either in service or abandoned. Utility information shown hereon, if any, is a compilation of this map information and observable evidence that were located during the survey field work. The surveyor further does not warrant that the underground utilities shown hereon, if any, are in the exact location as indicated, although he does certify that they are located as accurately as possible from information available. The surveyor has not physically located the underground utilities. Pursuant to MN 216.D.2 (Effective) Gopher State One Call at (651-454-0002) prior to any excavation.
13. The names of all adjoining owners of platted lands are shown on the survey

CERTIFICATION

To DLC Residential LLC, a Florida limited liability company and Old Republic National Title Insurance Company:

This is to certify that this map or plat and the survey on which it is based were made in accordance with the 2012 Minimum Standard Detail Requirements for ALTA/ACSM Land Title Surveys, jointly established and adopted by ALTA and NSPS, and includes Items 1, 2, 3, 4, 5, 6(a), 7(a), 7(b)(1), (3), 8, 9, 11(a), 13, 14, 16(a) and 23 of Table A thereof. The field work was completed on 10/06/2015.

Dated this 8th day of October, 2015

Sambatek, Inc.

Nick M. Davis, LS
Minnesota License No. 23724

RECD IN 22

Client
DLC RESIDENTIAL LLC

Project
CASSIN'S OUTLOTS

Location
EDINA, MN

Certification

Summary
Designed: DMH
Approved: NMD
Book / Page: MD/40
Phase: 01 Initial Submittal 10/08/2015

Revision History
No.	Date	By	Submittal / Revision

Sheet Title
ALTA/ACSM LAND TITLE SURVEY

Sheet No. Revision
1/1

Project No.
DJR20414

Millennium at
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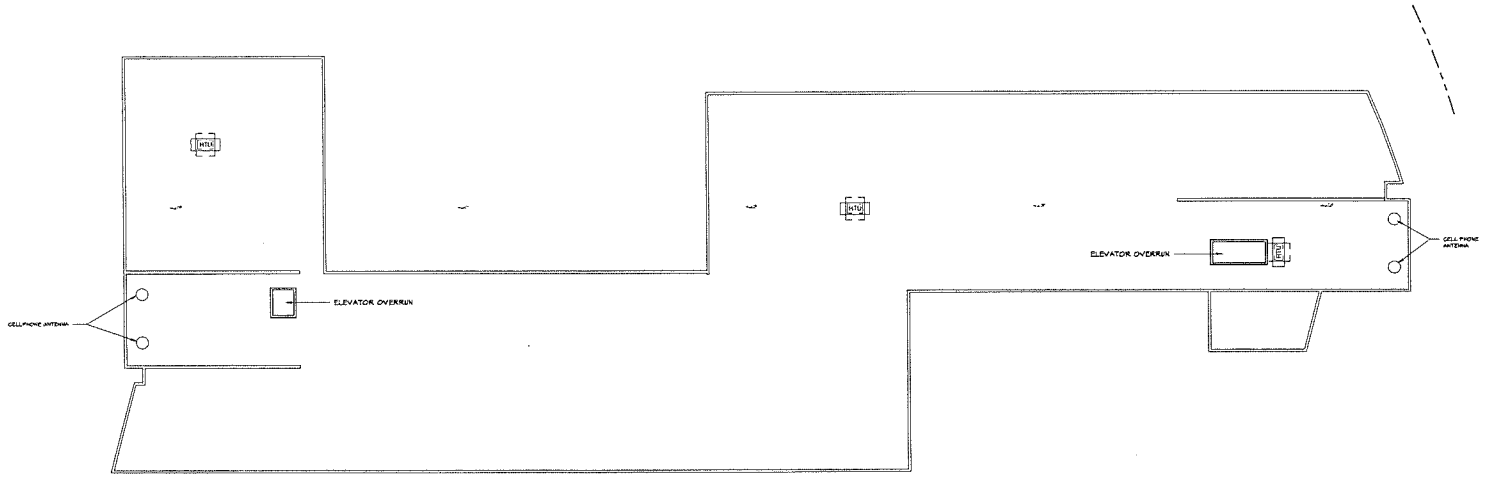
Signature

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A43

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1 A1.4a ROOF PLAN
1/16" = 1'-0"

COMPREHENSIVE PLAN AMENDMENT PDP & REZONING SUBMITTAL 1/20/2016

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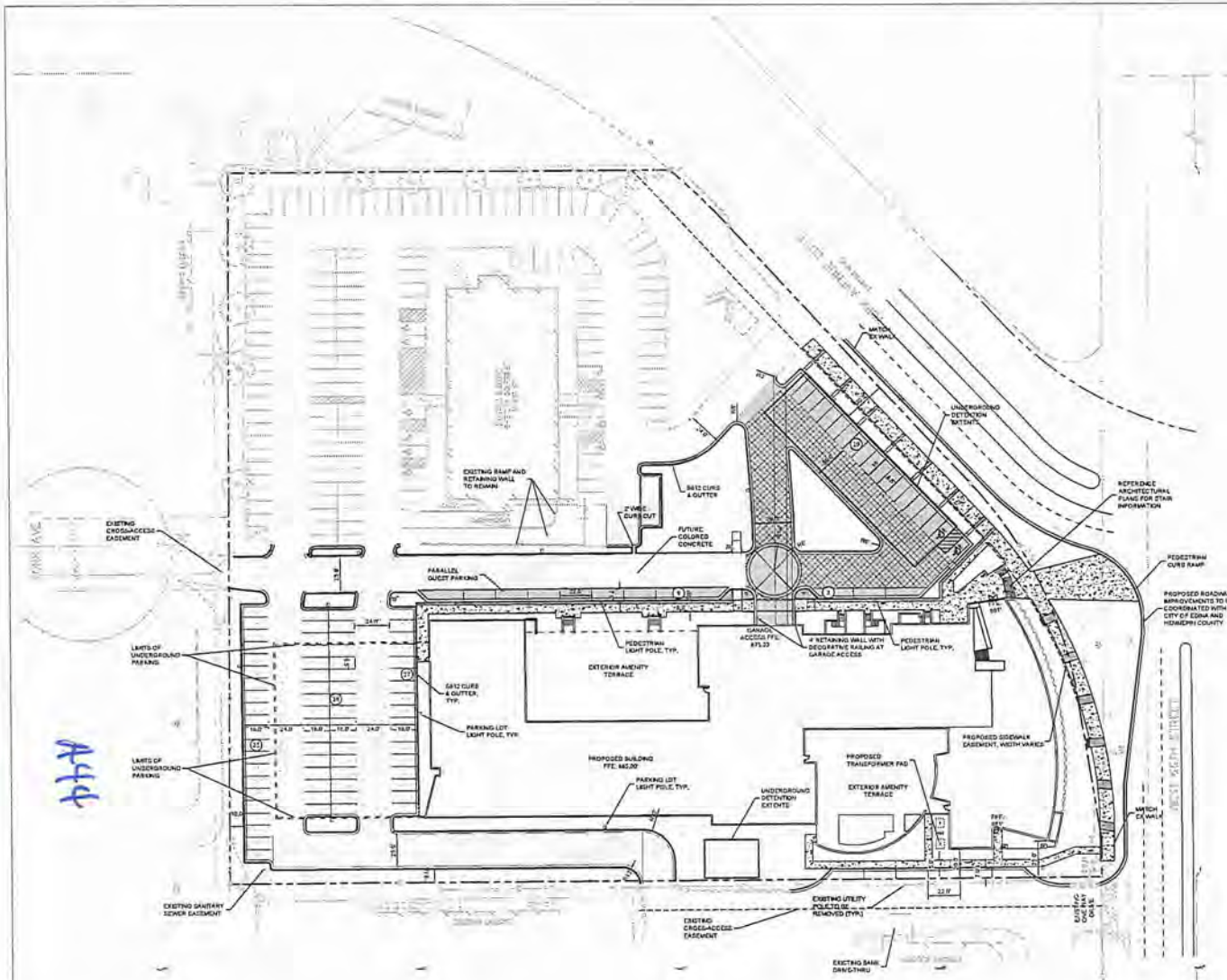
KEY PLAN

PLAN NORTH

Millennium at Southdale

ROOF PLAN

A1.4a

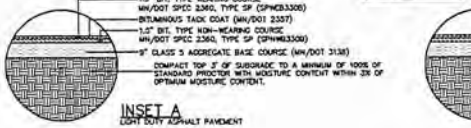


PROPERTY SUMMARY (PHASE 1)	
66TH AND YORK	
TOTAL PROPERTY AREA	133,875 SF (3.07 AC)
TOTAL DISTURBED AREA	134,866 SF (3.70 AC)
PROPOSED IMPERVIOUS AREA	87,840 SF (2.25 AC)
PROPOSED PERVIOUS AREA	35,900 SF (0.82 AC)
ZONING SUMMARY	
EXISTING ZONING	PCID-1
PROPOSED ZONING	PUD
PARKING SETBACKS	SIDE/REAR = 10' ROAD = 20'
BUILDING SETBACKS	FRONT = 20' SIDE = 10' REAR = 109'

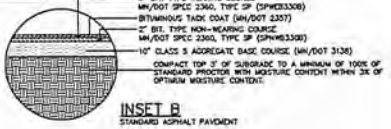
LEGEND

- PROPERTY LINE
- SETBACK LINE
- PROPOSED CURB AND GUTTER
- PROPOSED INTEGRALLY COLORED CONCRETE
- PROPOSED CONCRETE SIDEWALK
- PROPOSED STANDARD DUTY ASPHALT
- PROPOSED LIGHT DUTY ASPHALT

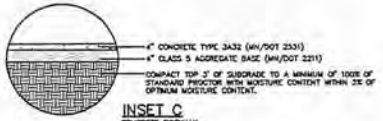
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0 15 30 60



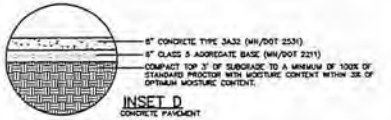
INSET A
LIGHT DUTY ASPHALT PAVEMENT



INSET B
STANDARD ASPHALT PAVEMENT



INSET C
CONCRETE SIDEWALK



INSET D
CONCRETE PAVEMENT

ALERT TO SUBCONTRACTOR:

1. THE PRESENCE OF GROUNDWATER SHOULD BE ANTICIPATED ON THIS PROJECT. SUBCONTRACTOR'S BID SHALL INCLUDE CONSIDERATION FOR THIS ISSUE, WHEN PERFORMING GRADING OPERATIONS DURING PERIODS OF WET WEATHER, PROVIDE ADEQUATE DEWATERING, DRAINAGE AND GROUND WATER MANAGEMENT TO CONTROL MOISTURE OF SOILS.
2. ALL SUBCONTRACTOR WORK TO BE COMPLETED (EARTHWORK, FINAL UTILITIES, AND FINAL GRADING) BY THE MILESTONE DATE IN PROJECT DOCUMENTS.

ALL CONTRACTORS MUST CONTACT
GOPHER STATE CALL ONE
MN TOLL FREE 1-800-252-1166
BEFORE CONSTRUCTION BEGINS
TWIN CITY AREA 651-454-0002

SITE PLAN NOTES

1. ALL WORK AND MATERIALS SHALL COMPLY WITH ALL CITY/COUNTY REGULATIONS AND CODES AND O.S.H.A. STANDARDS.
2. CONTRACTOR SHALL REFER TO THE ARCHITECTURAL PLANS FOR EXACT LOCATIONS AND DIMENSIONS OF VESTIBULES, SLOPE PAVING, SIDEWALKS, EXIT PORCHES, TRUCK DOCKS, PRECISE BUILDING DIMENSIONS AND EXACT BUILDING UTILITY ENTRANCE LOCATIONS.
3. ALL DISTURBED AREAS ARE TO RECEIVE FOUR INCHES OF TOPSOIL, SEED, MULCH AND WATER UNTIL A HEALTHY STAND OF GRASS IS ESTABLISHED.
4. ALL INNER CURBED RADII ARE TO BE 3' AND OUTER CURBED RADII ARE TO BE 10' UNLESS OTHERWISE NOTED. STRIPED RADII ARE TO BE 5'.
5. ALL DIMENSIONS AND RADII ARE TO THE FACE OF CURB UNLESS OTHERWISE NOTED.
6. EXISTING STRUCTURES WITHIN CONSTRUCTION LIMITS ARE TO BE ABANDONED, REMOVED OR RELOCATED AS NECESSARY. ALL COST SHALL BE INCLUDED IN BASE BID.
7. CONTRACTOR SHALL BE RESPONSIBLE FOR ALL RELOCATIONS, (UNLESS OTHERWISE NOTED ON PLANS) INCLUDING BUT NOT LIMITED TO, ALL UTILITIES, STORM DRAINAGE, SIGNS, TRAFFIC SIGNALS & POLES, ETC. AS REQUIRED. ALL WORK SHALL BE IN ACCORDANCE WITH GOVERNING AUTHORITIES REQUIREMENTS AND PROJECT SITE WORK SPECIFICATIONS AND SHALL BE APPROVED BY SUCH. ALL COST SHALL BE INCLUDED IN BASE BID.
8. SITE BOUNDARY, TOPOGRAPHY, UTILITY AND ROAD INFORMATION TAKEN FROM A SURVEY BY SAMBATEK, INC.
9. TOTAL LAND AREA IS: 5.65 ACRES.

MILLENNIUM AT SOUTHDALE
3250 WEST 66TH STREET
EDINA, MN 55435

DLC

Kimley»Horn

esg
elness swenson graham architects
500 washington avenue south
minneapolis minnesota 55415
p. 612.339.5508
f. 612.339.5382
www.esgarch.com

NOT FOR CONSTRUCTION

PHASE 1
PLAN SET

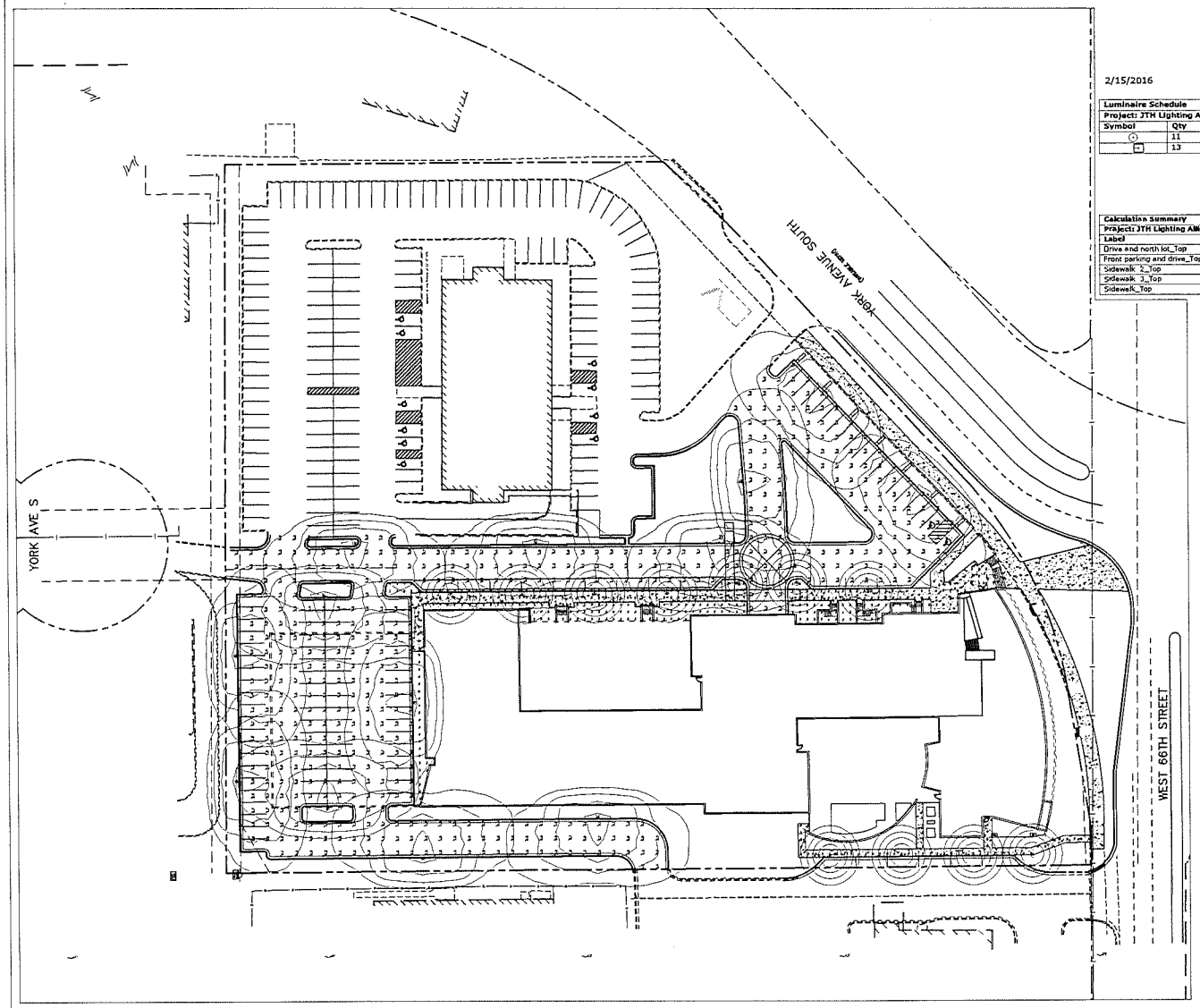
No.	Description	Date

160755002
PROJECT NUMBER
BJJ | RAP
DESIGNED BY | CHECKED BY
KEY PLAN

MILLENNIUM AT SOUTHDALE

SITE PLAN PHASE I

C3.1

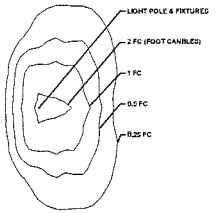


2/15/2016

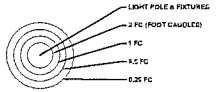
Luminaire Schedule						
Project: JTH Lighting Alliance						
Symbol	Qty	Label	Arrangement	Total Lamp Lumens	LLF	Description
⊙	11	Aa	SINGLE	8800	0.300	9701 LED
⊡	13	C	SINGLE	N.A.	0.900	9596LED_TYPEIII

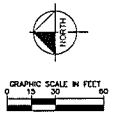
Calculation Summary								
Project: JTH Lighting Alliance								
Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min
Drive and north lot_Top	Illuminance	Fc	1.25	3.0	0.2	6.30	15.00
Front parking and drive_Top	Illuminance	Fc	1.21	3.2	0.3	4.03	11.00
Sidewalk 2_Top	Illuminance	Fc	0.74	4.7	0.2	3.70	23.50
Sidewalk 3_Top	Illuminance	Fc	1.10	4.3	0.0	N.A.	N.A.
SidewalK_Top	Illuminance	Fc	1.39	5.2	0.2	6.95	26.00

PROPOSED PARKING LOT LIGHTING



PROPOSED PEDESTRIAN LIGHTING





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MILLENNIUM AT SOUTHDALE
3250 WEST 66TH STREET
EDINA, MN 55435

DLC RESIDENTIAL

Kimley»Horn
2550 UNIVERSITY AVE WEST, SUITE 350N
ST PAUL, MN 55114
PHONE: 651-645-4197
WWW.KIMLEY-HORN.COM

esg
elness swenson graham architects
500 washington avenue south
minneapolis minnesota 55415
p. 612.339.5588
f. 612.339.5382
www.esgarch.com

I hereby certify that this plan, specification, or report was prepared by me or under my direct supervision and that I am a duly licensed landscape architect under the laws of the state of Minnesota.

Signature
Date
Reg. No.

NOT FOR CONSTRUCTION

PHASE 1
PLAN SET

No.	Description	Date

160755002
PROJECT NUMBER

BJJ DRAWN BY RAP CHECKED BY

KEY PLAN

MILLENNIUM AT SOUTHDALE

PHOTOMETRIC PLAN PHASE 1

C7.1

TRAFFIC AND PARKING ANALYSIS

DLC RESIDENTIAL REDEVELOPMENT AT 66TH & YORK

EDINA, MINNESOTA

Prepared for:

City of Edina
4801 W. 50th Street
Edina, Minnesota 55424

Prepared By:

Kimley-Horn and Associates, Inc.
2550 University Avenue West, Suite 238N
St. Paul, MN 55114

DECEMBER 2015 | V1

Kimley»Horn

A46

TRAFFIC AND PARKING ANALYSIS

DLC RESIDENTIAL REDEVELOPMENT AT 66TH AND YORK

EDINA, MINNESOTA

PLAN APPROVAL

DLC Residential

By: _____ Dated: _____

Edina Community Development Department

By: _____ Dated: _____

Edina Public Works Department

By: _____ Dated: _____

TRAFFIC AND PARKING ANALYSIS

DLC RESIDENTIAL REDEVELOPMENT AT 66TH AND YORK

EDINA, MINNESOTA

REPORT CERTIFICATION

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

_____ _____

William Reynolds, P.E., AICP, PTP Date

License No. 52627

1996

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1.0 BACKGROUND

DLC Residential is proposing a residential redevelopment project for the site in the northwest quadrant of the intersection of York Avenue and West 66th Street. The site is currently occupied by two buildings and surface parking The Redevelopment Plan calls for implementation in phases.

During Phase I, the 62,100 sq. ft. medical/office building located on the northeast section of the site (6550 York Avenue) will remain open; the other building on site (3250 West 66th Street) is currently only partially occupied and will be removed, replaced with 230 residential units and a combination of surface and secure parking supplied at a ratio of 1.6 stalls per dwelling unit. During Phase II, the 62,100 sq. ft. medical/office building will be removed and replaced with an additional 145 residential units and surface and secure parking, also at a ratio of 1.6 stalls per dwelling unit. During both phases, the existing right-in right-out driveway configuration will be preserved, providing access to both 66th Street as well as York Avenue. The connection to the local streets north of the site will also be preserved, allowing drivers to arrive and depart the site via 64th Street.

The project location is shown in **Figure 1-1**, and the proposed site plan for the fully redeveloped site is shown in **Figure 1-2**.

During the redevelopment of the site, the adjacent parcel (3316 West 66th Street) will remain open, and access to York Avenue from the site will be preserved. A shared parking agreement is currently in place between this building and the two buildings on the redevelopment site. In order to assess the potential impacts of a reduction in surface parking on the adjacent site, current parking demands at 3316 West 66th Street are discussed in the **Parking Demand Memo**, provided in the Appendix.

CITY OF EDINA TRANSPORTATION GOALS

The following policies for transportation are included in Chapter 7 of the Edina Comprehensive Plan, Update 2008, adopted by the Edina City Council on December 2, 2008:

Goal 1: Maintain and enhance mobility for residents and businesses through creation and maintenance of a balanced system of transportation alternatives.

Goal 2: Implement a fully multi-modal transportation system that supports the land use vision and future land use plan for managing and shaping future growth.

Goal 3: Minimize the impacts of the transportation system on Edina's environment and neighborhood quality of life.

Goal 4: Reduce the overall dependence on and use of single-occupant vehicles by promoting land use patterns that allow for shorter vehicular trips and the use of alternative travel options.

Goal 5: Ensure that all Edina's residents, workers, and visitors, including those with transportation disadvantages, have viable travel options.

Goal 6: Promote a travel demand management program through a coordinated program of regulations, marketing, and provision of alternative travel options.

Goal 7: Provide multiple travel options for transit users, pedestrians, bicyclists, and rideshare users, as well as for drivers of private automobiles.

Goal 8: Support attractive and high performance transit service and connections.

Goal 9: Manage parking provision to encourage joint and shared use of facilities, ride-sharing (car pools and van pools), bicycle parking, and increased transit use.

Goal 10: Provide for efficient movement of goods within Edina, while minimizing the impacts of freight traffic on other trips and reducing negative impacts on land uses on freight corridors.

TRAFFIC AND PARKING ANALYSIS OBJECTIVES

This traffic and parking analysis details the proposed project, including the site's design, location, and access plan. It discusses existing and future parking demands, as well parking supply during each project phase. Future traffic conditions are discussed, and potential impacts of the residential redevelopment project are identified.

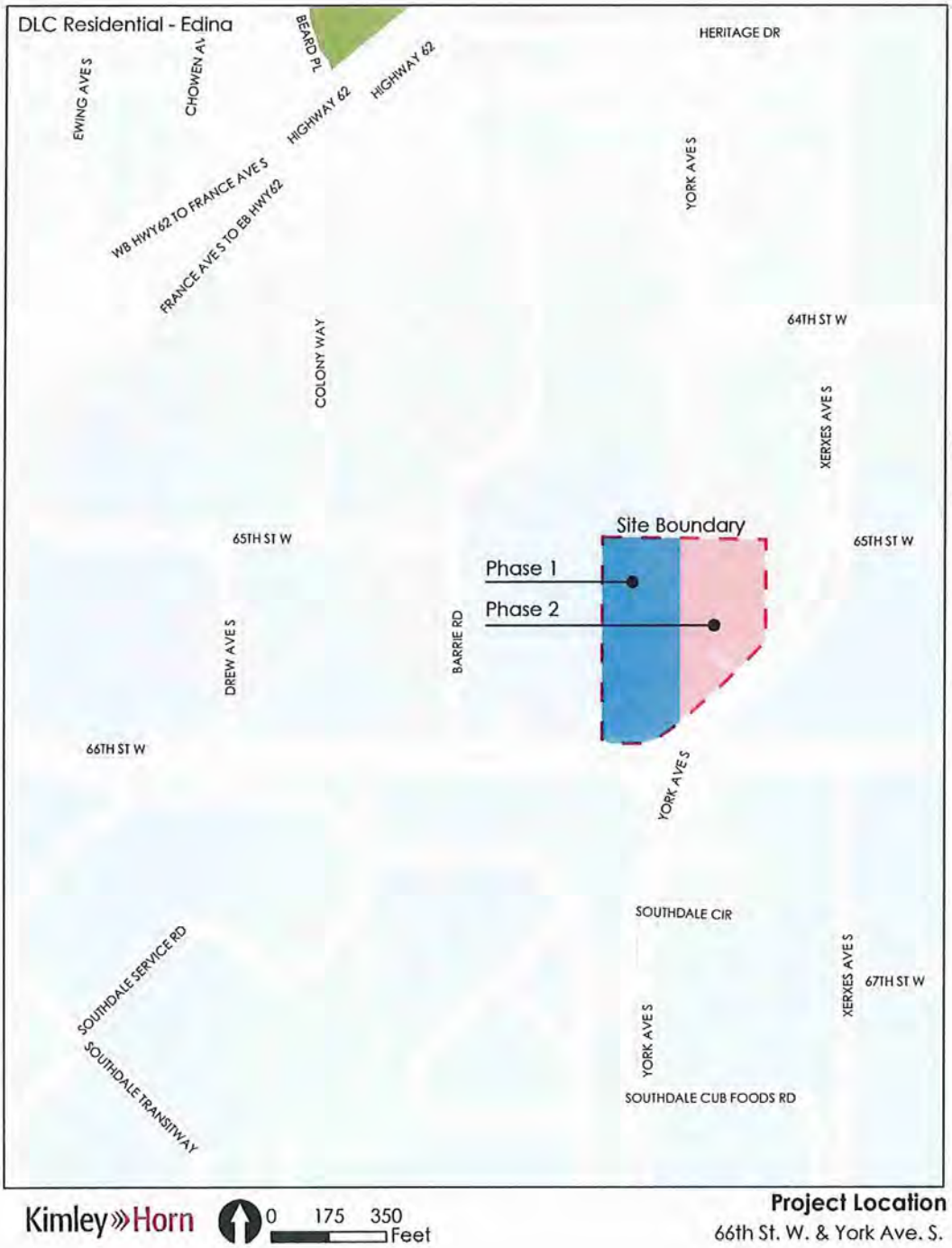


Figure 1-1: Project Location

A5f



Figure 1-2: Site Plan

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2.0 PEDESTRIAN, BICYCLE, AND TRANSIT

PEDESTRIAN

The site is located adjacent to Southdale Square as well as the Southdale Shopping Center. Sheridan Park is the nearest park, and Sheridan Hill Elementary School is within ½ mile of the site. There is a sidewalk along the length of the site, including the north side of W. 66th Street and the east side of York Avenue/Xerxes Avenue, with the exception of the short (75') right turn lane into the site from York Avenue.

The intersection of W. 66th Street and York Avenue has marked crosswalks across all four legs, and pedestrian crossing pushbuttons in each quadrant. The intersection of W. 66th Street and the Southdale Shopping Center exit has a crosswalk on the east leg with pedestrian pushbuttons in the northeast and southeast quadrants. There is also a marked crosswalk on the south leg of the intersection of Xerxes Avenue and W. 64th Street.

BICYCLE

No marked bicycle facilities are available on W. 66th Street, York Avenue, or Xerxes Avenue.

TRANSIT

Four METRO Transit bus routes stop adjacent to the site. Three additional routes stop one block away from the site at the Southdale Shopping Center. Details for each route are provided below.

On W. 66th Street in the westbound direction, the rightmost lane is marked for "Bus Stopping and Right Turns Only," providing a transit advantage during times of congestion.

ADJACENT ROUTES

Route 6

- **Type**: Local Bus
- **Nearest Stop**: 66th Street & York Avenue
- **Major Destinations**: Southdale Center, Xerxes Ave, Uptown Transit Station, Downtown Minneapolis, University of Minnesota
- **Weekday Frequency**: 4 to 15 minutes
- **Weekend Frequency**: 15 minutes

Route 515

- **Type**: Local Bus
- **Nearest Stop**: 66th Street & Barrie Road
- **Major Destinations**: Southdale Center, VA Medical Center Station, Mall of America Station
  Weekday Frequency: 15 to 30 minutes
- **Weekend Frequency**: 15 to 30 minutes

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Route 578

- **Type**: Express Bus
- **Nearest Stop**: 66th Street & York Avenue
- **Major Destinations**: Southdale Center, 46th Street Station (I-35W), Downtown Minneapolis
- **Weekday Frequency**: 30 minutes (peak hour only)
- **Weekend Frequency**: -

Route 579

- **Type**: Express Bus
- **Nearest Stop**: 65th Street & Xerxes Avenue
- **Major Destinations**: Southdale Center, 46th Street Station (I-35W), University of Minnesota
- **Weekday Frequency**: 4 Northbound AM trips, 3 Southbound PM trips
- **Weekend Frequency**: -

NEARBY ROUTES

Route 537

- **Type**: Local Bus
- **Nearest Stop**: Southdale Transit Center
- **Major Destinations**: Southdale Center, Normandale Community College
- **Weekday Frequency**: 60 minutes
- **Weekend Frequency**: -

Route 538

- **Type**: Local Bus
- **Nearest Stop**: Southdale Transit Center
- **Major Destinations**: Southdale Center, Best Buy Headquarters, Southtown Shopping Center, Mall of America Station
- **Weekday Frequency**: 30 minutes
- **Weekend Frequency**: 30 to 60 minutes

Route 684

- **Type**: Express Bus
- **Nearest Stop**: Southdale Transit Center
- **Major Destinations**: Chaska, Chanhassen, Southwest Station, Southdale Center, Downtown Minneapolis, University of Minnesota
- **Weekday Frequency**: 10 Westbound AM trips, 6 Eastbound PM trips
- **Weekend Frequency**: -

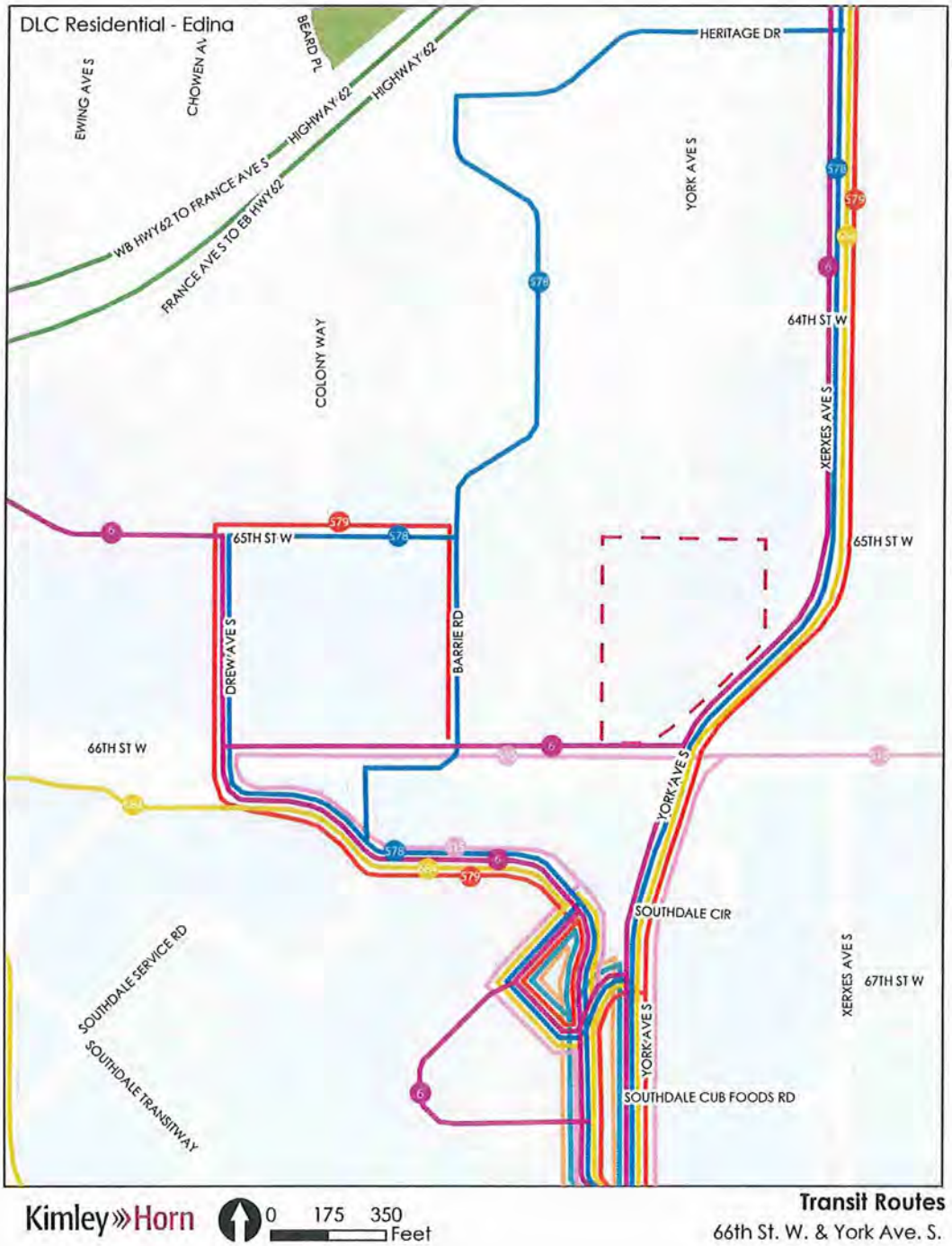


Figure 2-1: Transit Routes Near the Site

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3.0 PARKING

Given the proposed phasing of development on site, a parking analysis was conducted in order to assess current demands, forecast future demands during Phase I, and confirm that the proposed parking supply will accommodate these demands. Based on field observations and a review of parking demand estimates from ITE and ULI, the proposed parking supply ratios are forecasted to adequately serve the parking demands for the office building on site as well as the office building on the adjacent site. Residential parking demand estimates were not included, but the proposed parking supply of 1.6 stalls per dwelling unit exceeds the minimum requirements for multifamily buildings in a Planned Commercial District under Edina's Code of Ordinances. A **Parking Demand Memo**, provided in the Appendix, documents the assumptions and recommendations in more detail, and the proposed parking stall counts and corresponding ratios are provided below.

Phase I

- 3250 Building - *Removed*
- 6550 Building
  - Surface: 222 stalls
  - Secure: 28 stalls
  - Total: 250 stalls
  - Ratio: 4.03 parking stalls per 1,000 sq. ft. GFA
- Phase I Residential
  - Surface: 29 stalls
  - Secure: 350 stalls
  - Total: 379 stalls
  - Ratio: 1.6 stalls per dwelling unit
- Adjacent Site (3316 Building)
  - Surface: 140 stalls
  - 4.24 parking stalls per 1,000 sq. ft. GFA

Phase II

- 6550 Building - *Removed*
- Phase I Residential – *No Change from Phase I*
- Phase II Residential
  - Surface: 9 stalls
  - Secure: 225 stalls
  - Total: 334 stalls
  - Ratio: 1.6 stalls per dwelling unit
- Adjacent Site (3316 Building) – *No Change from Phase I*

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4.0 TRAFFIC OPERATIONS

An analysis of the potential traffic impacts associated with the proposed residential redevelopment project was completed. The assumptions, methodology, results, and recommended improvements are detailed in this section. The following intersections were analyzed for traffic impacts:

- West 66th Street and Southdale Shopping Center Exit
- West 66th Street and 3316 West 66th Street West Access
- West 66th Street and 3316 West 66th Street East Access
- West 66th Street and York Avenue South
- York Avenue South and 6550 York Avenue South Access
- Xerxes Avenue South and West 64th Street

The traffic conditions at these intersections were analyzed under four scenarios during the morning and evening peak hours using Synchro 9 and SimTraffic 9:

- Future Year (2018) No Build Conditions
- Future Year (2018) Build Conditions – Phase I
- Future Year (2024) No Build Conditions
- Future Year (2024) Build Conditions – Phase II

EXISTING TRAFFIC CONDITIONS

West 66th Street/County Round 53 is a four/five-lane east-west A-minor reliever arterial adjacent to the development site. Within the study area, the posted speed limit is 35 mph, and a median is present on both sides of York Avenue South. The 2014 annual average daily traffic (AADT) volume on West 66th Street east of York Avenue South was 14,700 vehicles per day, according to MnDOT's AADT map. On-street parking is prohibited, and within the five-lane segment between York Avenue South and France Avenue South/County Road 17, the rightmost lane in the westbound direction is marked for buses and right turning vehicles only. Both the access points on West 66th Street included within the analysis are right-in right-out, and a median prevents left turns into or out of each access point.

York Avenue South/Xerxes Avenue South/County Road 31 is a two-way north-south major collector street. Within the study area, the posted speed limit is 35 mph south of West 66th Street and 30 mph north of West 66th Street. A median is present on both sides of West 66th Street. The 2014 AADT on Xerxes Avenue south of Highway 62 was 17,300 vehicles per day, and the 2014 AADT on York Avenue south of West 66th Street was 22,000 vehicles per day, according to MnDOT's AADT map. Parking is allowed on both sides of Xerxes Avenue north of West 65th Street, but parking is prohibited south of West 65th Street within the study area. The access point on York Avenue included within the analysis is right-in right-out, and a median prevents left turns into or out of the access point.

The existing lane geometry and intersection control for each of the study intersections is provided in **Figure 4-1**.

EXISTING TRAFFIC VOLUMES

To analyze traffic operations at the six study intersections, turning movement counts were collected on Thursday, September 17, 2015 during both the morning and evening peak hours. The network peak hour of these six intersections was determined to occur from 7:45-8:45AM and from 4:45-5:45PM. The

average Peak Hour Factor (PHF) during these hours was calculated at 0.93 in the morning and 0.96 in the evening.

Due to the number of access points and intersections within the study area not included within the analysis, traffic volumes were not balanced between intersections. Because all six intersections were counted simultaneously, the volume imbalance can be attributed to these access points. The 2015 Existing Turning Movement Counts for the morning and evening peak hours, rounded to the nearest 5 vehicles by movement, are provided in the **Appendix** in **Figures A-1** and **A-2.**

AG1

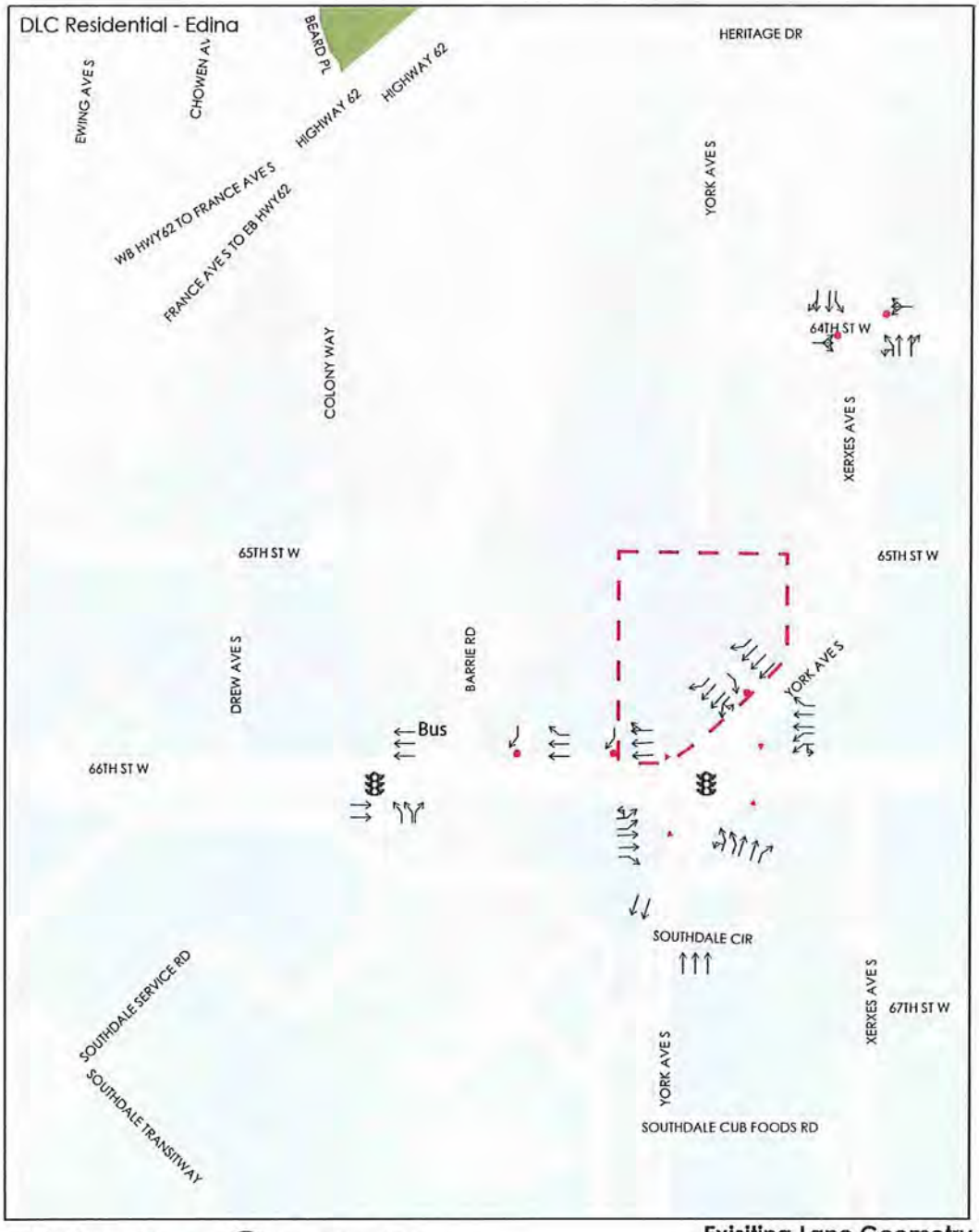


Figure 4-1: Existing (2015) Lane Geometry

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BACKGROUND GROWTH AND FUTURE TRAFFIC CONDITIONS

In order to analyze traffic operations in future years, the 2015 peak hour turning movement volumes were grown using an annual exponential background growth rate of 0.5 percent. Because traffic volumes in the area decreased between 2011 and 2014, this rate was determined based on discussions with the City of Edina.

The Phase I analysis year was assumed to be one year following opening of Phase I (2017), resulting in an analysis year of 2018. The 2018 background traffic for this future No Build scenario, rounded to the nearest 5 vehicles by movement, is provided in **Figures 4-2** through **4-3**.

The Phase II analysis year was assumed to be one year following opening of Phase II (2023), resulting in an analysis year of 2024. The 2024 background traffic volumes for this future No Build scenario, rounded to the nearest 5 vehicles by movement, are provided in **Figures 4-4** through **4-5**.

No geometric modifications or other changes were assumed between existing conditions (2015) and the future No Build analysis years.

A63

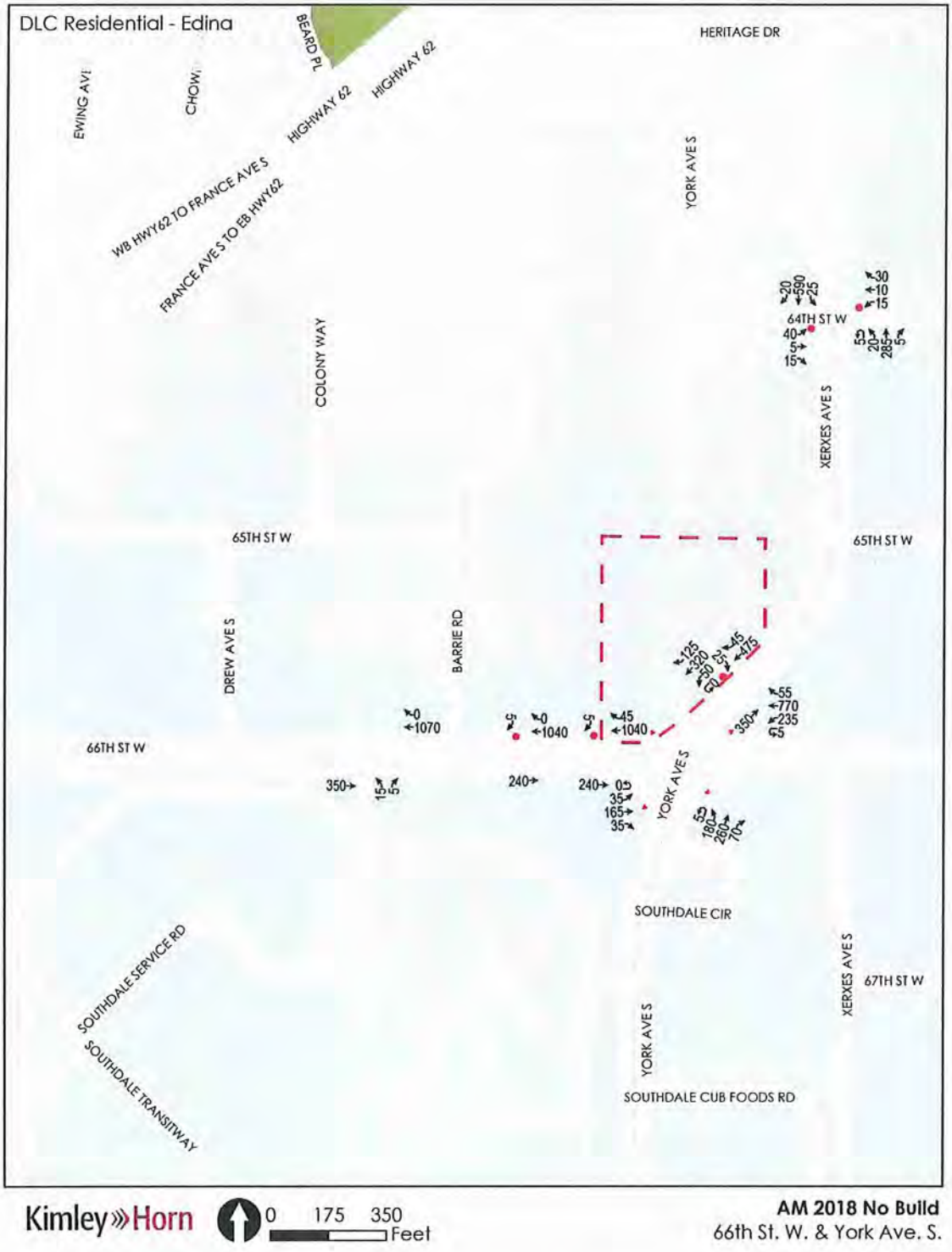


Figure 4-2: Future Year (2018) AM No Build Turning Movement Volumes

464

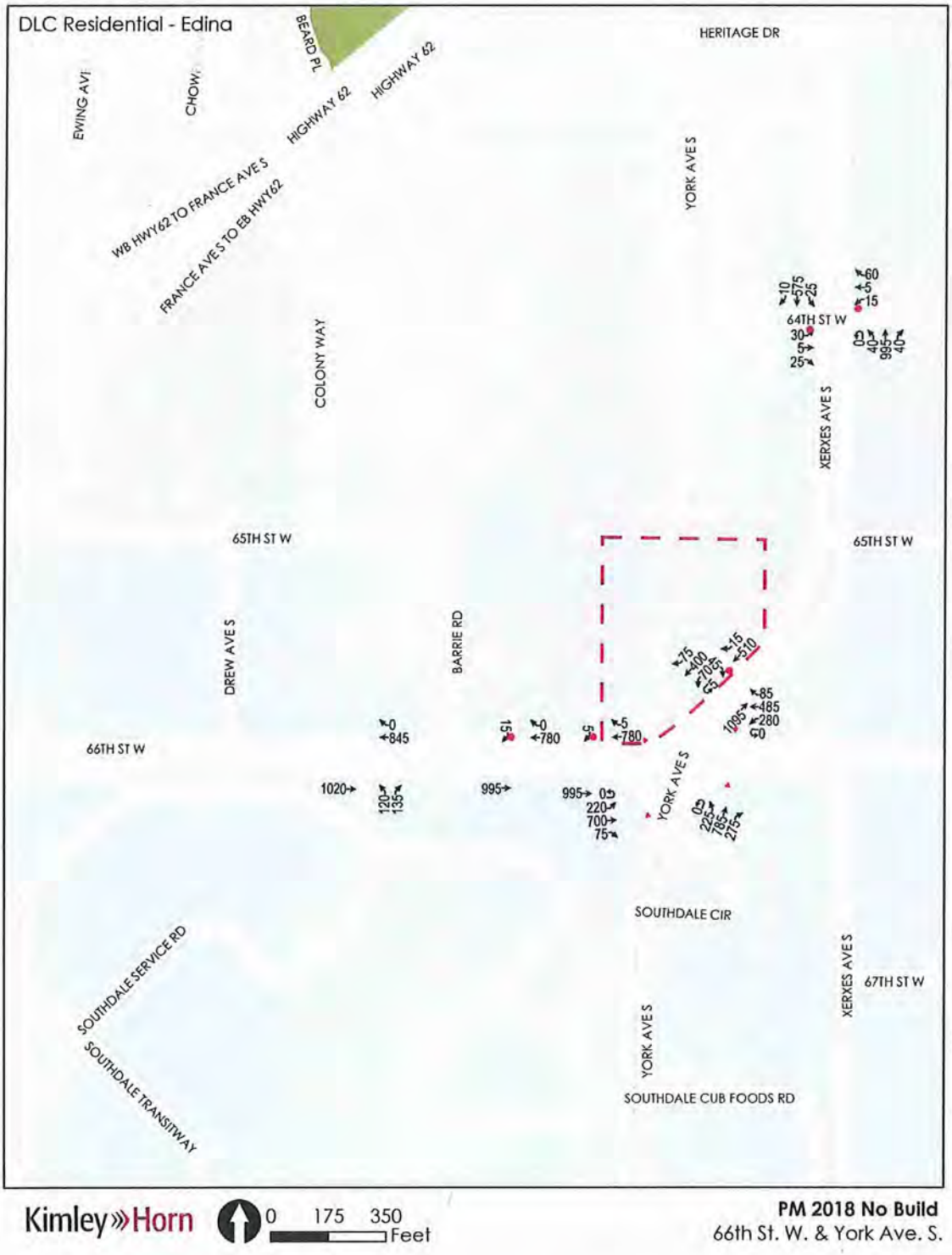


Figure 4-3: Future Year (2018) PM No Build Turning Movement Volumes

A65

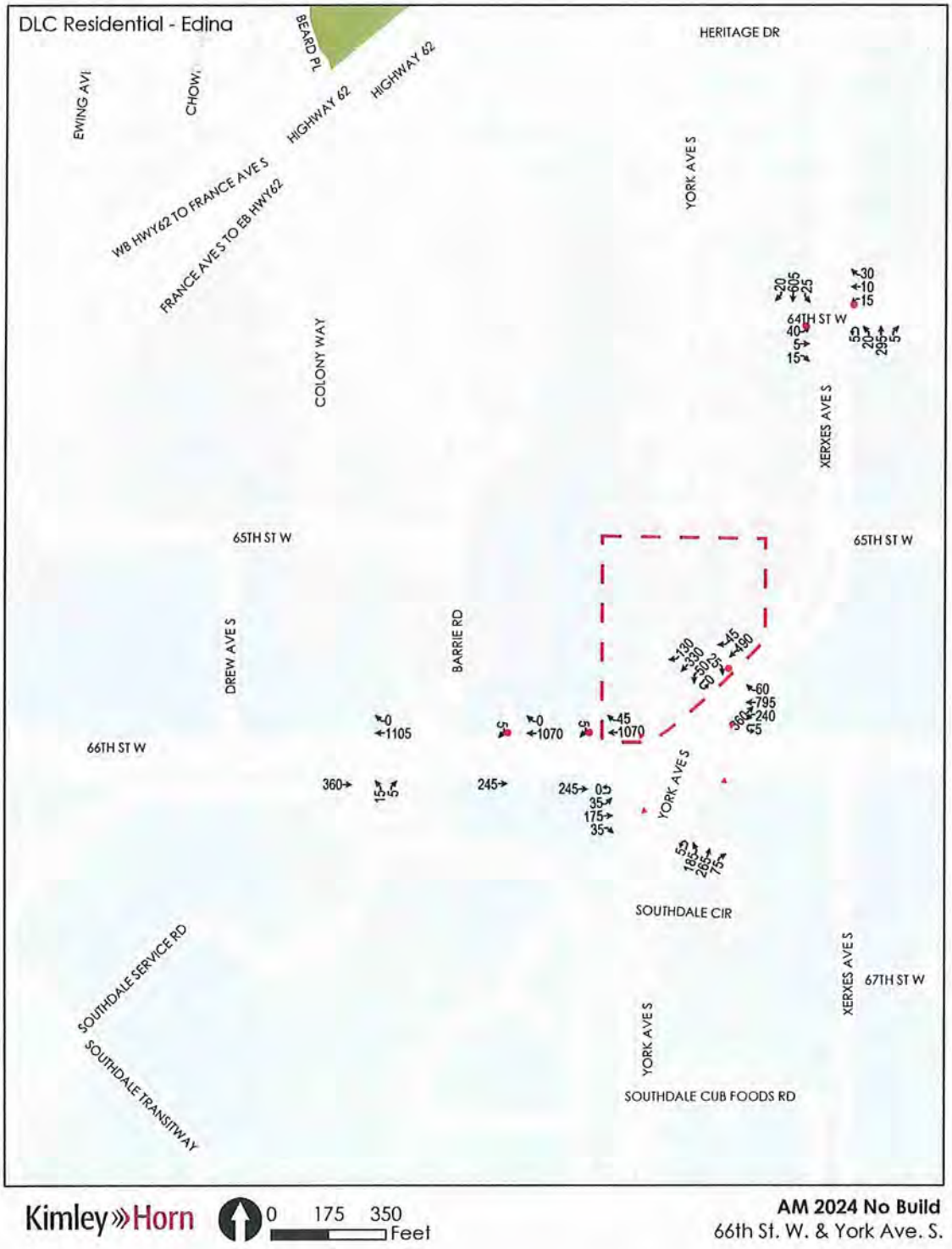


Figure 4-4: Future Year (2024) AM No Build Turning Movement Volumes

AGG

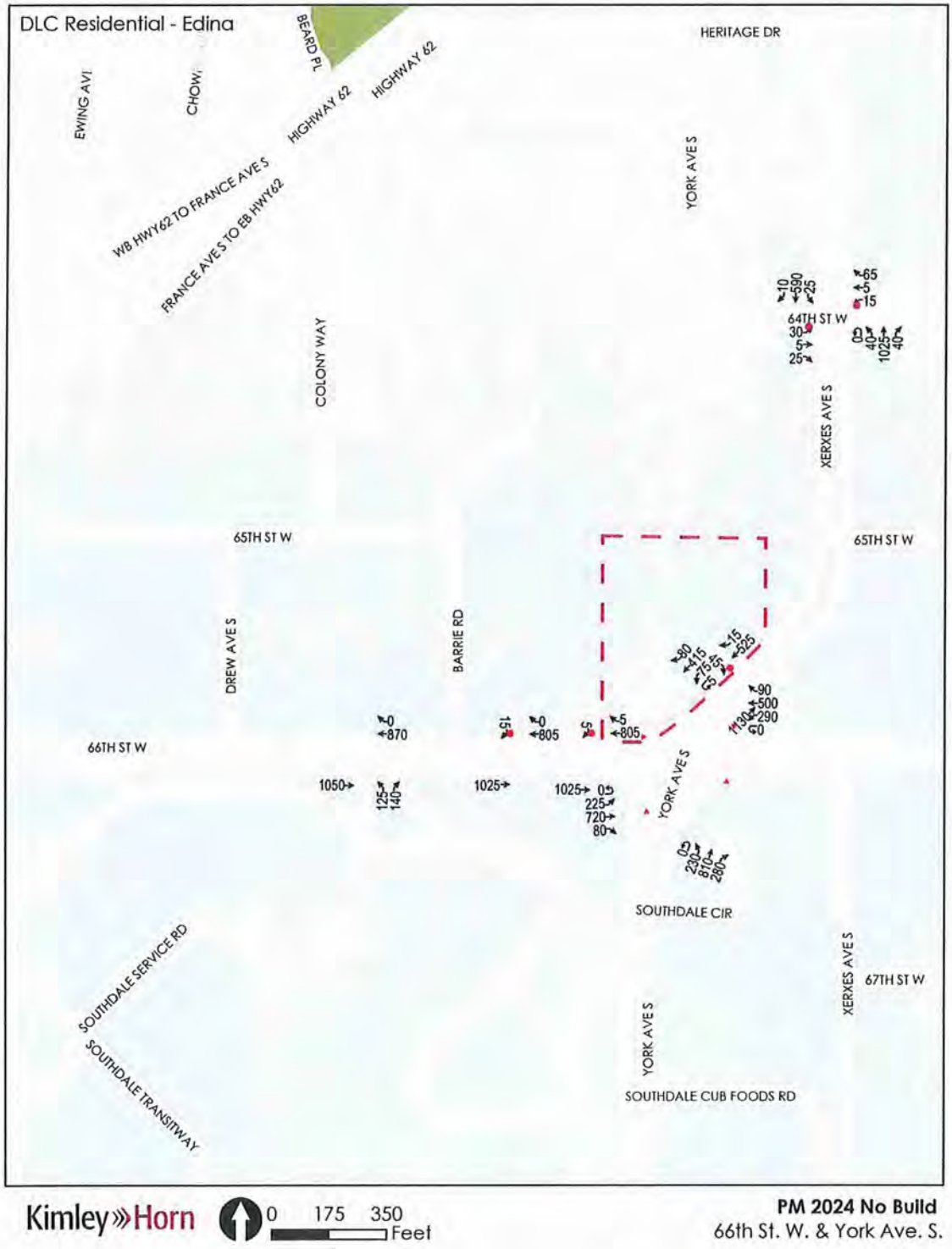


Figure 4-5: Future Year (2024) PM No Build Turning Movement Volumes

A67

TRIP GENERATION AND DISTRIBUTION

TRIP GENERATION

Trip Generation estimates were developed based on the Institute of Transportation Engineers' (ITE) Trip Generation, 9th Edition. As these values represent estimates, all values were rounded to the nearest 5 vehicles.

Phase I

During Phase I, the 3250 Building (3250 W. 66th Street) and adjacent parking will be replaced with a 230-unit, 6-floor apartment building with secure parking. The existing 6550 Building (6550 York Avenue South) and associated surface parking will remain open, along with the existing access locations on both York Avenue South and W. 66th Street.

The apartment building is most similar to ITE's Land Use 223 ("Mid-Rise Apartment"), and this land use code was therefore used for developing trip generation estimates:

> *"Mid-rise apartments are apartments (rental dwelling units) in rental buildings that have between three and 10 levels (floors)."*

For both the morning and evening peak demand estimates, the rates associated with the peak hours of adjacent street traffic were used. Due to the relatively small sample size (seven studies), the average rate rather than the fitted curve equations were used for both time periods.

Although some vehicles were observed parked near the 3250 building at the time of the counts, the building was largely vacant, and no trips were removed from the network for the future year analyses to account for the removal of this building.

Additionally, because the 6550 Building was assumed to remain open during Phase I, the existing entries and exits from site driveways were preserved for the future analysis years. Although some degree of internal capture could be expected by co-locating a residential building on the same site as an office building, this would result in a reduction of less than 4 percent of trips according to ITE's Trip Generation Handbook, 3rd Edition, and no internal capture was assumed within the trip generation analysis.

The total net new trips added to the network for the Phase I analysis year for both the morning and evening peak periods is provided in **Tables 4-1** and **4-2**.

Table 4-1: Morning Peak Hour Trip Generation Estimates for Phase I

Code	Land Use Description	Units	No.	Rate	AM				
					AM Trips Enter (%)	AM Trips Exit (%)	AM Trips Enter	AM Trips Exit	Total AM Trips
223	Mid-Rise Apartment	DUs	230	0.30	31%	69%	20	50	70
							20	50	70

A68

Table 4-2: Evening Peak Hour Trip Generation Estimates for Phase I

Code	Land Use Description	Units	No.	Rate	PM				
					PM Trips Enter (%)	PM Trips Exit (%)	PM Trips Enter	PM Trips Exit	Total PM Trips
223	Mid-Rise Apartment	DUs	230	0.39	58%	42%	50	40	90
							50	40	90

Phase II

During Phase II, the 6550 Building (6550 York Avenue South) and adjacent parking will be replaced with a 145-unit 5-floor apartment building with additional secure parking. Upon completion of Phase II, the site will have a total of 375 apartment units, 38 surface stalls, and 576 secure parking stalls. As with Phase I, the average trip generation rates were used, applied to the completed residential development.

The removal of the 6550 Building will lead to a significant reduction in the number of trips observed traveling to and from the site under existing conditions. At the time of the turning movement counts, the 62,100 sq. ft. office was approximately 71 percent occupied. Therefore, 44,100 sq. ft. was used to estimate the number of trips to remove from the network for the Phase II analysis.

Due to the variety of uses observed within the building, ITE's Land Use 710 ("General Office Building") was used for developing trip generation estimates:

> *"A general office building houses multiple tenants; it is a location where affairs of businesses, commercial or industrial organizations, or professional persons or firms are conducted. An office building or buildings may contain a mixture of tenants including professional services, insurance companies, investment brokers and tenant services, such as a bank or savings and loan institution, a restaurant or cafeteria and service retail facilities."*

The average rate rather than the fitted curve equations produced estimates most similar to observed driveway entries and exits, and this rate was therefore used for both time periods to estimate the number of trips to remove.

The total net new trips added to the network for the Phase II analysis year for both the morning and evening peak periods, including the removed office trips, is provided in **Tables 4-3** and **4-4**.

Table 4-3: Morning Peak Hour Trip Generation Estimates for Phase II

Code	Land Use Description	Units	No.	Rate	AM				
					AM Trips Enter (%)	AM Trips Exit (%)	AM Trips Enter	AM Trips Exit	Total AM Trips
223	Mid-Rise Apartment	DUs	375	0.30	31%	69%	35	80	115
710	General Office Building (1)	1ksf	44.1	1.56	88%	12%	-60	-10	-70
							-25	70	45

Table 4-4: Evening Peak Hour Trip Generation Estimates for Phase II

Code	Land Use Description	Units	No.	Rate	PM				
					PM Trips Enter (%)	PM Trips Exit (%)	PM Trips Enter	PM Trips Exit	Total PM Trips
223	Mid-Rise Apartment	DUs	375	0.39	58%	42%	85	60	145
710	General Office Building (1)	1ksf	44.1	1.49	17%	83%	-10	-55	-65
							75	5	80

Due to the removal of the office trips, trips entering the site during the morning peak hour represents a reduction from existing conditions, and trips exiting the site during the evening peak hour is only expected to increase by five vehicles. The greatest change in trips assigned to the network compared to existing conditions is associated with the residential trips exiting the site in the morning, and the residential trips returning to the site during the evening.

TRIP DISTRIBUTION AND ASSIGNMENT

Residential Trips

The trip distribution for the site-generated residential is shown in the Appendix in **Figure A-3**. This distribution is based on the current traffic patterns in the area as well as the driveway configuration and likely routing to and from the freeways in the area (Highway 62, I-35W, Highway 100, and I-494), as described below:

- To/From the North (Xerxes Avenue)
  - Inbound: **65%**
  - Outbound: **40%**
    - Approximately 5 U-turns were observed at 66th Street and York Avenue on the southbound approach under existing conditions. For assignment purposes, it is assumed that approximately 20% of northbound trips (8% of total) will make a U-turn at 66th Street and 80% (32% of total) will take York Avenue to 64th Street and make left turn onto Xerxes Avenue to depart to the north.

- To/From the West (West 66th Street)
  - Inbound: **5%**
    - Trips from the west and southwest are most likely to arrive via Highway 62 and Xerxes Avenue as opposed to 66th Street from the west given the site driveway configuration and proximity to Highway 62. A negligible number of U-turns were observed on the eastbound approach to York Ave (1 or 2 during the peak hour), so 5% is assumed to capture the drivers that may choose to make this movement to access the site.
  - Outbound: **25%**
    - Due to the right-in right-out driveway configuration, some drivers will choose to proceed west and access Highway 62 from France Avenue, even if headed north or east.
- To/From the East (West 66th Street)
  - Inbound: **20%**
  - Outbound: **25%**
    - Due to the right-in right-out driveway configuration, some drivers will choose to turn left onto 66th Street to access I-35W, even if headed north.
- To/From the South (York Avenue)
  - Inbound: **10%**
  - Outbound: **10%**

The corresponding site driveway assignment is shown in **Figure A-4**. Although approximately 35 percent of inbound trips are assumed to use the right in from 66th Street, all southbound, eastbound, and westbound outbound trips were assigned to the York Avenue driveway due to the site configuration and proximity of the secure parking access relative to this driveway.

Maps showing the site-generated residential trips for the morning and evening peak hours for both Phase I (2018) and Phase II (2024) are provided in **Figures A-5** through **A-8**.

Office Trips

Phase II includes the removal of the 6550 Building (6550 York Avenue South), and office trips therefore need to be removed from the network to analyze the full build scenario. The removed office trips are shown in **Figures A-9** and **A-10**, generated using a proportional reduction of the office trips identified in **Tables 4-3** and **4-3** based on existing traffic patterns.

FUTURE BUILD TURNING MOVEMENT VOLUMES

Taking into account the trip assignment described above as well as the reduction of office trips for Phase II, the estimated Full Build morning and evening peak hour turning movements for both Phase I and Phase II are shown in **Figures 4-6** through **4-9**.

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Figure 4-6: Future Year (2018) AM Phase I Turning Movement Volumes

472

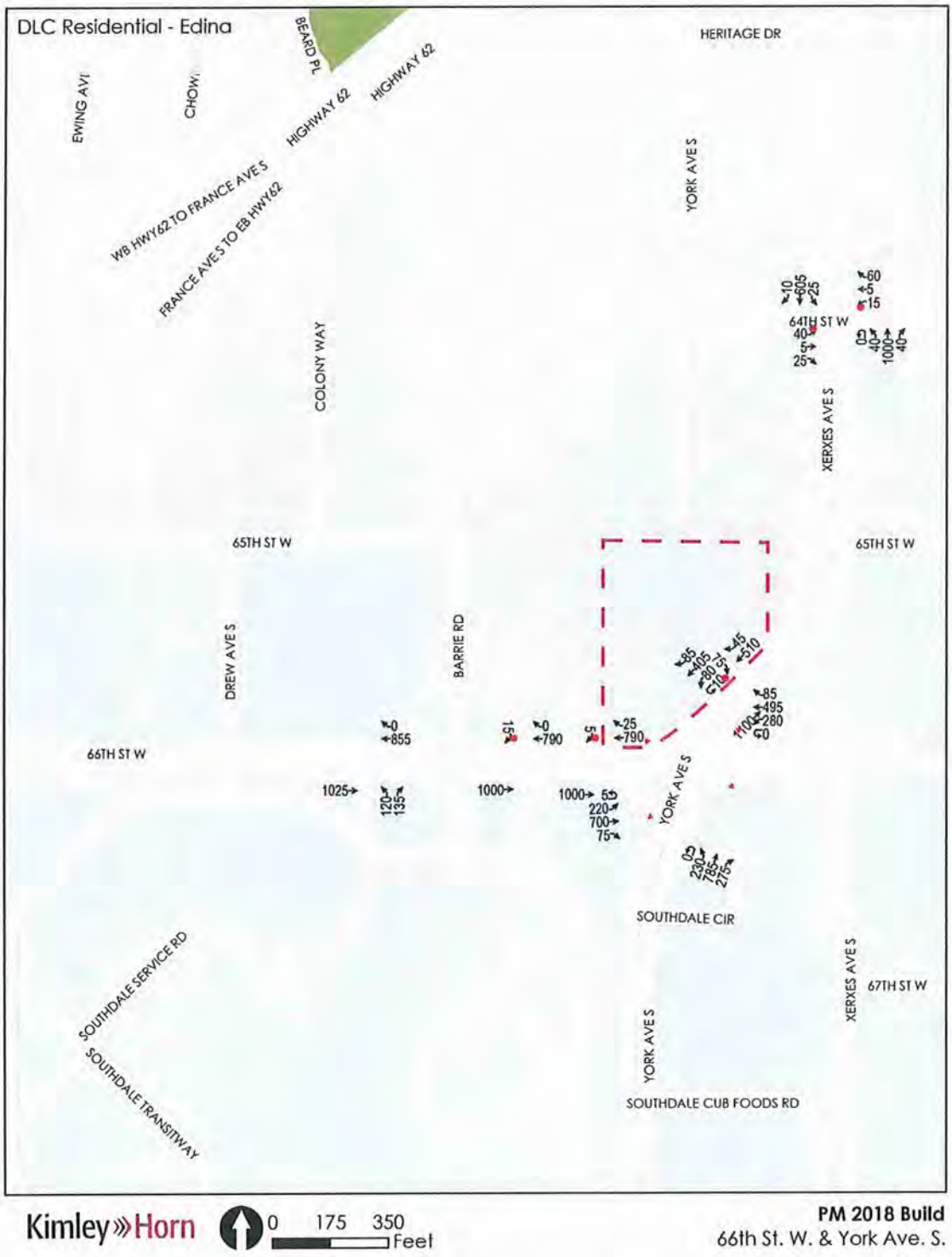


Figure 4-7: Future Year (2018) PM Phase I Turning Movement Volumes

A73

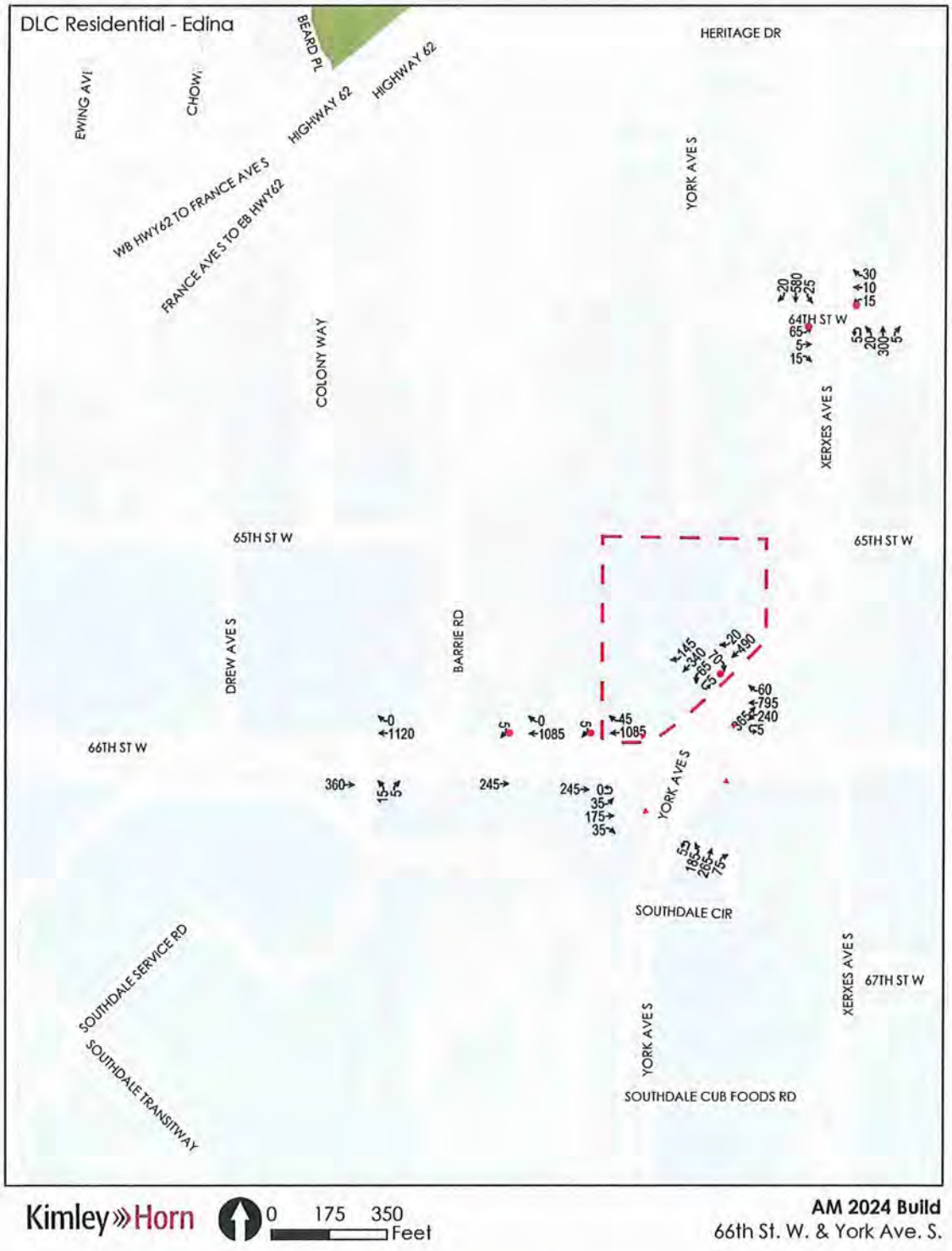


Figure 4-8: Future Year (2024) AM Phase II Turning Movement Volume

#74

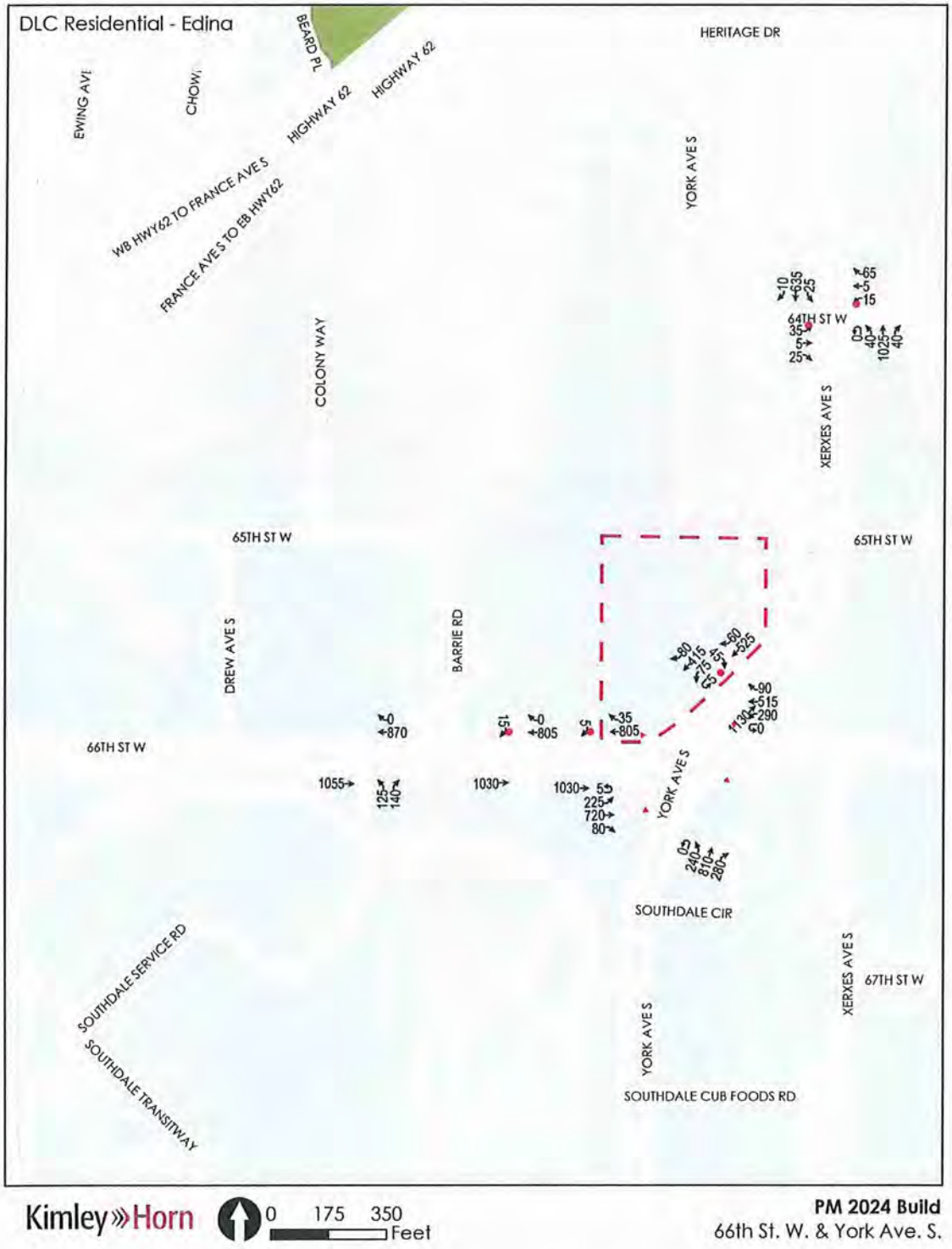


Figure 4-9: Future Year (2024) PM Phase II Turning Movement Volume

A75

DELAY AND QUEUING ANALYSIS RESULTS

Models of each scenario were developed using Synchro, and then delay and queuing were evaluated for each scenario using the average output value from five simulations in SimTraffic. The Future Year (2018 and 2024) No Build scenarios were analyzed first to provide an understanding of delay and queuing including background traffic growth, before the addition of trips generated by residential development. The Future Year (2018) Phase I Build scenario was analyzed to determine the potential impact of Phase I site traffic on the adjacent study intersections, including all existing office trips from the site. The Future Year (2024) Phase II Build scenario was analyzed to determine the potential impact of Phase II site traffic on the adjacent study intersections, including additional residential trips but accounting for the reduction of office trips.

2018 NO BUILD RESULTS

All intersections operate at a level of service (LOS) D or better under the 2018 No Build Conditions scenario, as shown in the Appendix in **Table B-1**.

Two movements exceed the LOS D threshold during the PM peak hour at 66th Street and York Avenue. Both the northbound and southbound left turns at 66th Street and York Avenue have delays in excess of 55 seconds. However, these delays are very close to the D/E threshold, and delays in this range can be expected given the 130-second cycle length.

Additionally, while the eastbound through movement at 64th Street and Xerxes Avenue slightly exceeds the 35-second threshold during the PM peak hour, this is a very low volume movement (5 vehicles) and subject to significant random variability as a result.

No significant queuing issues are expected during either peak hour, as shown in **Table B-2**. On the northbound approach to 66th Street and York Avenue, left turn queues are projected to reach the limit of the storage lanes, and in some cases queues in the through lanes can be expected to block entrance into the turn lanes. No significant upstream blockage is expected, however. Queues on the southbound approach can also be expected to block entrance to the turn lane during some cycles, but this will not lead to significant delays.

2018 PHASE I BUILD RESULTS

With the construction of 230 residential units on site during Phase I, all intersections are expected to continue to operate at a level of service (LOS) D or better as shown in the appendix in **Table B-3**. Average intersection delay at 66th Street and York Avenue is expected to remain approximately equivalent to the No Build condition.

At 66th Street and York Avenue, the eastbound U-turn movement at 66th Street and York Avenue is estimated to serve 5 vehicles during the PM peak hour, and while this low volume movement is subject significant random variability, some vehicles making this movement to access the site may encounter delays of 60 seconds or more. No other movements at this intersection are expected to have a significant increase in average delay compared to the No Build condition.

Additionally, while the westbound left and through movements at 64th Street and Xerxes Avenue are estimated exceed the D/E threshold under the PM peak hour Build scenario, these movements are also very low volume, serving 15 and 5 vehicle, respectively.

No significant changes in queue spillback or lane blockage are expect under the Phase I Build scenario compared to the No Build condition, as shown in **Table B-4**.

2024 NO BUILD RESULTS

All intersections operate at a level of service (LOS) D or better under the 2024 No Build Conditions scenario, as shown in the Appendix in **Table B-5**. Average intersection delay at 66th Street and York Avenue is expected to increase by one second overall compared to the 2018 No Build Condition as a result of background traffic growth.

As in the 2018 No Build scenario, both the northbound and southbound left turns at 66th Street and York Avenue have delays very close to the D/E threshold of 55 seconds during the PM peak hour, but a significant increase in delay for these movements is not expected.

No other movements are expected to exceed the D/E threshold, and some of the observed delay reductions at 64th Street and York Avenue between 2018 and 2024 are simply attributable to random variability of the very low volume movements.

No significant changes in queue spillback or lane blockage are expect under the 2024 No Build scenario compared to the 2018 No Build condition, as shown in **Table B-6**.

2024 PHASE II BUILD RESULTS

With the construction of 145 additional residential units on site during Phase II and the removal of the 6550 office building, all intersections are expected to continue to operate at a level of service (LOS) D or better as shown in the appendix in **Table B-7**. Average intersection delay at 66th Street and York Avenue is expected to remain approximately equivalent to the 2024 No Build condition.

As in the 2024 No Build scenario, both the northbound and southbound left turns at 66th Street and York Avenue, as well as the U-turn movements, have delays very close to the D/E threshold of 55 seconds during the PM peak hour, but a significant increase in delay for these movements is not expected.

No significant changes in queue spillback or lane blockage are expect under the Phase II Build scenario compared to the No Build condition, as shown in **Table B-8**.

RECOMMENDATIONS

It is anticipated that the existing area lane geometry will be adequate to support future traffic growth and the addition of site traffic at the area study intersections. No geometry or operations improvements are recommended at this time to support the residential redevelopment project.

5.0 APPENDIX

A. Supplemental Exhibits
B. Level of Service Results and Queue Projections
C. SimTraffic Results
D. Parking Demand Memo

APPENDIX A: SUPPLEMENTAL EXHIBITS



Figure A-1: Existing (2015) AM Peak Hour Turning Movement Volumes

A24



Figure A-2: Existing (2015) PM Peak Hour Turning Movement Volumes

A40

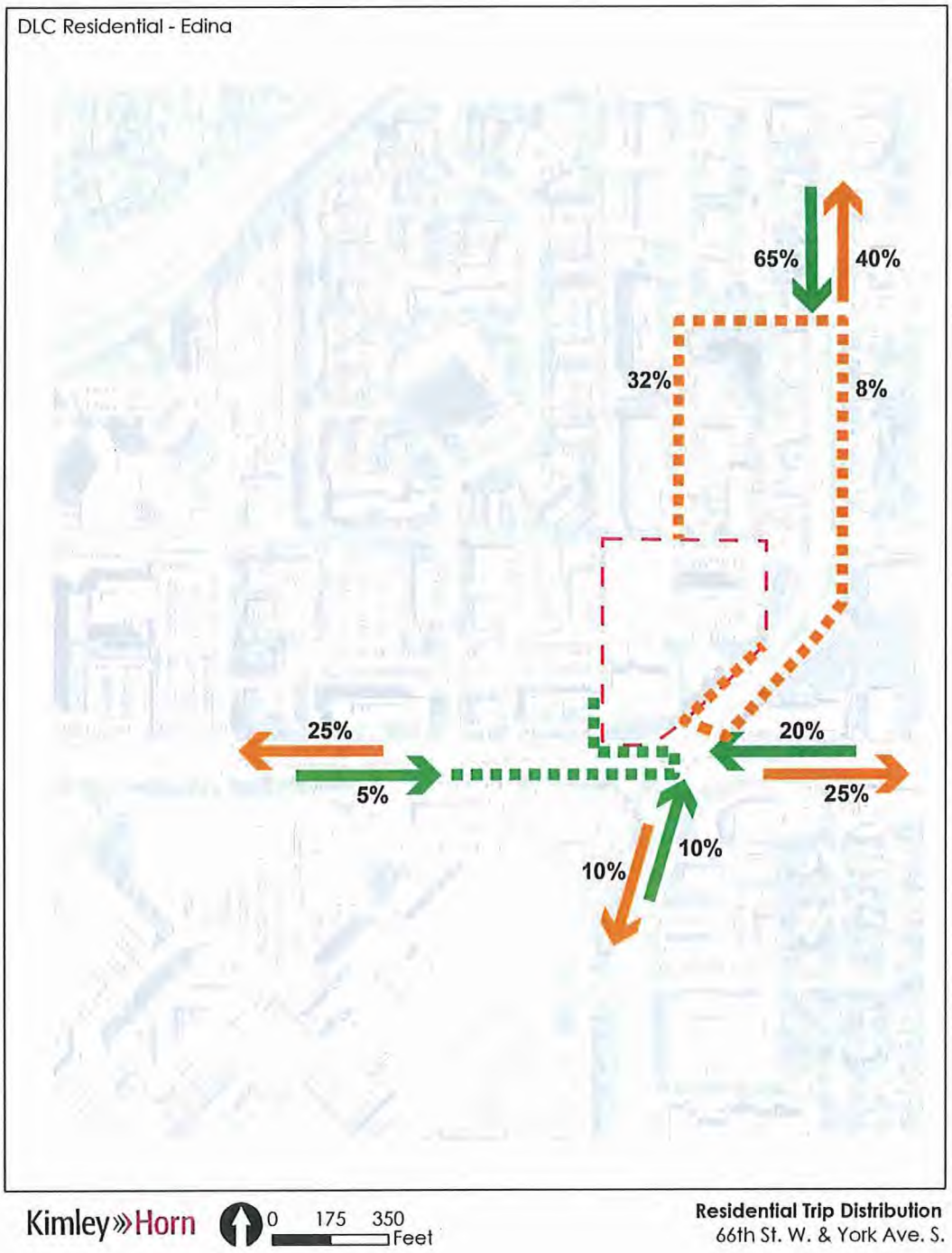


Figure A-3: Residential Trip Distribution

A81



Figure A-4: Residential Trip Driveway Assignment

182

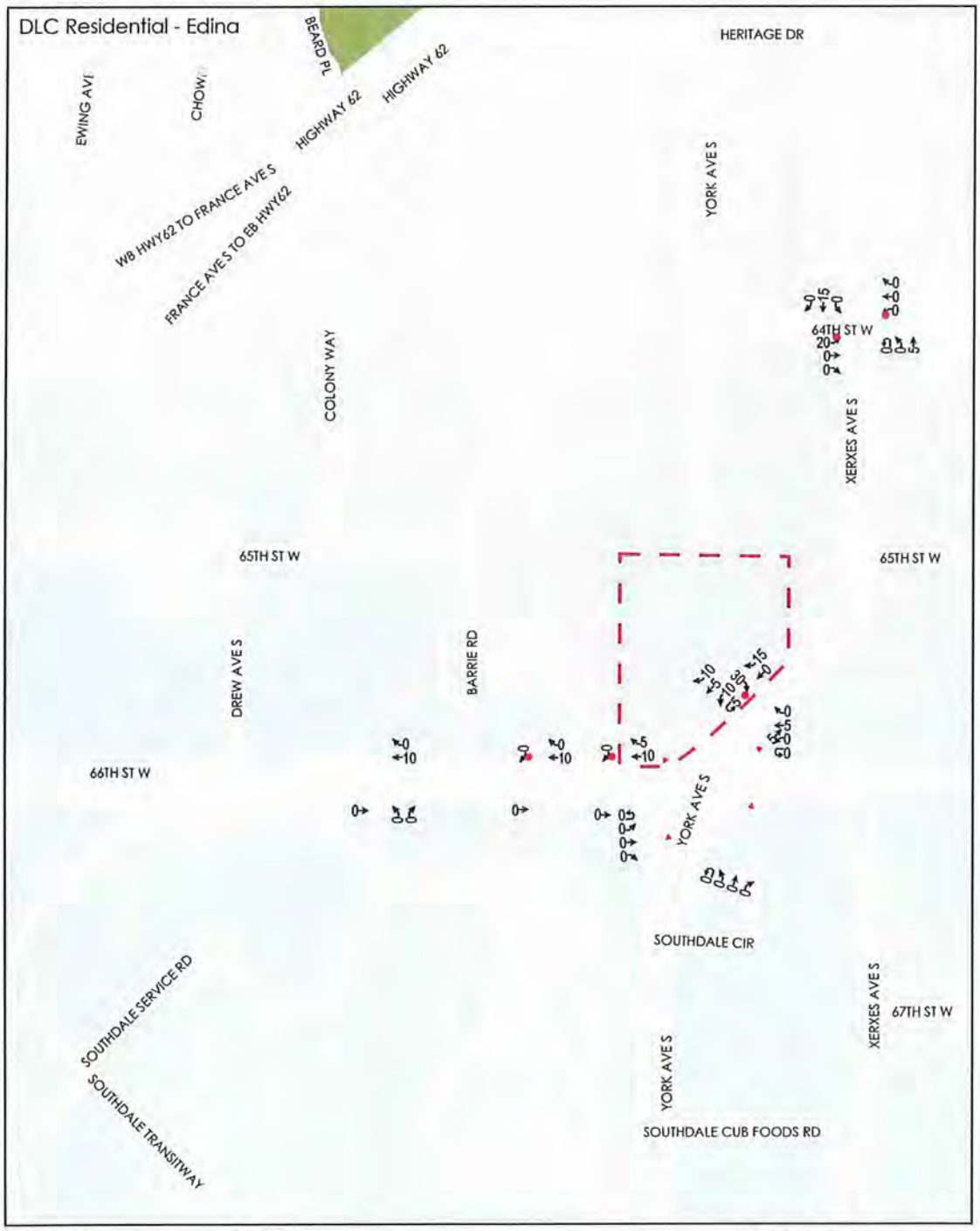


Figure A-5: Future Year (2018) Residential Trip Assignment – AM Peak Hour

Note: Due to the rounding convention and limited number of trips, approximately 50 percent of outbound trips depart to the north in this scenario after balancing and rounding.

A83

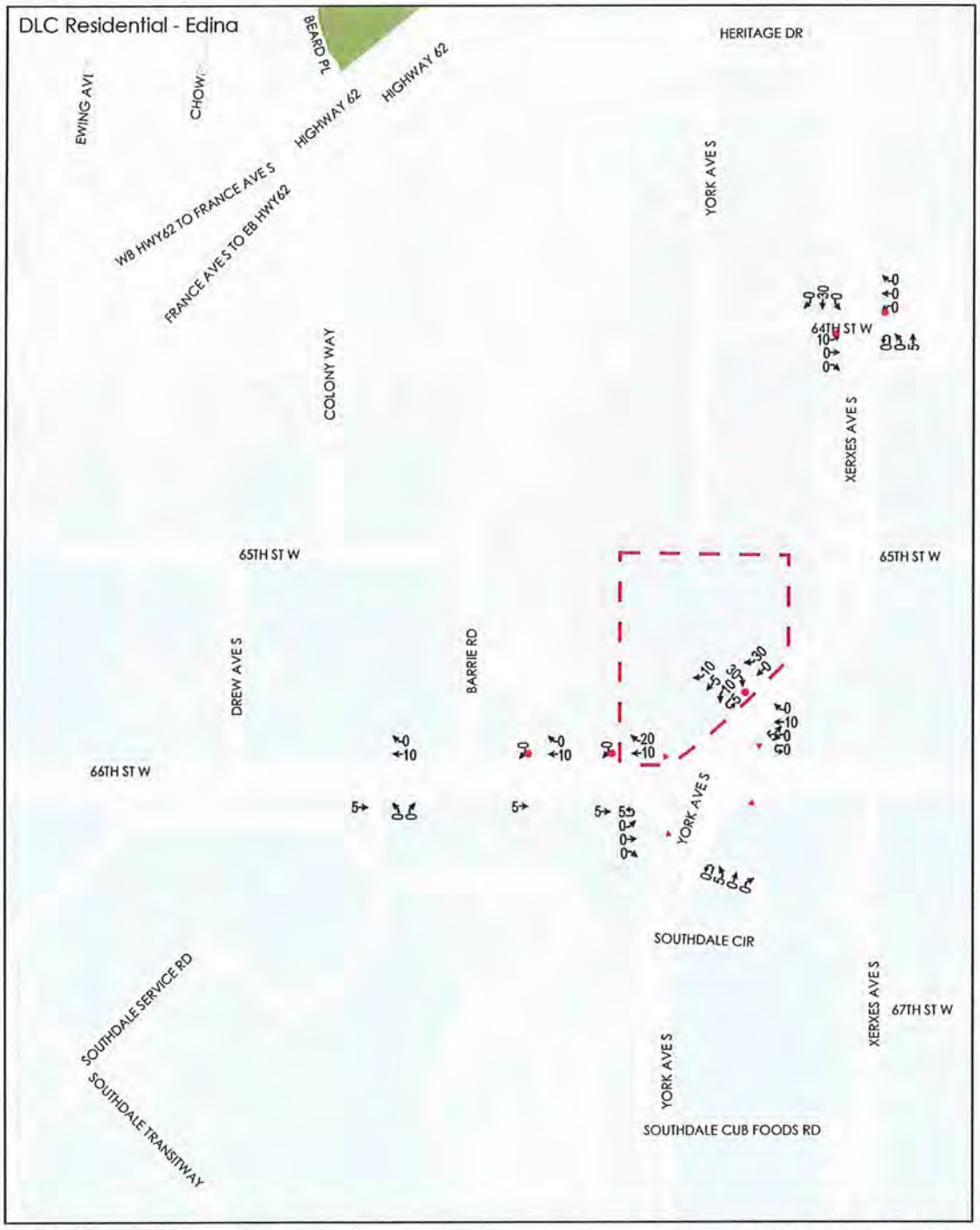


Figure A-6: Future Year (2018) Residential Trip Assignment – PM Peak Hour

A84

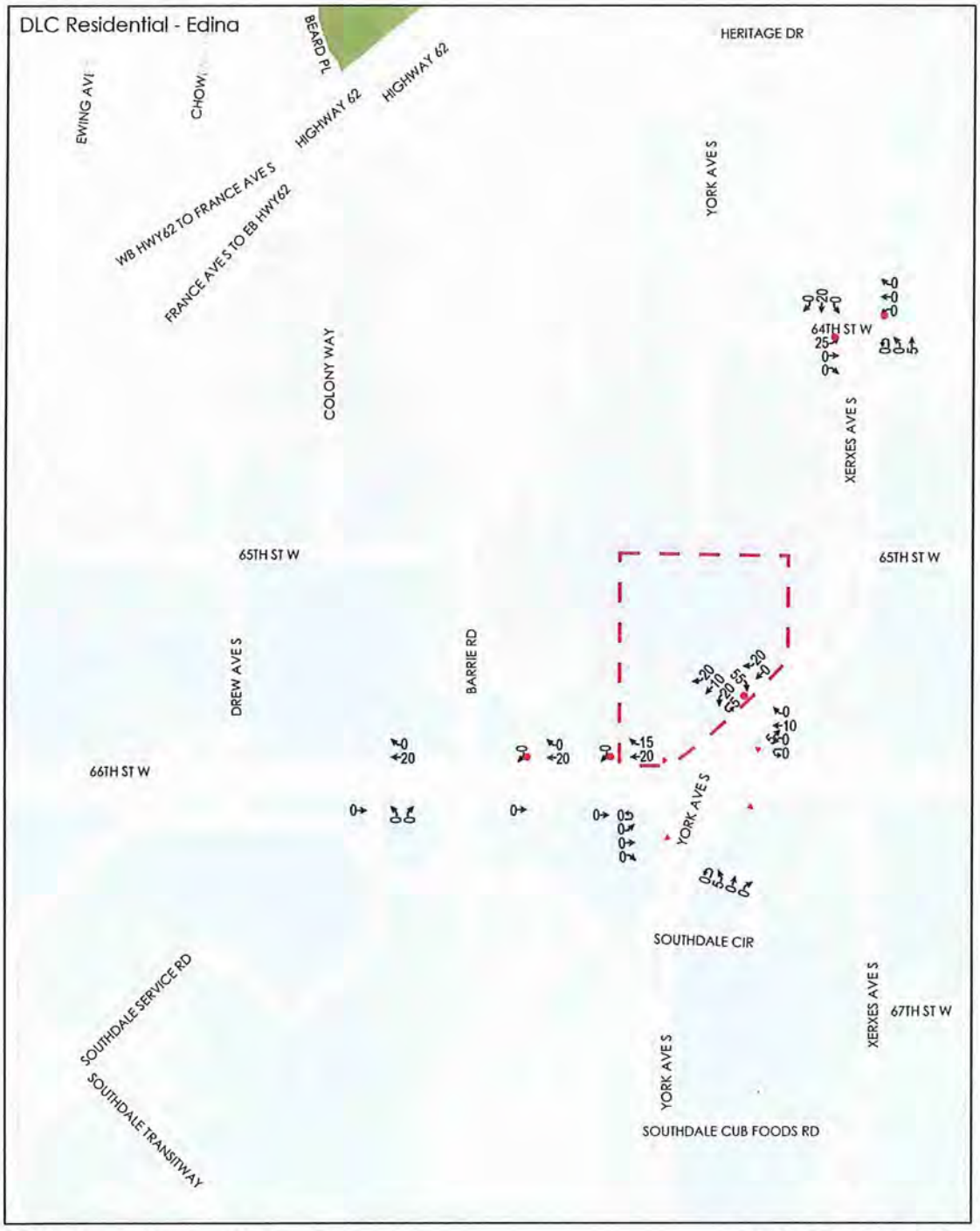


Figure A-7: Future Year (2024) Residential Trip Assignment – AM Peak Hour

A85

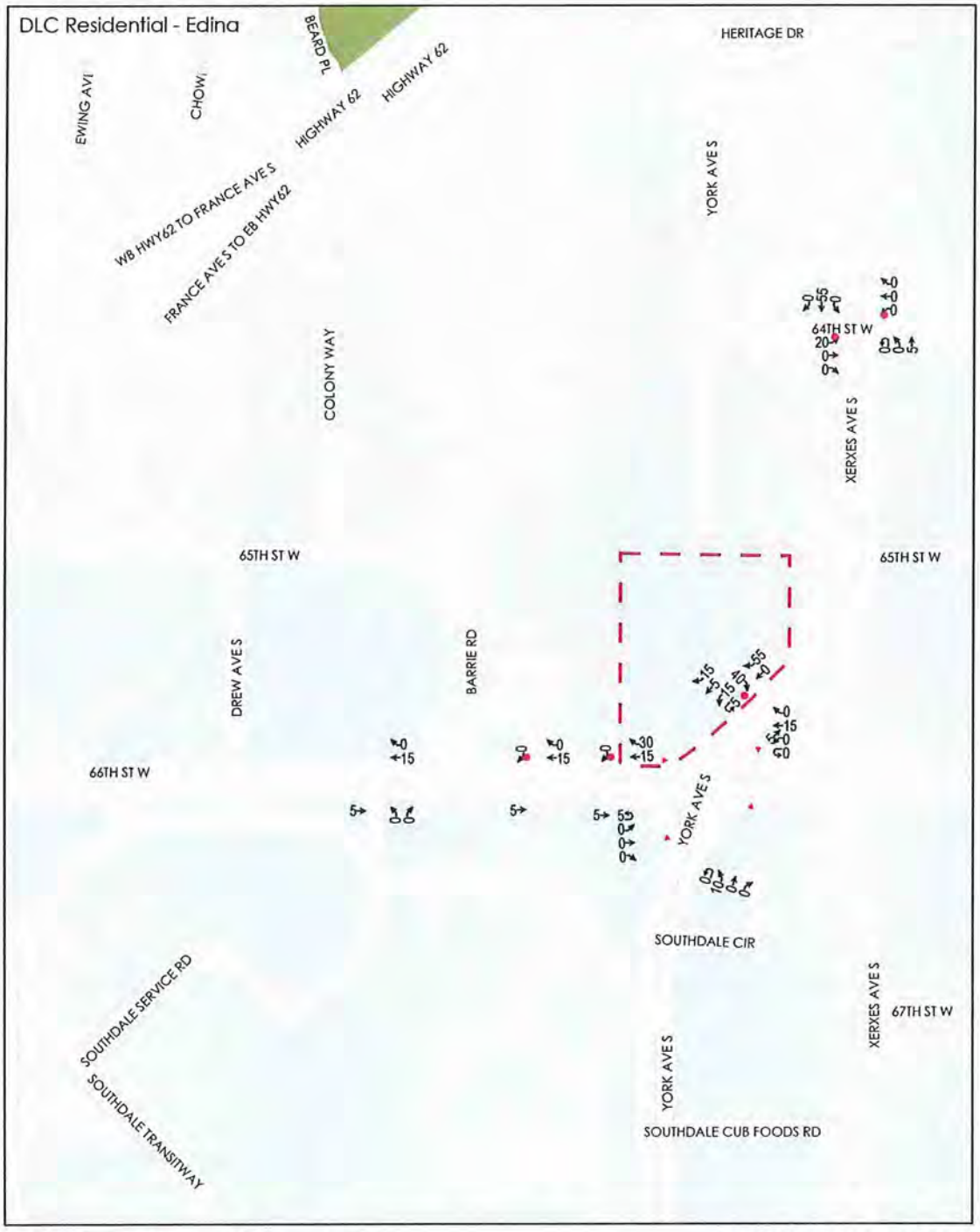


Figure A-8: Future Year (2024) Residential Trip Assignment – PM Peak Hour

A86

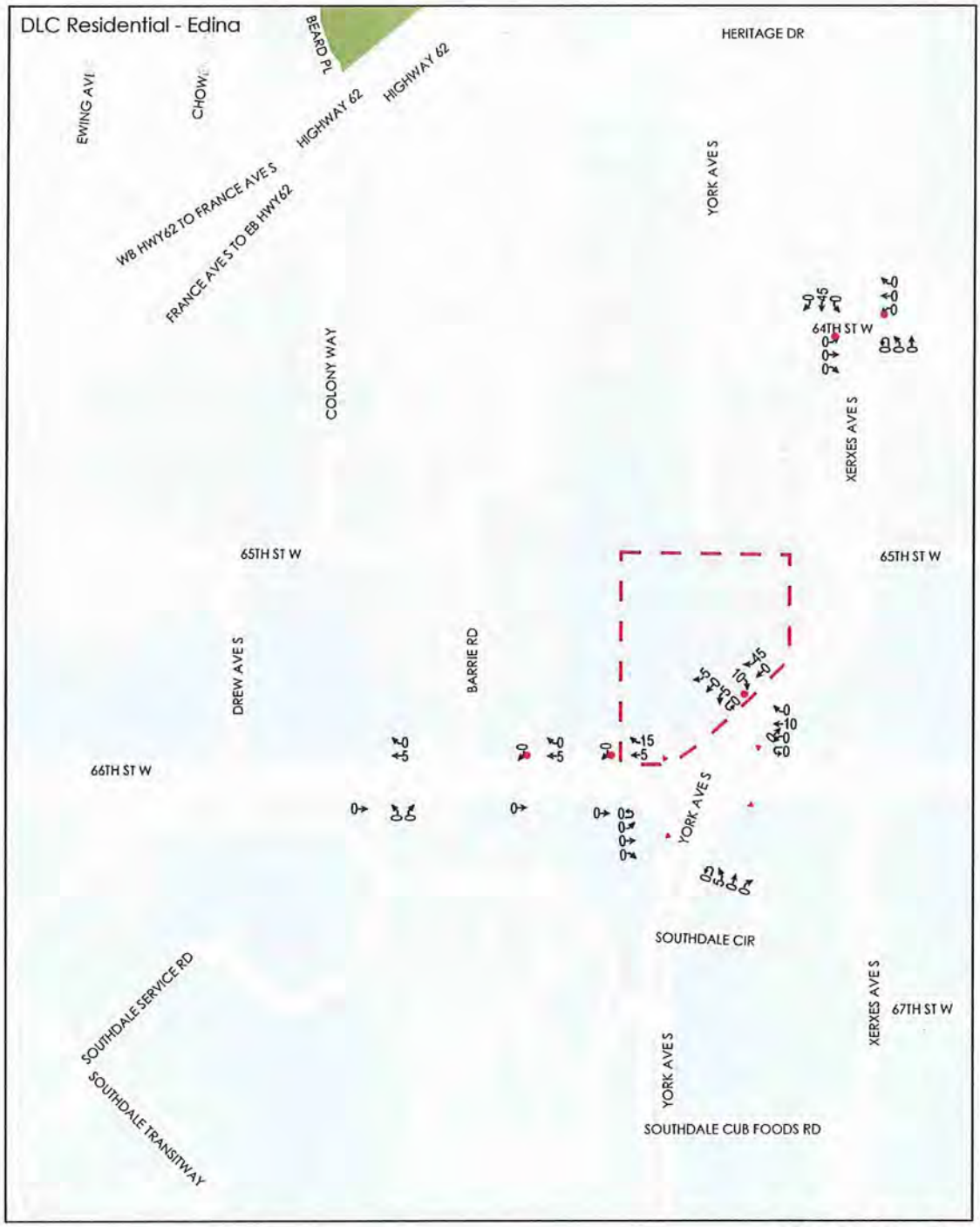


Figure A-9: Future Year (2024) Office Trips Removed – AM Peak Hour

A87

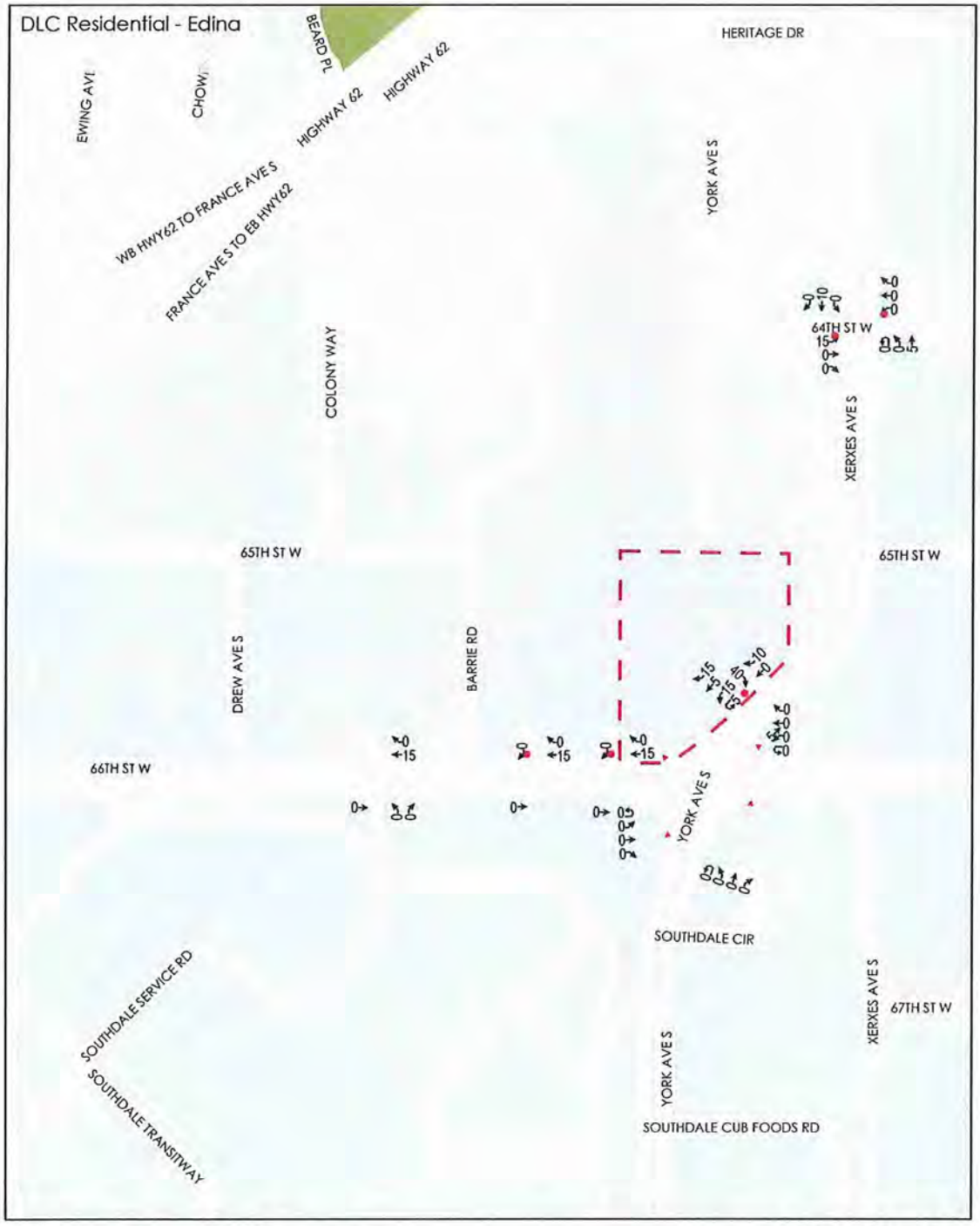


Figure A-10: Future Year (2024) Office Trips Removed – PM Peak Hour

APPENDIX B: LEVEL OF SERVICE RESULTS AND QUEUE PROJECTIONS

Table B-1: 2018 No Build Conditions SimTraffic Summary – AM and PM Peak Hour Delay

2018 SimTraffic Summary - AM No Build Traffic

Intersection	Control	Approach	Operations by Movement								Overall Intersection	
			U-Turn		Left		Through		Right			
			Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
W 66th St & Southdale East Driveway	Signal	EB	-	-	-	-	0.9	A	-	-	1.4	A
		WB	-	-	-	-	1.2	A	-	-		
		NB	-	-	25.4	C	-	-	4.3	A		
		SB	-	-	-	-	-	-	-	-		
W 66th St & 3316 West Driveway	TWSC	EB	-	-	-	-	0.3	A	-	-	-	-
		WB	-	-	-	-	0.6	A	-	-		
		NB	-	-	-	-	-	-	-	-		
		SB	-	-	-	-	-	-	3.0	A		
W 66th St & 3316 East Driveway	TWSC	EB	-	-	-	-	0.6	A	-	-	-	-
		WB	-	-	-	-	2.7	A	1.9	A		
		NB	-	-	-	-	-	-	-	-		
		SB	-	-	-	-	-	-	3.8	A		
W 66th St & York Ave	Signal	EB	-	-	40.0	D	25.5	C	1.7	A	23.6	C
		WB	35.5	D	34.4	C	20.9	C	3.5	A		
		NB	32.9	C	34.0	C	24.3	C	2.5	A		
		SB	-	-	37.5	D	27.9	C	1.3	A		
York Ave & 6550 Driveway	TWSC	EB	-	-	-	-	-	-	2.9	A	-	-
		WB	-	-	-	-	-	-	-	-		
		NB	-	-	-	-	2.4	A	-	-		
		SB	-	-	-	-	0.4	A	0.4	A		
Xerxes Ave & W 64th St	TWSC	EB	-	-	15.5	C	13.7	B	4.7	A	-	-
		WB	-	-	11.7	B	15.2	C	4.6	A		
		NB	9.1	A	5.9	A	0.4	A	0.4	A		
		SB	-	-	2.8	A	0.4	A	0.3	A		

2018 SimTraffic Summary - PM No Build Traffic

Intersection	Control	Approach	Operations by Movement								Overall Intersection	
			U-Turn		Left		Through		Right			
			Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
W 66th St & Southdale East Driveway	Signal	EB	-	-	-	-	5.6	A	-	-	6.6	A
		WB	-	-	-	-	4.7	A	-	-		
		NB	-	-	24.6	C	-	-	9.2	A		
		SB	-	-	-	-	-	-	-	-		
W 66th St & 3316 West Driveway	TWSC	EB	-	-	-	-	1.5	A	-	-	-	-
		WB	-	-	-	-	0.5	A	-	-		
		NB	-	-	-	-	-	-	-	-		
		SB	-	-	-	-	-	-	2.6	A		
W 66th St & 3316 East Driveway	TWSC	EB	-	-	-	-	3.0	A	-	-	-	-
		WB	-	-	-	-	2.4	A	1.5	A		
		NB	-	-	-	-	-	-	-	-		
		SB	-	-	-	-	-	-	3.3	A		
W 66th St & York Ave	Signal	EB	-	-	53.4	D	38.5	D	1.8	A	35.2	D
		WB	-	-	50.0	D	33.7	C	3.6	A		
		NB	-	-	56.0	E	35.4	D	3.2	A		
		SB	46.1	D	56.9	E	35.6	D	3.0	A		
York Ave & 6550 Driveway	TWSC	EB	-	-	-	-	-	-	3.8	A	-	-
		WB	-	-	-	-	-	-	-	-		
		NB	-	-	-	-	3.1	A	-	-		
		SB	-	-	-	-	0.5	A	0.4	A		
Xerxes Ave & W 64th St	TWSC	EB	-	-	24.5	C	35.3	E	8.7	A	-	-
		WB	-	-	28.8	D	31.7	D	13.3	B		
		NB	-	-	5.9	A	1.7	A	1.5	A		
		SB	-	-	12.2	B	0.4	A	0.1	A		

A90

Table B-2: 2018 No Build Conditions SimTraffic Summary – AM and PM Peak Hour Queuing

2018 SimTraffic Summary - AM No Build Queuing									
Intersection	Control	Approach	Queue Length by Movement						
			Left		Through		Right		
			Storage	95th %	Storage	95th %	Storage	95th %	
W 66th St & Southdale East Driveway	Signal	EB	-	-	350	35	-	-	
		WB	-	-	250	65	-	-	
		NB	250	65	-	-	200	35	
		SB	-	-	-	-	-	-	
W 66th St & 3316 West Driveway	TWSC	EB	-	-	400	0	-	-	
		WB	-	-	250	0	250	0	
		NB	-	-	-	-	-	-	
		SB	-	-	-	-	100	25	
W 66th St & 3316 East Driveway	TWSC	EB	-	-	650	10	-	-	
		WB	-	-	225	15	225	10	
		NB	-	-	-	-	-	-	
		SB	-	-	-	-	100	25	
W 66th St & York Ave	Signal	EB	400	50	875	90	300	0	
		WB	300	150	700	230	300	0	
		NB	250	115	375	120	200	0	
		SB	250	30	700	80	100	70	
York Ave & 6550 Driveway	TWSC	EB	-	-	-	-	100	30	
		WB	-	-	-	-	-	-	
		NB	-	-	200	0	-	-	
		SB	-	-	450	0	75	0	
Xerxes Ave & W 64th St	TWSC	EB	400	55	400	55	400	55	
		WB	300	55	300	55	300	55	
		NB	250	40	600	0	600	0	
		SB	200	20	800	0	800	0	
2018 SimTraffic Summary - PM No Build Queuing									
Intersection	Control	Approach	Queue Length by Movement						
			Left		Through		Right		
			Storage	95th %	Storage	95th %	Storage	95th %	
W 66th St & Southdale East Driveway	Signal	EB	-	-	350	155	-	-	
		WB	-	-	250	175	-	-	
		NB	250	110	-	-	200	90	
		SB	-	-	-	-	-	-	
W 66th St & 3316 West Driveway	TWSC	EB	-	-	400	5	-	-	
		WB	-	-	250	5	250	0	
		NB	-	-	-	-	-	-	
		SB	-	-	-	-	100	35	
W 66th St & 3316 East Driveway	TWSC	EB	-	-	650	100	-	-	
		WB	-	-	225	10	225	10	
		NB	-	-	-	-	-	-	
		SB	-	-	-	-	100	20	
W 66th St & York Ave	Signal	EB	400	145	875	260	300	0	
		WB	300	205	700	210	300	0	
		NB	250	170	375	290	200	0	
		SB	250	70	700	150	100	80	
York Ave & 6550 Driveway	TWSC	EB	-	-	-	-	100	35	
		WB	-	-	-	-	-	-	
		NB	-	-	200	5	-	-	
		SB	-	-	450	5	75	0	
Xerxes Ave & W 64th St	TWSC	EB	400	65	400	65	400	65	
		WB	300	75	300	75	300	75	
		NB	250	40	600	10	600	5	
		SB	200	40	800	5	800	5	

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Table B-3: Phase I (2018) Build Conditions – AM and PM Peak Hour Delay

2018 SimTraffic Summary - AM Build Traffic

Intersection	Control	Approach	Operations by Movement								Overall Intersection	
			U-Turn		Left		Through		Right			
			Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
W 66th St & Southdale East Driveway	Signal	EB	-	-	-	-	0.9	A	-	-	1.5	A
		WB	-	-	-	-	1.4	A	-	-		
		NB	-	-	27.3	C	-	-	3.9	A		
		SB	-	-	-	-	-	-	-	-		
W 66th St & 3316 West Driveway	TWSC	EB	-	-	-	-	0.3	A	-	-	-	-
		WB	-	-	-	-	0.6	A	-	-		
		NB	-	-	-	-	-	-	-	-		
		SB	-	-	-	-	-	-	2.8	A		
W 66th St & 3316 East Driveway	TWSC	EB	-	-	-	-	0.6	A	-	-	-	-
		WB	-	-	-	-	2.9	A	2.0	A		
		NB	-	-	-	-	-	-	-	-		
		SB	-	-	-	-	-	-	3.7	A		
W 66th St & York Ave	Signal	EB	-	-	38.5	D	24.2	C	1.7	A	23.3	C
		WB	30.8	C	35.0	C	20.5	C	3.2	A		
		NB	32.7	C	33.8	C	25.0	C	2.6	A		
		SB	42.8	D	38.2	D	27.9	C	1.2	A		
York Ave & 6550 Driveway	TWSC	EB	-	-	-	-	-	-	3.4	A	-	-
		WB	-	-	-	-	-	-	-	-		
		NB	-	-	-	-	2.4	A	-	-		
		SB	-	-	-	-	0.4	A	0.5	A		
Xerxes Ave & W 64th St	TWSC	EB	-	-	16.0	C	22.2	C	7.6	A	-	-
		WB	-	-	13.9	B	16.6	C	4.6	A		
		NB	7.3	A	6.7	A	0.5	A	0.2	A		
		SB	-	-	3.2	A	0.4	A	0.4	A		

2018 SimTraffic Summary - PM No Build Traffic

Intersection	Control	Approach	Operations by Movement								Overall Intersection	
			U-Turn		Left		Through		Right			
			Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
W 66th St & Southdale East Driveway	Signal	EB	-	-	-	-	5.8	A	-	-	6.5	A
		WB	-	-	-	-	4.9	A	-	-		
		NB	-	-	23.5	C	-	-	7.7	A		
		SB	-	-	-	-	-	-	-	-		
W 66th St & 3316 West Driveway	TWSC	EB	-	-	-	-	1.5	A	-	-	-	-
		WB	-	-	-	-	0.6	A	-	-		
		NB	-	-	-	-	-	-	-	-		
		SB	-	-	-	-	-	-	3.4	A		
W 66th St & 3316 East Driveway	TWSC	EB	-	-	-	-	2.5	A	-	-	-	-
		WB	-	-	-	-	2.5	A	1.8	A		
		NB	-	-	-	-	-	-	-	-		
		SB	-	-	-	-	-	-	4.5	A		
W 66th St & York Ave	Signal	EB	65.4	E	53.6	D	38.4	D	1.8	A	35.8	D
		WB	-	-	50.4	D	34.8	C	3.5	A		
		NB	-	-	53.7	D	37.4	D	3.3	A		
		SB	50.3	D	57.9	E	36.0	D	2.9	A		
York Ave & 6550 Driveway	TWSC	EB	-	-	-	-	-	-	4.0	A	-	-
		WB	-	-	-	-	-	-	-	-		
		NB	-	-	-	-	3.2	A	-	-		
		SB	-	-	-	-	0.5	A	0.4	A		
Xerxes Ave & W 64th St	TWSC	EB	-	-	34.9	D	39.7	E	15.2	C	-	-
		WB	-	-	40.7	E	41.9	E	16.1	C		
		NB	-	-	6.4	A	1.7	A	1.9	A		
		SB	-	-	10.0	A	0.4	A	0.2	A		

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Table B-4: Phase I (2018) Build Conditions – AM and PM Peak Hour Queuing

2018 SimTraffic Summary - AM Build Queuing									
Intersection	Control	Approach	Queue Length by Movement						
			Left		Through		Right		
			Storage	95th %	Storage	95th %	Storage	95th %	
W 66th St & Southdale East Driveway	Signal	EB	-	-	350	40	-	-	
		WB	-	-	250	90	-	-	
		NB	250	60	-	-	200	30	
		SB	-	-	-	-	-	-	
W 66th St & 3316 West Driveway	TWSC	EB	-	-	400	0	-	-	
		WB	-	-	250	0	250	0	
		NB	-	-	-	-	-	-	
		SB	-	-	-	-	100	25	
W 66th St & 3316 East Driveway	TWSC	EB	-	-	650	10	-	-	
		WB	-	-	225	20	225	15	
		NB	-	-	-	-	-	-	
		SB	-	-	-	-	100	25	
W 66th St & York Ave	Signal	EB	400	45	875	85	300	0	
		WB	300	150	700	215	300	0	
		NB	250	125	375	120	200	0	
		SB	250	45	700	80	100	75	
York Ave & 6550 Driveway	TWSC	EB	-	-	-	-	100	30	
		WB	-	-	-	-	-	-	
		NB	-	-	200	10	-	-	
		SB	-	-	450	0	75	0	
Xerxes Ave & W 64th St	TWSC	EB	400	60	400	60	400	60	
		WB	300	55	300	55	300	55	
		NB	250	40	600	0	600	0	
		SB	200	20	800	5	800	5	
2018 SimTraffic Summary - PM Build Queuing									
Intersection	Control	Approach	Queue Length by Movement						
			Left		Through		Right		
			Storage	95th %	Storage	95th %	Storage	95th %	
W 66th St & Southdale East Driveway	Signal	EB	-	-	350	165	-	-	
		WB	-	-	250	165	-	-	
		NB	250	100	-	-	200	75	
		SB	-	-	-	-	-	-	
W 66th St & 3316 West Driveway	TWSC	EB	-	-	400	0	-	-	
		WB	-	-	250	0	250	0	
		NB	-	-	-	-	-	-	
		SB	-	-	-	-	100	40	
W 66th St & 3316 East Driveway	TWSC	EB	-	-	650	80	-	-	
		WB	-	-	225	15	225	5	
		NB	-	-	-	-	-	-	
		SB	-	-	-	-	100	20	
W 66th St & York Ave	Signal	EB	400	145	875	255	300	0	
		WB	300	200	700	220	300	0	
		NB	250	205	375	320	200	0	
		SB	250	100	700	145	100	80	
York Ave & 6550 Driveway	TWSC	EB	-	-	-	-	100	35	
		WB	-	-	-	-	-	-	
		NB	-	-	200	15	-	-	
		SB	-	-	450	0	75	25	
Xerxes Ave & W 64th St	TWSC	EB	400	90	400	90	400	90	
		WB	300	90	300	90	300	90	
		NB	250	45	600	10	600	10	
		SB	200	35	800	5	800	5	

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Table B-5: 2024 No Build Conditions SimTraffic Summary – AM and PM Peak Hour Delay

2024 SimTraffic Summary - AM No Build Traffic

Intersection	Control	Approach	Operations by Movement								Overall Intersection	
			U-Turn		Left		Through		Right			
			Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
W 66th St & Southdale East Driveway	Signal	EB	-	-	-	-	1.2	A	-	-	1.9	A
		WB	-	-	-	-	1.7	A	-	-		
		NB	-	-	33.6	C	-	-	3.7	A		
		SB	-	-	-	-	-	-	-	-		
W 66th St & 3316 West Driveway	TWSC	EB	-	-	-	-	0.4	A	-	-	-	-
		WB	-	-	-	-	0.6	A	-	-		
		NB	-	-	-	-	-	-	-	-		
		SB	-	-	-	-	-	-	2.7	A		
W 66th St & 3316 East Driveway	TWSC	EB	-	-	-	-	0.7	A	-	-	-	-
		WB	-	-	-	-	2.9	A	2.1	A		
		NB	-	-	-	-	-	-	-	-		
		SB	-	-	-	-	-	-	6.0	A		
W 66th St & York Ave	Signal	EB	-	-	40.7	D	24.9	C	1.8	A	23.2	C
		WB	27.2	C	32.5	C	20.7	C	3.3	A		
		NB	27.7	C	33.1	C	22.8	C	2.6	A		
		SB	-	-	41.2	D	29.8	C	1.0	A		
York Ave & 6550 Driveway	TWSC	EB	-	-	-	-	-	-	3.1	A	-	-
		WB	-	-	-	-	-	-	-	-		
		NB	-	-	-	-	2.4	A	-	-		
		SB	-	-	-	-	0.4	A	0.4	A		
Xerxes Ave & W 64th St	TWSC	EB	-	-	16.8	C	18.9	C	6.0	A	-	-
		WB	-	-	16.6	C	16.5	C	5.6	A		
		NB	12.5	B	7.3	A	0.5	A	0.5	A		
		SB	-	-	3.5	A	0.4	A	0.3	A		

2024 SimTraffic Summary - PM No Build Traffic

Intersection	Control	Approach	Operations by Movement								Overall Intersection	
			U-Turn		Left		Through		Right			
			Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
W 66th St & Southdale East Driveway	Signal	EB	-	-	-	-	6.1	A	-	-	7.2	A
		WB	-	-	-	-	5.7	A	-	-		
		NB	-	-	24.3	C	-	-	9.0	A		
		SB	-	-	-	-	-	-	-	-		
W 66th St & 3316 West Driveway	TWSC	EB	-	-	-	-	1.7	A	-	-	-	-
		WB	-	-	-	-	0.6	A	-	-		
		NB	-	-	-	-	-	-	-	-		
		SB	-	-	-	-	-	-	4.1	A		
W 66th St & 3316 East Driveway	TWSC	EB	-	-	-	-	3.2	A	-	-	-	-
		WB	-	-	-	-	2.4	A	1.7	A		
		NB	-	-	-	-	-	-	-	-		
		SB	-	-	-	-	-	-	4.3	A		
W 66th St & York Ave	Signal	EB	-	-	54.4	D	39.2	D	1.8	A	36.2	D
		WB	-	-	51.9	D	33.3	C	3.4	A		
		NB	-	-	54.6	D	39.1	D	3.3	A		
		SB	52.9	D	56.9	E	38.1	D	3.4	A		
York Ave & 6550 Driveway	TWSC	EB	-	-	-	-	-	-	4.4	A	-	-
		WB	-	-	-	-	-	-	-	-		
		NB	-	-	-	-	3.4	A	-	-		
		SB	-	-	-	-	0.5	A	0.2	A		
Xerxes Ave & W 64th St	TWSC	EB	-	-	27.6	D	33.4	D	8.7	A	-	-
		WB	-	-	31.3	D	29.2	D	13.2	B		
		NB	-	-	7.5	A	1.7	A	1.7	A		
		SB	-	-	13.0	B	0.4	A	0.3	A		

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Table B-6: 2024 No Build Conditions SimTraffic Summary – AM and PM Peak Hour Queuing

2024 SimTraffic Summary - AM No Build Queuing									
Intersection	Control	Approach	Queue Length by Movement						
			Left		Through		Right		
			Storage	95th %	Storage	95th %	Storage	95th %	
W 66th St & Southdale East Driveway	Signal	EB	-	-	350	50	-	-	
		WB	-	-	250	95	-	-	
		NB	250	70	-	-	200	40	
		SB	-	-	-	-	-	-	
W 66th St & 3316 West Driveway	TWSC	EB	-	-	400	0	-	-	
		WB	-	-	250	0	250	0	
		NB	-	-	-	-	-	-	
		SB	-	-	-	-	100	20	
W 66th St & 3316 East Driveway	TWSC	EB	-	-	650	10	-	-	
		WB	-	-	225	15	225	5	
		NB	-	-	-	-	-	-	
		SB	-	-	-	-	100	25	
W 66th St & York Ave	Signal	EB	400	50	875	85	300	0	
		WB	300	155	700	230	300	0	
		NB	250	115	375	115	200	0	
		SB	250	35	700	70	100	75	
York Ave & 6550 Driveway	TWSC	EB	-	-	-	-	100	30	
		WB	-	-	-	-	-	-	
		NB	-	-	200	0	-	-	
		SB	-	-	450	0	75	0	
Xerxes Ave & W 64th St	TWSC	EB	400	55	400	55	400	55	
		WB	300	60	300	60	300	60	
		NB	250	40	600	10	600	0	
		SB	200	25	800	0	800	0	
2024 SimTraffic Summary - PM No Build Queuing									
Intersection	Control	Approach	Queue Length by Movement						
			Left		Through		Right		
			Storage	95th %	Storage	95th %	Storage	95th %	
W 66th St & Southdale East Driveway	Signal	EB	-	-	350	165	-	-	
		WB	-	-	250	195	-	-	
		NB	250	110	-	-	200	85	
		SB	-	-	-	-	-	-	
W 66th St & 3316 West Driveway	TWSC	EB	-	-	400	5	-	-	
		WB	-	-	250	0	250	0	
		NB	-	-	-	-	-	-	
		SB	-	-	-	-	100	40	
W 66th St & 3316 East Driveway	TWSC	EB	-	-	650	115	-	-	
		WB	-	-	225	15	225	10	
		NB	-	-	-	-	-	-	
		SB	-	-	-	-	100	20	
W 66th St & York Ave	Signal	EB	400	140	875	260	300	0	
		WB	300	210	700	225	300	0	
		NB	250	190	375	340	200	0	
		SB	250	80	700	160	100	85	
York Ave & 6550 Driveway	TWSC	EB	-	-	-	-	100	30	
		WB	-	-	-	-	-	-	
		NB	-	-	200	10	-	-	
		SB	-	-	450	10	75	0	
Xerxes Ave & W 64th St	TWSC	EB	400	60	400	60	400	60	
		WB	300	80	300	80	300	80	
		NB	250	45	600	5	600	0	
		SB	200	40	800	0	800	0	

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Table B-7: Phase II (2024) Build Conditions – AM and PM Peak Hour Delay

2024 SimTraffic Summary - AM Build Traffic

Intersection	Control	Approach	Operations by Movement								Overall Intersection	
			U-Turn		Left		Through		Right			
			Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
W 66th St & Southdale East Driveway	Signal	EB	-	-	-	-	1.1	A	-	-	1.7	A
		WB	-	-	-	-	1.5	A	-	-		
		NB	-	-	27.6	C	-	-	4.7	A		
		SB	-	-	-	-	-	-	-	-		
W 66th St & 3316 West Driveway	TWSC	EB	-	-	-	-	0.3	A	-	-	-	-
		WB	-	-	-	-	0.6	A	-	-		
		NB	-	-	-	-	-	-	-	-		
		SB	-	-	-	-	-	-	3.7	A		
W 66th St & 3316 East Driveway	TWSC	EB	-	-	-	-	0.6	A	-	-	-	-
		WB	-	-	-	-	2.9	A	2.2	A		
		NB	-	-	-	-	-	-	-	-		
		SB	-	-	-	-	-	-	4.9	A		
W 66th St & York Ave	Signal	EB	-	-	38.8	D	26.0	C	1.7	A	23.6	C
		WB	28.0	C	35.1	D	21.3	C	3.4	A		
		NB	33.2	C	35.0	C	23.3	C	2.5	A		
		SB	29.4	C	35.7	D	28.1	C	1.3	A		
York Ave & 6550 Driveway	TWSC	EB	-	-	-	-	-	-	3.4	A	-	-
		WB	-	-	-	-	-	-	-	-		
		NB	-	-	-	-	2.4	A	-	-		
		SB	-	-	-	-	0.4	A	0.4	A		
Xerxes Ave & W 64th St	TWSC	EB	-	-	14.8	B	14.0	B	7.2	A	-	-
		WB	-	-	12.1	B	15.9	C	4.8	A		
		NB	4.5	A	4.0	A	0.5	A	0.2	A		
		SB	-	-	3.0	A	0.4	A	0.3	A		

2024 SimTraffic Summary - PM Build Traffic

Intersection	Control	Approach	Operations by Movement								Overall Intersection	
			U-Turn		Left		Through		Right			
			Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
W 66th St & Southdale East Driveway	Signal	EB	-	-	-	-	6.3	A	-	-	7.4	A
		WB	-	-	-	-	5.7	A	-	-		
		NB	-	-	24.7	C	-	-	8.5	A		
		SB	-	-	-	-	-	-	-	-		
W 66th St & 3316 West Driveway	TWSC	EB	-	-	-	-	1.7	A	-	-	-	-
		WB	-	-	-	-	0.5	A	-	-		
		NB	-	-	-	-	-	-	-	-		
		SB	-	-	-	-	-	-	3.5	A		
W 66th St & 3316 East Driveway	TWSC	EB	-	-	-	-	2.7	A	-	-	-	-
		WB	-	-	-	-	2.5	A	1.9	A		
		NB	-	-	-	-	-	-	-	-		
		SB	-	-	-	-	-	-	3.8	A		
W 66th St & York Ave	Signal	EB	52.9	D	51.9	D	38.2	D	1.8	A	36.8	D
		WB	-	-	50.6	D	34.6	C	3.8	A		
		NB	-	-	56.5	E	40.2	D	3.3	A		
		SB	56.2	E	57.9	E	38.7	D	4.1	A		
York Ave & 6550 Driveway	TWSC	EB	-	-	-	-	-	-	4.3	A	-	-
		WB	-	-	-	-	-	-	-	-		
		NB	-	-	-	-	3.4	A	-	-		
		SB	-	-	-	-	0.5	A	0.5	A		
Xerxes Ave & W 64th St	TWSC	EB	-	-	33.2	D	33.4	D	11.2	B	-	-
		WB	-	-	31.4	D	26.7	D	16.0	C		
		NB	-	-	7.9	A	1.8	A	1.7	A		
		SB	-	-	14.4	B	0.4	A	0.3	A		

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Table B-8: Phase II (2024) Build Conditions – AM and PM Peak Hour Queuing

2024 SimTraffic Summary - AM Build Queuing									
Intersection	Control	Approach	Queue Length by Movement						
			Left		Through		Right		
			Storage	95th %	Storage	95th %	Storage	95th %	
W 66th St & Southdale East Driveway	Signal	EB	-	-	350	45	-	-	
		WB	-	-	250	105	-	-	
		NB	250	65	-	-	200	35	
		SB	-	-	-	-	-	-	
W 66th St & 3316 West Driveway	TWSC	EB	-	-	400	0	-	-	
		WB	-	-	250	0	250	0	
		NB	-	-	-	-	-	-	
		SB	-	-	-	-	100	25	
W 66th St & 3316 East Driveway	TWSC	EB	-	-	650	10	-	-	
		WB	-	-	225	25	225	15	
		NB	-	-	-	-	-	-	
		SB	-	-	-	-	100	25	
W 66th St & York Ave	Signal	EB	400	45	875	90	300	0	
		WB	300	155	700	235	300	0	
		NB	250	120	375	110	200	0	
		SB	250	50	700	95	100	75	
York Ave & 6550 Driveway	TWSC	EB	-	-	-	-	100	35	
		WB	-	-	-	-	-	-	
		NB	-	-	200	5	-	-	
		SB	-	-	450	0	75	0	
Xerxes Ave & W 64th St	TWSC	EB	400	65	400	65	400	65	
		WB	300	55	300	55	300	55	
		NB	250	35	600	0	600	0	
		SB	200	20	800	0	800	0	
2024 SimTraffic Summary - PM Build Queuing									
Intersection	Control	Approach	Queue Length by Movement						
			Left		Through		Right		
			Storage	95th %	Storage	95th %	Storage	95th %	
W 66th St & Southdale East Driveway	Signal	EB	-	-	350	170	-	-	
		WB	-	-	250	190	-	-	
		NB	250	115	-	-	200	85	
		SB	-	-	-	-	-	-	
W 66th St & 3316 West Driveway	TWSC	EB	-	-	400	0	-	-	
		WB	-	-	250	0	250	0	
		NB	-	-	-	-	-	-	
		SB	-	-	-	-	100	35	
W 66th St & 3316 East Driveway	TWSC	EB	-	-	650	90	-	-	
		WB	-	-	225	20	225	15	
		NB	-	-	-	-	-	-	
		SB	-	-	-	-	100	20	
W 66th St & York Ave	Signal	EB	400	145	875	255	300	0	
		WB	300	200	700	230	300	0	
		NB	250	220	375	340	200	0	
		SB	250	90	700	160	100	80	
York Ave & 6550 Driveway	TWSC	EB	-	-	-	-	100	30	
		WB	-	-	-	-	-	-	
		NB	-	-	200	15	-	-	
		SB	-	-	450	0	75	10	
Xerxes Ave & W 64th St	TWSC	EB	400	75	400	75	400	75	
		WB	300	85	300	85	300	85	
		NB	250	55	600	15	600	0	
		SB	200	40	800	0	800	0	

Kimley»Horn

MEMORANDUM

To:	Cary Teague
From:	William Reynolds, P.E., AICP, PTP
	Kimley-Horn and Associates, Inc.
Date:	September 22, 2015
Subject:	West 66th Street and York Avenue Residential Redevelopment – Parking Demand Memo

The following memo documents an analysis of current parking demand, estimated future demand, and planned parking supply for the proposed residential redevelopment at the intersection of West 66th Street and York Avenue in Edina, MN.

Introduction

DLC Residential is proposing a residential redevelopment project for the site in the north-west quadrant of the intersection of York Avenue and West 66th Street. The site is currently occupied by two buildings and surface parking. The Redevelopment Plan assumes that the 62,100 sq. ft. medical/office building located on the north-east section of the site (6550 York Avenue) will remain open during Phase I. The other building on site (3250 West 66th Street) is currently only partially occupied and will be removed.

During the redevelopment of the site, the adjacent parcel (3316 West 66th Street) will remain open, and access to York Avenue from the site will be preserved. A shared parking agreement is currently in place between all three buildings, and in order to assess potential impacts of a reduction in surface parking on the adjacent site, current parking demands at 3316 West 66th Street are also included in the parking study.

Parking for the proposed residential buildings on site will include a mixture of secure, underground parking and some surface parking, supplied at a ratio of approximately 1.6 stalls per dwelling unit following both Phase I (230 units) and Phase II (145 additional units). Estimated residential parking demands are not discussed as part of this parking study.

Data Collection

On Thursday, September 3rd, 2015, a parking occupancy study was conducted every thirty minutes from 10 a.m. to 12:00 p.m. and again from 1:30 p.m. to 3:30 p.m. in order to measure parking demand and estimate the peak hour of demand. The site was divided into four areas based on observations of the typical destinations of users of each lot. These areas are shown in **Figure 1**. Note that the stall count shown in Area C includes the estimated 28 secure stalls under the building, although these were not observed on site.



Figure 1: Parking Areas

Results of the study are provided in **Figure 2**. The 28 secure stalls in Area C were not counted, and were therefore assumed to be fully occupied throughout the study.

As shown, the peak hour was observed to be between 11 a.m. and 12 p.m. Area A was typically around 70 to 75 percent full throughout the day. The building in Area B is only partially occupied; therefore, the parking demands were very low (less than 25 percent occupied). Area C had much higher utilization near the building, with a typical range around 50 to 60 percent occupied (including the assumed secure parking demand). The small lot just to the east of Area B was typically around 40 to 50 percent occupied. The area north of Area D was only used by 3 vehicles all day (less than 5 percent occupied), and these users were assumed to be headed to the 6550 Building. Finally, the shared lot (Area D) was sparsely used, but the 10 to 15 vehicles parked in this area were observed to be from users of all three buildings.

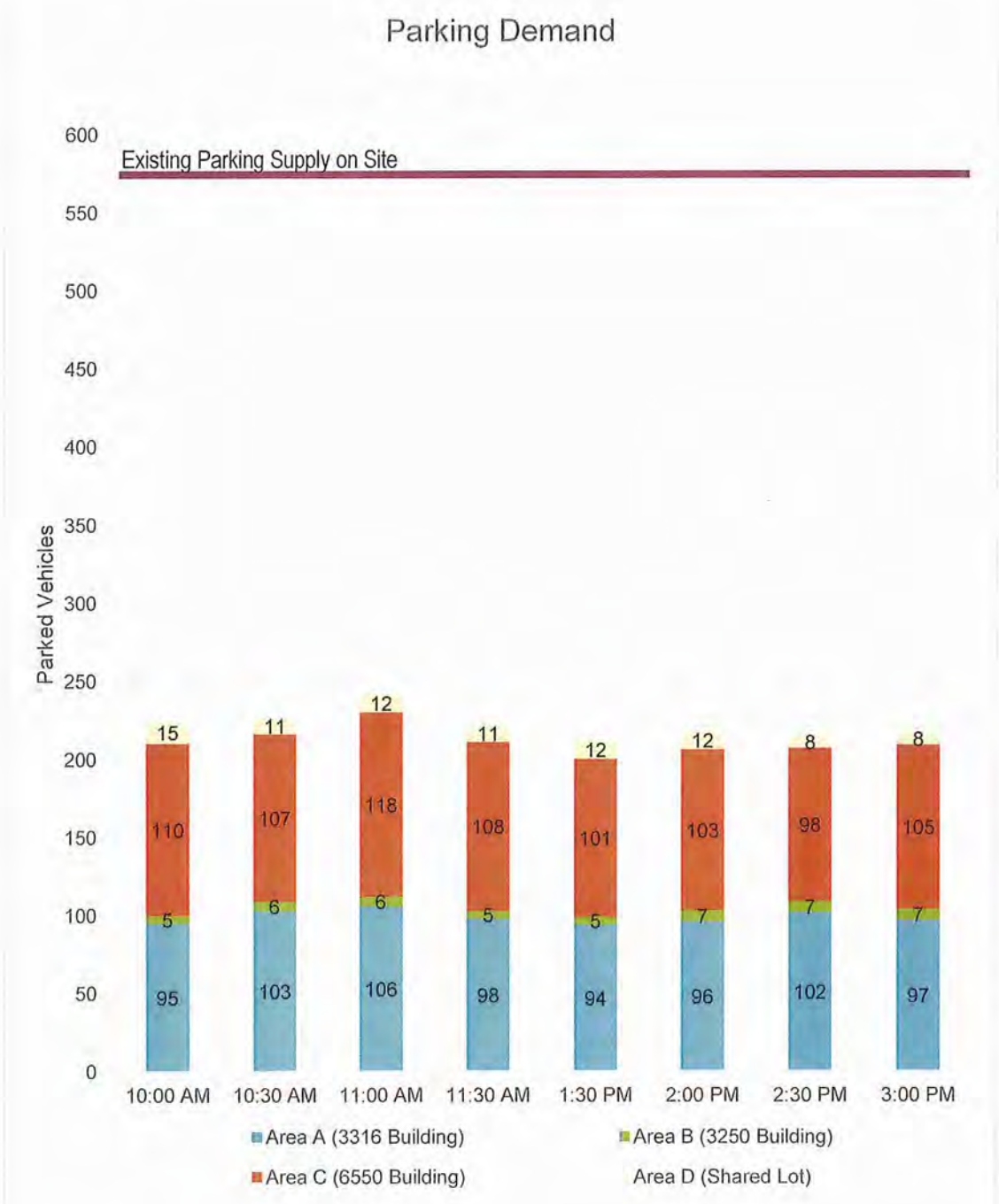


Figure 2: Parking Demand by Time of Day

3316 West 66th Street Site

Although the building located at 3316 West 66th Street and the surrounding parking will remain following the proposed residential redevelopment project on the parcels to east, the building currently has access to a shared parking lot on site. Because much of this shared parking area will be removed during the redevelopment of the site, parking demand associated with the 3316 Building was included in the study to estimate the potential for spillover demand.

The building is currently occupied by a bank with a drive-in and medical offices (dermatology). The 33,000 sq. ft. building was assumed to be fully occupied and primarily devoted to medical office space, and 5,500 sq. ft. was taken as the assumed square footage of the bank.

In order to estimate parking demand for the building, three sources were consulted:

- Parking Generation, 4th Edition. Institute of Transportation Engineers (ITE)
- Shared Parking, 2nd Edition, Urban Land Institute (ULI)
- Edina Code of Ordinances

The uses of the building match most closely with ITE's Land Use Codes 720 (Medical/Dental Office) and 912 (Drive-In Bank). ULI references these same Land Use Codes.

The estimated peak parking demand for the 3316 Building using these sources is presented in **Table 1**. While ULI exclusively uses the 85th percentile of all observations to derive the rate presented, ITE provides both the average rate observed as well as the 85th percentile rate; for context both rates are presented in the table. The Edina Code of Ordinances specifies a minimum parking supply for these uses of one vehicle for every 200 sq. ft. of gross floor area (GFA), and also specifies one additional stall for every doctor at medical office buildings. The names of 14 doctors are listed inside the building.

In addition to estimated demand and the effective parking ratio, the field observations from September 3rd, 2015, are also presented, along with the parking supply (Area A only) and corresponding ratio. ULI indicates that for banks and office uses, September is a representative month for demand observations, and therefore no seasonal adjustment factors are recommended.

Table 1: Parking Demand Estimates, Observations, and Supply for the 3316 Building

Building Uses	Reference/ Methodology	Rate/ Observation	Parking Stalls	Effective Ratio
27,500 sq. ft. Medical/ Dental Office Space (14 Doctors) 5,500 sq. ft. Drive-In Bank	**Peak Parking Demand Estimates**			
	ITE Parking Generation, Fourth Edition (Average Rate)	3.2 Veh./1,000 sq. ft. Medical/Dental 4 Veh./1,000 sq. ft. Bank	110	3.33
	ITE Parking Generation, Fourth Edition (85th Percentile)	4.27 Veh./1,000 sq. ft. Medical/Dental 5.67 Veh./1,000 sq. ft. Bank	149	4.50
	ULI Shared Parking, Second Edition (85th Percentile)	4.5 Veh./1,000 sq. ft. Medical/Dental 4.6 Veh./1,000 sq. ft. Bank	149	4.52
	Edina Code of Ordinances	5 Veh./1,000 sq. ft. Medical/Dental 1 Veh./Doctor 5 Veh./1,000 sq. ft. Bank	179	5.42
	Field Observations			
	Observations	106 @ 3316 Building 4 @ Shared Lot (assumed)	110	3.33
	Supply			
	Proposed Supply	140 @ 3316 Building	140	4.24

Based on field observations, parking demand for the 3316 Building closely matches the predicted peak parking demands from ITE's average rate for both uses. While some variability can be expected, the excess 20 percent capacity on site is likely sufficient to meet the needs of the users of the building, even with the removal of the shared parking region to the east.

66th and York Redevelopment Site

During Phase I of the residential redevelopment project, the largely vacant 3250 Building will be removed along with the shared parking lot (Area D) in order to accommodate a 230-unit apartment building and underground parking. During this first phase, the 6550 Building will remain open, and the surrounding lots will need to serve all parking demands for the building. The proposed Phase I site layout is shown in **Figure 3.**

The 62,100 sq. ft. building has a variety of tenants, including financial services, real estate services, medical and detail offices, an addiction center, and a testing center. Given the number of different uses, Land Use Code 710 (General Office Building) is most applicable. ITE defines this use as follows:

> *A general office building houses multiple tenants; it is a location where affairs of businesses, commercial or industrial organizations, or professional persons or firms are conducted. An office building or buildings may contain a mixture of tenants including professional services, insurance companies, investment brokers and tenant services, such as a bank or savings and loan institution, a restaurant or cafeteria and service retail facilities.*

The estimated peak parking demand for the 6550 Building, assuming a general office building use with full occupancy, is presented in **Table 2**. Both the average and 85th percentile rates from ITE are presented, along with the 85th percentile rate from ULI. The Edina Code of Ordinances specifies a minimum parking supply for a professional office building of this size as one stall for every 210.5 sq. ft. of gross floor area (GFA) based on the formula presented below the table.

In addition to estimated demand and the effective parking ratio, the field observations from September 3rd, 2015, are also presented. Because field observations were conducted when the building was approximately 71 percent occupied (18,000 sq. ft. of available leasable space), a forecasted peak parking demand rate is also presented, based on an adjustment to the field observations. ULI indicates that for general office uses, September is a representative month for demand observations, and therefore no seasonal adjustment factors were applied to the forecast. The final section of the table shows the projected parking supply following Phase I.

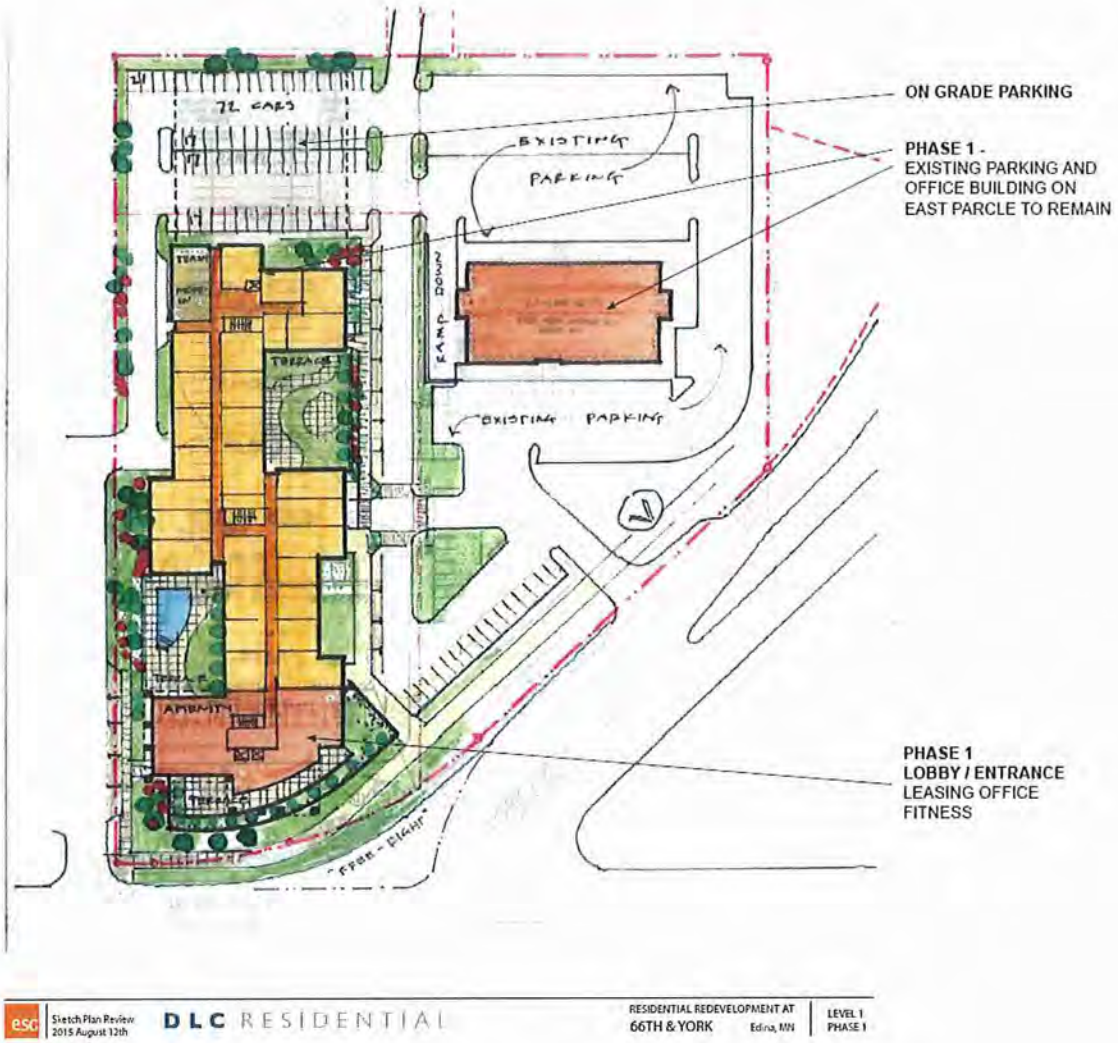


Figure 3: Phase I Site Layout

Table 2: Parking Demand Estimates, Observations, and Supply for the 6550 Building

Building Use	Reference/ Methodology	Rate/ Observation	Demand Estimate/ Observation	Effective Ratio
62,100 sq. ft. Office Space	**Demand Estimates**			
	ITE Parking Generation, Fourth Edition (Average Rate)	2.84 Veh./1,000 sq. ft. Office	176	2.84
	ITE Parking Generation, Fourth Edition (85th Percentile)	3.45 Veh./1,000 sq. ft. Office	214	3.45
	ULI Shared Parking, Second Edition (85th Percentile)[1]	3.60 Veh./1,000 sq. ft. Office	224	3.60
	Edina Code of Ordinances[2]	4.75 Veh./1,000 sq. ft. Office	295	4.75
	Field Observations			
	Observations	87 @ 6550 Building	138	2.22
		7 @ Shared Lot (assumed)		
		28 @ Secure Lot (estimated)		
	Forecast			
	Forecast[3]	3.13 Veh./1,000 sq. ft. Office	194	3.13
	Supply			
	Supply	150 @ 6550 Building	250	4.03
		72 @ Shared Lot		
		28 @ Secure Lot		

Based on field observations, forecasted parking demand for the 6550 Building under a full occupancy scenario is less than the predicted peak parking demands using the ULI and ITE 85th percentile rates for general office

[1] Rate interpolated between rate for 25,000 sq. ft. building (3.8) and rate for 100,000 sq. ft. building (3.4)
[2] Rate derived assuming 62,100 GFA and the following formula: 1,000/[(0.00025*GFA)+195]
[3] Rate derived based on the assumption that field observations were conducted when building was 71% occupied

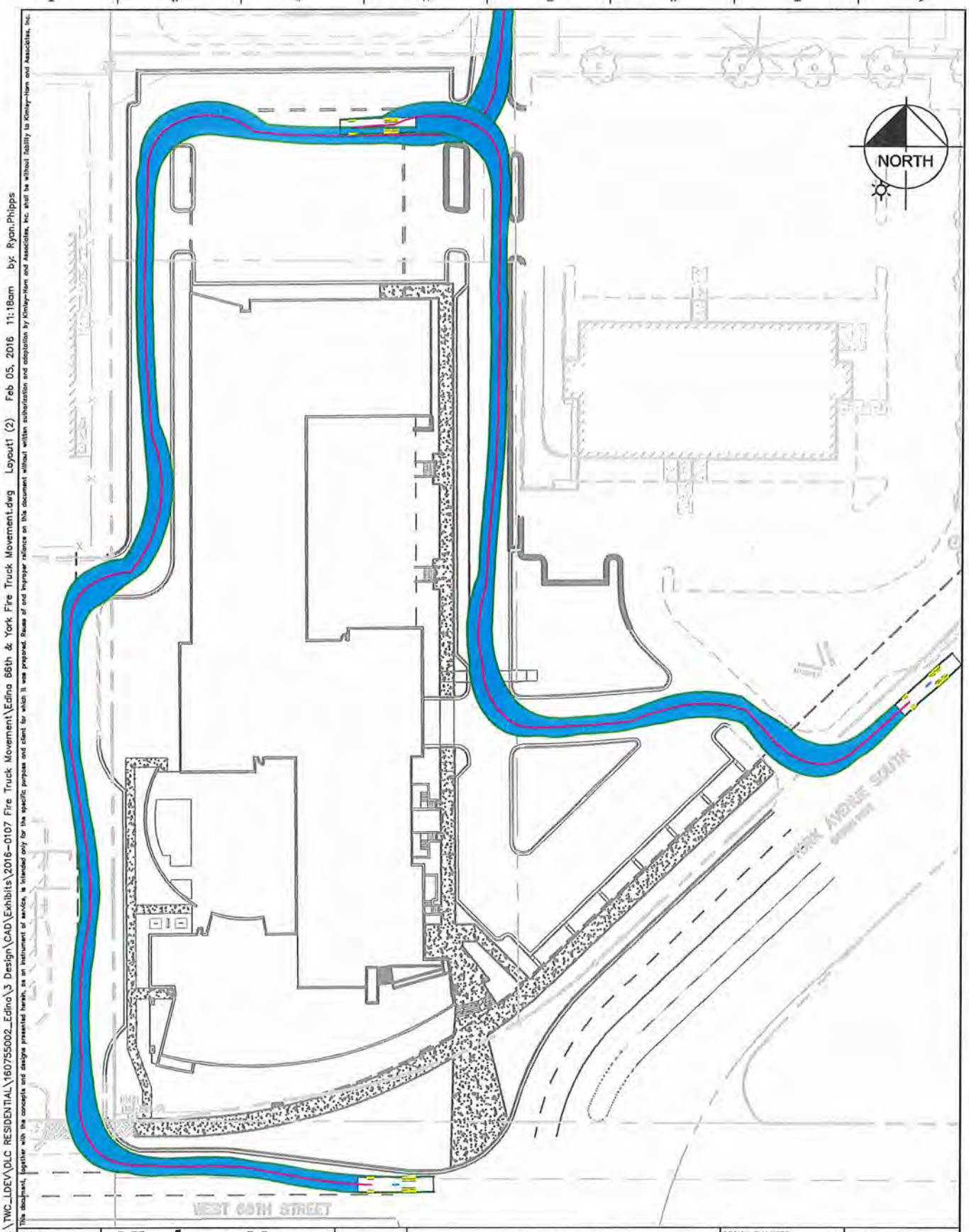
buildings. While some variability can be expected, particularly with changes in tenants, the proposed supply of 250 parking stalls will provide sufficient parking following the completion of Phase I. This supply ratio exceeds even the conservative estimates provided using the 85th percentile rate from both ULI and ITE.

Recommendations

Based on field observations and a review parking demand estimates from ITE and ULI, the proposed parking supply ratios will adequately serve both office buildings following completion of Phase I.

Proposed Parking Supply Ratios:

- 3316 Building: 4.24 parking stalls per 1,000 sq. ft. GFA
- 6550 Building: 4.03 parking stalls per 1,000 sq. ft. GFA



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CHECKED BY	XXX

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DATE 02.05.2016

PROJECT NO. 116199XXX

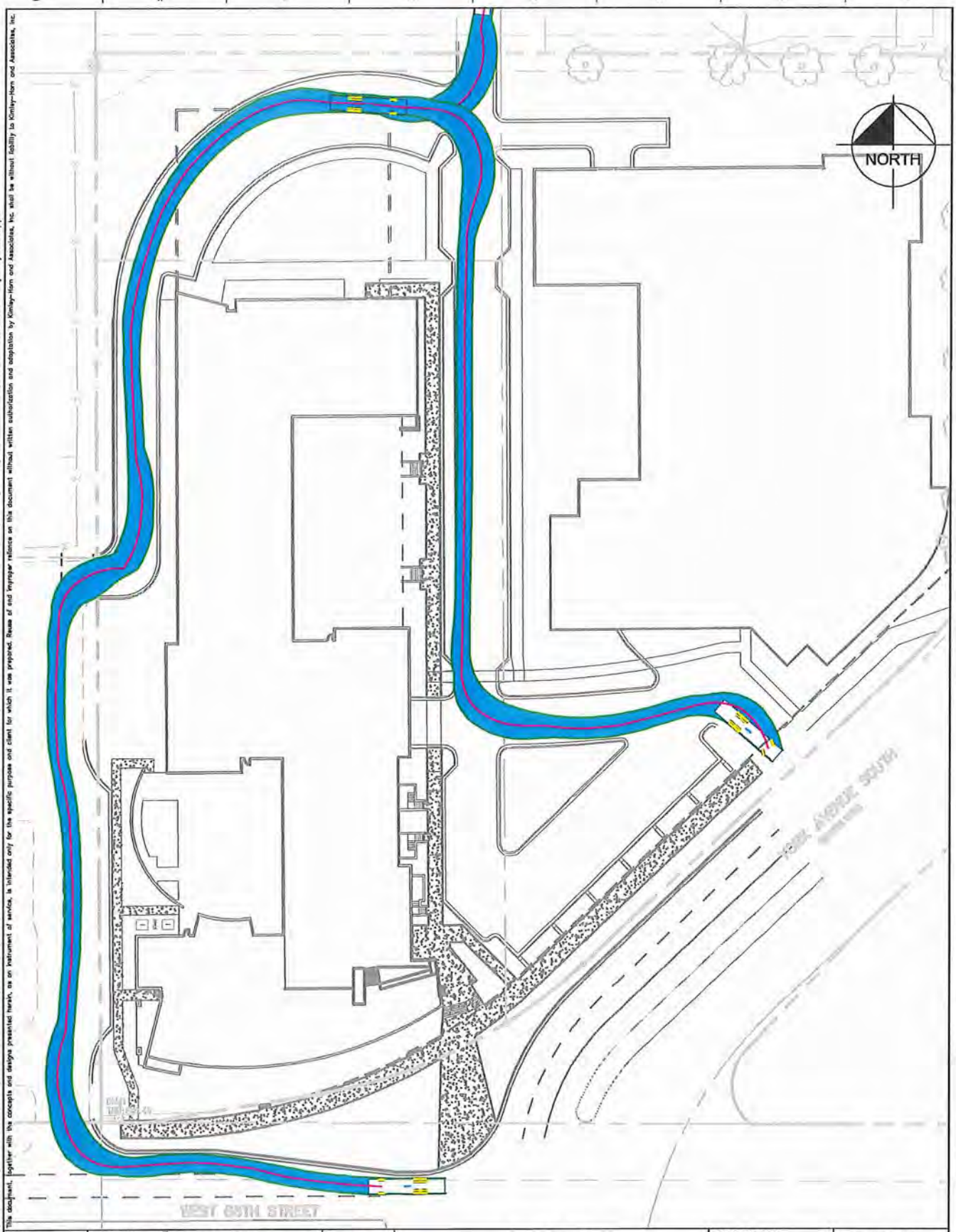
EDINA, MN
MILLENNIUM AT SOUTHDALE
PHASE I: FIRE TRUCK MOVEMENTS

DESIGN ENGINEER:

XX P.E. LICENSE NUMBER:

SHEET NUMBER 1 of 2

A107



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DATE 02.05.2016

PROJECT NO. 116199XXX

EDINA, MN
MILLENNIUM AT SOUTHDALE
PHASE II: FIRE TRUCK MOVEMENT

DESIGN ENGINEER:

XX P.E. LICENSE NUMBER:

SHEET NUMBER
2 of 2

A108

RESIDENTIAL REDEVELOPMENT

MILLENNIUM at SOUTHDALE

Formerly 66th & York

RESPONSE TO WORKING PRINCIPLES

January 21, 2016

France Avenue Southdale Area Working Principles and Supporting Questions

---

Element	Working Principle and Supporting Questions
Give-to-Get; Plan & Process	**Allow latitude to gain tangible and intangible outcomes aligned with the district principles.**

1 How does the proposal contribute to the realization of the principles for the district?

Millennium at Southdale will be a high-quality residential community that will present new options for 21st century, life-style housing within the Southdale District. It will transform an auto-oriented office environment on this site into an upscale residential community, rich in amenities and set within a green and more sustainable pedestrian oriented landscape.

2 How can the proposal move beyond the principles for the district?

Millennium at Southdale can contribute to the improved visual quality, and enhanced interconnectedness of the District.

3 What tangible and intangible outcomes might be offered by the proposal but cannot be achieved by the project on its own?

As a highly visible, gateway site to the Southdale District, Millennium at Southdale will help to "set the tone" for the entire district. First impressions linger, and Millennium at Southdale will be that first impression to all those entering the District from York Avenue. It will portray an image of quality and provide a precedent; pointing the way to how other projects can similarly contribute to higher level of sustainability, enhanced visual quality and interconnectedness within

5 the District.

What alternatives were explored to arrive at a proposal that is best aligned with the principles and the opportunities of the district?

Many were explored; some more successful than others. In response to critique by staff, the proposal evolved in a way that placed more "human activity" on the prominent street fronts. The building massing

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CITY OF EDINA

and setbacks were modified to create more "drama" and visual interest on the primary elevations. And the upper levels of the Phase I tower became a "lantern" which will be seen from great distances.

Edina Cultural Preferences; Identity

Advance quality through thoughtful and artful design of buildings and publicly accessible spaces, highlighted human activity, and enhanced economic vibrancy.

DLC is open to the idea of incorporating a public art installation in the auto courtyard nearest York Avenue.

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.

This proposal is an integrated composition of two building which clearly represent Foreground Buildings in the district. As such, the design is exemplary of that position, and the amenities, the architectural character and the materials are of the highest quality possible within its market segment.

2 What qualities of the proposal will be most valued by the community in 50 years?

Its proximity to off-site amenities and the richness of its on-site amenities.

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?

This composition of buildings will have two very distinct sides. Its "public" side located on the street frontage will showcase its interior amenities by placing the lobby, lounge, fitness spaces and other activity areas on its south facade. The private side of this community will be more sedate and somewhat secluded. It will be reserved for its residents and their guests and will be characterized by a variety of semi-public and private, outdoor activity areas.

4 In what ways does the proposal enhance the economic vibrancy of the district?

It will introduce new housing options that will contribute to the 24 hour vitality of the District. A vibrant residential community will replace the poorly occupied and outdated office product.

District Function

Look beyond baseline utilitarian functions of a single site to create mutually supportive and forward-looking infrastructure sustaining the district.

1 Describe the ways in which the proposal is self-supporting related to on- and off-site infrastructure and resources.

2 What impacts does the proposal pose on existing on- and off-site infrastructure?

4 The recent traffic study indicates that peak hour traffic will be reduced. Storm water will be managed and improved in quality.

Describe the infrastructure features of the proposal that are truly extraordinary by relating the performance of those features to current

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standards, requirements, or best practices.

The project will showcase sustainable design principles to the greatest extent affordable. The garage roof walls will be landscaped and greened, usable terraces. The inlet to the underground storm water management system will be expressed in the landscaped area of the auto court. Building systems, mechanical and electrical systems will be as energy efficient as is practical within the project proforma.

5 How the proposal relies on infrastructure of the district for baseline performance?

Millennium at Southdale will utilize the existing street system, driveway access points and cross-easement agreements currently in place with its neighbors to the west.

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?

It will greatly enhance the street frontage on York Avenue.

2 What features and amenities does the proposal introduce to extend the sense of an expansive and engaging public realm to its site?

As part of the enhanced street frontage, the project will incorporate high quality pedestrian materials, 3-dimensional elements with lighting, distinctive landscaping and unique signage.

3 Demonstrate the ways in which the proposal supports pedestrians and bicyclists movement and identify those nearby district features that are important destinations.

Along with the enhanced on-site pedestrian improvements along York, we are also providing an interior street that provides a welcoming connection to 66th street for the neighbors to the north as well as the proposed building residents. The proposed building parking ramp will also include amenities to support bicyclists (secure bike storage, guest bike racks, repair shop, etc).

4 What features does the proposal employ to ensure a safe and inviting pedestrian experience on the site?

The interior of the site will incorporate a variety of outdoor rooms interconnected by well-defined pedestrian ways and a "calmed" interior street which will encourage pedestrian movements between this and the neighborhood to the north.

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 it neighbors?

The neighborhood already sports a variety of building types and a variety of height. This proposal will add to that variety by including mixed building heights and step-backs to the massing. It does NOT attempt to maximize density by pushing the limits of allowable height.

2 How does the proposal make full use of the available site, especially those portions of the site not occupied by parking and buildings?

Areas NOT utilized for buildings will be developed as open spaces and

RECD

amenities for the residents AND promote pedestrian movements between this and the neighborhood to the north.

3 How does the proposal interact with its neighbors?
It promotes pedestrians circulation between this and adjacent neighborhoods. It shares cross easements with its neighbors, thereby facilitating convenient access and egress for all. The stepped massing of the proposed buildings fit well within the scale of the area and reinforce step-backs from internal property lines.

4 Describe the zones of activity created by the proposal and compare those areas to zones of activity on adjacent and nearby sites.
Unlike most of the existing developments which place a single building in the middle of their sites, this proposal uses the building masses to sculpt and define five distinct outdoor activity areas.

Health

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

1 How does this proposal enhance key elements of environmental health?
The single biggest improvement in environmental health as a result of this redevelopment will likely be improved ground water quality and managed runoff. An intangible benefit to public health is the addition of the residential uses in close proximity to employment, to retail and restaurants and to transit. The resulting interconnected neighborhood will reduce auto trips and encourage walkability.

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.
Ownership and Phasing of the redevelopment of this site pose the greatest complications. Maintaining access and parking for the existing Titus building which must remain in operation during the construction of the first phase is challenging and is a major driver in the configuration of the Phase I site layout.

2 Describe the metrics to be used to compare the innovations posed by the proposal.
This proposal fits within the proscribed residential density of the District. But rather than placing a single high-rise building in the middle of the site, this proposal creatively arranges mid-rise buildings which are complimentary to their neighbors. The resulting variety of outdoors spaces will create well-defined outdoor activity spaces and amenities for its residents and greater visual interest to the District.

3 For those solutions posed by the proposal as innovative, describe how they might become "best practices" for the district.
5 Higher levels of pedestrian connectivity in the streetscape, the creation of usable outdoor spaces within the site boundaries and the variety of building height and mass are all positive practices which can be applied broadly across the District.

JAN 28 RECD

Describe other projects where innovations similar to those included in the proposal have been employed.

DLC Residential is currently developing several projects which employ similar principles of neighborhood planning. Millennium and CPW in St. Louis Park are residential communities that are highly integrated into their larger neighborhoods.

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?

This redevelopment will add additional housing options to a District that historically has had few. It will add to the 24 hour vitality, mixed use and interconnectedness of the district.

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

Economic Vitality

1 Describe the proposal in terms of its economic contributions to the district.

This proposed apartment redevelopment will help the growth of Healthcare and other job sectors in the area that require a diverse supply of housing alternatives to accommodate a wide range of employee living needs. Additionally, it will encourage working professionals to live in Edina rather than commute to other communities. As full time residents, they will contribute more to the local economy.

2 How does the proposal enhance development on adjacent or nearby sites?

The innovative design, quality materials and pedestrian-friendly site improvements will set the standard for future development and will encourage further walkability. Our goal is that our residents will take advantage of the proximity to the Southdale Shopping Center, the Galleria and other neighboring businesses.

3 What features of the site or district limit the potential of the proposal from being fully realized?

Land price increases have made it increasingly difficult to make rental developments profitable.

4 Why this proposal is best situated on its proposed site from the perspective of economic vitality?

The District has a need for high quality rental units due to the increase of Healthcare employment with better than average wages. The residents of our community will be able to walk to work as well as enliven the area at night with more business to the local restaurants and shops.

5 How does the proposal make the district and the community a better place?

The multifamily development will bring young working professionals with disposable income who will support the local economy and eventually establish households in Edina.

JAN 23 RECD

DATE: February 12, 2016

TO: 3250 West 66th Street Owner and Development Team

CC: Cary Teague – Community Development Director

FROM: Chad Millner P.E. - Director of Engineering
Charlie Gerk – Engineering Technician

RE: **3250 West 66th Street – Development Review**

The Engineering Department has reviewed the subject property for street and utility connections, grading, and storm water. Plans reviewed were; Civil drawings undated, title sheet with 1/20/2016 submittal date, and Architectural drawings dated 01/20/16

Details

1. A developer's agreement will be required.
    a. Developer will be required to document existing road conditions on York Ave South (North of 65th) by a pre and post construction condition survey. If degradation occurs during construction as documented by the post construction condition survey, developer is required to improve road by reconstruction or mill and overlay.
    b. Plat public easement or transfer fee ownership of dedicated public right of way.

Survey

1. A proposed site survey is required.
    a. Note location and provide description of street easement for possible 65th Street extension.
2. Apply for vacation of existing easements if needed. Provide confirmation that private easements have been vacated.
3. Describe easements or transfer dedicated outlets for public sidewalk and any public utilities.

Traffic and Street

4. Continue construction of sidewalk to fill missing segment near the existing monument sign on Ph. 2.
5. Maintain sidewalk access during construction.
6. Design sidewalks to meet ADA requirements.
7. Clearly denote private paths or sidewalk. Maintenance for non-public sidewalks to be responsibility of property owner.
8. Construction staging, traffic control, and pedestrian access plans will be required.
9. Roadway light fixtures along York Ave or 66th Street shall be consistent with York Ave and 66th Street structures.
10. Apply for curb cut permit for entrances. 18" bituminous patch required.
11. Show location of garbage collection and service on civil plan set.
12. Building access roads will need to accommodate ladder fire truck (turning template included).
    a. 15-ft minimum corner radius most likely required for ladder fire truck turning. Noted 6-ft radius shown on plans.
    b. West access road most likely will need Fire Lane signage and adjustment of radius.

A114

c. Address comments from Fire Marshal on attached turning templates. *"it appears on the west side they require the apparatus to "jockey" or back up to make turns. Also this PDF does not show tree canopy obstructions."*

13. Accessible parking stall calculations and locations need to be noted.

Sanitary and Water Utilities

14. Verify fire demand and hydrant locations.
15. Consider moving hydrant located at the NE corner of decorative circle to island area.
16. Clearly indicate private vs public utilities.
17. Domestic water shall be sized by the developer's engineer.
18. Domestic sanitary shall be sized by the developer's engineer.
19. Provide geotechnical report with soil borings.
20. Apply for a sewer and water connection permit. Wet tap to occur at night. City staff to be present to inspect, cost to be paid by developer.
    a. Install gate valve just north of water main connection at 66th Street.

Storm Water Utility

21. Provide hydraulic and hydrologic report.
22. Verify local overflow elevation to parking garage is above the emergency over flow (EOF) elevation and provide spot elevations.
23. Provide more detailed civil drawings for both phase 1 and phase 2 with rim and inverts identified on the plan view drawings.
24. Provide more detailed information for infiltration system on southeast side of project.
25. Existing removed storm sewer connections will need to be completely removed to catch basin and bulk headed.
26. Evidence of watershed district permit and copies of private maintenance agreement in favor of watershed is required for building permit.
27. StormTech representative required to monitor, inspect and verify construction of the underground retention systems.

Grading Erosion and Sediment Control

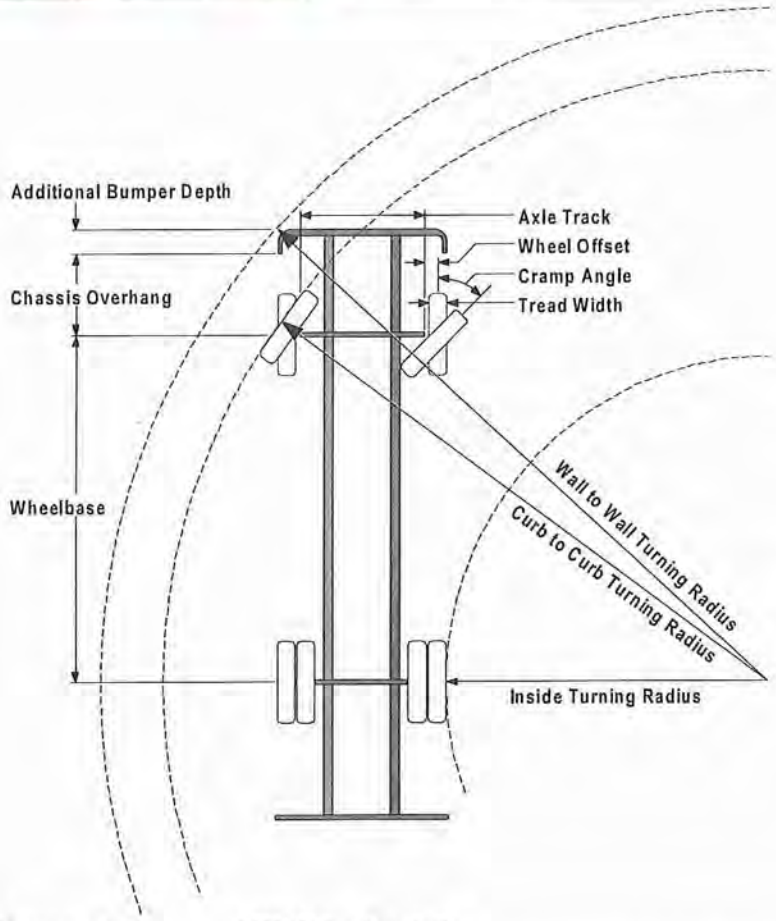
28. A SWPPP consistent with the state general construction site permit is required.

Other Agency Coordination

29. Nine Mile Creek Watershed permit is required. Hennepin County, MDH, MPCA and MCES permits are required.

Turning Performance Analysis

5/1/2013



Parameters:

Inside Cramp Angle:	45.00 °
Axle Track:	81.92 in.
Wheel Offset:	5.25 in.
Tread Width:	16.60 in.
Chassis Overhang:	65.99 in.
Additional Bumper Depth:	19.00 in.
Front Overhang	84.99 in.
Wheelbase:	258.00 in.

Calculated Turning Radii:

Inside Turn:	20 ft. 4 in.
Curb to Curb:	36 ft. 8 in.
Wall to Wall:	41 ft. 1 in.

Comments:

Truck 12205

Components	PRIDE #	Description
Front Tires	0078244	Tires, Michelin, 425/65R22.50 20 ply XZY 3 tread
Chassis	0070220	Dash-2000, Chassis, PAP/SkyArm/Midmount
Front Bumper	0123625	Bumper, 19" extended, Imp/Vel
Aerial Device	0006900	xxxAerial, 100' Pierce Platform

Notes:

Actual Inside Cramp Angle may be less due to highly specialized options.

Curb to Curb turning radius calculated for a 9.00 inch curb.

A116

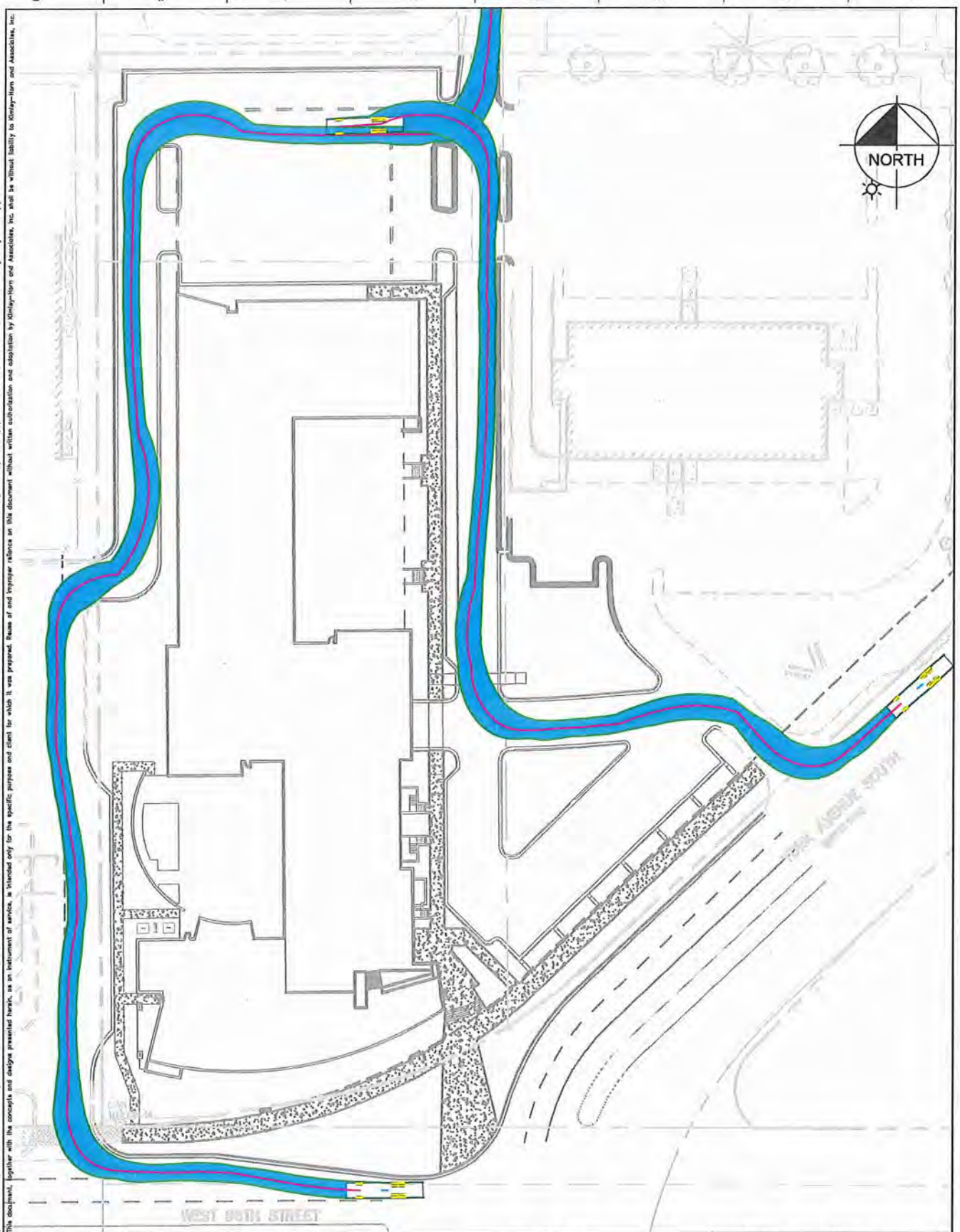
Turning Performance Analysis

5/1/2013

Definitions:

Inside Cramp Angle	Maximum turning angle of the front inside tire.
Axle Track	King-pin to king-pin distance of the front axle.
Wheel Offset	Offset from the center-line of the wheel to the king-pin.
Tread Width	Width of the tire tread.
Chassis Overhang	Distance from the center-line of the front axle to the front edge of the cab. This does not include the bumper depth.
Additional Bumper Depth	Depth that the bumper assembly adds to the front overhang.
Wheelbase	Distance between the center lines of the vehicle's front and rear axles.
Inside Turning Radius	Radius of the smallest circle around which the vehicle can turn.
Curb to Curb Turning Radius	Radius of the smallest circle inside of which the vehicle's tires can turn. This measurement assumes a curb height of 9 inches.
Wall to Wall Turning Radius	Radius of the smallest circle inside of which the entire vehicle can turn. This measurement takes into account any front overhang due to the chassis, bumper extensions and/or aerial devices.

A117

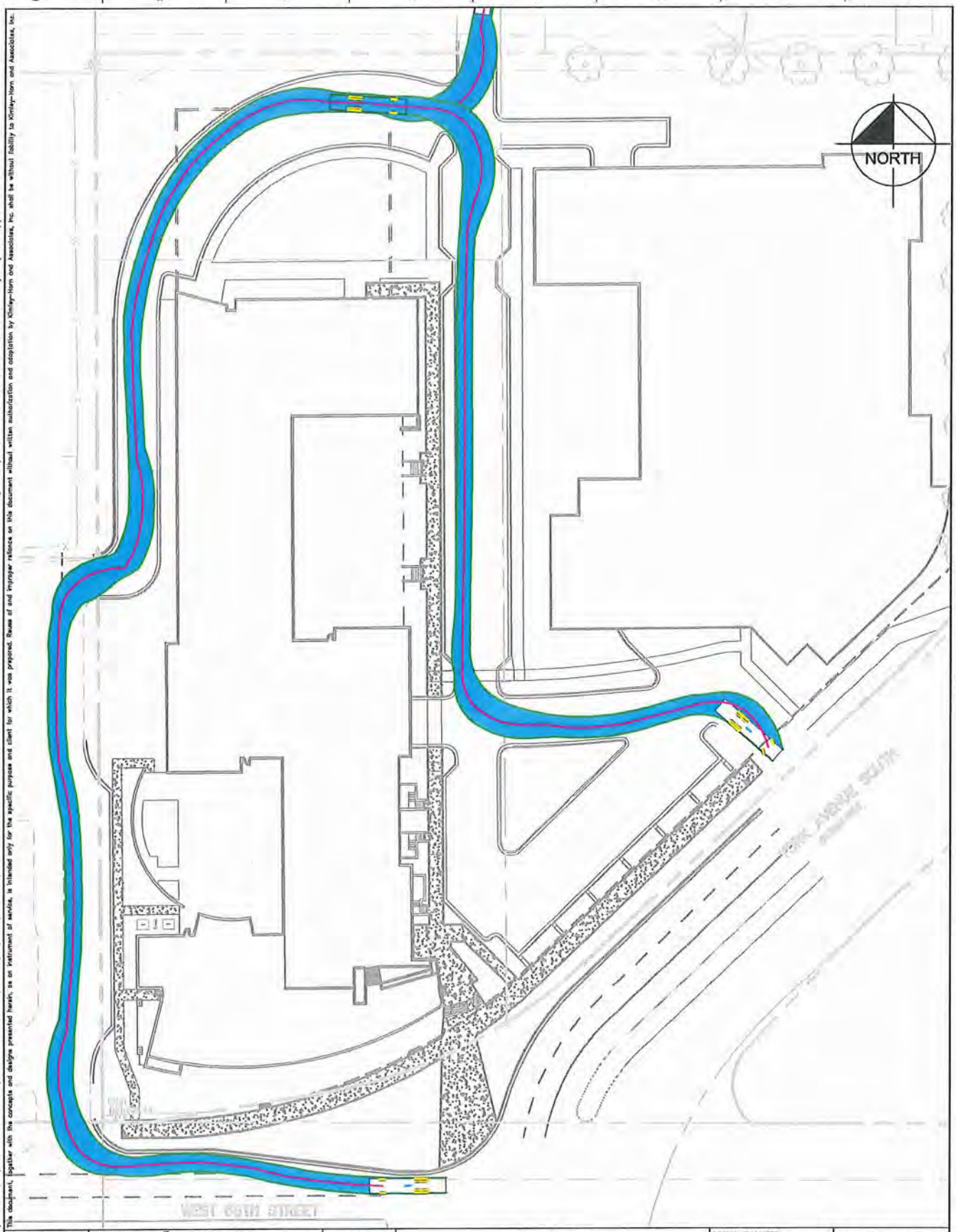


Drawing name: K:\TWC_LDEV\DLC RESIDENTIAL\160755002_Edina\3 Design\CAD\Exhibits\2016-0107 Fire Truck Movement\Edina 66th & York Fire Truck Movement.dwg Layout1 (2) Feb 05, 2016 11:18am by: Ryan.Phipps

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SCALE AS NOTED DESIGNED BY XXX DRAWN BY XXX CHECKED BY XXX	Kimley»Horn © 2014 KIMLEY-HORN AND ASSOCIATES, INC. 2550 UNIVERSITY AVE W, STE 238N ST. PAUL, MN 55114 PHONE (651) 645-4197 FAX (651) 645-5116 WWW.KIMLEY-HORN.COM	DATE 02.05.2016 PROJECT NO. 116199XXX	EDINA, MN MILLENNIUM AT SOUTHDALE PHASE I: FIRE TRUCK MOVEMENTS	DESIGN ENGINEER: XX P.E. LICENSE NUMBER:	SHEET NUMBER 1 of 2

A118



Drawing name: K:\TWC_LDEV\DLC RESIDENTIAL\160755002_Edina\3 Design\CAD\Exhibits\2016-0107 Fire Truck Movement\Edina 66th & York Fire Truck Movement.dwg Layout1 Feb 05, 2016 11:20am by: Ryan.Phipps

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SCALE	AS NOTED
DESIGNED BY	XXX
DRAWN BY	XXX
CHECKED BY	XXX

Kimley»Horn

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DATE 02.05.2016

PROJECT NO. 116199XXX

EDINA, MN
MILLENNIUM AT SOUTHDALE
PHASE II: FIRE TRUCK MOVEMENT

DESIGN ENGINEER:

XX P.E. LICENSE NUMBER:

SHEET NUMBER
2 of 2

A119

CITY OF EDINA

Policy on Affordable Housing

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.

AHO

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

A121



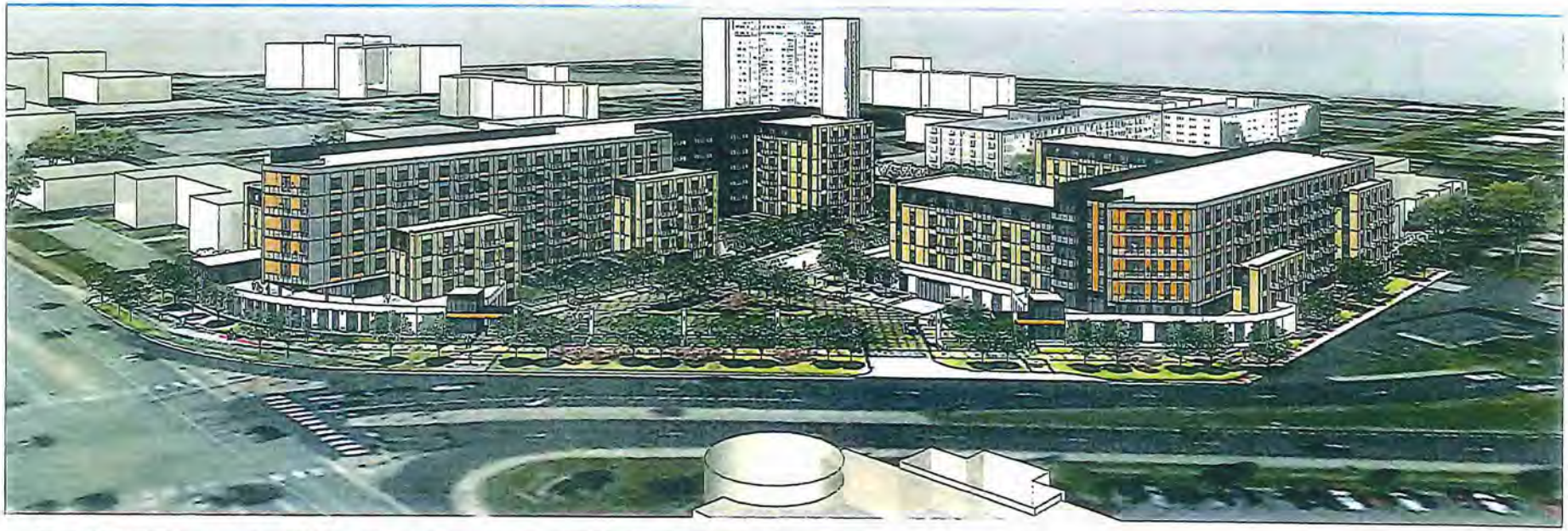
Sketch Plan

PLANNING DEPARTMENT
AUG 12 2015
CITY OF EDINA

Residential Redevelopment at
66th & York
Edina MN

Sketch Plan Review
August 12, 2015

A123





Sketch Plan

PLANNING DEPARTMENT
AUG 19 2015
CITY OF EDINA

A124

Sketch Plan



PLANNING DEPARTMENT
AUG 19 2015
CITY OF EDINA

property line preventing the garage from being expanded directly that way. Commissioners Thorsen and Strauss accepted that amendment.

Commissioner Nemerov noted that he supports the variance as presented; however, has concerns with the level of design detail.

Chair Platteter called for the vote; all voted aye; motion carried.

P.C. 8/26/15

VII. REPORTS AND RECOMMENDATIONS

A. Sketch Plan Review. Titus/Eberhardt. 66th St at York Avenue, Edina, MN

Planner Presentation

Planner Teague reported that the Planning Commission is asked to consider a sketch plan proposal to redevelop the 5.6 acre parcel at 6550 Xerxes and 3250 66th Street West. The applicant is proposing to tear down the existing buildings and redevelop the site with the following two phase development: Phase I (3250 66th Street West): A 6-7 story, 230-unit apartment building. Six floors of housing above the parking and amenities area, and Phase 2 (6650 Xerxes Avenue): A 5-6 story, 145-unit apartment building. Five and four floors of housing above the parking and amenities area.

Teague explained that the primary entrance to the site would be off Xerxes Avenue. There is a secondary access available off of York. Both of these access points exist today. There is a shared access arrangement with the adjacent property owner at 3316 66th Street west. That shared access would also remain.

Teague To accommodate the request, the following amendment to the Comprehensive Plan would be required: Re-guiding of the site from RM, Regional Medical to CAC, Community Activity Center. The proposed height (7 stories) and density (66 units per acre) would meet the standards of the CAC. A rezoning of all the property to PUD, Planned Unit Development is requested.

Teague reported that this property is located within an area of the City that is designated as a "Potential Area of Change" within the 2008 Comprehensive Plan. he Comprehensive Plan states that within the Potential Areas of Change, "A development proposal that involves a Comprehensive Plan Amendment or a rezoning will require a Small Area Plan study prior to planning application. However, the authority to initiate a Small Area Plan rests with the City Council." The City Council is therefore requested to determine if a Small Area Plan is necessary. A study is currently underway in this area as part of the Planning Commission's work plan, adding the France Avenue Southdale Area Development Principles have been shared with the applicant. They have been asked to address each of the principles with any formal application.

Teague further asked the Commission to note that the applicant is not proposing any affordable housing as part of this project. Given housing policy under consideration by the City Council; this project should be required to provide affordable housing consistent with the policy or 20% of the units designated for affordable housing.

Teague concluded that the development team is present to explain their proposal.

Appearing for the Applicant

Rich Kauffman, DLC Residential and Dennis Sutliff, Elness, Swensen Graham Architects

Discussion

Commissioner Olsen asked if the majority of the parking would be underground. Teague responded in the affirmative.

Commissioner Lee asked if the RMD District shrinks would the district continue to be viable. Planner Teague responded that is a good question. Teague explained that the Regional Medical District evolved because of the hospital and the need for medical uses to be in close proximity. Teague reported that even if the area changes to CAC; medical is still a permitted use in that district.

Commissioner Nemerov asked for clarification on the building setback variances. Planner Teague responded that it has been the policy of the Commission and Council to bring (whenever possible) buildings up to the street to enhance the pedestrian experience. Teague did acknowledge because this project will be done in two phases that details can change. Nemerov questioned what would happen if the details changed from approval to build out. Teague said the applicants have indicated they would be redeveloping through the PUD process, adding if there are changes the PUD would need to be amended. Nemerov mentioned he is a little concerned that this proposal is in phases.

Applicant Presentation

Mr. Kaufman addressed the Commission and gave a brief description of DLC, Inc. and explained the proposed residential redevelopment would occur in two phases. He said if the project proceeds they would be requesting a comprehensive plan amendment, rezoning to PUD, and site plan approval. Kaufman said the majority of the apartment units would be one, one-plus and two bedroom units. Kaufman concluded there will be a small number of studio and three bedroom apartments.

Mr. Sutliff told the Commission ESG has a long history within this neighborhood. He asked the Commission to note they embraced the France Avenue Southdale Area Working Principles and Supporting Questions. Sutliff said this site is also a gateway site and the intent is to create something dynamitic. Phase I would occur on parcels 2 and 3 and will consist of a 230 unit rental apartment with two levels of underground parking.

He reported that the existing Titus building will remain on parcel 1. When phase 2 commences the Titus building would be removed. With graphics Sutliff shared schematics of the project.

Discussion

Commissioner Olsen asked about the affordable housing element. Mr. Sutliff said there is a strong desire to implement affordable housing; however, they need to look for a way to implement it. Sutliff said there will be tradeoffs; reiterating they are willing to discuss it.

Commissioner Carr said she likes the design elements of the proposed building and was impressed with the landscaping and the attention paid to pedestrian movements. Commissioner Strauss said he agrees, he likes the building, adding the approach is inviting.

Commissioner Forrest commented with regard to sustainability at this time the City is looking for more than industry standards. Forrest said the City wants developers to go above and beyond that and to also indicate measurable standards.

Commissioner Platteter said he has some concerns with the two phase concept and timing. He added he would hate to see the properties on the east become orphan properties. Continuing, Platteter said he can support the CAC designation for this area, adding it makes sense to have all four corners CAC. Platteter stated in his opinion affordable housing is needed period. With regard to the exterior of the building he wasn't "blown away"; suggesting that the curve in the road is followed more closely. In conclusion Platteter said the goal should be to view this parcel as part of a whole; not an individual island. He asked them to ensure that special attention is made to connectivity, transit options, and signals to traffic improvements to achieve the next level for pedestrian movement.

Commissioner Nemerov said these four corners are important and suggested that the City and developers work together to develop a connected area. He suggested the possibility of walking bridges spanning the road.

Mr. Sutliff said that their intent is to be a good neighbor adding they have every intention to grow the walkability. Sutliff said they are willing to work with city staff on this issue.

Chair Platteter stated in this area public and private partnerships will be key to piecing these areas together.

Commissioner Forrest commented that the buildings appear welcome and attractive from all sides; however, suggested that the applicant makes sure when the building is constructed that that element remains and isn't just drawings. Mr. Sutliff responded that the step back approach from the street offers the appearance of smaller building mass ,

adding they have every intention of creating a building attractive from all sides. Commissioner Forrest said she also was a bit concerned with the two phase element of the proposal and asked the applicant if there is a time frame. Mr. Kaufman responded that Phase I is ready to start in 2016 with Phase II within five to six years.

Commissioner Lee asked what makes this site say" Edina". Mr. Sutliff said this land use element helps create a more mixed use area vs. just retail. The introduction of housing with excellent access to transit and other amenities help the buildings residents to move away from the automobile. Lee said in her opinion more work needs to be done in engaging the street, she pointed out the limited street frontage make it difficult to introduce retail. She suggest that the applicant's revisit their vision. She further added the City also needs to decide what the City wants to see on these four corners. Does the City want smaller shop fronts along the street with stepped back housing; or something different. She asked the applicant to show how people are encouraged to walk, not ride and how is the "true" gateway of this area established. Concluding, Lee also stated she is looking for affordable housing in this development.

Commissioner Olsen agreed that much is proposed to be redeveloped at this intersection/corner, adding she too would like to see how they will connect together. She suggested that when they return with a formal applicant they show the connectivity between these corners. Olsen suggested that the applicant look at the bigger picture and how this fits into the greater Southdale area. Concluding, Olsen asked if there was any opportunity for other uses on the site. Mr. Sutliff responded that adding retail would complicate parking. He noted there is only a small amount of surface parking available. He said they want to create special outdoor spaces; however, there are restraints.

Commissioner Forrest asked the applicant to ensure that people feel invited to walk through the area; she said she understands the difficulty in adding retail, suggesting that amenities like dry cleaners, bike repair, uses that would be used by occupants of the building may work.

Commissioner Nemerov asked the applicant who their residents are. Mr. Kaufman responded he believes they will be the 30-stomethings that rent by choice. Nemerov asked the applicant if they were confident they can fill these units. Mr. Kaufman responded in the affirmative.

Commissioner Carr asked the applicant to take the time to work on the streetscape and to work with the City on street calming measures on this corner and intersection.

Chair Platteter thanked the applicant for their presentation noting the importance of connectivity and enhancing neighborhood walkability.

B. 2016 Work Plan

Finance Director Roggeman introduced Jessica Cook, Ehlers & Associates, to explain the proposed schedule for fees and charges.

Ms. Cook presented key findings, capital improvement needs, water rates, sanitary sewer rates, proposed Sewer Access Charge and Water Access charge fees, storm sewer rates, utility bill comparisons, and a summary of recommendations.

The Council noted that utilities were a core service and thanked staff and Ehlers & Associates for their work.

Mr. Roggeman stated that in Section 2. Water Service: 1. Per 1,000 gallons for areas of City, $2.69 should read $2.70 and $4.21 should read $4.22. **Member Staunton made a motion to grant First and waive Second Reading adopting Ordinance No. 2015-19, Amending Section 2-724 Schedule A Setting Fees, as modified above. Member Stewart seconded the motion.**

Rollcall:
Ayes: Brindle, Staunton, Stewart, Hovland
Motion carried.

VII.C. ORDINANCE NO. 2015-20 AMENDING CHAPTER 4 CONCERNING ALCOHOLIC BEVERAGES – POSTPONED TO OCTOBER 6, 2015

Manager Neal explained that Edina's liquor ordinance had been modified on several occasions and the current code requirements were confusing to businesses and difficult for staff to interpret, apply, and enforce. Staff was proposing substantial change and requesting a First Reading of Ordinance No. 2015-20.

Economic Development Manager Neuendorf explained that the core principles had not changed and the preference was still for restaurants over bars or nightclubs. The application process, background check process, enforcement, and violation provisions were all working well. The proposed changes had three goals: streamline the language for the sake of clarity and enforceability; allow new establishments that were responsive to the preferences of Edina patrons; and, allow established and new businesses to prosper in the Edina marketplace.

The Council asked questions relating to taprooms/brewpubs, a prohibition on bars, table configurations, patios, license fees, special club licenses, and municipal liquors.

The Council discussed requiring food service for all establishments that serve alcohol, retaining the percentage of floor space that a bar area was allowed to operate in a restaurant, and maintaining the restrictions on where gaming establishments (e.g., Dave & Buster's) were allowed. The Council noted the absence of Member Swenson and agreed to postpone the First Reading. **Member Brindle made a motion, seconded by Member Staunton, postponing consideration of Ordinance No. 2015-20, Amending Chapter 4 of the Edina City Code Concerning Alcoholic Beverages, to October 6, 2015.**

Ayes: Brindle, Staunton, Stewart, Hovland
Motion carried.

VII.D. SKETCH PLAN, WEST 66TH STREET AND YORK AVENUE – REVIEWED

Community Development Director Presentation

Community Development Director Teague explained that the Council was asked to consider a sketch plan proposal to redevelop the 5.6 acre parcel at 6550 Xerxes and 3250 66th Street West. The proponent was proposing to tear down the existing buildings and redevelop the site with a two-phase development. The proponent was requesting a rezoning of the site from Regional Medical to Planned Unit Development. The proposed height and density would meet the standards of the Planned Unit Development.

Proponent Presentation

Rich Kauffman, DLC Residential, talked about DLC Residential and introduced Dennis Sutliff, ESG Architects. Mr. Sutliff present a site map and drawings of the proposed two-phase development and discussed traffic, amenities, and green spaces. Mr. Kauffman shared that DLC Residential felt it could do, at most, 3% affordable housing at a cost of $1.4 million.

The Council asked questions relating to the possibility of onsite retail, location of front stoops, the development of Phase 2, cyclist accommodations, and guest parking.

The Council supported the green spaces and expressed an interest in seeing a stormwater management plan. The Council encouraged unique architecture that would be valued by the community for years to come, aligning the proposal with Southdale principles, and working with neighbors. The Council also expressed appreciation for the transparency concerning affordable housing and agreed that the main intersection was a problem that needed to be addressed by Edina and Hennepin County.

VII.E. AFFORDABLE HOUSING POLICY – POSTPONED TO OCTOBER 6, 2015

Member Staunton made a motion, seconded by Member Stewart, postponing the Affordable Housing Policy to the October 6, 2015 City Council meeting.

Ayes: Brindle, Staunton, Stewart, Hovland
Motion carried.

VII.F. RESOLUTION NO. 2015-88 ADOPTED – ACCEPTING VARIOUS GRANTS AND DONATIONS

Mayor Hovland explained that in order to comply with State Statutes; all donations to the City must be adopted by Resolution and approved by four favorable votes of the Council accepting the donations. **Member Stewart introduced and moved adoption of Resolution No. 2015-88 accepting various grants and donations.** Member Brindle seconded the motion.

Rollcall:
Ayes: Brindle, Staunton, Stewart, Hovland
Motion carried.

VII.G. ACCEPT SOLAR GARDEN PROPOSAL – PROPOSAL REJECTED

Manager Neal explained that the request for proposal had received one response after the deadline. Staff and legal counsel recommended rejecting the proposal and reoffering the request for proposal. The item would come back before the Council on October 20, 2015. **Member Brindle made a motion, seconded by Member Stewart, rejecting the Solar Garden proposal and reoffering the request for proposal.**

Ayes: Brindle, Staunton, Stewart, Hovland
Motion carried.

VIII. CORRESPONDENCE AND PETITIONS

VIII.A. CORRESPONDENCE

Mayor Hovland acknowledged the Council's receipt of various correspondence.

VIII.B. MINUTES:

1. ***PARK BOARD, AUGUST 11, 2015***
2. ***HERITAGE PRESERVATION BOARD, AUGUST 11, 2015***

Informational; no action required.

IX. AVIATION NOISE UPDATE – Received

X. MAYOR AND COUNCIL COMMENTS – Received

XI. MANAGER'S COMMENTS – Received

A130

DRAFT FOR REVIEW/COMMENT | FEBRUARY 11, 2016

Critical Infrastructure Improvements



To set the plan in motion, a number of critical infrastructure improvements need to be addressed, including management of stormwater, select street improvements, and better pedestrian connections via new intersections on France, 66th and York (highlighted in yellow).

A131

A PETITION

to

Mr. Cary Teague, Edina Community Development Director

and

The Edina Planning Commissioners

from

Edina Residents

in the 6300 and 6400 Block of York Avenue South

55435

CONTACT:
Peter F. Parshall
6400 York Ave. S.
#402
Edina, MN 55435

952-928-9824
pete@parshallfamily.org

PLANNING DEPARTMENT
FEB 18 REC'D
CITY OF EDINA

PETITION

Background.
DLC Residential proposes to construct two apartment buildings at the northwest corner of Xerxes Avenue and 66th Street. Building A, replacing the 3250 medical building, will contain 230 units. Building B—to be constructed some four or five years in the future—will replace the Titus Building and contain 145 units. **The design plan proposes extending York Avenue into the complex from the north**. In accordance with the stated goals of the Edina Planning Commission which include "protecting residential areas," the residents of York Avenue north of these properties hereby petition to alter the traffic plan for this project to prevent significant disruption of our neighborhood.

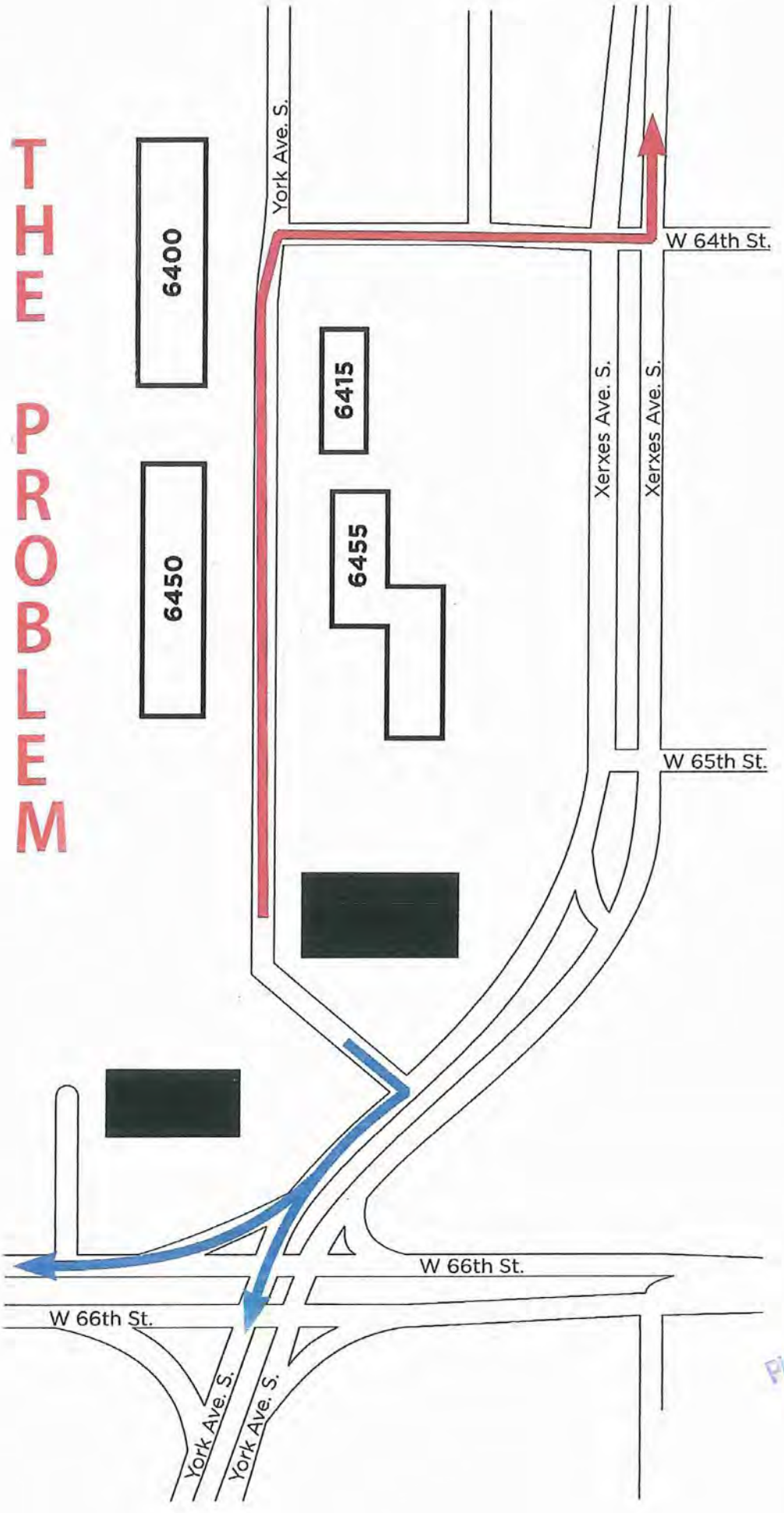
The Problem.
The two-block segment of York Avenue between Heritage Drive (essentially 63rd Street) and the proposed development is already densely populated. The 6300 and 6400 blocks of York contain four apartment complexes and three condominiums that contain 317 units (450+ residents). Most traffic from these buildings exits via 64th Street onto Xerxes, an exit that is frequently congested but has the advantage of a central median. Traffic is heavy enough that a pedestrian crossing signal was recently installed.

Residents of the two new apartment complexes will enter and exit on the diagonal slant where Xerxes transitions to become York just before the intersection with 66th Street. Entrance is not a problem, but a car exiting the properties can only go south on York or west on 66th. However, the main traffic artery—the Crosstown Highway—lies four blocks north, and one convenient route to the Crosstown under the new plan would lie via York Avenue at the rear of the property to the 64th Street exit. Unfortunately, this would create further congestion at an already overcrowded intersection.

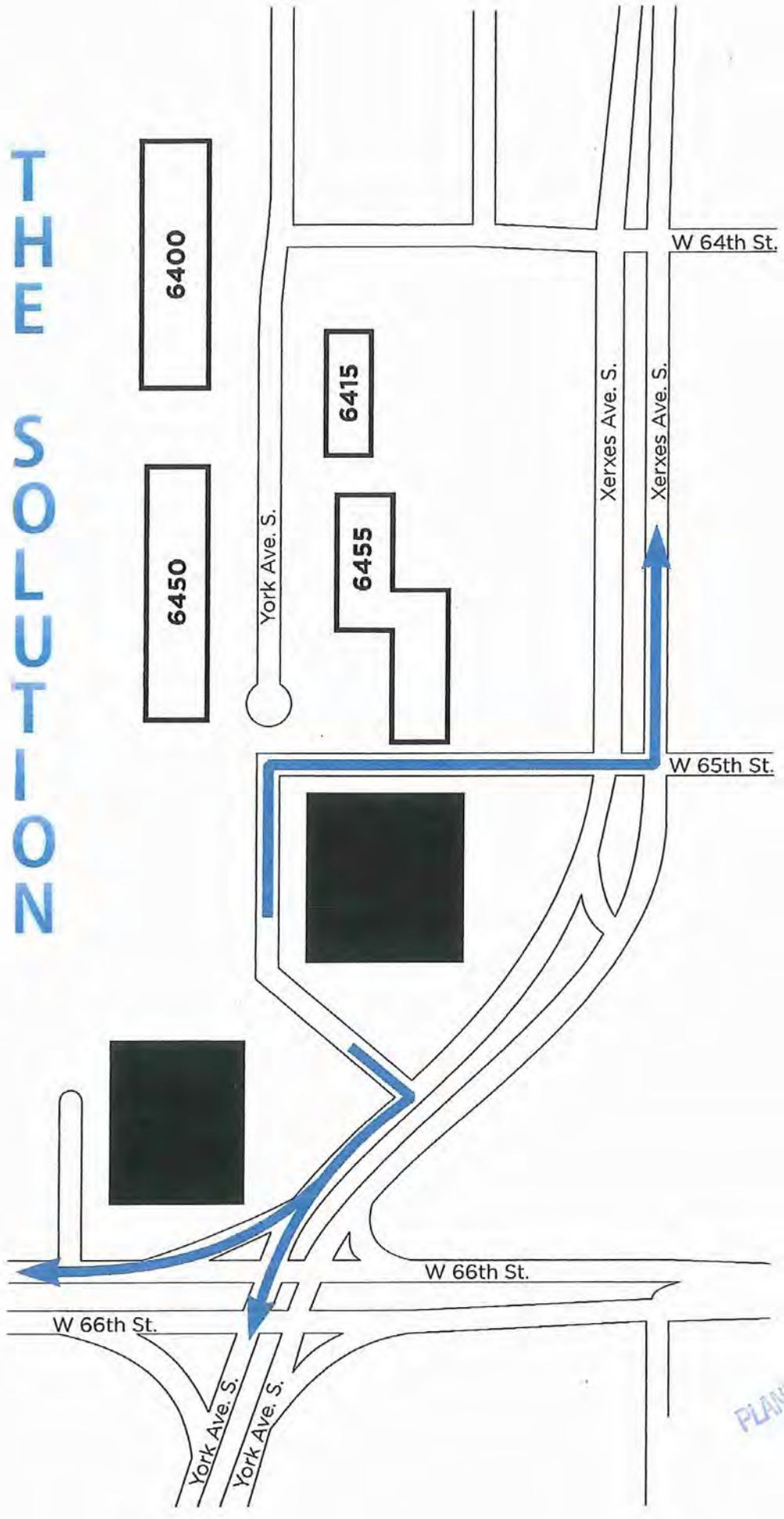
The Solution.
1. A cul-de-sac should be created at the south end of York Avenue, at the south edge of the 6450 and 6455 York Avenue property lines. (This would prevent cars "cutting through" the new properties to those on the west, a common occurrence currently.)
2. If necessary, the city might create a one block street at the north end of the development—essentially 65th Street—to allow a safer exit onto Xerxes northbound. **The developers are required to leave sufficient clearance to create such a street**. The sightlines are optimal there and a median is already in place to ease left turns.

To maintain the cohesion of our neighborhood, reduce traffic congestion, and ensure the safety of the 64th Street exit onto Xerxes, residents of the 6300 and 6400 block respectfully petition the Edina Planning Commissioners to implement this solution.

PLANNING DEPARTMENT
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FEB 18 RECD
CITY OF EDINA



PLANNING DEPARTMENT
FEB 18 RECD
CITY OF EDINA

6400 York Avenue South

	Print Name	Signature	Unit #	Date
1.	Jay McHenry	Jay McHenry	106	1/27/16
2.	MARY JEAN DAHLSTROM	Mary Jean Dahlstrom	127	1-27-16
3.	mike TIERSAK		126	1-31-16
4.	Suzanne Piersak	Suzanne Piersak	126	1-31-16
5.	SOLVEIG DAFFINNAN	Solveig Daffinnan	124	1-31-16
6.	Lakshman Jangir		105	2-05/16
7.	Saroj Jangid	Jangid	105	2-05-16
8.	LAURA PAYTON		104	2/16/16
9.	TERRY PAYTON		104	2/16/16
10.				

PLANNING DEPARTMENT
FEB 18 REC'D
CITY OF EDINA

6400 York Avenue South

	Print Name	Signature	Unit #	Date
1.	Laura Caplan	LAURA CAPLAN	209	1/27/16
2.	Lynn E. Swanson	Lynn E Swanson	208	1/29/16
3.	H. VAN DYKE		207	2/3/16
4.	Crawford, Connie	Connie Crawford	213	2.3.16
5.	Jonathan Junker		213	2-3-14
6.	JACQUELINE SCOTT	J Scott	216	2/23/16
7.	Harriet Nelson	Harriet Nelson	217	2-3-16
8.	LaDORIS JAHR	LaDoris Jahr	212	2-4-16
9.	Stephanie Christensen Batt	Stephanie Christensen Batt	204	05-Feb-2016
10.	Denise Gamache	Denise Gamache	210	2/5/16

RECEIVED FEB 16 CITY OF EDINA

6400 York Avenue South

	Print Name	Signature	Unit #	Date
11.	Heidi Svenson	Heidi Svenson	215	2/5/16
12.	Tori Rosenow	T. Re	205	2-10-16
13.	GRAHAM HALLMAN	Graham D Hallman cul de sac only (*)	211	2/11/16
14.	Margaret Winter	Margaret B. Winter	202	2/15/16
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PLANNING DEPARTMENT
FEB 18 RECD
CITY OF EDINA

* Let the developers come up w/their own road, but cul de sac is a must

6400 York Avenue South

	Print Name	Signature	Unit #	Date
1.	Jeanette Roberge	Jeanette Roberge	317	1/27/16
2.	Evelyn L. Hansen	Evelyn L. Hansen	311	1/27/2016
3.	Sandra (Sandee) Hork	Sandra Hork	309	1/27/16
4.	Herbert Berzelius	Herbert Berzelius	303	1/29/16
5.	JO BETH DOCKMAN	JO BETH DOCKMAN	310	1/29/16
6.	Amy Gerst	Amy Gerst	305	2/1/16
7.	JERRY MANOS	Jerry Manos	302	2/1/16
8.	RICHARD CARLEY	Richard Carley	304	2/15/16
9.	Nathalie Stock	Nathalie Stock	306	2/15/16
10.	Renae Tadsen	Renae Tadsen	313	2/15/16

6400 York Avenue South

	Print Name	Signature	Unit #	Date
11.	Cheri Krause	Cheri Krause	308	2-15-16
12.	JOHN P. O'Keefe	John P. O'Keefe	314	2-15-2016.
13.	SURIYA NEGODA	Suriya Negoda	315	2-17-2016
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6400 York Avenue South

	Print Name	Signature	Unit #	Date
1.	Juanita Schliep	Juanita Schliep	411	1-27-16
2.	Carol Fitzmaurice	Carol Fitzmaurice	413	1-27-16
3.	Geraldine Nolan	Geraldine Nolan	415	1-27
4.	Roderick MacDonald	Roderick MacDonald	410	1-27-16
5.	Peter Parshall	Peter Parshall	402	1-27-16
6.	Carol M. Parshall	Carol M Parshall	402	1/27/16
7.	D'Ann Topoluk	D'Ann Topoluk	408	1/27/16
8.	Carl Hamm	Carl Hamm	407	1/27/16
9.	Joanne MacDonald	Joanne C. MacDonald	410	1/28/16
10.	NANCY DUNCAN	Nancy Duncan	406	1-28-16

6400 York Avenue South

	Print Name	Signature	Unit #	Date
11.	SCOTT DUNCAN		406	1.28.16
12.	Dennis Klehr		414	1.28.16
13.	ELBERT Terry		417	1-28-16
14.	JACINDA GIVEN		403	1-29-16
15.	Fermin Buesga		404	1-29-16
16.	RONALD C. PETERSON		405	1-29-16
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PLANNING DEPARTMENT
FEB 18 2016

6400 York Avenue South

	Print Name	Signature	Unit #	Date
1.	CARMEL ERICKSON	Carmel Erickson	506	1-27-16
2.	SYLVIA CIERZA	Sylvia Cierza	505	1-27-16
3.	Sharon Thompson	Sharon Thompson	504	1-27-16
4.	Geraine Morseth	Geraine Morseth	509	1-27-16
5.	RODNEY MORSETH	Rodney Morseth	509	1-27-16
6.	MARY JOYCE KLESCHE	Mary Joyce Klesche	511	1/29/2016
7.			512	1/30/16
8.		PATRICK J. BURNS	515	1/31/16
9.	LINDA D. BURNS	Linda D Burns	515	1/31/16
10.		REETA SESLAR	516	1-30-16

6400 York Avenue South

	Print Name	Signature	Unit #	Date
11.	Sara Pedrizzi	Sara Pedrizzi for daughter	517	Jan 30, 2016
12.	Mahvalsar Madanpour By		517	Jan 30, 2016
13.	Mark McCollar	Mark McCollar	514	1-31-16
14.	Jenny OBrien	Jenny OBrien	513	Feb. 4, 2016
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6400 York Avenue South

	Print Name	Signature	Unit #	Date
1.	Laraine Walker	Laraine Walker	608	1-27-16
2.	Jeannine Neuman	Jeannine Neuman	602	1/27/16
3.	Kathy Asplin	Kathy Asplin	612	1/27/16
4.	Michael Dooley		606	1/27/16
5.	Jeanne	Jeanne	606	1/27/16
6.	Salwa El-Soury	Salwa El-Soury	611	1-27
7.	Youssry Khalil		64	1-27
8.	Dan Lipp	Dan Lipp	613	1/27
9.	Rick Asplin	Rick Asplin	612	1-27-
10.	ELSA LARSON	ELSA LARSON	605	1/31

6400 York Avenue South

	Print Name	Signature	Unit #	Date
11.	VIOLA CHRISTIANSEN	Viola Christiansen	614	01/31/16
12.	Lee W Saffell	Lee W Saffell	609	01/31/2016
13.	GABY WILLIAMS		617	1/31/16
14.	Tylor Kobierski	Tylor Kobierski	611	2/4/16
15.	RON THISIUS		610	2/4/16
16.	ARTA THISIUS		610	2/4/16
17.	Erik OLSON		603	2/4/16
18.	Justin Beers		604	2/10/16
19.				
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6450 York Avenue South

	Print Name	Signature	Unit #	Date
1.	Carol Velasco	CAROL Velasco	300	2-15-16
2.	Kim McPherson	Kim McPherson	306	2-15-16
3.	Howard Bogart	HOWARD BOGART	310	
4.	ANNA Burdeli	ABerdeli	311	2/15/16
5.	Aimee Mukers	AMM	314	2/15/16
6.	Phyllis Seichris	Phyllis Seichris	208	2/15/16
7.	Talla Anderson	TA	211	2/15/16
8.	LISA FREDRICK	Lisa Fredrick	214	2/15/16
9.	Doris Freeman	DORIS FREEMAN	212	2-16-16
10.	Patrick Thompson	Patrick Thompson	312	2-16-16

6450 York Avenue South

	Print Name	Signature	Unit #	Date
11.	DONA HILTUNEN	Dona Hiltunen	309	2-17-2016
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6450 York Avenue South

	Print Name	Signature	Unit #	Date
1.	Gerald + Ann Krause	Ann Krause	508	2/15/16
2.	Dave Powers	Dave Powers	104	2/15/16
3.	Shirley Larson	Shirley Larson	302	2/15/16
4.	Cynthia Stuber	Cynthia L Stuber	505	2/15/16
5.	Gladys Erlandson	Gladys M. Erlandson	419	2-15-16
6.	Orreanna Herreid	Orreanna Herreid	407	2-15-16
7.	Anne Augustyn	Anne Augustyn	406	2/15/16
8.	Joan Lingbeck	Joan Lingbeck	384	2/16/16
9.	Anita Peske	Anita L Peske	416	2-16-16
10.	Marcia Young	Marcia Young	410	2-16-16

6450 York Avenue South

	Print Name	Signature	Unit #	Date
1.	Michelle Germain		413	Feb 16
2.	Richard Allison 6455 York	Richard A. Allison	119	2/17/16
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6450 York Avenue South

	Print Name	Signature	Unit #	Date
1.	FOSTER GLORIA & Richard	Gloria & Foster	500	2/15/16
2.	Dixie Leek	Dixie Leek	H 507	2/15/16
3.	Dolores Gutiérrez	Dolores Gutierrez	509	2/15/16
4.	Shirley Holland	Shirley Holland	510	2/15/16
5.	MICHELSEN WILLIAM H.	William H Michelsen	517 -	2/15
6.	Kyle Meishi		519	2/15/16
7.	CREIGHTON HUFFMAN		203	2/15/16
8.	SUSAN HEIMAN	Susan Heiman	203	2/15/16
9.	RON FENNE	Ronald A Fenne	207	2-15-16
10.	Mary Mclaughlin	Joni Mclain	201	2-16-16

6450 York Avenue South

	Print Name	Signature	Unit #	Date
11.	A. Tommerdahl		306	2/16/16
12.	D. Gonetski		205	2/16/16
13.				
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6450 York Avenue South

	Print Name	Signature	Unit #	Date
1.	Elizabeth A. Spletz	Elizabeth A Spletz	405	2/15/16
2.	MARY BJORNSTAD	Mary Bjornstad	403	2/15/16
3.	Ross T DUNLOP	Ross T. Dunlop	406	2/16/16
4.	Elizabeth Kreager		417	02-16-2016
5.	Angel Munoz		418	2-16-2016
6.	Robbye Lewis		200	2-16-2016
7.	LOIS LINDAHL		209	2.16-2016
8.	Rose Lunka		210	2/16/2016
9.	Stalina Lovric		215	2/16/2016
10.	Robin Howard		410	2-16-16

6450 York Avenue South

	Print Name	Signature	Unit #	Date
11.	Rosemary Mathews	Rosemary Mathews	402	2-16-16
12.	Adrienne Hairsmark		409	2-16-16
13.	Richard St. Martin	R. St. Martin 6455 York Ave. S.	101	2/17/16
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To: Edina Planning Commission

Feb. 16, 16

Re: Case File #2016.003

I own a Condo at 6450 York. My concern: The traffic coming and going from 63rd & York to the parking lot behind the buildings that may be torn down on 65th & York and 66th Street.

I'm hoping that the driveway at 6450 York will be closed if the new apartments are built. Most of the cars coming out of that lot on to York do not stop at the Stop Sign and cars heading both north and south from 63rd to 64th drive way too fast. There are many people that walk on this street - most of them elderly. I can't imagine the increase of traffic and how miserable that will be for all the people that live on York.

If York will not be closed off at 6450 - I'm hoping speed bumps will be installed to slow people down (cars).

One more thing - does Edina plan on building a walk-bridge across 66th & Xerxes so people can safely cross to do their grocery shopping at Cub. Traffic is ridiculous from the Crosstown to 82nd - both directions and East & West on 66th.

Sincerely

Marit Nelson
1106 W. 87th Str
Bloomington, Mn 55420

Jackie Hoogenakker

From: Joyce Flesche <mjflesche@gmail.com>
Sent: Wednesday, February 17, 2016 12:09 PM
To: Jackie Hoogenakker
Subject: Edina City council planning rezoning and predevelopment plan.

As I look at the map you have sent showing the development plan I noticed that you failed to note that the York street name changes at 66th going north: it becomes Xerxes.
The plan shows that the traffic flow from the proposed buildings going north on York avenue instead of creating a street at 65th where northbound traffic could go. Instead, all of this new traffic will go down York and may turn at 64th to access Xerxes or continue down to 63rd where they will add to the traffic congestion of multiple nursing homes.
I live in the condo at 6400 York and overlook the hill going up to Xerxes. I have seen poor maintenance by the city and have also seen multiple accidents. When it snows, I can see that the Richfield side of 64th and Xerxes is plowed curb to curb hours before Edina makes a pass that lasts all morning- it goes up the middle and leaves a mess on the outer lane. 64th street is rarely salted so I watch cars slipping and sliding down it after ice storms. In the summer, there is no effort to cut the tree branches of the trees around the pond at the corner, so that when you are making a right d turn you can actually see the oncoming traffic.The only consistent attention 64th street gets from the city is that there is often a police car (speed trap) to catch speeding drivers as they come off the freeway.
We have a lot of walkers in the residences along York Avenue. There are no sidewalks and the walkers are forced to use the street. On some days the traffic is prohibitive but usually the drivers are courteous and not a danger to the walkers. However, the proposed increase is definitely going to adversely effect those of us who live here. Please create a 65th street access to Xerxes from the proposed buildings,

Laura Caplan
6400 York Avenue S, Apt 209
Edina, MN 55435
952-920-1385

Mr. Cary Teague
Community Development Director
City of Edina
4801 West 50th Street
Edina, MN 55424

January 8, 2016

Dear Mr. Teague:

I am writing to you to share my thoughts about the proposed multi-family residential development by DLC Residential at 65th and York. I live one block away at 6400 York Avenue South, aka The Yorker condominiums. I attended the Public Open House about the project on January 5, 2016. After listening to the developers' presentation and discussion with the public attendees I have several serious concerns about the project that I think you should be aware of.

My biggest concern is about traffic on York Avenue both during and after construction and I know that many others in my building share this concern. I asked the developers what route they thought vehicles involved in their construction would take to the site and they answered that it would most likely be from the north of the site on York Avenue. That means that all the construction vehicles would be constantly coming down York Avenue right in front of my building for years. This is a very quiet residential area and the use of York Avenue for construction trucks, etc, would be a major nuisance and could also be hazardous to pedestrians walking on the street, as we don't have sidewalks. As it is expected that this project may take seven years or more to complete, this truck problem is a huge concern. There is no reason why we should have to suffer construction traffic on our block when other options are easily available. Thus I believe that construction vehicles and equipment should only be allowed to enter the site from either 66th Street or the Xerxes/York junction south of 65th Street.

My second concern is about increased traffic on York Avenue after the new apartments become occupied. I examined the proposal that your office reviewed in August 2015 in which the developers state that: "The primary entrance to the project would be off Xerxes Avenue. There is a secondary access available off of York." Yet at the public meeting the developers said that both construction vehicles and subsequent residential vehicles would most likely use the York Avenue access north of the site as the primary entrance. This discrepancy needs to be addressed. Access to the project should be largely from Xerxes or 66th Street, not York Avenue north of the site.

A number of people from my building also expressed concern at the public meeting about the new residents driving on York Avenue north of the site. The developers suggested that there

would be no change in the traffic patterns on York after their project is completed, but we all found that hard to believe. The developers told us that they based this assumption on the thought that many cars now approach the current medical buildings on the site by coming down York Avenue on our block, but this is unlikely. Most cars approach the medical buildings via Xerxes or 66th St. In fact, York Avenue north of the site is not visible from Xerxes or 66th Street so most drivers don't even know it is there. Entrances to the medical buildings are highly visible from Xerxes and 66th Street. Further, if you check either google maps or Mapquest for directions to the medical buildings they will both tell you to enter off of 66th Street or from the Xerxes/York junction south of 65th Street. York Avenue north of the site, where I live, is a very quiet residential street with little traffic. We want to keep it that way. If the York Avenue access north of the site is used as the primary residential access as the developers suggested at the public meeting, then traffic and noise will be increased considerably in perpetuity and this will degrade our quality of life.

Beyond the above, we have concerns about traffic at the intersection of 64th Street and Xerxes. Currently there is a lot of traffic on Xerxes coming from both north and south. At times it is treacherous to make a left turn on to Xerxes from 64th Street on the west side of Xerxes. Sometimes several cars trying to make various turns stack up in the island in between the north and south routes of Xerxes at 64th Street. As it is now there should be a stoplight put in at this intersection. And without it, if more traffic is added to this intersection from the DLC development it will only become more treacherous for all using it.

As you noted on your website, in the last two years more than 1,200 new apartment units have either opened or are currently under construction in the Southdale area. All of these are in commercial districts, but the DLC project is right next to a residential area. The impact of this project on our residential neighborhood should be a major consideration in the planning of this project and it appears that the developers have not given this enough thought. On your website you state that it is your mission to: "guide the development and redevelopment of lands, all in a manner that sustains and improves the uncommonly high quality of life enjoyed by our residents and businesses." The DLC project has the potential to significantly deteriorate the quality of life for the residents on York Avenue north of the site in a number of ways both during construction and after. I sincerely hope you will give serious consideration to the concerns expressed in this letter and find ways to address them so that our high quality of life will remain so.

Sincerely,

Laura Caplan

Laura Caplan

RESOLUTION NO. 2016-32
RESOLUTION APPROVING A COMPREHENSIVE PLAN AMENDMENT REGARDING LAND USE AT THE NE & NW CORNER OF 66TH STREET AND XERXES AVENUE

BE IT RESOLVED by the City Council of the City of Edina, Minnesota, as follows:

Section 1. BACKGROUND.

1.01 DLC Residential, LLC is proposing to redevelop the 5.6 acre office building sites at 6550 Xerxes and 3250 66th Street West. The applicant is proposing to tear down the existing buildings and redevelop the site with the following two phase development:

1.02 To accommodate the request, the following Comprehensive Plan Amendment is requested for the following properties: 6444, 6500, 6525 and 6550 Xerxes and 3250 66th Street West.

- Re-guiding these properties from RM, Regional Medical to CAC, Community Activity Center.

1.03 On February 24, 2016, the Planning Commission recommended approval of the Comprehensive Plan Amendment. Vote: 7 Ayes and 2 Nays.

Section 2. FINDINGS

2.01 Approval is subject to the following findings:

1. The proposed land uses, multi-family residential and commercial are consistent with existing and proposed land uses in this area. Multi-family housing is an allowed use in the Regional Medical District.

2. This site is seen as the gateway into Edina and the Southdale Area. The proposed land use change would allow all four corners of 66th and York/Xerxes to be consistent.

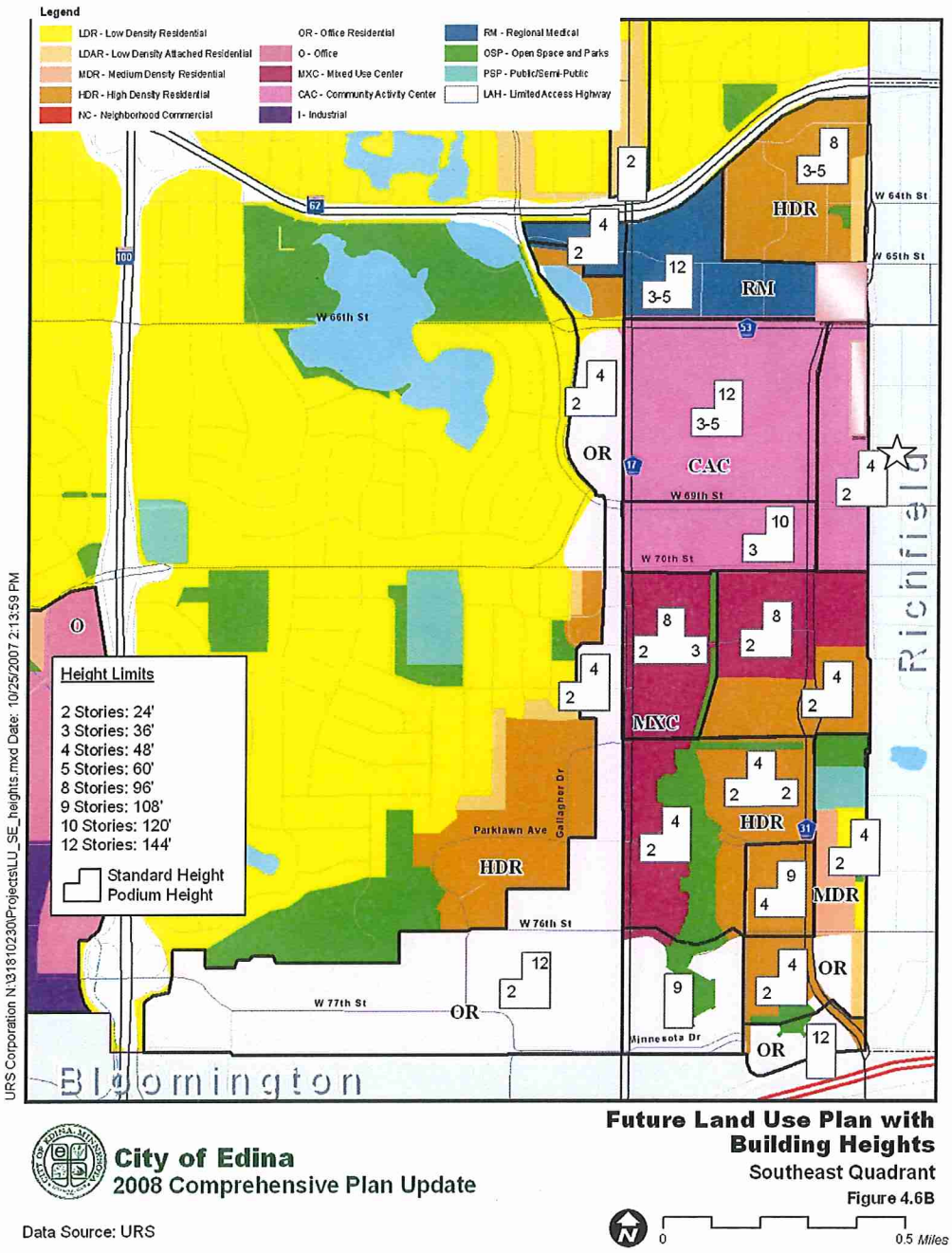
3. The proposed development is within the height and density guidelines of the Comprehensive Plan.

4. The Comprehensive Plan recognizes the Southdale area and the CAC as the most intense district in terms of uses, height and coverage. The City allows a floor area ratio of up to 1.5 in other parts of the City, such as 50th France; therefore, the floor area ratio of the proposed use, which is predominantly residential, seems appropriate for the area.

Section 3. APPROVAL

NOW THEREFORE, it is hereby resolved that the City Council of the City of Edina, approves the Comprehensive Plan amendment as follows, subject to Metropolitan Council approval:

Figure 4.6B is amended as follows:



City of Edina
2008 Comprehensive Plan Update

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

☆ ***Height may be increased to six stories & 75 feet if podium height is utilized on York and Xerxes subject to review and approval of the City Council.***

ATTEST:_____ _____
Debra A. Mangen, City Clerk James B. Hovland, Mayor

STATE OF MINNESOTA)
COUNTY OF HENNEPIN)SS
CITY OF EDINA)

CERTIFICATE OF CITY CLERK

I, the undersigned duly appointed and acting City Clerk for the City of Edina do hereby certify that the attached and foregoing Resolution was duly adopted by the Edina City Council at its Regular Meeting of March 16, 2016, and as recorded in the Minutes of said Regular Meeting.

WITNESS my hand and seal of said City this ____ day of _____, 2016.

_____
City Clerk

RESOLUTION NO. 2016-33
APPROVING PRELIMINARY REZONING FROM POD-1&2, PLANNED OFFICE DISTRICT TO PUD, PLANNED UNIT DEVELOPMENTAND PRELIMINARY DEVELOPMENT PLAN FOR 6550 XERXES AVNUE AND 3250 66TH STREET WEST

BE IT RESOLVED by the City Council of the City of Edina, Minnesota, as follows:

Section 1. BACKGROUND.

1.01 DLC Residential, LLC is proposing to redevelop the 5.6 acre office building sites at 6550 Xerxes and 3250 66th Street West. The applicant is proposing to tear down the existing buildings and redevelop the site with the following two phase development:

Phase 1 (3250 66th Street West):

- A 6-7 story, 227-unit apartment building, with two levels of underground parking, a club room, fitness area, and a green roof with an amenity terrace, including a pool.

Phase 2 (6650 Xerxes Avenue):

- A 5-6 story, 145-unit apartment building. Five and four floors of housing above the parking and amenities area.

1.02 The property is legally described as follows:

See Attached Exhibit A.

1.03 To accommodate the request, the following land use applications are requested:

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

2. Preliminary Development Plan.

1.04 On November 12, 2015, the Planning Commission considered the request. A motion to approve the Preliminary Rezoning and Preliminary Development Plan failed. Vote: 4 Ayes and 5 Nays.

1.05 As a result of Planning Commission concerns in regard to the traffic study, Kimley Horn revised their traffic study to update/increase the anticipated growth numbers in the surrounding area. The revised study still concludes that there are no improvements that need to be made to the existing roadway system.

Section 2. FINDINGS

2.01 Approval is based on the following findings:

1. The proposal would meet the purpose and intent of the PUD, as most of the above criteria would be met. The site is guided in the Comprehensive Plan as "Community Activity Center – CAC," which encourages a mixing of uses, including retail and multi-family residential. The proposed uses are therefore consistent with the Comprehensive Plan as amended.

2. The proposed land uses, multi-family residential and commercial are consistent with existing and proposed land uses in this area.

3. The proposed development is within the height and density guidelines of the Comprehensive Plan.

4. The Comprehensive Plan recognizes the Southdale area and the CAC as the most intense district in terms of uses, height and coverage. The City allows a floor area ratio of up to 1.5 in other parts of the City, such as 50th France; therefore, the floor area ratio of the proposed use, which is predominantly residential, seems appropriate for the area.

5. The traffic and parking study done by Kimley Horn concludes that the existing roadways can support the proposed project, and there would be adequate parking provided.

6. The project would create a pedestrian friendly development with extensive pedestrian paths planned for the site. Sidewalks would provide pedestrian connections for residents to the north through the development to connect to the Southdale area.

7. The site is a gateway into Edina, and the building has taken the curved shape of the site that it sits on. Podium Height would be used on 66th Street.

8. The public realm provided for in the development would be within and around the sidewalk areas. The proposed plans invite people through the project from the north to provide a pedestrian access to Southdale and the Metro Transit station. Boulevard style sidewalks are provided to comfortably move residents around the building and through the project to create a comfortable pedestrian experience. A large green space, adjacent to the boulevard style sidewalk is proposed to fill in the right-turn lane, another signature of this gateway area.

9. The development would include affordable housing.

10. The applicant is also proposing some sustainability principles within their project narrative, including: Green roofs, 15% increase in energy efficiency; participation in the Xcel Energy EDA program; and green construction practices.

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

12. The proposal addresses many of the working principles of the Greater Southdale Area Working Group as mentioned in the above findings.

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

    a. Building Placement and Design. Where appropriate, building facades should form a consistent street wall that helps to define the street and enhance the pedestrian environment.

    b. Movement Patterns.

        - Provide sidewalks along primary streets and connections to adjacent neighborhoods along secondary streets or walkways.
        - A Pedestrian-Friendly Environment.

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

    d. Support and enhance commercial areas that serve the neighborhoods, the city, and the larger region.

    e. Increase mixed use development where supported by adequate infrastructure to minimize traffic congestion, support transit, and diversify the tax base.

    f. Increase pedestrian and bicycling opportunities and connections between neighborhoods, and with other communities, to improve transportation infrastructure and reduce dependence on the car.

    g. Incorporate principles of sustainability and energy conservation into all aspects of design, construction, renovation and long-term operation of new and existing development.

    h. Buildings should be placed in appropriate proximity to streets to create pedestrian scale. Buildings "step down" at boundaries with lower-density districts and upper stories "step back" from street.

    i. Provision of affordable housing.

Section 3. APPROVAL

NOW THEREFORE, it is hereby resolved by the City Council of the City of Edina, approves the Preliminary Rezoning to PUD, Planned Unit Development and Preliminary Development Plan subject to the following conditions:

1. The Final Development Plans must be generally consistent with the Preliminary Development Plans dated January 22 and February 5, 2016.

2. Final plans must show all mechanical equipment and the means to screen it. No ground level mechanical equipment shall be located in front of the building on a public street.

3. The Final Landscape Plan must meet all minimum landscaping requirements per Chapter 36 of the Zoning Ordinance.

4. The Final Lighting Plan must meet all minimum landscaping requirements per Chapter 36 of the Zoning Ordinance.

5. This sidewalk proposed along Xerxes must be extended to the east property boundary. The north-south sidewalk on the west side of the private drive must also be extended to York Avenue.

6. Submittal of a complete sign plan for the site as part of the Final Development Plan application. Signage should include monument sign locations and size, way finding signage, and wall signage.

7. Compliance with all of the conditions outlined in the director of engineering's memo dated February12, 2016.

8. As part of a Developer's Agreement, the property owner would be required to participate in appropriate cost sharing improvements to the 66th and York intersection which may include elimination of the right turn lane, providing green space and improving pedestrian crossings.

9. Ten percent (10%) of the housing units shall be designated for affordable housing. Specific detail would be determined at the time of final approval.

10. Sustainable design principles must be used per the applicant narrative. The building shall meet the current state energy code guidelines. A plan of how standards are intended to be met must be submitted prior to issuance of a building permit.

11. Final Rezoning is subject to a Zoning Ordinance Amendment creating the PUD, Planned Unit Development for this site.

12. The temporary cell pole must be removed as soon as possible. No final occupancy permit will be granted for the apartment building until the pole is removed.

13. A 30-foot roadway easement shall be dedicated at the time of Final Development Plan for Phase 2, for a future extension of 65th Street.

Adopted by the city council of the City of Edina, Minnesota, on March 15, 2016.

ATTEST:_____ _____
Debra A. Mangen, City Clerk James B. Hovland, Mayor

STATE OF MINNESOTA)
COUNTY OF HENNEPIN)SS
CITY OF EDINA)

CERTIFICATE OF CITY CLERK

I, the undersigned duly appointed and acting City Clerk for the City of Edina do hereby certify that the attached and foregoing Resolution was duly adopted by the Edina City Council at its Regular Meeting of March 16, 2016, and as recorded in the Minutes of said Regular Meeting.

WITNESS my hand and seal of said City this ____ day of _____, 2016.

_____
City Clerk

TRAFFIC AND PARKING ANALYSIS

DLC RESIDENTIAL REDEVELOPMENT AT 66TH & YORK

EDINA, MINNESOTA

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TRAFFIC AND PARKING ANALYSIS

DLC RESIDENTIAL REDEVELOPMENT AT 66TH AND YORK

EDINA, MINNESOTA

PLAN APPROVAL

Edina Community Development Department

By: _____ Dated:_____

Edina Engineering Department

By: _____ Dated:_____

TRAFFIC AND PARKING ANALYSIS

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EDINA, MINNESOTA

REPORT CERTIFICATION

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



March 4, 2016

William Reynolds, P.E., AICP, PTP — Date

License No. 52627

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1.0 BACKGROUND

DLC Residential is proposing a residential redevelopment project for the site in the northwest quadrant of the intersection of York Avenue and West 66th Street. The site is currently occupied by two buildings and surface parking The Redevelopment Plan calls for implementation in phases.

During Phase I, the 62,100 sq. ft. medical/office building located on the northeast section of the site (6550 York Avenue) will remain open; the other building on site (3250 West 66th Street) is currently only partially occupied and will be removed, replaced with 230 residential units and a combination of surface and secure parking supplied at a ratio of 1.6 stalls per dwelling unit. During Phase II, the 62,100 sq. ft. medical/office building will be removed and replaced with an additional 145 residential units and surface and secure parking, also at a ratio of 1.6 stalls per dwelling unit. During both phases, the existing right-in right-out driveway configuration will be preserved, providing access to both 66th Street as well as York Avenue. The connection to the local streets north of the site will also be preserved, allowing drivers to arrive and depart the site via 64th Street.

The project location is shown in **Figure 1-1**, and the proposed site plan for the fully redeveloped site is shown in **Figure 1-2**.

During the redevelopment of the site, the adjacent parcel (3316 West 66th Street) will remain open, and access to York Avenue from the site will be preserved. A shared parking agreement is currently in place between this building and the two buildings on the redevelopment site. In order to assess the potential impacts of a reduction in surface parking on the adjacent site, current parking demands at 3316 West 66th Street are discussed in the **Parking Demand Memo**, provided in the Appendix.

CITY OF EDINA TRANSPORTATION GOALS

The following policies for transportation are included in Chapter 7 of the Edina Comprehensive Plan, Update 2008, adopted by the Edina City Council on December 2, 2008:

Goal 1: Maintain and enhance mobility for residents and businesses through creation and maintenance of a balanced system of transportation alternatives.

Goal 2: Implement a fully multi-modal transportation system that supports the land use vision and future land use plan for managing and shaping future growth.

Goal 3: Minimize the impacts of the transportation system on Edina's environment and neighborhood quality of life.

Goal 4: Reduce the overall dependence on and use of single-occupant vehicles by promoting land use patterns that allow for shorter vehicular trips and the use of alternative travel options.

Goal 5: Ensure that all Edina's residents, workers, and visitors, including those with transportation disadvantages, have viable travel options.

Goal 6: Promote a travel demand management program through a coordinated program of regulations, marketing, and provision of alternative travel options.

Goal 7: Provide multiple travel options for transit users, pedestrians, bicyclists, and rideshare users, as well as for drivers of private automobiles.

Goal 8: Support attractive and high performance transit service and connections.

Goal 9: Manage parking provision to encourage joint and shared use of facilities, ride-sharing (car pools and van pools), bicycle parking, and increased transit use.

Goal 10: Provide for efficient movement of goods within Edina, while minimizing the impacts of freight traffic on other trips and reducing negative impacts on land uses on freight corridors.

TRAFFIC AND PARKING ANALYSIS OBJECTIVES

This traffic and parking analysis details the proposed project, including the site's design, location, and access plan. It discusses existing and future parking demands, as well parking supply during each project phase. Future traffic conditions are discussed, and potential impacts of the residential redevelopment project are identified.

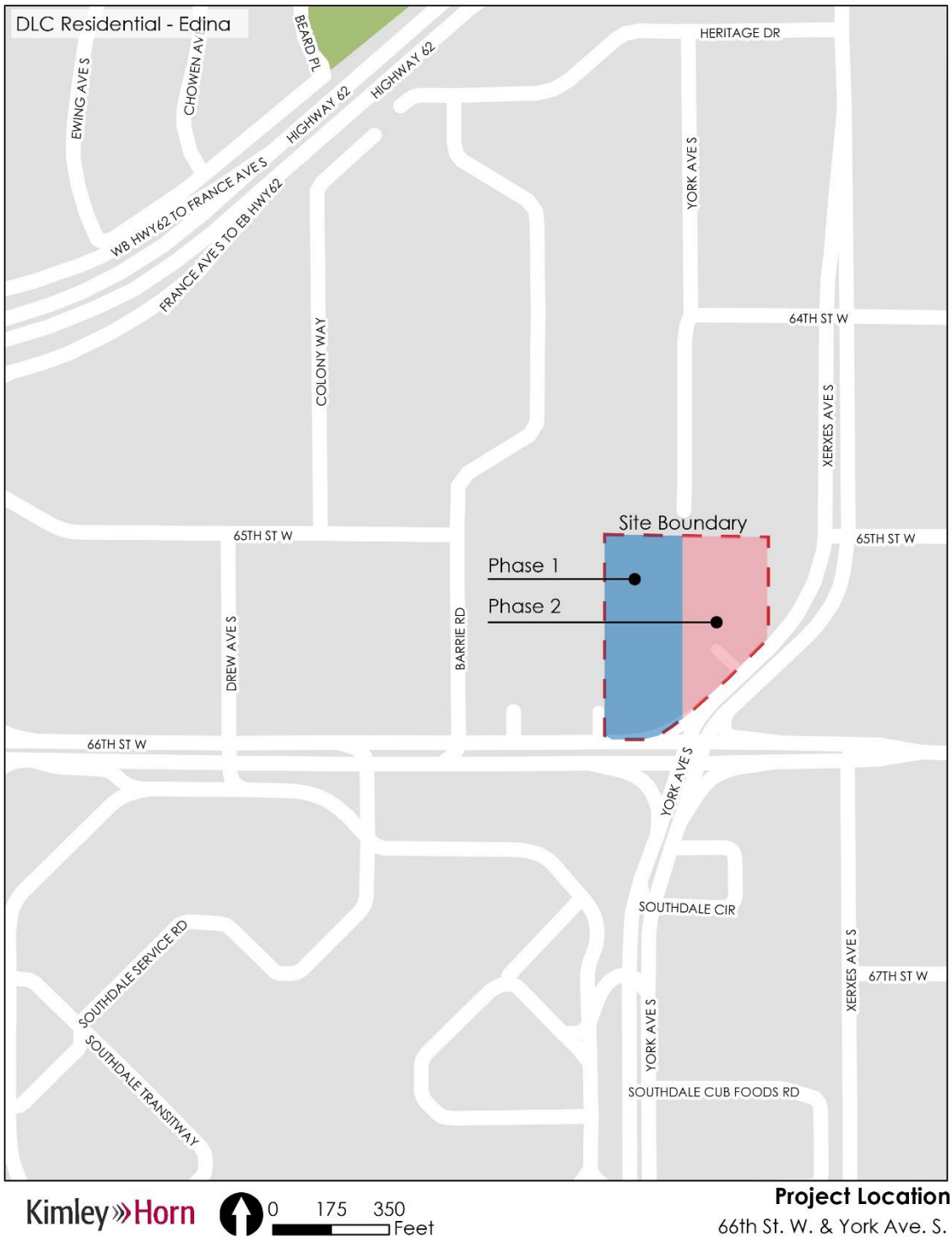


Figure 1-1: Project Location



Figure 1-2: Site Plan

2.0 PEDESTRIAN, BICYCLE, AND TRANSIT

PEDESTRIAN

The site is located adjacent to Southdale Square as well as the Southdale Shopping Center. Sheridan Park is the nearest park, and Sheridan Hill Elementary School is within ½ mile of the site. There is a sidewalk along the length of the site, including the north side of W. 66th Street and the east side of York Avenue/Xerxes Avenue, with the exception of the short (75') right turn lane into the site from York Avenue.

The intersection of W. 66th Street and York Avenue has marked crosswalks across all four legs, and pedestrian crossing pushbuttons in each quadrant. The intersection of W. 66th Street and the Southdale Shopping Center exit has a crosswalk on the east leg with pedestrian pushbuttons in the northeast and southeast quadrants. There is also a marked crosswalk on the south leg of the intersection of Xerxes Avenue and W. 64th Street.

BICYCLE

No marked bicycle facilities are available on W. 66th Street, York Avenue, or Xerxes Avenue.

TRANSIT

Four METRO Transit bus routes stop adjacent to the site. Three additional routes stop one block away from the site at the Southdale Shopping Center. Details for each route are provided below.

On W. 66th Street in the westbound direction, the rightmost lane is marked for "Bus Stopping and Right Turns Only," providing a transit advantage during times of congestion.

ADJACENT ROUTES

Route 6

- **Type**: Local Bus
- **Nearest Stop**: 66th Street & York Avenue
- **Major Destinations**: Southdale Center, Xerxes Ave, Uptown Transit Station, Downtown Minneapolis, University of Minnesota
- **Weekday Frequency**: 4 to 15 minutes
- **Weekend Frequency**: 15 minutes

Route 515

- **Type**: Local Bus
- **Nearest Stop**: 66th Street & Barrie Road
- **Major Destinations**: Southdale Center, VA Medical Center Station, Mall of America Station
  Weekday Frequency: 15 to 30 minutes
- **Weekend Frequency**: 15 to 30 minutes

Route 578

- **Type**: Express Bus
- **Nearest Stop**: 66th Street & York Avenue
- **Major Destinations**: Southdale Center, 46th Street Station (I-35W), Downtown Minneapolis
- **Weekday Frequency**: 30 minutes (peak hour only)
- **Weekend Frequency**: -

Route 579

- **Type**: Express Bus
- **Nearest Stop**: 65th Street & Xerxes Avenue
- **Major Destinations**: Southdale Center, 46th Street Station (I-35W), University of Minnesota
- **Weekday Frequency**: 4 Northbound AM trips, 3 Southbound PM trips
- **Weekend Frequency**: -

NEARBY ROUTES

Route 537

- **Type**: Local Bus
- **Nearest Stop**: Southdale Transit Center
- **Major Destinations**: Southdale Center, Normandale Community College
- **Weekday Frequency**: 60 minutes
- **Weekend Frequency**: -

Route 538

- **Type**: Local Bus
- **Nearest Stop**: Southdale Transit Center
- **Major Destinations**: Southdale Center, Best Buy Headquarters, Southtown Shopping Center, Mall of America Station
- **Weekday Frequency**: 30 minutes
- **Weekend Frequency**: 30 to 60 minutes

Route 684

- **Type**: Express Bus
- **Nearest Stop**: Southdale Transit Center
- **Major Destinations**: Chaska, Chanhassen, Southwest Station, Southdale Center, Downtown Minneapolis, University of Minnesota
- **Weekday Frequency**: 10 Westbound AM trips, 6 Eastbound PM trips
- **Weekend Frequency**: -

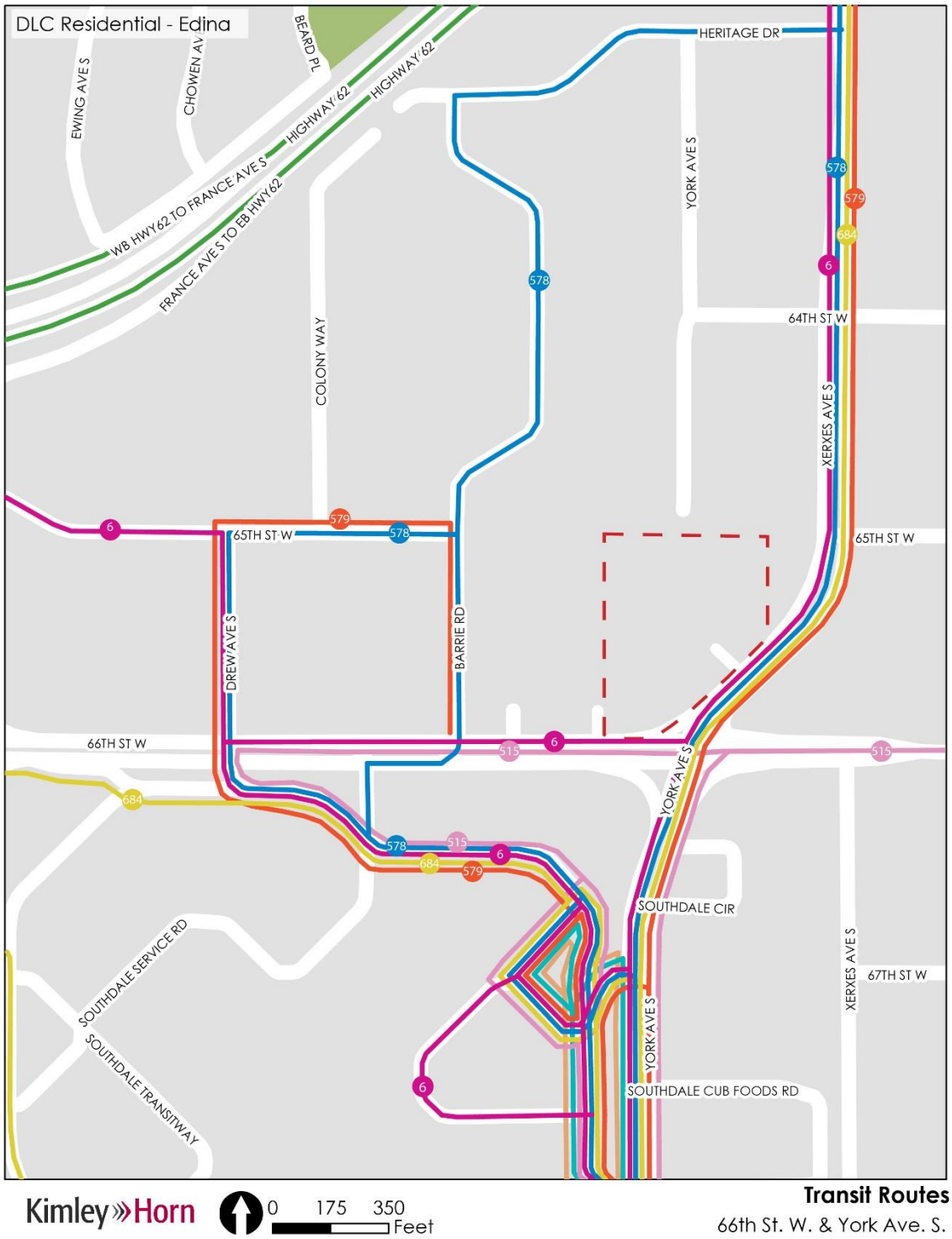


Figure 2-1: Transit Routes Near the Site

3.0 PARKING

Given the proposed phasing of development on site, a parking analysis was conducted in order to assess current demands, forecast future demands during Phase I, and confirm that the proposed parking supply will accommodate these demands. Based on field observations and a review of parking demand estimates from ITE and ULI, the proposed parking supply ratios are forecasted to adequately serve the parking demands for the office building on site as well as the office building on the adjacent site. Residential parking demand estimates were not included, but the proposed parking supply of 1.6 stalls per dwelling unit exceeds the minimum requirements for multifamily buildings in a Planned Commercial District under Edina's Code of Ordinances. A **Parking Demand Memo**, provided in the Appendix, documents the assumptions and recommendations in more detail, and the proposed parking stall counts and corresponding ratios are provided below.

Phase I

- 3250 Building - *Removed*
- 6550 Building
    - Surface: 222 stalls
    - Secure: 28 stalls
    - Total: 250 stalls
    - Ratio: 4.03 parking stalls per 1,000 sq. ft. GFA
- Phase I Residential
    - Surface: 29 stalls
    - Secure: 350 stalls
    - Total: 379 stalls
    - Ratio: 1.6 stalls per dwelling unit
- Adjacent Site (3316 Building)
    - Surface: 140 stalls
    - 4.24 parking stalls per 1,000 sq. ft. GFA

Phase II

- 6550 Building - *Removed*
- Phase I Residential – *No Change from Phase I*
- Phase II Residential
    - Surface: 9 stalls
    - Secure: 225 stalls
    - Total: 334 stalls
    - Ratio: 1.6 stalls per dwelling unit
- Adjacent Site (3316 Building) – *No Change from Phase I*

4.0 TRAFFIC OPERATIONS

An analysis of the potential traffic impacts associated with the proposed residential redevelopment project was completed. The assumptions, methodology, results, and recommended improvements are detailed in this section. The following intersections were analyzed for traffic impacts:

- West 66th Street and Southdale Shopping Center Exit
- West 66th Street and 3316 West 66th Street West Access
- West 66th Street and 3316 West 66th Street East Access
- West 66th Street and York Avenue South
- York Avenue South and 6550 York Avenue South Access
- Xerxes Avenue South and West 64th Street

The traffic conditions at these intersections were analyzed under four scenarios during the morning and evening peak hours using Synchro 9 and SimTraffic 9:

- Future Year (2018) No Build Conditions
- Future Year (2018) Build Conditions – Phase I
- Future Year (2024) No Build Conditions
- Future Year (2024) Build Conditions – Phase II

EXISTING TRAFFIC CONDITIONS

West 66th Street/County Round 53 is a four/five-lane east-west A-minor reliever arterial adjacent to the development site. Within the study area, the posted speed limit is 35 mph, and a median is present on both sides of York Avenue South. The 2014 annual average daily traffic (AADT) volume on West 66th Street east of York Avenue South was 14,700 vehicles per day, according to MnDOT's AADT map. On-street parking is prohibited, and within the five-lane segment between York Avenue South and France Avenue South/County Road 17, the rightmost lane in the westbound direction is marked for buses and right turning vehicles only. Both the access points on West 66th Street included within the analysis are right-in right-out, and a median prevents left turns into or out of each access point.

York Avenue South/Xerxes Avenue South/County Road 31 is a two-way north-south major collector street. Within the study area, the posted speed limit is 35 mph south of West 66th Street and 30 mph north of West 66th Street. A median is present on both sides of West 66th Street. The 2014 AADT on Xerxes Avenue south of Highway 62 was 17,300 vehicles per day, and the 2014 AADT on York Avenue south of West 66th Street was 22,000 vehicles per day, according to MnDOT's AADT map. Parking is allowed on both sides of Xerxes Avenue north of West 65th Street, but parking is prohibited south of West 65th Street within the study area. The access point on York Avenue included within the analysis is right-in right-out, and a median prevents left turns into or out of the access point.

The existing lane geometry and intersection control for each of the study intersections is provided in **Figure 4-1**.

EXISTING TRAFFIC VOLUMES

To analyze traffic operations at the six study intersections, turning movement counts were collected on Thursday, September 17, 2015 during both the morning and evening peak hours. These counts were supplemented with evening counts provided by the City of Edina from the Gateway Pointe Traffic and

Parking Study, which were collected at the intersection of 66th Street and York Avenue in October 2016. Traffic volumes for the westbound though movement and the southbound through movement were found to be higher in the October counts, and these volumes were therefore used, with the volume difference carried forward to adjacent intersections.

The network peak hour of these six intersections was determined to occur from 7:45-8:45AM and from 4:45-5:45PM. The average Peak Hour Factor (PHF) during these hours was calculated at 0.93 in the morning and 0.96 in the evening.

Due to the number of access points and intersections within the study area not included within the analysis, traffic volumes were not balanced between intersections. Because all six intersections were counted simultaneously in September, the volume imbalance can be attributed to these access points. The 2015 Existing Turning Movement Counts for the morning and evening peak hours, adjusted with the October counts and rounded to the nearest 5 vehicles by movement, are provided in the **Appendix** in **Figures A-1** and **A-2.**

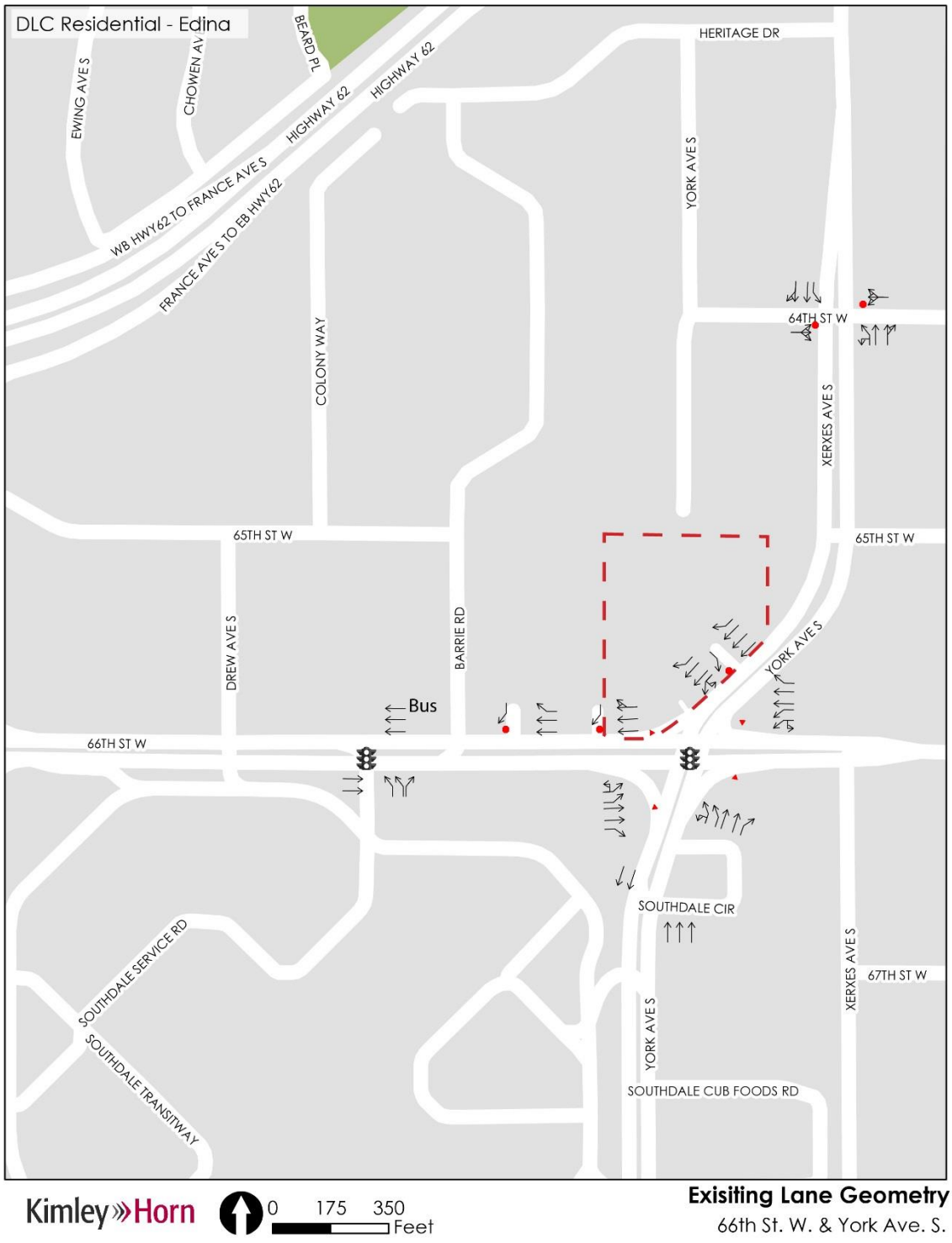


Figure 4-1: Existing (2015) Lane Geometry

BACKGROUND GROWTH AND FUTURE TRAFFIC CONDITIONS

In order to analyze traffic operations in future years, a general background growth rate was assumed to account for other development in the region. Because traffic volumes in the area decreased between 2011 and 2014, recent local trends cannot be used to forecast growth, and instead the Hennepin County State Aid traffic growth projection factor of 1.1 over a 20-year period was applied to the 2015 counts. This factor corresponds to 10 percent growth over 20 years, or 0.5 percent annual growth. This rate was confirmed with the City of Edina, and is consistent with the background growth assumed for the nearby Gateway Pointe Traffic and Parking Study.

In addition to the regional background growth, traffic associated with specific approved development projects in the area were also incorporated. These included:

- Gateway Pointe Residential Development
- Southdale One Apartments
- 6725 York Avenue

Traffic associated with these projects were incorporated by utilizing the 2017 forecasted full build traffic volumes at 66th Street and York Avenue from the Gateway Pointe Traffic and Parking Study[1], which included trips associated with these developments. Incremental increases above the background growth assumed by movement were carried forward to adjacent intersections to apply these trips to the entire study area.

The Phase I analysis year was assumed to be one year following opening of Phase I (2017), resulting in an analysis year of 2018. The 2018 background traffic for this future No Build scenario, rounded to the nearest 5 vehicles by movement, is provided in **Figures 4-2** through **4-3**.

The Phase II analysis year was assumed to be one year following opening of Phase II (2023), resulting in an analysis year of 2024. The 2024 background traffic volumes for this future No Build scenario, rounded to the nearest 5 vehicles by movement, are provided in **Figures 4-4** through **4-5**.

No geometric modifications or other changes were assumed between existing conditions (2015) and the future No Build analysis years. For the Build analysis, it was assumed that the southbound free right will be converted to an unchannelized 100' right turn lane in order to remove the island, decrease the pedestrian crossing distance across 66th Street, and improve the walking environment.

[1] Morning volumes were not reported in this study. Morning trips associated with this development were therefore calculated and assigned to the network using the same distribution assumptions used in the study for the evening peak hour.

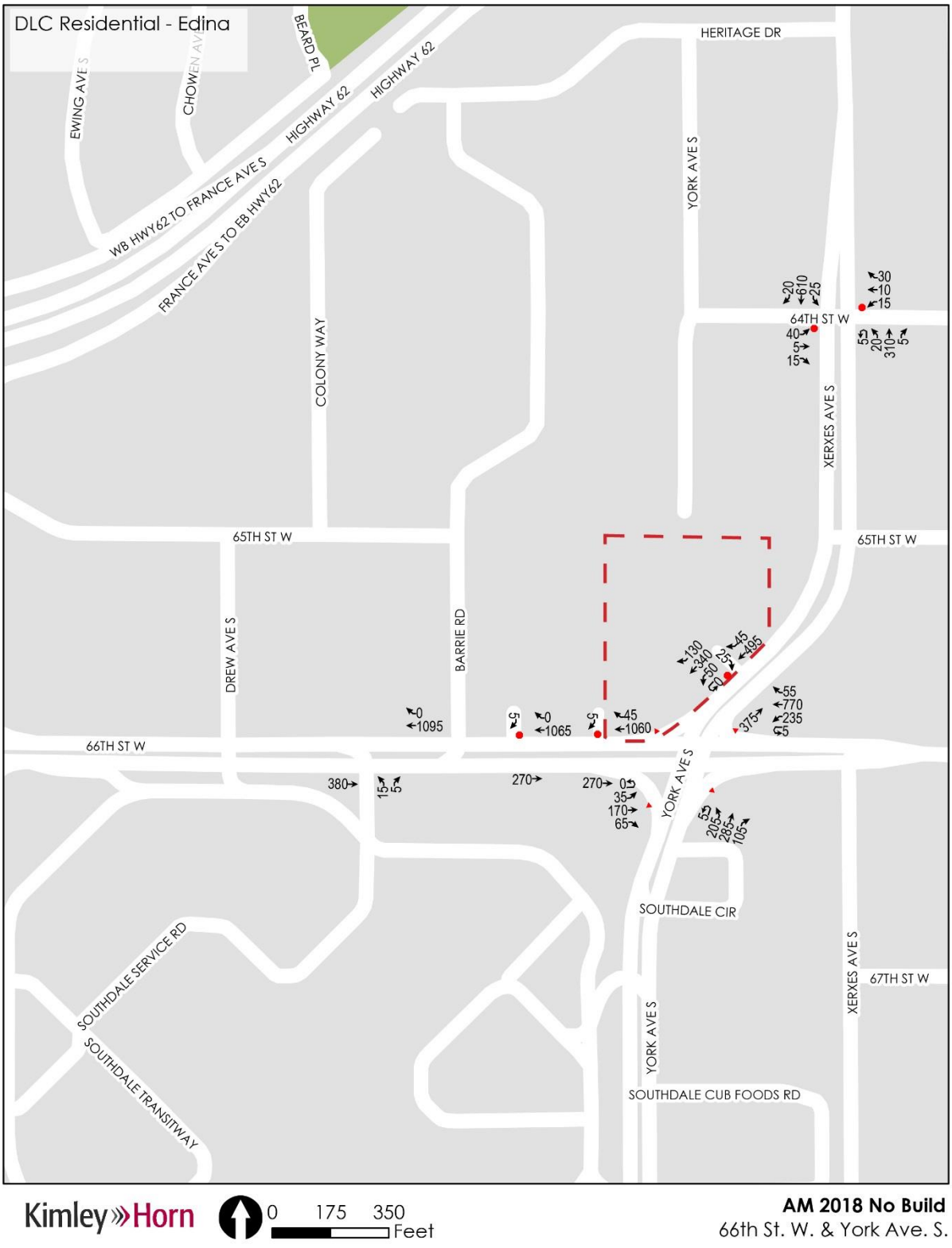


Figure 4-2: Future Year (2018) AM No Build Turning Movement Volumes

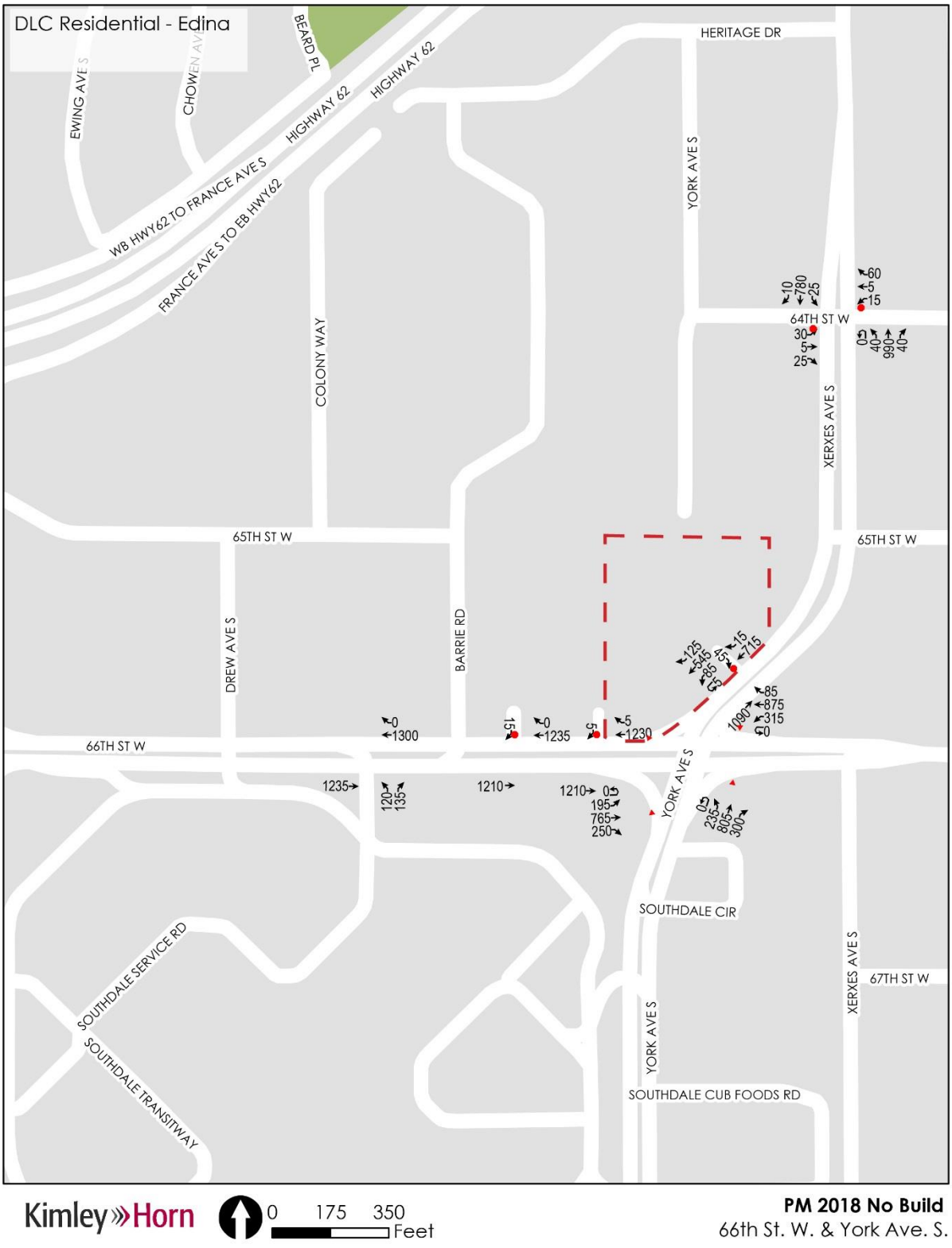


Figure 4-3: Future Year (2018) PM No Build Turning Movement Volumes

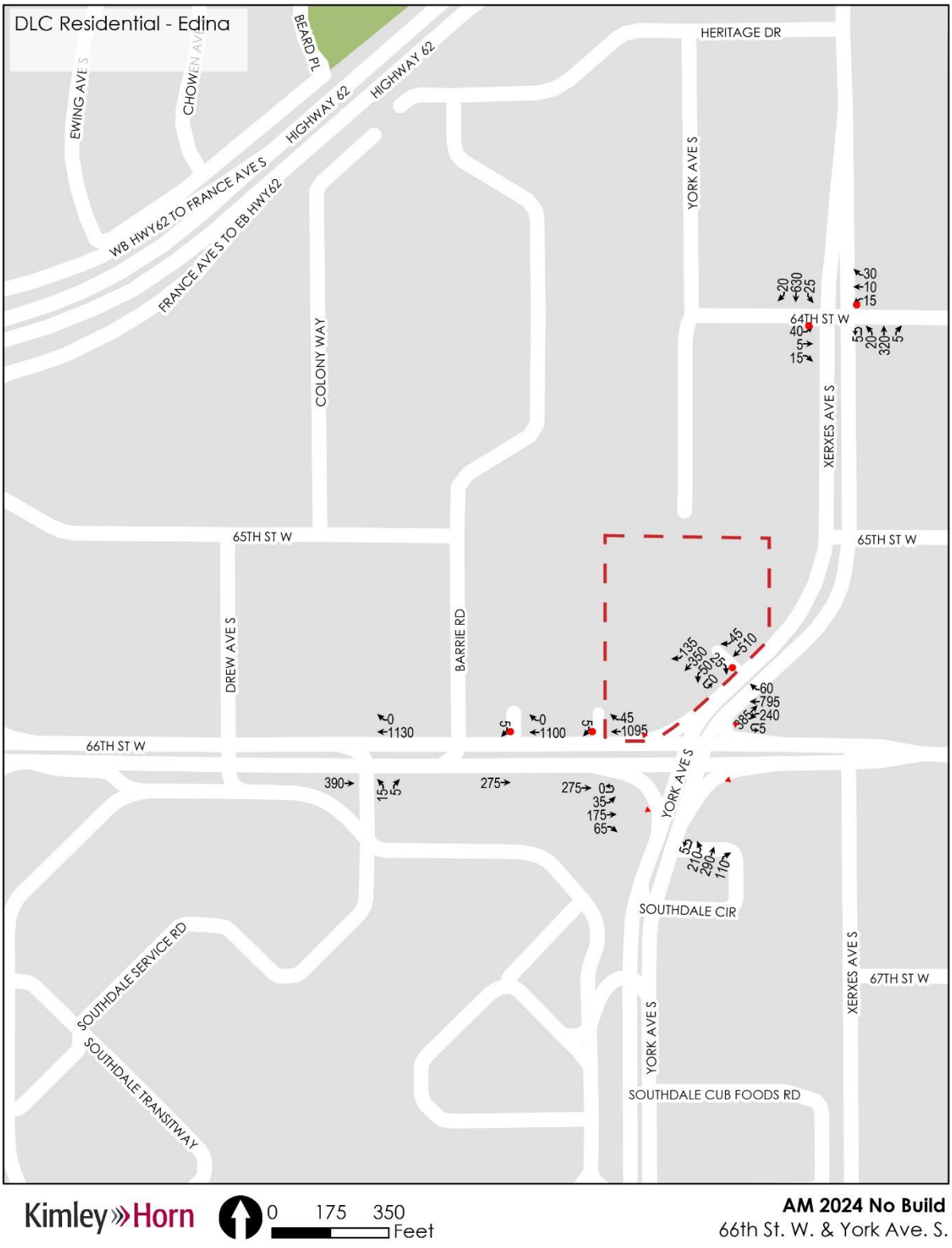


Figure 4-4: Future Year (2024) AM No Build Turning Movement Volumes

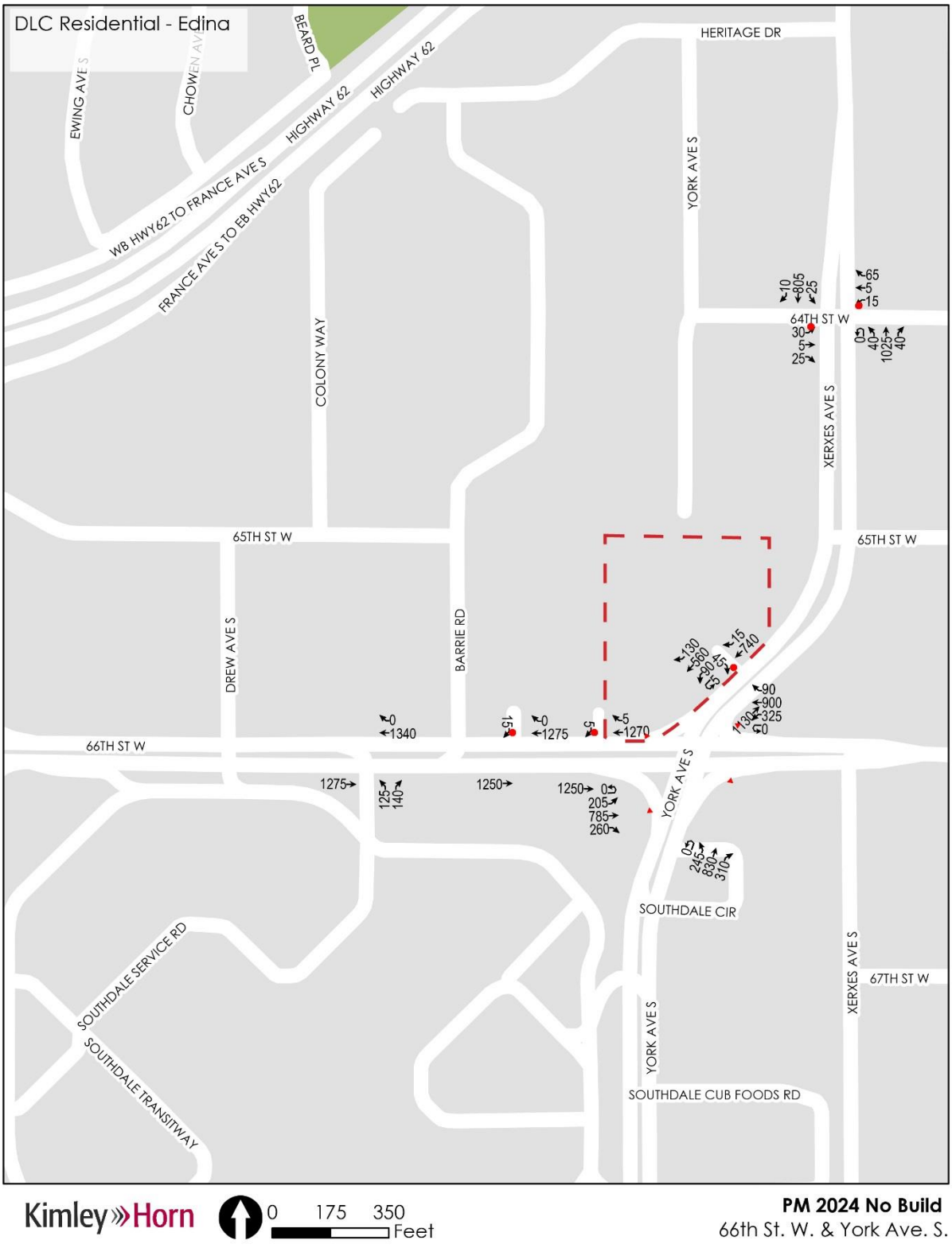


Figure 4-5: Future Year (2024) PM No Build Turning Movement Volumes

TRIP GENERATION AND DISTRIBUTION

TRIP GENERATION

Trip Generation estimates were developed based on the Institute of Transportation Engineers' (ITE) Trip Generation, 9th Edition. As these values represent estimates, all values were rounded to the nearest 5 vehicles.

Phase I

During Phase I, the 3250 Building (3250 W. 66th Street) and adjacent parking will be replaced with a 230-unit, 6-floor apartment building with secure parking. The existing 6550 Building (6550 York Avenue South) and associated surface parking will remain open, along with the existing access locations on both York Avenue South and W. 66th Street.

The apartment building is most similar to ITE's Land Use 220 ("Apartment"), and this land use code was therefore used for developing trip generation estimates:

> *"Apartments are rental dwelling units located within the same building with at least three other dwelling units…"*

For both the morning and evening peak demand estimates, the average rates associated with the peak hours of adjacent street traffic were used.

Although some vehicles were observed parked near the 3250 building at the time of the counts, the building was largely vacant, and no trips were removed from the network for the future year analyses to account for the removal of this building.

Additionally, because the 6550 Building was assumed to remain open during Phase I, the existing entries and exits from site driveways were preserved for the future analysis years. Although some degree of internal capture could be expected by co-locating a residential building on the same site as an office building, this would result in a reduction of less than 4 percent of trips according to ITE's Trip Generation Handbook, 3rd Edition, and no internal capture was assumed within the trip generation analysis.

The total net new trips added to the network for the Phase I analysis year for both the morning and evening peak periods is provided in **Tables 4-1** and **4-2**.

Table 4-1: Morning Peak Hour Trip Generation Estimates for Phase I

Code	Land Use Description	Units	No.	Rate	AM				
					AM Trips Enter (%)	AM Trips Exit (%)	AM Trips Enter	AM Trips Exit	Total AM Trips
220	Apartment	DUs	230	0.51	20%	80%	25	95	120
							25	95	120

Table 4-2: Evening Peak Hour Trip Generation Estimates for Phase I

Code	Land Use Description	Units	No.	Rate	PM				
					PM Trips Enter (%)	PM Trips Exit (%)	PM Trips Enter	PM Trips Exit	Total PM Trips
220	Apartment	DUs	230	0.62	65%	35%	95	50	145
							95	50	145

Phase II

During Phase II, the 6550 Building (6550 York Avenue South) and adjacent parking will be replaced with a 145-unit 5-floor apartment building with additional secure parking. Upon completion of Phase II, the site will have a total of 375 apartment units, 38 surface stalls, and 576 secure parking stalls. As with Phase I, the average trip generation rates were used, applied to the completed residential development.

The removal of the 6550 Building will lead to a significant reduction in the number of trips observed traveling to and from the site under existing conditions. At the time of the turning movement counts, the 62,100 sq. ft. office was approximately 71 percent occupied. Therefore, 44,100 sq. ft. was used to estimate the number of trips to remove from the network for the Phase II analysis.

Due to the variety of uses observed within the building, ITE's Land Use 710 ("General Office Building") was used for developing trip generation estimates:

> *"A general office building houses multiple tenants; it is a location where affairs of businesses, commercial or industrial organizations, or professional persons or firms are conducted. An office building or buildings may contain a mixture of tenants including professional services, insurance companies, investment brokers and tenant services, such as a bank or savings and loan institution, a restaurant or cafeteria and service retail facilities."*

The average rate rather than the fitted curve equations produced estimates most similar to observed driveway entries and exits, and this rate was therefore used for both time periods to estimate the number of trips to remove.

The total net new trips added to the network for the Phase II analysis year for both the morning and evening peak periods, including the removed office trips, is provided in **Tables 4-3** and **4-4**.

Table 4-3: Morning Peak Hour Trip Generation Estimates for Phase II

Code	Land Use Description	Units	No.	Rate	AM				
					AM Trips Enter (%)	AM Trips Exit (%)	AM Trips Enter	AM Trips Exit	Total AM Trips
220	Apartment	DUs	375	0.51	20%	80%	40	155	195
710	General Office Building (1)	1ksf	44.1	1.56	88%	12%	-60	-10	-70
							-20	145	125

Table 4-4: Evening Peak Hour Trip Generation Estimates for Phase II

Code	Land Use Description	Units	No.	Rate	PM				
					PM Trips Enter (%)	PM Trips Exit (%)	PM Trips Enter	PM Trips Exit	Total PM Trips
220	Apartment	DUs	375	0.62	65%	35%	150	80	230
710	General Office Building (1)	1ksf	44.1	1.49	17%	83%	-10	-55	-65
							140	25	165

Due to the removal of the office trips, trips entering the site during the morning peak hour represents a reduction from existing conditions, and trips exiting the site during the evening peak hour is only expected to increase by twenty-five vehicles. The greatest change in trips assigned to the network compared to existing conditions is associated with the residential trips exiting the site in the morning, and the residential trips returning to the site during the evening.

TRIP DISTRIBUTION AND ASSIGNMENT

Residential Trips

The trip distribution for the site-generated residential is shown in the Appendix in **Figure A-3**. This distribution is based on the current traffic patterns in the area as well as the driveway configuration and likely routing to and from the freeways in the area (Highway 62, I-35W, Highway 100, and I-494), as described below:

- To/From the North (Xerxes Avenue)
  - Inbound: **65%**
  - Outbound: **40%**
    - Approximately 5 U-turns were observed at 66th Street and York Avenue on the southbound approach under existing conditions. For assignment purposes, it is assumed that approximately 20% of northbound trips (8% of total) will make a U-turn at 66th Street and 80% (32% of total) will take York Avenue to 64th Street and make left turn onto Xerxes Avenue to depart to the north.

- To/From the West (West 66th Street)
    - Inbound: **5%**
        - Trips from the west and southwest are most likely to arrive via Highway 62 and Xerxes Avenue as opposed to 66th Street from the west given the site driveway configuration and proximity to Highway 62. A negligible number of U-turns were observed on the eastbound approach to York Ave (1 or 2 during the peak hour), so 5% is assumed to capture the drivers that may choose to make this movement to access the site.
    - Outbound: **25%**
        - Due to the right-in right-out driveway configuration, some drivers will choose to proceed west and access Highway 62 from France Avenue, even if headed north or east.
- To/From the East (West 66th Street)
    - Inbound: **20%**
    - Outbound: **25%**
        - Due to the right-in right-out driveway configuration, some drivers will choose to turn left onto 66th Street to access I-35W, even if headed north.
- To/From the South (York Avenue)
    - Inbound: **10%**
    - Outbound: **10%**

The corresponding site driveway assignment is shown in **Figure A-4**. Although approximately 35 percent of inbound trips are assumed to use the right in from 66th Street, all southbound, eastbound, and westbound outbound trips were assigned to the York Avenue driveway due to the site configuration and proximity of the secure parking access relative to this driveway.

Maps showing the site-generated residential trips for the morning and evening peak hours for both Phase I (2018) and Phase II (2024) are provided in **Figures A-5** through **A-8**.

Office Trips

Phase II includes the removal of the 6550 Building (6550 York Avenue South), and office trips therefore need to be removed from the network to analyze the full build scenario. The removed office trips are shown in **Figures A-9** and **A-10**, generated using a proportional reduction of the office trips identified in **Tables 4-3** and **4-3** based on existing traffic patterns.

FUTURE BUILD TURNING MOVEMENT VOLUMES

Taking into account the trip assignment described above as well as the reduction of office trips for Phase II, the estimated Full Build morning and evening peak hour turning movements for both Phase I and Phase II are shown in **Figures 4-6** through **4-9**.

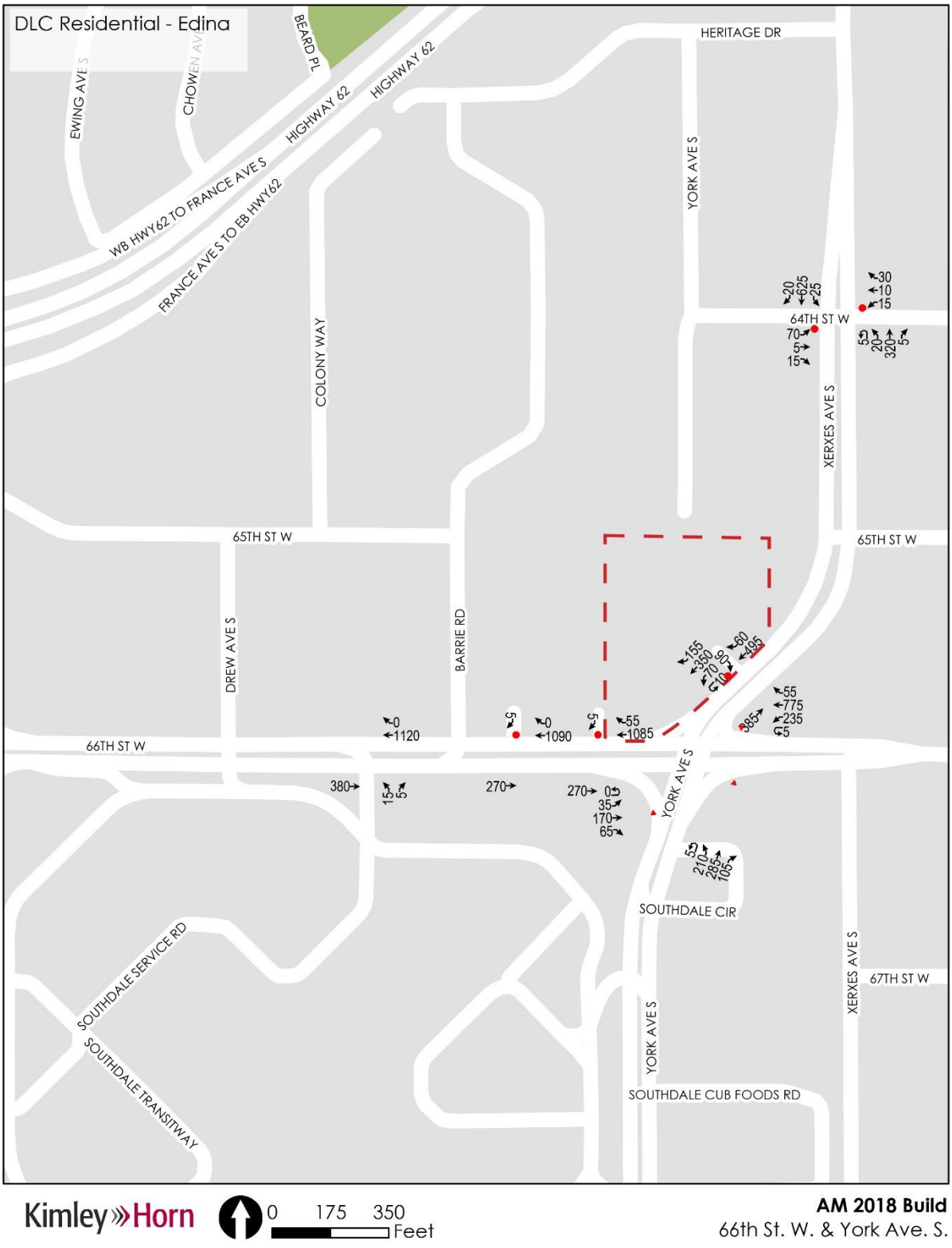


Figure 4-6: Future Year (2018) AM Phase I Turning Movement Volumes

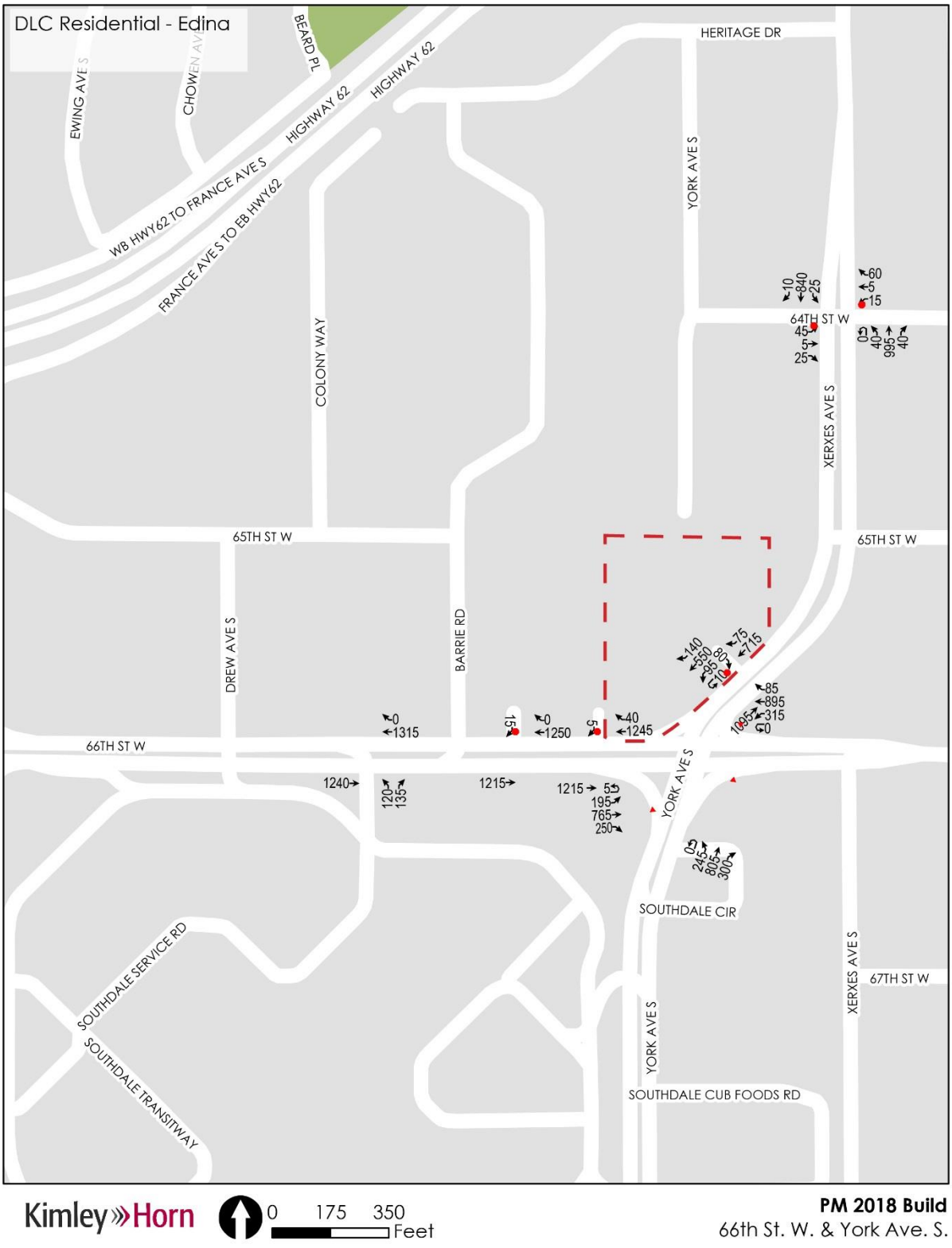


Figure 4-7: Future Year (2018) PM Phase I Turning Movement Volumes

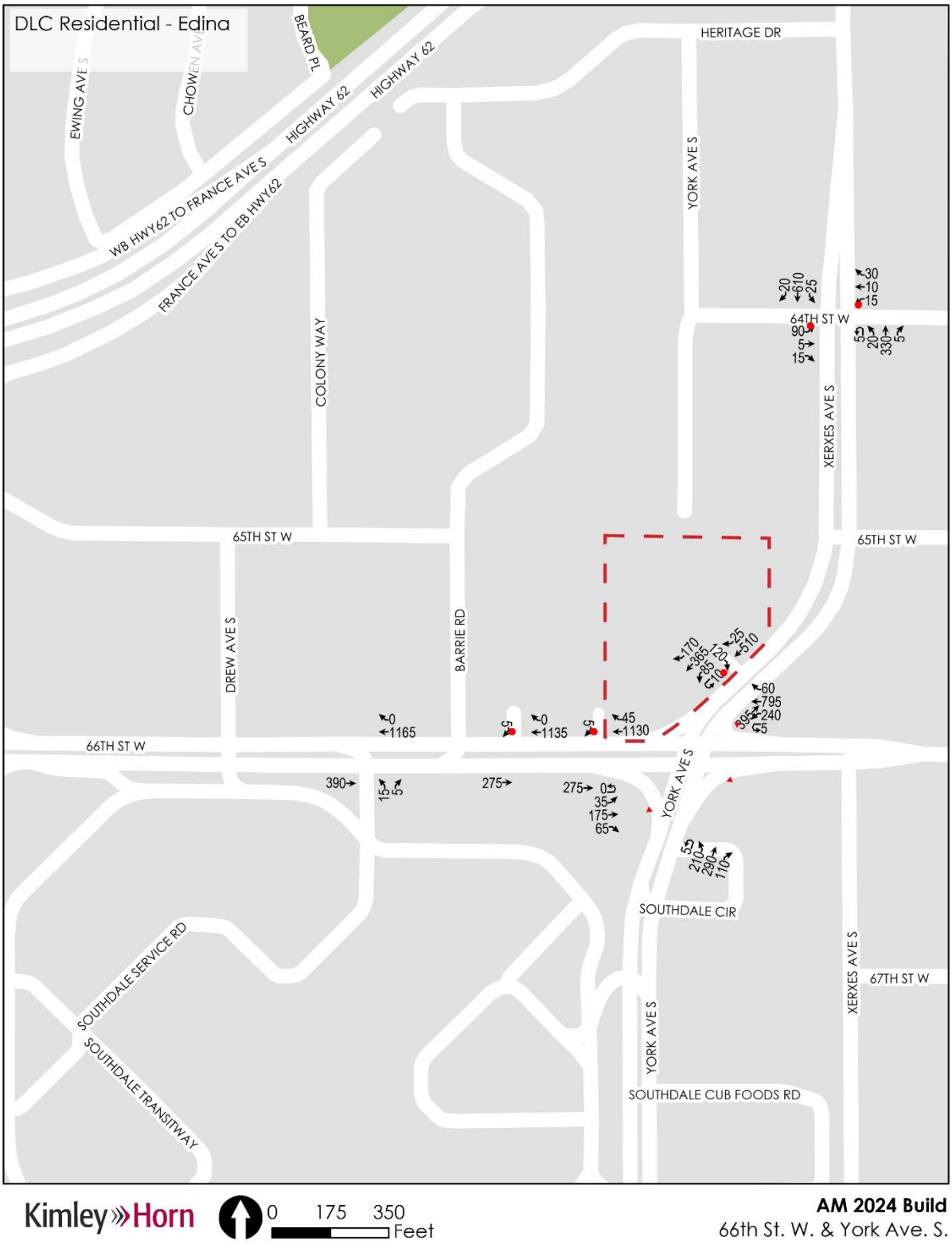


Figure 4-8: Future Year (2024) AM Phase II Turning Movement Volume

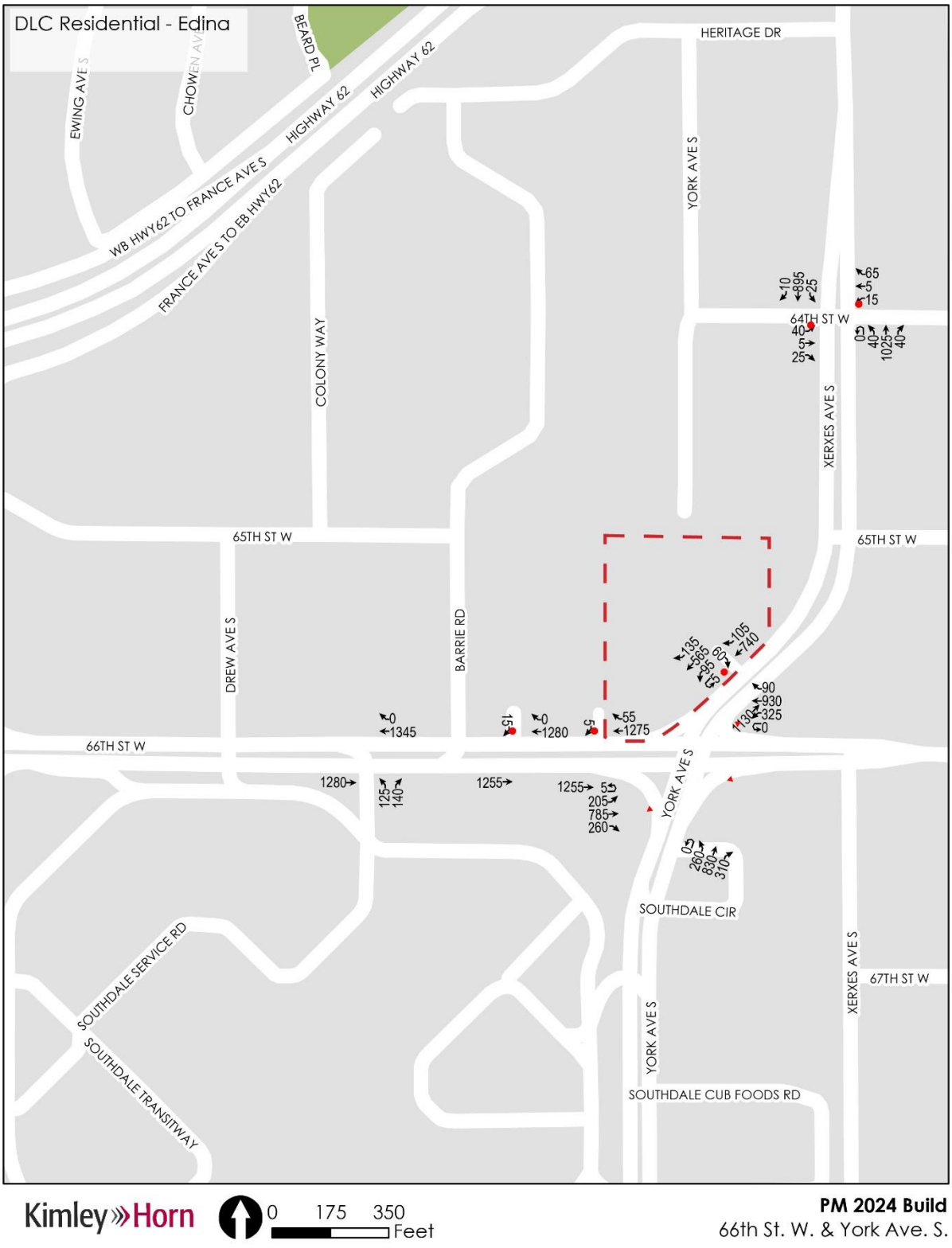


Figure 4-9: Future Year (2024) PM Phase II Turning Movement Volume

DELAY AND QUEUING ANALYSIS RESULTS

Models of each scenario were developed using Synchro, and then delay and queuing were evaluated for each scenario using the average output value from five simulations in SimTraffic. At the intersection of 64th Street and Xerxes Avenue, Highway Capacity Manual (2000) results, produced by Synchro, are provided in order to incorporate two-stage gap acceptance, which SimTraffic is unable to analyze.

The Future Year (2018 and 2024) No Build scenarios were analyzed first to provide an understanding of delay and queuing including background traffic growth, before the addition of trips generated by residential development. The Future Year (2018) Phase I Build scenario was analyzed to determine the potential impact of Phase I site traffic on the adjacent study intersections, including all existing office trips from the site. The Future Year (2024) Phase II Build scenario was analyzed to determine the potential impact of Phase II site traffic on the adjacent study intersections, including additional residential trips but accounting for the reduction of office trips.

2018 NO BUILD RESULTS

All intersections operate at a level of service (LOS) D or better under the 2018 No Build Conditions scenario, as shown in the Appendix in **Table B-1**.

Three movements exceed the LOS D threshold during the PM peak hour at 66th Street and York Avenue. The northbound, southbound, and westbound left turns at 66th Street and York Avenue have delays in excess of 55 seconds. However, these delays are very close to the D/E threshold, and delays in this range can be expected given the 130-second cycle length.

No significant queuing issues are expected during either peak hour, as shown in **Table B-2**. On the northbound approach to 66th Street and York Avenue, left turn queues are projected to reach the limit of the storage lanes, and in some cases queues in the through lanes can be expected to block entrance into the turn lanes. No significant upstream blockage is expected, however. Queues on the westbound approach can also be expected to block entrance to the turn lane during some cycles, but this will not lead to significant delays. On the southbound approach, queues will occasionally (less than 10 percent of the time during the evening peak hour) block the exit from the 6550 Driveway, but the driveway will continue to operate at LOS A.

2018 PHASE I BUILD RESULTS

With the construction of 230 residential units on site during Phase I, all intersections are expected to continue to operate at a level of service (LOS) D or better as shown in the appendix in **Table B-3**. Average intersection delay at 66th Street and York Avenue is expected to remain approximately equivalent to the No Build condition, with overall average delays increasing by less than 1 second per vehicle during both the AM and PM peak hours.

At 66th Street and York Avenue, the eastbound and southbound U-turn movements at 66th Street and York Avenue are estimated to serve 5 to 10 vehicles during the PM peak hour, and while these low volume movements are subject to significant random variability, some vehicles making these movements to access or exit the site may encounter average delays anywhere from 40 to 60 seconds.

On the southbound approach, with the conversion of the free right to a 100’ right turn lane, no significant increase in delay is expected for either the southbound through or right turn movements. Additionally, 95th

percentile queue lengths are not expected to significantly increase, with no increase in upstream driveway blockage compared to the No Build Condition.

No other movements at this intersection are expected to have a significant increase in average delay compared to the No Build condition.

At 64th Street and Xerxes Avenue, the addition of 15 vehicles per hour to the eastbound approach during the PM peak hour combined with 60 additional southbound vehicles per hour on Xerxes Avenue is estimated to increase delays from around 27 seconds per vehicle to 35 seconds per vehicle on the eastbound approach. This average delay is typically considered acceptable during peak hours, and the minor street approach volumes are lower than the minimum threshold necessary to potentially warrant signalization as a mitigation measure, based on MnDOT guidance.

2024 NO BUILD RESULTS

All intersections operate at a level of service (LOS) D or better under the 2024 No Build Conditions scenario, as shown in the Appendix in **Table B-5**. Average intersection delay at 66th Street and York Avenue is expected to increase by one second overall compared to the 2018 No Build Condition as a result of background traffic growth.

As in the 2018 No Build scenario, all left turns at 66th Street and York Avenue have delays very close to the D/E threshold of 55 seconds during the PM peak hour, but a significant increase in delay for these movements is not expected. No other movements are expected to exceed the D/E threshold.

No significant changes in queue spillback or lane blockage are expect under the 2024 No Build scenario compared to the 2018 No Build condition, as shown in **Table B-6**.

2024 PHASE II BUILD RESULTS

With the construction of 145 additional residential units on site during Phase II and the removal of the 6550 office building, all intersections are expected to continue to operate at a level of service (LOS) D or better as shown in the appendix in **Table B-7**. Average intersection delay at 66th Street and York Avenue is expected to remain approximately equivalent to the No Build condition, increasing by less than 1 second per vehicle during the PM peak hour and less than 2 seconds per vehicles during the AM peak hour.

As in the 2024 No Build scenario, both the northbound and southbound left turns at 66th Street and York Avenue, as well as the U-turn movements, have delays very close to the D/E threshold of 55 seconds during the PM peak hour, but a significant increase in delay for these movements is not expected.

On the southbound approach, the conversion of the free right to a 100’ right turn lane is not expected to lead to a significant increase in delay. While the change is expected to increase average queue lengths, leading to more blockage of the upstream site driveway during peak hours (less than 20 percent of the time during the evening peak hour, as shown in **Table B-8**), the driveway will continue to operate at LOS A.

At 64th Street and Xerxes Avenue, the net increase of 10 vehicles per hour on the eastbound approach during the PM peak hour combined with the net increase of 90 southbound vehicles per hour on Xerxes Avenue is estimated to increase delays from around 28 seconds per vehicle to 36 seconds per vehicle on the eastbound approach. With the removal of the office trips, the total eastbound approach volume is

expected to remain constant or slightly decrease (5 vehicles per hour) compared to the Phase I condition during the PM peak hour, indicating that the approach will likely continue to remain below the minimum volume threshold necessary to potentially warrant signalization as a mitigation measure, based on MnDOT guidance.

RECOMMENDATIONS

It is anticipated that the existing area lane geometry and signal timing will be adequate to support future traffic growth and the addition of site traffic at the study area intersections. The proposed conversion of the southbound free right at 66th Street and York Avenue is not expected to significantly degrade traffic operations, and the proposal would improve the pedestrian environment by decreasing the crossing distance across 66th Street. No other geometric or operational improvements are recommended at this time to support the residential redevelopment project. However, the following items are recommended for consideration within the planning horizon of this study:

- Monitor traffic volumes and delays at the intersection of 64th Street and Xerxes Avenue. Should volumes increase to a level to potentially meet one or more acceptable signal warrants as identified within the MnMUTCD, the following measures should be considered:
    - Signal installation at 64th Street and Xerxes Avenue
    - New unsignalized eastbound connection at 65th Street and Xerxes Avenue to distribute traffic between intersections
- Continue to invest in sidewalk, trail, and bicycle improvements in the area. The areas around 66th Street include significant concentrations of retail, residential, office, and medical land uses, as well as a transit center at Southdale Mall. Providing safe, comfortable, and convenient pedestrian and bicycle connections between these uses has to the potential to reduce local automobile trips, particularly home-based shopping and recreation trips.

5.0 APPENDIX

A. Supplemental Exhibits
B. Level of Service Results and Queue Projections
C. SimTraffic Results
D. Parking Demand Memo

APPENDIX A: SUPPLEMENTAL EXHIBITS

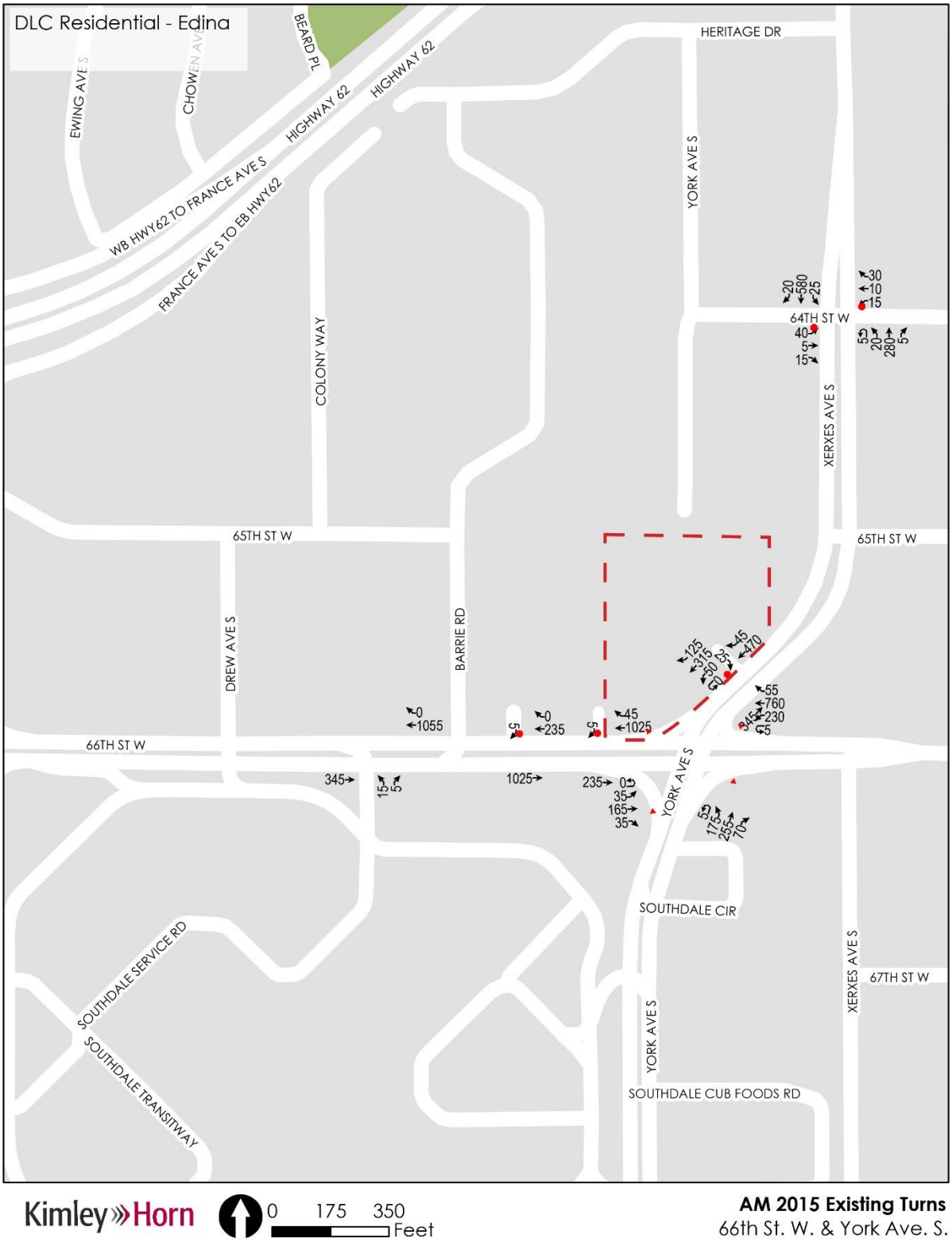


Figure A-1: Existing (2015) AM Peak Hour Turning Movement Volumes

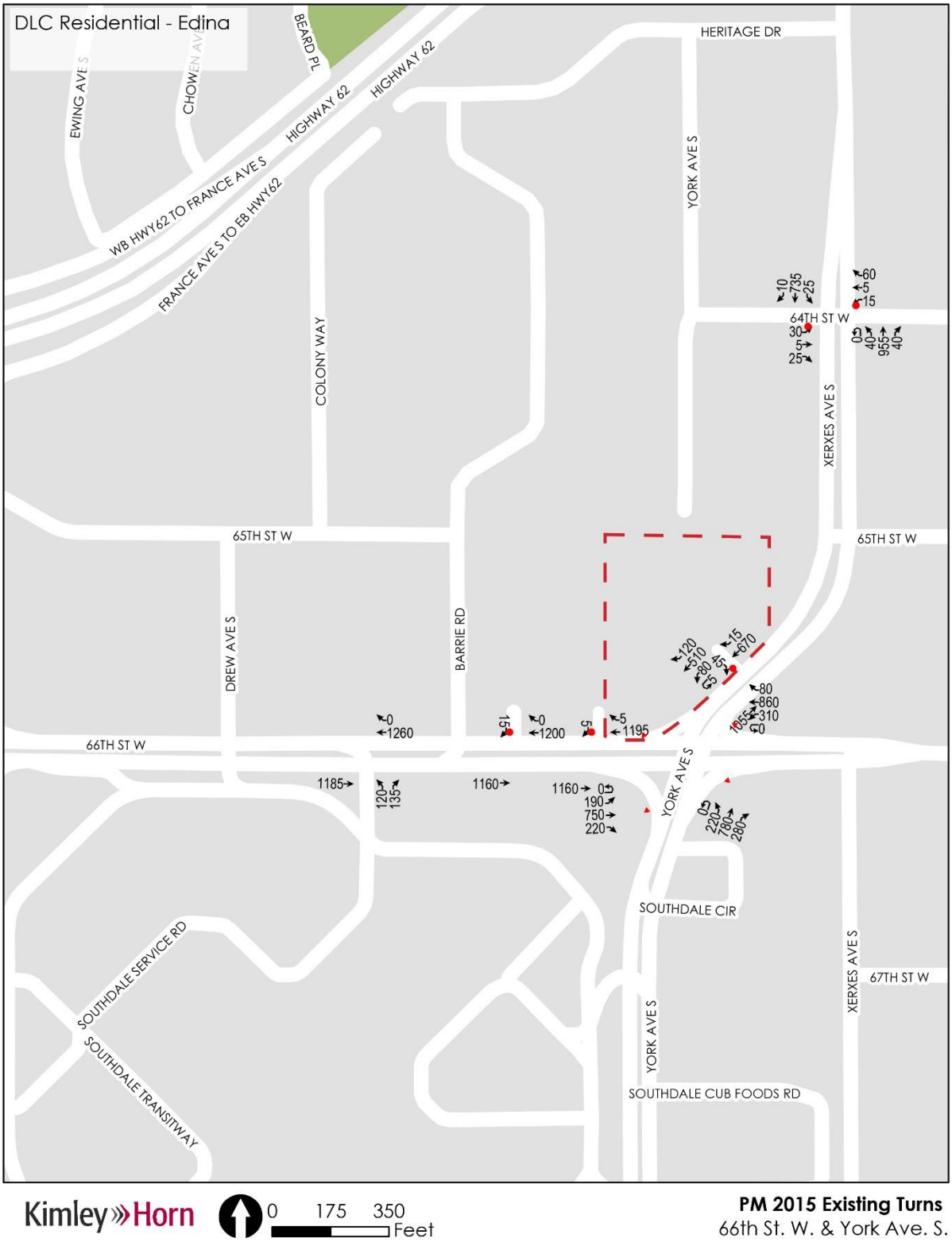


Figure A-2: Existing (2015) PM Peak Hour Turning Movement Volumes

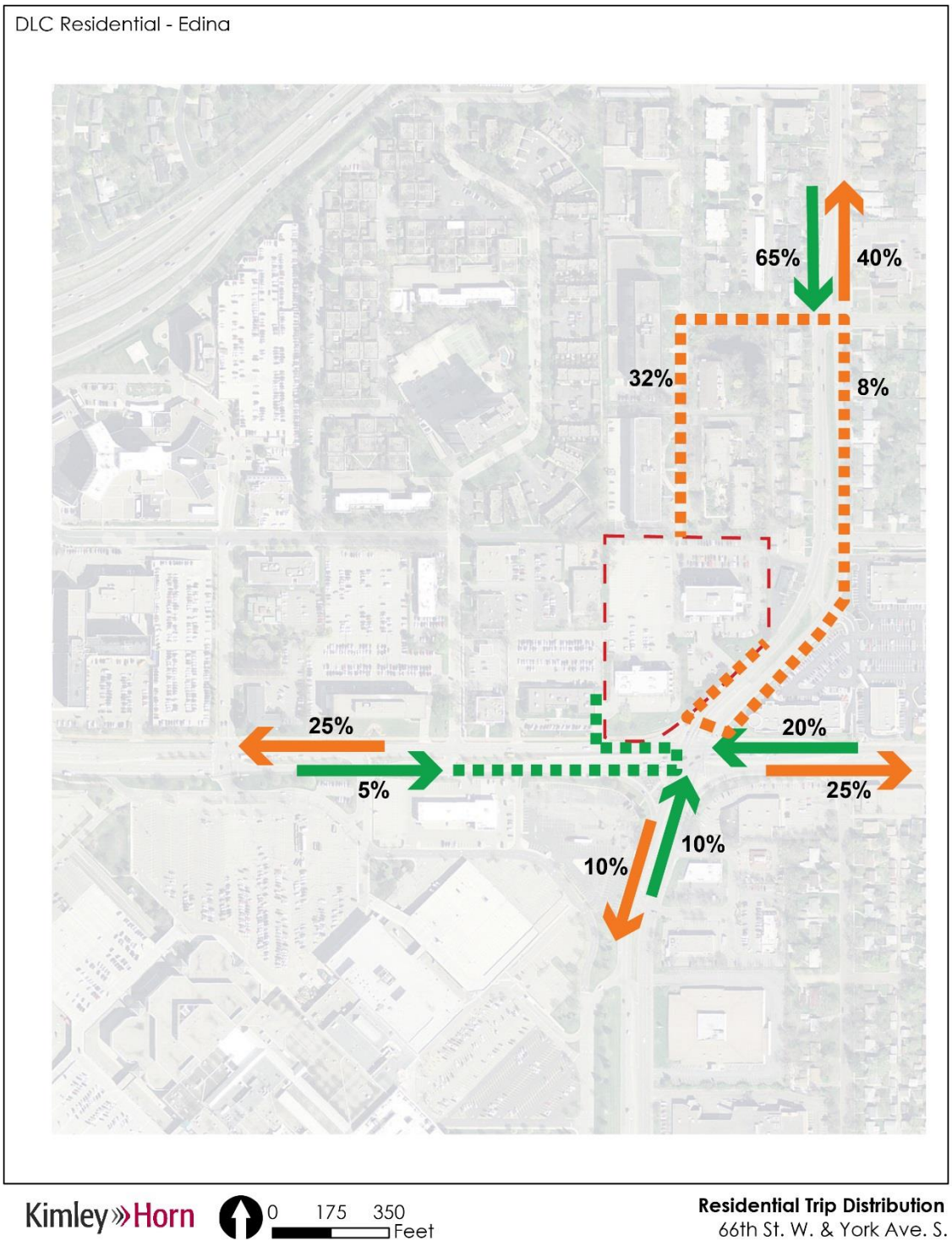


Figure A-3: Residential Trip Distribution

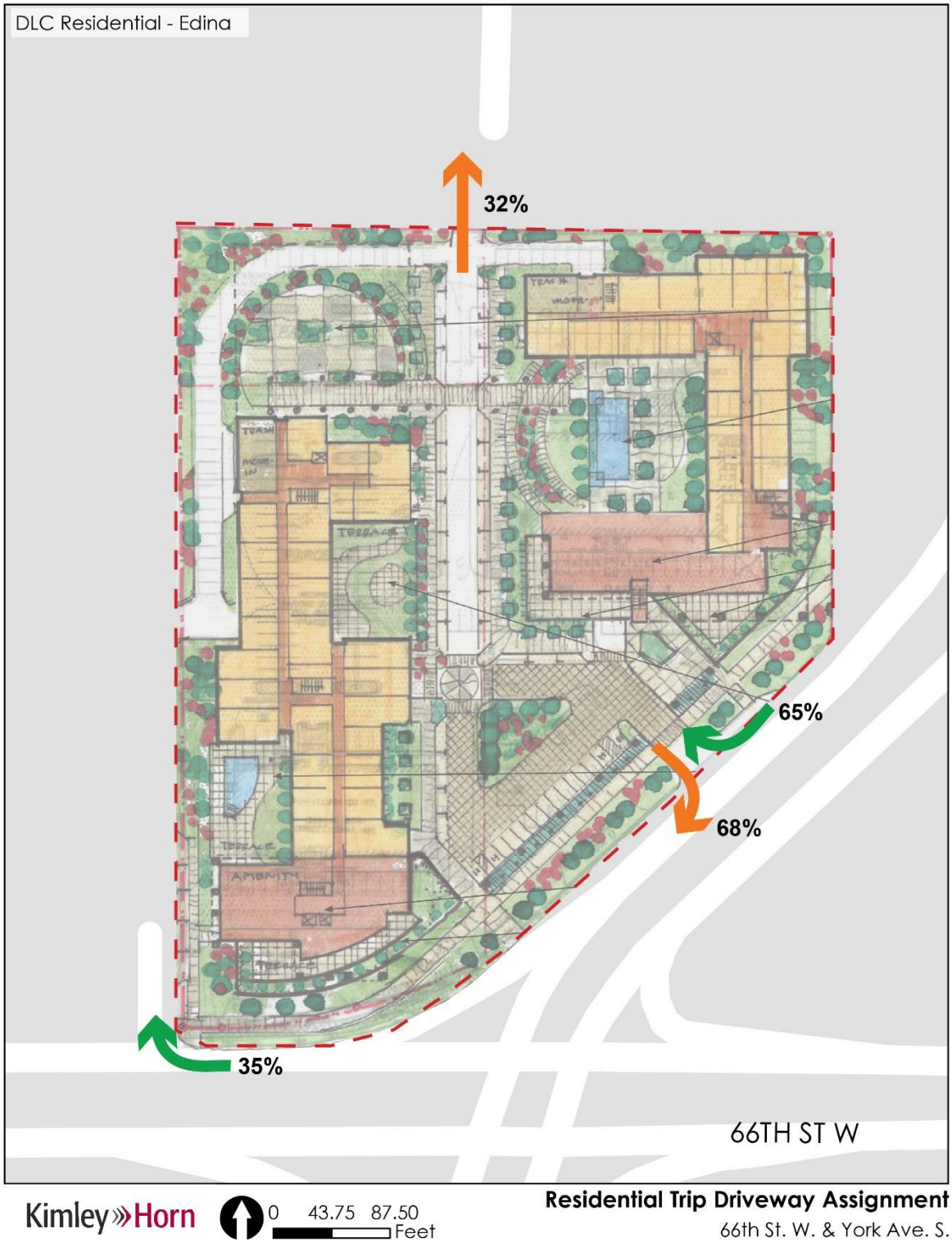


Figure A-4: Residential Trip Driveway Assignment

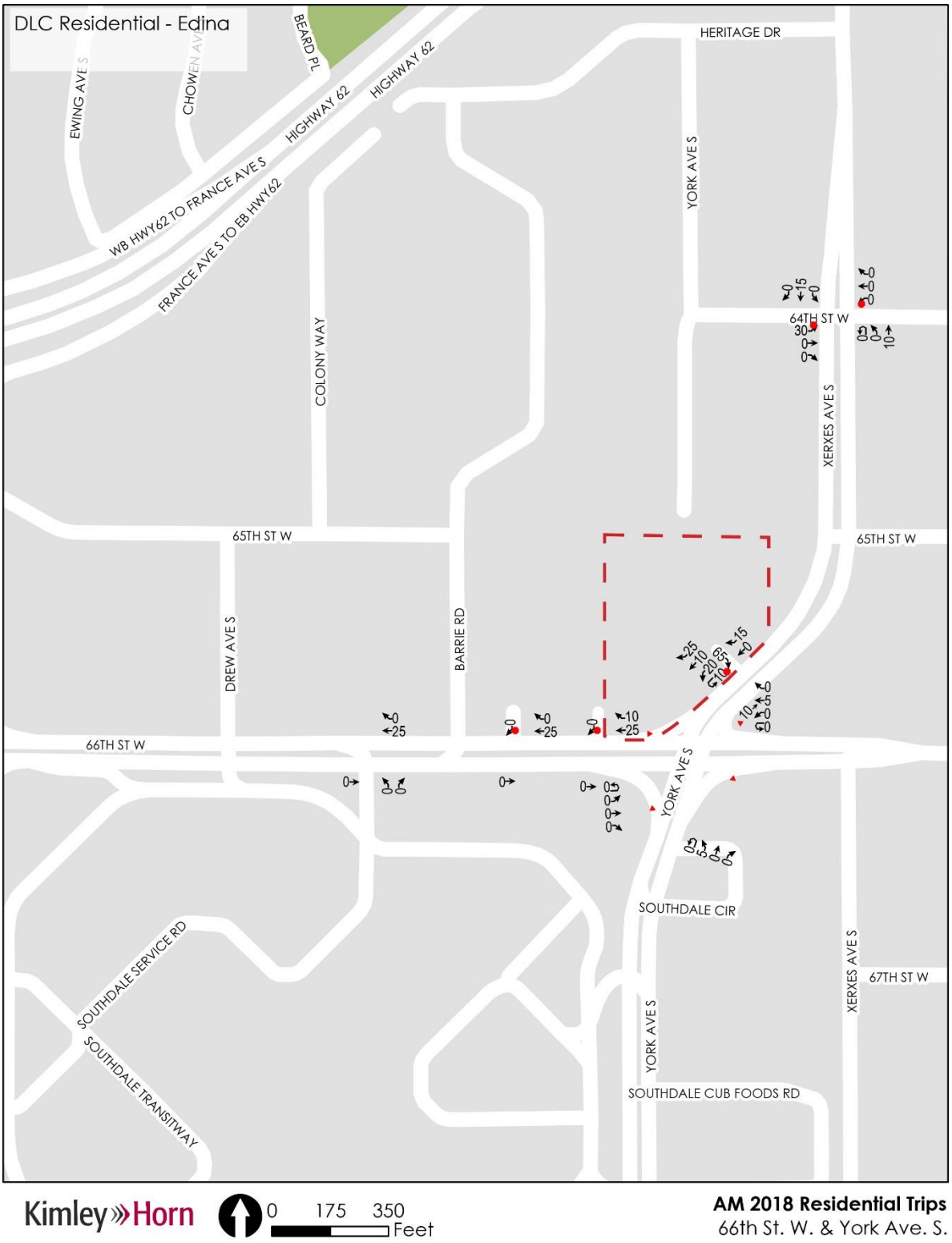


Figure A-5: Future Year (2018) Residential Trip Assignment – AM Peak Hour

Note: Due to the rounding convention and limited number of trips, approximately 50 percent of outbound trips depart to the north in this scenario after balancing and rounding.

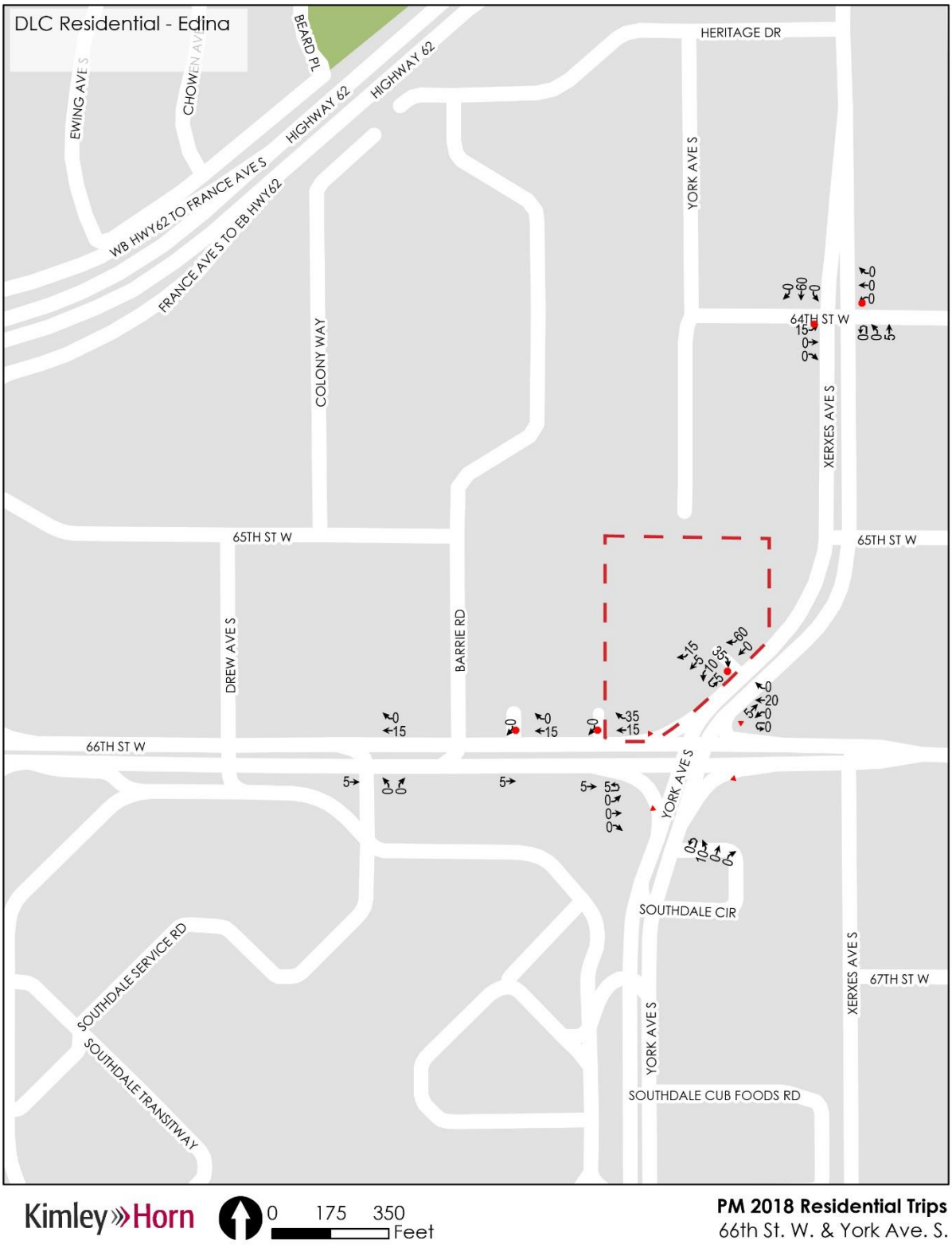


Figure A-6: Future Year (2018) Residential Trip Assignment – PM Peak Hour

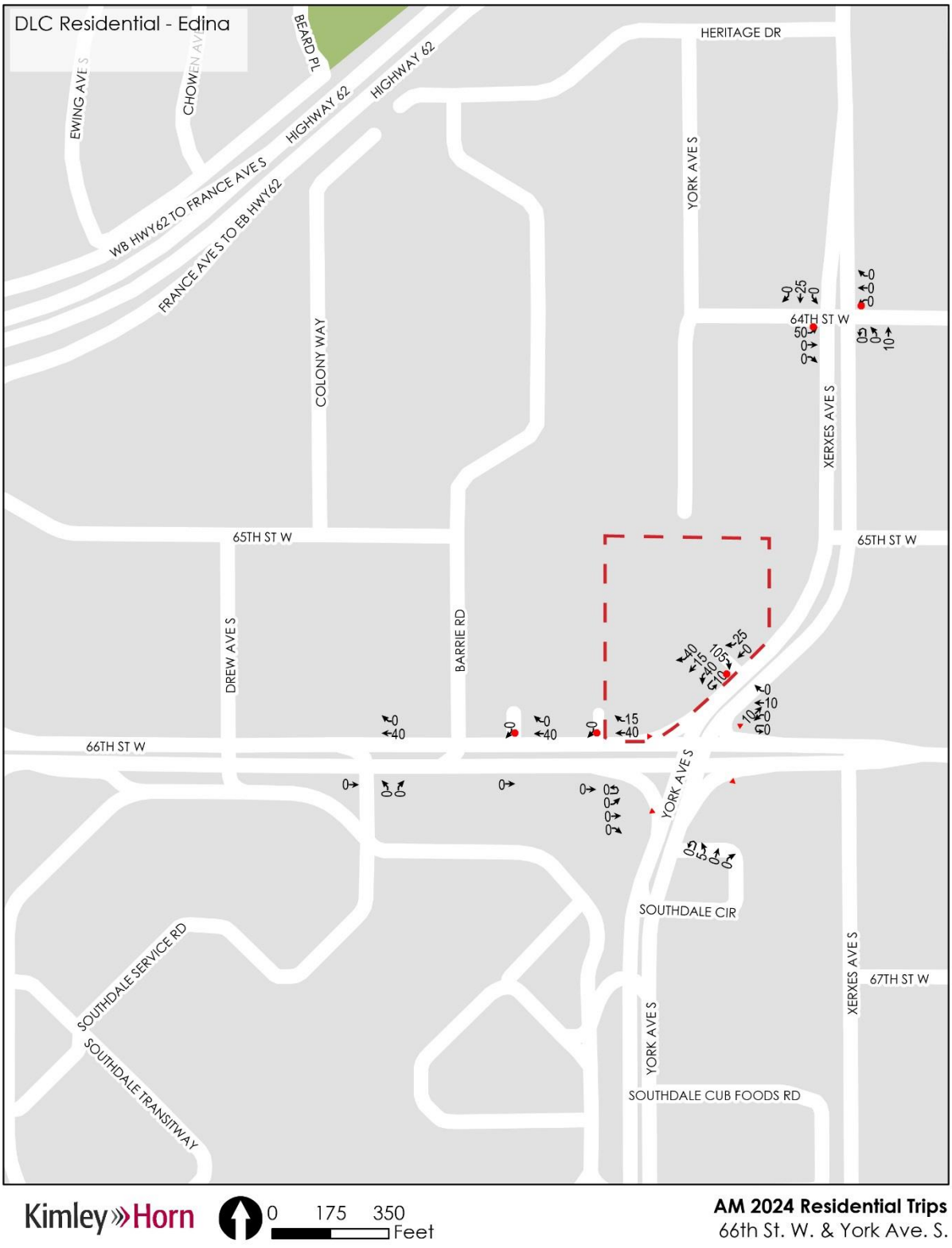


Figure A-7: Future Year (2024) Residential Trip Assignment – AM Peak Hour

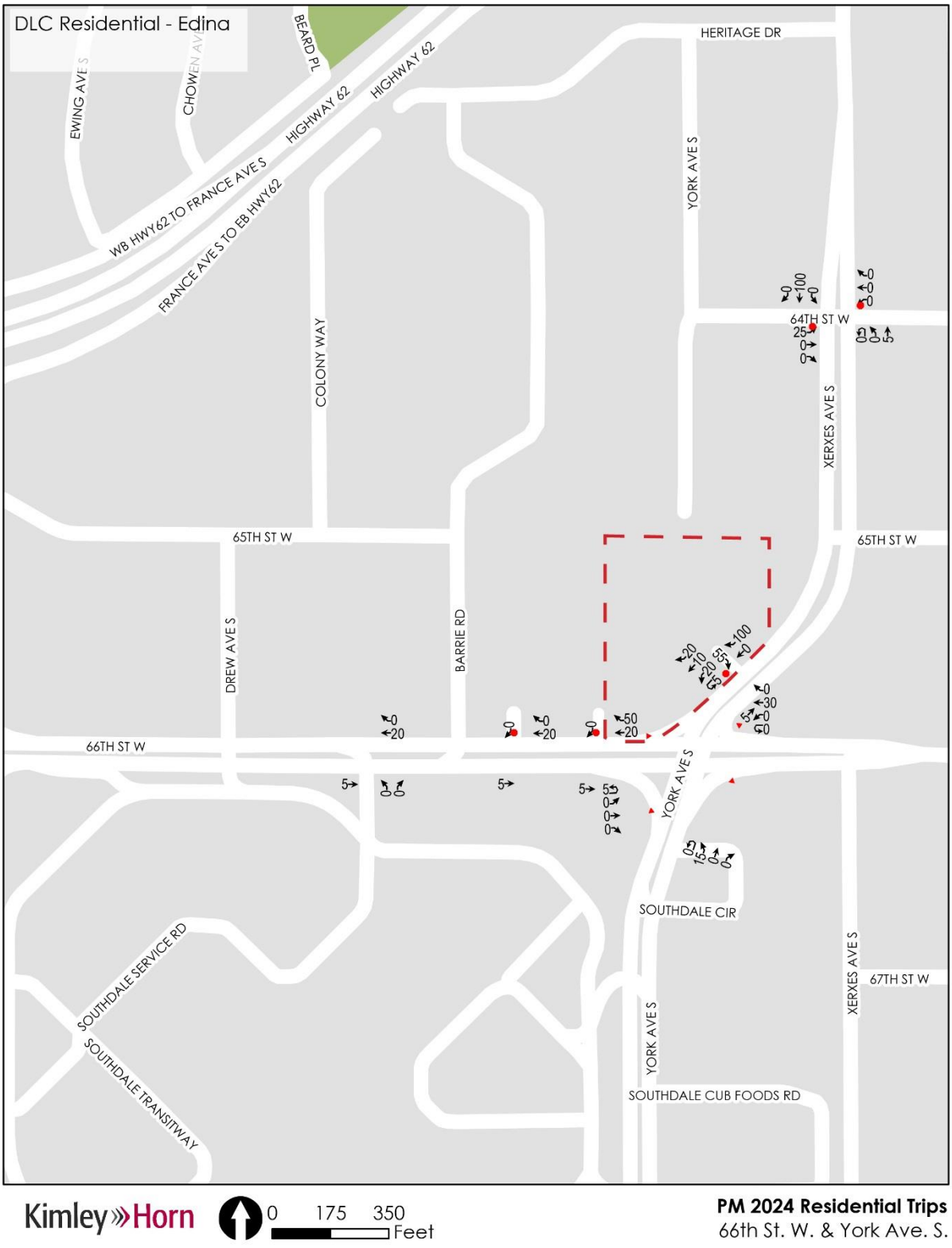


Figure A-8: Future Year (2024) Residential Trip Assignment – PM Peak Hour

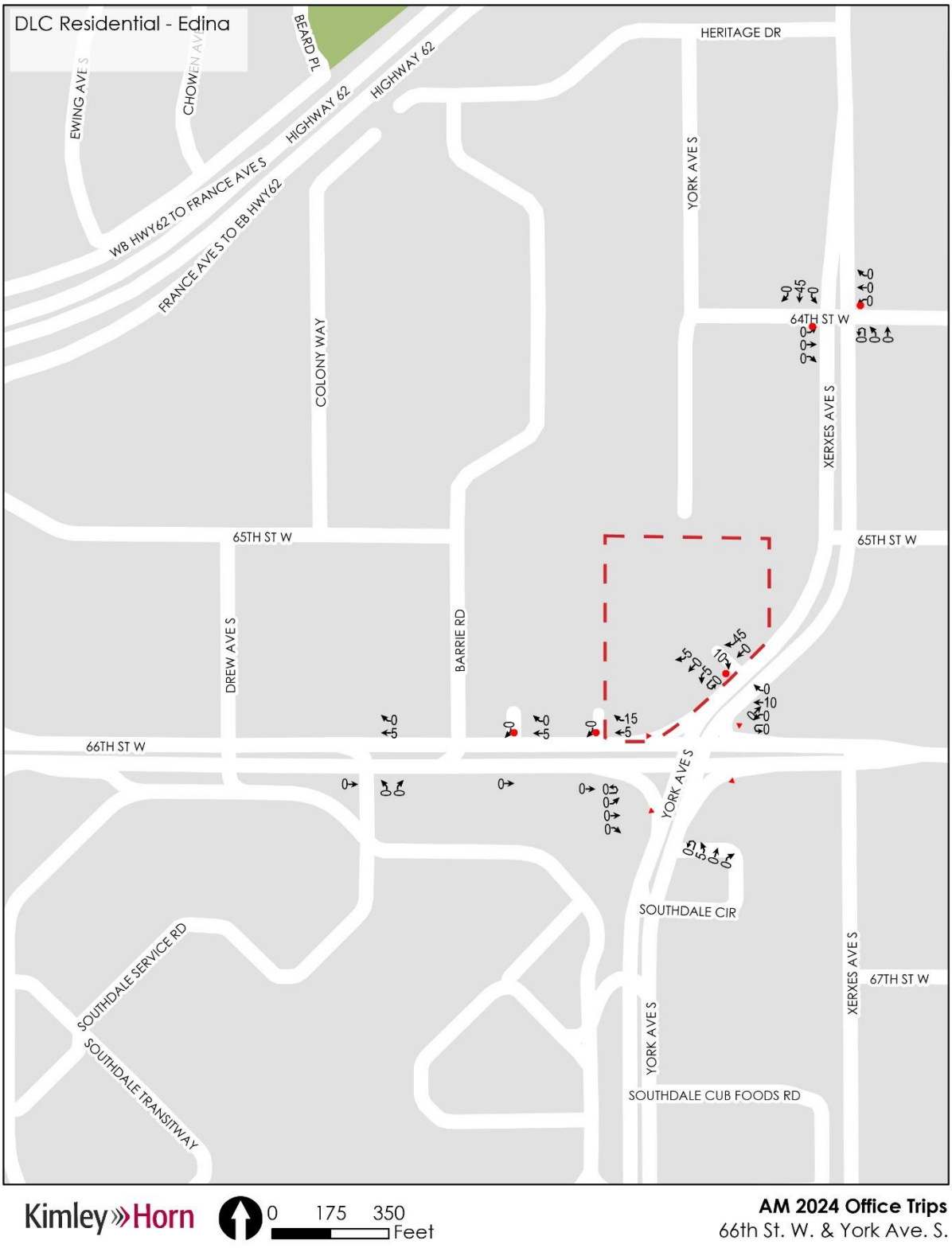


Figure A-9: Future Year (2024) Office Trips Removed – AM Peak Hour

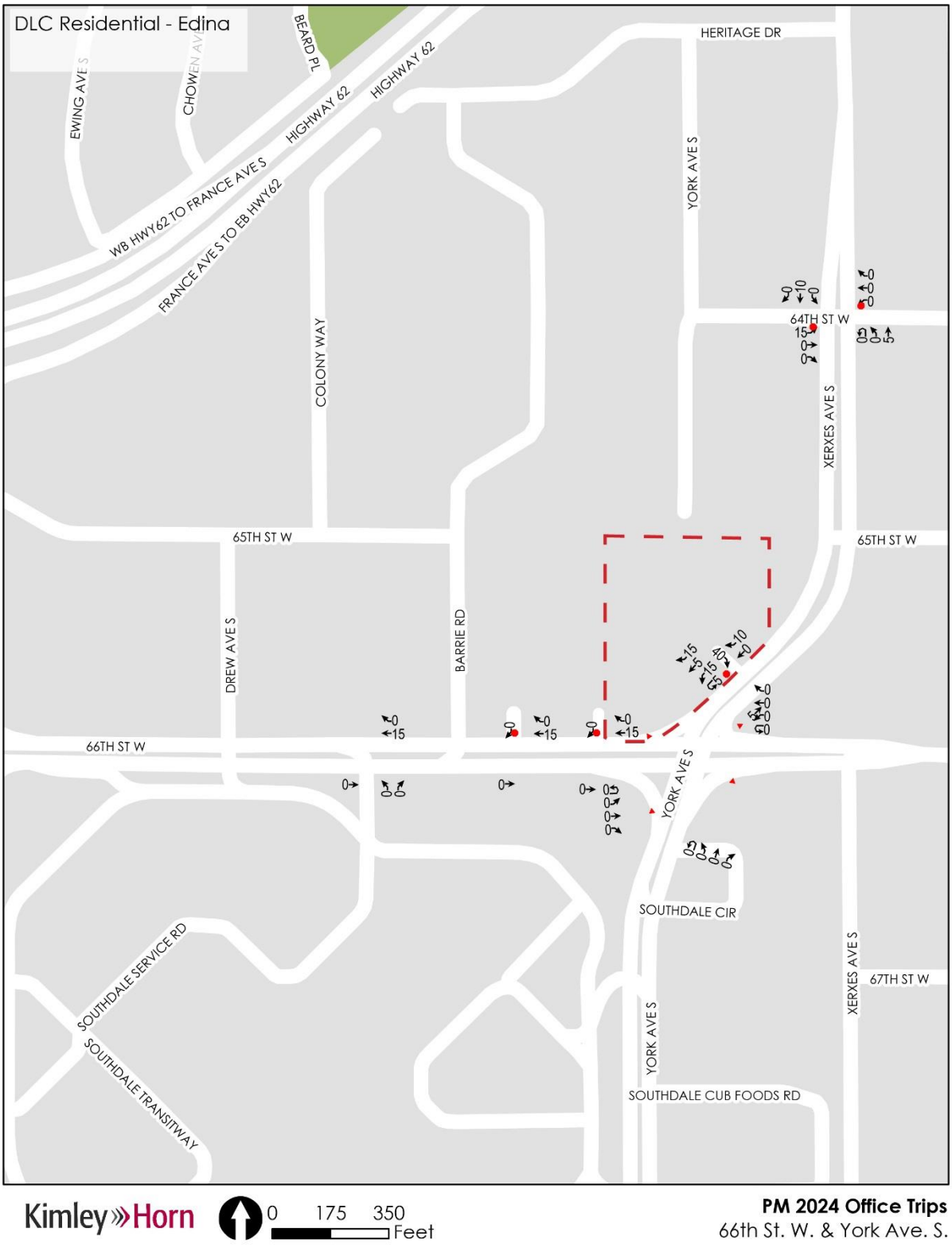


Figure A-10: Future Year (2024) Office Trips Removed – PM Peak Hour

APPENDIX B: LEVEL OF SERVICE RESULTS AND QUEUE PROJECTIONS

Table B-1: 2018 No Build Conditions Synchro/SimTraffic Summary – AM and PM Peak Hour Delay

2018 SimTraffic Summary - AM No Build Traffic

Intersection	Control	Approach	Operations by Movement								Overall Intersection	
			U-Turn		Left		Through		Right			
			Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
W 66th St & Southdale East Driveway	Signal	EB	-	-	-	-	1.1	A	-	-	1.8	A
		WB	-	-	-	-	1.7	A	-	-		
		NB	-	-	26.6	C	-	-	3.9	A		
		SB	-	-	-	-	-	-	-	-		
W 66th St & 3316 West Driveway	TWSC	EB	-	-	-	-	0.3	A	-	-	-	-
		WB	-	-	-	-	0.6	A	-	-		
		NB	-	-	-	-	-	-	-	-		
		SB	-	-	-	-	-	-	3.9	A		
W 66th St & 3316 East Driveway	TWSC	EB	-	-	-	-	0.8	A	-	-	-	-
		WB	-	-	-	-	2.9	A	1.9	A		
		NB	-	-	-	-	-	-	-	-		
		SB	-	-	-	-	-	-	7.4	A		
W 66th St & York Ave	Signal	EB	-	-	45.1	D	26.5	C	1.7	A	24.0	C
		WB	34.3	C	34.3	C	22.6	C	3.4	A		
		NB	34.3	C	36.3	D	23.3	C	2.6	A		
		SB	-	-	38.9	D	29.2	C	1.2	A		
York Ave & 6550 Driveway	TWSC	EB	-	-	-	-	-	-	3.3	A	-	-
		WB	-	-	-	-	-	-	-	-		
		NB	-	-	-	-	2.2	A	-	-		
		SB	-	-	-	-	0.4	A	0.5	A		
Xerxes Ave & W 64th St*	TWSC	EB	-	-	17.8	C	17.8	C	17.8	C	-	-
		WB	-	-	13.3	B	13.3	B	13.3	B		
		NB	9.0	A	0.0	A	0.0	A	0.0	A		
		SB	-	-	8.0	A	0.0	A	0.0	A		

2018 SimTraffic Summary - PM No Build Traffic

Intersection	Control	Approach	Operations by Movement								Overall Intersection	
			U-Turn		Left		Through		Right			
			Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
W 66th St & Southdale East Driveway	Signal	EB	-	-	-	-	6.6	A	-	-	8.2	A
		WB	-	-	-	-	8.2	A	-	-		
		NB	-	-	23.0	C	-	-	10.8	B		
		SB	-	-	-	-	-	-	-	-		
W 66th St & 3316 West Driveway	TWSC	EB	-	-	-	-	2.0	A	-	-	-	-
		WB	-	-	-	-	1.3	A	-	-		
		NB	-	-	-	-	-	-	-	-		
		SB	-	-	-	-	-	-	6.1	A		
W 66th St & 3316 East Driveway	TWSC	EB	-	-	-	-	4.5	A	-	-	-	-
		WB	-	-	-	-	3.5	A	2.2	A		
		NB	-	-	-	-	-	-	-	-		
		SB	-	-	-	-	-	-	4.5	A		
W 66th St & York Ave	Signal	EB	-	-	52.9	D	40.7	D	2.1	A	36.4	D
		WB	-	-	55.7	E	39.1	D	4.6	A		
		NB	-	-	55.3	E	39.1	D	3.4	A		
		SB	51.5	D	58.3	E	39.4	D	6.8	A		
York Ave & 6550 Driveway	TWSC	EB	-	-	-	-	-	-	7.1	A	-	-
		WB	-	-	-	-	-	-	-	-		
		NB	-	-	-	-	3.3	A	-	-		
		SB	-	-	-	-	0.9	A	0.5	A		
Xerxes Ave & W 64th St*	TWSC	EB	-	-	26.7	D	26.7	D	26.7	D	-	-
		WB	-	-	21.7	C	21.7	C	21.7	C		
		NB	-	-	9.8	A	0.0	A	0.0	A		
		SB	-	-	10.9	B	0.0	A	0.0	A		

**Synchro results presented to capture two-stage gap acceptance*

Table B-2: 2018 No Build Conditions Synchro/SimTraffic Summary – AM and PM Peak Hour Queuing

2018 SimTraffic Summary - AM No Build Queuing

Intersection	Control	Approach	Queue Length by Movement						Upstream	Bay
			Left		Through		Right		Blk %	Blk %
			Storage	95th %	Storage	95th %	Storage	95th %		
W 66th St & Southdale East Driveway	Signal	EB	-	-	350	45	-	-		
		WB	-	-	250	110	-	-		
		NB	250	65	-	-	200	40		
		SB	-	-	-	-	-	-		
W 66th St & 3316 West Driveway	TWSC	EB	-	-	400	0	-	-		
		WB	-	-	250	0	250	0		
		NB	-	-	-	-	-	-		
		SB	-	-	-	-	100	20		
W 66th St & 3316 East Driveway	TWSC	EB	-	-	650	15	-	-		
		WB	-	-	225	10	225	10		
		NB	-	-	-	-	-	-		
		SB	-	-	-	-	100	25		
W 66th St & York Ave	Signal	EB	400	45	875	105	300	0		
		WB	300	140	700	235	300	0		3%
		NB	250	135	375	115	200	0		
		SB	250	35	250	90	100	75		5%
York Ave & 6550 Driveway	TWSC	EB	-	-	-	-	100	30		
		WB	-	-	-	-	-	-		
		NB	-	-	200	0	-	-		
		SB	-	-	450	0	75	0		
Xerxes Ave & W 64th St*	TWSC	EB	400	15	400	15	400	15		
		WB	300	10	300	10	300	10		
		NB	250	0	600	0	600	0		
		SB	200	0	800	0	800	0		

2018 SimTraffic Summary - PM No Build Queuing

Intersection	Control	Approach	Queue Length by Movement						Upstream	Bay
			Left		Through		Right		Blk %	Blk %
			Storage	95th %	Storage	95th %	Storage	95th %		
W 66th St & Southdale East Driveway	Signal	EB	-	-	350	180	-	-		
		WB	-	-	250	275	-	-		
		NB	250	95	-	-	200	85		
		SB	-	-	-	-	-	-		
W 66th St & 3316 West Driveway	TWSC	EB	-	-	400	5	-	-		
		WB	-	-	250	0	250	0		
		NB	-	-	-	-	-	-		
		SB	-	-	-	-	100	35		
W 66th St & 3316 East Driveway	TWSC	EB	-	-	650	155	-	-	1%	3%
		WB	-	-	225	15	225	15		
		NB	-	-	-	-	-	-		
		SB	-	-	-	-	100	25		
W 66th St & York Ave	Signal	EB	400	135	875	430	300	60		
		WB	300	240	700	370	300	120		20%
		NB	250	190	375	330	200	30		26%
		SB	250	100	250	245	100	95	6%	29%
York Ave & 6550 Driveway	TWSC	EB	-	-	-	-	100	40		
		WB	-	-	-	-	-	-		
		NB	-	-	200	15	-	-		
		SB	-	-	450	25	75	0		
Xerxes Ave & W 64th St*	TWSC	EB	400	30	400	30	400	30		
		WB	300	30	300	30	300	30		
		NB	250	5	600	0	600	0		
		SB	200	5	800	0	800	0		

**Synchro results presented to capture two-stage gap acceptance*

Table B-3: Phase I (2018) Build Conditions Synchro/SimTraffic Summary – AM and PM Peak Hour Delay

2018 SimTraffic Summary - AM Build Traffic

Intersection	Control	Approach	Operations by Movement								Overall Intersection	
			U-Turn		Left		Through		Right			
			Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
W 66th St & Southdale East Driveway	Signal	EB	-	-	-	-	1.2	A	-	-	1.7	A
		WB	-	-	-	-	1.5	A	-	-		
		NB	-	-	28.9	C	-	-	3.8	A		
		SB	-	-	-	-	-	-	-	-		
W 66th St & 3316 West Driveway	TWSC	EB	-	-	-	-	0.4	A	-	-	-	-
		WB	-	-	-	-	0.5	A	-	-		
		NB	-	-	-	-	-	-	-	-		
		SB	-	-	-	-	-	-	3.9	A		
W 66th St & 3316 East Driveway	TWSC	EB	-	-	-	-	0.8	A	-	-	-	-
		WB	-	-	-	-	2.2	A	1.2	A		
		NB	-	-	-	-	-	-	-	-		
		SB	-	-	-	-	-	-	4.0	A		
W 66th St & York Ave	Signal	EB	-	-	44.5	D	25.2	C	1.8	A	24.6	C
		WB	32.9	C	37.0	D	23.4	C	3.5	A		
		NB	31.0	C	34.7	C	24.6	C	2.6	A		
		SB	34.8	C	40.8	D	28.9	C	4.7	A		
York Ave & 6550 Driveway	TWSC	EB	-	-	-	-	-	-	3.9	A	-	-
		WB	-	-	-	-	-	-	-	-		
		NB	-	-	-	-	2.3	A	-	-		
		SB	-	-	-	-	0.5	A	0.5	A		
Xerxes Ave & W 64th St*	TWSC	EB	-	-	21.0	C	21.0	C	21.0	C	-	-
		WB	-	-	13.5	B	13.5	B	13.5	B		
		NB	9.1	A	0.0	A	0.0	A	0.0	A		
		SB	-	-	8.0	A	0.0	A	0.0	A		

2018 SimTraffic Summary - PM Build Traffic

Intersection	Control	Approach	Operations by Movement								Overall Intersection	
			U-Turn		Left		Through		Right			
			Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
W 66th St & Southdale East Driveway	Signal	EB	-	-	-	-	6.5	A	-	-	8.2	A
		WB	-	-	-	-	8.0	A	-	-		
		NB	-	-	25.1	C	-	-	10.3	B		
		SB	-	-	-	-	-	-	-	-		
W 66th St & 3316 West Driveway	TWSC	EB	-	-	-	-	1.9	A	-	-	-	-
		WB	-	-	-	-	1.1	A	-	-		
		NB	-	-	-	-	-	-	-	-		
		SB	-	-	-	-	-	-	4.1	A		
W 66th St & 3316 East Driveway	TWSC	EB	-	-	-	-	4.0	A	-	-	-	-
		WB	-	-	-	-	2.9	A	1.4	A		
		NB	-	-	-	-	-	-	-	-		
		SB	-	-	-	-	-	-	7.8	A		
W 66th St & York Ave	Signal	EB	48.6	D	53.3	D	41.2	D	2.0	A	36.5	D
		WB	-	-	56.0	E	39.5	D	4.8	A		
		NB	-	-	56.8	E	39.2	D	3.4	A		
		SB	46.9	D	57.3	E	38.3	D	7.4	A		
York Ave & 6550 Driveway	TWSC	EB	-	-	-	-	-	-	8.1	A	-	-
		WB	-	-	-	-	-	-	-	-		
		NB	-	-	-	-	3.5	A	-	-		
		SB	-	-	-	-	0.9	A	0.7	A		
Xerxes Ave & W 64th St*	TWSC	EB	-	-	34.7	D	34.7	D	34.7	D	-	-
		WB	-	-	22.2	C	22.2	C	22.2	C		
		NB	-	-	10.1	B	0.0	A	0.0	A		
		SB	-	-	10.9	B	0.0	A	0.0	A		

**Synchro results presented to capture two-stage gap acceptance*

Table B-4: Phase I (2018) Build Conditions Synchro/SimTraffic Summary – AM and PM Peak Hour Queuing

2018 SimTraffic Summary - AM Build Queuing

Intersection	Control	Approach	Queue Length by Movement						Upstream	Bay
			Left		Through		Right		Blk %	Blk %
			Storage	95th %	Storage	95th %	Storage	95th %		
W 66th St & Southdale East Driveway	Signal	EB	-	-	350	45	-	-		
		WB	-	-	250	85	-	-		
		NB	250	65	-	-	200	35		
		SB	-	-	-	-	-	-		
W 66th St & 3316 West Driveway	TWSC	EB	-	-	400	0	-	-		
		WB	-	-	250	0	250	0		
		NB	-	-	-	-	-	-		
		SB	-	-	-	-	100	25		
W 66th St & 3316 East Driveway	TWSC	EB	-	-	650	15	-	-		
		WB	-	-	225	0	225	0		
		NB	-	-	-	-	-	-		
		SB	-	-	-	-	100	25		
W 66th St & York Ave	Signal	EB	400	55	875	100	300	0		
		WB	300	155	700	245	300	0		3%
		NB	250	130	375	125	200	0		
		SB	250	75	250	105	100	45		1%
York Ave & 6550 Driveway	TWSC	EB	-	-	-	-	100	40		
		WB	-	-	-	-	-	-		
		NB	-	-	200	5	-	-		
		SB	-	-	450	0	75	0		
Xerxes Ave & W 64th St*	TWSC	EB	400	30	400	30	400	30		
		WB	300	10	300	10	300	10		
		NB	250	0	600	0	600	0		
		SB	200	0	800	0	800	0		

2018 SimTraffic Summary - PM Build Queuing

Intersection	Control	Approach	Queue Length by Movement						Upstream	Bay
			Left		Through		Right		Blk %	Blk %
			Storage	95th %	Storage	95th %	Storage	95th %		
W 66th St & Southdale East Driveway	Signal	EB	-	-	350	165	-	-		
		WB	-	-	250	285	-	-		
		NB	250	100	-	-	200	85		
		SB	-	-	-	-	-	-		
W 66th St & 3316 West Driveway	TWSC	EB	-	-	400	5	-	-		
		WB	-	-	250	5	250	0		
		NB	-	-	-	-	-	-		
		SB	-	-	-	-	100	35		
W 66th St & 3316 East Driveway	TWSC	EB	-	-	650	140	-	-		3%
		WB	-	-	225	60	225	20		
		NB	-	-	-	-	-	-		
		SB	-	-	-	-	100	20		
W 66th St & York Ave	Signal	EB	400	135	875	405	300	35		
		WB	300	240	700	375	300	160		21%
		NB	250	210	375	325	200	115		26%
		SB	250	185	250	235	100	145	6%	15%
York Ave & 6550 Driveway	TWSC	EB	-	-	-	-	100	45		
		WB	-	-	-	-	-	-		
		NB	-	-	200	10	-	-		
		SB	-	-	450	15	75	15		
Xerxes Ave & W 64th St*	TWSC	EB	400	45	400	45	400	45		
		WB	300	30	300	30	300	30		
		NB	250	5	600	0	600	0		
		SB	200	35	800	0	800	0		

**Synchro results presented to capture two-stage gap acceptance*

Table B-5: 2024 No Build Conditions Synchro/SimTraffic Summary – AM and PM Peak Hour Delay

2024 SimTraffic Summary - AM No Build Traffic

Intersection	Control	Approach	Operations by Movement								Overall Intersection	
			U-Turn		Left		Through		Right			
			Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
W 66th St & Southdale East Driveway	Signal	EB	-	-	-	-	1.1	A	-	-	1.9	A
		WB	-	-	-	-	1.7	A	-	-		
		NB	-	-	34.0	C	-	-	4.1	A		
		SB	-	-	-	-	-	-	-	-		
W 66th St & 3316 West Driveway	TWSC	EB	-	-	-	-	0.3	A	-	-	-	-
		WB	-	-	-	-	0.6	A	-	-		
		NB	-	-	-	-	-	-	-	-		
		SB	-	-	-	-	-	-	5.1	A		
W 66th St & 3316 East Driveway	TWSC	EB	-	-	-	-	0.8	A	-	-	-	-
		WB	-	-	-	-	2.9	A	2.1	A		
		NB	-	-	-	-	-	-	-	-		
		SB	-	-	-	-	-	-	5.3	A		
W 66th St & York Ave	Signal	EB	-	-	44.1	D	26.5	C	1.8	A	23.4	C
		WB	35.6	D	33.6	C	22.1	C	3.4	A		
		NB	34.6	C	34.7	C	23.8	C	2.7	A		
		SB	-	-	41.0	D	28.4	C	1.3	A		
York Ave & 6550 Driveway	TWSC	EB	-	-	-	-	-	-	3.1	A	-	-
		WB	-	-	-	-	-	-	-	-		
		NB	-	-	-	-	2.4	A	-	-		
		SB	-	-	-	-	0.4	A	0.4	A		
Xerxes Ave & W 64th St*	TWSC	EB	-	-	18.2	C	18.2	C	18.2	C	-	-
		WB	-	-	13.5	B	13.5	B	13.5	B		
		NB	9.1	A	9.1	A	0.0	A	0.0	A		
		SB	-	-	8.0	A	0.0	A	0.0	A		

2024 SimTraffic Summary - PM No Build Traffic

Intersection	Control	Approach	Operations by Movement								Overall Intersection	
			U-Turn		Left		Through		Right			
			Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
W 66th St & Southdale East Driveway	Signal	EB	-	-	-	-	6.7	A	-	-	8.8	A
		WB	-	-	-	-	9.1	A	-	-		
		NB	-	-	23.6	C	-	-	11.2	B		
		SB	-	-	-	-	-	-	-	-		
W 66th St & 3316 West Driveway	TWSC	EB	-	-	-	-	2.0	A	-	-	-	-
		WB	-	-	-	-	1.4	A	-	-		
		NB	-	-	-	-	-	-	-	-		
		SB	-	-	-	-	-	-	4.2	A		
W 66th St & 3316 East Driveway	TWSC	EB	-	-	-	-	4.0	A	-	-	-	-
		WB	-	-	-	-	3.7	A	2.5	A		
		NB	-	-	-	-	-	-	-	-		
		SB	-	-	-	-	-	-	7.2	A		
W 66th St & York Ave	Signal	EB	-	-	52.4	D	41.7	D	2.0	A	37.0	D
		WB	-	-	55.7	E	40.2	D	4.8	A		
		NB	-	-	56.6	E	40.5	D	3.4	A		
		SB	47.7	D	58.8	E	38.3	D	7.2	A		
York Ave & 6550 Driveway	TWSC	EB	-	-	-	-	-	-	7.3	A	-	-
		WB	-	-	-	-	-	-	-	-		
		NB	-	-	-	-	3.5	A	-	-		
		SB	-	-	-	-	0.9	A	0.4	A		
Xerxes Ave & W 64th St*	TWSC	EB	-	-	28.3	D	28.3	D	28.3	D	-	-
		WB	-	-	22.6	C	22.6	C	22.6	C		
		NB	-	-	9.9	A	0.0	A	0.0	A		
		SB	-	-	11.1	B	0.0	A	0.0	A		

**Synchro results presented to capture two-stage gap acceptance*

Table B-6: 2024 No Build Conditions Synchro/SimTraffic Summary – AM and PM Peak Hour Queuing

2024 SimTraffic Summary - AM No Build Queuing

Intersection	Control	Approach	Queue Length by Movement						Upstream	Bay
			Left		Through		Right		Blk %	Blk %
			Storage	95th %	Storage	95th %	Storage	95th %		
W 66th St & Southdale East Driveway	Signal	EB	-	-	350	50	-	-		
		WB	-	-	250	95	-	-		
		NB	250	75	-	-	200	35		
		SB	-	-	-	-	-	-		
W 66th St & 3316 West Driveway	TWSC	EB	-	-	400	0	-	-		
		WB	-	-	250	5	250	0		
		NB	-	-	-	-	-	-		
		SB	-	-	-	-	100	25		
W 66th St & 3316 East Driveway	TWSC	EB	-	-	650	15	-	-		
		WB	-	-	225	20	225	10		
		NB	-	-	-	-	-	-		
		SB	-	-	-	-	100	25		
W 66th St & York Ave	Signal	EB	400	50	875	100	300	0		
		WB	300	155	700	235	300	0		2%
		NB	250	125	375	115	200	0		
		SB	250	35	250	90	100	80		5%
York Ave & 6550 Driveway	TWSC	EB	-	-	-	-	100	25		
		WB	-	-	-	-	-	-		
		NB	-	-	200	0	-	-		
		SB	-	-	450	0	75	0		
Xerxes Ave & W 64th St*	TWSC	EB	400	15	400	15	400	15		
		WB	300	10	300	10	300	10		
		NB	250	0	600	0	600	0		
		SB	200	0	800	0	800	0		

2024 SimTraffic Summary - PM No Build Queuing

Intersection	Control	Approach	Queue Length by Movement						Upstream	Bay
			Left		Through		Right		Blk %	Blk %
			Storage	95th %	Storage	95th %	Storage	95th %		
W 66th St & Southdale East Driveway	Signal	EB	-	-	350	185	-	-		
		WB	-	-	250	290	-	-		
		NB	250	115	-	-	200	90		
		SB	-	-	-	-	-	-		
W 66th St & 3316 West Driveway	TWSC	EB	-	-	400	10	-	-		
		WB	-	-	250	0	250	0		
		NB	-	-	-	-	-	-		
		SB	-	-	-	-	100	35		
W 66th St & 3316 East Driveway	TWSC	EB	-	-	650	140	-	-		1%
		WB	-	-	225	20	225	15		
		NB	-	-	-	-	-	-		
		SB	-	-	-	-	100	20		
W 66th St & York Ave	Signal	EB	400	135	875	410	300	40		
		WB	300	220	700	365	300	105		24%
		NB	250	205	375	335	200	40		27%
		SB	250	110	250	245	100	95	6%	29%
York Ave & 6550 Driveway	TWSC	EB	-	-	-	-	100	35		
		WB	-	-	-	-	-	-		
		NB	-	-	200	15	-	-		
		SB	-	-	450	25	75	0		
Xerxes Ave & W 64th St*	TWSC	EB	400	30	400	30	400	30		
		WB	300	30	300	30	300	30		
		NB	250	5	600	0	600	0		
		SB	200	5	800	0	800	0		

**Synchro results presented to capture two-stage gap acceptance*

Table B-7: Phase II (2024) Build Conditions Synchro/SimTraffic – AM and PM Peak Hour Delay

2024 SimTraffic Summary - AM Build Traffic

Intersection	Control	Approach	Operations by Movement								Overall Intersection	
			U-Turn		Left		Through		Right			
			Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
W 66th St & Southdale East Driveway	Signal	EB	-	-	-	-	1.1	A	-	-	1.8	A
		WB	-	-	-	-	1.7	A	-	-		
		NB	-	-	32.8	C	-	-	4.2	A		
		SB	-	-	-	-	-	-	-	-		
W 66th St & 3316 West Driveway	TWSC	EB	-	-	-	-	0.3	A	-	-	-	-
		WB	-	-	-	-	0.5	A	-	-		
		NB	-	-	-	-	-	-	-	-		
		SB	-	-	-	-	-	-	2.5	A		
W 66th St & 3316 East Driveway	TWSC	EB	-	-	-	-	0.8	A	-	-	-	-
		WB	-	-	-	-	2.2	A	1.2	A		
		NB	-	-	-	-	-	-	-	-		
		SB	-	-	-	-	-	-	5.0	A		
W 66th St & York Ave	Signal	EB	-	-	40.1	D	26.4	C	1.8	A	24.8	C
		WB	30.1	C	36.9	D	23.2	C	3.5	A		
		NB	33.2	C	37.6	D	25.7	C	2.8	A		
		SB	34.8	C	41.0	D	29.6	C	5.3	A		
York Ave & 6550 Driveway	TWSC	EB	-	-	-	-	-	-	4.2	A	-	-
		WB	-	-	-	-	-	-	-	-		
		NB	-	-	-	-	2.5	A	-	-		
		SB	-	-	-	-	0.5	A	0.3	A		
Xerxes Ave & W 64th St*	TWSC	EB	-	-	22.8	C	22.8	C	22.8	C	-	-
		WB	-	-	13.5	B	13.5	B	13.5	B		
		NB	9.0	A	9.0	A	0.0	A	0.0	A		
		SB	-	-	8.0	A	0.0	A	0.0	A		

2024 SimTraffic Summary - PM Build Traffic

Intersection	Control	Approach	Operations by Movement								Overall Intersection	
			U-Turn		Left		Through		Right			
			Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
W 66th St & Southdale East Driveway	Signal	EB	-	-	-	-	6.3	A	-	-	8.2	A
		WB	-	-	-	-	8.4	A	-	-		
		NB	-	-	23.2	C	-	-	10.8	B		
		SB	-	-	-	-	-	-	-	-		
W 66th St & 3316 West Driveway	TWSC	EB	-	-	-	-	2.0	A	-	-	-	-
		WB	-	-	-	-	1.2	A	-	-		
		NB	-	-	-	-	-	-	-	-		
		SB	-	-	-	-	-	-	5.1	A		
W 66th St & 3316 East Driveway	TWSC	EB	-	-	-	-	4.0	A	-	-	-	-
		WB	-	-	-	-	3.0	A	1.5	A		
		NB	-	-	-	-	-	-	-	-		
		SB	-	-	-	-	-	-	5.5	A		
W 66th St & York Ave	Signal	EB	49.0	D	52.7	D	40.8	D	2.1	A	37.6	D
		WB	-	-	57.5	E	42.1	D	5.2	A		
		NB	-	-	54.9	D	40.3	D	3.7	A		
		SB	69.9	E	62.4	E	38.5	D	7.4	A		
York Ave & 6550 Driveway	TWSC	EB	-	-	-	-	-	-	9.0	A	-	-
		WB	-	-	-	-	-	-	-	-		
		NB	-	-	-	-	3.5	A	-	-		
		SB	-	-	-	-	1.1	A	0.8	A		
Xerxes Ave & W 64th St*	TWSC	EB	-	-	36.1	E	36.1	E	36.1	E	-	-
		WB	-	-	23.2	C	23.2	C	23.2	C		
		NB	-	-	10.3	B	0.0	A	0.0	A		
		SB	-	-	11.1	B	0.0	A	0.0	A		

**Synchro results presented to capture two-stage gap acceptance*

Table B-8: Phase II (2024) Build Conditions Synchro/SimTraffic – AM and PM Peak Hour Queuing

2024 SimTraffic Summary - AM Build Queuing

Intersection	Control	Approach	Queue Length by Movement						Upstream	Bay
			Left		Through		Right			
			Storage	95th %	Storage	95th %	Storage	95th %	Blk %	Blk %
W 66th St & Southdale East Driveway	Signal	EB	-	-	350	50	-	-		
		WB	-	-	250	110	-	-		
		NB	250	65	-	-	200	40		
		SB	-	-	-	-	-	-		
W 66th St & 3316 West Driveway	TWSC	EB	-	-	400	0	-	-		
		WB	-	-	250	0	250	0		
		NB	-	-	-	-	-	-		
		SB	-	-	-	-	100	20		
W 66th St & 3316 East Driveway	TWSC	EB	-	-	650	10	-	-		
		WB	-	-	225	10	225	5		
		NB	-	-	-	-	-	-		
		SB	-	-	-	-	100	20		
W 66th St & York Ave	Signal	EB	400	45	875	100	300	0		
		WB	300	170	700	250	300	0		4%
		NB	250	130	375	130	200	0		
		SB	250	85	250	120	100	50		2%
York Ave & 6550 Driveway	TWSC	EB	-	-	-	-	100	45		
		WB	-	-	-	-	-	-		
		NB	-	-	200	0	-	-		
		SB	-	-	450	0	75	0		
Xerxes Ave & W 64th St*	TWSC	EB	400	40	400	40	400	40		
		WB	300	10	300	10	300	10		
		NB	250	0	600	0	600	0		
		SB	200	0	800	0	800	0		

2024 SimTraffic Summary - PM Build Queuing

Intersection	Control	Approach	Queue Length by Movement						Upstream	Bay
			Left		Through		Right			
			Storage	95th %	Storage	95th %	Storage	95th %	Blk %	Blk %
W 66th St & Southdale East Driveway	Signal	EB	-	-	350	175	-	-		
		WB	-	-	250	305	-	-		
		NB	250	105	-	-	200	90		
		SB	-	-	-	-	-	-		
W 66th St & 3316 West Driveway	TWSC	EB	-	-	400	10	-	-		
		WB	-	-	250	0	250	0		
		NB	-	-	-	-	-	-		
		SB	-	-	-	-	100	40		
W 66th St & 3316 East Driveway	TWSC	EB	-	-	650	150	-	-		3%
		WB	-	-	225	10	225	0		
		NB	-	-	-	-	-	-		
		SB	-	-	-	-	100	20		
W 66th St & York Ave	Signal	EB	400	140	875	420	300	45		
		WB	300	300	700	405	300	120		25%
		NB	250	235	375	345	200	0		26%
		SB	250	130	250	255	250	180	17%	16%
York Ave & 6550 Driveway	TWSC	EB	-	-	-	-	100	45		
		WB	-	-	-	-	-	-		
		NB	-	-	200	10	-	-		
		SB	-	-	450	30	75	15		
Xerxes Ave & W 64th St*	TWSC	EB	400	45	400	45	400	45		
		WB	300	35	300	35	300	35		
		NB	250	5	600	0	600	0		
		SB	200	5	800	0	800	0		

**Synchro results presented to capture two-stage gap acceptance*

APPENDIX C: SIMTRAFFIC REPORTS



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	70	5	15	15	10	30	5	20	320	5	25	625
Future Volume (Veh/h)	70	5	15	15	10	30	5	20	320	5	25	625
Sign Control		Stop			Stop				Free			Free
Grade		0%			0%				0%			0%
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	75	5	16	16	11	32	0	22	344	5	27	672
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type									Raised			Raised
Median storage veh)									1			1
Upstream signal (ft)												
pX, platoon unblocked							0.00					
vC, conflicting volume	990	1130	347	799	1138	174	0	694			349	
vC1, stage 1 conf vol	737	737		390	390							
vC2, stage 2 conf vol	254	393		408	748							
vCu, unblocked vol	990	1130	347	799	1138	174	0	694			349	
tC, single (s)	7.5	6.5	6.9	7.5	6.9	6.9	0.0	4.1			4.1	
tC, 2 stage (s)	6.5	5.5		6.5	5.9							
tF (s)	3.5	4.0	3.3	3.5	4.2	3.3	0.0	2.2			2.2	
p0 queue free %	74	98	98	96	96	96	0	98			98	
cM capacity (veh/h)	290	306	655	377	264	845	0	911			1221	

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	96	59	22	229	120	27	448	246
Volume Left	75	16	22	0	0	27	0	0
Volume Right	16	32	0	0	5	0	0	22
cSH	321	484	911	1700	1700	1221	1700	1700
Volume to Capacity	0.30	0.12	0.02	0.13	0.07	0.02	0.26	0.14
Queue Length 95th (ft)	31	10	2	0	0	2	0	0
Control Delay (s)	21.0	13.5	9.1	0.0	0.0	8.0	0.0	0.0
Lane LOS	C	B	A			A		
Approach Delay (s)	21.0	13.5	0.5			0.3		
Approach LOS	C	B						

Intersection Summary				
Average Delay	2.6			
Intersection Capacity Utilization	39.2%	ICU Level of Service		A
Analysis Period (min)	15			



Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	20
Future Volume (Veh/h)	20
Sign Control	
Grade	
Peak Hour Factor	0.93
Hourly flow rate (vph)	22
Pedestrians	
Lane Width (ft)	
Walking Speed (ft/s)	
Percent Blockage	
Right turn flare (veh)	
Median type	
Median storage veh)	
Upstream signal (ft)	
pX, platoon unblocked	
vC, conflicting volume	
vC1, stage 1 conf vol	
vC2, stage 2 conf vol	
vCu, unblocked vol	
tC, single (s)	
tC, 2 stage (s)	
tF (s)	
p0 queue free %	
cM capacity (veh/h)	
Direction, Lane #	

1: Southdale East Driveway Performance by movement

Movement	EBT	WBT	NBL	NBR	All
Denied Del/Veh (s)	0.1	0.0	0.1	0.1	0.0
Total Del/Veh (s)	1.2	1.5	28.9	3.8	1.7

2: 3316 W 66th St West Driveway Performance by movement

Movement	EBT	WBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.0
Total Del/Veh (s)	0.4	0.5	3.9	0.4

3: W 66th St & 3316 W 66th St East Driveway Performance by movement

Movement	EBT	WBT	WBR	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.0
Total Del/Veh (s)	0.8	2.2	1.2	4.0	1.9

4: York Ave & W 66th St Performance by movement

Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU
Denied Del/Veh (s)	0.0	0.0	0.0	2.7	2.7	0.3	2.4	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	44.5	25.2	1.8	32.9	37.0	23.4	3.5	31.0	34.7	24.6	2.6	34.8

4: York Ave & W 66th St Performance by movement

Movement	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.4
Total Del/Veh (s)	40.8	28.9	4.7	24.6

5: York Ave & 6550 York Avenue Driveway Performance by movement

Movement	EBR	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.2	0.0	0.0	0.0	0.0
Total Del/Veh (s)	3.9	2.3	0.5	0.5	1.4

Total Network Performance

Denied Del/Veh (s)	0.5
Total Del/Veh (s)	25.7

Intersection: 1: Southdale East Driveway

Movement	EB	EB	WB	WB	NB	NB	NB
Directions Served	T	T	T	T	L	L	R
Maximum Queue (ft)	71	48	108	120	77	6	59
Average Queue (ft)	13	6	16	24	21	0	8
95th Queue (ft)	47	30	68	87	64	4	35
Link Distance (ft)	1123	1123	400	400	574	574	574
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 2: 3316 W 66th St West Driveway

Movement	SB
Directions Served	R
Maximum Queue (ft)	31
Average Queue (ft)	6
95th Queue (ft)	26
Link Distance (ft)	303
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 3: W 66th St & 3316 W 66th St East Driveway

Movement	EB	SB
Directions Served	T	R
Maximum Queue (ft)	25	30
Average Queue (ft)	2	5
95th Queue (ft)	15	23
Link Distance (ft)	188	296
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 4: York Ave & W 66th St

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	NB
Directions Served	UL	L	T	T	UL	L	T	T	UL	L	T	T
Maximum Queue (ft)	29	65	92	93	143	179	282	267	121	170	159	129
Average Queue (ft)	6	23	51	40	41	94	158	139	46	77	72	44
95th Queue (ft)	23	53	84	78	116	157	244	224	104	130	124	100
Link Distance (ft)	152	152	152	152			1061	1061			372	372
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)					200	200			150	150		
Storage Blk Time (%)					0	0	3	0	0	0	0	
Queuing Penalty (veh)					0	0	7	0	0	1	1	

Intersection: 4: York Ave & W 66th St

Movement	SB	SB	SB	SB
Directions Served	UL	T	T	R
Maximum Queue (ft)	104	116	143	80
Average Queue (ft)	30	50	50	6
95th Queue (ft)	75	94	106	44
Link Distance (ft)	159	159	159	
Upstream Blk Time (%)	0	0	0	0
Queuing Penalty (veh)	0	0	0	0
Storage Bay Dist (ft)				100
Storage Blk Time (%)			1	
Queuing Penalty (veh)			1	

Intersection: 5: York Ave & 6550 York Avenue Driveway

Movement	EB	NB
Directions Served	R	T
Maximum Queue (ft)	48	7
Average Queue (ft)	23	0
95th Queue (ft)	41	5
Link Distance (ft)	358	159
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	40	5	15	15	10	30	5	20	310	5	25	610
Future Volume (Veh/h)	40	5	15	15	10	30	5	20	310	5	25	610
Sign Control		Stop			Stop				Free			Free
Grade		0%			0%				0%			0%
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	43	5	16	16	11	32	0	22	333	5	27	656
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type									Raised			Raised
Median storage veh)									1			1
Upstream signal (ft)												
pX, platoon unblocked							0.00					
vC, conflicting volume	969	1103	339	780	1112	169	0	678			338	
vC1, stage 1 conf vol	721	721		380	380							
vC2, stage 2 conf vol	248	382		400	732							
vCu, unblocked vol	969	1103	339	780	1112	169	0	678			338	
tC, single (s)	7.5	6.5	6.9	7.5	6.9	6.9	0.0	4.1			4.1	
tC, 2 stage (s)	6.5	5.5		6.5	5.9							
tF (s)	3.5	4.0	3.3	3.5	4.2	3.3	0.0	2.2			2.2	
p0 queue free %	86	98	98	96	96	96	0	98			98	
cM capacity (veh/h)	297	312	663	384	270	852	0	923			1232	

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	64	59	22	222	116	27	437	241
Volume Left	43	16	22	0	0	27	0	0
Volume Right	16	32	0	0	5	0	0	22
cSH	346	492	923	1700	1700	1232	1700	1700
Volume to Capacity	0.19	0.12	0.02	0.13	0.07	0.02	0.26	0.14
Queue Length 95th (ft)	17	10	2	0	0	2	0	0
Control Delay (s)	17.8	13.3	9.0	0.0	0.0	8.0	0.0	0.0
Lane LOS	C	B	A			A		
Approach Delay (s)	17.8	13.3	0.5			0.3		
Approach LOS	C	B						

Intersection Summary				
Average Delay	2.0			
Intersection Capacity Utilization	34.8%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	20
Future Volume (Veh/h)	20
Sign Control	
Grade	
Peak Hour Factor	0.93
Hourly flow rate (vph)	22
Pedestrians	
Lane Width (ft)	
Walking Speed (ft/s)	
Percent Blockage	
Right turn flare (veh)	
Median type	
Median storage veh)	
Upstream signal (ft)	
pX, platoon unblocked	
vC, conflicting volume	
vC1, stage 1 conf vol	
vC2, stage 2 conf vol	
vCu, unblocked vol	
tC, single (s)	
tC, 2 stage (s)	
tF (s)	
p0 queue free %	
cM capacity (veh/h)	
Direction, Lane #	

1: Southdale East Driveway Performance by movement

Movement	EBT	WBT	NBL	NBR	All
Denied Del/Veh (s)	0.1	0.0	0.1	0.1	0.0
Total Del/Veh (s)	1.1	1.7	26.6	3.9	1.8

2: 3316 W 66th St West Driveway Performance by movement

Movement	EBT	WBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.0
Total Del/Veh (s)	0.3	0.6	3.9	0.6

3: W 66th St & 3316 W 66th St East Driveway Performance by movement

Movement	EBT	WBT	WBR	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.0
Total Del/Veh (s)	0.8	2.9	1.9	7.4	2.5

4: York Ave & W 66th St Performance by movement

Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL
Denied Del/Veh (s)	0.0	0.0	0.0	2.8	2.7	0.3	2.6	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	45.1	26.5	1.7	34.3	34.3	22.6	3.4	34.3	36.3	23.3	2.6	38.9

4: York Ave & W 66th St Performance by movement

Movement	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.4
Total Del/Veh (s)	29.2	1.2	24.0

5: York Ave & 6550 York Avenue Driveway Performance by movement

Movement	EBR	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	3.3	2.2	0.4	0.5	1.1

Total Network Performance

Denied Del/Veh (s)	0.5
Total Del/Veh (s)	25.6

Intersection: 1: Southdale East Driveway

Movement	EB	EB	WB	WB	NB	NB	NB
Directions Served	T	T	T	T	L	L	R
Maximum Queue (ft)	68	39	159	169	83	10	58
Average Queue (ft)	12	5	22	29	21	0	10
95th Queue (ft)	46	24	95	111	65	0	40
Link Distance (ft)	1123	1123	400	400	574	574	574
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 2: 3316 W 66th St West Driveway

Movement	SB
Directions Served	R
Maximum Queue (ft)	31
Average Queue (ft)	5
95th Queue (ft)	22
Link Distance (ft)	303
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 3: W 66th St & 3316 W 66th St East Driveway

Movement	EB	WB	WB	WB	SB
Directions Served	T	T	T	TR	R
Maximum Queue (ft)	30	10	13	4	30
Average Queue (ft)	2	0	1	0	5
95th Queue (ft)	15	7	8	3	24
Link Distance (ft)	188	152	152	152	296
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 4: York Ave & W 66th St

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	NB
Directions Served	UL	L	T	T	UL	L	T	T	UL	L	T	T
Maximum Queue (ft)	29	50	108	102	140	165	258	260	124	152	127	112
Average Queue (ft)	5	21	50	42	33	88	160	145	53	84	69	39
95th Queue (ft)	19	45	90	83	97	142	235	231	109	135	117	91
Link Distance (ft)	152	152	152	152			1061	1061			372	372
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)					200	200			150	150		
Storage Blk Time (%)						0	3	0	0	0	0	
Queuing Penalty (veh)						0	6	0	0	0	0	

Intersection: 4: York Ave & W 66th St

Movement	SB	SB	SB	SB
Directions Served	UL	T	T	R
Maximum Queue (ft)	59	112	133	70
Average Queue (ft)	9	34	33	28
95th Queue (ft)	37	80	89	74
Link Distance (ft)	155	155	155	
Upstream Blk Time (%)		0	0	
Queuing Penalty (veh)		0	0	
Storage Bay Dist (ft)				50
Storage Blk Time (%)			5	0
Queuing Penalty (veh)			6	1

Intersection: 5: York Ave & 6550 York Avenue Driveway

Movement	EB
Directions Served	R
Maximum Queue (ft)	34
Average Queue (ft)	11
95th Queue (ft)	28
Link Distance (ft)	358
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	90	5	15	15	10	30	5	20	330	5	25	610
Future Volume (Veh/h)	90	5	15	15	10	30	5	20	330	5	25	610
Sign Control		Stop			Stop				Free			Free
Grade		0%			0%				0%			0%
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	97	5	16	16	11	32	0	22	355	5	27	656
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type									Raised			Raised
Median storage veh)									1			1
Upstream signal (ft)												
pX, platoon unblocked							0.00					
vC, conflicting volume	980	1125	339	802	1134	180	0	678			360	
vC1, stage 1 conf vol	721	721		402	402							
vC2, stage 2 conf vol	259	404		400	732							
vCu, unblocked vol	980	1125	339	802	1134	180	0	678			360	
tC, single (s)	7.5	6.5	6.9	7.5	6.9	6.9	0.0	4.1			4.1	
tC, 2 stage (s)	6.5	5.5		6.5	5.9							
tF (s)	3.5	4.0	3.3	3.5	4.2	3.3	0.0	2.2			2.2	
p0 queue free %	67	98	98	96	96	96	0	98			98	
cM capacity (veh/h)	294	308	663	376	267	838	0	923			1210	

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	118	59	22	237	123	27	437	241
Volume Left	97	16	22	0	0	27	0	0
Volume Right	16	32	0	0	5	0	0	22
cSH	319	484	923	1700	1700	1210	1700	1700
Volume to Capacity	0.37	0.12	0.02	0.14	0.07	0.02	0.26	0.14
Queue Length 95th (ft)	41	10	2	0	0	2	0	0
Control Delay (s)	22.8	13.5	9.0	0.0	0.0	8.0	0.0	0.0
Lane LOS	C	B	A			A		
Approach Delay (s)	22.8	13.5	0.5			0.3		
Approach LOS	C	B						

Intersection Summary				
Average Delay	3.1			
Intersection Capacity Utilization	40.3%	ICU Level of Service		A
Analysis Period (min)	15			



Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	20
Future Volume (Veh/h)	20
Sign Control	
Grade	
Peak Hour Factor	0.93
Hourly flow rate (vph)	22
Pedestrians	
Lane Width (ft)	
Walking Speed (ft/s)	
Percent Blockage	
Right turn flare (veh)	
Median type	
Median storage veh)	
Upstream signal (ft)	
pX, platoon unblocked	
vC, conflicting volume	
vC1, stage 1 conf vol	
vC2, stage 2 conf vol	
vCu, unblocked vol	
tC, single (s)	
tC, 2 stage (s)	
tF (s)	
p0 queue free %	
cM capacity (veh/h)	

Direction, Lane #

1: Southdale East Driveway Performance by movement

Movement	EBT	WBT	NBL	NBR	All
Denied Del/Veh (s)	0.1	0.0	0.1	0.1	0.0
Total Del/Veh (s)	1.1	1.7	32.8	4.2	1.8

2: 3316 W 66th St West Driveway Performance by movement

Movement	EBT	WBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.0
Total Del/Veh (s)	0.3	0.5	2.5	0.5

3: W 66th St & 3316 W 66th St East Driveway Performance by movement

Movement	EBT	WBT	WBR	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.0
Total Del/Veh (s)	0.8	2.2	1.2	5.0	2.0

4: York Ave & W 66th St Performance by movement

Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU
Denied Del/Veh (s)	0.0	0.0	0.0	2.7	2.6	0.3	2.5	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	40.1	26.4	1.8	30.1	36.9	23.2	3.5	33.2	37.6	25.7	2.8	34.8

4: York Ave & W 66th St Performance by movement

Movement	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.4
Total Del/Veh (s)	41.0	29.6	5.3	24.8

5: York Ave & 6550 York Avenue Driveway Performance by movement

Movement	EBR	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.2	0.0	0.0	0.0	0.0
Total Del/Veh (s)	4.2	2.5	0.5	0.3	1.6

Total Network Performance

Denied Del/Veh (s)	0.5
Total Del/Veh (s)	26.5

Intersection: 1: Southdale East Driveway

Movement	EB	EB	WB	WB	NB	NB	NB
Directions Served	T	T	T	T	L	L	R
Maximum Queue (ft)	75	47	150	156	93	6	58
Average Queue (ft)	13	5	21	27	19	0	9
95th Queue (ft)	50	24	94	110	65	4	39
Link Distance (ft)	1123	1123	400	400	574	574	574
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 2: 3316 W 66th St West Driveway

Movement	WB	SB
Directions Served	T	R
Maximum Queue (ft)	6	31
Average Queue (ft)	0	5
95th Queue (ft)	0	22
Link Distance (ft)	188	303
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 3: W 66th St & 3316 W 66th St East Driveway

Movement	EB	WB	WB	SB
Directions Served	T	T	TR	R
Maximum Queue (ft)	32	20	5	24
Average Queue (ft)	1	1	0	4
95th Queue (ft)	12	10	4	20
Link Distance (ft)	188	152	152	296
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 4: York Ave & W 66th St

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	NB
Directions Served	UL	L	T	T	UL	L	T	T	UL	L	T	T
Maximum Queue (ft)	24	48	108	96	172	191	273	284	144	162	150	118
Average Queue (ft)	3	20	55	43	45	102	164	156	47	77	77	47
95th Queue (ft)	16	46	91	83	129	172	249	246	109	132	129	105
Link Distance (ft)	152	152	152	152			1061	1061			372	372
Upstream Blk Time (%)			0									
Queuing Penalty (veh)			0									
Storage Bay Dist (ft)					200	200			150	150		
Storage Blk Time (%)					0	0	4	1	0	0	0	
Queuing Penalty (veh)					0	0	10	1	0	1	0	

Intersection: 4: York Ave & W 66th St

Movement	SB	SB	SB	SB
Directions Served	UL	T	T	R
Maximum Queue (ft)	109	128	148	102
Average Queue (ft)	37	57	59	9
95th Queue (ft)	86	108	120	51
Link Distance (ft)	159	159	159	
Upstream Blk Time (%)	0	0	0	0
Queuing Penalty (veh)	0	0	0	0
Storage Bay Dist (ft)				100
Storage Blk Time (%)			2	0
Queuing Penalty (veh)			3	0

Intersection: 5: York Ave & 6550 York Avenue Driveway

Movement	EB
Directions Served	R
Maximum Queue (ft)	46
Average Queue (ft)	26
95th Queue (ft)	43
Link Distance (ft)	358
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	40	5	15	15	10	30	5	20	320	5	25	630
Future Volume (Veh/h)	40	5	15	15	10	30	5	20	320	5	25	630
Sign Control		Stop			Stop				Free			Free
Grade		0%			0%				0%			0%
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	43	5	16	16	11	32	0	22	344	5	27	677
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type									Raised			Raised
Median storage veh)									1			1
Upstream signal (ft)												
pX, platoon unblocked							0.00					
vC, conflicting volume	996	1135	350	802	1144	174	0	699			349	
vC1, stage 1 conf vol	742	742		390	390							
vC2, stage 2 conf vol	254	393		411	753							
vCu, unblocked vol	996	1135	350	802	1144	174	0	699			349	
tC, single (s)	7.5	6.5	6.9	7.5	6.9	6.9	0.0	4.1			4.1	
tC, 2 stage (s)	6.5	5.5		6.5	5.9							
tF (s)	3.5	4.0	3.3	3.5	4.2	3.3	0.0	2.2			2.2	
p0 queue free %	85	98	98	96	96	96	0	98			98	
cM capacity (veh/h)	288	304	652	376	263	845	0	907			1221	

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	64	59	22	229	120	27	451	248
Volume Left	43	16	22	0	0	27	0	0
Volume Right	16	32	0	0	5	0	0	22
cSH	337	482	907	1700	1700	1221	1700	1700
Volume to Capacity	0.19	0.12	0.02	0.13	0.07	0.02	0.27	0.15
Queue Length 95th (ft)	17	10	2	0	0	2	0	0
Control Delay (s)	18.2	13.5	9.1	0.0	0.0	8.0	0.0	0.0
Lane LOS	C	B	A			A		
Approach Delay (s)	18.2	13.5	0.5			0.3		
Approach LOS	C	B						

Intersection Summary				
Average Delay	1.9			
Intersection Capacity Utilization	34.8%	ICU Level of Service		A
Analysis Period (min)	15			



Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	20
Future Volume (Veh/h)	20
Sign Control	
Grade	
Peak Hour Factor	0.93
Hourly flow rate (vph)	22
Pedestrians	
Lane Width (ft)	
Walking Speed (ft/s)	
Percent Blockage	
Right turn flare (veh)	
Median type	
Median storage veh)	
Upstream signal (ft)	
pX, platoon unblocked	
vC, conflicting volume	
vC1, stage 1 conf vol	
vC2, stage 2 conf vol	
vCu, unblocked vol	
tC, single (s)	
tC, 2 stage (s)	
tF (s)	
p0 queue free %	
cM capacity (veh/h)	

Direction, Lane #

1: Southdale East Driveway Performance by movement

Movement	EBT	WBT	NBL	NBR	All
Denied Del/Veh (s)	0.1	0.0	0.1	0.1	0.0
Total Del/Veh (s)	1.1	1.7	34.0	4.1	1.9

2: 3316 W 66th St West Driveway Performance by movement

Movement	EBT	WBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.0
Total Del/Veh (s)	0.3	0.6	5.1	0.6

3: W 66th St & 3316 W 66th St East Driveway Performance by movement

Movement	EBT	WBT	WBR	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.0
Total Del/Veh (s)	0.8	2.9	2.1	5.3	2.4

4: York Ave & W 66th St Performance by movement

Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL
Denied Del/Veh (s)	0.0	0.0	0.0	3.0	2.6	0.3	2.5	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	44.1	26.5	1.8	35.6	33.6	22.1	3.4	34.6	34.7	23.8	2.7	41.0

4: York Ave & W 66th St Performance by movement

Movement	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.4
Total Del/Veh (s)	28.4	1.3	23.4

5: York Ave & 6550 York Avenue Driveway Performance by movement

Movement	EBR	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	3.1	2.4	0.4	0.4	1.2

Total Network Performance

Denied Del/Veh (s)	0.5
Total Del/Veh (s)	25.2

Intersection: 1: Southdale East Driveway

Movement	EB	EB	WB	WB	NB	NB	NB
Directions Served	T	T	T	T	L	L	R
Maximum Queue (ft)	70	61	150	169	95	28	58
Average Queue (ft)	13	5	20	26	25	1	7
95th Queue (ft)	48	30	84	97	74	10	33
Link Distance (ft)	1123	1123	400	400	574	574	574
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 2: 3316 W 66th St West Driveway

Movement	WB	SB
Directions Served	T	R
Maximum Queue (ft)	10	36
Average Queue (ft)	0	5
95th Queue (ft)	7	24
Link Distance (ft)	188	303
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 3: W 66th St & 3316 W 66th St East Driveway

Movement	EB	WB	WB	WB	SB
Directions Served	T	T	T	TR	R
Maximum Queue (ft)	34	11	31	21	30
Average Queue (ft)	3	0	3	1	5
95th Queue (ft)	17	8	20	11	23
Link Distance (ft)	188	152	152	152	296
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 4: York Ave & W 66th St

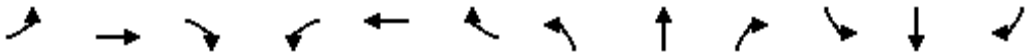
Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	NB
Directions Served	UL	L	T	T	UL	L	T	T	UL	L	T	T
Maximum Queue (ft)	33	58	101	99	150	169	256	260	119	148	130	118
Average Queue (ft)	5	20	51	43	34	96	158	148	42	77	67	42
95th Queue (ft)	20	48	83	78	103	153	235	230	100	125	116	100
Link Distance (ft)	152	152	152	152			1061	1061			372	372
Upstream Blk Time (%)			0	0								
Queuing Penalty (veh)			0	0								
Storage Bay Dist (ft)					200	200			150	150		
Storage Blk Time (%)					0	0	2	0	0	0	0	
Queuing Penalty (veh)					0	0	6	0	0	0	0	

Intersection: 4: York Ave & W 66th St

Movement	SB	SB	SB	SB
Directions Served	UL	T	T	R
Maximum Queue (ft)	60	106	110	70
Average Queue (ft)	10	35	35	30
95th Queue (ft)	35	85	89	78
Link Distance (ft)	155	155	155	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				50
Storage Blk Time (%)			5	0
Queuing Penalty (veh)			6	1

Intersection: 5: York Ave & 6550 York Avenue Driveway

Movement	EB
Directions Served	R
Maximum Queue (ft)	21
Average Queue (ft)	11
95th Queue (ft)	27
Link Distance (ft)	358
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	45	5	25	15	5	60	40	995	40	25	840	10
Future Volume (Veh/h)	45	5	25	15	5	60	40	995	40	25	840	10
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	48	5	27	16	5	65	43	1070	43	27	903	11
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								Raised			Raised	
Median storage veh)								1			1	
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1651	2162	457	1712	2146	556	914			1113		
vC1, stage 1 conf vol	962	962		1178	1178							
vC2, stage 2 conf vol	688	1199		535	968							
vCu, unblocked vol	1651	2162	457	1712	2146	556	914			1113		
tC, single (s)	7.5	6.5	6.9	7.5	6.9	6.9	4.1			4.1		
tC, 2 stage (s)	6.5	5.5		6.5	5.9							
tF (s)	3.5	4.0	3.3	3.5	4.2	3.3	2.2			2.2		
p0 queue free %	68	96	95	89	96	86	94			96		
cM capacity (veh/h)	152	138	556	140	119	479	754			635		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	80	86	43	713	400	27	602	312
Volume Left	48	16	43	0	0	27	0	0
Volume Right	27	65	0	0	43	0	0	11
cSH	199	294	754	1700	1700	635	1700	1700
Volume to Capacity	0.40	0.29	0.06	0.42	0.24	0.04	0.35	0.18
Queue Length 95th (ft)	45	30	5	0	0	3	0	0
Control Delay (s)	34.7	22.2	10.1	0.0	0.0	10.9	0.0	0.0
Lane LOS	D	C	B			B		
Approach Delay (s)	34.7	22.2	0.4			0.3		
Approach LOS	D	C						

Intersection Summary				
Average Delay	2.4			
Intersection Capacity Utilization	50.9%	ICU Level of Service		A
Analysis Period (min)	15			

1: Southdale East Driveway Performance by movement

Movement	EBT	WBT	NBL	NBR	All
Denied Del/Veh (s)	0.3	0.1	0.1	0.2	0.2
Total Del/Veh (s)	6.5	8.0	25.1	10.3	8.2

2: 3316 W 66th St West Driveway Performance by movement

Movement	EBT	WBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.0
Total Del/Veh (s)	1.9	1.1	4.1	1.6

3: W 66th St & 3316 W 66th St East Driveway Performance by movement

Movement	EBT	WBT	WBR	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.0
Total Del/Veh (s)	4.0	2.9	1.4	7.8	3.4

4: York Ave & W 66th St Performance by movement

Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	2.4	0.4	2.5	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	48.6	53.3	41.2	2.0	56.0	39.5	4.8	56.8	39.2	3.4	46.9	57.3

4: York Ave & W 66th St Performance by movement

Movement	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.3
Total Del/Veh (s)	38.3	7.4	36.5

5: York Ave & 6550 York Avenue Driveway Performance by movement

Movement	EBR	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.1	0.0
Total Del/Veh (s)	8.1	3.5	0.9	0.7	2.6

Total Network Performance

Denied Del/Veh (s)	0.5
Total Del/Veh (s)	45.1

Intersection: 1: Southdale East Driveway

Movement	EB	EB	WB	WB	NB	NB	NB
Directions Served	T	T	T	T	L	L	R
Maximum Queue (ft)	190	197	296	324	118	70	112
Average Queue (ft)	104	92	138	160	58	12	47
95th Queue (ft)	166	166	254	285	100	41	85
Link Distance (ft)	1123	1123	400	400	574	574	574
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 2: 3316 W 66th St West Driveway

Movement	EB	WB	SB
Directions Served	T	T	R
Maximum Queue (ft)	6	7	40
Average Queue (ft)	0	0	12
95th Queue (ft)	4	5	37
Link Distance (ft)	400	188	303
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 3: W 66th St & 3316 W 66th St East Driveway

Movement	EB	EB	EB	EB	WB	SB
Directions Served	T	T	T	T	T	R
Maximum Queue (ft)	37	181	160	104	35	30
Average Queue (ft)	1	43	43	18	1	4
95th Queue (ft)	27	135	130	59	20	21
Link Distance (ft)		188	188	188	152	296
Upstream Blk Time (%)	0	0	0			
Queuing Penalty (veh)	0	1	1			
Storage Bay Dist (ft)	100					
Storage Blk Time (%)		3				
Queuing Penalty (veh)		15				

Intersection: 4: York Ave & W 66th St

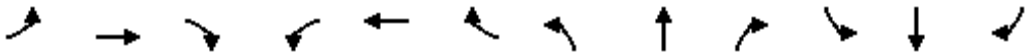
Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	UL	L	T	T	R	UL	L	T	T	R	UL	L
Maximum Queue (ft)	134	154	235	236	45	206	302	423	390	278	167	290
Average Queue (ft)	68	89	207	208	2	117	158	260	250	22	82	116
95th Queue (ft)	117	136	259	260	33	192	241	375	359	162	153	209
Link Distance (ft)	152	152	152	152	152			1061	1061			
Upstream Blk Time (%)	0	1	33	32	0							
Queuing Penalty (veh)	0	2	80	78	0							
Storage Bay Dist (ft)						200	200			250	150	150
Storage Blk Time (%)						0	1	21	9		0	3
Queuing Penalty (veh)						0	6	67	8		1	11

Intersection: 4: York Ave & W 66th St

Movement	NB	NB	SB	SB	SB	SB
Directions Served	T	T	UL	T	T	R
Maximum Queue (ft)	358	340	131	216	232	150
Average Queue (ft)	231	216	54	120	130	33
95th Queue (ft)	327	309	114	187	219	129
Link Distance (ft)	372	372	159	159	159	
Upstream Blk Time (%)	0	0	0	3	6	0
Queuing Penalty (veh)	0	0	0	8	15	0
Storage Bay Dist (ft)						100
Storage Blk Time (%)	26				15	
Queuing Penalty (veh)	64				21	

Intersection: 5: York Ave & 6550 York Avenue Driveway

Movement	EB	NB	SB	SB	SB
Directions Served	R	T	T	T	R
Maximum Queue (ft)	59	21	18	46	27
Average Queue (ft)	23	1	0	1	1
95th Queue (ft)	44	11	5	15	16
Link Distance (ft)	358	159	434	434	
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)					50
Storage Blk Time (%)			0	0	0
Queuing Penalty (veh)			0	0	0



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	5	25	15	5	60	40	990	40	25	780	10
Future Volume (Veh/h)	30	5	25	15	5	60	40	990	40	25	780	10
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	32	5	27	16	5	65	43	1065	43	27	839	11
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								Raised			Raised	
Median storage veh)								1			1	
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1584	2092	425	1676	2076	554	850			1108		
vC1, stage 1 conf vol	898	898		1172	1172							
vC2, stage 2 conf vol	686	1194		503	904							
vCu, unblocked vol	1584	2092	425	1676	2076	554	850			1108		
tC, single (s)	7.5	6.5	6.9	7.5	6.9	6.9	4.1			4.1		
tC, 2 stage (s)	6.5	5.5		6.5	5.9							
tF (s)	3.5	4.0	3.3	3.5	4.2	3.3	2.2			2.2		
p0 queue free %	80	97	95	89	96	86	95			96		
cM capacity (veh/h)	161	144	583	144	125	481	797			638		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	64	86	43	710	398	27	559	291
Volume Left	32	16	43	0	0	27	0	0
Volume Right	27	65	0	0	43	0	0	11
cSH	229	300	797	1700	1700	638	1700	1700
Volume to Capacity	0.28	0.29	0.05	0.42	0.23	0.04	0.33	0.17
Queue Length 95th (ft)	28	29	4	0	0	3	0	0
Control Delay (s)	26.7	21.7	9.8	0.0	0.0	10.9	0.0	0.0
Lane LOS	D	C	A			B		
Approach Delay (s)	26.7	21.7	0.4			0.3		
Approach LOS	D	C						

Intersection Summary				
Average Delay	2.0			
Intersection Capacity Utilization	47.6%	ICU Level of Service		A
Analysis Period (min)	15			

1: Southdale East Driveway Performance by movement

Movement	EBT	WBT	NBL	NBR	All
Denied Del/Veh (s)	0.3	0.0	0.1	0.2	0.2
Total Del/Veh (s)	6.6	8.2	23.0	10.8	8.2

2: 3316 W 66th St West Driveway Performance by movement

Movement	EBT	WBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.0
Total Del/Veh (s)	2.0	1.3	6.1	1.7

3: W 66th St & 3316 W 66th St East Driveway Performance by movement

Movement	EBT	WBT	WBR	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.0
Total Del/Veh (s)	4.5	3.5	2.2	4.5	4.0

4: York Ave & W 66th St Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Denied Del/Veh (s)	0.0	0.1	0.0	2.5	0.4	2.4	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	52.9	40.7	2.1	55.7	39.1	4.6	55.3	39.1	3.4	51.5	58.3	39.4

4: York Ave & W 66th St Performance by movement

Movement	SBR	All
Denied Del/Veh (s)	0.0	0.3
Total Del/Veh (s)	6.8	36.4

5: York Ave & 6550 York Avenue Driveway Performance by movement

Movement	EBR	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	7.1	3.3	0.9	0.5	2.3

Total Network Performance

Denied Del/Veh (s)	0.5
Total Del/Veh (s)	45.4

Intersection: 1: Southdale East Driveway

Movement	EB	EB	WB	WB	NB	NB	NB
Directions Served	T	T	T	T	L	L	R
Maximum Queue (ft)	195	192	281	313	106	56	104
Average Queue (ft)	113	87	138	163	56	10	51
95th Queue (ft)	181	161	261	277	95	39	84
Link Distance (ft)	1123	1123	400	400	574	574	574
Upstream Blk Time (%)				0			
Queuing Penalty (veh)				0			
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 2: 3316 W 66th St West Driveway

Movement	EB	SB
Directions Served	T	R
Maximum Queue (ft)	10	36
Average Queue (ft)	0	13
95th Queue (ft)	7	37
Link Distance (ft)	400	303
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 3: W 66th St & 3316 W 66th St East Driveway

Movement	EB	EB	EB	EB	WB	WB	SB
Directions Served	T	T	T	T	T	TR	R
Maximum Queue (ft)	111	190	208	72	44	38	30
Average Queue (ft)	4	47	52	15	2	1	6
95th Queue (ft)	48	138	151	53	17	15	24
Link Distance (ft)		188	188	188	152	152	296
Upstream Blk Time (%)	0	0	1				
Queuing Penalty (veh)	0	2	3				
Storage Bay Dist (ft)	100						
Storage Blk Time (%)		3					
Queuing Penalty (veh)		16					

Intersection: 4: York Ave & W 66th St

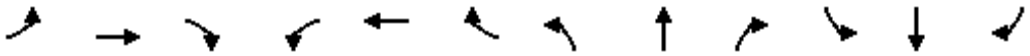
Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	UL	L	T	T	R	UL	L	T	T	R	UL	L
Maximum Queue (ft)	124	151	228	229	133	219	334	450	451	350	151	246
Average Queue (ft)	62	85	206	208	5	107	152	256	243	12	79	112
95th Queue (ft)	117	134	266	268	58	200	242	368	352	120	143	188
Link Distance (ft)	152	152	152	152	152			1061	1061			
Upstream Blk Time (%)	0	1	32	32	0							
Queuing Penalty (veh)	0	1	77	78	0							
Storage Bay Dist (ft)						200	200			250	150	150
Storage Blk Time (%)						1	2	20	7		0	2
Queuing Penalty (veh)						3	8	62	6		1	9

Intersection: 4: York Ave & W 66th St

Movement	NB	NB	NB	SB	SB	SB	SB
Directions Served	T	T	R	UL	T	T	R
Maximum Queue (ft)	426	354	40	141	222	230	70
Average Queue (ft)	231	212	1	37	114	123	48
95th Queue (ft)	331	312	29	98	201	222	95
Link Distance (ft)	372	372	372	155	155	155	
Upstream Blk Time (%)	0	0		0	4	6	
Queuing Penalty (veh)	0	0		0	9	16	
Storage Bay Dist (ft)							50
Storage Blk Time (%)	26					29	1
Queuing Penalty (veh)	60					36	4

Intersection: 5: York Ave & 6550 York Avenue Driveway

Movement	EB	NB	SB	SB
Directions Served	R	T	T	T
Maximum Queue (ft)	56	30	32	46
Average Queue (ft)	17	1	2	4
95th Queue (ft)	39	13	17	26
Link Distance (ft)	358	155	434	434
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)			0	0
Queuing Penalty (veh)			0	0



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	5	25	15	5	65	40	1025	40	25	895	10
Future Volume (Veh/h)	40	5	25	15	5	65	40	1025	40	25	895	10
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	43	5	27	16	5	70	43	1102	43	27	962	11
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								Raised			Raised	
Median storage veh)								1			1	
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1731	2252	486	1774	2236	572	973			1145		
vC1, stage 1 conf vol	1022	1022		1210	1210							
vC2, stage 2 conf vol	710	1231		564	1027							
vCu, unblocked vol	1731	2252	486	1774	2236	572	973			1145		
tC, single (s)	7.5	6.5	6.9	7.5	6.9	6.9	4.1			4.1		
tC, 2 stage (s)	6.5	5.5		6.5	5.9							
tF (s)	3.5	4.0	3.3	3.5	4.2	3.3	2.2			2.2		
p0 queue free %	69	96	95	88	95	85	94			96		
cM capacity (veh/h)	140	130	532	132	111	468	717			618		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	75	91	43	735	410	27	641	332
Volume Left	43	16	43	0	0	27	0	0
Volume Right	27	70	0	0	43	0	0	11
cSH	189	288	717	1700	1700	618	1700	1700
Volume to Capacity	0.40	0.32	0.06	0.43	0.24	0.04	0.38	0.20
Queue Length 95th (ft)	44	33	5	0	0	3	0	0
Control Delay (s)	36.1	23.2	10.3	0.0	0.0	11.1	0.0	0.0
Lane LOS	E	C	B			B		
Approach Delay (s)	36.1	23.2	0.4			0.3		
Approach LOS	E	C						

Intersection Summary				
Average Delay	2.4			
Intersection Capacity Utilization	50.2%	ICU Level of Service		A
Analysis Period (min)	15			

1: Southdale East Driveway Performance by movement

Movement	EBT	WBT	NBL	NBR	All
Denied Del/Veh (s)	0.3	0.0	0.1	0.2	0.2
Total Del/Veh (s)	6.3	8.4	23.2	10.8	8.2

2: 3316 W 66th St West Driveway Performance by movement

Movement	EBT	WBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.0
Total Del/Veh (s)	2.0	1.2	5.1	1.6

3: W 66th St & 3316 W 66th St East Driveway Performance by movement

Movement	EBT	WBT	WBR	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.0
Total Del/Veh (s)	4.0	3.0	1.5	5.5	3.5

4: York Ave & W 66th St Performance by movement

Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL
Denied Del/Veh (s)	0.0	0.0	0.1	0.0	2.4	0.4	2.3	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	49.0	52.7	40.8	2.1	57.5	42.1	5.2	54.9	40.3	3.7	69.9	62.4

4: York Ave & W 66th St Performance by movement

Movement	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.3
Total Del/Veh (s)	38.5	7.4	37.6

5: York Ave & 6550 York Avenue Driveway Performance by movement

Movement	EBR	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	9.0	3.5	1.1	0.8	2.5

Total Network Performance

Denied Del/Veh (s)	0.5
Total Del/Veh (s)	45.7

Intersection: 1: Southdale East Driveway

Movement	EB	EB	WB	WB	NB	NB	NB
Directions Served	T	T	T	T	L	L	R
Maximum Queue (ft)	188	177	293	307	118	73	111
Average Queue (ft)	110	83	148	174	62	12	49
95th Queue (ft)	173	156	280	303	107	45	90
Link Distance (ft)	1123	1123	400	400	574	574	574
Upstream Blk Time (%)			0	0			
Queuing Penalty (veh)			0	0			
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 2: 3316 W 66th St West Driveway

Movement	EB	EB	WB	SB
Directions Served	T	T	T	R
Maximum Queue (ft)	11	14	10	36
Average Queue (ft)	0	0	0	13
95th Queue (ft)	8	10	0	38
Link Distance (ft)	400	400	188	303
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 3: W 66th St & 3316 W 66th St East Driveway

Movement	EB	EB	EB	EB	WB	SB
Directions Served	T	T	T	T	T	R
Maximum Queue (ft)	38	184	184	65	19	30
Average Queue (ft)	1	48	50	13	1	3
95th Queue (ft)	27	137	139	44	10	18
Link Distance (ft)		188	188	188	152	296
Upstream Blk Time (%)	0	0	0			
Queuing Penalty (veh)	0	1	1			
Storage Bay Dist (ft)	100					
Storage Blk Time (%)		3				
Queuing Penalty (veh)		13				

Intersection: 4: York Ave & W 66th St

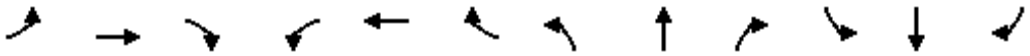
Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	UL	L	T	T	R	UL	L	T	T	R	UL	L
Maximum Queue (ft)	139	163	231	242	90	209	362	477	446	210	192	287
Average Queue (ft)	72	92	210	214	3	115	172	283	275	12	89	127
95th Queue (ft)	124	141	261	262	47	198	299	405	389	120	157	237
Link Distance (ft)	152	152	152	152	152			1061	1061			
Upstream Blk Time (%)	0	1	35	34	0							
Queuing Penalty (veh)	0	1	89	87	0							
Storage Bay Dist (ft)						200	200			250	150	150
Storage Blk Time (%)						0	2	25	13		0	3
Queuing Penalty (veh)						0	7	83	12		2	12

Intersection: 4: York Ave & W 66th St

Movement	NB	NB	NB	SB	SB	SB	SB
Directions Served	T	T	R	UL	T	T	R
Maximum Queue (ft)	369	358	89	161	206	236	150
Average Queue (ft)	239	220	0	57	131	138	44
95th Queue (ft)	346	326	0	128	198	223	151
Link Distance (ft)	372	372	372	159	159	159	
Upstream Blk Time (%)	0	0		1	5	6	0
Queuing Penalty (veh)	0	0		3	12	17	0
Storage Bay Dist (ft)							100
Storage Blk Time (%)	26					16	0
Queuing Penalty (veh)	67					22	0

Intersection: 5: York Ave & 6550 York Avenue Driveway

Movement	EB	NB	SB	SB	SB	SB
Directions Served	R	T	T	T	T	R
Maximum Queue (ft)	60	11	28	26	58	26
Average Queue (ft)	21	0	1	1	4	1
95th Queue (ft)	44	8	11	10	28	13
Link Distance (ft)	358	159		434	434	
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)			25			50
Storage Blk Time (%)			0	0	0	0
Queuing Penalty (veh)			0	0	0	0



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	5	25	15	5	65	40	1025	40	25	805	10
Future Volume (Veh/h)	30	5	25	15	5	65	40	1025	40	25	805	10
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	32	5	27	16	5	70	43	1102	43	27	866	11
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								Raised			Raised	
Median storage veh)								1			1	
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1635	2156	438	1726	2140	572	877			1145		
vC1, stage 1 conf vol	926	926		1210	1210							
vC2, stage 2 conf vol	710	1231		516	931							
vCu, unblocked vol	1635	2156	438	1726	2140	572	877			1145		
tC, single (s)	7.5	6.5	6.9	7.5	6.9	6.9	4.1			4.1		
tC, 2 stage (s)	6.5	5.5		6.5	5.9							
tF (s)	3.5	4.0	3.3	3.5	4.2	3.3	2.2			2.2		
p0 queue free %	79	96	95	88	96	85	94			96		
cM capacity (veh/h)	152	137	572	136	119	468	779			618		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	64	91	43	735	410	27	577	300
Volume Left	32	16	43	0	0	27	0	0
Volume Right	27	70	0	0	43	0	0	11
cSH	218	295	779	1700	1700	618	1700	1700
Volume to Capacity	0.29	0.31	0.06	0.43	0.24	0.04	0.34	0.18
Queue Length 95th (ft)	29	32	4	0	0	3	0	0
Control Delay (s)	28.3	22.6	9.9	0.0	0.0	11.1	0.0	0.0
Lane LOS	D	C	A			B		
Approach Delay (s)	28.3	22.6	0.4			0.3		
Approach LOS	D	C						

Intersection Summary				
Average Delay	2.0			
Intersection Capacity Utilization	47.9%	ICU Level of Service		A
Analysis Period (min)	15			

1: Southdale East Driveway Performance by movement

Movement	EBT	WBT	NBL	NBR	All
Denied Del/Veh (s)	0.3	0.0	0.1	0.2	0.2
Total Del/Veh (s)	6.7	9.1	23.6	11.2	8.8

2: 3316 W 66th St West Driveway Performance by movement

Movement	EBT	WBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.0
Total Del/Veh (s)	2.0	1.4	4.2	1.7

3: W 66th St & 3316 W 66th St East Driveway Performance by movement

Movement	EBT	WBT	WBR	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.0
Total Del/Veh (s)	4.0	3.7	2.5	7.2	3.8

4: York Ave & W 66th St Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Denied Del/Veh (s)	0.0	0.1	0.0	2.5	0.4	2.3	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	52.4	41.7	2.0	55.7	40.2	4.8	56.6	40.5	3.4	47.7	58.8	38.3

4: York Ave & W 66th St Performance by movement

Movement	SBR	All
Denied Del/Veh (s)	0.0	0.3
Total Del/Veh (s)	7.2	37.0

5: York Ave & 6550 York Avenue Driveway Performance by movement

Movement	EBR	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	7.3	3.5	0.9	0.4	2.5

Total Network Performance

Denied Del/Veh (s)	0.5
Total Del/Veh (s)	46.3

Intersection: 1: Southdale East Driveway

Movement	EB	EB	WB	WB	NB	NB	NB
Directions Served	T	T	T	T	L	L	R
Maximum Queue (ft)	228	217	306	328	160	95	124
Average Queue (ft)	111	97	156	178	63	13	52
95th Queue (ft)	183	172	275	292	115	52	92
Link Distance (ft)	1123	1123	400	400	574	574	574
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 2: 3316 W 66th St West Driveway

Movement	WB	SB
Directions Served	T	R
Maximum Queue (ft)	10	31
Average Queue (ft)	0	11
95th Queue (ft)	8	35
Link Distance (ft)	188	303
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 3: W 66th St & 3316 W 66th St East Driveway

Movement	EB	EB	EB	EB	WB	WB	WB	SB
Directions Served	T	T	T	T	T	T	TR	R
Maximum Queue (ft)	110	173	177	80	22	60	36	30
Average Queue (ft)	4	44	45	16	1	2	2	5
95th Queue (ft)	48	127	132	50	12	20	17	22
Link Distance (ft)		188	188	188	152	152	152	296
Upstream Blk Time (%)	0	0	0					
Queuing Penalty (veh)	0	1	2					
Storage Bay Dist (ft)	100							
Storage Blk Time (%)		2						
Queuing Penalty (veh)		11						

Intersection: 4: York Ave & W 66th St

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	UL	L	T	T	R	UL	L	T	T	R	UL	L
Maximum Queue (ft)	131	147	230	237	80	216	257	413	397	209	134	277
Average Queue (ft)	67	87	210	214	3	118	152	266	257	10	78	114
95th Queue (ft)	118	137	258	261	42	195	219	363	350	105	132	204
Link Distance (ft)	152	152	152	152	152			1061	1061			
Upstream Blk Time (%)	0	1	35	34	0							
Queuing Penalty (veh)	1	2	89	85	0							
Storage Bay Dist (ft)						200	200			250	150	150
Storage Blk Time (%)						0	1	24	10		0	1
Queuing Penalty (veh)						1	5	78	9		0	6

Intersection: 4: York Ave & W 66th St

Movement	NB	NB	NB	B7	SB	SB	SB	SB
Directions Served	T	T	R	T	UL	T	T	R
Maximum Queue (ft)	394	333	67	14	136	209	222	70
Average Queue (ft)	233	217	3	0	44	119	134	54
95th Queue (ft)	337	316	42	5	109	201	222	95
Link Distance (ft)	372	372	372	810	155	155	155	
Upstream Blk Time (%)	1	0			1	3	6	
Queuing Penalty (veh)	0	0			2	8	17	
Storage Bay Dist (ft)								50
Storage Blk Time (%)	27						29	2
Queuing Penalty (veh)	66						38	4

Intersection: 5: York Ave & 6550 York Avenue Driveway

Movement	EB	NB	NB	SB	SB	SB
Directions Served	R	T	T	T	T	T
Maximum Queue (ft)	40	10	22	10	32	38
Average Queue (ft)	18	0	1	0	2	3
95th Queue (ft)	36	7	14	0	16	24
Link Distance (ft)	358	155	155		434	434
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)				25		
Storage Blk Time (%)					0	0
Queuing Penalty (veh)					1	0

APPENDIX D: PARKING DEMAND MEMO

Kimley»Horn

MEMORANDUM

To:	Cary Teague
From:	William Reynolds, P.E., AICP, PTP
	Kimley-Horn and Associates, Inc.
Date:	September 22, 2015
Subject:	West 66th Street and York Avenue Residential Redevelopment – Parking Demand Memo

The following memo documents an analysis of current parking demand, estimated future demand, and planned parking supply for the proposed residential redevelopment at the intersection of West 66th Street and York Avenue in Edina, MN.

Introduction

DLC Residential is proposing a residential redevelopment project for the site in the north-west quadrant of the intersection of York Avenue and West 66th Street. The site is currently occupied by two buildings and surface parking. The Redevelopment Plan assumes that the 62,100 sq. ft. medical/office building located on the north-east section of the site (6550 York Avenue) will remain open during Phase I. The other building on site (3250 West 66th Street) is currently only partially occupied and will be removed.

During the redevelopment of the site, the adjacent parcel (3316 West 66th Street) will remain open, and access to York Avenue from the site will be preserved. A shared parking agreement is currently in place between all three buildings, and in order to assess potential impacts of a reduction in surface parking on the adjacent site, current parking demands at 3316 West 66th Street are also included in the parking study.

Parking for the proposed residential buildings on site will include a mixture of secure, underground parking and some surface parking, supplied at a ratio of approximately 1.6 stalls per dwelling unit following both Phase I (230 units) and Phase II (145 additional units). Estimated residential parking demands are not discussed as part of this parking study.

Data Collection

On Thursday, September 3rd, 2015, a parking occupancy study was conducted every thirty minutes from 10 a.m. to 12:00 p.m. and again from 1:30 p.m. to 3:30 p.m. in order to measure parking demand and estimate the peak hour of demand. The site was divided into four areas based on observations of the typical destinations of users of each lot. These areas are shown in **Figure 1**. Note that the stall count shown in Area C includes the estimated 28 secure stalls under the building, although these were not observed on site.



Figure 1: Parking Areas

Results of the study are provided in **Figure 2**. The 28 secure stalls in Area C were not counted, and were therefore assumed to be fully occupied throughout the study.

As shown, the peak hour was observed to be between 11 a.m. and 12 p.m. Area A was typically around 70 to 75 percent full throughout the day. The building in Area B is only partially occupied; therefore, the parking demands were very low (less than 25 percent occupied). Area C had much higher utilization near the building, with a typical range around 50 to 60 percent occupied (including the assumed secure parking demand). The small lot just to the east of Area B was typically around 40 to 50 percent occupied. The area north of Area D was only used by 3 vehicles all day (less than 5 percent occupied), and these users were assumed to be headed to the 6550 Building. Finally, the shared lot (Area D) was sparsely used, but the 10 to 15 vehicles parked in this area were observed to be from users of all three buildings.

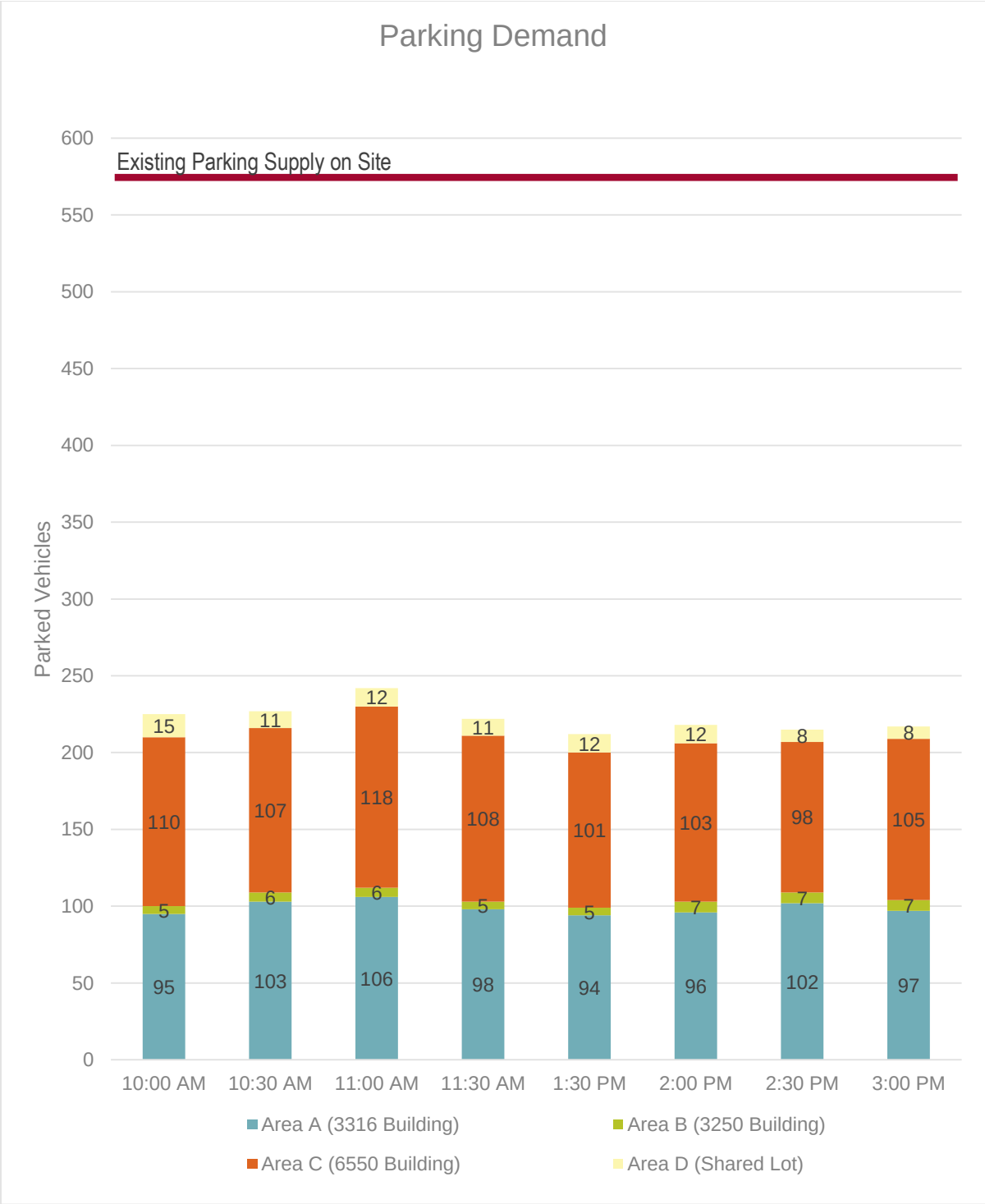


Figure 2: Parking Demand by Time of Day

3316 West 66th Street Site

Although the building located at 3316 West 66th Street and the surrounding parking will remain following the proposed residential redevelopment project on the parcels to east, the building currently has access to a shared parking lot on site. Because much of this shared parking area will be removed during the redevelopment of the site, parking demand associated with the 3316 Building was included in the study to estimate the potential for spillover demand.

The building is currently occupied by a bank with a drive-in and medical offices (dermatology). The 33,000 sq. ft. building was assumed to be fully occupied and primarily devoted to medical office space, and 5,500 sq. ft. was taken as the assumed square footage of the bank.

In order to estimate parking demand for the building, three sources were consulted:

- Parking Generation, 4th Edition. Institute of Transportation Engineers (ITE)
- Shared Parking, 2nd Edition, Urban Land Institute (ULI)
- Edina Code of Ordinances

The uses of the building match most closely with ITE's Land Use Codes 720 (Medical/Dental Office) and 912 (Drive-In Bank). ULI references these same Land Use Codes.

The estimated peak parking demand for the 3316 Building using these sources is presented in **Table 1**. While ULI exclusively uses the 85th percentile of all observations to derive the rate presented, ITE provides both the average rate observed as well as the 85th percentile rate; for context both rates are presented in the table. The Edina Code of Ordinances specifies a minimum parking supply for these uses of one vehicle for every 200 sq. ft. of gross floor area (GFA), and also specifies one additional stall for every doctor at medical office buildings. The names of 14 doctors are listed inside the building.

In addition to estimated demand and the effective parking ratio, the field observations from September 3rd, 2015, are also presented, along with the parking supply (Area A only) and corresponding ratio. ULI indicates that for banks and office uses, September is a representative month for demand observations, and therefore no seasonal adjustment factors are recommended.

Table 1: Parking Demand Estimates, Observations, and Supply for the 3316 Building

Building Uses	Reference/ Methodology	Rate/ Observation	Parking Stalls	Effective Ratio
27,500 sq. ft. Medical/ Dental Office Space (14 Doctors) 5,500 sq. ft. Drive-In Bank	**Peak Parking Demand Estimates**			
	ITE Parking Generation, Fourth Edition (Average Rate)	3.2 Veh./1,000 sq. ft. Medical/Dental	110	3.33
		4 Veh./1,000 sq. ft. Bank		
	ITE Parking Generation, Fourth Edition (85th Percentile)	4.27 Veh./1,000 sq. ft. Medical/Dental	149	4.50
		5.67 Veh./1,000 sq. ft. Bank		
	ULI Shared Parking, Second Edition (85th Percentile)	4.5 Veh./1,000 sq. ft. Medical/Dental	149	4.52
		4.6 Veh./1,000 sq. ft. Bank		
	Edina Code of Ordinances	5 Veh./1,000 sq. ft. Medical/Dental	179	5.42
		1 Veh./Doctor		
		5 Veh./1,000 sq. ft. Bank		
	Field Observations			
	Observations	106 @ 3316 Building	110	3.33
		4 @ Shared Lot (assumed)		
	Supply			
	Proposed Supply	140 @ 3316 Building	140	4.24

Based on field observations, parking demand for the 3316 Building closely matches the predicted peak parking demands from ITE's average rate for both uses. While some variability can be expected, the excess 20 percent capacity on site is likely sufficient to meet the needs of the users of the building, even with the removal of the shared parking region to the east.

66th and York Redevelopment Site

During Phase I of the residential redevelopment project, the largely vacant 3250 Building will be removed along with the shared parking lot (Area D) in order to accommodate a 230-unit apartment building and underground parking. During this first phase, the 6550 Building will remain open, and the surrounding lots will need to serve all parking demands for the building. The proposed Phase I site layout is shown in **Figure 3.**

The 62,100 sq. ft. building has a variety of tenants, including financial services, real estate services, medical and detail offices, an addiction center, and a testing center. Given the number of different uses, Land Use Code 710 (General Office Building) is most applicable. ITE defines this use as follows:

> *A general office building houses multiple tenants; it is a location where affairs of businesses, commercial or industrial organizations, or professional persons or firms are conducted. An office building or buildings may contain a mixture of tenants including professional services, insurance companies, investment brokers and tenant services, such as a bank or savings and loan institution, a restaurant or cafeteria and service retail facilities.*

The estimated peak parking demand for the 6550 Building, assuming a general office building use with full occupancy, is presented in **Table 2**. Both the average and 85th percentile rates from ITE are presented, along with the 85th percentile rate from ULI. The Edina Code of Ordinances specifies a minimum parking supply for a professional office building of this size as one stall for every 210.5 sq. ft. of gross floor area (GFA) based on the formula presented below the table.

In addition to estimated demand and the effective parking ratio, the field observations from September 3rd, 2015, are also presented. Because field observations were conducted when the building was approximately 71 percent occupied (18,000 sq. ft. of available leasable space), a forecasted peak parking demand rate is also presented, based on an adjustment to the field observations. ULI indicates that for general office uses, September is a representative month for demand observations, and therefore no seasonal adjustment factors were applied to the forecast. The final section of the table shows the projected parking supply following Phase I.

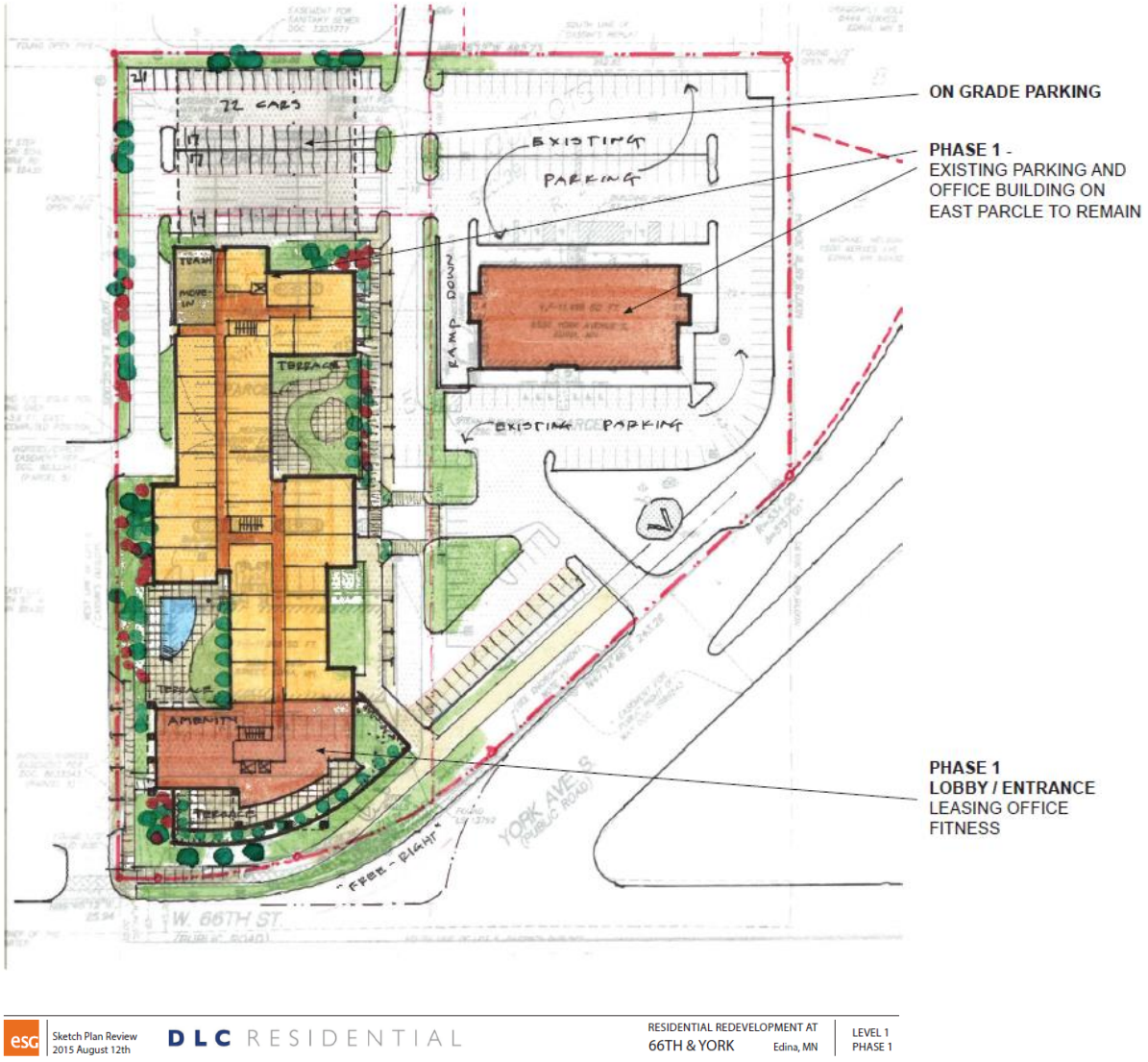


Figure 3: Phase I Site Layout

Table 2: Parking Demand Estimates, Observations, and Supply for the 6550 Building

Building Use	Reference/ Methodology	Rate/ Observation	Demand Estimate/ Observation	Effective Ratio
62,100 sq. ft. Office Space	**Demand Estimates**			
	ITE Parking Generation, Fourth Edition (Average Rate)	2.84 Veh./1,000 sq. ft. Office	176	2.84
	ITE Parking Generation, Fourth Edition (85th Percentile)	3.45 Veh./1,000 sq. ft. Office	214	3.45
	ULI Shared Parking, Second Edition (85th Percentile)[1]	3.60 Veh./1,000 sq. ft. Office	224	3.60
	Edina Code of Ordinances[2]	4.75 Veh./1,000 sq. ft. Office	295	4.75
	Field Observations			
	Observations	87 @ 6550 Building	138	2.22
		7 @ Shared Lot (assumed)		
		28 @ Secure Lot (estimated)		
	Forecast			
	Forecast[3]	3.13 Veh./1,000 sq. ft. Office	194	3.13
	Supply			
	Supply	150 @ 6550 Building	250	4.03
		72 @ Shared Lot		
		28 @ Secure Lot		

Based on field observations, forecasted parking demand for the 6550 Building under a full occupancy scenario is less than the predicted peak parking demands using the ULI and ITE 85th percentile rates for general office

[1] Rate interpolated between rate for 25,000 sq. ft. building (3.8) and rate for 100,000 sq. ft. building (3.4)
[2] Rate derived assuming 62,100 GFA and the following formula: 1,000/[(0.00025*GFA)+195]
[3] Rate derived based on the assumption that field observations were conducted when building was 71% occupied

buildings. While some variability can be expected, particularly with changes in tenants, the proposed supply of 250 parking stalls will provide sufficient parking following the completion of Phase I. This supply ratio exceeds even the conservative estimates provided using the 85th percentile rate from both ULI and ITE.

Recommendations

Based on field observations and a review parking demand estimates from ITE and ULI, the proposed parking supply ratios will adequately serve both office buildings following completion of Phase I.

Proposed Parking Supply Ratios:

- 3316 Building: 4.24 parking stalls per 1,000 sq. ft. GFA
- 6550 Building: 4.03 parking stalls per 1,000 sq. ft. GFA

B. Preliminary Rezoning and Comprehensive Plan Amendment, 6444, 6500, 6525, 6550 Xerxes Avenue and 3250 66th Street West. DLC Residential, LLC.

Staff Presentation

Director Teague presented a request from DLC Residential, LLC for a Comprehensive Guide Plan Amendment and Preliminary Rezoning and Preliminary Development Plan to redevelop the 5.6-acre office building sites with a two phase development.

Teague noted Phase I (3250 West 66th Street) is to be developed with a 6-7 story, 227-unit apartment building with two levels of underground parking, a club room, fitness area, and a green roof with an amenity terrace, including pool. A Comprehensive Guild Plan Amendment from RM, Regional Medical to CAC, Community Activity Center is also proposed. Phase 2 includes a 145-unit apartment building with five and four floors of housing above the parking and amenities area. Phase 2 is projected to be redeveloped in the future 3-10 years.

Concluding Teague recommended that the City Council approve the Request for Comprehensive Plan Amendments for 6444, 6500, 6550 and 6525 Xerxes Avenue and 3250 66th Street West subject to the following findings:

1. The proposed land uses, multi-family residential and commercial are consistent with existing and proposed land uses in this area. Multi-family housing is an allowed use in the Regional Medical District.
2. This site is seen as the gateway into Edina and the Southdale Area. The proposed land use change would allow all four corners of 66th and York/Xerxes to be consistent.
3. The proposed development is within the height and density guidelines of the Comprehensive Plan.
4. The Comprehensive Plan recognizes the Southdale area and the CAC as the most intense district in terms of uses, height and coverage. The City allows a floor area ratio of up to 1.5 in other parts of the City, such as 50th France; therefore, the floor area ratio of the proposed use, which is predominantly residential, seems appropriate for the area.

Teague further recommended that the City Council approve the Preliminary Rezoning from POD 1&2, Planned Office District to PUD, Planned Unit Development and Preliminary Development Plan to redevelop 6550 and 3250 66th Street West in a two phase development based on the following findings:

1. The proposal would meet the purpose and intent of the PUD, as most of the above criteria would be met. The site is guided in the Comprehensive Plan as "Community Activity Center – CAC," which encourages a mixing of uses, including retail and multi-family residential. The proposed uses are therefore consistent with the Comprehensive Plan as amended.
2. The proposed land uses, multi-family residential and commercial are consistent with existing and proposed land uses in this area.
3. The proposed development is within the height and density guidelines of the Comprehensive Plan.
4. The Comprehensive Plan recognizes the Southdale area and the CAC as the most intense district in terms of uses, height and coverage. The City allows a floor area ratio of up to 1.5 in other parts of the City, such as 50th France; therefore, the floor area ratio of the proposed use, which is predominantly residential, seems appropriate for the area.

5. The traffic and parking study done by Kimley Horn concludes that the existing roadways can support the proposed project, and there would be adequate parking provided.
6. The project would create a pedestrian friendly development with extensive pedestrian paths planned for the site. Sidewalks would provide pedestrian connections for residents to the north through the development to connect to the Southdale area.
7. The site is a gateway into Edina, and the building has taken the curved shape of the site that it sits on. Podium Height would be used on 66th Street.
8. The public realm provided for in the development would be within and around the sidewalk areas. The proposed plans invite people through the project from the north to provide a pedestrian access to Southdale and the Metro Transit station. Boulevard style sidewalks are provided to comfortably move residents around the building and through the project to create a comfortable pedestrian experience. A large green space, adjacent to the boulevard style sidewalk is proposed to fill in the right-turn lane, another signature of this gateway area.
9. The development would include affordable housing.
10. The applicant is also proposing some sustainability principles within their project narrative, including: Green roofs, 15% increase in energy efficiency; participation in the Xcel Energy EDA program; and green construction practices.
11. The PUD would ensure that the building proposed would be the only building built on the site, unless an amendment to the PUD is approved by City Council.
12. The proposal addresses many of the working principles of the Greater Southdale Area Working Group as mentioned in the above findings.

13. The proposed project would meet the following goals and policies of the Comprehensive Plan:
    a. Building Placement and Design. Where appropriate, building facades should form a consistent street wall that helps to define the street and enhance the pedestrian environment.
    b. Movement Patterns.
        - Provide sidewalks along primary streets and connections to adjacent neighborhoods along secondary streets or walkways.
        - A Pedestrian-Friendly Environment.
    c. Encourage infill/redevelopment opportunities that optimize use of city infrastructure and that complement area, neighborhood, and/or corridor context and character.
    d. Support and enhance commercial areas that serve the neighborhoods, the city, and the larger region.
    e. Increase mixed use development where supported by adequate infrastructure to minimize traffic congestion, support transit, and diversify the tax base.
    f. Increase pedestrian and bicycling opportunities and connections between neighborhoods, and with other communities, to improve transportation infrastructure and reduce dependence on the car.
    g. Incorporate principles of sustainability and energy conservation into all aspects of design, construction, renovation and long-term operation of new and existing development.
    h. Buildings should be placed in appropriate proximity to streets to create pedestrian scale. Buildings "step down" at boundaries with lower-density districts and upper stories "step back" from street.
    i. Provision of affordable housing.

Approval is subject to the following Conditions:

1. The Final Development Plans must be generally consistent with the Preliminary Development Plans dated January 22 and February 5, 2016.
2. Final plans must show all mechanical equipment and the means to screen it. No ground level mechanical equipment shall be located in front of the building on a public street.
3. The Final Landscape Plan must meet all minimum landscaping requirements per Chapter 36 of the Zoning Ordinance.
4. The Final Lighting Plan must meet all minimum landscaping requirements per Chapter 36 of the Zoning Ordinance.
5. This sidewalk proposed along Xerxes must be extended to the east property boundary. The north-south sidewalk on the west side of the private drive must also be extended to York Avenue.
6. Submittal of a complete sign plan for the site as part of the Final Development Plan application. Signage should include monument sign locations and size, way finding signage, and wall signage.
7. Compliance with all of the conditions outlined in the director of engineering's memo dated February12, 2016.
8. As part of a Developer's Agreement, the property owner would be required to participate in appropriate cost sharing improvements to the 66th and York intersection which may include elimination of the right turn lane, providing green space and improving pedestrian crossings.
9. Ten percent (10%) of the housing units shall be designated for affordable housing. Specific detail would be determined at the time of final approval.
10. Sustainable design principles must be used per the applicant narrative. The building shall be designed to be 15% more energy efficient than the current state energy code guidelines. A plan of how standards are intended to be met must be submitted prior to issuance of a building permit.
11. Final Rezoning is subject to a Zoning Ordinance Amendment creating the PUD, Planned Unit Development for this site.
12. The temporary cell pole must be removed as soon as possible. No final occupancy permit will be granted for the apartment building until the pole is removed.
13. A 30-foot roadway easement shall be dedicated at the time of Final Rezoning for a future extension of 65th Street.

Appearing for the Applicant

Rich Kauffman, DLC Residential LLC, Dennis Sutliff (ESG) Luke Payne, Kimley Horn.

Applicant Presentation

Mr. Kaufmann and Mr. Sutliff addressed the Commission giving an overview of DLC Residential, LLC and the multi-housing development project to include 227-unit rental apartment building with two levels of underground parking (Phase 1), 3% or 7-units at 60% AMI, enhanced land use, iconic architecture and artful building design. An inviting public realm creating a more walkable, pedestrian friendly and interconnected neighborhood with greater levels of the live-work amenities.

The Development Team further touched on landscaping, parking, site and traffic circulation sustainability, storm water management, and exterior building materials.

Commission Comments and Discussion

The Commission discussed granting the Comprehensive Plan Amendment, Preliminary Rezoning and Development Plan for DLC Residential, LLC expressing the following:

- Consider what the City's goals are for the Regional Medical District (RMD). Does this proposal "eat away" at those goals. The City Council needs to weigh in on their vision for the RMD District.
- Is there the potential for this area to be overbuilt? Is the developer comfortable with the numbers,
- What about extending West 65th Street; and if it's extended should it be only for pedestrian and bike traffic or vehicles too?
- Is it possible to "close off" York Avenue to the subject site. This would mitigate impact into the existing neighborhood. It was acknowledged that the subject site has a legal right to York Avenue; however, it this worth reconsidering.
- Is the proposed Phase 2 to far into the future to be part of this approval process? Noting things change.
- Keep all affordable housing at 10 percent.
- The City of Edina needs to retain a different traffic consultant to prepare an independent traffic study taking into consideration the proposals planned for all three corners, what could occur in the future and the use of multiple modes of transportation. This independent consultant avoids the appearance of conflict of interest.
- Prioritize the extension of sidewalks for the area.
- Clarify energy standards.

Public Hearing

Chair Platteter opened the public hearing at 9:23 p.m.

Public Testimony

David Enger, 6461 Barrie Road, Edina, MN addressed the Commission
Mark McCollar, 6400 York Avenue #514, Edina, MN addressed the Commission
John Kelly, 6405 S. Colony Way 1C, Edina, MN addressed the Commission
Peggy Keller, 6309 York Avenue #202, Edina, MN addressed the Commission
Peter Parshall, 6400 York Avenue #402, Edina, MN addressed the Commission
G. Williams, 6400 York Avenue #617, Edina, MN addressed the Commission

Motion made by Thorsen to close the public hearing. Motion seconded by Carr seconded the motion. Motion carried.

The discussion continued focusing on traffic and the impact of multiple developments in this area.

Motion

Motion by Commissioner Carr to recommend approval of a Comprehensive Guide Plan Amendment as set forth in the staff report and Preliminary Rezoning and Development

Plan approval based on staff findings and subject to staff conditions with an additional condition that a secondary traffic study be done that would confirm the traffic study prepared by Kimley Horn that would also include analysis of projected growth, cumulative impact of surrounding developments and address traffic mitigation scenarios on York Avenue. Commissioner Thorsen seconded the motion.

Commissioner Olsen offered a friendly amendment that would include TDM. Commissioners Carr and Thorsen accepted that friendly amendment.

A discussion ensued with Commissioner Forrest expressing the opinion that she could not support the rezoning to PUD for Phase 2. Forrest stated in her opinion the projected build out is too far out to give blanket approval; conditions in the area can change. Commissioners continued the discussion suggesting that the motion be split. Teague explained that the Commission could separate their motion into two parts, Comprehensive Guide Plan Amendment and Preliminary Rezoning and Development Plan.

Commissioner Carr withdrew her motion.

Motion by Commissioner Carr to recommend approval for a Comprehensive Guide Plan Amendment for 6444, 6500, 6550 and 6525 Xerxes Avenue and 3250 West 66th Street based on staff findings. Commissioner Thorsen seconded the motion. Ayes; Hobbs, Thorsen, Strauss, Olsen, Carr Forrest, Platteter. Nays; Lee and Nemerov. Motion carried 7-2.

Motion by Commissioner Carr to recommend Preliminary Rezoning and Development Plan approval based on staff findings and subject to staff conditions and the additional condition.

- **The City is to retain an independent party to conduct an additional traffic study that would:**
    1. **Confirm the findings in the traffic study report presented by Kimley Horn. The study would also include projected growth; cumulative impact, multi modal impact and mitigation measures if/where needed.**
    2. **Condition 10 of the Staff Report strike 15%.**

Seconded by Commissioner Thorsen.

Commissioner Olsen offered a friendly amendment to include that the new traffic study is to be completed before the project is presented to the City Council.

Amendment to the motion was accepted by Commissioners Carr and Thorsen.

Ayes; Thorsen, Strauss, Olsen, Carr. Nays; Hobbs, Lee, Nemerov, Forrest, Platteter. Motion failed 5-4.

V. Community Comment

CITY OF EDINA

4801 West 50th Street
Edina, MN 55424
www.edinamn.gov

Date: March 15, 2016

Agenda Item #: VIII.A.

To: Mayor and City Council

Item Type:
Report / Recommendation

From: Ann Kattreh, Director Parks and Recreation

Item Activity:
Action

Subject: Ordinance 2016-03 Amending Chapter 24-258

ACTION REQUESTED:
Offering of Ordinance 2016-03 Amending Chapter-24-258; First Reading

INTRODUCTION:
Ordinance 2016-03 Amending Chapter 24-258 Concerning An Ordinance Amending Chapter 24 Of The Edina City Code Concerning Conduct In Parks, Street, Sidewalks, And Publicly Owned Property *(First Reading: Requires offering of Ordinance only.)*

ATTACHMENTS:

Staff Report: Ordinance 2016-03 Amending Chapter 24-258 of the Edina City Code Concerning Conduct in Parks, Street, Sidewalks, and Publicly Owned Property

Ordinance 2016-03 Amending Chapter 24-258

STAFF REPORT

Date: March 15, 2016

To: Mayor and City Council

From: Ann Kattreh, Parks & Recreation Director

Subject: Ordinance 2016-03 Amending Chapter 24-258 Of The Edina City Code Concerning Conduct In Parks, Street, Sidewalks, And Publicly Owned Property *(First Reading: Requires offering of Ordinance only.)*

Information / Background:

The Parks & Recreation Department is proposing the attached changes to City Code Chapter 24-258 Amending Chapter 24 of the Edina City Code Concerning Conduct in Parks, Street, Sidewalks, And Public Spaces specifically addressing sale and consumption of intoxicating or non-intoxicating malt liquor and wine. A summary of the changes is below:

1. Sec. 24-254, Part 14, A2 adds Braemar Arena and Braemar Golf Dome to other Parks & Recreation facilities.
2. Adds the sale of intoxicating malt liquor and wine at Van Valkenburg and Fred Richards parks.
3. Adds the sale of intoxicating malt liquor and wine in the lawn games area of Centennial Lakes Park.
4. Removes stipulation of serving 3.2 non-intoxicating malt liquor and replaces it with the sale of intoxicating beer and wine.

These changes are requested due to recent requests to host events that allow intoxicating malt liquor and wine at the public park facilities. Braemar Arena was selected as the host for the 2016 Robertson Cup for the North American Hockey League (NAHL). The NAHL would like to serve malt liquor at the event as it has tremendous financial benefits for both the NAHL and the arena. It also adds to the environment of enjoying high level hockey. The lawn games area at Centennial Lakes Park would benefit from beer and wine sales for private events, tournaments and leagues. This ordinance change has the potential to increase the utilization of the lawn games at Centennial Lakes. The trend statewide is to offer malt liquor and wine in confined areas in public park facilities. If approved, the council would be asked to support a resolution approving malt liquor and wine to be dispensed under strict guidelines at these facilities for special events.

The proposed ordinance is presented for the First Reading only. Staff recommends that the City Council accept the First Reading of Ordinance 2016-03.

Attachments:
Proposed Ordinance No. 2016-03

ORDINANCE NO. 2016-03

AN ORDINANCE AMENDING CHAPTER 24 OF THE EDINA CITY CODE CONCERNING CONDUCT IN PARKS, STREET, SIDEWALKS, AND PUBLICLY OWNED PROPERTY

THE CITY COUNCIL OF EDINA ORDAINS:

Section 1. Section 24-254(14) of the Edina City Code is amended to provide as follows:

Consume intoxicating or non-intoxicating malt liquor, wine or intoxicating liquor, as defined in chapter 4, except that:

a. Intoxicating malt liquor and wine which is dispensed by the city or by an authorized agent of the city may be consumed subject to other applicable provisions of this Code and subject to the rules and regulations of the park director pursuant to section 24-258 in the following places:

1. Inside the clubhouse building or on decks, patios and other outdoor dining areas which are adjacent to the clubhouse building at Braemar Golf Course and at Fred Richards Park.

2. Inside the Edinborough Park building, the Centennial Lakes Park Centrum building, the building at Arneson Acres Park, the Edina Art Center Building, the Edina Senior Center, **Braemar Golf Dome, Braemar Arena** and on decks, patios and other outdoor dining areas which are adjacent to such buildings.

b. Intoxicating malt liquor and wine which is dispensed by the City or by an agent of the city pursuant to a temporary on-sale liquor license issued in accordance with chapter 4 may be consumed subject to other applicable provisions of this Code and subject to the rules and regulations of the park director pursuant to section 24-258 within the confines of the ball field complex at Van Valkenburg Park,

c. Wine and intoxicating malt liquor which is dispensed by the city or by an agent of the city at an on-sale dispensary authorized pursuant to section 4-2 may be consumed subject to other applicable provisions of this Code and subject to the rules

and regulations of the park director pursuant to section 24-258 on the grounds of Braemar Golf Course. **Intoxicating malt liquor and wine** which is dispensed by the city or by an agent of the city at an on-sale dispensary authorized pursuant to section 4-2 may be consumed subject to other applicable provisions of this Code and subject to the rules and regulations of the park director pursuant to section 24-258 on the grounds of Fred Richards. **Wine and intoxicating malt liquor which is dispensed by the city or by an agent of the city at an on-sale dispensary authorized pursuant to section 4-2 may be consumed subject to other applicable provisions of this Code and subject to the rules and regulations of the park director pursuant to section 24-258 on the lawn games area of Centennial Lakes Park.**

d. Intoxicating malt liquor and wine may be consumed at sidewalk cafes which are licensed in accordance with chapter 4 and which are authorized by a permit issued pursuant to section 24-313.

e. Alcoholic beverages may be consumed on premises holding a temporary on-sale intoxicating liquor license issued pursuant to chapter 4, or a caterer's permit issued by the commissioner of public safety and which are authorized by a permit issued pursuant to section 24-346.

Section 2. This ordinance is effective upon adoption.

First Reading:

Second Reading:

Published:

ATTEST:

Debra A. Mangen, City Clerk	James B. Hovland, Mayor

Please publish in the Edina Sun Current on:

Send two affidavits of publication

Bill to Edina City Clerk

CERTIFICATE OF CITY CLERK

I, the undersigned duly appointed and acting City Clerk for the City of Edina, do hereby certify that the attached and foregoing Ordinance was duly adopted by the Edina City Council at its Regular Meeting of _____, 20__, and as recorded in the Minutes of said Regular Meeting.

WITNESS my hand and seal of said City this _____ day of _____, 20__.

_____
City Clerk

CITY OF EDINA

4801 West 50th Street

Edina, MN 55424

www.edinamn.gov

Date: March 15, 2016

Agenda Item #: VIII.B.

To: Mayor and City Council

Item Type:
Report / Recommendation

From: Ann Kattreh, Parks & Recreation Director

Item Activity:
Action

Subject: Pickleball Court Donation, Rosland Park, Resolution No. 2016-35

ACTION REQUESTED:
Approve Resolution No. 2016-35 accepting the donation of $150,000 for construction of a pickleball court complex at Rosland Park.

INTRODUCTION:
Edina residents Bruce and Paul Mooty have proposed to generously donate funds to the City to construct pickleball courts adjacent to the tennis courts at Rosland Park. The cost of the construction of the court complex will be covered through a generous $150,000 donation from the Melvin R. Mooty & Sally R. Mooty Family Foundation and John W. Mooty Foundation Trust.

ATTACHMENTS:

Staff Report: Pickleball Court Donation, Rosland Park

Final Grading and Layout

Park Board, July 14, 2015 Minutes

Res. 2016-35 Mooty Donation

STAFF REPORT

Date: March 15, 2016

To: Mayor and City Council

From: Ann Kattreh
Parks & Recreation Director

Subject: Pickleball Court Donation, Rosland Park

Information / Background:

Edina residents Bruce and Paul Mooty have proposed to generously donate funds to the city to construct pickleball courts adjacent to the tennis courts at Rosland Park. The cost of the construction of the court complex will be covered through a generous $150,000 donation from the families of Paul and Bruce Mooty, who are donating in honor of their parents. The Mootys are making the donation for the court complex to the Edina Community Foundation through the Melvin R. Mooty & Sally R. Mooty Family Foundation and John W. Mooty Foundation Trust.

If approved, construction will begin this spring and would be completed by July 4. This project will include five pickleball courts, 8' vinyl coated chain link fencing and windscreens. The site was explored for the potential of adding a restroom and picnic shelter facility similar to Wooddale Park, but the lack of proximity to sewer and water connections made this option not financially viable.

Rosland Park is a very active park with a variety of different activities for residents to enjoy. There is a tennis court adjacent to the site which is well used by kids and adults. The site does not have a dedicated parking lot or dedicated restroom facilities but it is adjacent to a very popular walking path around Lake Cornelia. This path leads to parking and restroom facilities. The Park Board provided review and comment on this proposal at the July 2015 Park Board meeting. The Park Board had some concerns about the distance from restroom facilities and lack of a dedicated parking lot but, otherwise, members generally supported the project. The approved July Park Board minutes are attached. This location is recommended by Parks & Recreation Administrative staff and Park Maintenance staff.

Several sites were reviewed, including Lewis Park, Yorktown Park and Cornelia School Park. This site was chosen due to the size of parcel available, proximity to a tennis facility, distance from residential impact and on-street parking available. The closest parking lot is a .17 mile walk along the Lake Cornelia trail and the nearest restroom is a .24 mile walk also along the Lake Cornelia trail. Bolton

Menk was hired to complete the engineering and design and assist with the permit process with the Nine Mile Creek Watershed District. Courts typically last 8 to 10 years before needing resurfacing, which usually costs $10,000 - $15,000. Annual maintenance costs for this facility are anticipated to be $500 or less and include weed whipping, spraying and debris removal, if needed.

Pickleball is a sport in which two, three or four players use solid paddles made of wood or composite materials to hit a whiffle ball over a net. The sport shares features of other racquet sports, the dimensions and layout of a badminton court, and a net and rules similar to tennis, with a few modifications. Pickleball was invented in the mid-1960s and has quickly become popular among adults as a fun game for players of all levels across the country.

Pickleball is popular because it is easy to learn and easy on the knees and elbows, making it a great alternative to tennis, which can lead to injuries in these sensitive areas. Because the pickleball court is shorter than a tennis court, less running is required. The rules are simple so the game is easy to learn and master in a short time. While pickleball has the strongest following among the senior demographic, part of the appeal is that it's really a multigenerational sport. Eight-and nine-year olds can have fun playing with 80-year olds. Kids are learning the game in school. The smaller court also creates a social atmosphere, and playing doubles and/or mixed doubles is promoted.

Pickleball can generate an adequate heart rate to provide cardio-respiratory conditioning. Yet, at the same time, it is less taxing on the joints and muscles. The small court space reduces the speed required to reach the ball and the weight of the racquet and the weight of the ball reduce the ballistic forces transferred to the wrist, elbow and shoulder. Those who may no longer be able to play tennis, racquetball or other team sports gravitate to pickleball because it is competitive, active and enjoyable. It also is a sport that appeals to those who have never or have had limited involvement in sports.

Pickelball was officially introduced to Edina in July of 2012. The tennis courts at Garden Park needed restriping and pickelball lines were included at that time. Today pickelball is played seasonally at Garden Park on Mondays, Wednesdays and Fridays from 9 to11 a.m. on the two courts. The level of play at Garden Park is beginner to intermediate play. Since 2012 the number of requests to the Parks & Recreation Department for information about both indoor and outdoor locations has increased. There are currently 25 to 30 players committed to playing weekly on the two courts at Garden Park. If the Garden Park courts aren't being used by tennis players, they are available for pickleball, but the lack of dedicated pickleball courts definitely limits play in Edina. This spring the tennis courts at Garden Park will be restriped to accommodate four pickleball courts on the footprint of the two tennis courts. This will require the purchase of four portable pickleball nets.

Dedicated pickelball courts will provide significantly more available time and give a tremendous opportunity to introduce the game to more players. Currently advanced players go to Eden Prairie to play. These courts will provide an opportunity for more residents to play in Edina. Time will also be dedicated for youth play, lessons and clinics as well as promoting times and/or activities for

intergenerational play. Tournaments with all skill levels, ladder leagues, and pickleball get-togethers would make this facility a great addition to the community.

The project has already received the permit from the Nine Mile Creek Watershed District and the project was put out to bid in January 2016, with a bid opening date of Jan. 28, 2016. Ten companies submitted bids ranging from a high bid of $215,444.89 to the low bid of $146,173.29. The donation will cover the cost of constructing the courts.

The city will provide funding for the following services:

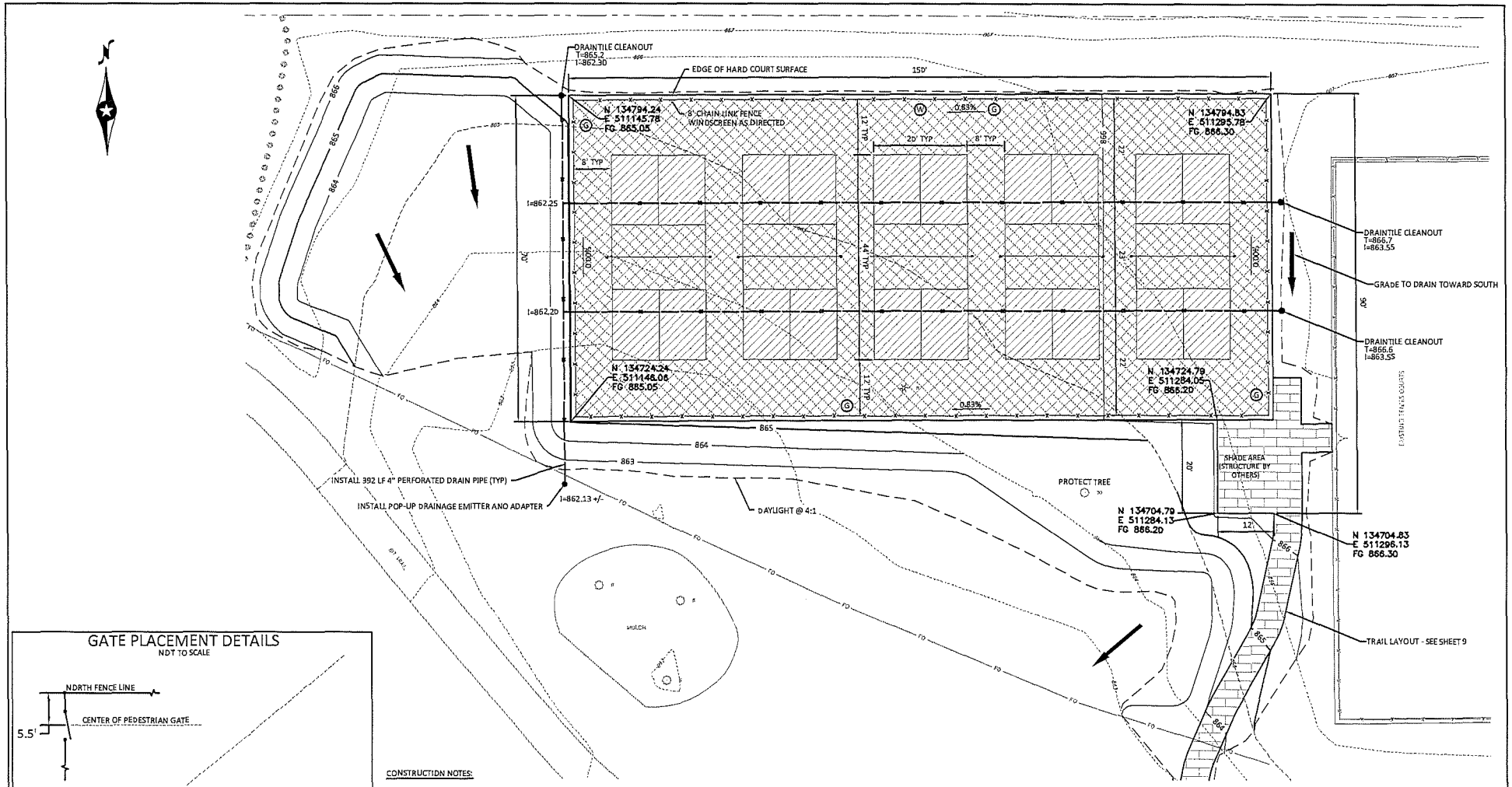
Project management	$9,281.05	Public Service Professionals
Design, engineering and permitting	$50,456.90	Bolton Menk
Geotechnical evaluation	$5,255.00	Braun Intertec
Surveying and staking	$5,000.00	Estimate Only – To be determined
Construction contingency	$20,000	If needed
TOTAL	$89,992.95	

This city portion of the funding will come from money left over from the 2015 CIP for projects that were completed under budget. Tim Barnes, Facility Manager will provide construction supervision. Public Sector Professionals was hired to act as a project manager for this project due to the work load in the Parks & Recreation Department and the interest of the donor in getting this project completed as quickly as possible.

According to the Donation, Sponsorship and Advertising Policy that was approved by the City Council on Nov. 18, 2014, the donor would receive the following recognition:

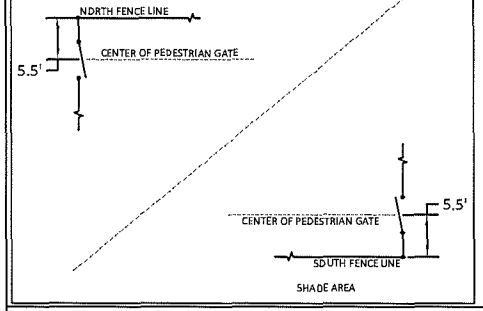
$100,000 or more (Platinum)

- Letter of appreciation from Mayor
- Donation listed in annual About Town Report
- Listed as platinum sponsor on publicly displayed donor board at City Hall or appropriate city facility
- Engraved plaque of appreciation presented by Mayor, City Manager or other city official at an appropriate event (ribbon cutting ceremony, facility or event opening or City Council meeting).



GATE PLACEMENT DETAILS

NOT TO SCALE



CONSTRUCTION NOTES:

1. CONTRACTOR SHALL PROTECT ALL EXISTING UTILITIES DURING CONSTRUCTION.
2. CONTRACTOR SHALL COORDINATE WITH PRIVATE UTILITY OWNERS TO AVOID CONFLICTS WITH PROPOSED CONSTRUCTION.
3. CONTRACTOR SHALL FIELD VERIFY LOCATIONS & ELEVATIONS OF EXISTING WATERMAIN, SANITARY SEWER, & STORM SEWER AS NECESSARY.
4. CONTRACTOR SHALL HIRE AN INDEPENDENT MATERIALS TESTING AGENCY TO PERFORM TESTING AS REQUIRED IN SPECIFICATIONS.
5. CONTRACTOR SHALL PROTECT EXISTING TENNIS COURTS.
6. CONTRACTOR SHALL DEVELOP AND MAINTAIN A TEMPORARY CONSTRUCTION ACCESS ROUTE AS NECESSARY. OBTAIN APPROVAL FROM ENGINEER PRIOR TO CONSTRUCTION.

ROYAL BLUE

GRASS GREEN

PERMEABLE PAVERS

BM=872.73 NAVD 88
MNDOT K TOWN A
MNDOT R/W

(G) = INSTALL 36" PEDESTRIAN GATE

(W) = INSTALL WINDSOCK AND FRAME ON FENCE POST

HORZ. SCALE 0 10 20 FEET

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I HEREBY CERTIFY THAT THIS PLAN, SPECIFICATION, OR REPORT WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.

SARAH E. RIPPLE, P.E.
LIC. NO. 46636 DATE 1/2/2016

DESIGNED SER & JDK
DRAWN JDK
CHECKED SER

BOLTON & MENK, INC.
Consulting Engineers & Surveyors
MANKATO, MN FAIRMONT, MN SLEEPY EYE, MN BURNSVILLE, MN WILLMAR, MN CHASKA, MN RAMSEY, MN MAPLEWOOD, MN BAXTER, MN ROCHESTER, MN AMES, IA SPENCER, IA DES MOINES, IA FARGO, ND

REV	BY	DATE

EDINA, MINNESOTA
ROSLAND PARK PICKLEBALL COURTS
GRADING & LAYOUT PLAN

SHEET 8 OF 9

MINUTES
OF THE REGULAR MEETING OF THE
EDINA PARK BOARD
HELD AT CITY HALL
JULY 14, 2015
7 p.m.

I. CALL TO ORDER

Chair Gieseke called the meeting to order at 7:04 p.m.

II. ROLL CALL

Answering roll call were Members Nelson, Jones, Jacobson, Greene, Gieseke, Cella, Strother, McCormick, and Good
Student Members present: Chowdhury, Colwell.
Absent: Member Segreto

III. APPROVAL OF MEETING AGENDA

Member Good made a motion, seconded by Member Jacobson, approving the meeting agenda.
Ayes: Members Nelson, Jones, Jacobson, Greene, Gieseke, Cella, Strother, McCormick, and Good. Motion approved.

IV. ADOPTION OF CONSENT AGENDA

Member Cella made a motion, seconded by Member Strother, approving the consent agenda as follows:

IV.A. Approval of Minutes – Regular Park Board Meeting of Tuesday, June 9, 2015

Ayes: Members Nelson, Jones, Jacobson, Greene, Gieseke, Cella, Strother, McCormick, and Good. Motion approved.

V. COMMUNITY COMMENT

Kim Montgomery, 5300 Evanswood, commented on the Strategic Plan. She feels Edina falls behind national norms as far as having indoor recreational space. She is concerned about equity as far as locations of parks. She requested the community center recommendation stay in the final report. She feels the council should consider the resident's requests. A copy of her statement will be included in Park Board correspondence.

VI. REPORTS/RECOMMENDATIONS

VI.A. Proposed Pickleball Court Donation

Ms. Kattreh indicated the Park Board has been asked to review and comment on a potential donation of Pickleball courts and related amenities at Rosland Park. Edina resident Bruce Mooty has approached the city to donate funds to the City of Edina to construct pickleball courts adjacent to the tennis courts at Rosland Park. The proposed donation is in honor of his late father John Mooty, who passed away earlier this year. This location is recommended by Parks &

Recreation Administrative staff and Park Maintenance staff. Several sites were reviewed, including Lewis Park, Yorktown Park and Cornelia School Park. This site was chosen due to the size of parcel available, proximity to a tennis facility, distance from residential impact and on-street parking available. If approved, the donor is interested in funding the project for construction this fall. This project would include four to six pickleball courts, one or two shade structures and potentially court lighting. There would also be benches and trash receptacles. The site was explored for the potential of adding a restroom and picnic shelter facility similar to Wooddale Park, but the lack of proximity to sewer and water connections made this option not financially viable (over $100,000). Ms. Kattreh noted four to six courts could fit on this site and pointed out there is a large oak tree in this area, but the courts could be located so as to not impact this tree.

Ms. Kattreh gave a brief Pickleball explanation. The proposed project timeline is as follows:

July – Park Board provides review and comment
July – Bolton and Menk are completing site evaluation and project designs
August – Solicit quotes for construction and donor acceptance
August/September – City Council approval
August – Nine Mile Creek Watershed District Approval
September/October – Construction

Ms. Kattreh indicated a battery of four Pickleball courts side by side would cost approximately $70,000. A battery of four courts with two courts over two courts would cost approximately $75,000. A battery of just two courts would cost approximately $39,000. Included in this price are a 6" limestone base, 2" of asphalt, color surface system, striping, nets, posts, fencing and gates. Site preparation grading and watershed accommodations will be required at an additional cost. Mr. Mooty is also considering shade structures and court lighting.

According to the Donation, Sponsorship and Advertising Policy that was approved by the City Council on Nov. 18, 2014, the donor would receive one of the following recognitions, depending upon the total project cost:

$50,000 - $99,000 (Gold)
$100,000 or more (Platinum)

Chair Gieseke asked if there would be benches to which Ms. Kattreh replied yes. Ms. Kattreh commented that the nearest restrooms would be just past the playground and added the Art Center could also be an option.

Chair Gieseke asked if the lights could also light the tennis courts. Ms. Kattreh stated they will get quotes on various lighting options.

Member Cella asked if the Pickleball courts at Garden Park would remain to which Ms. Kattreh replied yes and added they are well used. She also noted Pickleball is very popular in Edina and they may even need more courts in the future. Member Cella asked if Pickleball courts

were in the plan for the future without this donor. Ms. Kattreh replied from a cost perspective there could be some funds in operational budgets to restripe.

Member Good stated it seems the courts are needed. Ms. Kattreh pointed out Pickleball has a multi-generational appeal and noted this could be programmed significantly in the Parks & Recreation Department. She added that ongoing maintenance of these new courts would come out of the parks maintenance department.

Member McCormick asked if courts are scheduled. Ms. Kattreh responded it would be a combination of scheduled and open courts as well as the parking lot would be available along with on-street parking.

Member Jones asked if Pickleball courts can be used for other sports. Ms. Kattreh stated they could be converted to tennis or basketball courts. The donation would cover 100% of the construction costs. Member Jones asked what the maintenance costs would be and Ms. Kattreh stated she did not know but could research estimates. Member Jones asked what the lifespan of the courts would be because her concern is when adding things to parks she would like to see the development of community sports. She noted she has a concern on this location as it does not have restrooms or water and requested staff researches other areas.

Chair Gieseke stated the St. Cloud courts look very nice and asked if we would have wind screens like St. Cloud has around the courts. Ms. Kattreh replied that is something that would be included in the quotations and discuss with the donor.

Member McCormick noted the restrooms are a distance away and asked about porta-potties. Ms. Kattreh stated that will be discussed.

Member Jones stated the board is very appreciative of this type of donation as they are financing the construction 100% and it fits well within the Strategic Plan. The senior citizens have been requesting amenities and these courts will fit well for them. Ms. Kattreh added she will make sure budgets will include maintenance.

VI.B. Park Board Retreat – Tuesday, Aug. 11, 5:30 – 9:30 p.m. at Centennial Lakes Park
Member McCormick informed the Park Board that Chair Gieseke and herself have been planning the Park Board retreat which will replace the regular Aug. 11 Park Board meeting. This retreat will take place at the Hughes Pavilion at Centennial Lakes Park. It is scheduled to run from 5:30 to 9:30 p.m. and dinner will be provided. She added to dress casually because they will be playing bocce at the croquet and lawn games area at Centennial Lakes Park.

Member Strother asked if the pre-work needs to be completed prior to the retreat. Member McCormick stated the pre-work is for member preparation only and will not be collected.

The Members offered to be on the following groups:

Group 1 – Jacobson, Nelson, Strother
Group 2 – Jones, Good, Chowdhury

Group 3 – Greene, Cella, Colwell

Chair Gieseke stated he would like a picture taken at the retreat.

VI.C. Proposed Land Exchange – 6629 West Shore Drive, Edina

Ms. Kattreh indicated the City Council has requested that the Park Board provide review and comment on a proposed land exchange between the City of Edina and Liz and Tony Burger, the property owners at 6629 West Shore Drive, Edina. The Planning Commission will also be reviewing this proposal at the July 22 Planning Commission meeting. Tony and Liz Burger were present at the meeting.

Ms. Kattreh explained the situation to the Park Board.

Ed Hayward, 6625 W. Shore Dr., indicated he is the neighbor to the north and stated they are not happy about the proposed public access running along the side of his property. It seems like a strange configuration for a land swap and he would rather see a variance. He added there is another access to the park that can be used. He pointed out he is not opposed to the concept of the land exchange.

Member Good asked Mr. Hayward if there is a lot of activity in the park behind the houses and Mr. Hayward stated there generally is not much activity except for the Fourth of July fireworks.

Member Jones asked if the access was not right on property line and moved onto the Burger property would that be better. Mr. Hayward stated that does not seem very feasible and noted mowing would be a concern and awkward.

Ms. Kattreh stated the Burgers do have the option of applying for a variance with the Planning Commission.

Member Good asked if there was an option of having the city sell a piece of land to the Burgers instead of a swap. Ms. Kattreh stated it has not been a popular option historically with the Park Board or with the City Council as they do not want to sell parkland.

Chair Gieseke stated in this case the city may benefit from selling some of the park land as it would be a win for the city.

Member Nelson asked if there is another area that could be considered in the swap. Ms. Kattreh stated this portion was brought to staff by the Burgers. She noted they could start over and look at all options again.

Mr. Burger indicated the surveyor came up with the line drawing and noted they wanted to keep the park continuous. He commented it is not a highly used park except for the Fourth of July.

Member Greene asked Mr. Burger if he would be interested in purchasing a piece of park land to which Mr. Burger replied he would. Member Greene suggested the discussion end right now and staff goes back to determine a fair selling price and have Mr. Burger come back with a revised plan.

Member Jones asked how many times a request has been made to purchase park land and Ms. Kattreh stated it's happened approximately four times in four years. Member Jones asked if a precedent would be set and Ms. Kattreh stated she has heard from council and the city does not have a strong interest in selling park property. Other neighbors may want the same thing; a little more park land to add to their property.

Member Strother suggested a variance may be more suitable to eliminate people walking very closely to the homes when entering the park.

Ms. Burger stated that piece of land is called a breezeway. It's not supposed to be a stopping place for people entering the park. Mr. Burger stated since he has lived there approximately six to seven people have walked through that area.

Member Jones asked if the property floods and Mr. Burger stated they have had some flooding in the garage; the park land does not flood. Member Jones asked if there is a path along the lake to which it was noted there is an open area off of 66th Street.

Mr. Burger informed the Park Board they mow and irrigate the area and that the city stops mowing at the Hayward's property line.

Member Jones asked if this would be an appropriate place for a nature path. Ms. Kattreh stated she is not aware that that option has ever been explored and added she does not want a misaligned lot line.

Member McCormick asked if Mr. Burger if he was ok with the repositioning of the play structure. Mr. Burger stated the play structure is already on park property and he would have no problem moving it.

Ms. Kattreh stated staff's recommendation was difficult due to precedence, gaining access for the city, and the way the property line is configured it is challenging. It is neither hurting the city nor providing a benefit. Ms. Kattreh pointed out she needs to report back to the Planning Commission and would like to get a consensus from the Park Board.

Member Nelson indicated she would prefer going with the variance.

Member Jones indicated she can appreciate the situation but does not want to set a precedent and is against selling park land. She does not agree with the proposed swap with creating a jagged lot line to the east and that connectivity to West Shore Drive would be her preference. She would like to refer to a guiding principle and if a variance is given a pathway should be created from Laguna Drive to 66th Street either by land swap or a variance.

Member Jacobson indicated this is a grey area whether it is a park or not because if it is truly parkland the residents should have access. She does not care for the land swap and would prefer a sale but she does not feel it is up to the Park Board to decide that. She would favor selling the land to the Burgers and create access from Laguna Drive. She added the variance process would serve well.

Member Greene indicated he is in favor of the variance.

Chair Gieseke indicated he is in favor of the variance and is not in favor of a land swap as there are many issues with it; the neighbors would not appreciate it and it would set a precedent. He noted a minimal land sale would be an option and would make the access at Laguna better.

Member Cella indicated this isn't really something the Park Board should approve. She is in favor of making all park land accessible to residents and stated this is more a Planning Commission matter to decide if a variance is to be granted.

Member Strother indicated she has concerns with a variance and is concerned this park with a lake is not accessible to residents. She does not think a variance would benefit the city. She stated she does not know the history of swaps and/or sales in the past but if the money from the sale could be used to improve access she would be in favor of that.

Member McCormick indicated this is a unique situation and does not make a lot of sense. She feels the Burgers should determine how much park land would be needed to make their plan a reality and have the city look at a possible sale. She would be in favor of a variance or make the swap without the jagged lines.

Member Good indicated if the Burgers have an interest in pursuing a variance they should do so and it is not the expertise of the Park Board. He would not be in favor of the swap as it is proposed.
He would be in favor of a sale.

Student Member Colwell indicated Student Member Asef and himself would be in favor of selling the park land. He believes a trail could be put in without infringing on the homeowner's property and that a partial swap might be possible.

Student Member Chowdhury indicated he does not see what the park land would be used for in the future and does not think a precedent would be set.

Chair Gieseke stated he likes the idea of a much smaller land swap because it is less obtrusive with compensation for the city.

VII. CHAIR AND BOARD MEMBER COMMENT

Member Jones stated she would like to comment on what is going on with Grandview. She indicated the latest round of proposals have a fairly large community area bringing the senior

center and art center facilities at Grandview. The city will work on the design of that building. She commented after creating the Strategic Plan she is concerned about how that space is going to be used so that it fits with the Strategic Plan which includes the senior center and the art center. She is concerned about what is edited out of the Strategic Plan. The City Council will be deciding something on this in August. Ms. Kattreh stated at the June 17, 2015 City Council meeting a presentation was made on the Strategic Plan; however, the council did not have sufficient time to review the plan in detail and is concerned about the length of the document. She stated the document will be reviewed by the council and they will notify her when they are ready to provide feedback.

Member Good stated that is his understanding. The Park Board is a recommending group rather than an approving board on items such as Grandview. He also noted the executive summary for the Strategic Plan should be on the website rather than the 400 page document.

Member Nelson stated an important thing to consider is the maintenance of the existing parks and structures.

VIII. STAFF COMMENTS

Ms. Kattreh provided the following staff updates:

- The Braemar Driving Range and Par Three groundbreaking was held today; the project should be completed by the end of September.
- The backyard construction at Braemar Arena should be done this week.
- The Edina Soccer Club has invited the Park Board to their event on Friday.
- The Pamela Park building is up.

Member Good asked about a new sign for Braemar Golf Course. Ms. Kattreh stated the sign has been ordered and requires six weeks for production.

IX. ADJOURNMENT

Chair Gieseke made a motion, seconded by Member Greene, to adjourn the meeting.
Ayes: Members Nelson, Jones, Jacobson, Greene, Gieseke, Cella, Strother, McCormick, and Good. Motion approved.

Meeting adjourned at 8:50 p.m.

RESOLUTION NO. 2016-35
ACCEPTING DONATIONS ON
BEHALF OF THE CITY OF EDINA

WHEREAS, Minnesota Statute 465.03 allows cities to accept grants and donations of real or personal property for the benefit of its citizens;

WHEREAS, said donations must be accepted via a resolution of the Council adopted by a two thirds majority of its members.

NOW, THEREFORE, BE IT RESOLVED, that the Edina City Council accepts with sincere appreciation the following listed grants and donations on behalf of its citizens.

Edina Parks & Recreation:
Melvin R. Mooty & Sally R. Mooty Family Foundation
And John W. Mooty Foundation Trust

Donating: $150,000.00
For: Pickleball Court Complex at Rosland Park

Dated: March 15, 2016

Attest:_____ _____
Debra A. Mangen, City Clerk James B. Hovland, Mayor

STATE OF MINNESOTA)
COUNTY OF HENNEPIN) SS
CITY OF EDINA)
CERTIFICATE OF CITY CLERK

I, the undersigned duly appointed and acting City Clerk for the City of Edina do hereby certify that the attached and foregoing Resolution was duly adopted by the Edina City Council at its Regular Meeting of March 15, 2016, and as recorded in the Minutes of said Regular Meeting.

WITNESS my hand and seal of said City this _____ day of _____, _____.

_____
City Clerk

CITY OF EDINA

4801 West 50th Street

Edina, MN 55424

www.edinamn.gov

Date: March 15, 2016

Agenda Item #: VIII.C.

To: Mayor and City Council

Item Type:
Request For Purchase

From: Ann Kattreh, Parks & Recreation Director

Item Activity:
Action

Subject: Request for Purchase, Rosland Park Pickleball Courts, McNamara Construction

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ACTION REQUESTED:
Approve McNamara Construction to construct the pickleball courts at Rosland Park.

INTRODUCTION:
A public bid opening was held on Thursday, January 28th for the Rosland Park pickleball courts. Ten companies submitted bids for the project. McNamara Construction was the low bidder and is the staff recommended bidder.

ATTACHMENTS:

Request for Purchase - Rosland Park Pickleball Courts

Pickleball court Bid Results

REQUEST FOR PURCHASE
IN EXCESS OF $20,000/CHANGE ORDER

Date: March 15, 2016

To: Mayor and City Council

The Recommended Bid is
☐ Within Budget
☒ Not Within Budget

From: Ann Kattreh, Parks & Recreation Director

Subject: Rosland Park Pickleball Courts

Date Bid Opened or Quote Received:
January 28, 2016

Bid or Expiration Date:
March 27, 2016

Company:
McNamara Contracting, Inc.

Amount of Quote or Bid:
$146,173.29

Recommended Quote or Bid:
McNamara Contracting, Inc. - $146,173.29

Information/Background:
The Rosland Park pickleball court project is a 5-court pickleball court complex which would be located immediately to the west of the tennis courts at Rosland Park. The scope of the project includes grading, drainage and draintile, a permeable paver trail with connection to the tennis court, asphalt, court surfacing, 8' vinyl coated chain link fencing, windscreen for fencing, posts, nets and a windsock.

There were a total of 10 bidders on this project ranging from a high bid of $215,444.89 to the low bid of $146,173.29. The cost of the construction of the court complex will be covered through a generous $150,000 donation from the families of Paul and Bruce Mooty, who are donating in honor of their parents. The Mootys are making the donation for the court complex to the Edina Community Foundation through the Melvin R. Mooty & Sally R. Mooty Family Foundation and John W. Mooty Foundation Trust.

Rosland Park is a very active park with a variety of different activities for residents to enjoy. There is a tennis court adjacent to the site which is well used by kids and adults. It is adjacent to a very popular walking path around Lake Cornelia. This path leads to parking and restroom facilities. There is no immediately adjacent parking lot or restroom facility. The closest parking lot at Rosland Park is .17 miles away. The closest restroom facility is also at Rosland Park comfort station which is .24 miles

from the pickleball court. On-street parking is an option. We applied for and received a permit from the Nine Mile Creek Watershed District for this project.

Pickleball is a growing sport both nationally and locally. This will be our first dedicated pickleball court facility in Edina.

BID TABULATION

Rosland Park Pickleball Courts
City of Edina
Contract No. 16-1PK
Edina, MN
T16.110316

Bid Taken: Thursday, January 28, 2016
Time: 11:00 a.m.

Addendums: #1 - 01/21/16
#2 - 01/26/16

	BIDDERS	TOTAL AMOUNT BID
1.	McNamara Contracting, Inc.	$146,173.29
2.	Northwest Asphalt, Inc.	$180,174.40
3.	Rachel Contracting, Inc.	$183,689.55
4.	Tennis West, LLC	$187,927.00
5.	New Look Contracting	$190,477.75
6.	Sunram Construction, Inc.	$193,273.00
7.	G.L. Construction, Inc.	$194,954.90
8.	Minnesota Roadways Co.	$208,976.45
9.	Max Steininger, Inc.	$212,544.05
10.	Peterson Companies, Inc.	$215,444.89

CITY OF EDINA

4801 West 50th Street

Edina, MN 55424

www.edinamn.gov

Date: March 15, 2016

Agenda Item #: VIII.D.

To: Mayor and City Council

Item Type:
Report / Recommendation

From: Debra A. Mangen, City Clerk

Item Activity:
Action

Subject: Resolution Nol. 2016-38 Accepting Various Donations

ACTION REQUESTED:
Approve resolution.

INTRODUCTION:
In order to comply with State Statutes, all donations to the City must be adopted by a resolution approved by four favorable votes of the Council accepting the donation. I have prepared the attached resolution detailing the various donors, their gifts and the departments receiving donations for your consideration.

ATTACHMENTS:

Res. 2016-38 Donations

RESOLUTION NO. 2016-38
ACCEPTING DONATIONS ON
BEHALF OF THE CITY OF EDINA

WHEREAS, Minnesota Statute 465.03 allows cities to accept grants and donations of real or personal property for the benefit of its citizens;

WHEREAS, said donations must be accepted via a resolution of the Council adopted by a two thirds majority of its members.

NOW, THEREFORE, BE IT RESOLVED, that the Edina City Council accepts with sincere appreciation the following listed grants and donations on behalf of its citizens.

Edina Parks & Recreation Art Center:

Christina Rice	Corks, Art Supplies for Children
Peter H. Sammond	Roll of Canvass & Stretchers

Dated: March 15, 2016

Attest:_____ _____

Debra A. Mangen, City Clerk James B. Hovland, Mayor

STATE OF MINNESOTA)
COUNTY OF HENNEPIN) SS
CITY OF EDINA)
CERTIFICATE OF CITY CLERK

I, the undersigned duly appointed and acting City Clerk for the City of Edina do hereby certify that the attached and foregoing Resolution was duly adopted by the Edina City Council at its Regular Meeting of March 15, 2016, and as recorded in the Minutes of said Regular Meeting.

WITNESS my hand and seal of said City this _____ day of _____, _____.

_____

City Clerk

CITY OF EDINA

4801 West 50th Street
Edina, MN 55424
www.edinamn.gov

Date: March 15, 2016

Agenda Item #: IX.A.

To: Mayor and City Council

Item Type:
Advisory Communication

From: Ross Bintner P.E - Environmental Engineer

Item Activity:
Information

Subject: Advisory Communication, Energy & Environment Commission: Green Purchasing Policy

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ACTION REQUESTED:
No action required.

INTRODUCTION:
The attached advisory communication was approved by the Energy and Environment Commission at its February 11, 2016 meeting.

ATTACHMENTS:

Purchasing Policy EEC Advisory Communication

ADVISORY COMMUNICATION

Date: February 11, 2016

To: City Council

From: Energy and Environment Commission

Subject: Green Purchasing Policy

Action Requested: Direct staff to provide Council and the EEC Green Purchasing Policy annual report or rescind the City Green Purchasing Policy.

Situation:
As part of the GreenStep Cities program, the City Council of Edina adopted a Green Purchasing Policy on 3/20/2012. The policy was one of the final Best Practices which allowed Edina to become a Step 3 GreenStep City on 6/10/2012.

Background:
The Purchasing Policy called for annual reporting by City Staff on the implementation and effectiveness of the Purchasing Policy. This report is to be given to the City Manager, the EEC and the Edina City Council. This was the only GreenStep best practice that called for on-going activity by the City staff.

Assessment:
The EEC received a report on 1/09/2014 for 2012 and 2013. The EEC does not know if Council ever received this report. The EEC has made repeated informal and formal requests for the annual report for 2014 in order for the City of Edina to fulfill the spirit and the letter of the City green purchasing policy.

The EEC therefore sends the Advisory Resolution to the City Council:
Whereas, the City of Edina has publicized its achievement of becoming a Step 3 GreenStep City.
And whereas, the City of Edina in a number of documents has proclaimed it will take a leadership role in improving the environment.

And whereas, the city green purchasing policy is the only part of the GreenStep City program that requires on-going activity by the City itself

The EEC advises Council that the failure to have an annual staff report on the

implementation and effectiveness of the City's green purchasing policy in 2014 means that the City of Edina is out of compliance with both its own Council resolution and the spirit of the GreenSteps City program.

The EEC thus believes that Edina no long meets GreenStep Cities Best Practice 15 and asks staff to withdraw that Best Practice from the GreenStep Cities self-reporting.

Recommendation:
The EEC requests that Council either direct staff to provide Council and the EEC the specified annual report or rescind the City Green Purchasing Policy.

CITY OF EDINA

4801 West 50th Street
Edina, MN 55424
www.edinamn.gov

Date: March 15, 2016

Agenda Item #: IX.B.

To: Mayor and City Council

Item Type:
Report / Recommendation

From: Heather Branigin, Executive Assistant

Item Activity:
Action

Subject: Correspondence

ACTION REQUESTED:
No action required.

INTRODUCTION:
Correspondence received since the last council meeting.

ATTACHMENTS:

Correspondence One 3.15.2016

Correspondence Two 3.15.2016

Heather Branigin

From: Lisa Nelson <lisanelson50@mac.com>
Sent: Wednesday, March 02, 2016 2:59 PM
To: Edina Mail
Subject: Grandview TIF District

We are opposed to creating a TIF District in the Grandview area. This is prime real estate and there is no way that this property would remain undeveloped "but for" the incentive of a TIF District.

Furthermore, the density of development being proposed in connection with this TIF proposal is too great and is far greater than what the community had been led to expect, or had shown support of, or is contained in the city's master plans. But, regardless of the density or the use to which the property might be put, a TIF district is wrong for Edina.

VOTE NO!

Lisa Nelson & Peter Komarek
6225 Knoll Drive
Edina, MN 55436
952-936-2278

Heather Branigin

From: Duininck, Adam <Adam.Duininck@metc.state.mn.us>
Sent: Wednesday, March 02, 2016 3:23 PM
To: Duininck, Adam
Subject: Details, Address for 3/4/16 HUD Event

Dear Mayors, Community Leaders, and Partners:

We wanted to provide some additional information regarding the March 4 event. Registration will begin at 8:30 a.m. The event will start promptly at 9:00 a.m. and end at 12:30 p.m. Everyone should be seated by 8:55 a.m. This invitation is non-transferable by you.

We will begin the day with remarks by HUD Secretary Julián Castro, Minneapolis Mayor Betsy Hodges, and myself. Together, we will kick off a Mayors' roundtable discussion about the best ways to increase access to opportunity in all of the communities across our region. Additional attendees will have the opportunity to listen to the Mayors' discussion and provide your feedback following the Mayors' roundtable. The Roundtable is scheduled from 9:00 – 10:00 a.m. and is hosted at A-Mill Artists Lofts 315 SE Main St, Minneapolis, MN 55414.

Immediately following the Roundtable, all attendees are invited to participate in two additional sessions.

First, Ms. Harriet Tregoning, Principal Deputy Assistant Secretary for Community Planning and Development, U.S. Department of Housing and Urban Development will lead a discussion on HUD's new Prosperity Playbook initiative and how we in the Twin Cities region can contribute our best practices to national discussions of prosperity and opportunity.

The final session will be led by Mr. Bryan Greene, General Deputy Assistant Secretary for Fair Housing and Equal Opportunity, U.S. Department of Housing and Urban Development who will share more detailed information on promoting access to opportunity through the Affirmatively Furthering Fair Housing (AFFH) Rule. This session will include a facilitated discussion about strategies for even stronger regional collaboration around fair housing. HUD staff will also be on hand to answer technical questions about effective engagement on AFFH.

We encourage you to remain with us throughout the morning to contribute to the in-depth conversations on these important topics.

We recognize that the date of this event competes with several community events, but hope you will be able to take this time to contribute to this important conversation. Seating is limited so if you have not already, please RSVP by March 3rd at noon. RSVP here: http://bit.ly/1Q89fbh.

For questions, please contact Jennifer O'Rourke, Metropolitan Council Director of Community Relations: jennifer.orourke@metc.state.mn.us or 651-602-1576.

The closest bus stops to the event are at the corners of University Ave SE and 4th Avenue SE and Central Avenue SE and 2nd Street SE. Reserved event parking for A-Mill Artists Lofts is available at a surface lot with an entrance on SE 3rd Avenue between 2nd Street SE and University Avenue SE. Please enter A-Mill Artist Lofts at its 315 SE Main Street entrance.

I look forward to seeing you on the 4th.

Adam Duininck

Chair, Metropolitan Council

Heather Branigin

From: jennifer@minnesotarealty.net
Sent: Wednesday, March 02, 2016 11:56 AM
To: Edina Mail
Subject: Contact Us form submission

Name: Jennifer Hennemuth

Organization:

Website:

Address_1:

Address_2:

City: Edina

State: MN

Zip_Code: 55424

Email: jennifer@minnesotarealty.net

Phone: 612-237-4237

Referrer: google

Message: Please forward to appropriate parties. March 2nd, 2016 RE: City Council Meeting/Grandview TIF To Whom It May Concern, I would like to make an objection to the proposed TIF development within the Grandview area. I do not believe TIF development in this area would meet the 'but for' test and I believe that approving any development in this project area as a TIF is a huge disadvantage to the city and residents. It will ultimately create a burden upon the tax payer and is not beneficial to the city, nor does it provide an efficient long term plan for the city that would not reasonably already exist without a TIF incentive to developers. Sincerely, Jennifer Hennemuth Edina Resident

Heather Branigin

From: John Hamilton <johnh6125@gmail.com>
Sent: Wednesday, March 02, 2016 5:21 PM
To: rdcjmiller@comcast.net Miller; Chris Bremer
Cc: Robert Stewart; Mary Brindle (Comcast); James Hovland
Subject: Xerxes Ave Bumpouts Dimensions

Hello All;

It seemed after the meeting yesterday that staff was at least in part convinced that the landscaped boulevards could not work because there is not adequate dimension across Xerxes to accommodate traffic, bikes, and boulevards.

I checked my dimensions again this morning and that does not appear to be true to me. Back of curb to back of curb the street is 42 feet wide. In the current design, the county is pushing the bike path into the parking lane by 3'-6". The traffic requires 11'-0" per lane, the bike lane is 4'-0" wide **leaving 6'-0" for the boulevard** (including the curb) in the worst case. Through four blocks on the Minneapolis side, from 56th to 60th, there is already a four foot wide space between the curb and the sidewalk so a landscaped boulevard of ten feet in width (minus 6" for the curb) is available. From 60th to Crosstown on the Minneapolis side there is an 18" space between the sidewalk and the curb allowing a 7'-0" planting space. On the Edina side through the entire length, the planting bed is reduced to 5'-6" from the edge of the sidewalk to the back of the new curb; more would be better but that is enough to get the right tree variety to thrive. On the Minneapolis side *now* there are 25 year old ash trees in the four foot wide boulevard, a foot and a half narrower than any boulevards we are proposing.

Please help me to understand what I might do next to further this effort.

John Hamilton
612-889-7193

Heather Branigin

From: Chris Bremer <cbremer101@gmail.com>
Sent: Wednesday, March 02, 2016 9:02 PM
To: John Hamilton
Cc: rdcjmiller@comcast.net Miller; Robert Stewart; Mary Brindle (Comcast); James Hovland
Subject: Re: Xerxes Ave Bumpouts Dimensions

This is good news, John. We all agreed that car and bike traffic need adequate space, so now we know that this requirement does not preclude boulevards. Thank you for checking the measurements.

Chris

Sent from my iPad

On Mar 2, 2016, at 5:20 PM, John Hamilton <johnh6125@gmail.com> wrote:

> Hello All;
>
> It seemed after the meeting yesterday that staff was at least in part convinced that the landscaped boulevards could not work because there is not adequate dimension across Xerxes to accommodate traffic, bikes, and boulevards.
>
> I checked my dimensions again this morning and that does not appear to be true to me. Back of curb to back of curb the street is 42 feet wide. In the current design, the county is pushing the bike path into the parking lane by 3'-6". The traffic requires 11'-0" per lane, the bike lane is 4'-0" wide **leaving 6'-0" for the boulevard** (including the curb) in the worst case. Through four blocks on the Minneapolis side, from 56th to 60th, there is already a four foot wide space between the curb and the sidewalk so a landscaped boulevard of ten feet in width (minus 6" for the curb) is available. From 60th to Crosstown on the Minneapolis side there is an 18" space between the sidewalk and the curb allowing a 7'-0" planting space. On the Edina side through the entire length, the planting bed is reduced to 5'-6" from the edge of the sidewalk to the back of the new curb; more would be better but that is enough to get the right tree variety to thrive. On the Minneapolis side *now* there are 25 year old ash trees in the four foot wide boulevard, a foot and a half narrower than any boulevards we are proposing.
>
> Please help me to understand what I might do next to further this effort.
>
> John Hamilton
> 612-889-7193

Heather Branigin

From: Jennifer Janovy <jjanovy@outlook.com>
Sent: Thursday, March 03, 2016 9:05 AM
To: Edina Mail
Subject: Council Comments -- please forward to City Council

Dear Council members:

There are bigger issues and smaller issues, and this is probably a smaller issue, but I wanted to bring it to your attention.

The Mayor and Council Comments section of the regular meeting agenda has become quite long—19 minutes on average over the past five meetings.

In large part this is due to Council members sharing information about items from their personal calendars. I imagine residents have varied perspectives on whether this information is valuable.

I do think that Mayor and Council Comments can serve a valuable purpose. For example, this section of the agenda provides a time for Council members to bring forward issues they would like to have placed on a future agenda, or ask questions and address concerns raised by residents. If a member is the Council's official representative to another body, then this section of the agenda is a time when the member can update the Council on that work. It is also a time when the Council can discuss its own procedures.

I don't know that Mayor and Council Comments should be a time to report what happened at meetings or events that Council members attended in a private capacity, unless directly related to Council business. I don't know that it's a time to promote upcoming meetings or events—that really is the responsibility of the Communications Department and, if Council members have concerns that it is not being done adequately, that should be addressed.

When watching a meeting live, it isn't possible to skip through these comments to the next part of the agenda. When watching online, it isn't possible to easily skip past individual Council member's comments. Some members do go on for more than five minutes.

Everybody's time is valuable. I do think that if you routinely had 20 minutes of Community Comment, you would be looking for ways to limit it. It would be considered too much of an imposition on meeting time. The same thinking may more appropriately apply to Mayor and Council Comments; after all, it is more within your Council role to listen to community members than it is the role of community members to listen to you. The comments can, at times, come off as grandstanding.

I do think, however, that the comments often come from a good place—a sincere desire to inform the public. It really is up to the Council to regulate its own procedures, so whether to develop guidelines relating to Mayor and Council Comments is up to you.

Thanks for your consideration.

Jennifer Janovy

Dear Mayor Hovland,

Minnesota holds critical habitat for one of the world's most iconic and important species – the Monarch butterfly. Given the habitat needs of these butterflies, cities play a pivotal role in their protection. We are asking Minnesota mayors to take action by joining with many of your colleagues by signing the National Wildlife Federation's Mayors' Monarch Pledge.

The migration of Monarch butterflies is one of the natural world's most epic journeys. Each weighing as little as a paper clip, the eastern population of Monarchs flies nearly 3,000 miles from their summer homes in America's backyards and grasslands to wintering grounds in Mexico's mountain forests. The Monarch has seen a 90% decline in population in recent years. Scientists attribute the decline, in part, to degradation and loss of summer breeding habitat in the United States. Monarch caterpillars feed exclusively on milkweed plants which have largely been eradicated along roadsides and in fields. Minnesota holds critical habitat for Monarchs.

Monarchs need all of us to make our homes, businesses, schools and community spaces more wildlife-friendly. Municipalities play a critical role in saving the Monarch butterfly by providing Monarch habitat at public parks, median strips, community gardens and municipal buildings. City properties, like recreation centers and libraries, can host demonstration gardens and serve as community hubs where citizens can learn how to help. Educating citizens about how and where to grow milkweed is also a key piece for success.

The decline of Monarchs has continued in part because, until now, saving them has been viewed as someone else's job. By joining forces through the Mayors' Monarch Pledge, we are declaring that era over. This pledge declares your support for Monarch habitat restoration and your commitment to encourage all residents to do the same. Mayors taking the pledge must commit to implement at least 3 of 25 action items within a year (see enclosed). This can include actions already implemented but must include at least one new action.

We hope you will join us in making Monarch butterfly conservation a priority in your city by taking the Mayors' Monarch Pledge. (www.nwf.org/MayorsMonarchPledge). We will be more than happy to answer any questions you may have, work with you on action steps, and publicize the positive efforts of your city. For more information, please contact either Manja Holland at hollandm@nwf.org or 734-887-7111 or Gary Botzek at Gary@capitolconnections.com or 651-293-9295.

Sincerely,

Mike Shriberg, Ph.D.
Regional Executive Director, Great Lakes
The National Wildlife Federation

Gary Botzek
Executive Director
Minnesota Conservation Federation

213 W. Liberty Street, Ste. 200, Ann Arbor, Michigan 48104-1398
Ph 734-769-3351 Fx 734-887-7199 greatlakes@nwf.org www.nwf.org/greatlakes

Mayors' Monarch Pledge

The monarch butterfly is an iconic North American species whose multigenerational migration and metamorphosis from caterpillar to butterfly has captured the imagination of millions of Americans.

We, the undersigned mayors and local government chief executives, are deeply concerned about the decline of the monarch butterfly population. Twenty years ago, more than one billion Eastern monarch butterflies migrated to Mexico. In the winter of 2014, only 60 million made the trip. The North American monarch population has declined by more than 90 percent in the past two decades. Monarch scientists attribute the decline to degradation and loss of summer breeding habitat in the U.S., and loss of winter habitat in Mexico. Western populations of monarch butterflies that overwinter in California are also in decline.

Cities, towns and counties have a critical role to play to help save the monarch butterfly. Municipalities in particular can provide habitat at public parks, median strips, community gardens and municipal buildings that serve as community hubs such as recreation centers and libraries. Schools, homes and businesses can all provide essential habitat for monarchs too. Simple changes in landscaping ordinances or school policies can make a big difference for the monarch. Educating citizens about how and where to grow milkweed is also a key piece of the puzzle. Creating habitat and educating citizens will benefit other pollinators that need healthy habitat as well.

When mayors speak up and take a stand, citizens notice. Therefore, we hereby commit to help restore habitat for the monarch and encourage our citizens to do the same, so that these magnificent butterflies will once again flourish across the continent.

Sign the pledge at www.nwf.org/mayorsmonarchpledge

###

Mayors' Monarch Pledge Action Items

Mayors and local government chief executives who have taken the Mayors' Monarch Pledge must commit to implement at least three of the 25 following action items within a year of taking the pledge. At least one action must be taken from the "Program & Demonstration Gardens" section. Mayors and local government chief executives taking more than eight actions will receive special recognition as part of the National Wildlife Federation's Mayors' Monarch Leadership Circle. NWF will follow up with all mayoral points of contact with a quarterly survey (1/1, 4/1, 7/1, 10/1) to monitor progress. Please visit www.nwf.org/mayorsmonarchpledge to take the pledge and access resources.

Communications & Convening:

1) Issue a Proclamation to raise awareness about the decline of the monarch butterfly and the species' need for habitat.
2) Launch a public communication effort to encourage citizens to plant monarch gardens at their homes or in their neighborhoods.
3) Communicate with community garden groups and urge them to plant native milkweeds and nectar-producing plants.
4) Convene city park and public works department staff and identify opportunities for revised mowing programs and milkweed / native nectar plant planting programs.
5) Convene a meeting with gardening leaders in the community to discuss partnerships to support monarch butterfly conservation.

Program & Demonstration Gardens:

6) Host or support a native plant sale or milkweed seed giveaway event.
7) Facilitate or support a milkweed seed collection and propagation effort.
8) Plant a monarch-friendly demonstration garden at City Hall or another prominent location.
9) Convert abandoned lots to monarch habitat.
10) Plant milkweed and native nectar plants in medians and public rights-of-way.
11) Launch a program to plant native milkweeds and nectar plants in school gardens by engaging students, teachers and the community.
12) Earn recognition for being a wildlife-friendly city by expanding your action plan to include other wildlife and habitat conservation efforts through a program like the NWF Community Wildlife Habitat program
13) Create a monarch neighborhood challenge to engage neighborhoods and homeowners' associations within the city to create habitat for the monarch butterfly.
14) Initiate or support citizen-science efforts that help monitor monarch migration and health.
15) Add milkweed and nectar producing plants in community gardens.

16) Expand invasive species removal programs to make it possible to re-establish native milkweed and nectar plants to the landscape.
17) Host or support a city monarch butterfly festival.

Systems Change:

18) Remove milkweed from the list of noxious plants in city weed / landscaping ordinances (if applicable).
19) Change weed or mowing ordinances to allow for native prairie and plant habitats.
20) Increase the percentage of native plants, shrubs and trees that must be used in city landscaping ordinances and encourage use of milkweed where appropriate.
21) Direct city property managers to consider the use of native milkweed and nectar plants at city properties where appropriate.
22) Integrate monarch butterfly conservation into the city's Park Master Plan, Sustainability Plan, Climate Resiliency Plan or other city plans.
23) Change landscape ordinances to support integrated pest management and reduced use of pesticides and insecticides.
24) Adopt pesticides practices that are not harmful to pollinators.
25) California Specific: Pass a resolution to protect over-wintering monarch butterfly habitat on public and private lands.

Mayor Harland,

Thank you for presenting on the Regional Council of Mayors to Leadership Twin Cities for their Government Day. We were honored to have you speak and are grateful to you for your leadership on the RCM.

With much appreciation,

LTC Gov. Day Planning Committee

Heather Branigin

From: Chris Bremer <cbremer101@gmail.com>
Sent: Thursday, March 03, 2016 1:20 PM
To: John Hamilton
Cc: rdcjmiller@comcast.net Miller; Robert Stewart; Mary Brindle (Comcast); James Hovland
Subject: Re: Xerxes Ave Bumpouts Dimensions

I understand the city has no identified funds for this project, so I sincerely hope we can find a way to partner with Hennepin County; we have been successful in getting them to acknowledge the fact that the design choices they made on Xerxes were not acceptable. Now we need to convince them to fund a better answer. The unfortunate placement of the bumpouts (such as the one that forces an Edina resident to back out directly into the traffic lane) and unprecedented use of delineator posts on concrete islands suggest that their design process was at best not site-specific. From Mr. Grube's comments, it is clear that Xerxes Avenue was an experiment conducted by Hennepin County engineers that won't be tried again.

Thank you once again for attending the meeting on Monday and continuing your interest in finding good solutions. I thought the ideas put forth about having lighted bollards that might even incorporate public art were quite interesting, and I greatly appreciate the creative thinking and attention to detail. By combining John Hamilton's thoughtful design for landscaped bumpouts along with some bumpout islands with attractive bollards, we can have an affordable upgrade to the street that Edina and Minneapolis residents can be proud of in the coming decades.

I do think the time has come for the County to find a way to design and fund an appropriate solution. We have all worked hard to get to the point where they understand our concerns; now we need to finalize the plan for changes and set a timetable for the remediation. I realize this might require some additional time from our busy city staff members as well, and want to convey my sincere thanks again to everyone as we work towards a good outcome.

Best regards,

Chris

On Wed, Mar 2, 2016 at 5:20 PM, John Hamilton <johnh6125@gmail.com> wrote:

Hello All;

It seemed after the meeting yesterday that staff was at least in part convinced that the landscaped boulevards could not work because there is not adequate dimension across Xerxes to accommodate traffic, bikes, and boulevards.

I checked my dimensions again this morning and that does not appear to be true to me. Back of curb to back of curb the street is 42 feet wide. In the current design, the county is pushing the bike path into the parking lane by 3'-6". The traffic requires 11'-0" per lane, the bike lane is 4'-0" wide **leaving 6'-0" for the boulevard** (including the curb) in the worst case. Through four blocks on the Minneapolis side, from 56th to 60th, there is already a four foot wide space between the curb and the sidewalk so a landscaped boulevard of ten feet in width (minus 6" for the curb) is available. From 60th to Crosstown on the Minneapolis side there is an 18" space between the sidewalk and the curb allowing a 7'-0" planting space. On the Edina side through the entire length, the planting bed is reduced to 5'-6" from the edge of the sidewalk to the back of the new curb; more would be better but that is enough to get the right tree variety to thrive. On the Minneapolis side *now* there are 25 year old ash trees in the four foot wide boulevard, a foot and a half narrower than any boulevards we are proposing.

Please help me to understand what I might do next to further this effort.

John Hamilton
612-889-7193

Heather Branigin

From: Portia Allen <Portia.Allen@rivervalley.org>
Sent: Thursday, March 03, 2016 4:10 PM
To: Brian Olson
Cc: Bob Prestrud; James Hovland; Scott H. Neal; Luther Overholt
Subject: RE: River Valley Church - Serve Your City

Brian,

Thank you so much for the response. I look forward to hearing our marching orders. It's going to be GREAT!

Thank you for the opportunity to serve!

Portia Allen
Local Service Projects Director
River Valley Church
952.255.8829
rivervalley.org
@portiallen

From: Brian Olson [mailto:bolson@EdinaMN.gov]
Sent: Thursday, March 03, 2016 3:48 PM
To: Portia Allen
Cc: Bob Prestrud; James Hovland; Scott H. Neal; Luther Overholt
Subject: RE: River Valley Church - Serve Your City

Dear Ms. Allen,

Thank you for your continued support of the City of Edina. We would be happy to coordinate another buckthorn removal day at Bredesen Park since last year was such a success but let us meet together as a Staff and see if there is another opportunity to utilize your generosity. Tom Horwath has retired and was replaced with Luther Overholt whom you met last summer. I will be asking him to take the lead on this very important and valuable offer.

Thank you and Luther will be getting ahold of you within the next few weeks to arrange for a meeting to discuss options.

Sincerely,
Brian

Brian Olson, Public Works Director
952-826-0311 | Fax 952-826-0392
bolson@EdinaMN.gov | www.EdinaMN.gov
...For Living, Learning, Raising Families & Doing Business

From: Portia Allen [mailto:Portia.Allen@rivervalley.org]
Sent: Wednesday, March 02, 2016 1:33 PM
To: James Hovland; Brian Olson; Scott H. Neal
Cc: Tom Horwath; Bob Prestrud
Subject: River Valley Church - Serve Your City

Good Afternoon, Gentlemen,

River Valley Church is preparing for our focused day of service for the community of Edina. We wanted to ask you to keep us in mind for anything we could do that would be of help to the city. We're looking at Saturday, July 23rd if that works for you all. I anticipate we will have 150 people at a minimum with a very real potential of having 200+ come out for the day.

Pastor Anthony, our campus pastor, wanted me to make sure to let you know we are MORE than happy and willing to tackle buckthorn for you again, if that is the need. We have people that were so sorry they missed out. Who knew buckthorn could be so much fun?

Thank you for your time. We look forward to working with the City of Edina.

Have a great day!

Portia Allen
Local Service Projects Director
River Valley Church
952.255.8829
rivervalley.org
@portiallen

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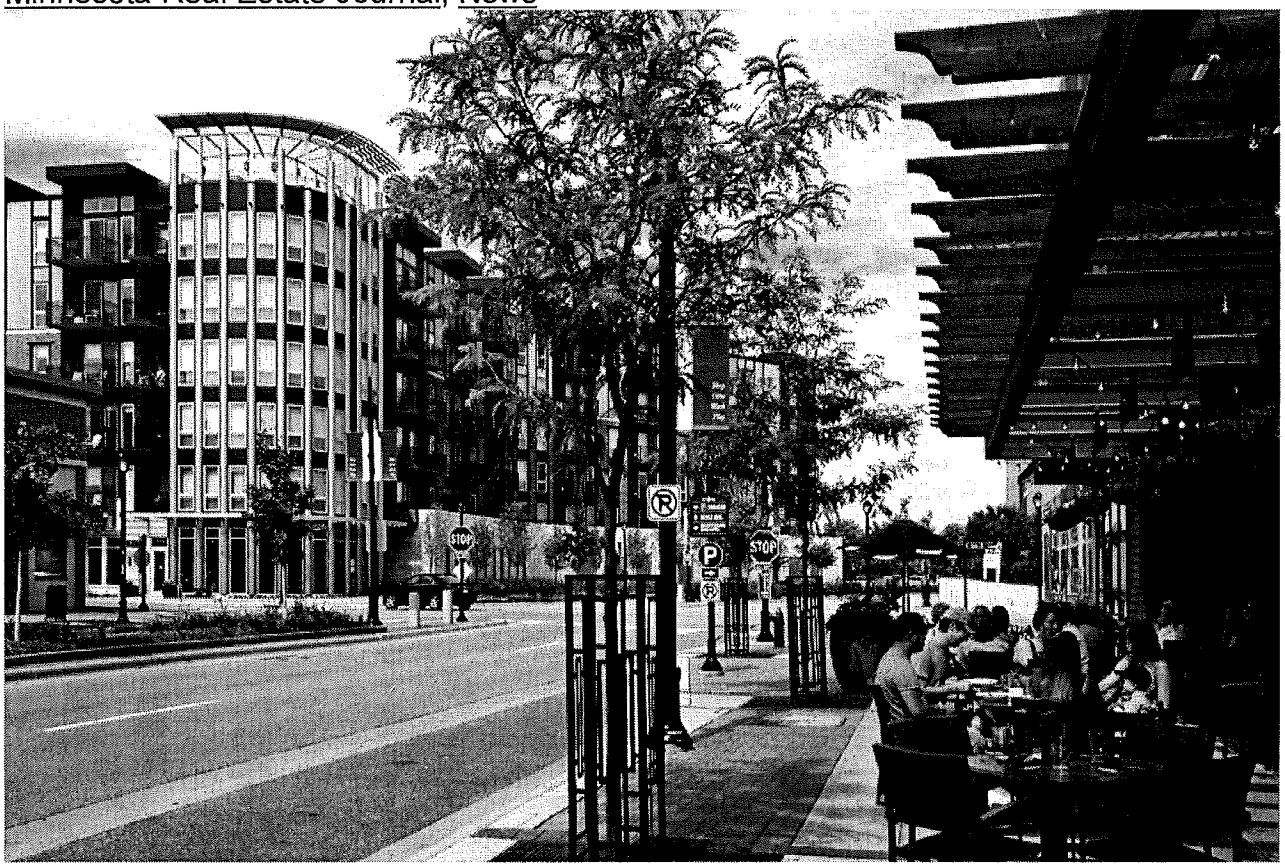
Heather Branigin

From: Common Sense Edina <commonsenseforedina@gmail.com>
Sent: Thursday, March 03, 2016 11:45 PM
To: James Hovland; Robert Stewart; Kevin Staunton; Mary Brindle; swensonann1@gmail.com
Cc: Scott H. Neal
Subject: Common Sense for Edina - CBRE : 'the suburban commercial real estate market is soaring'

The Edina City council's actions defy market forces by voting for a Grandview TIF.

David Frenkel

CBRE's Freytag and Karkula: Plenty of office activity in the Minneapolis suburbs today
Posted By Dan Rafter On March 2, 2016 (4:52 am) In Homepage, Midwest Real Estate News, Minnesota Real Estate Journal, News



Urban centers are getting all the press today. But the suburban commercial real estate market is soaring, too, today in the Twin Cities area. Minnesota Real Estate Journal recently spoke with Jim Freytag and Brent Karkula, office brokers with the Minneapolis office of CBRE, about the strength of the suburban office market here. Both brokers agreed: The suburban office market isn't an afterthought today. It's a first choice for many companies.
Minnesota Real Estate Journal: We all hear a lot about what office users want when it comes to urban office properties. But what about in the suburbs? What amenities do companies want when they are looking for office space in one of the suburbs?

Jim Freytag: We work in the suburbs and some in down Minneapolis and the urban core. We have a pretty good perspective on a whole lot of things. The tenants today are looking for amenities in the suburbs today. It's often about walkability. People want to be near a lot of service amenities. They want their employees to have access to food options over their lunch hours. They want their employees to have access to workout amenities. They want their office buildings to be located near apartments or near hotels for when employees have visitors coming to town. They want entertainment options for after work, restaurants and bars, that type of thing.
The most notable area in the suburbs that fits that is the West End area in St. Louis Park. You have the Shops at West End, a number of watering holes, a movie theater. There have also been a number of apartments built in that area. There's a grocery store right there. A lot of office users say they want to be right there.
MREJ: What else are office users looking for in the suburbs?
Freytag: Many want to be close to some green space. We are marketing one of the new Ryan projects in the Downtown East development, the Millwright building. That building is going to be new construction designed to look like a 100-year-old vintage warehouse building. It will have brown brick and will be pedestrian-friendly. There will be a fourth-floor terrace for green space and best-in-class bike storage on the ground floor of the building. If people want to ride their bikes to work, they can ride them right into the building. There are going to be lockers and showers, too, so you can clean up after yourself.
MREJ: So owners are spending more on filling their buildings with amenities?
Brent Karkula: Back in the day, building owners might renovate some corridors with new carpeting and wall coverings and wait for market to come to them. They would fill their buildings through increased demand. Now landlords are taking a hard look at the amenity packages and condition of buildings. They are not just spending $100,000 to do this, they are spending millions to reposition these buildings. It is effective. They buy them for a certain price and sink money into the common areas. The rental rate you can offer is still significantly lower than new construction.
Freytag: The bad news is that rental rates are going up. The good news is that owners want to provide a work environment so that tenants are feeling better about paying that higher rent. The tenants feel that they are getting some bang for the buck. We as a group, I can think of five different buildings that we have traded recently. The owners are looking at what do we need to do to spiff up the image of these buildings. They want to make them as modern as possible. There is not a lot of new construction happening in the suburbs. Market fundamentals will help push up the occupancy and rental rates because of that. When you couple that with these owners looking to make investments in these assets, you are looking at some good long-term value in the suburbs. Tenants will see some nice office product come out of these improvements.
MREJ: It sounds, then, that there is still a solid demand in the Twin Cities market for suburban office products.
Freytag: Not everybody wants to or needs to be downtown. Not every company needs to have a location downtown. There is a movement to create a new urban suburban type of development. Suburbs are trying to create their own urban feels. It is possible to create suburban developments that are walkable and that are located near shops and restaurants and other amenities. That is what people are looking for today. Not everyone wants their offices to be downtown. Not everyone has a workforce that is under 35 that wants to walk to work, go to the bars and the head back to work until 10 p.m.
Karkula: If you are someone like an accounting company, you don't need to be in downtown. You don't want to deal with the headaches that come with being downtown. Healthcare is another industry that is very loyal to the suburbs. United Healthcare has many buildings in Minnetonka and Eden Prairie. Prime Therapeutics stays loyal to the suburbs. Where is your workforce? Where are your labor pools? You then base your decision on that.

Heather Branigin

From: susan.lauermann@thomsonreuters.com on behalf of rick.king@thomsonreuters.com
Sent: Friday, March 04, 2016 9:06 AM
To: rick.king@thomsonreuters.com
Subject: News from Rick King, your District B Metropolitan Airports Commissioner

METROPOLITAN AIRPORTS COMMISSION

Minneapolis-Saint Paul International Airport
6040 - 28th Avenue South • Minneapolis, MN 55450-2799
Phone (612) 726-8100

March 4, 2016

Subject: News from Rick King, your District B Metropolitan Airports Commissioner (MAC)

Welcome to the early Spring 2016 Update.

There are two major items I'd like to cover with this update. First, the selection of a new airport Executive Director and second the TSA Security lines.

First, as you may have seen from the news reports, the executive committee of the MAC has selected a finalist for the role of Executive Director/CEO of the Airport. Brian Ryks was picked and will be recommended to the Full Commission, which has the final decision, at its meeting on March 21 at 1pm in the MAC Chambers in Terminal 1. Brian has over 30 years of airport experience and is currently the Executive Director/CEO of the airport in Grand Rapids, Michigan. Previously he ran Duluth and St Cloud Airports and worked at the MAC as a noise technician in his early career and is private pilot. See http://www.mprnews.org/story/2016/03/03/msp-airport-ceo-recommended for more. The MAC is hosting an Open House on Sunday, March 20 from 2-4pm at the MAC General Offices, 6040 28th Ave. S, Minneapolis. Please join us to meet Brian.

Second, the TSA security screening lines at the airport have grown and made the news. In recent weeks, despite opening a new 10-lane security checkpoint, the problem has gotten worse. The two articles below cover the issues pretty well but I want to alert you to the actions the MAC is taking, too. We are working with the TSA to get their staffing, efficiencies, scheduling and processes in better order. The MAC is adding better way-finding and people (non-screeners) to help direct travelers. We also have engaged TSA Administrator Peter Neffenger and our federal delegation to demand Washington get TSA adequately staffed.

As the chair of the Management & Operations Committee, I want you to know we will discuss this issue at our meeting Monday, March 7 at 1pm at the MAC Chambers in Terminal 1. This meeting is open to all.

http://strib.mn/1L6Mplo. http://strib.mn/1REZ1zl

A final note, we will be dealing with the Transportation Network Companies (TNCs) and taxis in the meetings April and beyond.

Be sure to check out the latest reports and to sign up for automatic notification on the MAC web site.

- MSP News – Latest information highlights

- Monthly MSP Runway Use System Report now available. This report provides a description of the MSP Runway Use System which prioritizes the order that runways are assigned to ensure safety and efficiency.

- MSP Noise Oversight
  - NOC Meeting Packet
  - MSP Monthly Operations & Noise Reports

As always, let me know if I can be of any service to you.

By mail: Commissioner Rick King, c/o Thomson Reuters, 610 Opperman Drive, D5-N429, Eagan, MN 55123. **By phone:** 952-960-2902. **By email:** rick.king@mspmac.org.

Thanks,

Rick

Heather Branigin

From: Dean Mathews Sr <deansr@marathonfoods.net>
Sent: Friday, March 04, 2016 11:09 AM
To: williamallenwebb@gmail.com
Cc: IseaUski@gmail.com; Robert Stewart; James Hovland
Subject: Lake Edina west shore

We live at 7404 West Shore Drive, and are quite dismayed by the seemingly indiscriminate clearing of trees and vegetation between the Lake and Hiway 100. I could not agree more that remediation of some sort is required- extend the wall, AND replant. Frankly, it is quite disappointing that this action was taken without any consultation with those most affected, the Lake Edina neighborhood.

Dean Mathews Sr.
Marathon Foods
7625 Metro Blvd.
Suite 350
Minneapolis, MN 55439
Cell...612-819-4073
Sent from my iPad

4115 Sunnyside Road

Edina, Minnesota 55424

March 4, 2016

Mr. James B. Hovland, Mayor

Mr. Dave Nelson, Chief of Police

Gentlemen:

Last September, I wrote you concerning stop signs in the Country Club neighborhood, asking why we have them, because no one complies with them, and the EPD appears to lack the resources to enforce them.

Shortly after that, I received a call from Lt. Brian Tholen, who gave me a full explanation of the Police Department's priorities and resources, and said that he had sent a senior patrol officer into the neighborhood, who confirmed my observation, and wrote several warnings and citations.

Since then, nothing has changed. Compliance with the stop signs is near zero, and in many cases drivers appear to intentionally disregard them. The intersection of Wooddale and Sunnyside is especially egregious, but by no means unique. I have not seen any enforcement activity in the neighborhood. If there has been any, I have not observed it.

As I noted before, having traffic control devices that drivers in the community largely ignore, and lacking police resources (or priority) to enforce them, even if only sporadically, creates a hazardous situation for pedestrians and drivers alike, and fosters disrespect for the traffic laws generally. Once people learn that no sanction applies to bad behavior, they adjust their behavior accordingly. These results are not good for the health of the community. Philosophically, government should not undertake to regulate citizen behavior unless the regulation is well-justified, and government is serious about the effort.

I suggest that we would be better off if most of these signs were removed, leaving members of the community to look out for themselves and rely upon their own good sense walking and driving in the neighborhood. Safety would not be compromised for the simple reason that drivers don't stop and in many cases hardly slow down at the stop signs now.

Cordially,

Andrew Selden

Andrew Selden

952.926.5373

Heather Branigin

From: Kathy Dahlheimer <kdahlheimer@comcast.net>
Sent: Saturday, March 05, 2016 2:34 PM
To: Edina Mail
Subject: PLEASE FORWARD TO PLANNING COMMISSIONERS PLATTER AND SUSAN LEE and CITY COUNCIL

HELLO....I watched the last planning meeting regarding the project on 66th St. It quickly became painfully clear that Kimley Horne has a conflict of interest in that they are also the designer and have a vested interest in the plan going forward. Also their study was extremely unprofessional including not really dealing with all the projects under plans now and not making it multi modal. In this day and age those concepts would seem even to a layperson like myself to be basic.

I really hope the city is NOT paying them full price for this work which now they have to hire another study for and pay for. This is reckless use of our tax $$$...also I think that firm you usually use is WSB who pretty much says no new traffic and collects their check. How about getting a really independent person to look at this entire area not just a mini section as the entire area is being redone and you cannot really just take it so piecemeal. Joanne Olson indicated that this is important and she is on the Southdale group.

I think the time is now to be clear on conflicts of interest in the companies that are being hired...this one was almost too obvious and not sure how it got approved.

Few engaged commissioners seemed to be feeling that they had the information they needed and I imagine it was not cheap.

Kathleen Dahlheimer

Heather Branigin

From: Ben Thompson <blthompso@gmail.com>
Sent: Sunday, March 06, 2016 3:41 PM
To: James Hovland; Mary Brindle; Kevin Staunton; Robert Stewart; swensonann1@gmail.com
Cc: William Webb; Angie Buyse; January Thompson
Subject: Hwy 100 trail

Hello,

I am writing to express my disappointment over the clearing of trees that has taken place on the west side of Lake Edina along Highway 100 and my concern about that the area designated for the bike trail will not be rebermed before the trail is installed. I believe that the neighborhood has been negatively impacted by the change. I hope you will stand with the Lake Edina neighborhood and our request to either extend the 10' high barrier wall south to West 77th street, or to increase the earth berm all along the trail and replant the lost trees. The highway sound and visibility to the highway have increased significantly since the removal of the trees.

Thank you for your consideration.

Ben and January Thompson
4924 Poppy Lane

Heather Branigin

From: Bruce Knutson <bruce@knutson-architects.com>
Sent: Monday, March 07, 2016 1:21 PM
To: 'James Hovland'; Cary Teague; James Hovland
Cc: Scott H. Neal; Joyce Repya; Cindy Larson; 'Roger Knutson'; 'Eric J Hansen'; 'Paul Hannan'; 'Angie McKinley'
Subject: RE: Edina construction signs ordinance

Dear Mr Mayor and Cary,

Thank you for your thoughtful time response regarding the construction signs regulations.

On the second note, we, the AIA residential Architects love to share with you the AIA collaboration and process we have helping residents in St Louis Park, Richfield, Plymouth and Coon Rapids with understanding the design and construction process through a city subsidized AIA Architect 2 hour consultation.

Again thank you for your time and consideration.

Happy spring!

Bruce Knutson AIA

BRUCE KNUTSON
Architects

8101 34th Avenue South #100
Bloomington, MN 55425-1606
612-332-8000
bruce@knutson-architects.com
http://www.knutson-architects.com/
https://www.facebook.com/BruceKnutson
http://www.houzz.com/pro/bruce-knutson/bruce-knutson-architects

From: James Hovland [mailto:jhovland@hovlandrasmus.com]
Sent: Monday, March 7, 2016 8:22 AM
To: Cary Teague <cteague@EdinaMN.gov>; James Hovland <JHovland@EdinaMN.gov>
Cc: Bruce Knutson, A.I.A. <bruce@knutson-architects.com>; Scott H. Neal <sneal@EdinaMN.gov>; Joyce Repya <JRepya@EdinaMN.gov>; Cindy Larson <CLarson@EdinaMN.gov>; Roger Knutson <RKnutson@ck-law.com>
Subject: RE: Edina construction signs ordinance

Thanks, Cary. Bruce, is this helpful?

Sent from my Verizon Wireless 4G LTE smartphone

-------- Original message --------
From: Cary Teague <cteague@EdinaMN.gov>
Date: 3/7/2016 9:09 AM (GMT-05:00)
To: James Hovland <jhovland@hovlandrasmus.com>, James Hovland <JHovland@EdinaMN.gov>
Cc: "Bruce Knutson, A.I.A." <bruce@knutson-architects.com>, "Scott H. Neal" <sneal@EdinaMN.gov>, Joyce Repya <JRepya@EdinaMN.gov>, Cindy Larson <CLarson@EdinaMN.gov>, Roger Knutson <RKnutson@ck-law.com>
Subject: RE: Edina construction signs ordinance

These types of signs are allowed on construction sites up to 6 square feet in size. There is not a limit on the number of signs allowed, as long as they are less than 6 square feet. Below is the Code requirement. I have highlighted the code provision that applies. Please note that it does not limit the number of signs.

- **Sec. 36-1660. - Temporary construction signs: new buildings.**

One temporary construction sign may be installed upon a construction site of a new building with ten or more dwelling units or any new nonresidential principal use building denoting the name of the owner, architect, engineer, contractor and lender, provided such sign does not exceed 32 square feet in area. Temporary construction signs measuring six square feet or less in sign area are permitted for new residential buildings of less than ten dwelling units. Temporary construction signs shall be removed upon issuance of a certificate of occupancy for any part of the building. Freestanding signs shall not exceed ten feet in height.

(Code 1970; Code 1992, § 460.03(7))

Cary Teague, Community Development Director
952-826-0460 | Fax 952-826-0389 | Cell 952-826-0236
4801 W. 50th St. | Edina, MN 55424
cteague@EdinaMN.gov | www.EdinaMN.gov/Planning
...For Living, Learning, Raising Families & Doing Business

From: James Hovland [mailto:jhovland@hovlandrasmus.com]
Sent: Sunday, March 06, 2016 4:26 PM
To: James Hovland

Cc: Bruce Knutson, A.I.A.; Scott H. Neal; Cary Teague
Subject: RE: Edina construction signs ordinance

Bruce, this is an interesting idea. I will forward to City folks for consideration. Hope all is well.

Sent from my Verizon Wireless 4G LTE smartphone

-------- Original message --------
From: James Hovland <JHovland@EdinaMN.gov>
Date: 3/4/2016 2:27 PM (GMT-05:00)
To:
Subject: FW: Edina construction signs ordinance

Lynette Biunno, Receptionist
952-927-8861 | Fax 952-826-0389
lbiunno@EdinaMN.gov | www.EdinaMN.gov
...For Living, Learning, Raising Families & Doing Business

From: Bruce Knutson [mailto:bruce@knutson-architects.com]
Sent: Friday, March 04, 2016 12:17 PM
To: James Hovland
Subject: Edina construction signs ordinance

Dear Mr. Mayor,

I hope all is well with you and your family.

During our AIA Residential Architects Committee meeting this week, a troubling issue regarding "construction signs" in Edina was brought to our attention.

Please see the letter from Paul Hannan below.

I know that you are a great proponent of good architectural design. We believe that construction signs for the Architects firms would enhance to opportunity for potential Edina residents who are contemplating a

remodeling or new construction to see the fine work that architects produce.

We, the AIA, have Architectural excellence programs with St Louis Park, Plymouth, Coon Rapids and Richfield, where the city sponsored programs subsidizes a 2 hour meeting with an AIA registered architects to help residents define their program and understand the process.

We would love to meet with whomever to help define this code and hopefully allow the use of architect's construction signs in the future. We have in the past been involved with the revised remodeling and construction guidelines in Edina and the city of Minneapolis.

Happy Spring, I look forward to seeing you again soon.

Regards,

Bruce Knutson AIA

BRUCE KNUTSON *Architects*

8101 34th Avenue South #100
Bloomington, MN 55425-1606
612-332-8000
bruce@knutson-architects.com
http://www.knutson-architects.com/
https://www.facebook.com/BruceKnutson
http://www.houzz.com/pro/bruce-knutson/bruce-knutson-architects

------ Forwarded Message
From: Paul Hannan <phannan@salaarc.com>
Date: Tue, 01 Mar 2016 10:33:29 -0600
To: <CLarson@EdinaMN.gov>
Cc: Eric J Hansen <eric@ejhansen.com>
Conversation: Temporary sign

Subject: Temporary sign

Hello Ms. Larson,

I am the Chairman of the AIA Minnesota Residential Architecture Committee. It is the general practice of architects, and contractors, to place a sign on the lot of the project they are working on. This not only advertises the fine work that the architect does, but also will help potential clients with their decision on whom to hire. It goes without saying that hiring a professional, a licensed architect, will help to ensure that the desires of the owners, the neighborhoods, and the city are met and will continue to add value to the property. It is in the best interest of the city to allow the promotion of good design by licensed professionals as this will help to maintain the desirability of the city and the neighborhoods that make it great.

Recently, it has been brought to my attention that there is some confusion regarding your sign ordinance. Sec. 36-1660. - Temporary construction signs: new buildings. States "....Temporary construction signs measuring six square feet or less in sign area are permitted for new residential buildings of less than ten dwelling units..." This does **not** say total square footage or refer directly to the number of signs. Typically, the project that the architect, the licensed professional, is working on is directly for the owner and not a property for sale.

Having had the privilege to have worked on numerous projects in Edina over many years, I have always had my firm's sign up, along with the builder, as well as some others, and have never been told that it is in violation. Our signs are less than 6 square feet which follows the ordinance.

Thank you for your attention. I hope this will clarify things.

Kind Regards,

Paul M. Hannan, AIA

SALA ARCHITECTS

PAUL HANNAN AIA, CID, PRINCIPAL | T 612.767.4135 | phannan@salaarc.com

------ End of Forwarded Message

Heather Branigin

From: Rob Martin <rob.martin@lakestreetcm.com>
Sent: Monday, March 07, 2016 9:24 AM
To: James Hovland
Cc: Susan Faus; Nick Lovejoy
Subject: get a new activity registration software vendor
Attachments: Item IV_ F_ Req for Purchase MaxGalaxy.pdf

Hi Jim - when can you get a refund or fire the current software vendor for kids activities sign up? MaxGalaxy/MaxSolutions is horrible and each time I've tried to sign up for skating for my daughter or summer activities it has crashed and I've not got our desired times despite being online when registration opened.

Don't you think the qualifications for a software vendor is a company that can actually handle peak registration capacity, not lowest price or length of vendor relationship? Or maybe its internal IT related, either way UNACCEPTABLE.

Perhaps when their contract is up for renewal your IT team could actually investigate a software company that can scale to resident demand and not the incumbent vendor you've had for 10 years and which that is only one bidding.

Sincerely,

Rob Martin - 5209 W 48th St, Edina

Rob Martin | Investment Banking
225 South Sixth Street, Suite 2050
Minneapolis, MN 55402
E: rob.martin@lakestreetcm.com
www.lakestreetcapitalmarkets.com

REQUEST FOR PURCHASE IN EXCESS OF $20,000/CHANGE ORDER

To: Mayor and City Council

From: Susan Faus
Assistant Parks & Recreation Director

Date: February 17, 2015

Subject: Request for Purchase – MaxGalaxy Recreation Software

Agenda Item #: IV.F.

The Recommended Bid is
☒ Within Budget
☐ Not Within Budget

Date Bid Opened or Quote Received:
December 29, 2014

Bid or Expiration Date:
NA

Company:
Maximum Solutions Inc.

Amount of Quote or Bid:
$34,690.00

Recommended Quote or Bid:
MaxGalaxy

General Information:
Maximum Solutions is a leading software provider for the recreation industry. The company is based in Edina but serves customers across the country. The Parks & Recreation Department including Braemar Arena, Edinborough Park, Aquatic Center, and Art Center has been using MaxEnterprise services and applications for over 10 years. The services provided are point of sale (POS), facility scheduling, program registration, membership management and league scheduling. MaxGalaxy is the newest release from MaxSolutions and would replace MaxEnterprise.

Benefits of MaxGalaxy:

- MaxGalaxy is a Web Hosted Cloud Based Solution. Staff will be able to access the software from any location an internet connection is available.
- Shared Database. Currently, each facility has a separate database that is not integrated.
- Improved Applications
- Unlimited Technical Support
- Frequent Data Backups
- Unlimited Bandwidth Usage
- Level 1 Security and PCI Compliance

The price proposal includes costs for set up and configuration, training, individual facility cost broken down per month and one new installation (Centennial Lakes).

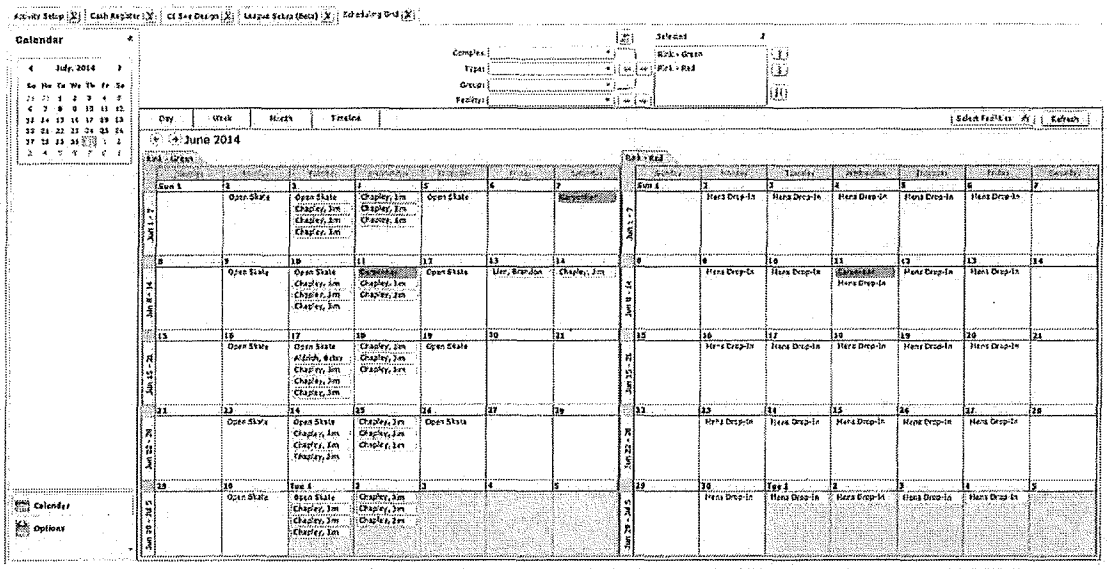
This is a sole source bid.

Attachments:
MaxGalaxy Informational Brochure
Price Proposal

What's New in MaxGalaxy (For MaxEnterprise Users)

With the release of MaxGalaxy, it brings a whole new game to the way you schedule and manage your daily activities for your company or organization. Building off the great success with MaxEnterprise, MaxGalaxy gives a new platform and that gives us the ability to enhance the software which was possible on MaxEnterprise's older platform. Below you will find a summary of many of the notable "customer requested" improvements to date in MaxGalaxy versus MaxEnterprise, broken down by category. Many more are being added each day.

MaxGalaxy Facility Scheduling



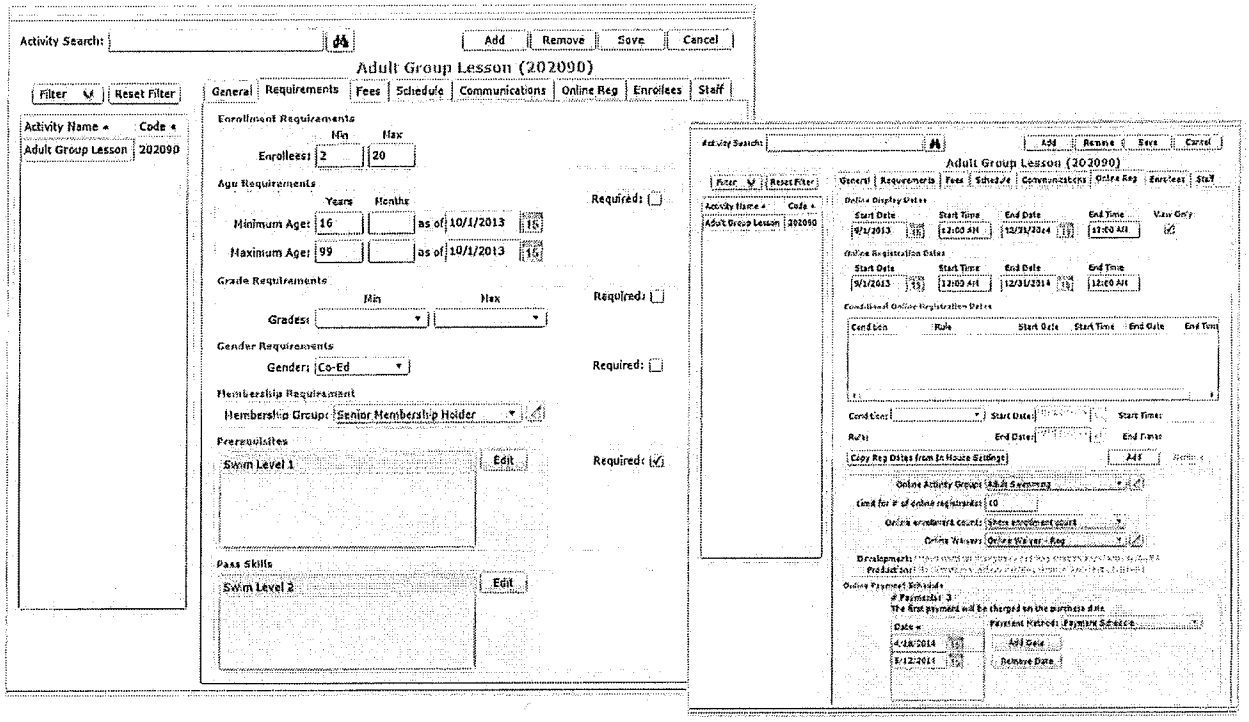
The first most noticeable difference MaxEnterprise (ME) users will see is the whole new scheduling screen. This scheduling screen was built so that customers could access and see their schedules (as well as make reservations) on a day, week, month and timeline views. The new screen also allows users to **drag and drop** reservations which wasn't previously possible in the ME scheduling grid, as well as viewing all the event details by simply hovering over it. In addition some other notable features are:

Some key new features are:

- **New availability schedule** feature replaces/streamlines the Business Hours and Seasons features found in MaxEnterprise. It also provides more functionality (e.g., different hours on different days of the week, and during different seasons) that was previously allowed.
- Rate Charts now offer new **"day of" hourly rates, "day of" flat rates, enhanced rates according to residency, rates according to age,** new conditional **rates according to event attendance** and even new conditional **rates according to event duration.** Safe to say a few more options than in MaxEnterprise.
- Ability to **"share" facilities.** Now instead of having to always use sub facilities, MaxGalaxy allows you to share facilities if you which.
- **Facility layouts** feature allows users to tie a Layout document to scheduled events (e.g. we need the room setup this way for this particular event). In addition users can also tie as many use permits (e.g. we need a facility, deposit and alcohol permit for this event). Ability to include setup and cleanup **in event time,** or just one or just the other.
- Ability to set **default # of locker rooms by event type** as well as **by account.**
- **"Include maintenance in customer's purchased time" by facility** (instead of globally).
- Ability to include setup and cleanup **in event time,** or just one or just the other.
- Ability to **tie individual facilities to a separate A/R accounts** if desired.
- Specify **default event and maintenance durations in hours and/or minutes** (not just minutes as found in MaxEnterprise).
- Two new "When Events Span Multiple Rates" options = **use highest rate, use lowest rate.**
- In Book Recurring Events a **new "custom" booking** option (for different times on different days) has been added for more complex schedules. Now you can **include locker room assignments** while doing these bookings.
- Mass Edit gives the new ability to **"sort" results by any column** on the screen, **multi-edit attendance** numbers, **multi-edit use permits,** as well as **multi-edit facility layouts.**

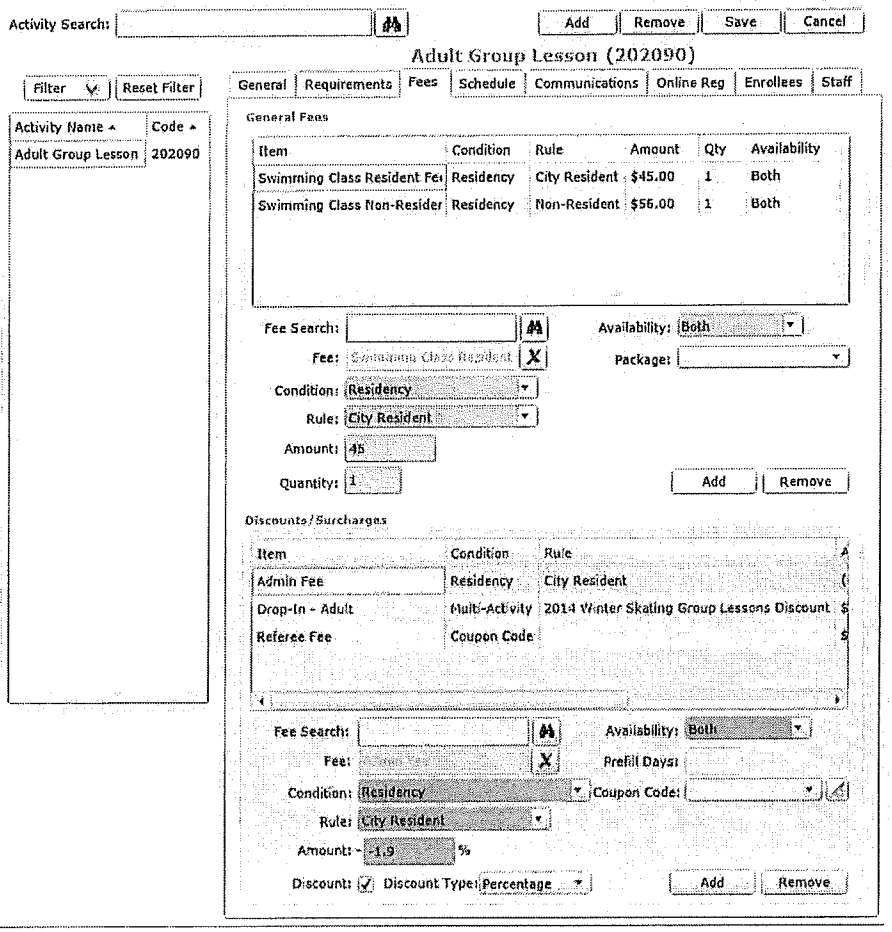
Activity Registration Improvements

The activity registration software has probably been the most enhanced module to date in MaxGalaxy. From a simplified activity setup screen to more options that anyone probably will ever need, this new product is already turning heads to it's complete functionality to not only track registrations, but gives our users ways never seen before to limit or elevate participation amongst groups, communicate with custom email messages and document attachments as much, much more. See below for an overview list of the most notable changes.



Some key new features are:

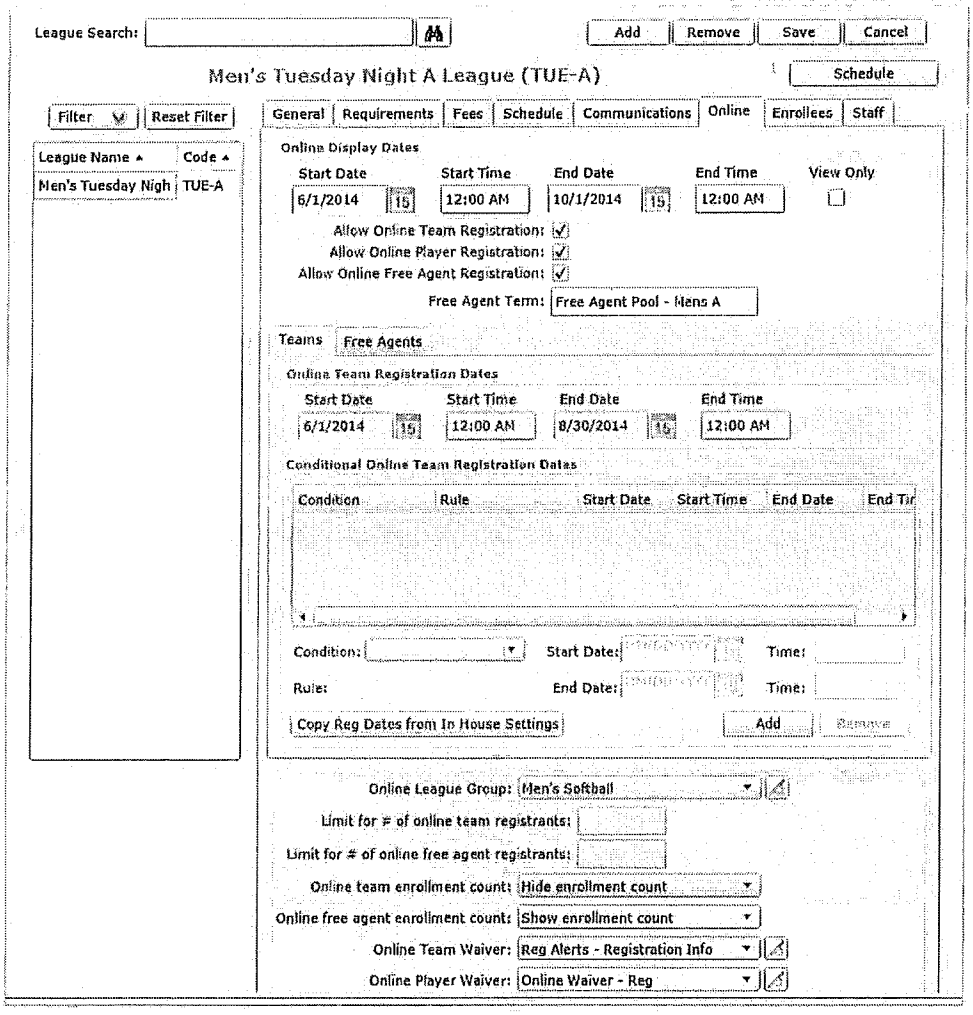
- We now offer four customizable "categories" (e.g., type, season, category, sub-category) to better separate and manage different sessions or seasons.
- You can now specify **in-house registration dates vs. online registration dates.** This allows you to cater to your customers who don't utilize the internet for registration. Otherwise you can **limit the number of online registrants** for each Activity (e.g. If you have a class of 30, you can give 20 spots for online sign-up, and 10 for walk-in).
- MaxGalaxy allows you to setup conditional registration dates as well for **priority customers, residency and even membership status** as well as the associated automatic fees for each.
- Now you can **apply automatic discounts/surcharges** according to **priority, residency, membership status, multi-person registration, and/or multi-activity registrations.**
- Ability to **"require": age, grade,** gender, **prerequisites, skills, membership status** for customizing which customers can sign-up for what activities.
- Now you can add a **membership and/or multi-use pass** to a registration. Meaning the membership or multi-use pass is automatically assigned to the individual in the membership application by simply signing up for a program.
- **Schedule** activities in facilities (like MaxEnterprise) or just create a **list of meeting dates/times** which aren't booked out on the gird.
- You have the ability to **attach documents to activities** (e.g. class overview, brochures) as well as attaching **hyperlinks** to activities (e.g. a webpage that might go over the activity in more detail).
- Ability to **offer "payment schedules"** for **both walk-in and/or online registrations.**
- New **pass/fail** feature which automatically updates "Skill Levels".
- **Email confirmation(s)** automatically included in registration process.
- **Separate Sell Registration** vs. **Edit Registration** screens.



- **Activity Expiration** feature – "expire" activities by season, type, category or sub-category. You also have the ability to "un-expire" activities as well.
- **Improved Deferred Revenue tracking** capabilities allows you to better track revenues when the event actually takes place.
- Ability to setup **email notifications** to staff whenever registrations occur. You can also **view which staff member sold a registration** and which staff members **updated a registration.**
- Ability now to utilize coupon codes (for **BOTH** internal and/or online registrations)

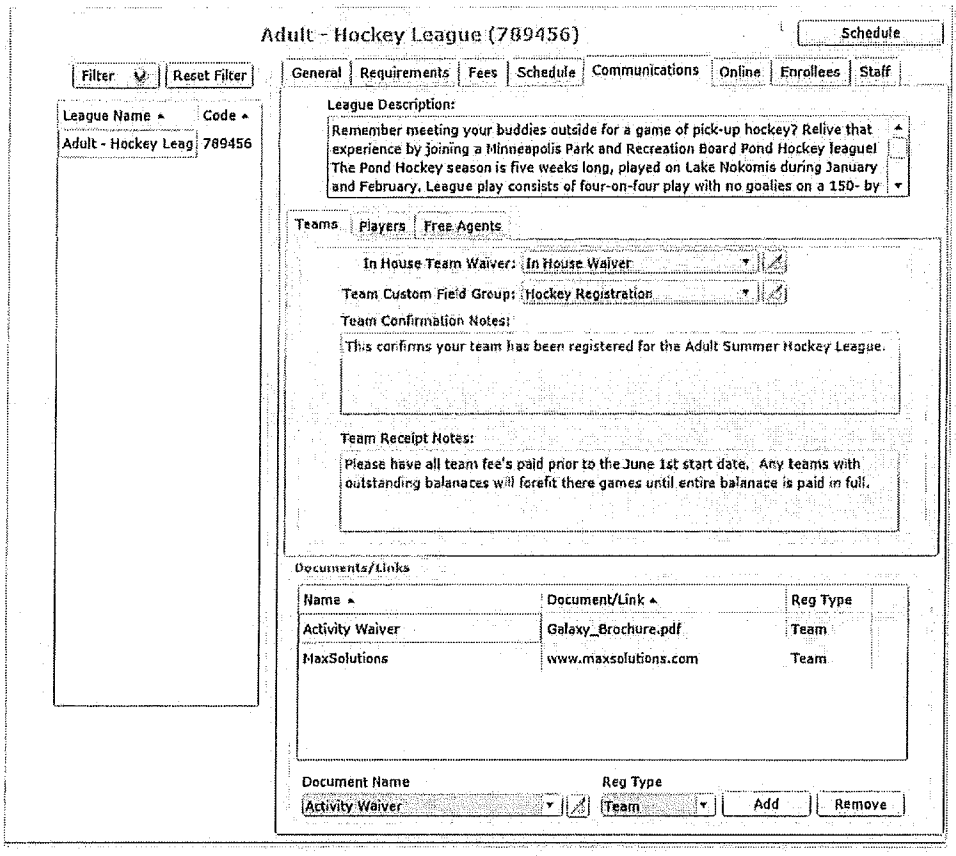
League Scheduling Improvements

Another application getting a major overhaul is the league scheduling application which now enables you to fully manage your leagues from beginning to end. Below is a few of the improvements over MaxEnterprise League Scheduling.



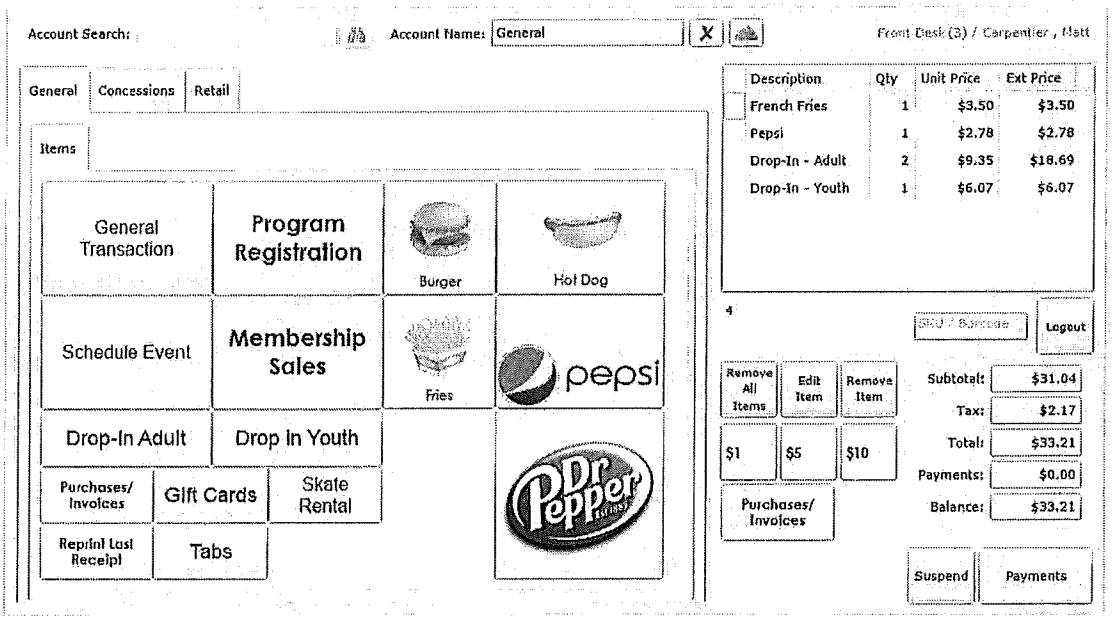
Some key new features are:

- Now allow customers to **setup teams**, then it provides them with a team code which they can give the players on their team to sign-up either in-house or online.
- New **"Team Player" vs. "Free Agent"** functionality. This allows you to separate out **team registrations** vs. **player registrations** vs. **free agent registrations**.
    - Create different custom fields, league descriptions, confirmation notes, receipt notes, waivers, documents, email confirmations and even payment schedules (payment schedules are also an option online).
- You can develop conditional registration dates according to **priority** (e.g. A returning team or player) and **residency** as well as the associated fees.
- **Automatic discounts/surcharges** according to **priority, residency, multi-player and multi-league registrations.**
- View when staff **sells** and **updates** any league registrations by date and time.
- Ability to "require": **age, grade, gender, prerequisites** and **membership status** for registration.
- Ability to **attach documents** and **hyperlinks** to leagues that a participant will receive upon sign-up.
- Ability to **automatically add a membership/multi-use pass (player pass)** to a League Registration.



- Email notifications to staff whenever team, player or free agent registrations occur.
- Registration dates and waivers can be different versus walk-in and online registrations.
- Team Waitlist feature (in addition to Player Waitlist).
- Ability to invoice League Events.
- Improved Deferred Revenue tracking capabilities.
- New League Standings Configuration options including streaks, last 5 games, last 10 Games, division record (vs. Overall record), # of games back and/or win percentage.
- Ability to group League Standings "By Division".
- League Schedule screen shows conflicts by Team.

POS/Inventory Improvements

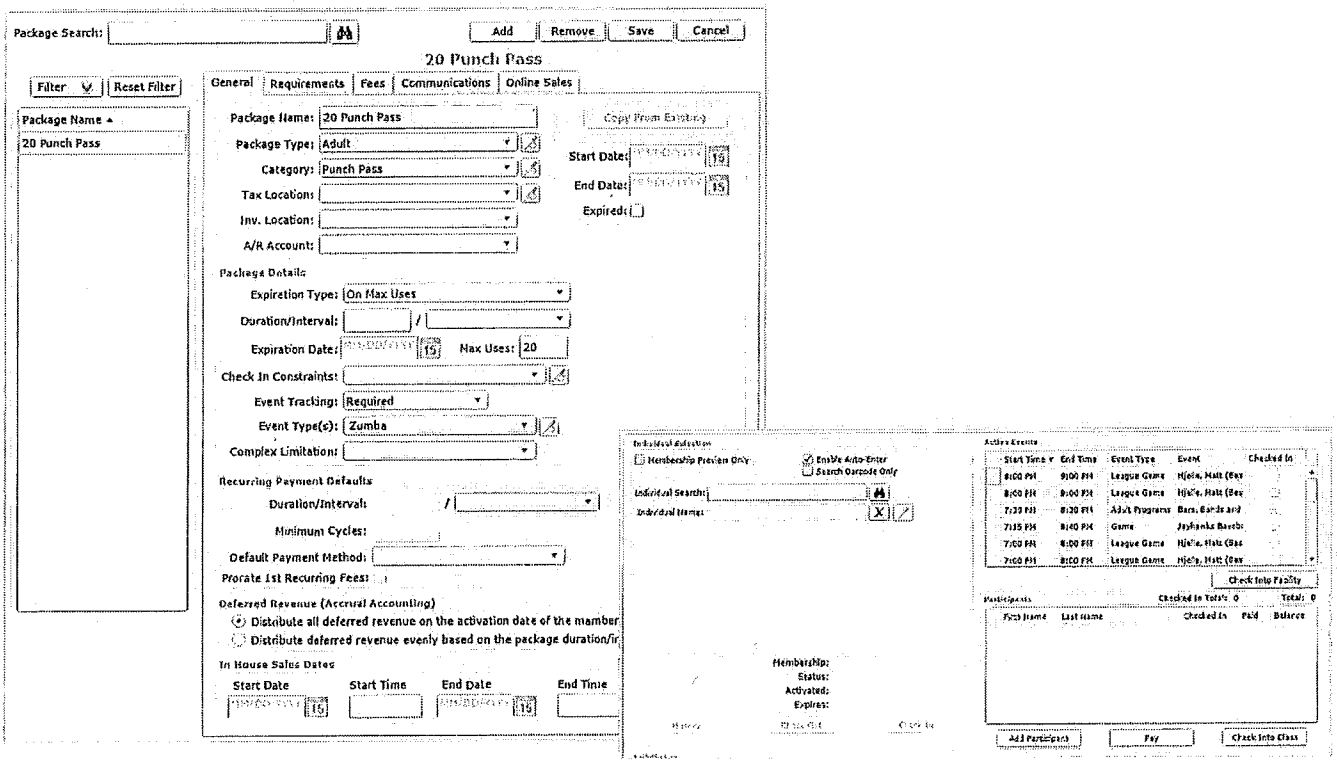


Some key new features are:

- New **cash register layout** – Category and subcategory "tabs". In addition you now have the ability to include images for your POS buttons, making it more clear for staff what item they are selecting.
- Pay from a specific account or from a completely different account.
- split payment methods with ease.
- New **tax included** feature takes the guesswork out of adjusting the pricing of items so that the tax comes out correct. Now you simply put in the dollar value of the item, click **tax included** and the software figures out the tax for you.
- **Exact change** feature to eliminate having to enter in the amount the customer gives you.
- **Item attributes** feature (e.g., sizes, colors, brands, etc.).
- New **item choices** feature (e.g., add cheese, pickle, mustard, ketchup, etc.).
- **Unlimited levels** of item categories/subcategories to better breakout sales.
- **Reprint last payment receipt/reprint last payment group receipt/reprint last CC receipt** – all combined into one "Reprint Last Receipt" button. .
- **Print receipt/print CC receipt** has been combined into one "Print Receipt" button.
- Ability to **designate which cashiers can begin/end shifts.**
- **Unlimited text lines in POS Receipt Headers and Footers.**
- Shift Management has **improved ability to edit shift totals and shift payment methods.** It also allows you to manually add additional payment methods to shifts, as we as keeping manager and cashier totals separate when on the same machine.

Membership/Multi-Use Pass Improvements

One of the biggest changes MaxEnterprise customers will see is that we now combined MaxEnterprise's Multi-Use Pass and Membership into a single application, which also means a single check-in screen. This greatly reduces staff time and confusion of which screen to enable someone to check into with. We have also add some great new features to speed up the process of selling, assigning and renewing memberships as well.

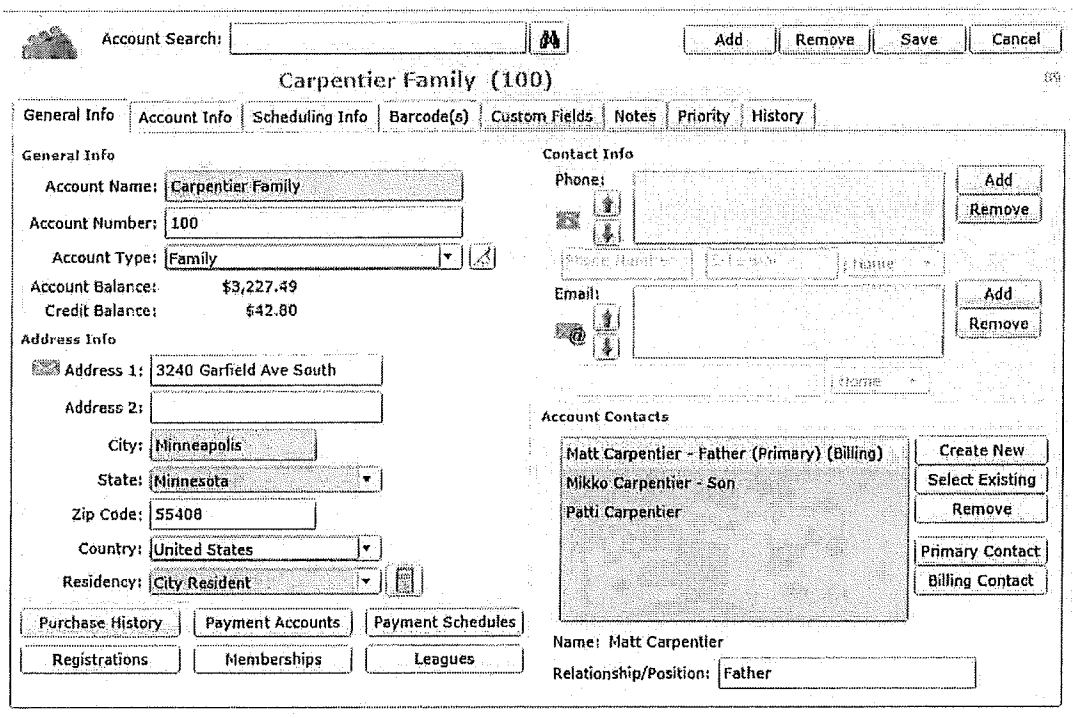


Some key new features are:

- Ability to view **which Staff member sold or updated a membership** and the date/time it happened.
- **Separate Sell Membership** and **Edit Membership** screens
- New **copy from existing** feature for minimizing the time to create similar membership types.
- New **Renewal** feature greatly speeds up the process of people who want to simply continue their current membership.
- A more **streamlined process for selling multiple memberships** than was found in MaxEnterprise.
- Ability to designate **Coupon Codes (Membership Fees** can be automatically applied based on according to **priority, residency** and/or **new/renewal** status.
- **Automatic Discounts/Surcharges** can be applied based on according to **priority, residency** and/or **membership status.**
- Ability to "require" **Age, Grade, Gender,** and/or specific **Prerequisites** in order to purchase a membership.
- Package Setup – **ability to "add-on" memberships/multi-use passes to a membership sale**
- You can attach **unlimited documents** to membership packages to provide more information on the membership, rules, etc. of the pass.
- Sell Membership – ability to **prorate recurring membership fees**
- Email **confirmation(s)** are automatically included in membership sales process
- Ability to designate **coupon codes (membership fees** can be automatically applied based on according to **priority, residency** and/or **new/renewal** status.
- Improved **deferred revenue tracking capabilities**
- Removed the **periodic maintenance** screen – all functions are automatic now
- New **complex limitation** feature

Customer Improvements

In MaxGalaxy we are moving away from the Company/Family setup that was in MaxEnterprise. Instead now there are just Accounts which can be either. Individuals can be tied to as many accounts as you wish and all of their financials for each are kept separately. In addition we are adding a whole new grouping of functionality to better streamline account and individual maintenance.

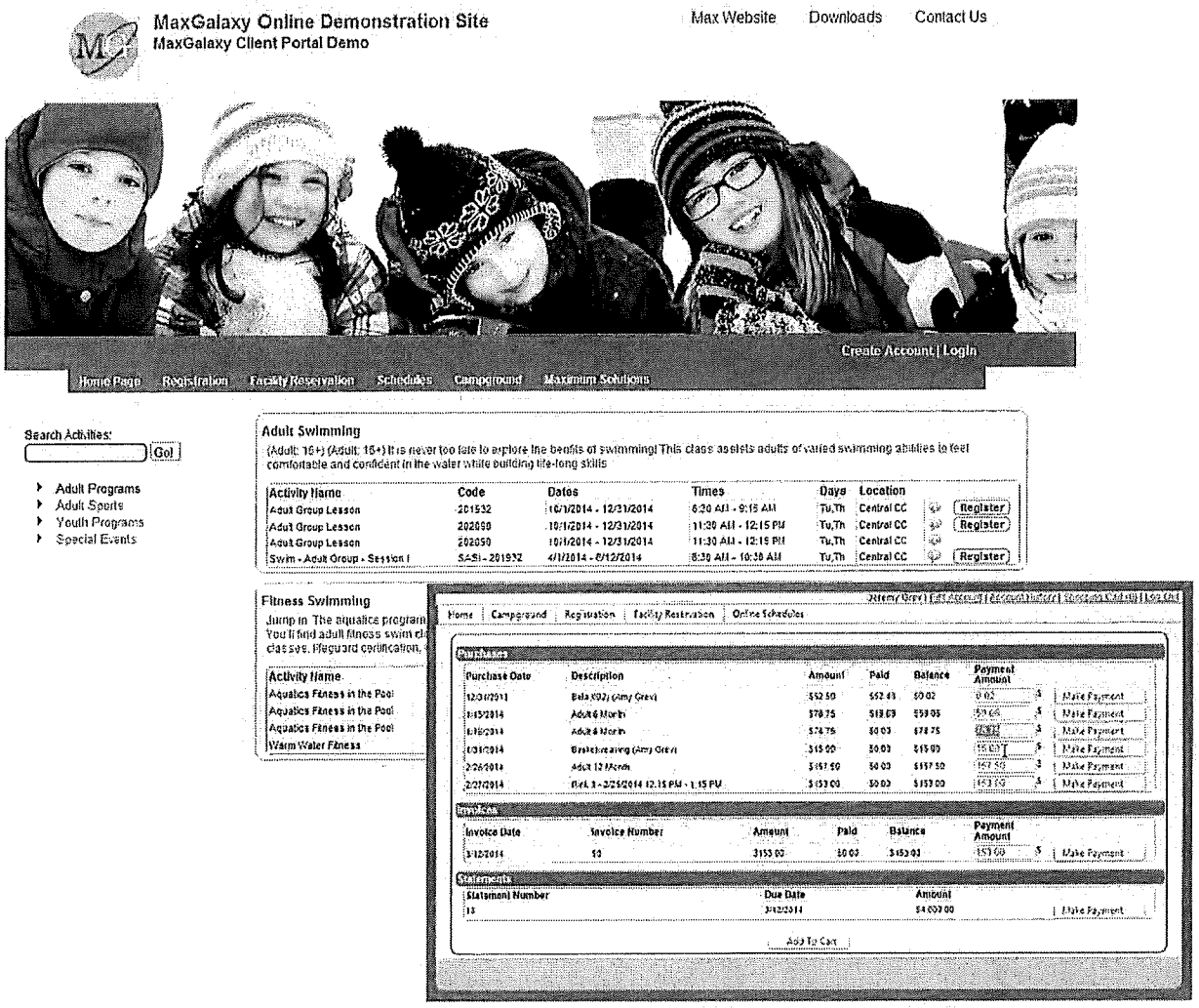


Some key new features are:

- Ability to access account information (purchase history, payment accounts, registrations, memberships, etc.) on the initial customer or account screen for quicker access.
- New **custom fields** feature with the ability to have infinite multiple custom fields by the **individual** and/or **account** levels to allow you to track as much information as you want on your customers.
- Ability to have **multiple phone numbers of the same type** (e.g., two cell, two work, etc.) as well as to have **multiple Email Addresses** (e.g., Home, Work and Other)
- New **individual attributes** feature (replaces positions/titles in the Individual types features
- New **priority** feature (for online facility, registration and membership sales) which provides the ability to specific customers a closer customer service experience. (e.g. Residents or members can sign up 24 hours before non-residents or non-members).
- Ability to tie **multiple Barcodes** to a single Individual
    - Use separate barcodes to distinguish between membership vs. multi-Use Pass vs. gft Card, etc.
    - Or use the same barcode for multiple purposes
- Ability to designate **Residency (by Individual).** Residency is a customizable field with the ability to even build in address segments to determine it in addition to city, state and zip codes.
- Ability to have **multiple** Skill Levels (e.g., Skating Lesson level and Swim Lesson level)
- Ability to be tied to **multiple Accounts.**
    - Children of divorced families can be tied to both parents making split payments much easier.
- Ability to **designate "relationship/position" for each account contact.**
- New **"Opt Out" features for mailings** and/or emails.

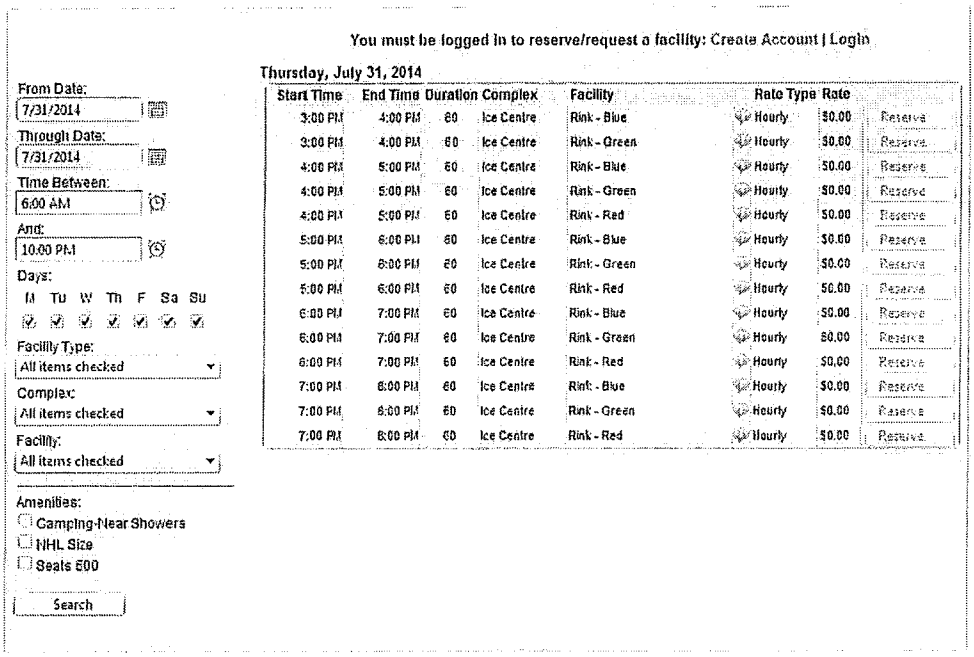
Customer Interface Site Improvements

The MaxGalaxy customer interface has also gone through a pretty through make-over. Now with even further customizabile CSS interfaces, we have also redesigned many of the screens for a more simpler customer interaction and visual experience. Things such as combining same sessions under group categories, using simple color coding for class availability (green means a person can register, yellow means waitlist, red means closed or full). The biggest thing we are excited about is the new customer management portion, where customers can view past registration history, update their accounts, even pay for any outstanding balanaces they have with you giving our clients more freedom by allowing their customers to do more.



- Ability to for customers to make payments toward account on anything outstanding they owe (purchases, invoices, memberships, statements).
- Ability to use HTML "tags" in the notes/waivers feature for online sign-ups.
- Ability for customers to view account history.
- New rotator groups functionality for home page to highlight programs, bookings, league sign-ups and more.
- New information pop-up window with additional facility and activity and details to create less clutter.

Online Facility Reservation

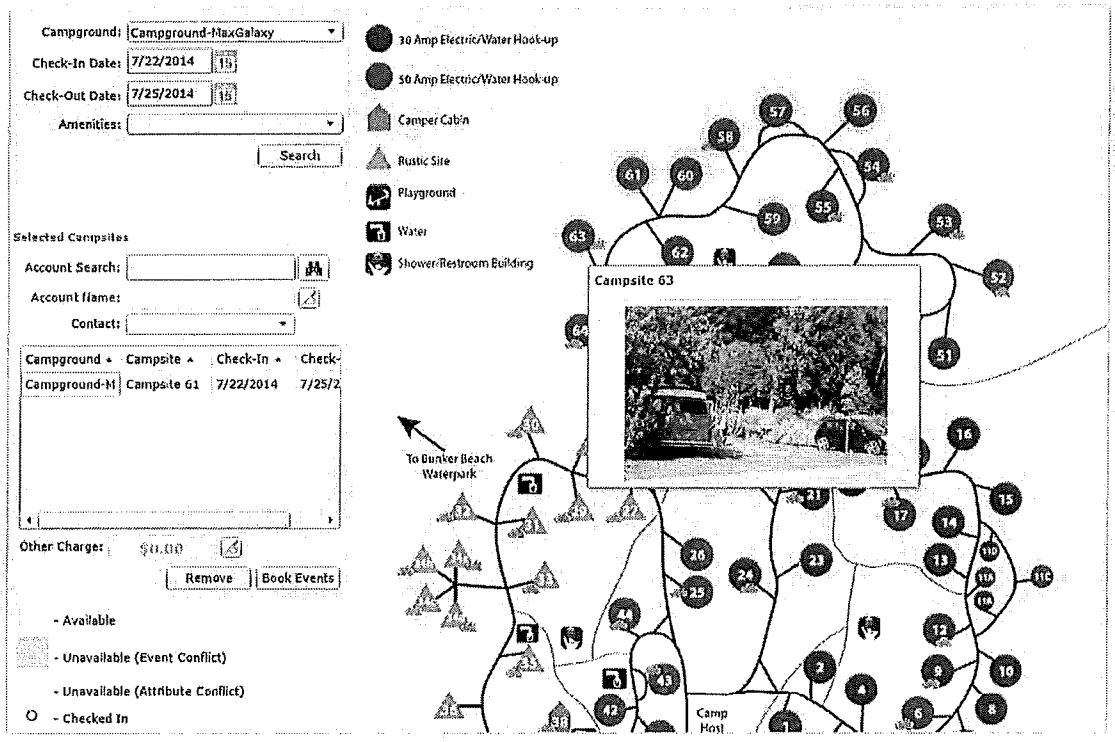


This application got a major overhaul versus its MaxEnterprise counterpart. We simplified the process of your customers going online and reserving facilities online. In addition we now offer a whole new group of features to allow our users to tailor what they want to offer for online bookings and how they want to do it.

Some key new features are:

- Ability to offer a variety of **"overlapping" available time blocks** (e.g., hourly and half day and half day blocks).
- Ability to **offer optional other charges** (designated by Facility).
- Ability to specify **"day of" rates** (hourly or flat).
- Ability to specify a **default online event type** (but also allows selection of others).
- Ability to use **HTML tags in online waiver** feature for a custom look.
- Ability to **include setup and/or cleanup maintenance time** in event time.
- Ability to specify **conditional online reservation dates** according to **priority, residency or membership group.**
- Online search functionality allows any combination of **facility type, complex, facility** and/or **amenities.**
- Online reservation displays **"reserve" or "request" or "call"** (if no rate chart exists internally) by facility.
- Online reservation displays **unlimited search results** based on the criteria the user enters.

Campsite Booking Improvements

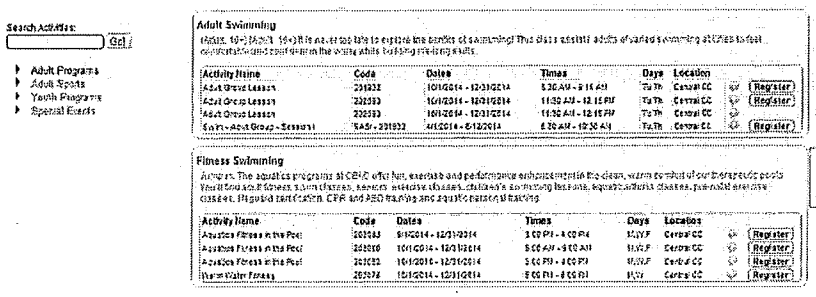


In MaxGalaxy's online booking software we made the process much simpler for customer to quickly find a site, add any items they might need (e.g. electric hook-up, firewood, etc.) and whether that site is available. We now also allow internal users to be able to do the same type of booking without having to use the customer interface. You design and designate map coordinates of your campsite locations based on the map you upload, a visual map on screen shows if sites are available (users/staff can search by amenities as well if they are booking online or in-house. A few other cool new features:

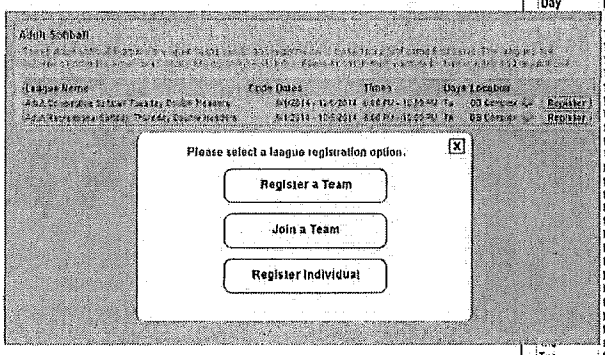
Some key new features are:

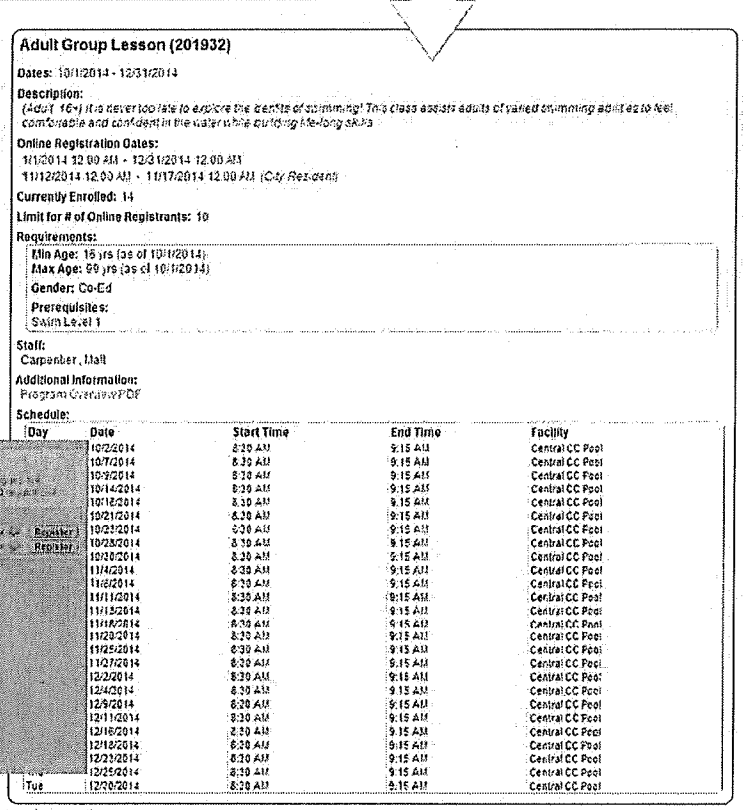
- Full integration with our Point of Sale and Inventory Module.
- New **Campsite "check-in" and "check-out"** feature for tracking guests.
- **"Hover" capability** over campground map (both internally and online). Internal Hover displays complete reservation details (for unavailable sites) or amenity information (for available sites). Online Hover displays amenity information (for available sites).

Online Program and League (NEW) Registration Improvements

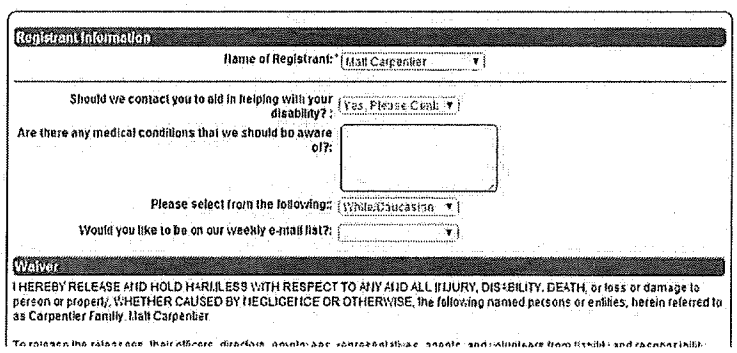


MaxGalaxy Online Registration has been retooled for a much simpler and easy process than it was for customer to sign-up in MaxEnterprise. From a completely re-designed customer interface as well as group activities to "Online Activity Groups" in order to streamline CI Site display. You can even order online activity groups in any manner you choose. The new customer interface also allows customers to **view past registration and/or purchase history** and even allows them to **pay any outstanding transaction** they might have from a walk-in purchase or invoice.

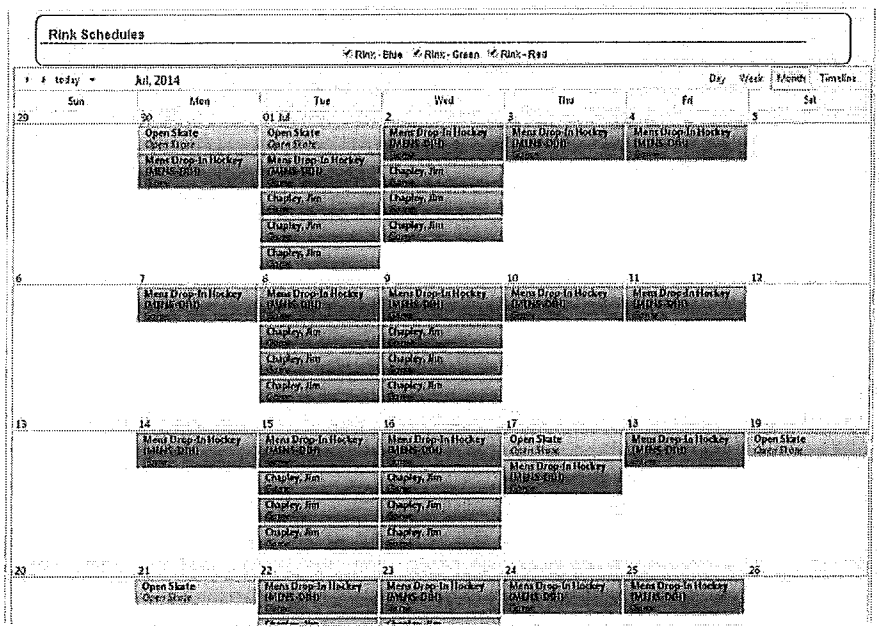




Registration Information



Web Reporting Improvements



- Direct link provided from setup screen to each web report displayed online (for previewing)
- League Schedule report provides direct links to Team Schedules
- League Schedule report is completely customizable (show/hide 12 different columns of information)

Thursday, August 07, 2014

Start Time	Complex	Facility	Visitor	Pts	Home	Pts	Event Type
6:00 PM	BB Complex	F1	Taco Bell		Eagles		Game
6:00 PM	BB Complex	F2	Lefty's		Tasty Pizza		Game
6:00 PM	BB Complex	F3	Wings		Rob's Bombers		Game
7:00 PM	BB Complex	F1	Taco Bell		Rob's Bombers		Game
7:00 PM	BB Complex	F2	Eagles		Lefty's		Game
7:00 PM	BB Complex	F3	Tasty Pizza		Wings		Game
8:00 PM	BB Complex	F1	Hard Hitters		Bruchers		Game
8:00 PM	BB Complex	F2	The Swatters		Schoolers		Game
8:00 PM	BB Complex	F3	The Wild		Wilsons Bats		Game
9:00 PM	BB Complex	F1	Hard Hitters		Wilsons Bats		Game
9:00 PM	BB Complex	F2	Bruchers		The Swatters		Game
9:00 PM	BB Complex	F3	Schoolers		The Wild		Game

Thursday, August 14, 2014

Start Time	Complex	Facility	Visitor	Pts	Home	Pts	Event Type
6:00 PM	BB Complex	F1	Eagles		Hard Hitters		Game
6:00 PM	BB Complex	F2	Tasty Pizza		Bruchers		Game
6:00 PM	BB Complex	F3	The Swatters				
7:00 PM	BB Complex	F1	Bruchers				
7:00 PM	BB Complex	F2	Tasty Pizza				
7:00 PM	BB Complex	F3	Rob's Bombers				
8:00 PM	BB Complex	F1	The Wild				
8:00 PM	BB Complex	F2	Lefty's				
9:00 PM	BB Complex	F3	Wings				
9:00 PM	BB Complex	F1	Taco Bell				
9:00 PM	BB Complex	F2	Lefty's				
9:00 PM	BB Complex	F3	Schoolers				

Men's Monday B

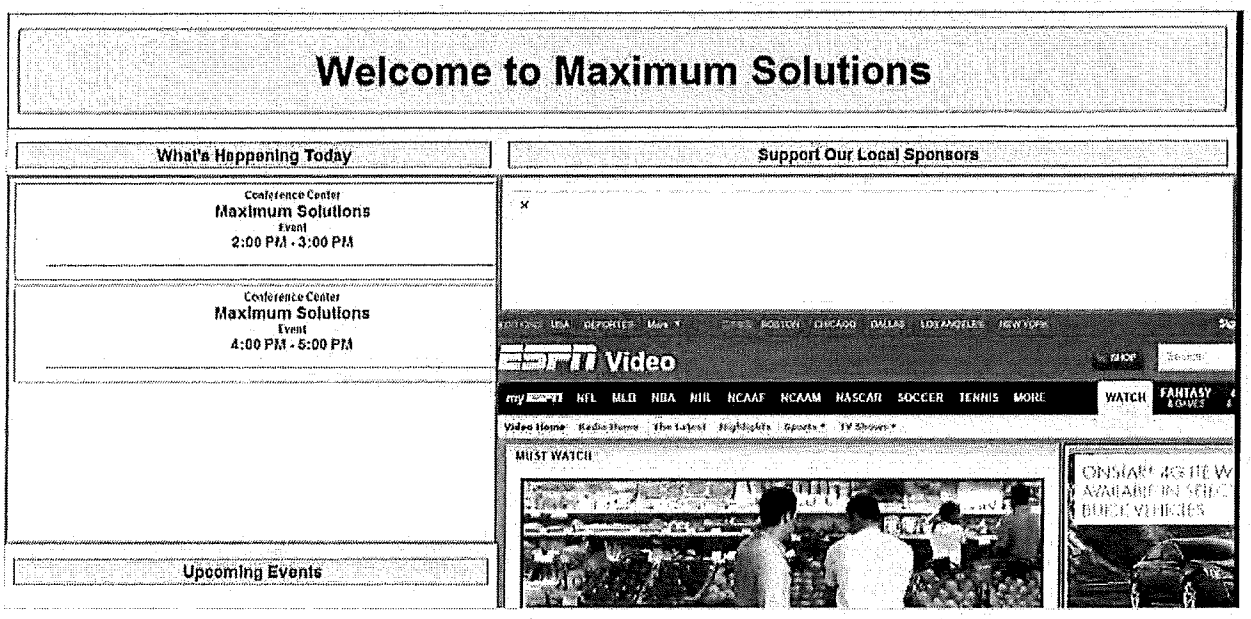
American

Team	W	L	T	OTL	SOL	GP	Pts	Pct	L5	L10	STRK	RF	RA	Div	GB
Bellers	3	1	2	0	0	6	8	0.667	2-1-0	3-1-0	W1	27	18	1-0-0	-
Broadway Pizza	0	3	2	0	0	5	2	0.200	0-3-0	0-3-0	T1	9	22	0-1-0	2.5
Hard Hitters	0	0	0	0	0	0	0	0.000	0-0-0	0-0-0	-	0	0	0-0-0	1
Lefty's	0	0	0	0	0	0	0	0.000	0-0-0	0-0-0	-	0	0	0-0-0	1

National

Team	W	L	T	OTL	SOL	GP	Pts	Pct	L5	L10	STRK	RF	RA	Div	GB
Wilsons Bats	3	2	0	0	0	5	6	0.600	3-2-0	3-2-0	L1	26	20	1-2-0	-
Richards Bar	3	1	2	0	0	6	8	0.667	2-1-0	3-1-0	L1	18	17	3-0-0	-0.5
Minnesota Twins	2	3	0	1	1	6	5	0.333	2-3-0	2-3-1	W1	19	22	1-2-1	1
Bruishers	0	0	0	0	0	0	0	0.000	0-0-0	0-0-0	-	0	0	0-0-0	0.5

Digital Signage Improvements (formerly MaxVideo Link in MaxEnterprise)



- Ability to play **sound, music,** etc.
- Ability to display **flash objects** (.swf files)
- **Unlimited number of Panels** on each template
- **No restrictions on shapes and sizes of panels** on each template
- **Slideshow capability**
- Different **animation types** for slideshows
- Ability to manually "drag/scroll through" items displayed onscreen (for **touchscreen monitors**)
- Ability to completely **customize the schedule display appearance** (using CSS)
- HTML text editor – to display rich text without having to use HTML tags

Maximum Solutions Inc.
The Experts in Recreation Management Software

MaxGalaxy Price Proposal

Name: City of Edina
Parks and Recreation
Location: Edina, MN

Customer: Susan Faus / Nick Lovejoy
Phone: 952-826-0367
Email: sfaus@edinamn.gov / nlovejoy@ci.edina.mn.us

Date: 12/29/2014
Valid Thru: *3/29/2015*

Special Notes or Comments:

MaxGalaxy cloud based software is a monthly subscription service. Unless Specified, Maximum Solutions requires new customers to sign and pay 12 months of hosting fees upfront.

Initial Setup and Configuration Costs	Price
Setup and Configuration of MaxGalaxy Core System for up to 8 locations. One new install. Current Client Discount (Customer is licensed for half the modules now)	$8,350.00 ($3,750.00)
Total Initial Setup and Configuration Costs	$4,600.00

Application Module(s) and Monthly Costs Monthly costs include software, data storage, bandwidth usage, redundant back-ups, periodic software updates, unlimited technical support. Monthly costs are prepaid on a 12 month basis unless otherwise noted.		Concurrent Users Needed	Monthly Costs
Hosted Core Applications Include:			
Facility Scheduling		35-40	$400.00
Program Registration		25-30	$325.00
Point of Sale & Inventory		20-25	$300.00
Membership Management		15-20	$205.00
League Scheduling		5-10	$150.00
Additional Applications Include:	*Comments and Notes:*		
General Ledger Exporting		--	$70.00
Website Calendar Integration		--	$60.00
Digital Display		--	$50.00
Credit Card Processing	*Requires a payment gateway, see additional items below*	--	$0.00
Customer Web Portal:			
Online Account Management/Payments		--	$0.00
Online Facility Bookings		--	$70.00
Online Program Registration		--	$70.00
Online League Registration		--	$60.00
Online Membership Management		--	$60.00
Total Monthly Costs		$1,820.00	

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Date: 12/29/2014
Valid Thru: 3/29/2015

Special Notes or Comments:

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Training Costs	Training Costs
Setup and Configuration of MaxGalaxy Core System for up to 7 locations.	$8,250.00
Expected onsite training costs: none [10] Local Client *If onsite, the client is responsible for the travel costs (hotel, car, airfare, etc.) that apply.	
Total Training Costs	$8,250.00

Additional Items	Qty	Price	Extended Price
[1] For Credit Card Processing: PayPal, Authorize.Net, etc. We recommend Element Payments Credit Card Processing Gateway - 100% PCI Compliant	1	Estimated $25/month	
[2] For Storing EFT Information: A PASS account for storing credit cards in a 100% PCI Compliant environment.	1	Estimated $15/month	
* Above pricing is with keeping your current credit card processor. If you do hosting services with Element Payments (Global Payments in Canada) they will waive these monthly costs. You can also take in-house credit card payments as well, just simply add a PCI compliant swipe device: $99.00 + $10 s/h.			
[3] Required Computer Hardware: For inhouse credit card payments, a Magtek IPAD SC. Security encrypted by our gateway vendor of choice. Cost include encryption charge. Pin pad and has options in place for upcoming PIN debit move so hardware won't have to be repurchased in 2015.	1	Estimated $300/each	TBD
		Total Additional Costs	$0.00

Total Investment Summary & Breakdown

Summary & Budgeting

Monthly Support and Hosting Cost	$1,820.00
Yearly Prepay on Monthly Cost:	*$21,840.00*

	Yearly Cost	*Total Investment Since Start*
Year 2:	*$21,840.00*	*$56,530.00*
Year 3:	*$21,840.00*	*$78,370.00*
Year 4:	*$21,840.00*	*$100,210.00*

[1] Total Setup and Configuration Costs	$4,600.00
[2] Monthly Costs Per Year (12 Monthy Prepay)	$21,840.00
[3] Total Training Costs	$8,250.00
[4] Total Additional Charges (to date)	$0.00
Total Software, Services, Training , etc.	$34,690.00

Costs Broke Down by Location

MaxGalaxy

Maximum Solutions Inc

General Information	Location 1	Location 2	Location 3	Location 4	Location 5	Location 6	Location 7	OVERALL TOTAL
Location Name	Braemar Arena	Sports Dome	Art Center	Parks and Rec	Edinborough Park	Aquatic Center	Centennial Park	
Upfront Costs	$500.00	$750.00	$750.00	$500.00	$675.00	$675.00	$750.00	$4,600.00
Training Costs	$650.00	$1,750.00	$1,650.00	$650.00	$900.00	$900.00	$1,750.00	$8,250.00
LOCATION BREAKDOWN TOTAL	*$1,150.00*	*$2,500.00*	*$2,400.00*	*$1,150.00*	*$1,575.00*	*$1,575.00*	*$2,500.00*	

MONTHLY COSTS	Braemar Arena	Sports Dome	Art Cetnter	Parks and Rec	Edinborough Park	Aquatic Center	Centennial Park	OVERALL TOTAL
Facility Scheduling	65.00	60.00	40.00	65.00	60.00	60.00	50.00	$400.00
Program Registration	50.00	50.00	45.00	75.00	60.00	0.00	45.00	$325.00
Point of Sale & Inventory	30.00	30.00	20.00	not needed	60.00	100.00	60.00	$300.00
Membership Management	not needed	not needed	55.00	not needed	75.00	75.00	not needed	$205.00
League Scheduling	45.00	45.00	not needed	60.00	not needed	not needed	not needed	$150.00
Employee Time Clock - Available early 2015	not needed	not needed	not needed	not needed	not needed	not needed	not needed	$0.00
Integrated Credit Card Processing	no charge	no charge	no charge	no charge	no charge	no charge	no charge	$0.00
General Ledger Exporting	10.00	10.00	10.00	10.00	10.00	10.00	10.00	$70.00
Digital Display	20.00	10.00	10.00	not needed	10.00	not needed	not needed	$50.00
Website Calendar Integration	10.00	10.00	10.00	10.00	10.00	10.00	not needed	$60.00
League Standings, Scores, etc.	no charge	no charge	no charge	no charge	no charge	no charge	no charge	$0.00
Online Bookings and Requests	10.00	10.00	10.00	10.00	10.00	10.00	10.00	$70.00
Online Program Registrations	10.00	10.00	10.00	10.00	10.00	10.00	10.00	$70.00
Online League /Team Registrations	15.00	15.00	15.00	15.00	not needed	not needed	not needed	$60.00
Online Membership Sales	not needed	not needed	20.00	not needed	20.00	20.00	not needed	$60.00
LOCATION BREAKDOWN TOTAL	$265.00	$250.00	$245.00	$255.00	$325.00	$295.00	$185.00	$1,820.00
12 Month Payment Total	$3,180.00	$3,000.00	$2,940.00	$3,060.00	$3,900.00	$3,540.00	$2,220.00	$21,840.00
What each location should pay: Seasonal Adjustments 12 Month Payment Total	$3,398.00	$1,534.00	$3,158.00	$3,278.00	$4,118.00	$3,758.00	$2,438.00	*$21,682.00*

Heather Branigin

From: John Hamilton <johnh6125@gmail.com>
Sent: Monday, March 07, 2016 5:25 PM
To: James Grube
Cc: Robert Stewart; Mary Brindle (Comcast); James Hovland; rdcjmiller@comcast.net Miller; Chris Bremer; Chad Millner; Mark K. Nolan; Mosing, Steve P.; jon.wertjes@minneapolismn.gov
Subject: Meeting Minutes from 03/01/16 Xerxes Ave Bump-outs
Attachments: 030116 Meeting Minutes.doc

Please accept the attached meeting minutes. Please add, revise, correct and respond.

March 7, 2016

Meeting Minutes from March 1, 2016 meeting at the Edina City Hall

In Attendance:

James Hoveland;	Mayor, City of Edina
Robert Steward;	Edina City Council
Mary Brindle;	Edina City Council
Chad Milner;	Director of Engineering, City of Edina
Mark Nolan;	Transportation Planner, City of Edina
Steve Mosing;	Traffic Operations Engineer, City of Minneapolis
Bob Miller;	Resident of Strachauer Park Neighborhood
Chris Bremer;	Resident of Strachauer Park Neighborhood
John Hamilton;	Resident of Strachauer Park Neighborhood; Writer of the Minutes

Meeting Convened by:

James Grube;	Hennepin County Highway Engineer

The meeting was held in the Mayor's Conference Room at the Edina City Hall.

The purpose of the meeting was to set a path to resolve the "livability" concerns along Xerxes Ave. South.

Background: The Avenue received a mill and overlay and lane re striping two years ago. A major feature of that effort was to appropriately channel traffic; the street had historically been used as a four lane artery even though the paving width was too narrow to allow it. The re striping effort reduced traffic to one lane each direction, with parking on both sides of the street. In order to clearly delineate the parking lanes, concrete islands with plastic delineator posts were inserted in the parking lanes. The street is not wide enough for a marked bike lane in addition to the parking and driving lanes; however, recognizing the fact that bikers will use the roadway, the concrete islands were reduced in width to allow bikers to move closer to the curb wherever parked cars are not in the way.

In the past several years, all of the streets that span the Crosstown Highway in the southwest quadrant, France Avenue, Penn, Lyndale Avenue and Xerxes, have been reduced from four lanes to two. The effect of this lane reduction has been to intensify the traffic on these four streets. The impact of this was mitigated on two of the other three streets by reconstruction and the inclusion of turn lanes, but because Xerxes is narrow and was not fully reconstructed, the 2014 project resulted in both an unattractive appearance and at times a continuous unbroken line of vehicles with bottle necks at the intersections and rather contentious behavior at rush hour. The appearance, traffic, and the resultant driver behavior has a deleterious effect on the residential nature of the Xerxes and presents a poor image of the neighborhood. The meeting was convened as the next step in determining an effective means of ameliorating these problems.

Meeting Minutes:

1. Mr. Grube opened the meeting introducing the efforts the County has made to understand the issues. He provided handouts illustrating a) current conditions, b) limited boulevards proposed by the neighborhood, and c) a full street renovation with extensive boulevards including storm water inlet revisions.

2. Mr. Grube defended the efforts in 2014 describing the increased safety to pedestrians and bikers on the roadway. Everyone present agreed that the street is indeed much safer.
3. Mr. Grube explained the difficulty of renovating pedestrian walkway corners; if one corner of an intersection is to receive ADA compliant crossing, then all four should be made compliant, otherwise a person with limited abilities could find themselves trapped by non-compliant curbing, however only one corner of the four at the 60th and Xerxes intersection was made compliant in the 2014 project.
4. The neighborhood representatives clarified their intent, which is to make the street as much like Lyndale and Penn as possible while acknowledging the limited available budget. They understand that a complete street re-design is not possible at this time, no matter how much it might be enjoyed, but that limited curb and gutter work can significantly alter the appearance of the street for a very modest investment.
5. Edina has received a Federal Grant to install sidewalks along the length of Xerxes from 54th to 60th. This effort will provide ADA compliant crosswalks on the Edina side at all of the intersections affected. Although the drawings are in place and the bids received it does seem to be a perfect time to coordinate efforts to achieve the stated goals.
6. The discussion soon centered on discovering what might be done to achieve the goal of a street with a more residential nature. Some ideas presented included:
   a. Replace all of the plastic reflectors with steel bollards provided, installed, and maintained by the County.
   b. Identify the islands with attractive icons such as Target has done in their parking lots with the giant red concrete spheres.
   c. Introduce art and sculpture onto the islands perhaps in the form of customized and lighted bollards.
7. The boulevard concept was initially discussed as occupying the full parking lane; staff was clear that maintaining as much bicycle compatibility as possible was a mandate. They believed that in order to accomplish that goal, the 11' wide driving lane and a 4' bike lane was necessary even though the parking lane infringed on the bike lane where the concrete islands did not exist.

The meeting concluded due to time constraints. The agreement at the close of the meeting was that Mr. Grube would evaluate the ideas offered and respond and provide a catalogue of lighted and specialty bollards to those present.

Follow-up Exploration: It seemed after the meeting that staff was at least in part convinced that the landscaped boulevards could not work because it did not appear to them that adequate dimension existed across Xerxes to accommodate traffic, bikes, and boulevards.

I checked the dimensions again and that assumption does not appear to be true to me. Back-of-curb to back-of-curb the street is 42 feet wide. In the current design, the county is pushing the bike path into the parking lane by 3'-6". The traffic requires 11'-0" per lane, the bike lane is 4'-0" wide **leaving 6'-0" for the boulevard** (including the curb)in the worst case. Through four blocks on the Minneapolis side, from 56th to 60th, there is already a four foot wide space between the curb and the sidewalk so a landscaped boulevard of ten feet in width (minus 6" for the curb) is available. From 60th to Crosstown on the Minneapolis side there is an 18" space between the sidewalk and the curb allowing a 7'-0" planting space. On the Edina side through the entire length, the planting bed is reduced to 5'-6" from the edge of the sidewalk to the back of the new curb; more would be better but that is enough to get the right tree variety

to thrive. On the Minneapolis side *now* there are 25 year old ash trees in the four foot wide boulevard, a foot and a half narrower than any boulevards proposed.

Editorial: The street cut, excavation, debris removal, new curb and gutter work, and appropriate backfill can be accomplished for $35 a lineal foot. The boulevards are not out of reach. A thousand feet of tree planted boulevards can be accomplished for $50,000 and it will go a very long way to transforming the street from gritty urban artery to an appropriate residential street that will provide an attractive introduction to the cities on each side.

Heather Branigin

From: Haugen, Sara <Sara.Haugen@metc.state.mn.us>
Sent: Tuesday, March 08, 2016 9:04 AM
Subject: Metropolitan Council Environmental Services Budget - Meeting for City Officials

Good morning:

Metro Cities and Metropolitan Council Environmental Services (MCES) will host a meeting for city officials (elected and staff) on **Friday, March 18th, from 1:30 to 3:30 p.m**. to discuss MCES' financial structure, budget trends and capital needs. This forum came about as a result of concerns by city officials on recent trends in the regional wastewater charge, and potential cost controls looking out over the next 3-5 years. Metro Cities asked MCES to host a forum geared towards elected officials, city administrators/managers/clerks and finance directors. The meeting will be held in the first floor St Croix Room, LMC Building, 145 University Avenue, St Paul.

The forum will include an overview of MCES and insights into the MCES budget process. Topics include MCES governance, finance, competitiveness, capital spending, and budget components. Special attention will be given to debt service and efforts to control MCES costs and the "why" behind MCES services and fees. There will also be a breakout session so MCES can hear from customers what can be done to more clearly explain MCES services and fees, learn about primary customer concerns, and solicit feedback on what MCES can do better.

This forum is a supplement to the MCES customer forums in May/June, which provide an annual deep dive review into the following year's proposed budget.

Please forward within your organization as appropriate.

Please RSVP to: sara.haugen@metc.state.mn.us

Thank you,

METROPOLITAN COUNCIL

Sara Haugen
Principal Administrative Specialist | ES Finance
sara.haugen@metc.state.mn.us
P. 651.602.1016
390 North Robert Street | St. Paul, MN | 55101 | metrocouncil.org

CONNECT WITH US e-news

Heather Branigin

From: Ron Way <ron-way@comcast.net>
Sent: Tuesday, March 08, 2016 12:54 PM
To: James Hovland
Subject: FW: shorter golf courses

From: Ron Way [mailto:ron-way@comcast.net]
Sent: Tuesday, March 8, 2016 12:13 PM
To: akattreh@EdinaMN.gov
Cc: jabood@edinamn.gov; rick@cahillfa.com; hulbert0089@gmail.com; jhovland@krausehovland.com
Subject: shorter golf courses

Ann:

I just completed a Star Tribune commentary on some of the issues facing the golf industry.

In researching the piece, I talked with a number of golf operators and read several commentaries in national publications, including a column tweeted today by the Wall Street Journal's sports editor.

The point is repeatedly made that golf needs to find a way to attract the young people and millennials who react to the expense of golf and the time to play a round. Of interest, to a person the suggestion is made to build shorter courses, say a six-hole loop. One even wondered why golf couldn't be a 12-hole game.

I've always favored incorporating a 6-hole loop in the new Braemar plan, and by using two pin placements the course could be a 12-holer by playing it twice. In fact, one thought that I had (I know the process is late) is for Braemar to build three 6-hole courses. That way, folks may play 6, 12, or 18 holes. It would be innovative, and noticed in the community.

Frankly, the sustainability of the game is a real concern given that so many young people are staying away. But also of interest to me, is that the Natl Golf Foundation has found that very large numbers of young people and millennials are trying the game, but a nearly equal number don't return.

Thanks for your time.

Ron

Heather Branigin

From: Edina Give and Go <invite@eventbrite.com>
Sent: Tuesday, March 08, 2016 5:18 PM
To: Edina Mail
Subject: Did you know?

You are invited to the following event:

EDINA GIVE AND GO ANNUAL FUNDRAISER

Event to be held at the following time, date, and location:



Friday, April 8, 2016 from 6:00 PM to 8:00 PM (CDT)

The home of Meg and Tony Rodriguez
6624 Mohawk Trail
Edina, MN 55439

View Map

Yes No Maybe

Event registration is by invitation only. Register with your email address to attend this event.

Did you know 740 Edina students qualify for free or reduced-price meals? Come learn how you can make a difference in the life of one of our students at our Annual Fundraiser.

Please join us for a casual party, and have fun while fundraising to help Edina Give and Go advance its mission. With your help, Edina Give and Go will continute to bring life and learning opportunities to Edina Public Schools students who are economically disadvantaged.

If you are unable to attend, please GIVE and GO on our website: www.edinagiveandgo.org

Edina Give and Go

We hope you can make it!

Cheers,
Edina Give and Go

This invitation was sent to mail@edinamn.gov by Edina Give and Go the organizer. To stop receiving invitations from this organizer, you can unsubscribe.

Eventbrite, Inc. | 155 5th St, 7th Floor | San Francisco, CA 94103

Event ticketing and online registration by Eventbrite

Heather Branigin

From: Madelaine Perry <madelainep21390@isd273.org>
Sent: Wednesday, March 09, 2016 8:34 AM
To: Edina Mail; Elijah Mickelson; Jennifer Harrits
Subject: Texting and driving in Edina 7th grade apathy project.

To whom it may concern.

We have been working on apathy in our 7th grade L.A class, our focus has been on texting and driving in Edina.

After doing extensive research on the problem of texting and driving we have come up with a affective solution and would love to share it with you. Please join us for our presentation in the Dragseth Auditorium at South View Middle School in Edina on March 17th at 7:45-8:10 in the morning. If you are unable to make it and would like to see our presentation we would be happy to send the links.

Thanks for your time!

Sincerely,

Madelaine P. Maddie W. Morgan B.
Seventh grade Student
South View Middle School.

The Honorable James B. Hovland, Mayor
City of Edina
4801 W. 50th Street
Edina, MN 55424

March 8, 2016

Re: Proposed "Millennium at Southdale" Development

Dear Mayor Hovland:

The Edina City Council meeting of March 15th will discuss DLC Residential's proposed redevelopment of the northwest corner of Xerxes and 66th Street. I live at 6400 York Avenue South in the two-block residential neighborhood just north of this proposed development.

As you are well aware, the Edina Planning Commission did not recommend this project, responding in part to the concerns expressed by nearby residents and to the Commission's own misgivings about the traffic study submitted by Kimley-Horn in support of the development. As they pointed out:

1. Since Kimley-Horn Associates is a subsidiary of DLC Residential there is a potential conflict of interest.
2. The study addressed only the impacts of this single project and failed to take into account the cumulative effect of numerous development projects occurring in the immediate vicinity.
3. Impact on the adjoining neighborhood was not sufficiently addressed.

The first two points are relatively self-evident, so let me address the third.

As our petition indicated, we who live nearby are concerned that traffic will increase significantly on York Avenue. The garage entrances for both Phase One and Phase Two of Millennium open onto York Avenue which would be extended south into the property. While Millennium residents may exit onto Xerxes, doing so they can only turn right and hence go south. It seems logical that the majority of them would want to go north to the Crosstown Highway, the major traffic artery. The obvious way to get there is to go north on York through our neighborhood, turn right onto 64th, and exit onto Xerxes to reach the Crosstown. (Please see the attached drawings.)

Kimley-Horn's study estimated that only 30% of traffic from the development would exit via York and my first major point is that this assumption seems obviously flawed. As Commissioner Forrest pointed out during the Planning Commission hearing, unlike the patients currently coming to the medical buildings, residents of an area

quickly figure out efficient shortcuts, such as the one to the Crosstown. Furthermore, the Kimley-Horn study says nothing about return flow, but the shortest route back for residents would also often be via York.

My second point is that the exit from 64th onto Xerxes is already crowded and dangerous. It is necessary to make a left turn across four lanes of traffic, which is often difficult even with the median. There have been serious accidents at that intersection in recent months and a signaled crosswalk has just been installed to help pedestrians. Adding more automobile traffic at this intersection is a bad idea.

My third point is that our York Avenue neighborhood is currently very pleasant. It is densely populated, with 317 condominium and apartment units clustered in just two blocks, but the buildings are set back from the street, well maintained, with nice landscaping and lighting. Importantly, there are no sidewalks, and so at all hours people can be seen out in the street: school children walking home from their bus stop, joggers, bikers, and people walking their dogs. Our concern is that, with the proposed plan, our pleasant residential street will become **a major thoroughfare**. By creating a new, pedestrian-friendly neighborhood to the south, the city risks destroying the already existing pedestrian-friendly neighborhood to the north.

According to the Greater Southdale Area Planning Study, one of the key questions to be asked of any project is "What elements of the proposal support infrastructure needs of adjacent or nearby sites?" That question has been sidestepped. This project does not ***support*** our neighborhood's infrastructure needs—it ***degrades*** them by funneling the traffic of 375 units onto York Avenue. It also ignores the increased traffic flow from new projects going up all around Southdale.

We call upon the City and the developer to deal with these potential problems in a more straightforward way. The first step is to protect our neighborhood, which you do by requiring DLC to relinquish its right-of-way onto York as a condition of approving their project. York Avenue actually ends at the north end of the medical property, but there is a driveway from it into the parking lots of the two buildings. DLC's deed includes an easement onto York Avenue and they plan to extend the street into their development. As one planning commissioner pointed out, however, this could be a negotiable issue. Since DLC's own studies argue that traffic flow onto York would be minimal (an idea we question), blocking that route should not affect the project's viability—at least in the initial years.

Second, you create a cul-de-sac at the south end of York, requiring Millennium residents to use other exits from the property. That cul-de-sac, in turn, forces the City to shoulder its responsibility. Developments such as Millennium increase population density and thereby increase tax revenues but, in return, the City needs to provide essential infrastructure. In this case, the required infrastructure is 65th Street.

The Southdale Area draft plan for "Critical Traffic Infrastructure Improvements" proposes extending 65th Street from Barrie Road to Xerxes at some point and DLC has been required to leave an easement at the north end of their property for this. This extension is needed **now**, permitting convenient exits east onto Xerxes or west onto Barrie Road for Millennium residents. With five or six years before the construction of Phase Two, there is ample time to plan and make the extended 65th Street an integral part of the expansion.

Finally, while most concerned with protecting our neighborhood, we also urge the Council to address the wider traffic issues from the many new developments occurring in the Greater Southdale Area. Steps must be taken to alleviate increased traffic density on York, Xerxes, and 66th, including possible stoplights on Xerxes at 64th or 65th, revised parking regulations, extended turn lanes, etc.

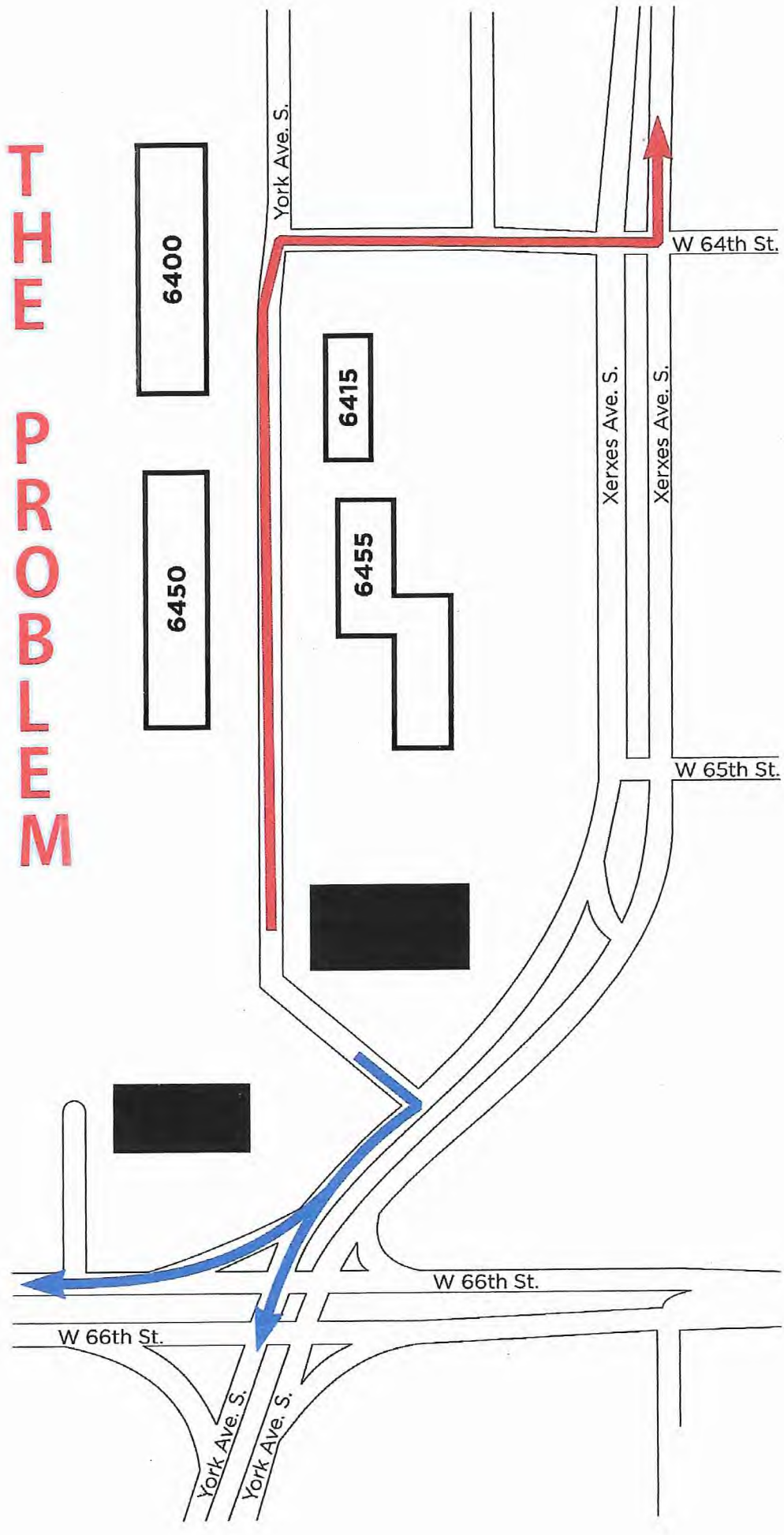
It is fine to encourage "neighborhood-friendly" developments such as Millennium at Southdale, but such development should not take place at the expense of our existing friendly neighborhood. We call upon the Council

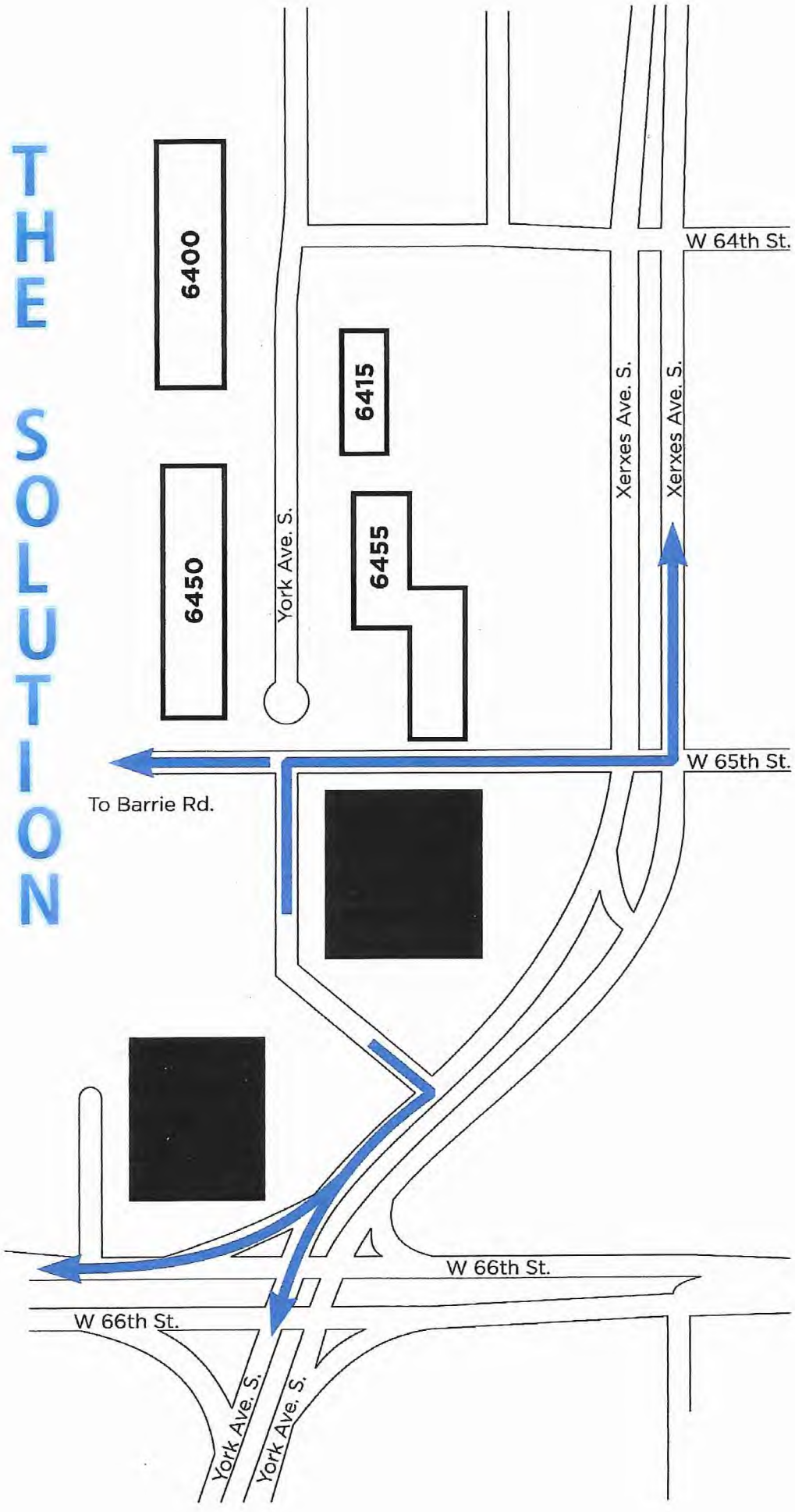
1) to require DLC to relinquish its easement onto York,
2) to create a cul-de-sac on York before Phase One construction begins,
3) to prioritize the extension of 65th Street, constructing it in advance of or in conjunction with Phase Two of the Millennium project, and
4) to address seriously the potential traffic problems from the plethora of new developments in the Greater Southdale Area.

Yours truly,



Peter F. Parshall
6400 York Ave. S., #402
Edina, MN 55435


THE PROBLEM
6400
6450
6415
6455
York Ave. S.
Xerxes Ave. S.
Xerxes Ave. S.
W 64th St.
W 65th St.
W 66th St.
W 66th St.
York Ave. S.
York Ave. S.


THE SOLUTION
6400
6450
6415
6455
York Ave. S.
Xerxes Ave. S.
Xerxes Ave. S.
W 64th St.
W 65th St.
To Barrie Rd.
W 66th St.
W 66th St.
York Ave. S.
York Ave. S.

Heather Branigin

From: Katie Stockwell <kat.stockwell@gmail.com>
Sent: Wednesday, March 09, 2016 10:03 AM
To: Ann Kattreh; Edina Mail
Subject: awesome job, GREAT staff (Parks & Rec)

Follow Up Flag: Follow up
Flag Status: Flagged

as you know registration was a little frustrating this week to say the least for summer programs. I called a several times and I finally spoke to two different people on the two times I got through. First time was Amanda. She was sweet and kind and patient while I explained the problems to her. For all the calls she was fielding on MON morning I was really shocked at how composed and patient she was while dealing with the same question (from me) for probably the 20th time that morning. She was very assuring and told me what to do to get my issues resolved. That was the first experience with your office.

The second time I called I got Vera. Same thing. Patient, reassuring that we would get the classes we wanted (and we did as far as I can tell), and never seemed annoyed that I was asking probably something she had already answered 20 times.

I know you guys are busy this week but I wanted to let you know that your awesome attitudes in dealing with frustrated parents is really making a difference. Instead of us getting some similarily frustrated office workers we we treated with respect and kindness (and patience!). THANK YOU! Keep up the good work!!!!

All the best,
K

Katie A. Stockwell

"Everything around us is made up of energy. To attract
positive things in your life, start by giving off **positive energy**."

Heather Branigin

From: Audrey Nolen <audreyn21156@isd273.org>
Sent: Wednesday, March 09, 2016 12:11 PM
To: Edina Mail
Cc: Jennifer Harrits; Elijah Mickelson
Subject: Invitation to cigarette disposal presentation

To whom it may concern:

We have been studying apathy in our 7th grade Language Arts class. We had to identify a problem in the Edina community, gather evidence of the problem and create a campaign to educate people about the issue. The problem we chose was cigarette litter on the ground that damages the environment.

To collect evidence, we created a survey and went on a walk to collect cigarette litter. We found two sandwich bags full of cigarette litter on a one and a half mile walk. We have come up with a solution and a campaign that we would like to share with you. Please join us on Friday March 17th at South View Middle School in Edina. Our five minute presentation will be between 10:45 and 11:00 in the Dragseth Theater. Thank you for your help and we hope to see you Friday!

Sincerely,
Audrey N, Alexis F & Katherine F

Heather Branigin

From: Steve Timmer <stimmer@planetlawyers.com>
Sent: Wednesday, March 09, 2016 1:32 PM
To: Kevin Staunton; James Hovland
Subject: Ron Erhardt endorsement

Gents,

I know that both of you have endorsed Ron.

I solicited endorsement statements (short) from Melisa Franzen and Paul Rosenthal and wrote them into a story at LeftMN. I'd like to do that with the two of you, too. If you could each give me a few sentences of endorsement, I would appreciate it.

I've also gotten an endorsing statement from Ron Way that will be in a story in a few days.

Thanks, Steve

Helping People. Changing Lives.
Community Action PARTNERSHIP OF SUBURBAN HENNEPIN
PART OF AMERICA's POVERTY FIGHTING NETWORK

Community Action Partnership of Suburban Hennepin

Changing Lives, Improving Communities

You are cordially invited to join
Community Action Partnership
of Suburban Hennepin
at our Annual Board Meeting and Dinner.

Thursday, March 31, 2016

Minneapolis Marriott Southwest Hotel
5801 Opus Parkway
Minnetonka, MN 55343

AGENDA

5:00 – 5:45 P.M.	*Annual Board Meeting*
6:00 P.M.	*Dinner*
7:00 P.M.	*Guest Speaker*
	Hennepin County Commissioner
	Jan Callison

Menu Choice: *Herb Crusted Walleye or*
Baked Chicken Breast & Thigh or
Prosciutto Wrapped Pork Loin or
Mushroom Rigatoni

Please R.S.V.P. by March 24, 2016
To Char Guse @ 952-697-1300

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Homebuyer Education
Homeless Services
Home Maintenance & Rehab
Legal Services
MNSure Application Assistance
Planning & Development
Reverse Mortgage
SNAP (Food Support) Outreach
Tax Assistance

Heather Branigin

From: Sean Plemmons <sean.plemmons@ecm-inc.com>
Sent: Wednesday, March 09, 2016 4:13 PM
To: James Hovland
Subject: Edina community guide introduction

Mayor Hovland,

As I'm sure you've done in the past, the Sun Current is getting ready for the publication of the Edina Community Guide and the first page has a "Welcome to Edina!" short introduction written by yourself. It's generally around 300 words.

I don't know if you want to add or take away to what you wrote for last year's community guide, but I thought I would let you know the deadline for writing is April 1.

I won't be here to see the completion of the community guide because I recently accepted a new job working for the State. It's been a pleasure working with you and the city council.

If you have any questions, you can reply to this email because someone will be continually checking it after I leave. Thanks so much.

Sean Plemmons
Community Editor
Edina Sun Current

Heather Branigin

From: AndrewX.Nelson <AndrewX.Nelson@target.com>
Sent: Wednesday, March 09, 2016 10:33 PM
To: James Hovland
Subject: Dan Patch Line

Mayor Hovland,

I recently heard that the Edina City Council has moved it stance from against commuter rail on the Dan Patch Line to now being neutral. Is there any truth to this and if so, could you explain the change in stance?

Thank you,

Andy Nelson
Todd Park Neighborhood

KYLE HUNT & PARTNERS
INCORPORATED

March 8, 2016

Mayor James Hovland
City of Edina
4801 West 50th St.
Edina, MN 55424

Dear Mayor Hovland,

We are excited to announce that we have just started a remodeling project at the home of Jeff & Lauren Kiesel. Enclosed is a copy of the letter that we sent to those in the neighborhood near the home at 4618 Moorland Avenue informing them of the project.

We will do our best to keep the site secured, protected, and maintained throughout the construction process. However, should a problem arise please contact the Project Manager, Glenn Hartmann at 952-476-4564 ext. 31, if you have any questions or concerns. Thank you.

Sincerely,

Kyle H. Hunt
President

Enclosure

KHH/tkh

An Uncommon Building Company

18324 Minnetonka Boulevard
Deephaven, Minnesota 55391

Phone: 952.476.5999
Facsimile: 952.476.2134

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Minnesota Prayer Breakfast
730 Second Avenue South, Suite 415
Minneapolis, MN 55402
www.minnesotaprayer.org

"I urge you, first of all, to pray for all people. Ask God to help them; intercede on their behalf, and give thanks for them. Pray this way for kings and all who are in authority so that we can live peaceful and quiet lives marked by godliness and dignity. This is good and pleases God our Savior..." — St. Paul writing to his young successor Timothy

March 9, 2016

Dear Mayor Hovland,

We know how hard it is to be a leader — and we believe that prayer helps.

In appreciation and support for your role as a Minnesota leader, we invite you to be with us on Tuesday, April 12 at the Minneapolis Hilton for the 56th Minnesota Prayer Breakfast. We will gather to ask for God's help to provide a better life "for all people" and we would be honored by your presence with us.

In the long tradition of this event, we have worked to create a unity-building experience that steers clear of divisive religious and political issues, so we can come together under the universal teachings of Jesus. This year our theme will be "Stories of Struggle and Faith." We will be hearing from Minnesota leaders who have experienced failure, persecution and grief in their own lives, and have emerged full of hope in God and a better future. After breakfast, we will be offering six Break-out Sessions, which will explore crucial challenges for all of us in light of Jesus' words and life-example.

This event is put together for leaders like you. Our table hosts are eager to offer you a complimentary seat at the Prayer Breakfast. If ethics regulations do not permit you to accept it, we would be happy to make arrangements to accept your payment. The Breakfast runs from 7:00 - 8:40 am, and the Break-outs from 9:00-10:00. Contact me at 612-703-4819 or mooronx@gmail.com, or visit our minnesotaprayer.org website for answers to any questions you may have.

Thank you for your leadership. Please join us. Whether you are able to or not, know that we do pray for you.

Sincerely,

Steve

Steve Moore
Minnesota Prayer Breakfast Committee

Heather Branigin

From: USCM/Tom Cochran <actionalert=usmayors.org@mail222.atl81.rsgsv.net> on behalf of USCM/Tom Cochran <actionalert@usmayors.org>
Sent: Thursday, March 10, 2016 4:17 PM
To: Edina Mail
Subject: 157 Mayors Help Support Flint

THE UNITED STATES CONFERENCE OF MAYORS

1620 EYE STREET NORTHWEST
WASHINGTON, D.C. 20006
TELEPHONE (202) 293-7330
FAX (202) 293-2352
URL: www.usmayors.org

TO: The Mayor

FROM: Tom Cochran, CEO and Executive Director

On behalf of Conference of Mayors President Baltimore Mayor Stephanie Rawlings-Blake, I stood today with Mayor Karen Weaver in Flint City Hall to release a bipartisan letter signed by 157 mayors urging President Obama and the U.S. Congress to provide resources needed to help Flint address the ongoing lead water crisis.

Former Atlanta Mayor Shirley Franklin and our Mayors Water Council staff team were with me in City Hall, and all of us have been working to assist Flint since the beginning of this year.



This letter has been sent to President Obama at the White House, and to every Member of Congress. We plan to continue this effort and will demonstrate our ongoing support for the City of Flint, and so we encourage you to sign onto the letter if you have not done so already. To add your name, please go to http://usmayors.org/MayorsStandWithFlint.

Mayor Weaver Leads

During this second USCM trip to Flint, we again met with Mayor Weaver and her team to review the progress that has been made locally to provide safe water the people of Flint.

Mayor Weaver campaigned on this issue and has brought public attention and government resources to address it since she took office. We stand with her as she moves to recover Flint's infrastructure, public health, and economy in the wake of this man-made disaster. Today, we worked on a plan to implement this recovery.

Lead service lines are beginning to be replaced as funds become available. The Mayor and her team have identified priority homes for pipe replacement to include homes with children under 6, pregnant women, and homes that are still testing positive for lead. The Mayor has a plan in place and the capacity to work on this, but Flint needs funding for implementation.

I urge you to continue to support your colleague and the democratically elected leader of Flint, Mayor Karen Weaver, in any way you can. We will be sending you regular updates regarding the Mayor's needs to assist her with her efforts.

If you have any questions or would like to assist, please contact me (202-293-7330 / tcochran@usmayors.org) or my Water Council team, Assistant Executive Director Judy Sheahan (202-861-6775 / jsheahan@usmayors.org) and Dr. Richard Anderson (202-861-6795 / randerson@usmayors.org).



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Heather Branigin

From: Dave and Margie Born <imborn@earthlink.net>
Sent: Friday, March 11, 2016 12:40 PM
To: James Hovland; Mary Brindle; Kevin Staunton; Robert Stewart; swensonann1@gmail.com
Subject: Lake Edina

I live on lake Edina and stand with the neighborhood and demand a wall or plants at the west side of Lake Edina. The change to my view, and the noise from the highway with the removal of trees has been unbelievable. The residence deserve better!!!
Margie Born

Heather Branigin

From: Lynn Hu <lynn@environmentminnesota.org>
Sent: Friday, March 11, 2016 1:10 PM
To: Edina Mail
Subject: Our waters still need your help
Attachments: Ag_pollution_endorsement_form.pdf

Dear City Council Member Hovland,

My name is Lynn Hu, and I am working with Environment Minnesota on a campaign to educate the public about corporate agriculture polluting our waters. I hope you had a chance to look over my previous email about the issue, and the endorsement letter as well. I've attached another copy just in case.

I plan to follow-up by phone to tell you more about our campaign, and answer any questions you might have. Thank you for your time, and I look forward to your support.

Best,
Lynn

Corporate agribusiness, stop polluting our water.

One of the biggest threats to our water is how big corporations are running – and ruining -- many of America's farms.

Factory farms generate massive amounts of waste with no place to put it. All too often, this manure – plus huge amounts of fertilizer and chemicals from mega-farms – winds up in our rivers, lakes, and streams.

The consequences of this corporate agriculture pollution include an enormous bloom of toxic algae in Lake Erie that contaminated the drinking water of 500,000 people; 100,000 miles of American rivers and streams that are now too polluted for swimming and drinking; and huge biological "dead zones" from the Chesapeake Bay to the Great Lakes to the Gulf of Mexico in which no life can survive.

By and large, the practices needed to curb this pollution are well-known, but these big companies won't stop polluting unless the public demands it.

That's why I am joining the call to corporate agribusinesss:
Stop polluting our waterways.

Name: _____

Business/Organization: _____

Title: _____

Address: _____

Phone: _____ Email: _____

Heather Branigin

From: Joel Stegner <joel.r.stegner@gmail.com>
Sent: Friday, March 11, 2016 8:50 PM
To: Edina Mail
Subject: Transportation Study for the Titus Building project.

Dear Council Members,

I live at the Colony of Edina, in the same small neighborhood where the Titus Building is located. I have used the services of the building on two occasions. Prior to having a kidney transplant, I received dialysis services on the ground floor of that building. That location provided excellent access for Edina area dialysis patients, many of which continue three or four day a week visits to the facility sometimes for years until their time comes of the waiting list. My wait was short as I had a living donor match, but I saw many patients who were in very frail condition. I could only imagine how hard it would be for them to come up 150 times a year and how important convenience was for them and their friends and family who drove them to the facility. If this business is still operating there (I believe it is), I wonder where it will be relocated, or if they plan to do so. Hopefully, there is an equally convenient place somewhere else in the medical district.

I also use a dentist who has officed for a number years in the building. Previously, he had an Edina office on the other side of France at 65th, but was displaced when that building was demolished to make way for the Orthopedics building. It is a very nice office and I'll be sad to see it go. I haven't talked to him about his plans, but I hope he stays somewhere in Edina. By the way, I also saw him earlier in my life at an office in Robbinsdale, where he was displaced by the expansion of North Memorial. He is an excellent dentist and I would hate to see him leave the community or perhaps consolidate with his office in Plymouth.

If Edina is interested in supporting existing businesses, I would hope that city government looks out for businesses who get displaced by these projects, as it is easier to keep a thriving business than to pay incentives to bring in someone new.

That isn't the main reason I'm writing. I looked over the revised transportation study and felt that the conclusion - that no traffic improvements are necessary, is incorrect, as it is obvious to anyone who lives and travels through the area that the status quo is grossly inadequate,for the reasons I will outline below. The proponent initially talked about their project as being pedestrian friendly. At that time, I was curious how they proposed to do that, not just for their residents but for the whole community. My curiosity increased after I was appointed to the Greater Southdale working group last year. The area is currently pedestrian unfriendly and there is nothing in the project that will improve things, and potentially make them far worse.

Currently, the crosswalks at 66th and York/Xerxes are grossly inadequate, actually quite pedestrian unfriendly. Riding a bicycle through the intersection would be extremely

dangerous, and there is no easy way to go through the neighborhood on bike or foot, as there are no bike paths or continuous sidewalks. There are sidewalk on the outside of the area, but generally close to the street and with less than perfect crosswalks. The current entrance and exit to the Titus Building off of Xerxes is extremely dangerous, as it occurs after a curve - in a blind spot. The only way to get through the neighborhood are on 65th (which dead ends), Barrie Road and Heritage Drive. Barrie/Heritage was reported to have the highest peak car traffic of any residential neighborhood street in the city without continuous sidewalks - the few walkers are walking in the street in traffic, particularly dangerous in the winter months. Many are taking a short cut via Heritage to Fairview Southdale, traffic that burdens the whole neighborhood. One cannot take sidewalks from the Colony anywhere in the neighborhood - until with a block of those buildings, there are no neighborhood sidewalks, despite plenty of room for them in the single lane 65th street.

The Greater Southdale work group has discussed improving traffic flow within the neighborhood. If 65th street were completed to Xerxes part of the project all the traffic wouldn't have to enter the roadway on a blind curve, but with much improved visibility. Traffic speeds on Xerxes (a factor I didn't see noted in the consultant's traffic study) are well over the speed limit. People coming out of that drive way wanting to go East on 66th now have to cross three lanes of traffic, at great risk of an accident. I can understand why the developer wants to make claims that traffic will not be impacted and that there is no immediate need for pedestrian improvements, but at rush hour, when their traffic will load and unload, they will make a bad situation worse, without changes. In a medical building, the traffic other than employees is spread over the day.

I would also point out that the Council just approved two other building projects kitty corner across 66th and is being asked to approve a new hotel right across the street. What really is needed is a traffic study for the entire intersection and surrounding roads and walkways done by the city, which would have a more realistic view of what is likely to happen when all the buildings come on line. The time to make any needed street and pedestrian improvements on 65th, 66th and York/Xerxes is sooner rather than later, and making sure that the developers pay a fair portion of the costs.

It will take time to build through a 65th street extension and working with the others that are impacted by this. Studies of this should not be delayed. 65th does not have to be a straight road - in fact, it could make a jag and come out on 66th, with a full stop light put in, slowing traffic on Xerxes. The crosswalks at nearby 66th intersectionneed to be totally done with the highest possible quality markings - as seen elsewhere in the city, including the turning lane which is currently unmarked. It would be a good idea to put a blind entrance sign farther north on Xerxes so drivers are more cautious, rather than gunning their engine to beat the light at 66th.

At the same time, the stoplights should be upgraded with timing walking signals making it clear to pedestrians and drivers how much time they have to clear the intersection. Given that traffic speeds are also excessive on 66th, with lots of entrances, simply saying that no further work is needed is not really an honest assessment of the situation. Other than completing 65th, the other parts of my suggestion are relatively

inexpensive and need to be seriously considered now as conditions for approving this development and the one across the street. While developers might chip in some money and cooperate for the benefit of their customers, it really is up to the city to not delay what what has long been overdue.

I do not suggest I am speaking on behalf of any group - my views are purely personal, but I believe are well-informed and reasonable. Thanks for your consideration!

Sincerely,
Joel

Joel Stegner
6312 Barrie Road 1C
Edina, MN 55435
952-843-3440

Heather Branigin

From: Kevin Roche <kevin.h.roche@gmail.com>
Sent: Saturday, March 12, 2016 12:21 PM
To: James Hovland
Subject: Highway 169 rebuild

I am writing to urge you and each of the city council members to take immediate action to persuade our legislators to force a revamp of the Highway 169 closure plans. As you know MnDOT, notwithstanding substantial neighborhood and commuter opposition, is bound and determined to shut both directions of Hwy 169 down at the same time to rebuild nine mile creek bridges. This is literally insane.

The closure will force people to drive through the Parkwood Knolls and Indian Hills neighborhoods seeking alternatives or going around the closed area. It will have a cascade effect radically increasing traffic in other Edina neighborhoods. These neighborhoods already at rush hours have many cars coming off the highways, especially 62 and 169 and driving recklessly through residential areas, at high speeds, doing 180s, ignoring stop signs, etc.

Imagine what is going to happen when 169 is closed. Are we going to wait til some child on a bicycle is killed or there are serious car accidents? And why should Edina residents in these neighborhoods bear the brunt of MnDOT's lunacy.

I hope that the council is already trying to address this before it occurs. But the legislature is the best route for changing this, so you all need to talk with our legislators about the seriousness of this issue.

There is no reason why MnDOT can't close one side at a time and use the other side for two-way traffic, as it did with the Hwy 100 and Hwy 494 rebuilds. Please, I beg you to do something to stop this.

--
Kevin Roche 6800 Dakota Trail
see my website at www.healthy-skeptic.com

Heather Branigin

From: Divya Danthuluri <divyad21130@isd273.org>
Sent: Saturday, March 12, 2016 5:43 PM
To: Edina Mail
Subject: Invitation to Littering in Parks Presentation

To whom it may concern,

We have been studying the topic of apathy in our 7th grade Language Arts class. Our teachers asked us to find a problem in our community, gather evidence, and create a campaign to inform people about our problem. The problem we are doing for our Apathy Project is Littering in Parks.

After visiting the South View Middle School Field, We found over a 100 pieces of trash. We have a solution and we would like to share our project about Littering in Parks with you! Please join us for our presentation in the Dragseth Auditorium at South View Middle School in Edina on March 18th. Our five minute presentation will be from 7:45-8:10 that morning. If you can not make it, we would be more than happy to share our presentation with you!

Thank you and we hope to see you on Friday!

Cate F, Divya D, and Olivia H.
7th Grade Students, South View Middle School

Heather Branigin

From: Angie Buyse <iseauski@gmail.com>
Sent: Sunday, March 13, 2016 2:18 PM
To: jonathan.vlaming@threeriversparks.org
Cc: Jane Fox; Connie Lee; Dean Mathews Sr; Lucia Copland; Guy Logan; Carol Logan; Neal Logan; Ben; Mia Blanchett; williamallenwebb@gmail.com; nealjblanchett@gmail.com; betteanderson@yahoo.com; prosen38@yahoo.com; James Hovland; Mary Brindle; Kevin Staunton; Robert Stewart; swensonann@gmail.com
Subject: Lake Edina Bike Path small group neighborhood meeting

Jonathan:
My name is Angie Buyse, and I live at 4729 Hibiscus Avenue. We are hosting the meeting for the small neighborhood gathering regarding the Lake Edina Bike Trail. The purpose of this meeting is to discuss the exposure to Highway 100 created by all the tree-clearing, and how Three Rivers plans to mitigate the exposure, noise and visual blight.

This meeting needs to take place this week given the fact that you are starting this project on Monday. We are available Tuesday (15th), Thursday (17th) or Friday (18th) evening.

Being that you requested a "small group" for this initial meeting, the group of neighbors cc'd on this email represents less than 10% of the neighbors who have expressed concern over the new exposure to the highway. Additionally, we've included/invited Mayor Hovland and the Edina City Council.

Please "reply all" with your and Eric Nelson's availability this week.

Angie

Angie Buyse
IseaUski@gmail.com
(612) 987-5664

Heather Branigin

From: Common Sense Edina <commonsenseforedina@gmail.com>
Sent: Sunday, March 13, 2016 10:49 PM
To: Scott H. Neal; Brian Olson; Chad Millner
Cc: James Hovland; Robert Stewart; Kevin Staunton; Mary Brindle; swensonann1 @gmail.com
Subject: Common Sense for Edina - City of Edina commercial truck scale not approved for use by the State of MN Weights and Measures

If the city of Edina owns a commercial truck scale it is not registered/approved for use by the state of MN Weights and Measures (see below). Why would the city have a city employee trained to use the scale yet not have the scale approved for the use by the State of MN? Has the commercial truck scale ever been used? Any use of the scale without approval from the state of MN Weights and Measures would be illegal. I would suggest the city contact the state and get the scale approved and the appropriate city staff attend the LTAP education.

Below is a link to FREE truck weight education training put on by MN LTAP.

http://www.mnltap.umn.edu/training/topic/customized/truck-weight/

The city of Edina needs to be more aggressive in weighing over weight construction vehicles given all the damage to our residential streets.

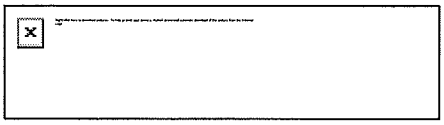
David Frenkel

From: "VanderPlaats, Greg (COMM)" <greg.vanderplaats@state.mn.us>
To: "frenkel@att.net" <frenkel@att.net>
Cc: "Handzel, Fran (COMM)" <frances.handzel@state.mn.us>
Sent: Wednesday, February 24, 2016 6:33 AM
Subject: RE: City of Edina truck scale

Sir,

I cannot locate a scale owned by the City of Edina in our database. If you have more information, like the address where the scale is located, that would help. It could be that the city owns a scale, that is not used commercially, so we would not test it.

Greg VanderPlaats
Assistant Director, Weights and Measures
Minnesota Department of Commerce
14305 Southcross Dr W #150, Burnsville, MN 55306-7011
P: 651-539-1559

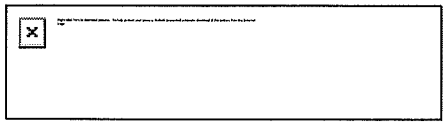


From: "VanderPlaats, Greg (COMM)" <greg.vanderplaats@state.mn.us>
To: David Frenkel <frenkel@att.net>
Sent: Wednesday, February 24, 2016 7:30 AM
Subject: RE: City of Edina truck scale

David,

We test inspect, inspect, and approve scales that are used commercially. We don't calibrate, or make adjustment to them. So if the city of Edina has a scale that is being used commercially, we would like to know about it.

Greg VanderPlaats
Assistant Director, Weights and Measures
Minnesota Department of Commerce
14305 Southcross Dr W #150, Burnsville, MN 55306-7011
P: 651-539-1559



From: Brian Olson <bolson@EdinaMN.gov>
Subject: RE: spring load restrictions
Date: March 1, 2016 at 2:21:24 PM CST

Cc: Chad Millner <cmillner@EdinaMN.gov>

Thank you for writing to us about your concern regarding spring load restrictions. Our normal residential roadway is posted at 5 tons per axle and a permit allows six tons per axle. The Police Department responds to concerns about overweight vehicles and does have a portable scale. If the officer that is trained and certified in the use of the scale is unavailable then the responding officer has the ability to call the state patrol for a weight.

Garbage trucks and school buses are exempt from this requirement.

I hope this helps,
Brian

Brian Olson, Public Works Director
952-826-0311 | Fax 952-826-0392
bolson@EdinaMN.gov | www.EdinaMN.gov
...For Living, Learning, Raising Families & Doing Business

Heather Branigin

From: Catherine M. Walker <Catherine.Walker@hennepin.us>
Sent: Monday, March 14, 2016 10:14 AM
To: emax33721@aol.com; Kristi-Halverson@comcast.net; 'jennifer.munt@metc.state.mn.us'; 'jhovland@krausehovland.com'; Janis Callison; 'knelson@edenprairie.org'; 'mbrindle@comcast.net'; akuznia@hopkinsmn.com; 'ntyra-lukens@edenprairie.org'; Peter McLaughlin; 'suesanger@comcast.net'; 'tschneider@eminnetonka.com'; 'twagner@eminnetonka.com'; russ@metrostability.org; 'Will.Roach@bakertilly.com'; Linda Higgins; lisa.goodman@minneapolismn.gov; James Hovland; khalverson@hopkinsmn.com; Marion Greene; krogness@minnehahacreek.org
Subject: SW CW Steering Comm - March 17th Meeting Materials
Attachments: 1_AgendaMarch2016_FINAL.pdf; Packet_03172016_FINAL.pdf

Members.....Enclosed are the meeting materials for the Thursday, March 17th meeting of the Southwest LRT Community Works Steering Committee. The meeting will be held at 1:30 PM at the St. Louis Park City Hall.
The meeting will include a discussion of state legislative activities including funding for the Southwest LRT project. A resolution to encourage the MN State Legislature to fund the Southwest LRT project will be considered at the meeting. A draft of the resolution will be provided in advance of the meeting for your review and consideration.
Thank you and please let me know if you are unable to attend the meeting.....Katie

Disclaimer: If you are not the intended recipient of this message, please immediately notify the sender of the transmission error and then promptly delete this message from your computer system.

SOUTHWEST LRT community works

Beyond the Rails
swlrtcommunityworks.org

Southwest LRT Community Works Steering Committee
Thursday, March 17, 2016
1:30 – 3:00 PM
Council Chambers, St. Louis Park City Hall

Agenda

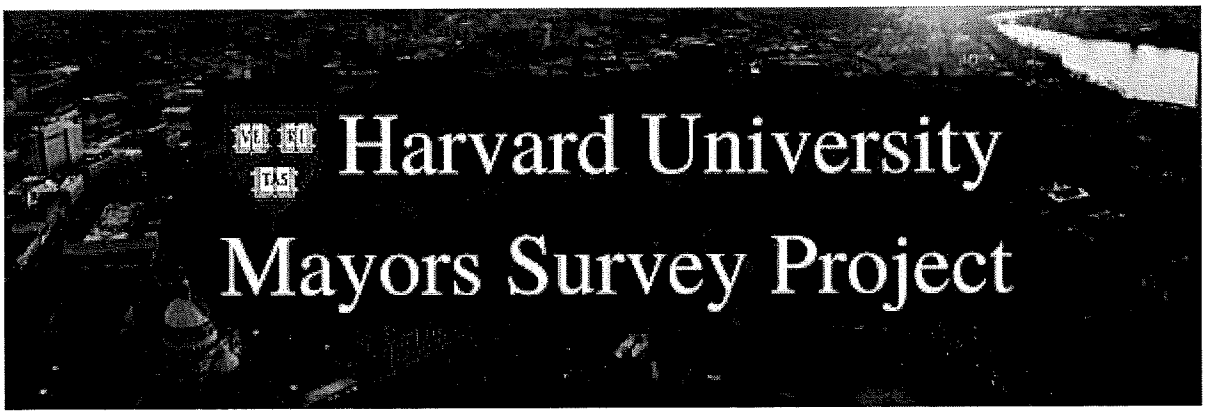
I.	**Welcome and Announcements** *Hennepin County Commissioner Jan Callison*	**1:30 to 1:35 PM**
II.	**Approval of the January 2016 Meeting Minutes*** *Hennepin County Commissioner Jan Callison*	**1:35 to 1:40 PM** *(Action)*
III.	**Committee Updates** *Technical Implementation Committee (TIC)* *PLACES committee* *Business & Community Advisory Committees (BAC/CAC)*	**1:40 to 1:50 PM**
IV.	**Marketing/Communications** *Eden Prairie Stations Video* *Annual Report*	**1:50 to 2:05 PM**
V.	**Legislative Update**	**2:05 to 2:25 PM**
VI.	**Resolution: Support SW LRT State Funding**	**2:25 to 2:30 PM** *(Action)*
VI.	**Finance Tools** *Julie Wischnack, Minnetonka*	**2:30 to 2:45 PM**
VII.	**Community Development Update**	**2:45 to 3:00 PM**

**enclosed*

The next Southwest Community Works Steering Committee meeting will be held on Thursday, ***May 19, 2016*** *at the St. Louis Park City Hall at 1:30 PM.*

Heather Branigin

From: Dr. Ryan Enos <noreply@qemailserver.com>
Sent: Monday, March 14, 2016 10:20 AM
To: James Hovland
Subject: Harvard University Mayors Survey Project



Dear Mayor Hovland,

We would like to invite you to take part in a survey as part of a study conducted by researchers at Harvard University. We want to know more about mayors, like you.

By participating in the survey, you have the opportunity to provide valuable information about mayors' policy priorities, primary information sources, and goals for their tenure in office. We appreciate your time, and hope that you will take advantage of this chance to further our understanding of important aspects of your work in municipal government.

The research is being done by Dr. Ryan Enos, Associate Professor from Harvard University, and Peter Bucchianeri, Riley Carney, Gabrielle Malina, and Amy Uden, graduate students in the Harvard University Government Department.

The survey will only take you about 10 minutes, and you can skip questions that you do not want to answer or stop the survey at any time. We will not share your individual answers with anyone. We are only interested in understanding the general experiences of elected mayors.

If you're willing to share your experiences, **please follow this link to the Survey:**
Take the Survey

Questions? Please contact Dr. Ryan Enos, Associate Professor, Harvard University Department of Government, at renos@gov.harvard.edu, 617-496-1724, or 737 Cambridge St, CGIS Knafel Building 406, Cambridge MA 02138.

Thank you for your time.

Best regards,

Dr. Ryan Enos

Associate Professor
Harvard University Department of Government

Having trouble with the survey link? Please copy and paste the URL below into your internet browser:
https://harvard.az1.qualtrics.com/SE?Q_SS=0B1S3IscG5AWTWJ_cMWXd2DW1zdkfS5&Q_CHL=email

Follow the link to opt out of future emails:
Click here to unsubscribe

Heather Branigin

From: Vlaming, Jonathan <Jonathan.Vlaming@threeriversparks.org>
Sent: Monday, March 14, 2016 12:45 PM
To: Angie Buyse
Cc: Jane Fox; Connie Lee; Dean Mathews Sr; Lucia Copland; Guy Logan; Carol Logan; Neal Logan; Ben; Mia Blanchett; williamallenwebb@gmail.com; nealjblanchett@gmail.com; betteanderson@yahoo.com; prosen38@yahoo.com; James Hovland; Mary Brindle; Kevin Staunton; Robert Stewart; swensonann@gmail.com; Nelson, Eric; Gurski, Amy; Chad Millner
Subject: RE: Lake Edina Bike Path small group neighborhood meeting

Great – We have the Mayor's Conference Room reserved from 6 to 7 PM tomorrow evening. It is the room immediately to the left as you enter the front doors. See you there.
Jonathan

From: Angie Buyse [mailto:iseauski@gmail.com]
Sent: Monday, March 14, 2016 12:02 PM
To: Vlaming, Jonathan
Cc: Jane Fox; Connie Lee; Dean Mathews Sr; Lucia Copland; Guy Logan; Carol Logan; Neal Logan; Ben; Mia Blanchett; williamallenwebb@gmail.com; nealjblanchett@gmail.com; betteanderson@yahoo.com; prosen38@yahoo.com; jhovland@edinamn.gov; mbrindle@edinamn.gov; kstaunton@edinamn.gov; rstewart@edinamn.gov; swensonann@gmail.com; Nelson, Eric; Gurski, Amy
Subject: Re: Lake Edina Bike Path small group neighborhood meeting

6 pm at Edina City Hall seems like a great option.
We will see you there.

Thank you,
Angie

Sent from my iPhone...
Angie Buyse
(612) 987-5664

On Mar 14, 2016, at 10:32 AM, Vlaming, Jonathan <Jonathan.Vlaming@threeriversparks.org> wrote:

> Hi Angie,
>
> Eric Nelson, our trail project manager, and I can meet this Tuesday, March 15. We are also on the City Council agenda that evening for their meeting that starts at 7 PM. Would it be possible to meet at your house at 6 PM? My wife is out of town this week, and I'll be shuttling my kids around, so I am not able to do an earlier meeting. Alternatively, we could meet at City Hall, which might work better for the elected officials.
>
> Hwy 100 trail bridge construction is starting this week. However, the trail construction by Lake Edina is not scheduled to occur until after we have had a chance to do the on-site meeting with all Lake Edina residents, now tentatively scheduled for Saturday April 9th. I can't schedule the big meeting earlier without running into potential conflicts with people being out of town for the Edina Schools spring

break. Once I have had a chance to check in with the City Council and Mayor, I will finalize the date and send out invites to everyone.

Please let me know if Tuesday @ 6 PM works, and your preference for meeting location. I look forward to meeting you and your neighbors.

<image001.jpg>
Jonathan Vlaming
Associate Superintendent -
Planning, Design & Technology
Three Rivers Park District
3000 Xenium Ln N
Plymouth, MN 55441
Wk: 763-694-7632
Cell: 612-490-5220

From: Angie Buyse [mailto:iseauski@gmail.com]
Sent: Sunday, March 13, 2016 2:18 PM
To: Vlaming, Jonathan
Cc: Jane Fox; Connie Lee; Dean Mathews Sr; Lucia Copland; Guy Logan; Carol Logan; Neal Logan; Ben; Mia Blanchett; williamallenwebb@gmail.com; nealjblanchett@gmail.com; betteanderson@yahoo.com; prosen38@yahoo.com; jhovland@edinamn.gov; mbrindle@edinamn.gov; kstaunton@edinamn.gov; rstewart@edinamn.gov; swensonann@gmail.com
Subject: Lake Edina Bike Path small group neighborhood meeting

Jonathan:
My name is Angie Buyse, and I live at 4729 Hibiscus Avenue. We are hosting the meeting for the small neighborhood gathering regarding the Lake Edina Bike Trail. The purpose of this meeting is to discuss the exposure to Highway 100 created by all the tree-clearing, and how Three Rivers plans to mitigate the exposure, noise and visual blight.

This meeting needs to take place this week given the fact that you are starting this project on Monday. We are available Tuesday (15th), Thursday (17th) or Friday (18th) evening.

Being that you requested a "small group" for this initial meeting, the group of neighbors cc'd on this email represents less than 10% of the neighbors who have expressed concern over the new exposure to the highway. Additionally, we've included/invited Mayor Hovland and the Edina City Council.

Please "reply all" with your and Eric Nelson's availability this week.

Angie

Angie Buyse
IseaUski@gmail.com

(612) 987-5664

Heather Branigin

From: Catherine M. Walker <Catherine.Walker@hennepin.us>
Sent: Monday, March 14, 2016 1:07 PM
To: emax33721@aol.com; Kristi-Halverson@comcast.net; 'jennifer.munt@metc.state.mn.us'; 'jhovland@krausehovland.com'; Janis Callison; 'knelson@edenprairie.org'; 'mbrindle@comcast.net'; akuznia@hopkinsmn.com; 'ntyra-lukens@edenprairie.org'; Peter McLaughlin; 'suesanger@comcast.net'; 'tschneider@eminnetonka.com'; 'twagner@eminnetonka.com'; russ@metrostability.org; 'Will.Roach@bakertilly.com'; Linda Higgins; lisa.goodman@minneapolismn.gov; James Hovland; khalverson@hopkinsmn.com; Marion Greene; krogness@minnehahacreek.org
Subject: Clarification on Met Council Request

Members....Just a quick clarification that the Met Council is requesting $135 million for the Southwest LRT project not $151 million. Thank you.....

Disclaimer: If you are not the intended recipient of this message, please immediately notify the sender of the transmission error and then promptly delete this message from your computer system.

Heather Branigin

From: Steve Timmer <stimmer@planetlawyers.com>
Sent: Monday, March 14, 2016 8:14 PM
To: Kevin Staunton
Cc: James Hovland
Subject: RE: Ron Erhardt endorsement

Thanks, Kevin; this is great. s

-----Original Message-----
From: Kevin Staunton [mailto:KStaunton@EdinaMN.gov]
Sent: Monday, March 14, 2016 7:50 PM
To: Steve Timmer
Cc: James Hovland
Subject: Re: Ron Erhardt endorsement

Steve - here's what I have to say about my decision to support Ron:

"For over 25 years, Ron Erhardt has been a pragmatic and effective advocate for Edina. Working from both sides of the aisle, he has brought Edina's values to the state capitol and effectively advocated for initiatives that have made both the state and city better places. His work over the years on our state's transportation infrastructure and the key role he played in securing funding for Edina's Veteran's Memorial last year are just two examples of the kind of representation that has earned my support for his effort to return to the legislature for another term. "

Hope that fulfills your needs.

K
From: Steve Timmer
<stimmer@planetlawyers.com<mailto:stimmer@planetlawyers.com>>
Date: Wednesday, March 9, 2016 at 2:32 PM
To: Kevin Staunton <kstaunton@EdinaMN.gov<mailto:kstaunton@EdinaMN.gov>>,
James Hovland <JHovland@EdinaMN.gov<mailto:JHovland@EdinaMN.gov>>
Subject: Ron Erhardt endorsement

Gents,

I know that both of you have endorsed Ron.

I solicited endorsement statements (short) from Melisa Franzen and Paul Rosenthal and wrote them into a story at LeftMN<http://left.mn/2016/03/endorsing-ron-erhardt/>. I'd like to do that with the two of you, too. If you could each give me a few sentences of endorsement, I would appreciate it.

I've also gotten an endorsing statement from Ron Way that will be in a story in a few days.

Thanks, Steve

Jim —

Thank you for attending the round table with us, Minneapolis, and the Secretary of HUD. Your continued leadership on these issues is essential as we plan together for a thriving and equitable region. Thanks again!

Best,
Adam

March 11 2016

LEAGUE OF MINNESOTA CITIES

Mayor: Members of the Council:

It was a distinct privilege for me to meet you and attend the NLC conference with you and other Minnesota city officials. I thoroughly enjoyed the opportunity to get to know you and also represent our state at this event. I want to wish each of you and the City all the best in the future. May you find great personal and

from the desk of

DAVID J. UNMACHT, EXECUTIVE DIRECTOR

professional fulfillment in your service to the citizens of Edina community. I look forward to future work with you and the City.

Jim, Mary, Kevin, Bob and Ann - thank you for your on going support by the League.

Sincerely,

Paul Unmacht

LEAGUE OF MINNESOTA CITIES

David Unmacht, Executive Director
(651) 281-1205 | dunmacht@lmc.org | www.lmc.org
145 University Ave. West | St. Paul, MN 55103

Heather Branigin

From: Neal Blanchett <nealjblanchett@gmail.com>
Sent: Tuesday, March 15, 2016 1:28 PM
To: Neal Logan
Cc: William Webb; Gurski, Amy; James Hovland; Lucia Copland; Mia Blanchett; Mary Brindle; betteanderson@yahoo.com; swensonann@gmail.com; Jane Fox; Carol Logan; Vlaming, Jonathan; Guy Logan; Ben; Angie Buyse; Dean Mathews Sr; Chad Millner; Connie Lee; Kevin Staunton; prosen38@yahoo.com; Nelson, Eric; Robert Stewart
Subject: RE: Lake Edina Bike Path small group neighborhood meeting

I cannot make tonight, but as a preliminary comment, it seems like it would not be complicated to bring up the 2 "dips" to the level of the rest of the berm. Wouldn't that also improve ADA compliance by reducing slopes? I hope it could be done with fill and compaction, relatively quickly. The key then would be thick evergreen tree coverage. If watering the new trees is an issue, can it be pumped either from Lake Edina or from the pond between the berm and Lake Edina? A smart planting plan with multiple rows would really improve the experience for trail users, as that berm is really exposed to traffic, both noise and visually.
Thanks for the meeting, I hope it is productive.

On Mar 14, 2016 2:49 PM, "Neal Logan" <neallogan@gmail.com> wrote:

Thank you!

CITY OF EDINA

4801 West 50th Street
Edina, MN 55424
www.edinamn.gov

Date: March 15, 2016

Agenda Item #: C.1.

To: Mayor and City Council

Item Type:
Minutes

From: Ann Kattreh, Parks & Recreation Director

Item Activity:
Information

Subject: Park Board Meeting, February 9, 2016

ACTION REQUESTED:

INTRODUCTION:

ATTACHMENTS:

Park Board, February 9, 2016

Draft Minutes☐
Approved Minutes☒
Approved Date: 3/8/2016

Minutes
City Of Edina, Minnesota
Park Board
Edina City Hall, Council Chambers
February 9, 2016

I. Call To Order

Chair Gieseke called the meeting to order at 7:03 p.m.

II. Roll Call

Answering roll call were Chair Gieseke, Members Jones, Good, McCormick, Strother, Nelson, Greene and Student Member Lohani. Staff present: Park Board Staff Liaison Ann Kattreh, Assistant Parks & Recreation Director Susan Faus, Administrative Support Specialist Janet Canton and Edina Art Center General Manager Michael Frey,

III. Approval Of Meeting Agenda

Motion made by Good to approve the meeting agenda. Motion seconded by Jones. Motion carried.

IV. Approval Of Meeting Minutes

Motion made by Strother to approve the Jan. 12, 2016 minutes. Motion seconded by Nelson. Motion carried.

V. Community Comment

None

VI. Reports/Recommendations

A. Grandview Facility Operational and Feasibility Study

Staff Liaison Kattreh introduced the following members of the task force and consulting team that were present:

Victor Pechaty, HGA
George Sutton, Sutton & Associates
Sara Shaylie, Sutton & Associates
Michael Frey, Edina Art Center General Manager
Susan Faus, Assistant Director Parks & Recreation

Staff Liaison Kattreh informed the Park Board that tonight's presentation will be the same presentation they plan to give the City Council at next week's work session. She noted that

the goal for the work session is to receive feedback from the City Council on the core and enhanced programs they would like the task force to pursue moving forward with the feasibility study. She stressed it's very important to receive feedback from the Park Board tonight.

Mr. Pechaty gave a Power Point presentation to the Park Board on where they currently are. He indicated they are approximately half-way through at this juncture having identified some potential programs for the facility, created a needs assessment and market analysis as well as assigned some potential construction costs and operating costs for a range of alternatives.

Park Board members asked questions and gave their feedback during the process.

Members Greene and Nelson left the meeting at 8:13 p.m.

Members Jones showed the Park Board two charts she put together. One was with regards to program space and the second chart was with regards to the core cost recovery.

Staff Liaison Kattreh thanked the Park Board for their great feedback.

B. 2016 Annual Work Plan

Assistant Parks & Recreation Director Faus went through each initiative of the work plan and discussed the timeline. She explained to the Park Board she will provide more details about the process with each board member when they have their initial kick-off meeting.

C. Election of Officers

Chair Gieseke stated that because they no longer have a quorum they will need to table the election of officers to the March Park Board meeting.

VII. Correspondence And Petitions

None

VIII. Chair And Member Comments

Chair Gieseke indicated that at the end of the month Members Jones and Segreto terms on the Park Board will come to an end. He thanked them for their six years of wonderful service; it is very much appreciated.

Member Jones thanked the Park Board and staff for always being so good to work with.

IX. Staff Comments

Staff Liaison Kattreh made the following staff comments:

- A new high efficiency filter was installed at the Edina Aquatic Center
- On Jan. 30 Centennial Lakes hosted the Quinn's Cup; there were hundreds of participants
- Braemar Golf Course, along with Hoigaards, hosted a snow shoe event in January and will be hosting another one in February
- Both the golf dome and Tin Fish are doing well; they have been very busy
- Braemar Arena will be hosting an event called "Frozen Fantastical" on Feb. 16
- Braemar Field will be offering some teen nights for ages 11 to 17
- The indoor walking track at Braemar Field has been getting a lot of use
- They are hoping to keep the outdoor ice rinks open through the end of the month, weather pending
- Thanked Member Jones and Member Segreto for the wonderful service and guidance they have provided to both the Park Board and staff

X. Adjournment

Motion made by Gieseke to adjourn the Feb. 9, 2016 meeting at 8:55 p.m. Motion seconded by Good. Motion carried.

CITY OF EDINA

4801 West 50th Street
Edina, MN 55424
www.edinamn.gov

Date: March 15, 2016

Agenda Item #: C.2.

To: Mayor and City Council

Item Type:

From: Jackie Hoogenakker, Planning Support

Item Activity:

Subject: Planning Commission Meeting, February 10, 2016

Information

ACTION REQUESTED:
None.

INTRODUCTION:
Attached are the February 10, 2016 Planning Commission Meeting Minutes for your information

CITY OF EDINA

4801 West 50th Street
Edina, MN 55424
www.edinamn.gov

Date: March 15, 2016

Agenda Item #: XIII.

To: Mayor and City Council

Item Type:

From: Debra A. Mangen, City Clerk

Item Activity:
Information

Subject: Schedule of Upcoming Meetings, Dates Events as of March 15, 2016

ACTION REQUESTED:
None, information only.

INTRODUCTION:

ATTACHMENTS:

Schedule of Upcoming Meetings, Dates & Events

CITY COUNCIL SCHEDULE OF UPCOMING MEETINGS/DATES/EVENTS AS OF MARCH 15, 2016

SCHEDULE OF UPCOMING MEETINGS/DATES/EVENTS

Wed	Mar 15	HRA Work Session	5:30 P.M.	COMMUNITY ROOM
Wed	Mar 15	Work Session – Energy & Environment Commission	6:15 P.M.	COMMUNITY ROOM
Wed	Mar 15	Regular Meeting	7:00 P.M.	COUNCIL CHAMBERS
Tues	Apr 5	Work Session – TBD	5:30 P.M.	COMMUNITY ROOM
Tues	Apr 5	Regular Meeting	7:00 P.M.	COUNCIL CHAMBERS
Tues	Apr 19	HRA Work Session	5:30 P.M.	COMMUNITY ROOM
Tues	Apr 19	Work Session – Grandview Facility Operation & Feasibility Study	6:15 P.M.	COMMUNITY ROOM
Tues	Apr 19	Regular Meeting	7:00 P.M.	COUNCIL CHAMBERS
Wed	Apr 20	2016 Annual Volunteer Recognition Reception	5:00 P.M.	BRAEMAR GOLF CLUB HOUSE
Thur	Apr 21	Board of Appeals and Equalization	5:30 p.m.	COUNCIL CHAMBERS
Tues	May 3	Work Session – State of Infrastructure/Business Meeting	5:30 P.M.	COMMUNITY ROOM
Tues	May 3	Regular Meeting	7:00 P.M.	COUNCIL CHAMBERS
Thur	May 12	Continuation Date Board of Appeals and Equalization	5:30 p.m.	COUNCIL CHAMBERS
Tues	May 17	HRA Work Session	5:30 P.M.	COMMUNITY ROOM
Tues	May 17	Work Session – Planning Commission	6:15 P.M.	COMMUNITY ROOM
Mon	May 30	MEMORIAL DAY HOLIDAY OBSERVED – City Hall Closed		