Grandview Community Advisory Team

Meeting Packet

March 10, 2014
6:30 to 8:30 PM
Edina City Hall

Packet Contents

1) Agenda
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    a. February 10, 2014
3) Community Comment
    a. K. Montgomery materials from Feb 27
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    c. A. Brown materials from Feb 27
4) Public Works Site RFI draft to review (3-10-2014 draft)
    a. Co-chair Janovy comments from Feb 27
5) Infrastructure Studies
    a. Sanitary Sewer Study
    b. Water Distribution Study
    c. Transportation Study

Distributed March 6, 2014

Grandview Community Advisory Team (CAT)

Monday, March 10, 2014
6:30 to 8:30 PM

Edina City Hall, 4801 West 50th St.
Council Chambers (first floor)

Agenda:

1) Call to Order
2) Approve Meeting Notes
3) Community Comment
4) Discuss Public Works site RFI (draft)
5) Prepare for City Council Presentation
6) Adjourn

Next Meeting: Tuesday March 18, 2014 at 7:00 PM (City Council)

City of Edina
Grandview Community Advisory Team

February 10, 2014 Meeting Notes

Present: Jimmy Bennett, Co-Chair Mike Fischer, Co-Chair Jennifer Janovy, Pat Olk, Sandy Fox, Kevin Staunton, Sue Jacobson, Nancy Grazzini-Olson, Bright Dornblaser, Bill Neuendorf (staff liaison)

Absent: Bill McReavy

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1) Call to Order – The Meeting was called to order by Co-Chair Jennifer Janovy at 6:38 p.m.

2) Approve Meeting Notes – The meeting notes from December 9, 2013 and January 13, 2014 were unanimously approved.

3) Community Comment – Resident Kim Montgomery asked how the RFI will define community needs. It was agreed this would be discussed under RFI Draft Review.

   Resident Sue Davison reported that she had difficulty signing up for City Extra and could not find this meeting listed on the online Events Calendar. She indicated she and her husband were unable to attend the joint City Council work session in January.

4) Staff Updates – Mr. Neuendorf summarized the Staff Update memo: the resident survey has been implemented, and results should be back within a week; Bill Weber is present to discuss the Community Facility Inventory; the RFI draft will be discussed tonight.

   The group requested that the City investigate how large infrastructure projects can be considered for inclusion in a future State bonding bill.

5) Community Facility Inventory Presentation – Mr. Bill Weber of Weber Community Planning presented his study which is an inventory of community facilities located in and near Edina. In Mr. Weber's opinion, there seemed to be several interests that expressed a need for a flat, multi-function space with the ability to move chairs and with access to a kitchen. In his opinion, he also noted that there seems to be demand for additional theatrical space, gymnasium space controlled by the City, more space for the Edina Art Center, Community Ed, the Arts and Culture Commission, the Senior Center, as well as meeting space and storage space for the 75 various civic and/or community groups in Edina.

As a next step, he suggested that the community may find value in a strategic planning session with interested parties to discuss options for public facilities at the Grandview site.

Extensive discussion was held surrounding the next steps of the facility inventory and how to frame the conclusions. The group decided to modify the report's Perception of Need; the list of interviewees will be combined with the perceptions of need, along with a note that those perceptions are based upon those interviews.

6) RFI Draft Review – The most current draft of the RFI was discussed. The three drafts reviewed at last meeting were combined into one document. The group was generally agreeable with the direction of the current draft. Team members were requested to direct additional comments to Ms. Janovy, Mr. Fischer, and Mr. Neuendorf prior to the next meeting. All comments will be considered in the next version discussed at the next meeting.

7) Adjourn – The group discussed possible dates for the next meeting so that the consultant can present the results of the Resident Survey. The next meeting will be held Thursday February 27, 2014. The meeting adjourned at 8:58 p.m.

Prepared by: Allison Burr, *Timesaver Offsite Secretarial, Inc.*
Reviewed by: Bill Neuendorf 2-27-2014

February 27, 2014

To the GrandView Community Advisory Team

Cc: Edina City Council

I understand the CAT is going to have a discussion about potential public uses for the former public works site tonight. In advance of that discussion, I thought it might be helpful for the CAT to see a successful Gold LEED certified community center in Vancouver, WA. I have attached a case study for Firstenburg Community Center.

I am also sending a link to the Master Plan used in creating the Firstenburg: http://www.sportsmgmt.com/projects/featuredprojects/firstenburg_assets/Firstenburg.pdf

Vancouver used its strategic planning processes (Parks and Recreation Facilities and Services Strategic Plan and Comprehensive Facility Needs Study) to **first** define community goals. Edina is about to embark on its Vision 2040, revise its Comp Plan and create a Parks and Recreation Master Plan. Like Vancouver, these plans could and should be used to first inform community needs planning in GrandView.

The public process to define programming, site planning and do conceptual design work **took 3 months** (page 3-Master Plan). In addition, the Master Plan included a market analysis, projections for capital costs, revenue potential, estimated operations costs and capital funding recommendations. In total, the study to define and design the community center took **6 months**.

In order to adequately address, design and develop public amenities to serve community needs in GrandView, an experienced public realm consultant (not a developer) should be engaged. To do less, will short-change Edina and its residents.

Thank you, as always, for your time and attention.

Respectfully,

Kim Montgomery

Firstenburg Community Center

Vancouver, Washington

The LEED Gold Certified Firstenburg Community Center creates an enduring model of civic architecture and a source of pride for the city of Vancouver. With thousands of visitors daily, the Center provides an unequaled opportunity to demonstrate to the public the benefits and beauty of successful green design.

opsis architecture

The Firstenburg Community Center is a multi-use facility that combines recreational and community spaces with other public services. It embodies the character of the community, provides convenient access to services and brings together a diverse mix of users.

The recreation program includes swim and warm water leisure/therapy pools, a two-court gymnasium, fitness space, aerobics dance studios and multi-purpose activity spaces. The community spaces incorporate child watch, a teen lounge and game room, a senior lounge and resource room, and meeting rooms. The multi-use community rooms, which together seat up to 350, address the lack of meeting and gathering spaces in east Vancouver and provide a venue for City Council meetings, social dances, performances, neighborhood fairs and community forums.

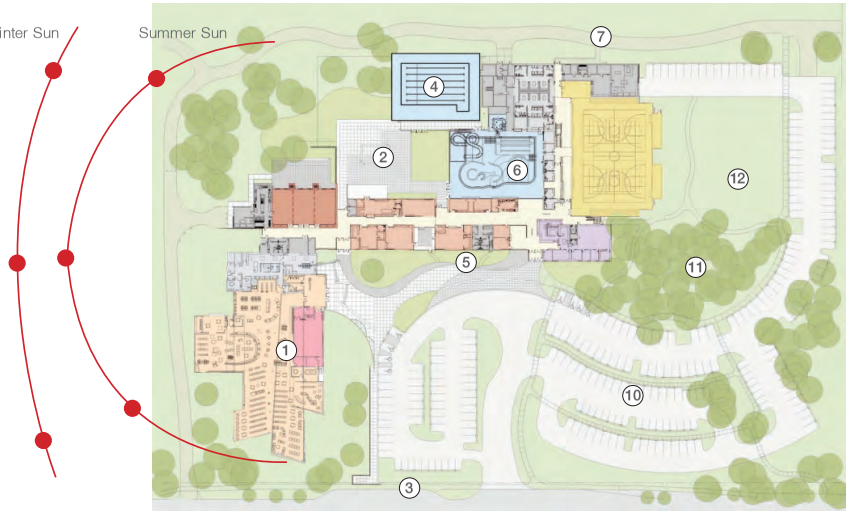
The building and site were carefully designed to seamlessly integrate a now complete city branch library (also designed by Opsis), a future lap pool, and a future arts and crafts wing, which will reinforce the civic identity of this facility. Families have the opportunity to visit the site together, using library and community center resources to enjoy a wide range of recreation and learning activities.

Project Summary

Location: Vancouver, Washington
Gross Sf: 80,982 sf
Building Footprint: 64,003 sf
Cost: $17M
Completed: 2007

Site Features

1 Library, Completed 2010
2 Courtyard with Spray Ground
3 Bus Stop
4 Future Lap Pool
5 Bike Parking
6 Firstenburg Community Center
7 Walking Trail / Service Lane
8 Porous Concrete Paving
9 Established Coniferous Forest
10 Future Parking



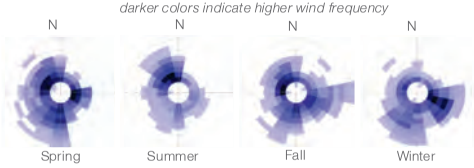
LEED NC v.2.1 Credits Achieved

Site	8/14
Water	4/5
Energy	6/17
Materials	6/13
Indoor Quality	11/15
Innovation	4/5

Total = 39 Credits; Minimum for LEED Gold = 39

Wind

Colored areas indicate wind direction and speed; darker colors indicate higher wind frequency



SITE ECOLOGY AND LAND USE

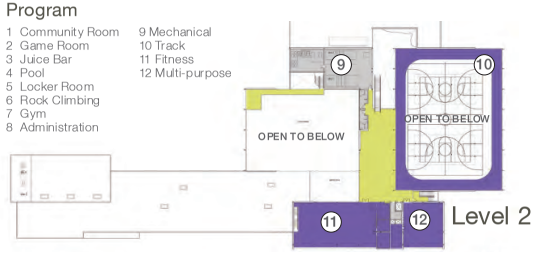
The Firstenburg Community Center is a two level building massed to reduce the development footprint, preserve mature tree stands and enliven the facility by concentrating activity and social spaces. At the start of the design process, an extensive tree survey identified the presence of laminated root rot disease throughout much of the forested site, as well as dense stands of weak trees dangerously susceptible to blow down. The footprint and position of the building are a result of careful analysis of the areas of healthy and significant trees, solar orientation, prevailing wind direction, noise from the adjacent street, and program requirements.

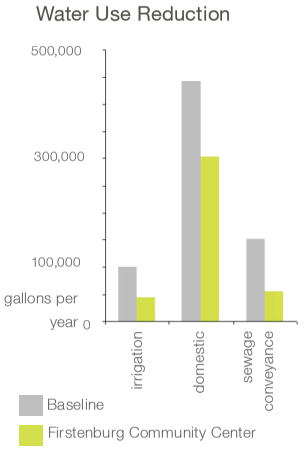
The building takes advantage of the park-like setting with large windows for daylighting and courtyards to allow interior functions to participate with the natural landscape. Native drought-tolerant planting was integrated into the coniferous forest ecology creating habitat for birds and other species.

Use of alternative transportation is encouraged by building a bus stop and shelter, providing ample bike parking and designated carpool parking and creating pedestrian links to an adjacent park and future regional trail. The parking lot's organic shape maximizes the number of significant existing trees retained, while its use of porous concrete and drainage swales means that all of the stormwater is managed on site with no impact on the municipal system.

Program

1 Community Room
2 Game Room
3 Juice Bar
4 Pool
5 Locker Room
6 Rock Climbing
7 Gym
8 Administration
9 Mechanical
10 Track
11 Fitness
12 Multi-purpose

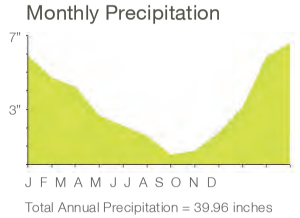




WATER CYCLE

By carefully selecting drought tolerant native plants that can survive the region's dry summers and using high efficiency irrigation technology, water use for irrigation was reduced by over 50%.

Water use inside the building was reduced by 31% over a baseline building, while water use for sewage conveyance was reduced by 63%. This is achieved through the use of waterless urinals and low flow fixtures, as well as by using graywater from the pool's filter backwash system to flush many of the building's toilets. Approximately 60,000 gallons of 'recycled' graywater are used annually.



Total Annual Precipitation = 39.96 inches

ENERGY FLOWS

Sustainability goals identified at an early design charette highlighted maximization of transparency between spaces, using daylight throughout the entire building, reinforcing opportunities for passive cooling, creating strong connections to the site and providing a welcoming open display of recreation and community spaces. These forces resulted in a long thin building footprint that allows for exceptional daylight and cross ventilation, while creating a large protected south facing courtyard.

Radiant concrete slab floors are heated or chilled to maintain comfortable temperatures throughout the year while using minimal energy. The mass of the concrete in the floor as well as in exposed thermally massive walls effectively stores heat or coolness to decrease the effect of exterior temperature swings. Other passive systems such as automated natural ventilation and solar shading devices that block heat gain from direct sun in the summer, but allow it during the winter work in tandem with the thermal mass and mechanical systems.

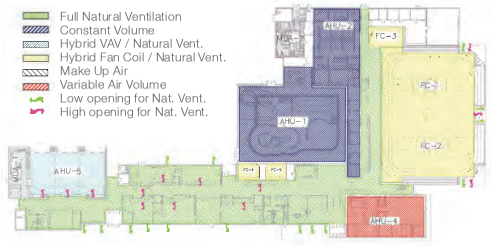
A central heat pump recovers waste heat in the summer and uses it to heat the pool and domestic water, often allowing the 96% efficient boilers to shut down entirely. Daylight sensors integrated with dimmable energy efficient lighting fixtures eliminate the use of artificial lighting whenever possible. In combination, these systems result in energy use that is anticipated to be at least 27% less than traditional building construction.

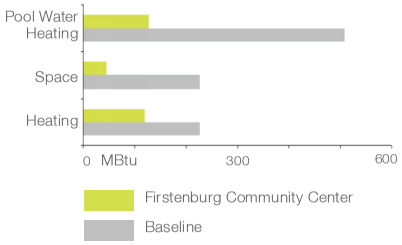
Energy Use

27%
Annual Energy Savings

$66,629
Annual Energy Cost Savings

Mechanical Air Handler Systems





MATERIALS AND CONSTRUCTION

Throughout this heavily-used facility, materials have been selected for their durability, beauty, and sustainability. A strong emphasis is placed on natural, non-toxic enduring materials that will be attractive for decades to come, while also eliminating material use altogether when possible. Douglas fir trees, many of which were diseased, were harvested from the site and milled locally for 12,000 board feet of material used as wall paneling, screens, benches and bleacher seats. Other wood, such as the exterior wood rainscreen system that provides durable protection for the building's waterproofing, was constructed with Forest Stewardship Council certified sustainably harvested wood.

The bamboo community room flooring and acoustical wall paneling made from perforated wheatboard are quick growing 'rapidly renewable' materials. Recycled materials such as the glass wall tiles used in the locker rooms and natatorium make up nearly 30% of all construction materials used. Use of unnecessary materials was eliminated with the use of exposed steel structure, ground face concrete masonry block walls, and concrete floors, and passive heating and cooling eliminates substantial need for ductwork. Material waste was also considered during construction as the contractor was able to recycle 99.4% of all construction waste.

Douglas fir trees were harvested, locally milled and used throughout the Center.

29%
Recycled Materials used for Construction

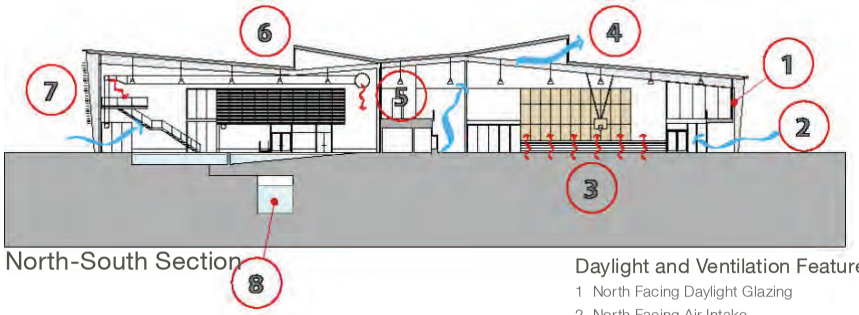
56%
Of Wood Base Building Products are Forest Stewardship Council Certified

41%
Regional Materials Manufactured within 500 Miles used for Construction

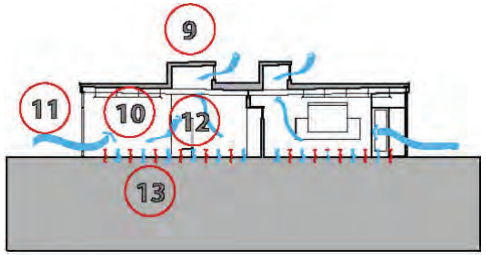
99.4%
Construction Waste was Recycled

Awards

Northwest Pacific Region AIA Merit Award 2008
Portland Chapter AIA Merit Award 2006
Portland Chapter AIA Sustainable Design Award 2006
ASHRAE Technology Award, 2007 First Place
Athletic Business Magazine Facility of Merit Award 2007
Washington Recreation and Park Association Spotlight Award 2007
Vancouver Community Pride Award 2006



North-South Section



East-West Section

Daylight and Ventilation Features

1 North Facing Daylight Glazing
2 North Facing Air Intake
3 Radiant Heated Slab
4 Daylight and Stack Ventilation Monitor
5 Clear Glazing to Natatorium
6 South Facing Daylight Monitor
7 South Facing Wood Sunshade
8 Pool Filter Backwash System Tank
9 Relief Air / Daylight Monitor
10 Indirect Lighting with Daylighting Control
11 Operable Windows and Trickle Vents
12 Screen and Bench of Milled Site Trees
13 Radiant Heated and Chilled Slab

INDOOR QUALITY

Ample daylighting, natural ventilation and non-toxic finishes help Firstenburg Community Center provide a healthy environment for the community's health and recreation activities. The design team used the Portland Daylighting Lab's artificial sky to model a variety of monitor and sunshade configuration possibilities, and a three dimensional model simulating air patterns and space temperatures was created in order to refine the natural ventilation systems. These efforts resulted in east-facing roof monitors with windows operated by sensor-activated actuators to provide deep penetration of daylight into the building and natural stack ventilation as well as north facing monitors at the gymnasium to provide natural stack ventilation and throw daylight deep into the building for balanced, glare-free natural light.

Air quality is further improved by CO2 sensors and low level trickle vents that ensure sufficient ventilation while minimizing energy loads. Composite wood and agrifiber products specified contain no added formaldehyde and construction materials were specified to avoid volatile organic compounds (VOC's). In the natatorium, low level exhaust and ultraviolet secondary water treatment reduce air-borne chlorine contaminants while fabric duct work can be laundered to maintain a clean air distribution system.

Cascade Park Community Library

In 2010, construction was completed on the Opsis Architecture and Johnston Architects designed Cascade Park Community Library directly adjacent to the Firstenburg Community Center. The co-location of the facilities provides numerous efficiencies for systems, from public transportation and parking to utilities, which create a new 'civic center' for the recently annexed portion of Vancouver.

The building focuses views into stands of large existing trees and captures filtered daylight. The dramatic, sloped wood ceiling reading room, stacks, and checkout are open visually to the surrounding children's area, teen area, and meeting rooms. A large community meeting room features a shared but securable entrance for use when the Library is closed. The children's area includes a curving wood parent perch, a family story room and an outdoor courtyard. The building won the 2010 Community Pride Design Award.

DESIGN & CONSTRUCTION TEAM

Opsis Architecture
Arup Engineers, Structural Engineer
Keen Engineering, Mechanical Engineer
Interface Engineering, Electrical Engineer
2020 Engineering, Civil Engineer
JD Walsh & Associates, Landscape Architect

Water Technology, Aquatics Engineer
The Sports Management Group, Programming/Operations
Halliday Associates, Food Facilities
Mark Day & Associates, Technology
Anderson Kriegier, Signage
Berschauer Phillips, Contractor

Photos courtesy of Michael Mathers Photography

Opsis Architecture
920 NW 17th Avenue
Portland, OR 97209
503.525.9511
www.opsisarch.com

from David Davison

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2/27/14

Concept for Light Rail through Edina

Baseline/Strawman "Cahill Line" Concept

Concept Light rail would run down the MN&S tracks through Edina. The right of way is narrow, and use of gauge-compatible trains such as Stadler GTW's is a solution. Light rail would be temporally separated from freight traffic.

The system would tie to the SW Light Rail in Saint Louis Park and to the Mankato Intercity Rail in Savage. The trains could run beyond the above endpoints, as far as Minneapolis in the north and Northfield in the south. Connections to planned SW Light Rail and Mankato Intercity Rail systems and the crossing of the Minnesota River will increase ridership and improve the cost/benefit analysis.

An impediment is the Dan Patch Gag Rule, which currently prevents the the Metropolitan Council from including the "Cahill Line" light rail concept in its plans. Applicability of the Gag Rule to light rail is controversial.

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from Andrew Brown
2/27/14

NEWS

News

Company Name: Nippon Sharyo U.S.A., Inc.
Name of Representative: Akira "Kevin" Koyasu
President and CEO
Contact: Frank Mochizuki 847-228-5580
mochizuki@nipponsharyo.com

Nippon Sharyo and Sumitomo Corporation Receive Contract for new North American standard Diesel Multiple Unit Cars from SMART

December 16, 2010

On December 15, SMART (Sonoma-Marin Area Rail Transit), the transit organization that was established to bring passenger rail to Sonoma and Marin counties in Northern California, awarded a contract to Nippon Sharyo and SCOA for 18 DMUs. This base order is worth USD 56.8 million; and the contract includes options for 146 more.

Sonoma and Marin counties are located north of San Francisco, and are part of the area known as North Bay. The SMART rail line will offer an alternative to Highway 101 traffic in the North Bay Area. There will be two types of cars, with each type comprising one-half of a two-car unit called a Married Pair. Each Married Pair will be 170 feet long and will feature a bathroom, a service bar and bicycle storage. The interior space will meet ADA requirements; and each Married Pair will have seating for 156 passengers. Delivery is scheduled to finish by the end of 2014.

In the face of worsening road traffic congestion and environmental concerns, transit organizations increasingly consider passenger rail in their overall plans. A rail transit system centered on DMU service offers an attractive option, with its relatively low infrastructure cost and high flexibility to respond to increasing ridership demands. However, no DMU that meets the latest FRA carbody strength requirements and EPA emission standards has been available to the North-American market.

Nippon Sharyo recognized an opportunity, and developed a fully-compliant DMU to sell in North America.

These DMUs for SMART (and others to follow) will be produced in Nippon Sharyo's new manufacturing facility in Rochelle, Illinois.

This first-ever FRA and EPA Tier-4-compliant, new standard DMU is a formidable addition to Nippon Sharyo and SCOA's North-American product line, which also includes gallery-type commuter cars and semi-high-speed intercity cars.

Exterior

Seat

Bar Counter

ADA Space

Request for Interest

to Partner
with the City of Edina
to Develop Phase I
of the GrandView District

Introduction

The City of Edina has a rich history of innovative developments that have become national models for public/private partnerships. We are looking for a development partner to collaborate with us to create the next great idea.

Objective

The City of Edina is looking for a partner with real estate development expertise and experience to collaborate in implementing the GrandView District Development Framework. As Phase I in the implementation process, this partner will work with the City to determine public and private uses on a 3.3-acre parcel (the former public works site) in the center of the District and then design and construct the structure(s) that house those uses.

It is important to the City that the site be developed in a manner that is innovative in responding to the needs of the community and is successful in the marketplace.

Background

In 2010, the City initiated a community-based small area guide plan process for the GrandView District, led by residents, business and property owners, supported by a volunteer team of architects, landscape architects, and planners (all Edina residents). The innovative, collaborative and intensive process (10 meetings in 20 days) resulted in the unanimous approval of seven Guiding Principles for redevelopment of the GrandView District:

1. Leverage publicly-owned parcels and civic presence to create a vibrant and connected District that serves as a catalyst for high quality, integrated public and private development.

2. Enhance the District's economic viability as a neighborhood center with regional connections, recognizing that meeting the needs of both businesses and residents will make the District a good place to do business.

3. Turn perceived barriers into opportunities. Consider layering development over supporting infrastructure and taking advantage of the natural topography of the area.

4. Design for the present and future by pursuing logical increments of change using key parcels as stepping stones to a more vibrant, walkable, functional, attractive, and life-filled place.

5. Organize parking as an effective resource for the District by linking community parking to public and private destinations while also providing parking that is convenient for businesses and customers.

6. Improve movement within and access to the District for people of all ages by facilitating multiple modes of transportation, and preserve future transit opportunities provided by the rail corridor.

7. Create an identity and unique sense of place that incorporates natural spaces into a high quality and sustainable development reflecting Edina's innovative development heritage.

In April of 2012, with the help of a $100,000 Met Council Livable Communities grant, the City completed the second citizen-led phase of the process resulting in the City Council adopting the *GrandView District Development Framework*, a copy of which is attached. The *Framework* provides a vision for how to bring the guiding principles to life.

For GrandView, the former public works site provides a unique and singular opportunity to create a major new public realm amenity that will add interest to the area for all stakeholders, value to real estate, and provide a signature gathering place in the heart of the District. This amenity, the GrandView Commons, is envisioned to include a community building, public green, and new street (GrandView Crossing). Additional uses considered for the site include a Metro Transit park and ride and a variety of housing types. In keeping with the Redevelopment Framework, all uses must provide for bicycle and pedestrian connectivity and adhere to best practices with regard to sustainability. In addition, development should consider and must preserve future transit use of the adjoining rail line.

Proposed Process

The City proposes a multi-stage process to engage and collaborate with a development partner to achieve the vision outlined in the Framework.

Stage One: The City will review letters of interest and select prospective partners to interview. After conducting interviews, the City may select a tentative development partner.

Stage Two: The City and the tentative development partner will work together during an approximately 60-120 day period to ***create a process*** for identifying the appropriate uses on the City-owned parcel, designing and financing the structures associated with those uses, and framing ways in which the remainder of the district might respond to a new use on this city-owned parcel.

City and Development Partner agree to move forward

Stage Three: Using the City Council approved process, the City's development partner will collaborate with the City to generate alternative scenarios for development aligning with the GrandView District Development Framework. Each scenario will demonstrate all aspects of a feasible development of the former Public Works site (and any other sites that become a part of this process), including but not limited to:

- A general plan of development indicating public and private uses, intensities, and patterns of built elements, open spaces, and supporting circulation patterns and infrastructure requirements;
- An economic model demonstrating the feasibility of each scenario, including the potential financial or other support required of the City of Edina to ensure each scenario is financially feasible and ultimately successful for the city and the partner; and
- A staging model illustrating the timing and sequencing of development.

Stage Four: The City Council will consider the alternative scenarios and determine which, if any, is in the best interests of the city. If a scenario is selected, then the City, working with the development partner, will establish terms for an agreement under which the City and the development partner will work exclusively to pursue the selected development scenario.

While the City expects this process will result in a supportable development scenario, other approaches are encouraged and will be considered as a part of the initial submittal of a Letter of Interest.

OR

All complete submittals received prior to the deadline for submissions will be evaluated by the City. Evaluation of submittals will be completed by [DATE]. One or more responders may be selected to be interviewed. The information gathered through this process will assist the City in determining next steps.

Submission Requirements

Interested entities (whether an individual, company, or team) should submit a statement of interest that includes the following information:

- Name, mailing address, telephone number, and email address of the primary contact for the entity responding to this RFI
- A general description of the entity's professional capabilities, including past experience with civic/community projects
- A general statement of why the entity is interested in this opportunity, their perspective of the vision outlined in the Framework (including how development of the City-owned parcel can serve as a catalyst for private development of the surrounding parts of the District), and their ideas of how they might work with the City to convert the vision outlined in the Framework to reality—specifically, how they might approach:
    - The community building
    - The public park or plaza
    - Transportation (bicycle, pedestrian, parking, street network, and potential for future rail transit)
    - Sustainability
    - Affordable housing
    - Financing
- The identities of primary team members who would work with the City on this project
- Any other information that would be useful to the City in evaluating the statement of interest

While the City has not set a page limit, respondents are encouraged to be thorough, but concise and to the point, with unnecessary content avoided.

Submission of the Letter of Interest is due to Bill Neuendorf, City of Edina Economic Development Manager, by 4:30pm on Day, Month, Date. The letter can be emailed as a PDF to bneuendorf@edinamn.gov. In addition, 15 printed copies should be delivered to:

Bill Neuendorf
Economic Development Manager
City of Edina
4801 West 50th Street
Edina, MN 55424.

Selection

All complete submittals received prior to the deadline for submissions will be evaluated by the City. Information gathered through this process will assist the City in determining which responders, if any, to interview based on their perceived ability to collaborate with the City to create innovative development options that achieve the goals of the Framework.

Terms

This is a request for Letters of Interest and in no way obligates the City to enter into a relationship with any entity that responds, nor does it limit or restrict the City's right to enter into a relationship with any entity that does not respond to this request. In its sole discretion, the City may pursue discussions with one or more entities responding to this request, or none at all, and reserves the right to add members to any team it selects to participate in the initial development stage. The City further reserves the right, in its sole discretion, to cancel this Request for Letters of Interest at any time for any reason. All costs associated with responding to this request will be solely at the responder's expense.

Additional Information

Questions about any matter contained in this Request for Letters of Interest can be directed to Bill Neuendorf, Economic Development Manager 952-826-0407 or bneuendorf@edinamn.gov . Please do not contact members of the Community Advisory Committee.

Supplemental information is available online at www.edinamn.gov .

Site Photographs
April 2012 GrandView District Development Framework
Environmental Documents (Phase I and Approved RAP)
2008 Comprehensive Plan
Edina Zoning Code
2013 Community Facility inventory
2014 Traffic Study
2014 Infrastructure Study
2014 Edina Resident Survey

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February 27, 2014

Feedback on draft RFI and proposed public use idea generation process

(1) The Framework provides a specific vision for the former public works site that emphasizes the public amenity. The RFI should communicate that emphasis. My recommendation is to replace the highlighted paragraph on p. 2 with "For GrandView, the former public works site provides a unique and singular opportunity to create a major new public realm amenity that will add interest to the area for all stakeholders, value to real estate, and provide a signature gathering place in the heart of the District. This amenity, the GrandView Commons, is envisioned to include a community building, public green, and new street (GrandView Crossing). Additional uses considered for the site include a Metro Transit park and ride and a variety of housing types. In keeping with the Redevelopment Framework, all uses must provide for bicycle and pedestrian connectivity and adhere to best practices with regard to sustainability. In addition, development should consider and must preserve future transit use of the adjoining rail line."

(2) The proposed four-stage process raises a lot of questions for me. I can't know whether the process is the most suitable or desirable until these questions have been answered.

If the process has been thought through, then it should be possible to answer these questions directly.

There are many ways to approach redevelopment of this property. The City Council has not directed the CAT to follow this four-stage process. The Council has informally (informally because they have never voted) directed the CAT to prepare the RFI and send it out to the real estate development community, consider responses, and recommend a redevelopment partner. That takes us through Stage 1 of the proposed process. Stages 2 through 4 outline additional steps. The pros and cons and alternatives to these steps have not yet been sufficiently discussed.

The attached lists some of the questions that the proposed four-stage process raises for me. Some of these questions have been asked before.

The CAT should have the option of modifying the proposed process and considering alternative processes. It is in the best interests of the community to do this.

There is no benefit to the community in continuing to promote a process about which we know so little. Let's learn more and look at alternatives before selecting a process to present in the RFI. My recommendation is to delete stages 2 through 4 for now.

(3) The CAT will be asked to review developer responses to the RFI, select respondents to interview, and recommend a tentative developer to the City Council. The draft RFI asks for very little information from developers. That's not to our advantage.

The RFI should communicate our expectations regarding and ask developers how they would specifically approach the following:

- Transportation
- District parking and park and ride
- Community building
- Public green
- Sustainability
- Affordable housing
- Financing

The RFI should also ask for examples of past projects and the qualifications of key members, in addition to what the draft already requests.

A more detailed "ask" will not make this RFI into an RFP.

The draft sets a 10-page limit for responses. This is arbitrary and may unnecessarily limit information that could be helpful to us in making a recommendation. Instead of a page limit, I would recommend setting the expectation that responses be both thorough and concise. An earlier draft RFI included the following statement: "The City has not set a page limit for responses; however, the City expects to receive responses that are thorough, but also concise and to the point without unnecessary content."

(4) The proposed selection criteria are highly subjective and should not be considered criteria unless we have identified the characteristics that define creativity, flexibility, willingness and ability to collaborate, capacity for innovation, and ability to meet community needs. I would leave these criteria out of the RFI and suggest: "All complete submittals received prior to the deadline will be evaluated by the City. Information gathered through this process will assist the City in determining which responders, if any, to interview based on their perceived ability to collaborate with the City to create innovative development options that achieve the goals of the Framework."

(5) I support a process to further define community uses for the parcel and think it's important that this process be timed to inform our evaluation of developer responses. The suggested timeline has us identifying community uses and evaluating developers on parallel tracks, making it unlikely that the community uses identification process will inform the recommendation of a developer. Whether the work of identifying a program for the community building is done before selecting a developer, or done after a

developer is selected, it will still need to be done and will require community process. It makes sense to do this process prior to evaluating developers.

Thank you.

Jennifer

Stage	Questions	Responses
Preliminary Stage: The City distributes RFI. City addresses inquiries from developers.	How will the RFI be distributed? • Advertised? Where? • Audience? Real estate development community only? Architects? Local? National?	
Stage One: The City will review letters of interest and select prospective partners to interview. After conducting interviews, the City may select a tentative development partner.	Who is "the City?" in this stage? What is the timeframe for reviewing letters of interest? What is the process by which prospective partners are selected to be interviewed? Prior to selecting developers to be interviewed, will the City ask for supplemental information or clarifications? If yes, what is that process? What are the criteria for selection? How are those criteria developed and approved? At what point should CAT members and staff disclose any prior discussions with a respondent about any phase of this process and any past or continuing relationships? What would signify a conflict of interest? How would any conflict of interest be addressed? Who will conduct the interviews? How will questions be developed and approved? If there has been a parallel process to recommended preferred public uses for the site, how will stakeholders and knowledge from that process be incorporated into the selection of developers to interview and the recommendation/selection of developer partner? What is the timeframe between developer interviews and when CAT discusses and makes a recommendation? How is the public engaged in this discussion?	

	Once a developer is selected, what are the terms of the relationship? How are these terms developed? How are they reviewed? Approved? Who is involved? How is public involved?	
Stage Two: The City and the tentative development partner will work together during an approximately 60-120 day period to ***create a process*** for identifying the appropriate uses on the City-owned parcel, designing and financing the structures associated with those uses, and framing ways in which the remainder of the district might respond to a new use on this city-owned parcel.	Who is the "City" in this stage? What is the process for "working together"? Who is involved? If there has been a parallel process to recommended preferred public uses for the site, how will stakeholders and knowledge from that process be incorporated into the process to identify appropriate uses on the parcel? Four processes will be created during this phase: (1) process for identifying uses; (2) process for engaging public in design of structures; (3) process for identifying and evaluating costs and financing options; and (4) process for framing ways in which the rest of the district might respond to new use on the former public works site. How will each of these processes be vetted? Who will be involved? What is the process for approval? What is the process for public input? How will transportation improvements be incorporated into the above processes? For example, (1) process for identifying transportation improvements (bike, ped, transit, rail, highway, street network); (2) process and timeline for studying identified improvements; (3) process for identifying costs, funding sources, funding timeline, partners, and feasibility; (4) process for framing ways in which the rest of the district might respond to transportation improvements.	

	Who evaluates the proposed processes? By what process are they evaluated? Who approves the proposed processes? What factors, criteria or considerations will determine whether this Stage has been successful and the developer should move on to the next stage?	
City and Development Partner agree to move forward	What are the terms of the agreement? How are these terms developed? How are they reviewed? Approved? Who is involved? How is public involved? What is the timeline?	
Stage Three: Using the City Council approved process, the City's development partner will collaborate with the City to generate alternative scenarios for development aligning with the GrandView District Development Framework. Each scenario will demonstrate all aspects of a feasible development of the former Public Works site (and any other sites that become a part of this process), including but not limited to: • A general plan of development indicating public and private uses, intensities, and patterns of built elements, open spaces, and supporting circulation patterns and infrastructure requirements; • An economic model demonstrating the feasibility of each scenario, including the potential financial or other support required of the City of Edina to ensure each scenario is financially	What factors, criteria or considerations will determine whether scenarios align with the Grandview District Development Framework? Who verifies each scenario demonstrates all aspects of a feasible development? By what process? Is there a minimum or maximum number of scenarios? Will advisory boards and commissions be engaged during this Stage? For example, will Planning Commission look at scenarios to identify zoning code or comp plan changes that would be required? Will Transportation Commission look at transportation elements? Will Park Board look at park and recreation facilities associated with scenarios? Will Energy and Environment look at sustainability? How will incompatible timelines be addressed?	

feasible and ultimately successful for the city and the partner; and • A staging model illustrating the timing and sequencing of development.		
Stage Four: The City Council will consider the alternative scenarios and determine which, if any, is in the best interests of the city. If a scenario is selected, then the City, working with the development partner, will establish terms for an agreement under which the City and the development partner will work exclusively to pursue the selected development scenario.	What factors, criteria or considerations will determine whether a scenario is in the best interest of the city? By what process will development scenarios be considered and a development scenario selected? Special meetings, public hearings? What is the timeline? When will the typical redevelopment process kick in (preliminary development plan, final development plan)? Assuming significant public input to this point, what tolerance will there be for substantive changes to the scenario as result of Planning Commission and City Council review of preliminary and final redevelopment plans? What would define a substantive change? If selected scenario includes sale of land, what process is required?	
While the City expects this process will result in a supportable development scenario, other approaches are encouraged and will be considered as a part of the initial submittal of a Letter of Interest.	What factors, criteria or considerations will be used to weigh alternative approaches?	

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resourceful. naturally.
engineering and environmental consultants

BARR

Memorandum

To: Ross Bintner
From: Dan Nesler, Brian LeMon, and Michael McKinney
Subject: GrandView Area Sanitary Sewer Analysis
Date: February 21, 2014
c:

Purpose

The purpose of this memorandum is to provide an analysis of the sanitary sewer capacity in the GrandView Area of the City of Edina (City). The GrandView area is served primarily by Lift Station 9 (LS9). The analysis was focused on the LS9 sewershed and the trunk lines down stream of LS9 to determine if the existing system has sufficient capacity to handle the anticipated flow from the expansion.

Previous work related to the City's Comprehensive Plan included the development of a computer-based sanitary sewer system model. The City's sanitary sewer model was created in 2006 as a part of an effort to analyze system capacity under various development scenarios and to help prioritize projects to reduce inflow and infiltration to the sanitary sewer. In 2013, the model was recalibrated based on historic sanitary sewer flows from 2006-2012 (*Sanitary Sewer Model Recalibration*, Barr Nov. 2013). For the current analysis, the recalibrated model was used to identify pipe capacity for each pipe segment within the study area.

Project Area

The GrandView area is shown in Figure 1. In general, the area is bounded by Highway 100 on the east, West 50th Street to the north, Vernon Avenue to the west, and Richmond Drive to the south. Currently sanitary sewer in this area drains to LS9. From LS9 it is pumped via a forcemain to the north into a gravity trunk line, which roughly follows Minnehaha Creek to the east until it leaves the City and discharges into MCES interceptor 1-MN-345. The location of the lift station, forcemain and trunk line are shown on Figure 3.

Background

The City is currently working on plans for potential redevelopment of the GrandView area. The potential redevelopment includes a mix of high density residential, commercial, and civic buildings. The City's public works facility was relocated from the GrandView area to its current location in southern Edina.

This relocation made a large area available for redevelopment. Also located in the GrandView area is a Edina school district bus garage site, which is in the process of being relocated outside of the area. Redevelopment of these two properties is the main portion of Phase 1 of the GrandView redevelopment, and is currently planned to occur in the next one to five years. Ultimate redevelopment of the rest of the GrandView area is planned to occur in the next 10 plus years. Further detail can be found in the "*GrandView District Development Framework*, April 5, 2012, Cunningham Group".

Projected Flows

Based on the land use information presented in the GrandView District Development Framework, projections were made for sanitary sewer flows that may be expected as result of development in the area. A flow of 75 gallons per day per person was used for the residential portion of the phase 1 redevelopment. It was assumed that apartments would have 2 occupants, condominiums would have 4 occupants, and townhomes would have 4 occupants. For the Office/Commercial land use, a unit flow of 25,000 gpd/ac was used. For the community land use, a unit flow of 15,000 gpd/ac was used. Unit flow projections are based on ASCE Manual of Practice No. 60, 2007 and Metcalf and Eddy, Waste Water Engineering, 1991. A daily average phase 1 flow of 48,700 gpd and peak flow of 140 gpm is projected, as shown in Table 1. Figure 2 shows the planned redevelopment that is included in phase 1.

Less detailed plans were provided in the development planning document for the ultimate redevelopment of the GrandView area. An ultimate projected flow was estimated based on the planned land use of the areas that may be redeveloped. Based on this information, projections were estimated and are summarized in Table 1. A unit flow of 10,750 gpd/ac was used for the residential development areas. This flow is based on the previous references and is consistent with flow estimates from other proposed developments in the City. A daily average ultimate flow of 197,700 gpd and peak flow of 520 gpm is projected, as shown in Table 1. Figure 2 shows the planned redevelopment that is included in ultimate redevelopment.

Modeling

The recalibrated City XP-SWMM sanitary sewer model (model) was used as a base for the GrandView redevelopment analysis. The existing model, developed in 2006, accounts for all sanitary inflows into the sanitary sewer based on 2005 winter quarter water sales. Sewer infiltration, determined from city-wide metering efforts during model construction, was also accounted for by incorporating pipe infiltration rates

into the post-modeling results. In 2013, the model was recalibrated based on observed sanitary sewer flows from 2006-2012.

Projected phase 1 and ultimate flows were added to the model at LS9. An analysis of the pipes within the LS9 sewershed suggested that there are no flow restrictions within the sewershed with the increased flows.

Sewer availability, in terms of gpm units, was determined as the difference between total peak pipe flow (*cumulative infiltration + mean flow * peaking factor*) and the theoretical maximum pipe capacity. The nominal pump capacity of existing pumps was used in place of the mean flow from lift stations upstream in the study area and was not peaked. Discharge from LS9 was assumed to match the projected flow if the existing lift station pump's output was not adequate.

Results and Analysis

Figure 3 shows the remaining capacity, in gpm, of all pipe segments in the trunk line downstream of LS9 with Phase 1 redevelopment in place. Figure 4 shows the percent capacity utilization of pipe segments in the trunk line again with Phase 1 development in place. Based on the recalibrated model and the Phase 1 projected flows, the majority of pipes would be operating at 40-70% of their theoretical capacity. The predicted peak flow from the Phase 1 redevelopment (140 gpm) is also within the range of flows that can be handled by LS9. The City has indicated that LS9 currently has Flygt NP 3127 MT-438 pumps installed with a single pump discharge capacity of approximately 225 gpm. Thus LS9 has the capacity for the predicted flows produced during Phase 1 with the pumps currently installed.

Figure 5 shows the remaining capacity, in gpm, of all pipe segments in the trunk line downstream of LS9 assuming ultimate development is complete. Figure 6 shows the percent capacity utilized of pipe segments in the trunk line. Based on the recalibrated model and the ultimate projected flows, the majority of pipes would be operating at less than their theoretical capacity. The predicted peak flow from the ultimate redevelopment (520 gpm) is beyond the range of flows that can be handled by LS9.

If the ultimate level of redevelopment were to occur in the GrandView area, LS9 would need to be upgraded. Required upgrades may include:

- Lift station (larger diameter for larger pumps)
- Pumps
- Electrical and controls upgrades

During the modeling analysis, one section of pipe was found to have a negative slope. A section of the trunk line just east of Highway 100 (G-1140) has a slope of negative 0.12-percent according to City provided as-built drawings. Under all modeled conditions, including current conditions, it appears that this pipe will be surcharged. Under the ultimate development of the GrandView area, a surcharge of approximately 6-inches could occur.

Under ultimate development several pipes are flowing at or above 80% of their theoretical maximum capacity. While the pipes can handle these flows it should be noted that only minor flow blockages can result in sanitary backups. The flows modeled include peaking and maximum projected to I&I and so would not be expected to produce a problem under normal flows. However, under peak flow events it will not take much of a blockage to create a problem in some of these pipes under ultimate development. The City may want to consider increasing the cleaning and inspection frequency on pipes as they approach 80% of capacity.

Conclusions and Recommendations

Based on the current plans for the Phase 1 redevelopment of the GrandView area, the model suggests that no sanitary sewer upgrades are needed to accommodate the type of redevelopment described in the *GrandView District Development Framework*. As plans for the area progress, projected sanitary sewer flows should be reevaluated and the City may consider confirming the existing flows to LS9 with flow monitoring.

Based on the ultimate redevelopment plans for the GrandView area, upgrades to LS9 will be required. As redevelopment plans for the area progress, it is recommended that the further refined plans be evaluated for potential sanitary sewer flows to determine if and when upgrades to the sanitary sewer are needed. Because of this future maintenance that requires major pump work on LS9 should be performed with the potential upgrades and the status of the GrandView redevelopment in mind.

It is also recommended that the City investigate the pipe invert elevations around the Highway 100 crossing (pipe segment G-1140) to confirm if the existing pipe is actually constructed with a negative slope. If the pipe does have a negative slope, the City could consider reconstruction of the sewer in this area. Based on the as-builts, there is adequate elevation drop if the three pipe segments (~1.33 feet of drop in ~830-feet) were reconstructed, a slope of ~0.16-percent could be achieved. This slope would provide enough capacity for the anticipated ultimate development flows and minimize the chance of surcharging.

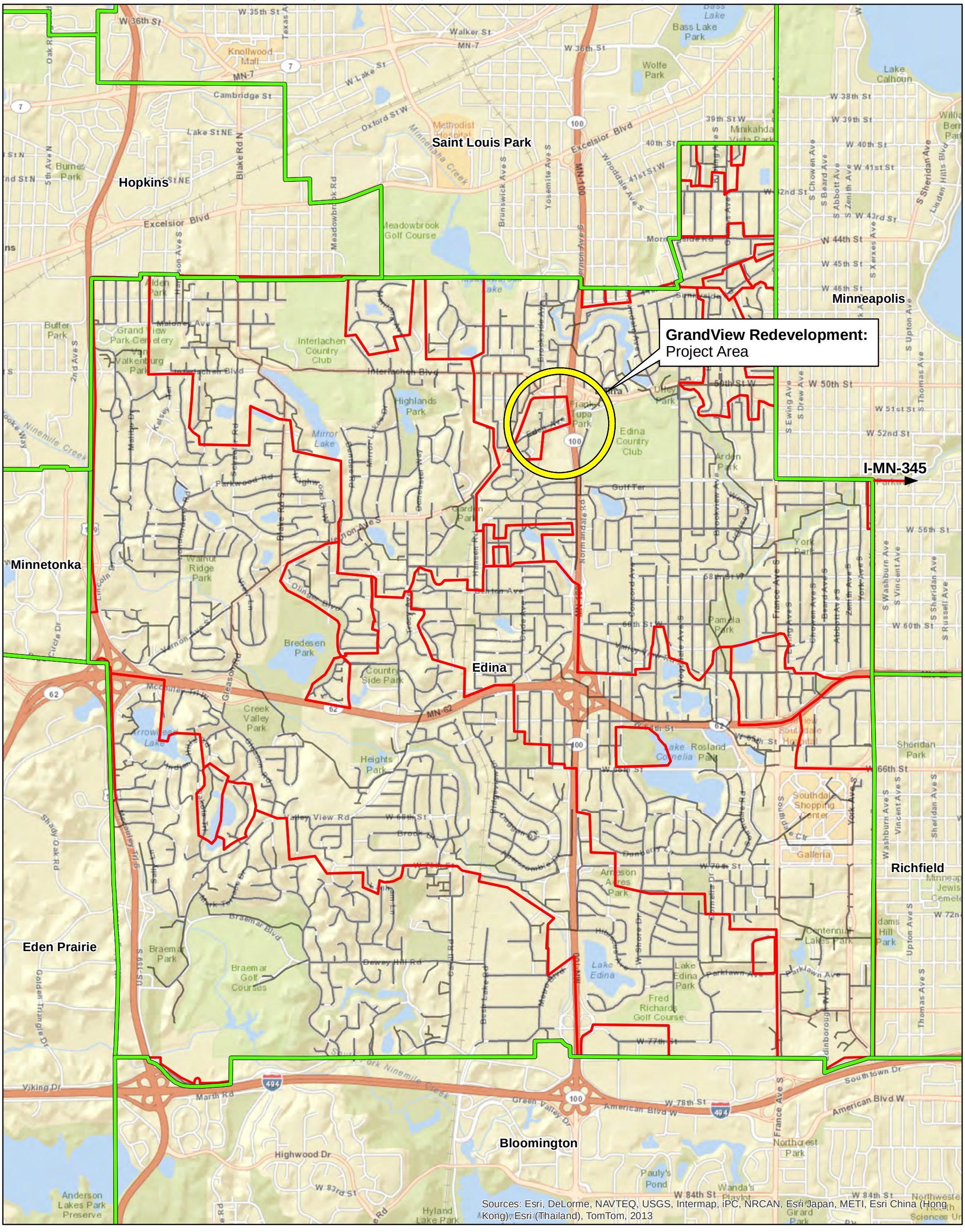
Table 1. Projected Sanitary Sewer Flows

Phase 1 Redevelopment

Residential				
Housing Type	Planned Units	Assumed Residents per unit	Flow/Person	Planned Flow
		(persons)	(gpd/person)	(gpd)
Townhome	16	4	75	4,800
Apartment	42	2	75	6,300
Condominium	24	4	75	7,200
			Total Residential Flow	18,300
Non Residential				
Land Use		Area	Unit Flow	Planned Flow
		(ac)	(gpd/ac)	(gpd)
Office		0.11	25,000	2,870
Commercial		0.96	25,000	24,100
Community		0.23	15,000	3,400
			Total Commercial/Civic Flow	30,400
			Total Phase 1 Planned Flow (gpd)	**48,700**
			Peaking Factor	**4**
			Phase 1 Planned Peak Flow (gpd)	**194,800**
			Phase 1 Planned Peak Flow (gpm)	**140**

Ultimate Redevelopment

Land Use	Area	Unit Flow	Planned Flow
	(ac)	(gpd/ac)	(gpd)
Residential	2.7	10,750	29,000
Community	8	15,000	120,000
Phase 1 Development			48,700
		Total Ultimate Redevelopment Flow (gpd)	**197,700**
		Peaking Factor	**3.8**
		Ultimate Planned Peak Flow (gpd)	**751,300**
		Ultimate Planned Peak Flow (gpm)	**520**



Sanitary Sewer
Sewersheds
Municipal Boundaries

N

Feet
0 2,500 5,000

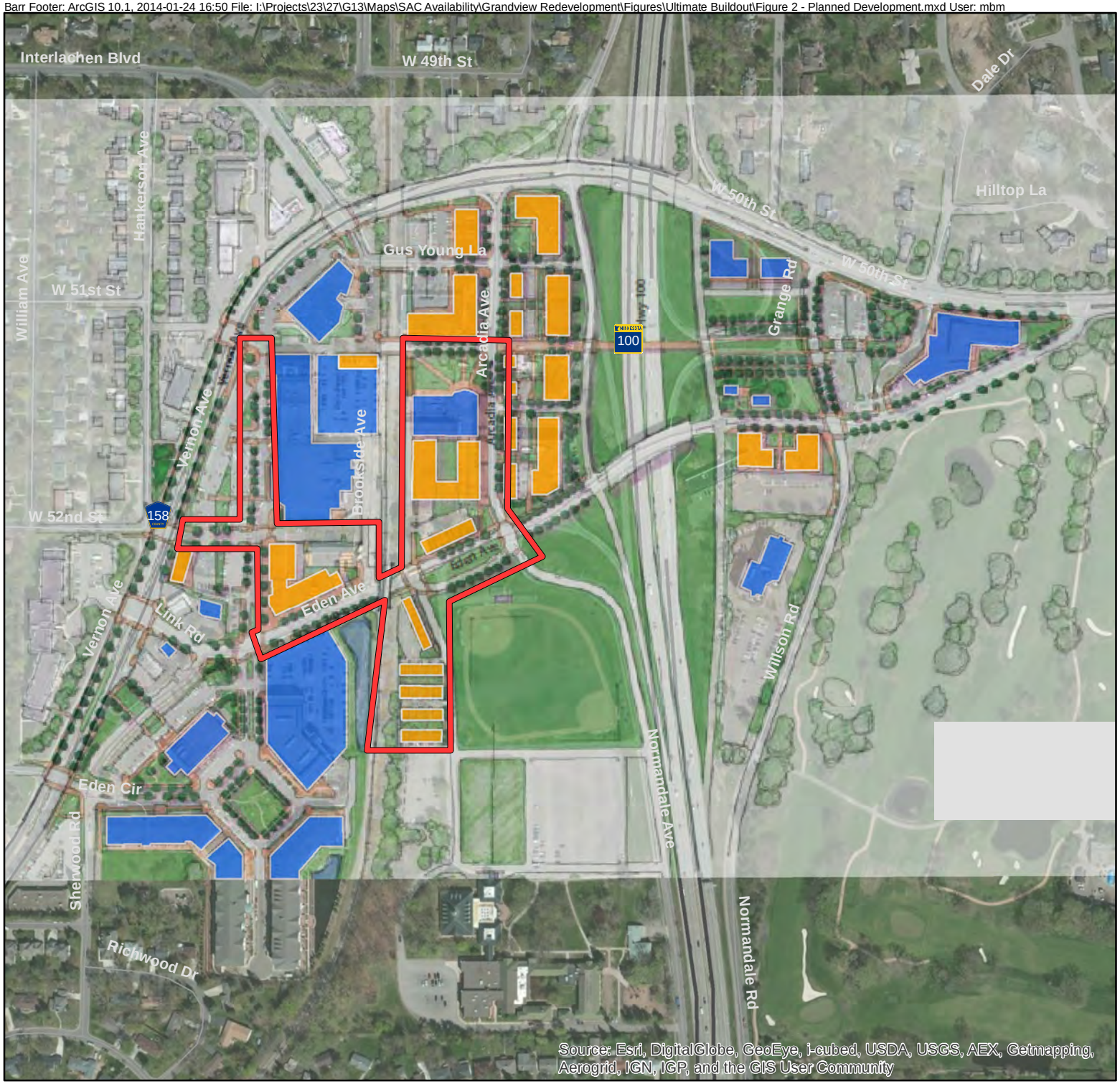
1 inch = 2,500 feet

BARR

Figure 1

PROJECT AREA
GrandView Redevelopment
City of Edina
Edina, MN

Barr Footer: ArcGIS 10.1, 2014-01-24 16:50 File: I:\Projects\23\27\G13\Maps\SAC Availability\Grandview Redevelopment\Figures\Ultimate Buildout\Figure 2 - Planned Development.mxd User: mbm



Grandview Redevelopment: Phase 1

Civic Community Buildings

Proposed Development

N

Feet

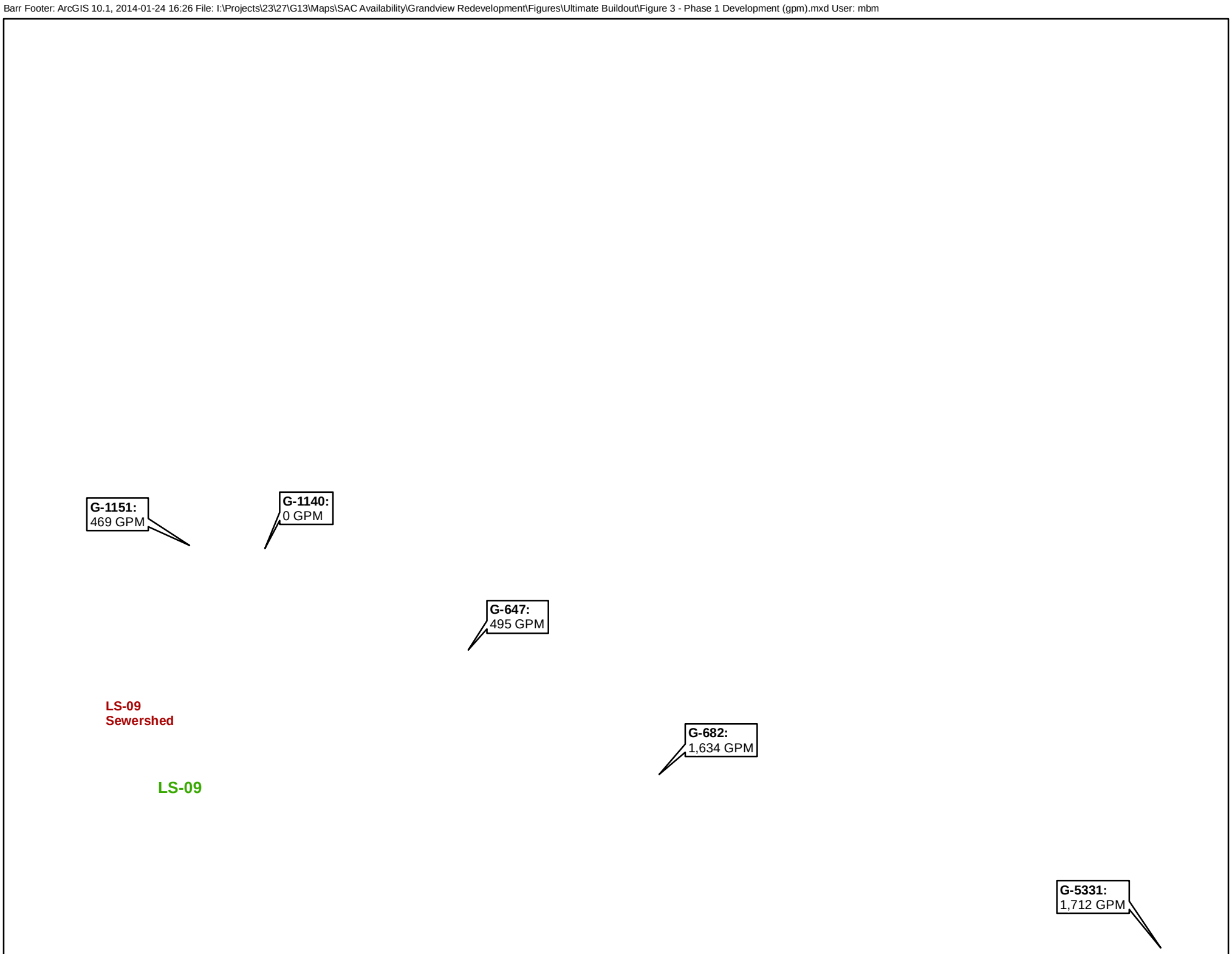
0 200 400 600

1 inch = 400 feet

BARR

Figure 2

PLANNED DEVELOPMENT
GrandView Redevelopment
City of Edina
Edina, MN



Sources: Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013

Pipe Capacity Remaining (GPM)

- <0
- 1 - 50
- 51 - 100
- 101 - 150
- 151 - 200
- 201 - 300
- 301 - 400
- 401 - 500
- 501 - 600
- 601 - 800
- 801 - 1000
- 1001 - 1200
- 1201 - 1400
- 1401 - 1600
- 1601 - 1800
- >1800
- LS-09
- Sewersheds
- Existing Sanitary Sewer (LS-09)

N

Feet

0 1,000 2,000

1 inch = 1,000 feet

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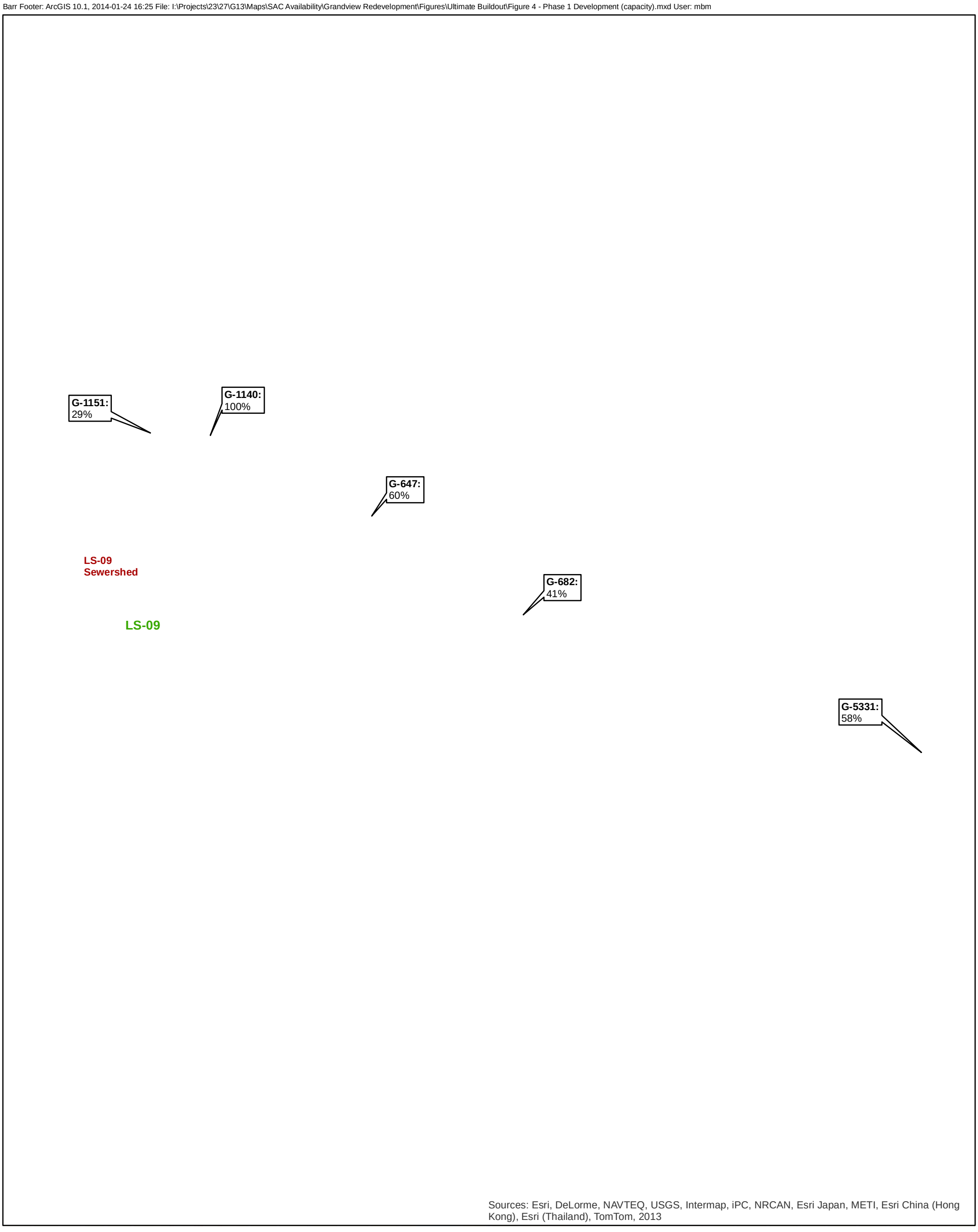
Figure 3

PHASE 1 DEVELOPMENT
PIPE CAPACITY REMAINING (GPM)
GrandView Redevelopment
City of Edina
Edina, MN



Pipe Capacity Utilized (%)

- 0-10
- 10-20
- 20-30
- 30-40
- 40-50
- 50-60
- 60-70
- 70-80
- 80-90
- 90-100
- >100

- LS-09
- Sewersheds
- Existing Sanitary Sewer (LS-09)

N

Feet

0 1,000 2,000

1 inch = 1,000 feet

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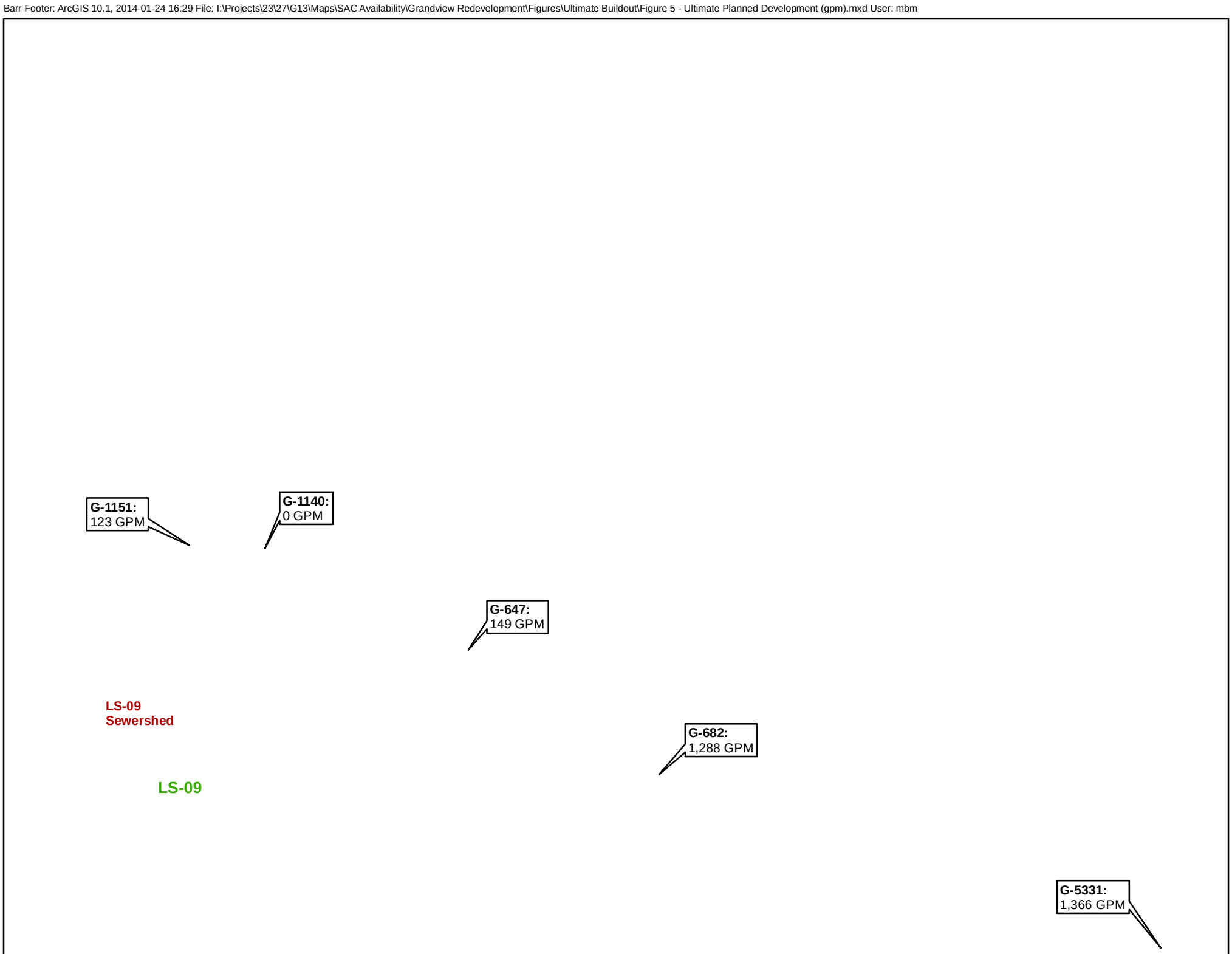
Figure 4

PHASE 1 DEVELOPMENT
PIPE CAPACITY UTILIZED (%)
GrandView Redevelopment
City of Edina
Edina, MN



Sources: Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013

Pipe Capacity Remaining (GPM)

- <0
- 1 - 50
- 51 - 100
- 101 - 150
- 151 - 200
- 201 - 300
- 301 - 400
- 401 - 500
- 501 - 600
- 601 - 800
- 801 - 1000
- 1001 - 1200
- 1201 - 1400
- 1401 - 1600
- 1601 - 1800
- >1800
- LS-09
- Sewersheds
- Existing Sanitary Sewer (LS-09)

N

Feet

0 1,000 2,000

1 inch = 1,000 feet

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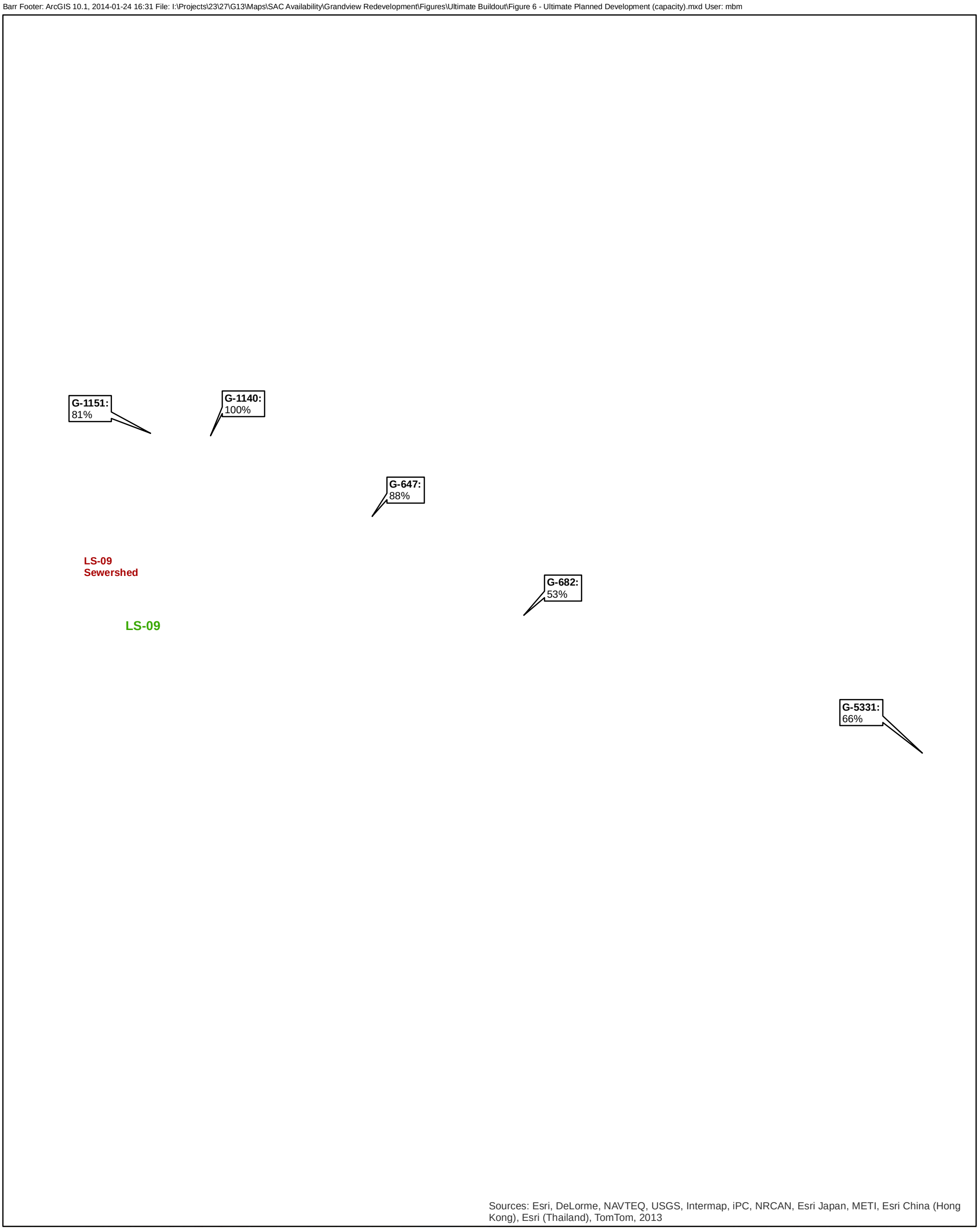
Figure 5

ULTIMATE PLANNED DEVELOPMENT
PIPE CAPACITY REMAINING (GPM)
GrandView Redevelopment
City of Edina
Edina, MN



Pipe Capacity Utilized (%)

- 0-10
- 10-20
- 20-30
- 30-40
- 40-50
- 50-60
- 60-70
- 70-80
- 80-90
- 90-100
- >100

LS-09

Sewersheds

Existing Sanitary Sewer (LS-09)

N

Feet

0 1,000 2,000

1 inch = 1,000 feet

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Figure 6

ULTIMATE PLANNED DEVELOPMENT
PIPE CAPACITY UTILIZED (%)
GrandView Redevelopment
City of Edina
Edina, MN

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SEH

Building a Better World for All of Us®

MEMORANDUM

TO: Chad Millner and Ross Bintner

FROM: Chad Katzenberger & Miles Jensen

DATE: February 21, 2014

RE: GrandView Area Water Distribution System Analysis
SEH No. EDINA 104275 14.00

Background

This memo is intended to address future water distribution system water main sizing and location recommendations. The City is currently working toward the redevelopment of the GrandView area. The redevelopment includes a mix of high density residential, commercial and civic buildings. Redevelopment of the City's former public works facility site as well as an existing school bus garage site is included in phase 1 of the GrandView redevelopment plans. Ultimate redevelopment of the rest of the GrandView area is planned to occur in the next 10 plus years. Additional detail of the redevelopment plans can be found in the planning document titled "*GrandView District Development Framework April 5, 2012 Cunningham Group*".

The Grandview area is area is currently served by a network of 6, 8, 10, 12 and 16-inch water main. Water Treatment Plant No.6 is also located in this area. A 16-inch trunk water main extends south from the water treatment plant and another12-inch trunk water main is located in the area with the remainder of the area being served by 6-inch and 8-inch distribution main. (See Figure 1)

The goal of this analysis is to provide a recommendation for future water main improvements in the proposed development area. Recommendations for future water main size and location will be made based on future anticipated water system demands as well as the ability to supply fire flow.

Water Model Analysis

The City's recently updated water distribution model was utilized to analyze existing water system capabilities as well as to simulate the operation of proposed recommended improvements. A previous memo titled "*GrandView Area Sanitary Sewer Analysis, January 29, 2014 Barr Engineering*" analyzed sanitary sewer capacity for the same development area and provided a basis for anticipated water system demands in the area. These demands were adjusted to simulate water system maximum day and peak hour conditions as follows:

	Maximum Day Demand (gpm)	Peak Hour Demand (gpm)
Phase 1 Redevelopment	101	172
Ultimate Redevelopment	411	700

The model indicates that existing pipe sizes are capable of supplying demands as outlined above. However additional considerations were further analyzed to develop opportunities for addressing other potential system weaknesses. The model revealed that during normal water treatment plant operations there is an elevated flow velocity in the existing 8-inch main which travels north as it exists in Water Treatment Plant No.6. The velocity in this main approaches 5 feet per second (fps) due to the large amount of flow conducted by the pipe when the treatment plant is in operation. Within water distribution systems, it is recommended that pipe velocities do not exceed 5 fps during typical operation. As a

result it is suggested that this existing 8-inch water main extending from Water Treatment Plant No.6 to the Intersection of Vernon Avenue & Interlachen Boulevard be replaced with a minimum 12-inch main. This would provide more balanced water flow from Water Treatment Plant No. 6 and decrease flow velocities and head loss.

Fire Flow Analysis

Fire flow demand requirements are typically based on anticipated land use and local fire authority requirements. Fire protection needs vary with the physical characteristics of each building to be protected. For example, fire flow needed for a specific building can vary from 500 gpm to as high as 12,000 gpm, depending on habitual classifications, separation distances between buildings, height, materials of construction, size of the building, and the presence or absence of building sprinklers. Municipal fire insurance ratings are partially based on the City's ability to provide needed fire flows up to 3,500 gpm. If a specific building has a needed fire flow greater than this amount, the City's fire insurance rating will only be based on the water system's ability to provide 3,500 gpm. As a result, for purposes of this analysis, a fire flow of 3,500 gpm was determined to be the minimum requirements for the project area.

A fire flow analysis within the water model was completed to determine existing fire flow availability (assuming WTP No.6 Off). Fire flow availability results for the area range from 1,400 gpm along Arcadia Ave. (existing 6-inch main) to 3,500+ gpm along the existing 12 & 16-inch trunk mains. (See Figure 1)

A preferred water main size and location layout was developed to achieve fire flow availability of 3,500 gpm + in the entire project area. The resulting proposed water main layout provides for looping in the project area for reliable supply as well as robust fire flow. (See Figure 2)

Recommendations

As a result of the water system model analysis for this area of re-development, the following improvement recommendations have been developed. These improvements will help to optimize water system performance, reliability and fire flow capabilities.

Priority	Item	Benefit
1	Install Looped 8" water main in areas of new service.	Redundant supply, available fire flow
2	Replace existing 6" main(s) with a minimum of 8" main along Arcadia Avenue between Eden Avenue & Vernon Avenue	Increase available fire flow
3	Replace existing 8" main with new 12" main along Eden Avenue between Brookside Avenue & Arcadia Avenue	Increase available fire flow
4	Replace existing 8" main with new 12" main traveling north from WTP No.6 to the Intersection of Vernon Avenue & Interlachen Boulevard	Reduce flow velocity in main during operation of WTP No.6, increase available fire flow.
5	Install new looped section of water main crossing Highway 100 from west side of Development to Grange Road Along West 50th Street	Increase fire flow on East side of Highway 100, provide looped section of water main and boost fire flow on East side of Highway 100.

ctk
Attachment
c: Miles Jensen
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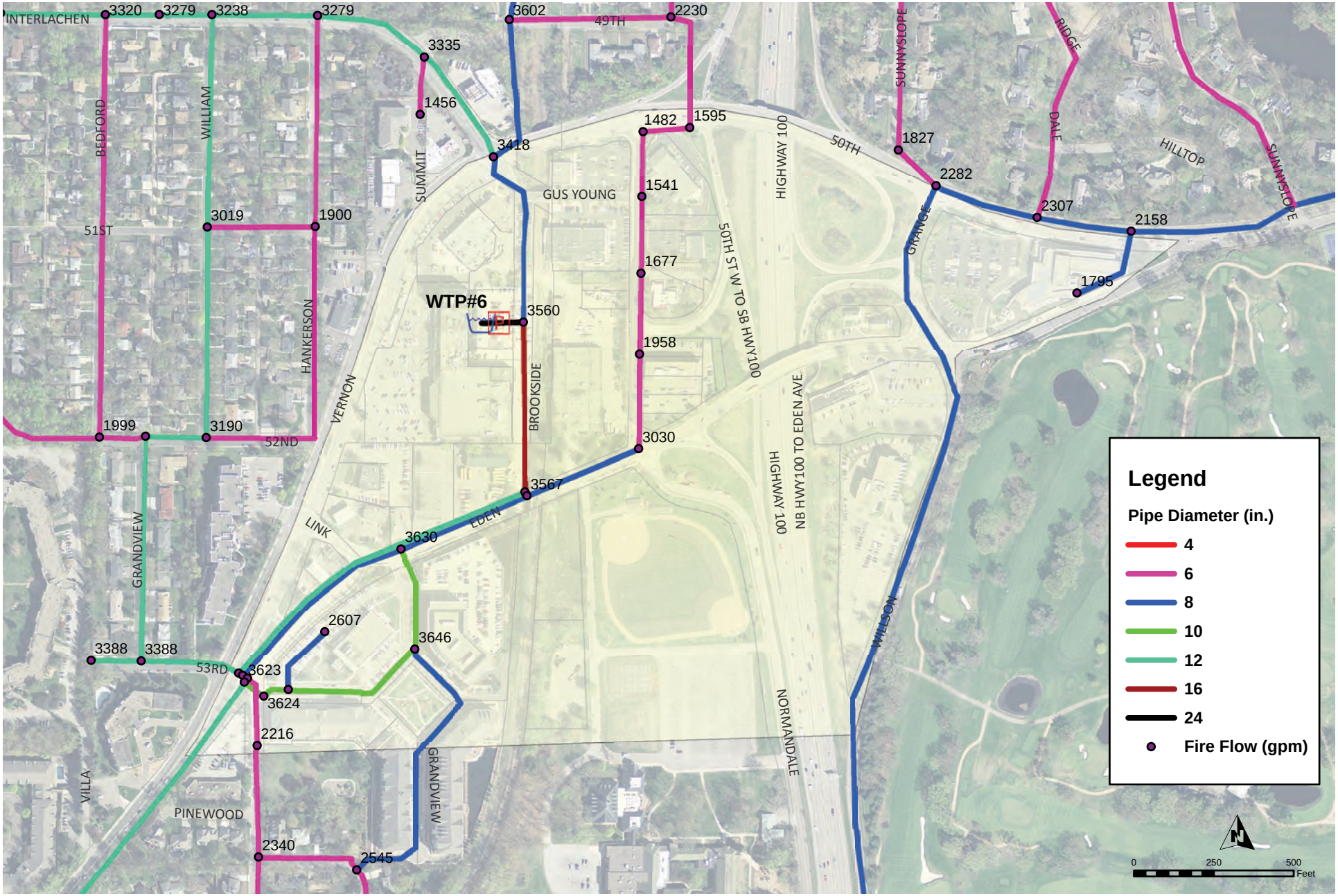
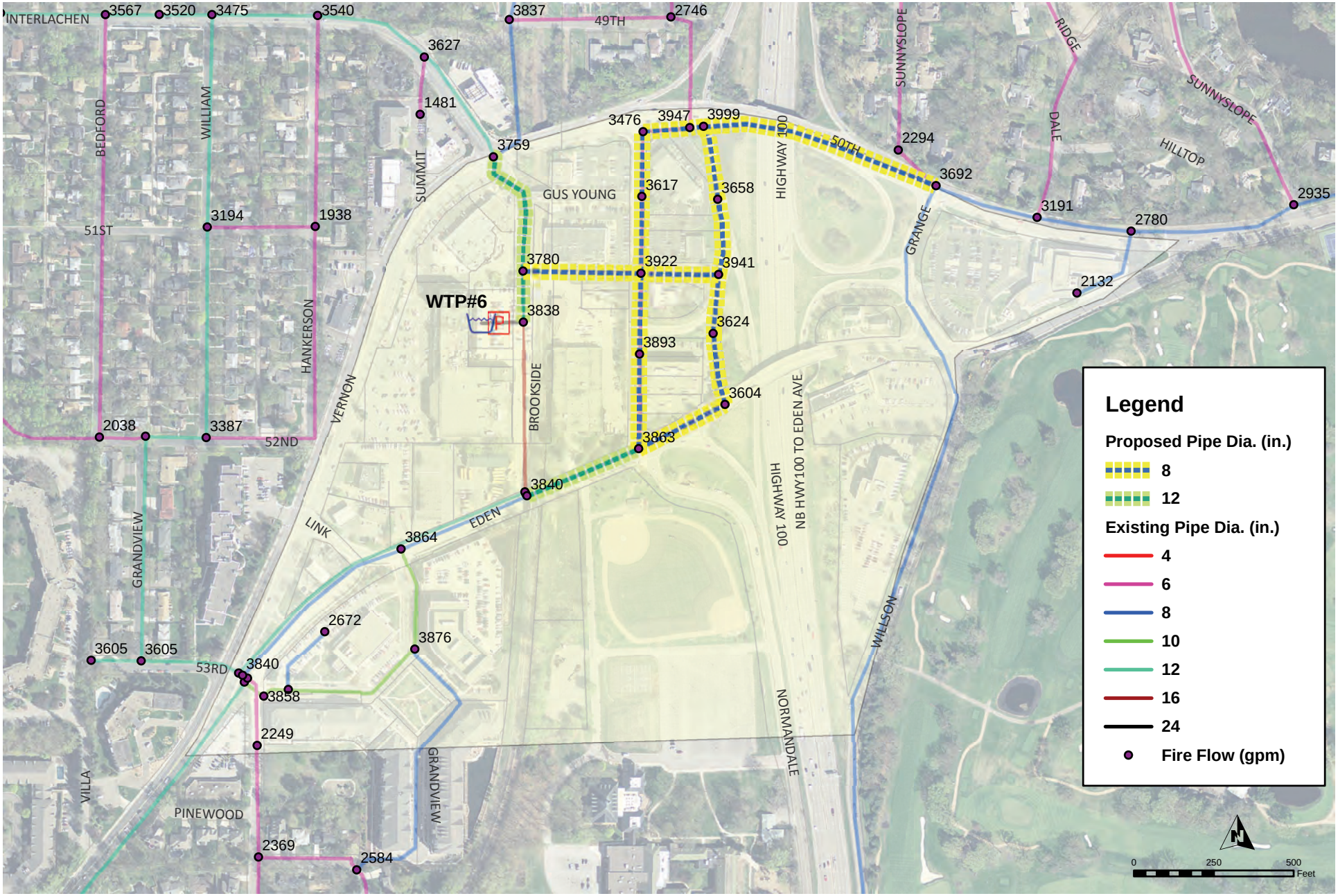


Project Number: EDINA 108063
Print Date: 2/24/2014

Map by: CTK
Projection: County Coord.
Source: Infowater Model

GrandView Development Water Model Analysis
Edina, Minnesota

FIGURE 1
Existing Maximum Day Fire Flow
WTP #6 Status (off)



Project Number: EDINA 108063
Print Date: 2/24/2014

Map by: CTK
Projection: County Coord.
Source: Infowater Model

GrandView Development Water Model Analysis
Edina, Minnesota

FIGURE 2
Proposed Maximum Day Fire Flow
WTP #6 Status (off)

WSB & Associates, Inc.

Infrastructure ■ Engineering ■ Planning ■ Construction

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Memorandum

DATE: ***March 6, 2014***

TO: ***Mr. Bill Neuendorf, Economic Development Manager***
Mr. Chad Millner, Director of Engineering
City of Edina

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

RE: ***Grandview District Development Area***
Transportation Summary
City of Edina, MN
WSB Project No. 1686-53

The GrandView District is located in the area surrounding the TH 100 and W. 50th Street/Vernon Avenue and Eden Avenue corridors. The project area is shown on the attached ***Figure 1.*** The following sections of this memorandum summarize or update the results of the transportation aspects from the GrandView District Development Framework Plan.

Background / History

In 2010 the City Council adopted the GrandView District Small Area Guide Plan process. That process resulted in adoption of Seven Guiding Principles for the redevelopment of the GrandView District. These included:

1. Leverage publicly-owned parcels and civic presence to create a vibrant and connected District that serves as a catalyst for high quality, integrated public and private development.
2. Enhance the District's economic viability as a neighborhood center with regional connections, recognizing that meeting the needs of both businesses and residents will make the District a good place to do business.
3. Turn perceived barriers into opportunities. Consider layering development over supporting infrastructure and taking advantage of the natural topography of the area.

Principles Related to the Concept Diagram

1. Leverage publicly owned parcels
2. Meet the needs of businesses and residents
3. Turn barriers into opportunities
4. Pursue logical increments; make vibrant walkable and attractive
5. Organize parking; provide convenience
6. Improve movement for all ages; facilitate multiple modes of movement
7. Identity and unique sense of place; be sustainable and innovative

Source: GrandView District Development Framework Plan, April 2012

4. Design for the present and the future by pursuing logical increments of change using key parcels as stepping stones to a more vibrant, walkable, functional, attractive, and life-filled place.
5. Organize parking as an effective resource for the District by linking community parking to public and private destinations while also providing parking that is convenient for businesses and customers.
6. Improve movement within and access to the District for people of all ages by facilitating multiple modes of transportation, and preserve future transit opportunities provided by the rail corridor.
7. Create an identity and unique sense of place that incorporates natural spaces into a high quality and sustainable development reflecting Edina's innovative development heritage.

In April of 2011 the process of developing a GrandView District Development Framework began. The objective in creating a Development Framework was to build upon the Seven Guiding Principles. The vision of that process was summarized in three goals:

1. **Create a place with a unique identity announced by signature elements like:**

    - A central commons on the Public Works site with indoor and outdoor public space that connects the civic cornerstones of the District and serves the neighborhood and community needs;
    - A "gateway" at Highway 100 that announces the District as a special place, using elements like an iconic pedestrian and bicycle bridge spanning Highway 100; and
    - An innovative, cutting-edge approach to 21st-century sustainability

2. **Completely rethink and reorganize the District's transportation infrastructure to:**

    - Make the District accessible and inviting to pedestrians and cyclists;
    - Create connections between the different parts of the District;
    - Maintain automobile-friendly access to convenience retail;
    - Create separate pathways for "pass-through" and "destination" automobile traffic; and
    - Preserve future transit opportunities provided by the rail corridor in a way that ensures that the kinds of opportunities pursued in the future are consistent with the character we envision for the District and provide benefit to the surrounding neighborhood.

3. **Leverage public resources to make incremental value-creating changes that enhance the public realm and encourage private redevelopment consistent with the vision that improves the quality of the neighborhood for residents, businesses, and property owners.**

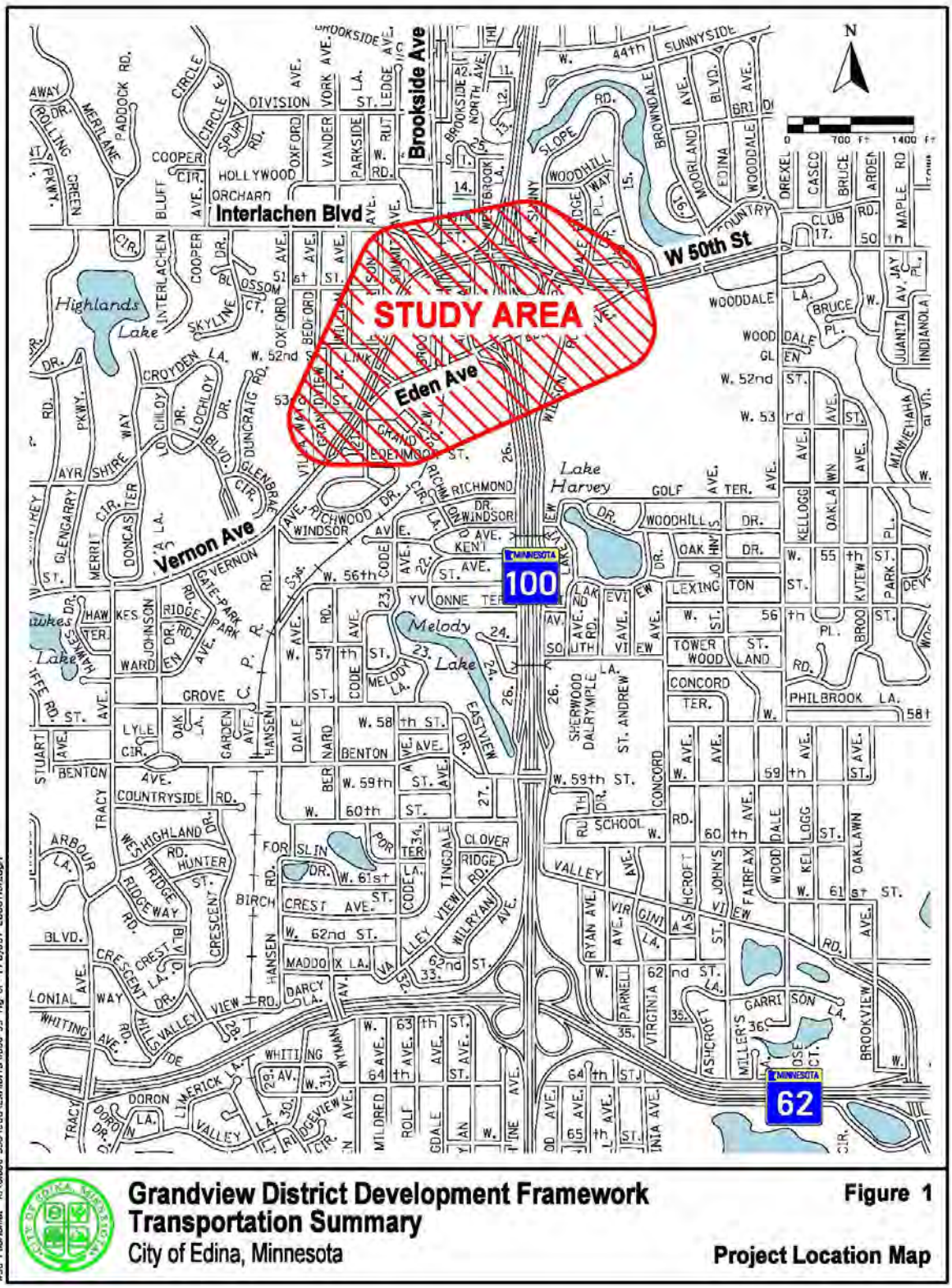
As part of the Framework Plan process a work group was established that guided the development of the transportation sections of the plan. A summary of the Work Group meeting is included in the ***Appendix.*** This group identified several goals for the transportation GrandView District transportation system including:

- Support a more efficient, compact, and safe interchange access to Highway 100 from Vernon and Eden.
- Create a more bike and pedestrian friendly environment by applying Complete Streets and Living Streets principles to Vernon, Eden, and the local street network.
- Create an improved circulation and access network between public streets/parcels and private development/destinations.
- Create an enhanced parking environment that, in part, depends on shared, centrally-located District parking supplies.
- Partner with Metro Transit to implement a community-scale Park and Ride and bus turnaround loop in the area.
- Complete the historical transition of Vernon from old Highway 169 to a local District street.
- Identify and implement a demonstration project for "Complete/Living" streets principles.
- Provide additional auto, bike, and pedestrian connections east and west in the District.
- Maintain and improve parking, access, and circulation in the short term for convenience, retail, and service uses.
- Complete the pedestrian and bike system. Make bikes and pedestrians a priority and allow for a safe crossing over Highway 100.
- Take a leadership role related to the Highway 100 interchange. Build the "reason platform" for multi-modal access and gateways.
- Preserve the CP Rail corridor for future, possible public transit, and non-motorized movement/connection in the District.
- Reduce congestion by providing safe travel choices that encourage non-motorized transportation options, increasing the overall capacity of the transportation network.

In addition the group identified seven Major Transportation Issues associated with the GrandView District:

1. Rail or other mass transit
2. Multimodal access to the district
3. Multimodal circulation within the district
4. Park and Ride role, and other parking issues
5. Connections across TH 100 and rail line
6. Reconfiguration of TH 100 ramps
7. School bus garage alternatives

These issues are summarized in a table and included in the ***Appendix***.


STUDY AREA
Brookside Ave
Interlachen Blvd
W 50th St
Eden Ave
Vernon Ave
Highlands Lake
Lake Harvey
Melody Lake
MINNESOTA 100
MINNESOTA 62
N
0 700 Ft 1400 Ft
Grandview District Development Framework
Transportation Summary
City of Edina, Minnesota
Figure 1
Project Location Map
Date Printed: 3/6/2014
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Current Transportation System

The key roadways within the GrandView District and their characteristics is shown below in ***Table 1***. The Average Daily Traffic (ADT) volume shown in the table is the most recent available traffic volumes; these have been updated from the April 2012 plan. The attached ***Figure 2*** shows the ADT volume with the year counted on the area roadways.

Table 1 – Roadway Characteristics

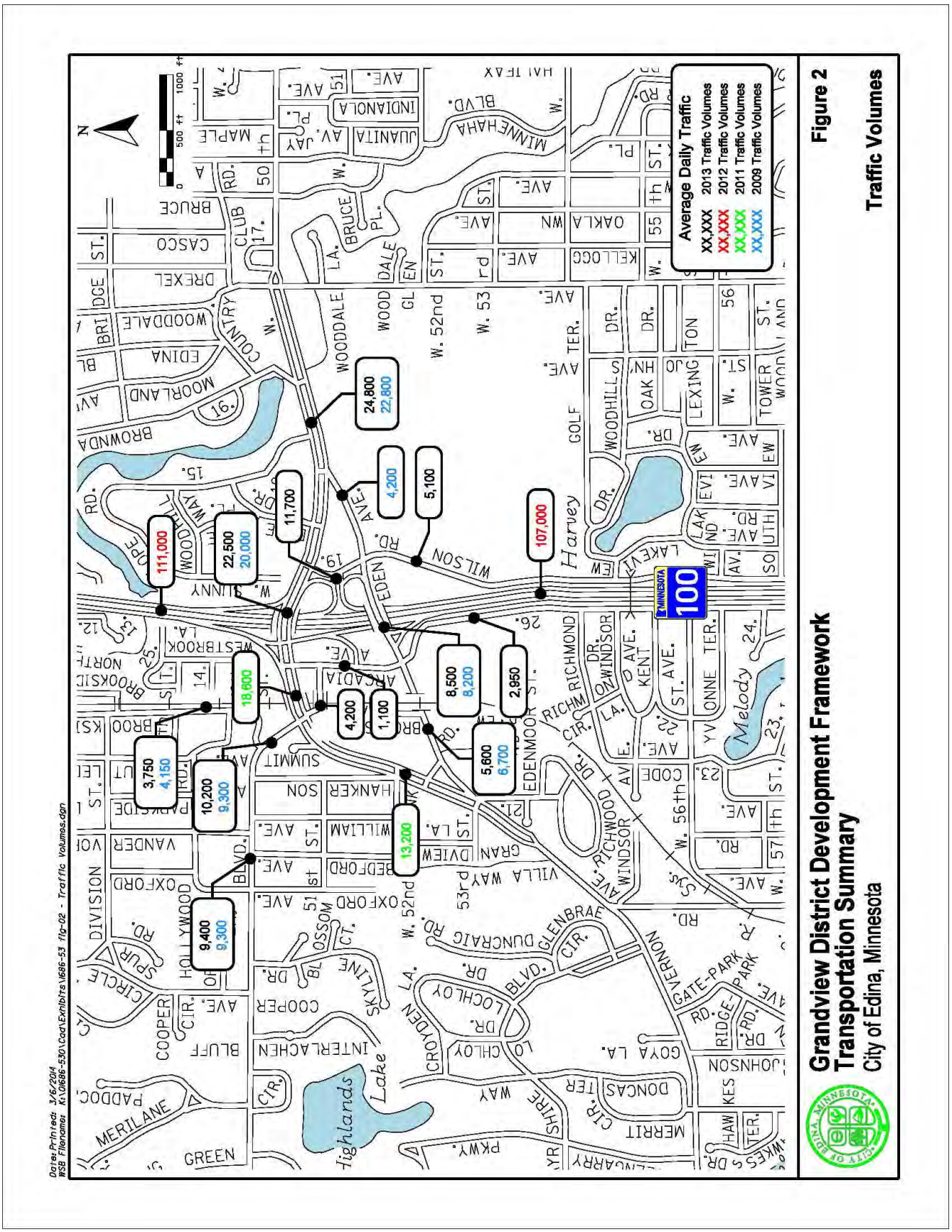
Roadway	Functional Classification	Roadway Jurisdiction	Roadway Design	Existing ADT Volume
TH 100	Principal Arterial	MnDOT	4-Lane Freeway	107,000 – 111,000
50th Street	A Minor Arterial	Edina - MSA	4-Lane Divided	22,500 – 24,800
Vernon Avenue	A Minor Arterial	Hennepin County	4-Lane Divided	13,200- 18,600
Interlachen Blvd	Collector	Edina - MSA	2-Lane	9,400
Eden Avenue / Link Road	Collector	Edina - MSA	3- Lane / 2-Lane	4,200 – 8,500
Gus Young Lane	Collector	Edina	2-Lane	4200
Arcadia Avenue	Collector	Edina	2-Lane	1,100
Brookside Avenue (north of Interlachen)	Collector	Edina - MSA	2-Lane	3750
Grange Road	Collector	Edina	2-Lane	11,700 - 5,100

The crash data included with this study was obtained using the Minnesota Crash Mapping Analysis Tool (MnCMAT) developed by MnDOT. The database includes crashes reported to MnDOT by local law enforcement agencies.

The crash data presented is for the years of 2010-2013. However, there is a lag time between crash occurrence and data entry into the crash database of approximately two to three months. As such, the data for 2013 is current only through 11/4/2013. Any crashes that occurred after 11/4/2013 are not included in this analysis. The updated existing crash data is shown on the attached ***Figure 3*** and below in ***Table 2***.

Table 2 – Crash Summary

Location	Year							Total Crashes
	2011		2012		2013			
	PD	PI	PD	PI	PD	PI	K	
Vernon Ave at 53rd St	0	0	0	0	0	1	0	1
Vernon Ave at Eden Ave	0	0	0	0	0	0	0	0
Vernon Ave at Commercial Access	1	0	0	0	0	0	0	1
Vernon Ave at Interlachen Blvd	1	1	3	1	4	0	1	10
Vernon Ave at Arcadia Ave	0	0	2	0	0	0	0	2
Vernon Ave at TH 100 SB Ramps	0	0	1	0	0	0	0	1
50th St at Grange Rd	0	0	0	0	3	1	0	4
50th St at Dale Dr	0	0	0	0	1	1	0	2
50th St at Eden Ave	0	1	0	0	0	1	0	2
50th St at Sunnyslope Rd	1	0	0	0	0	0	0	1
Eden Ave at Sherwood Rd	1	0	0	0	0	0	0	1
Eden Ave at Grandview Square	0	0	0	0	0	0	0	0
Eden Ave at Brookside St	0	0	0	0	0	0	0	0
Eden Ave at Field Access Rd	0	0	0	0	0	0	0	0
Eden Ave at Arcadia Ave/ Normandale Rd	0	0	0	0	0	0	0	0
Eden Ave at TH 100 SB Ramp	0	0	0	0	0	0	0	0
Eden Ave at Grange Rd/Willson Rd	0	1	0	0	0	0	0	1
Interlachen Blvd at Brookside St	0	0	1	1	0	0	0	2
Arcadia Ave at Gus Young Ln	0	0	0	0	0	0	0	0
Arcadia Ave at TH 100 SB Ramp	0	0	0	0	0	0	0	0
Grange Rd at TH 100 NB Ramps	0	0	0	0	0	0	0	0
Total Crashes	4	3	7	1	8	4	1	28


Average Daily Traffic
XX,XXX 2013 Traffic Volumes
XX,XXX 2012 Traffic Volumes
XX,XXX 2011 Traffic Volumes
XX,XXX 2009 Traffic Volumes
Grandview District Development Framework
Transportation Summary
City of Edina, Minnesota
Figure 2
Traffic Volumes
Date: Printed: 3/6/2014
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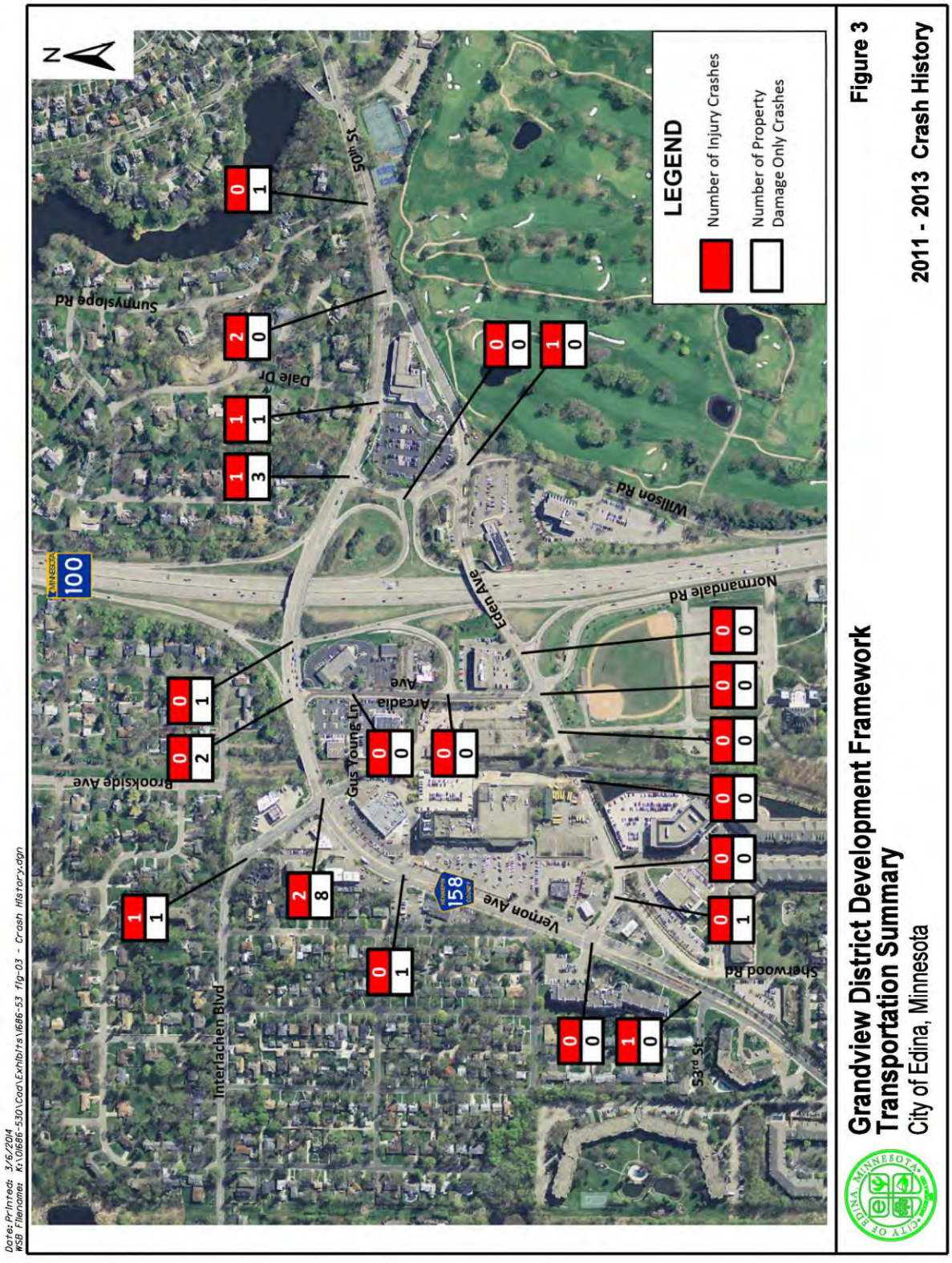
LEGEND
Number of Injury Crashes
Number of Property Damage Only Crashes
Grandview District Development Framework
Transportation Summary
City of Edina, Minnesota
Figure 3
2011 - 2013 Crash History
Date: Printed: 3/6/2014
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Interlachen Blvd
Brookside Ave
Gus Young Ln
Arcadia Ave
Vernon Ave
Eden Ave
Normandale Rd
Wilson Rd
Dale Dr
Sunnyslope Rd
50th St
Sherwood Rd
53rd St
100
158

Plan Recommendations

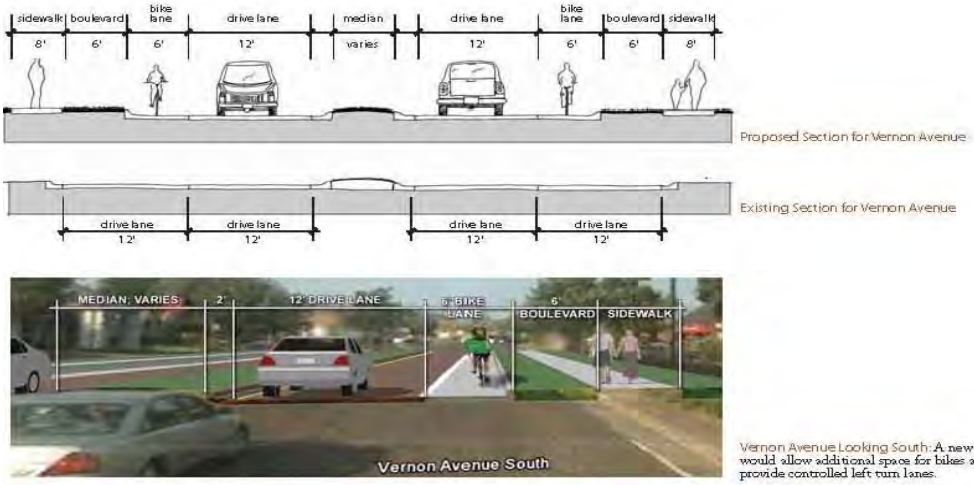
The Transportation section of the Framework Plan identified several key recommendations. Each is discussed in this section.

District Street Framework
The movement framework for the District began with addressing policy issues including Living Streets principles, as well as considering larger and longer term ideas like reconstructing the TH 100 interchange using a "split diamond" configuration. This approach accomplishes a number of objectives that meet the District Principles and provides an incremental approach to addressing change over time.

The existing slip ramp location off the southbound ingress ramp would be retained but would be combined with an additional connection to Gus Young Lane as part of the one way frontage road system. Traffic would be controlled at four signalized intersections. In the short term, there is an opportunity to begin implementing streetscape, bike, and pedestrian improvements. Another important recommendation was to implement the GrandView Crossing/Gus Young Lane one-way street pair that would help manage traffic access and circulation in the upper core of the District.

Source: GrandView District Development Framework Plan, April 2012

Vernon Avenue
It was recommended that south of the Interlachen Parkway intersection, Vernon Avenue would be reconfigured to a three lane, divided section that would better accommodate local traffic movement, provide a dedicated bike lane, and capture some of the right-of-way for pedestrian improvements and street crossings.



Source: GrandView District Development Framework Plan, April 2012

TH 100 Improvements

One of the primary recommendations involved the short term and long term configuration of the Highway 100 interchange. The plan includes a "split-diamond" arrangement that would manage access on an off the highway at signalized intersections. These intersections would be at Vernon Avenue and Eden Avenue, and would connect with parallel, one-way frontage roads.

This configuration would allow regional traffic too clearly and safely access the highway and still move into the District with predictability and safety. Long term prospects might include the transfer of unused MnDOT right-of-way for local and community uses such as civic building sites, future bus rapid transit support, parking, and open space.

Source: GrandView District Development Framework Plan, April 2012

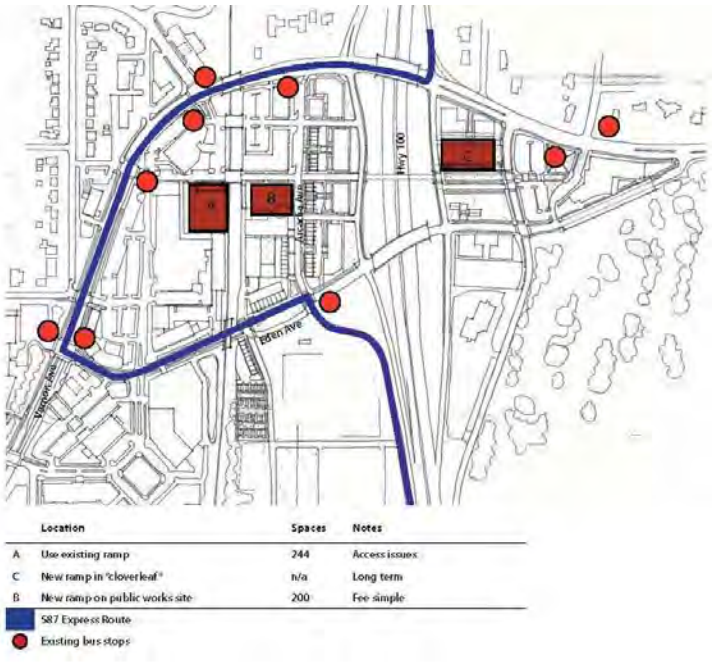
Park and Ride

Metro Transit operates the #587 Express route through the GrandView District before turning north on TH 100 to downtown. They have a well-documented market that they serve in southwest Edina, and board riders on a daily basis who are parking in front of the library, in the city ramp, and in front of a number of businesses. They are highly motivated to locate a "community" scale park and ride facility that would accommodate no more than 200 cars. At least two sites have the potential to serve this need: the existing city ramp and a potential structure on the public works site.

Source: GrandView District Development Framework Plan, April 2012

Bike Lane Improvements

Bike lanes were recommended for Vernon Avenue, a secondary bike route, and Eden Avenue, a primary bike route, through the District. The lanes would be enhanced paint and striping as well as additional lane area. A potential bike facility using the CP Rail right-of-way or adjacent land could connect Eden, at grade, to Brookside, thereby providing an off -road option to move through the District.

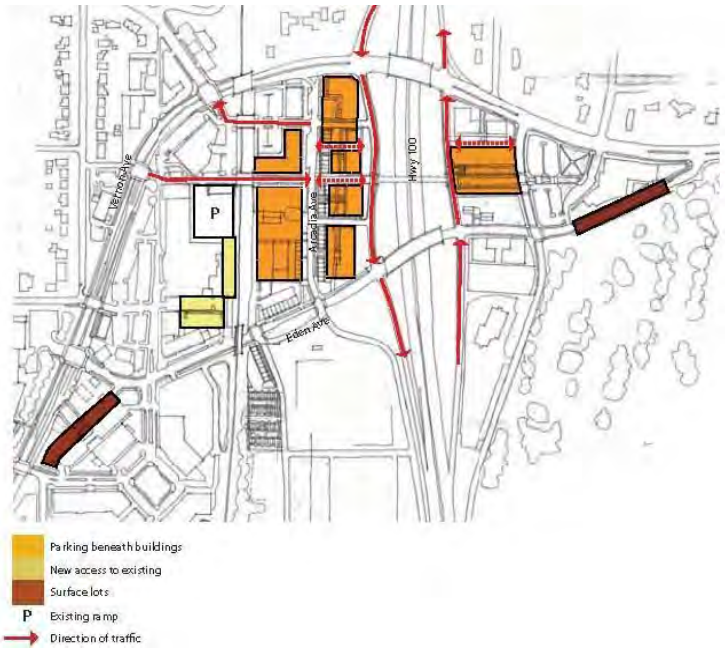


Source: GrandView District Development Framework Plan, April 2012

Parking

The plan recommended the following parking improvements:

- Consider the use of the current city parking ramp (located behind Jerry's) to accommodate future park and ride patrons and general parking district supply; increase the capacity of this structure in the future if economically possible/practical.
- The public works site should be considered as a location for a Metro Transit park and ride facility as a way to provide parking to weekly commuters and to provide parking for a community/civic building, public green, residences and other uses. In addition, the top level (deck) of this structure is intended to serve as the GrandView Green, the major public realm amenity in the district.
- Additional parking (structure) is proposed to the south and contiguous to Jerry's grocery store to provide better service access to the loading area and provide additional parking supply.



Source: GrandView District Development Framework Plan, April 2012

Next Steps / Implementation

Future Traffic Conditions
The City's 2008 Transportation Plan included household, population and employment projections by Traffic Analysis Zone (TAZ). For the TAZ that includes the GrandView District it was projected, at the time for a 5% increase in population and households and a 7.5% increase in employment by the year 2030. This resulted in 2030 traffic forecasts on the adjacent roadways. ***Table 3*** shows the future 2030 projected traffic volumes from the City's Transportation Plan.

Table 3 – Projected 2030 Traffic Volumes

Roadway	2030 ADT Volume
50th Street	28,000
Vernon Avenue	17,000
Interlachen Blvd	13,800
Brookside Avenue (north of Interlachen)	5,500

Phase 1 Implementation
The GrandView District Development Plan included an example for implementing an initial, or Phase 1, project for the area. Outlined below are the key components of the implementation plan including estimated traffic generation and preliminary cost estimates

A. Public Works Site
- Community Commons:
  - GrandView Crossing (street)
  - GrandView Green
  - Community/Civic building
- Arcadia steps
- Community/Civic building
- Variety of residential building types
- Structured parking
- Park and ride structure

Estimated Daily Traffic Generation = 3,000 vpd
Estimated Preliminary Cost = $37,730,000

B. Bus Garage Site
- Multi-level parking
- Retail/service/office use

Estimated Daily Traffic Generation = 800 vpd
Estimated Preliminary Cost = $9,980,000

Source: GrandView District Development Framework Plan, April 2012

C. Wanner Site

- Townhouses fronting OLG open space

Estimated Daily Traffic Generation = 200 vpd
Estimated Preliminary Cost = $52,500

D. Eden Avenue Streetscape

- Bus stop integrated
- Boulevard organizes intersection alignments

Estimated Daily Traffic Generation = N/A
Estimated Preliminary Cost = $1,719,750

E. Jerry's Streetscape

- Pedestrian enhancements
- Streetscape/Stormwater treatment

Estimated Daily Traffic Generation = N/A
Estimated Preliminary Cost = $306,250

F. Infrastructure and Streets

- Vernon Avenue Street and Landscaping
- Gus Young Lane Street and Landscaping
- Bridges
- TH 100

Estimated Daily Traffic Generation = N/A
Estimated Preliminary Cost = $4,920,000

This information can be used as a guide in determining future transportation needs and potential funding sources. However, in order to determine the actual needed transportation and infrastructure improvements necessary, a detailed Traffic Study and Feasibility Study would need to be completed based on a development proposal.

APPENDIX

GrandView District Small Area Plan
Transportation Work Group
Work Session #1 – September 21, 2011

Scope of Issues
The Transportation Work Group (TWG) is focusing on issues related to movement, accessibility, parking, transit and infrastructure related to the GrandView Small Area Plan (SAP). Recognizing that there is understandable overlap with the work of other groups within the plan, the TWG has identified eight primary subject areas on which to focus its efforts:

1. Multimodal access to and through the District
2. Multimodal circulation within the District
3. Park-and-Ride role, and other local parking issues
4. Rail and/or other mass transit options
5. Connections across Hwy 100 and rail line
6. Reconfiguration of Hwy 100 ramps
7. School bus garage alternatives
8. Infrastructure and site engineering issues

Key Issues and Questions
For each of the subject areas, this report will summarize the "big picture" issues, provide known specific background information that will help to understand the transportation related opportunities of the study area and identify a number of additional questions.

1. Multimodal access to and through the District
Big Picture: Driven by development of the road network and the topography of the area with its material change of grade from north to south, bicycle and pedestrian access to the GrandView district is one of the most striking and apparent limitations to the accessibility of the area. Residents of neighborhoods directly adjacent to the District often are unable to get to businesses and facilities within the district safely without resorting to car transportation. Bikers and pedestrians seeking to traverse the District face many of the same limitations.
Specific Information:
1. As part of its 2007 Comprehensive plan, the City of Edina also adopted a bicycle transportation plan developed for the Bike Edina Task Force (BETF) by the consulting team at Community Design Group (CDG). This document is accessible on the City of Edina web site at: http://www.ci.edina.mn.us/traffic/L5_BikeTaskforce.htm.
2. The Edina Transportation Commission (ETC) is proposing the city adopt a "Living Streets" resolution (attached) which applies the concepts of "complete streets" expressed in legislation passed by Minnesota in 2010 along with "green streets" concepts that focus on environmental impacts of street design. The TWG believes that the concepts espoused by the "Living Streets" resolution are strongly aligned with the GrandView Small Area Guide principles, and should be applied as a guide for the GrandView SAP.
3. City of Edina and other jurisdictions have the following near-term plans related to road or other infrastructure improvements within or connecting to the GrandView District, which may present opportunities to reconfigure: (Identify – TBD)

Questions:
How can adjacent neighborhoods be connected to Grandview District?
What are the preferred modes for visitors to access the District?
Can a balance be struck between accommodating through-traffic along Vernon and to/from Highway 100 while providing safe and convenient local access?

2. Multimodal circulation and movement within the District

Big Picture: Related to the issue of access to and through the District and exacerbated by the barrier presented by Highway 100, bicycle and pedestrian mobility within the GrandView District is one of the most apparent limitations to the usability of the area. Walking tours of the area quickly highlight the mobility limitations and risks for non-motorized transit. The City of Edina has recent experience with developing improvements to non-motorized accessibility within the Promenade development in the Southdale area.
Specific Information: see #1 above
Questions:
Are local roads within the District necessary?
Can existing roads be re-aligned, modified or combined?
How can grade changes be incorporated into site plans to encourage pedestrian connections?
Can Highway 100 be 'capped' to unify the west and east sides of the District?
Are there opportunities for skyways over roads, or tunnels in any locations?

3. Park-and-Ride, and other Parking Issues

Big Picture: As a commercial and neighborhood center, GrandView has a number of car parking options and many known constraints for parking. Examples of identified key parking issues include shortages of employee parking for the school bus garage, for Edina Family Physicians employees, for businesses in the Jerry's complex, for the Washburn McCreavy funeral home and for the Eden Avenue Grill. The District also provides some parking for bus commuters on weekdays. Future options may include constructing additional public parking options alongside Highway 100, making effective use of the grade changes in the area to "tuck under" some or most of the parking structure below grade. Whether such a structure could also incorporate necessary facilities to serve the need of the school district bus garage (see #7 below) is another idea to be considered. Whether to support existing activity in the District, future planned activity in the District or expanded transit options, car parking needs to be considered and planned for as part of the Small Area Plan.
Specific Information:

1. The city-owned parking ramp adjacent to Jerry's is used as an impromptu park-and-ride, with daily commuters catching buses at the intersection of Vernon and Interlachen. An estimated XX people per day make use of this unofficial park-and-ride option. The ramp also serves businesses in the area with parking for employees and customers.
2. The GrandView District has been identified as a future location of a park-and-ride in the 2030 Transportation Policy Plan of the Metropolitan Council.

Questions:
Can the city parking ramp be expanded upward?
How can a multi-use garage be shared by existing and future users?
How to stimulate Met Council action toward implementing the park-and-ride 2030 vision for the District in the near-term, and could it provide a source of funding?

4. Rail and/or other Mass Transit Options

Big Picture: The location of the GrandView District at a vibrant crossroads of a major regional highway and busy local surface streets assures that traffic and transit issues will remain important. Situated along Highway 100 and a parallel rail line used for freight traffic today, GrandView has the opportunity to integrate into regional transit solutions over time. Highway 100 is acknowledged to be a heavily traveled route in the regional highway network which is prone to peak time traffic jams, particularly to the north of the GrandView District. The existing rail line by its presence suggests the notion of future rail transit options, which is compelling to many who have observed the characteristics of the area. The GrandView Small Area Guide principles specifically speak to "facilitating multiple modes of transportation" and that the plan should "preserve future transit opportunities provided by the rail corridor".

Specific Information:
RAIL: Rail line is owned by Canadian Pacific (CP), and is used for low-frequency (X times per week) freight rail services primarily serving the XXX business. Trains pass through Edina and adjacent communities at low speeds. Plans for commuter rail and intercity passenger rail services using this corridor have surfaced over the past 15 years. Many neighbors along the rail line have aversion to potential for increased rail traffic, and increased rail speeds. Minnesota legislature enacted in 2002 a law known as the "Dan Patch Gag Rule" which precludes consideration of commuter rail along the corridor passing through GrandView District.
BUS: Bus service to and through the GrandView District consists of the following routes:
Metro Transit Bus Routes - Routes 46, 146, & 568 along Vernon & 50th (east-west); Route 567 along Eden & Normandale; express to downtown Minneapolis; Route 589 along Highway 100; express Bloomington to downtown Minneapolis (no stops in Edina).
Southwest Transit also operates express buses through Edina to downtown Minneapolis. One bus stop shelter is known to exist in the District, on the south side of 50th Street in front of City Hall. There are benches at bus stops in a few other locations.

Questions:
What is the potential for future passenger rail?
Can a future branch of the Southwest Light Rail extend to Grandview?
Are there possibilities for Bus Rapid Transit at Hwy 100 & Vernon?
What is current and projected ridership on existing bus routes?
Are any issues relating to the Southwest LRT plan that may impact freight rail traffic volumes through GrandView?

5. Connections across Highway 100 and rail line

Big Picture: Related to the issue of mobility within the district, the two major north/south corridors through the GrandView District present obvious and significant barriers to more cohesively connecting land parcels and activities within the District. Highway 100 is traversed by the two major east/west roads that define the primary boundaries of the District – Vernon Avenue / 50th Street on the north side and Eden Avenue on the south side. Making these two paths more usable for non-vehicle movement is a minimum objective of enhancements in the GrandView District, and more significant connection across the divide of Highway 100 is desired. Similarly, the rail tracks owned by Canadian Pacific cut through the District, traveling above Eden Avenue and below Vernon Avenue, and creating another north/south barrier to movement across the District from east to west. Finding creative solutions to these challenging barriers will go a long way toward creating a more cohesive neighborhood in the GrandView District.

Specific Information: Highway 100 is three lanes of traffic in each direction; along with the on/off ramps in the center of the GrandView District, this creates a total span of about XXX feet from the west side to the east side of the highway. The Vernon Avenue and Eden Avenue overpasses were built in 1970, and each received high grades on recent structural inspections (2007).

Questions:

What is the feasibility of 'capping' the highway and/or rail tracks?
Can the rail tracks be lowered?
Could tunnels be incorporated to cross below the rail tracks?
Who would be responsible for these connections?
How could these connections be funded?

6. Reconfiguration of Highway 100 ramps

Big Picture: The entry and exit ramps to and from Highway 100 within the GrandView District were built in 19XX, and present a complicated and land-intensive maze of access points. There appear to be redundant on-ramps to 100N and 100S. The 100S on-ramps present a notably hazardous intersection with poor visibility and a high accident rate. Preliminary review of the ramp configurations suggest that more efficient and effective alternatives may exist, and may be able to be incorporated into future MnDOT planning. In addition to the ramps in the immediate GrandView District, opportunities to incorporate changes at the Benton Avenue interchange with Highway 100, one mile south of the District should also be considered in finding more optimal solutions to traffic flow and land use in and around GrandView.

Specific Information: Traffic accident statistics in the area, compared to other areas. Traffic counts data.

Questions:

What are the boundaries and ownership status of each of the highways and roads in the District?
Who owns adjacent parcels of land? What would be the ownership status of any land "liberated" from highway-related requirements in the event of ramp reconfiguration (e.g., can ownership be transferred from MnDOT to the City?)?

7. School Bus Garage

Big Picture: As part of any material redevelopment plan for the GrandView District, the status of the current Edina School District bus garage facility needs to be addressed. The facility is adjacent to the west of the city's public works site, and while apparently functional for the school district's needs, the operation is visually unattractive, and creates complex logistics at peak times when buses are active. From the perspective of the school district, the location of the bus garage within the District is desirable, as it is centrally located and near Highway 100, and conveniently located for efficient routing of bus schedules. The school district is open to alternatives, but has historically had no interest in participating in solutions that require capital investment by the school district.

Specific Information: Details will be provided in the report from the Land Use Work Group.

Questions:

Alternative solutions to the current bus garage that should be evaluated include:

1. Moving the operation to a new location out of the District
2. Incorporating the bus garage operation into the Southdale transit hub plan
3. Utilizing the Public Works facility as a bus garage, or other sharing of facilities between City and School District
4. Improving the current bus garage site
5. Incorporating the bus garage operation into future parking structures to be built in the District

8. Infrastructure and Site Engineering

Big Picture: Opportunities to enhance sustainability as part of any material developments in the District should be captured and incorporated into future plans. Rain water, energy efficiency, materials, etc.

Specific Information: TBD

Questions:

Are there any planned infrastructure projects (such as sewer replacement) that would drive an opportunity to make other structural changes within the District?

Does the planned water treatment facility in the lower level of the city parking ramp have any bearing on other infrastructure issues?

How will storm water be handled on site?

Can grade changes be integrated to enhance site design?

To what degree can sustainable energy practices be implemented throughout the District?

GrandView District SAP - Transportation Work Group

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Current Draft of Major Transportation Issues

Seven Categories	Principles - consistent with seven guiding principles	Ideas and Concepts	Issues and Questions	Next Steps
1. Rail or other mass transit	Preserve options for future rail-based transit; explore local light rail concept as opposed to inter-city heavy (and fast) rail, as has been previously explored. Also consider BRT options (bus rapid transit) along 100. (Principle #6)	Small, slower DMU (diesel multiple unit) trains, requiring no electrification, serving Savage to SLP, connect with SW LRT. Examples - Ottawa "O Train", San Diego "Sprinter", NJ Transit "River Line"	Can a light rail option be incorporated into Southwest LRT planning? What are the possibilities for BRT along Hwy 100?	Support Met Council in advocating lifting of Dan Patch "gag rule". Support the concept of small, "slow" light rail.
2. Multimodal access to the district	Improve access for walking and biking to and within the district (Principle #6)	Sidewalks on both sides of streets; walkways and bikeways separate from vehicle traffic	Skyways over roads? Tunnels in any locations?	TBD
3. Multimodal circulation within the district	Improve transit circulation (Principle #6)	Take into account traffic to/from OLG at peaks. Address the "zig-zag" of Gus Young Drive.	What possible road realignments can be addressed over time?	TBD
4. Park and Ride role, and other parking issues	Provide adequate short term and long term parking for local businesses and activities, and for Park & Ride volume (Principle #2, #5)	Multilevel parking adjacent to Hwy 100; expansion of city-owned garage	School bus driver auto parking, Edina Family Physicians employee Parking. Can city garage be expanded upward?	Met Council 2030 regional Park and Ride plan -- area meets criteria. How to get into next Met Council development plan

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Current Draft of Major Transportation Issues

Seven Categories	Principles - consistent with seven guiding principles	Ideas and Concepts	Issues and Questions	Next Steps
5. Connections across Hwy 100 and rail line	Facilitate more effective connections across the two north-south barriers which go through the district (Principle #3, #4)	Can Eden Ave bridge be designated for bike/ped only? Caps over freeways -- examples in Seattle, Duluth, other?	How to build over the top of rail line and/or highway? Who? How to fund?	TBD
6. Reconfiguration of Hwy 100 ramps	Free up usable land within the district by constructing more efficient entry and exit ramps on Highway 100 (Principle #1, #3)	Include Benton Ave. entry and exits into study area. Integrate plans with other land use planning.	Which public entity owns each of the overpasses of 100? Can we get accident statistics for highway ramps? Whose jurisdiction?	TBD
7. School bus garage alternatives	Find an attractive solution for an alternative location for the school bus garage either within or outside of the district, to better leverage valuable land parcel and reduce traffic and parking congestion issues.(Principle #1, #2, #3, #4, #5, #6)	(1) Move to a new location; (2) incorporate into Southdale plan; (3) school buses into Public Works facility; (4) improve current bus location; (5) incorporate into future parking structures to be built	How to structure a solution within the district? Evaluate other ideas listed.	TBD