

# GrandView Heights Small Area Plan



Edina, Minnesota

December 7 2011

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## Consultant Team

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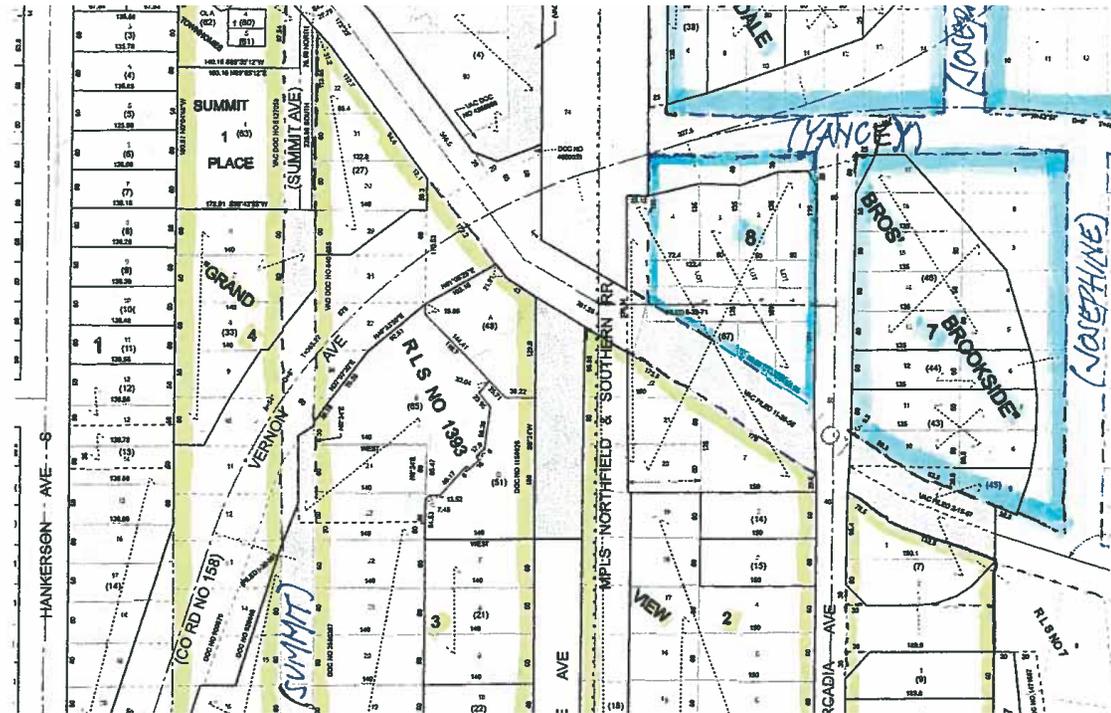
# 1. Hope for Change

## Introduction

Hope for Change has been the driving vision since the very beginning of this process that is now well into its second year of perspiration, participation and planning. Thousands of volunteer hours, countless meetings, and hundreds of discussions (large and small) have demonstrated that a committed group of citizen stakeholders, business leaders and owners, and elected and appointed officials believe that hope for change must be proactive, progressive and promoted. And that the result will be not just be change for change sake but directed energy, policy and investment that will deliver a place for people to live, work, shop, and play in sustainable, memorable ways.

### Vision Statement

*The GrandView Heights District is an evolving neighborhood center that provides goods and services to the greater Westside of Edina and transportation connections to the larger region. It will continue to serve a range of markets as it becomes a more established mixed-use, pedestrian-oriented place – a place to shop, a place to participate in community and government activities, and a place that will feel like home to residents and visitors alike.*



Historic GrandView Heights Plat

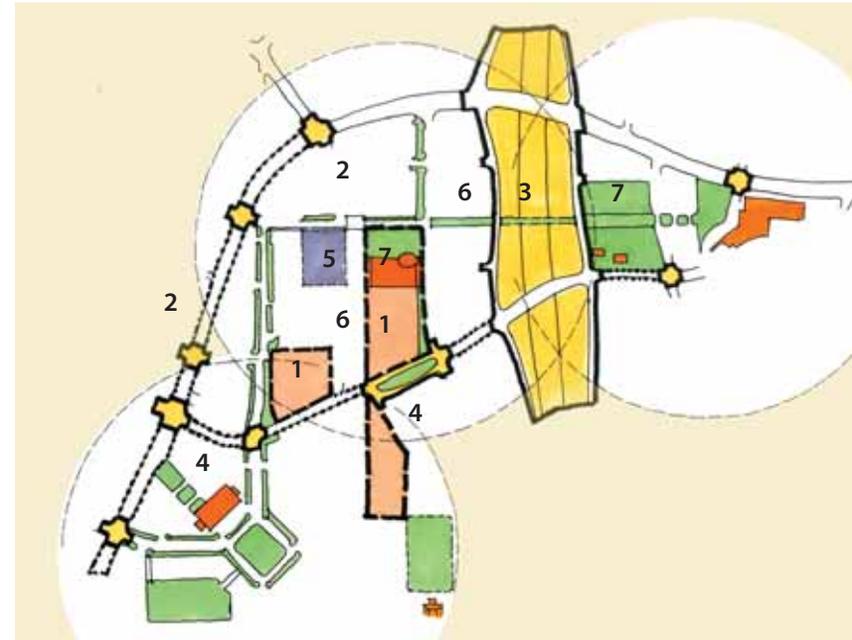


Concept Diagram from the Guide Plan

## Guiding Principles

### The Guiding Principles

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 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.



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; vibrant walkable and attractive
5. Organize parking; provide convenience
6. Improve movement for all ages; multiple modes of movement
7. Identity and unique sense of place; sustainable and innovative



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## 2. Thoughts and Interactions

## Project Schedule and Process

### Part I – Discussion and Discovery

Part I is about learning from and listening to the Steering Committee, Work Groups, and other stakeholders; analyzing the study area and understanding the work done to-date; appreciating the larger dynamics of the area; and clearly defining the opportunities. An initial Community Workshop is held to conduct work group discussions/downloads; a public meeting/presentation is hosted by the Steering Committee and the Consulting Team.

### Part II – Ideas and Options

Part II focuses on developing ideas and options that address the specific issues raised by the Steering Committee, stakeholders and the public process. The Consulting Team conducts a three-day Community Workshop (to be held in the study area) that will include Steering Committee meetings, focus group meetings, stakeholder interviews, team work sessions, and conclude with a public meeting/presentation.

### Part III – Decide and Deliver

Part III consolidates all the comments, ideas, and options into a preferred direction. This part includes a third Community Workshop and public meeting. The Consulting Team prepares a summary document that may be widely distributed via a variety of sources (i.e., print, web, etc.) and a Sketch-up 3D model of the area with preferred options.

|                          | Sept | Oct | Nov | Dec |
|--------------------------|------|-----|-----|-----|
| <b>Part I</b>            |      |     |     |     |
| Discussion and Discovery | ■    |     |     |     |
| Community Workshop #1    | ◆    |     |     |     |
| <b>Part II</b>           |      |     |     |     |
| Ideas and Options        |      | ■   |     |     |
| Community Workshop #2    |      | ◆   |     |     |
| <b>Part III</b>          |      |     |     |     |
| Decide and Deliver       |      | ■   |     |     |
| Community Workshop #3    |      |     | ◆   |     |
| Deliverables             |      |     |     | ■   |

| <b>Project/Community Meetings</b> | Sept | Oct  | Nov  | Dec |
|-----------------------------------|------|------|------|-----|
| Steering Committee                | ●    | ●    | ●    | ●   |
| Staff Coordination                | ●    | ●    | ●    | ●   |
| Executive Team Meeting            | ●    | ●    | ●    | ●   |
| Community Workshop                | ◆ #1 | ◆ #2 | ◆ #3 |     |
| Work Group Meetings               | ●    | ●    | ●    |     |
| Plan Commission/Council           |      |      | ●    | ●   |
| Project Update                    | ●    | ●    | ●    | ●   |

The project schedule is organized around three community workshops

## Summary of Participation Process

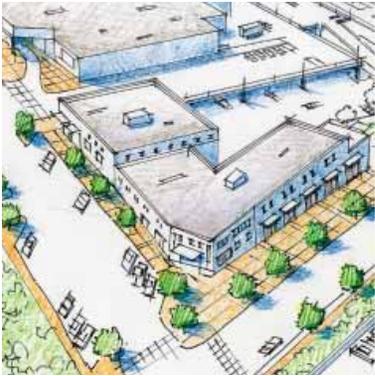
The Steering Committee and Executive Committee have worked closely with the Consulting Team to facilitate a process that focused on key issues, opportunities, and recommendations.

The process worked with the Steering Committee that has met on a regular basis to guide the Consulting Team. A sub-committee of Work Groups addressed Land Use/Community Design, Community Needs/Public Realm, Transportation/Infrastructure and Real Estate/Finance. These groups have put an incredible amount of effort into initial background information and research, definition of issues, and continued discussion about ideas and options.

A key component of the project has been a series of Community Workshops held in September, October and November that hosted a range of community stakeholders either in interviews, focus groups, program meetings and at public meetings.

The community participation process has included these primary groups of participants: Steering Committee, Executive Committee, Work Groups, City Staff, Focus Groups (land owners, neighborhoods, public officials, school district, institutions, city departments, business operators, and others as identified during the process), Plan Commission members, City Council members and the Mayor.





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### 3. Patterns for a Neighborhood Center

## Introduction

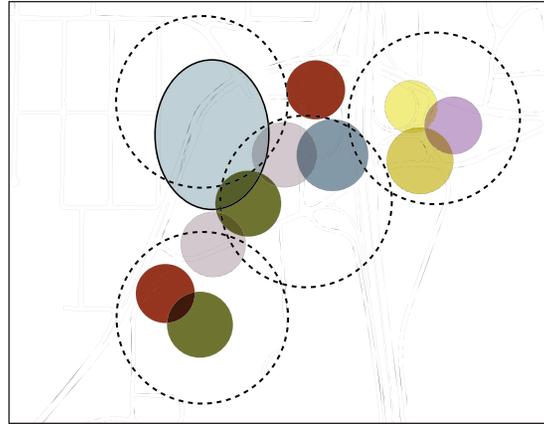
### Neighborhood Center

Principle #2 in the GrandView District Small Area Guide Plan talks about “enhance(ing) the District’s economic viability as a neighborhood center with regional connections.”

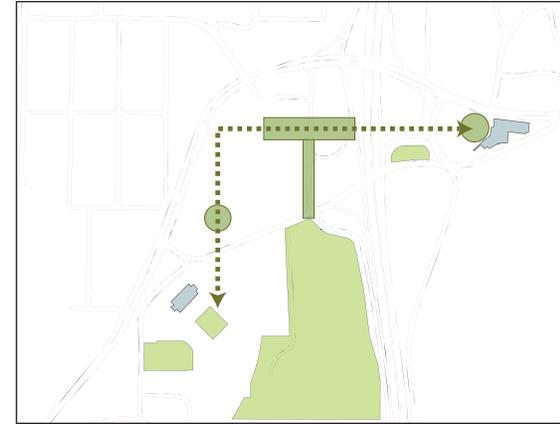
The Guide Plan also suggests that “The District serves primarily as a neighborhood (rather than regional) center.” Based on Steering Committee and Public input, this idea has broad appeal. But what do we mean by neighborhood center and how does that fit with specific expectations and outcomes for the GrandView District?

‘Neighborhood feel’, ‘pedestrian friendly’, ‘safe and connected’ all describe the desired character for this district. But the basis for these words lies in a clear vision for the key elements, or systems that define place . . . and further set the framework for future and ongoing development at GrandView. These elements include Land Use, Transportation and Movement, the Public Realm and Sustainability . . . and will be described and illustrated in more detail in this chapter.

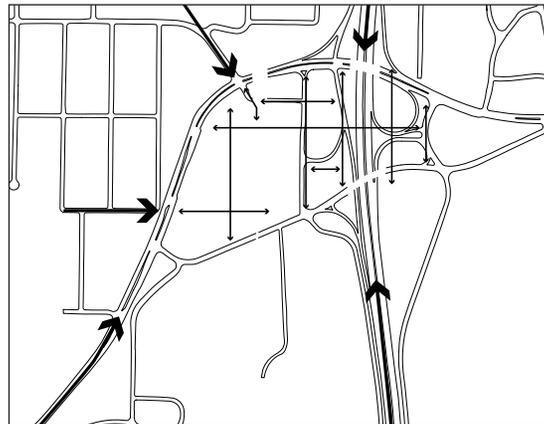
### Concept Diagrams



Create “Go to” and “Stay at” uses



Connect throughout



Easy to get to; easy to get around

## Land Use

### Land Use

Land use in the district is currently focused on retail and service uses that are visible from Vernon. The majority of these uses are auto-oriented and are accessible from Vernon and Gus Young Lane. The exception is the GrandView Square development that includes residential, office and civic uses all organized around a central green space. The Comprehensive Plan identifies GrandView Heights as a mixed-use center character area, a potential “area of change” and guides future land as a mixed use center. The Comprehensive Plan goes on to say...”the district is in the process of evolving from a somewhat scattered auto-oriented district to a more integrated mixed of uses...”

The over-arching concept is to support the “go-to” uses (auto-oriented) while anticipating more “stay-at” uses (pedestrian-oriented) and improve future use and built form around three key civic “centers”: City Hall, the library and a community commons (civic building and green space). The future land use plan proposes a broader mix of uses arranged around a new central green space (GrandView green) located on the public works site and fronting onto Arcadia. The plan emphasizes a mixed-use sub-area between Vernon/Eden/Hwy 100 and the rail corridor. Arcadia is seen as a more residential street with a range of condo, apartments and multi-level townhouse types. Mixed-use and office buildings are anticipated and may be oriented to Vernon and/or south toward Eden and the OLG fields, (a significant open space that is a visual amenity to the greater district.)

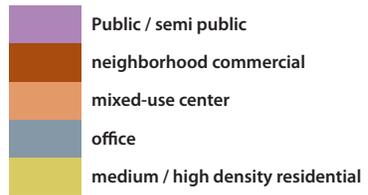
Vernon is assumed to remain more convenience and service oriented with improved pedestrian sidewalks/connections safer street crossings(especially to the Brookside neighborhood), bike lanes and better organized/managed traffic flow and parking. Both Eden and Vernon are anticipated to employ Complete and Living Street principles that emphasize the place-qualities of streets.

Across Hwy 100 to the east the Vernon/50th/Eden alignment culminates with City Hall; long term uses are assumed to accommodate a greater civic/community presence when/if the Hwy 100 interchange is reconfigured as a split-diamond facility.

### Goals

- Develop and improve the district as three smaller “villages” that are connected physically and by a signature character and identity
- Recognize the need for a range of housing types and choices and address those markets that also reinforce the district vision
- Emphasize the connection to Minnehaha Creek
- Create a recognized, visible arts identity and provide space/place for greater community arts users and producers
- Address needs of underserved populations (teens, singles, seniors, etc)
- Establish community commons; a multi-purpose facility for a wide audience (e.g., whole body, whole life, health and wellness, ) and as a focal point and central gathering place
- Celebrate the “Birthplace” of Edina, the Mill, and record the oral history of GrandView Heights; tell the stories
- Emphasize a pedestrian-oriented sense of place that produces an appropriate scale and function, and preserves surrounding views
- Support economic growth and community stability by providing accessible and efficient connections between home, school, work, recreation and business destinations by improving the pedestrian and vehicular environments throughout the area.

## Land Use



Land Use Plan

## Land Use



Illustrative Master Plan

## Land Use



Build Out

## Land Use

### Arcadia Ave



Arcadia Ave

## Land Use

### Public Works Site

The public works site is located in a central point of the district and is seen as the “commons” for how the district vision will be realized. Uses proposed include the community greenspace located on top of the Metro Transit park and ride structure; a community/civic building anchoring the green; and a variety of residential uses including condominiums, apartments and townhouse building types. Townhouse units are envisioned to front onto Arcadia as a building type that can incrementally “step-up” the hill, providing a character unique to the district.

#### Development

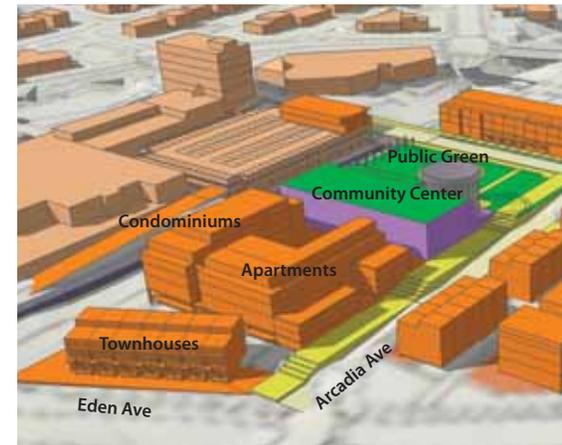
|        |       |              |
|--------|-------|--------------|
| 3.6    | acres | Site         |
| 28,000 | sf    | Public Green |
| 24     | units | condominium  |
| 42     | units | apartments   |
| 16     | units | townhouses   |

#### Parking

|     |        |               |
|-----|--------|---------------|
| 200 | spaces | Park and Ride |
| 200 | spaces | Community Use |
| 158 | spaces | multi-family  |



Public Works Site



## Land Use

### Public Works Site



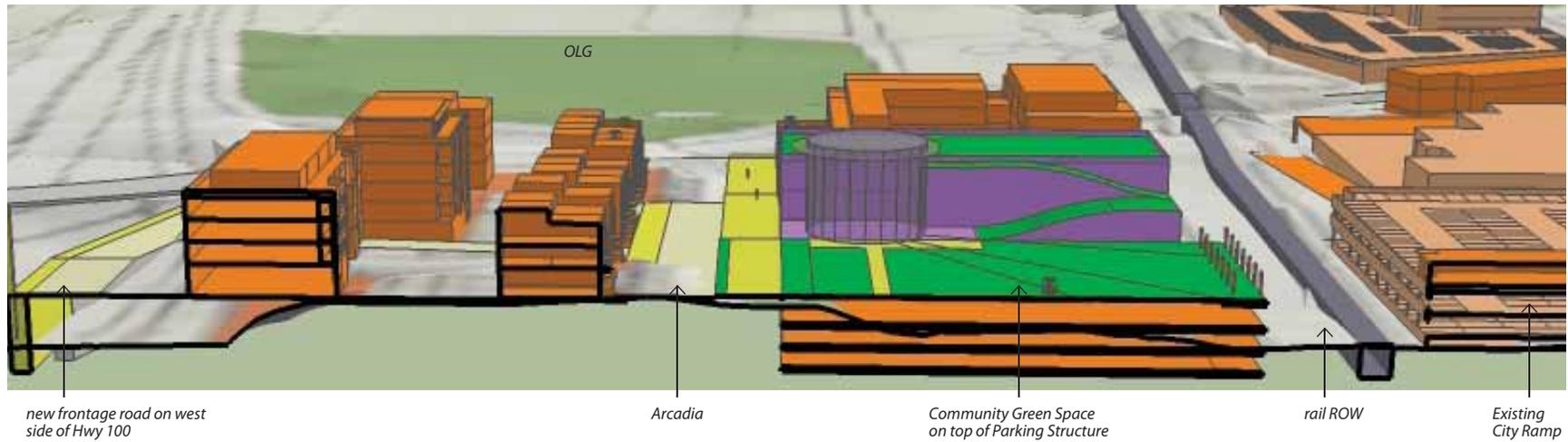
Public Works Site

## Land Use

### Public Works Site



North / South Section - Proposed



East / West Section - Proposed

## Land Use

### Bus Garage Site

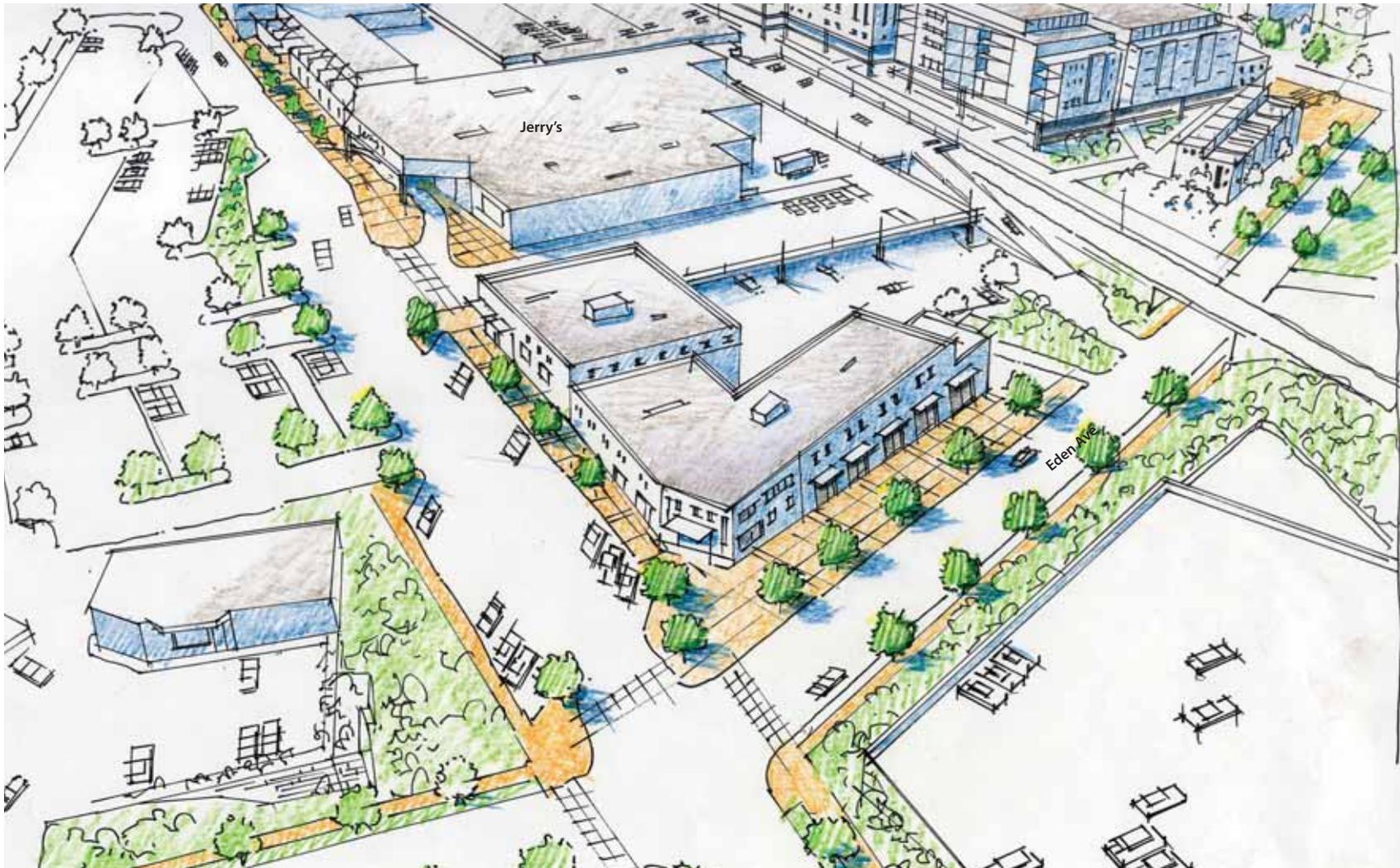
Due to the elevation change this site lends itself to supporting a number of commercial and retail uses by adding a small, one level parking structure contiguous and south of Jerry's. This structure would work with the existing topography to allow better access to Jerry's loading area and provide additional parking to support the grocery and needed parking at grade. This site could also accommodate a drive-thru use such as a small community bank, cleaners or coffee shop.

|        |       |        |
|--------|-------|--------|
| 1.6    | acres | site   |
| 5,000  | sf    | retail |
| 25,000 | sf    | office |



## Land Use

### Bus Garage Site



## Land Use

### Phase 1

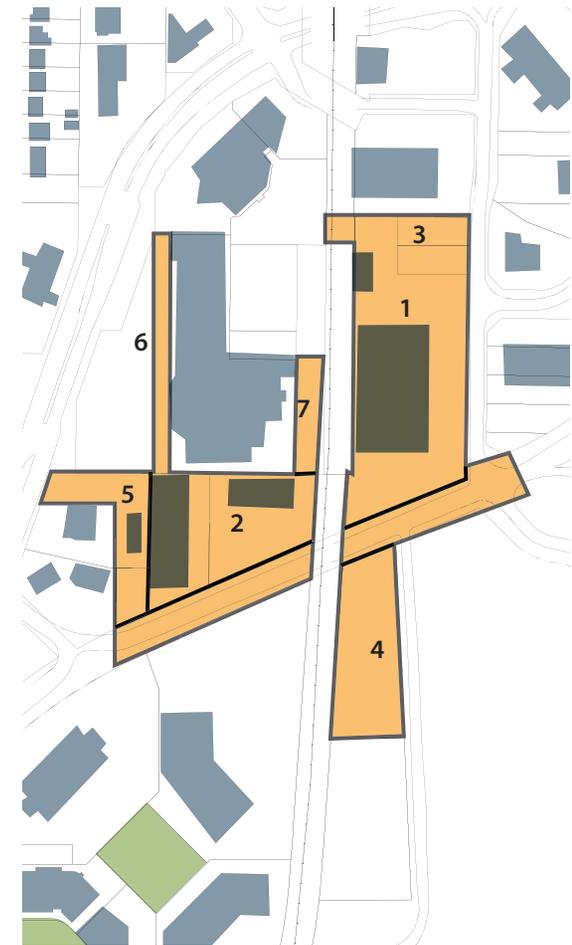
From a land use perspective a number of immediate steps can be taken to set the stage for new investment in the district including:

- policy changes to the comprehensive plan (the Small Area Plan is intended to update the comprehensive plan)
- potential zoning revisions that should include a form-based code to regulate desired public realm, building frontages and height
- identification of Eden and Vernon as early candidates for application of the Living Streets principles
- policy direction that guides the overall sustainability of the district including consolidated reuse/recycling, stormwater management, etc.
- policy direction that guides how new public and private investment may be supported with a variety of financing tools

From a district perspective, the public works site and the school bus garage site are the two key parcels that can “jump-start” the redevelopment process. In particular, the ability of the public works site to provide a fee simple, unencumbered asset will allow public, private and public realm uses to be realized early on and demonstrate the leverage identified in the Guiding Principles to support a variety of next steps. This could include the Metro Transit park and ride facility as a way to provide the parking structure that would also serve as the GrandView Commons greenspace (top of the deck).

In similar fashion, the school bus garage can be a major pivot point for how a number of land use decisions may play out and will act as land use “connector” along Eden. This site may need to be readied for development sooner than the public works site in order to accommodate a series of land use transitions that will help the larger district vision being implemented. A third component to an early phase would be the development of the Warner site currently owned by Our Lady of Grace as potential residential uses.

In support of these anticipated land use changes new street configurations/alignments, circulation patterns, and streetscape/pedestrian improvements along Eden will complete a bike and pedestrian network and support the anticipated land use changes with improved automobile circulation and management.



1. Public Works
2. School Bus Garage
3. New Bridge / Street
4. Warner Site
5. Jerry's
6. Jerry's
7. City ramp access

## Land Use

### Phase 1

#### A. Public Works Site

- Community Commons and greenspace
- Arcadia Steps
- Community Civic building
- variety of residential building types
- structured parking
- park and ride structure

#### B. Bus Garage Site

- multi-level parking
- retail / service office use
- possible drive - thru use

#### C. Warner Site

- Townhouses fronting the OLG open space

#### D. Eden Avenue Streetscape

- Bus stop integrated
- boulevard organizes intersection alignments

#### E. Jerry's Streetscape



Phase 1

## Public Realm

### Overall

Public realm refers to all land and area under the ownership of the city; this includes city streets & ROW, parks and open space, parcels of land or other assets that are used to provide individual and collective benefit and amenity to all residents and the general public. The greater value and power of the public realm is its ability to connect neighborhoods, businesses, schools, parks and open space into a larger whole greater than the sum of the individual elements. Streets and ROW make up a major (and connected) portion of the public realm and represent a significant opportunity to enhance and connect the community. It is critical to view streets, then, not as just conveyors for automobiles but multi-modal facilities that provide democratic accessibility for all and increase the livability of the community as form-givers and green space. The result should be a greater sense of green throughout the district.

### Goals

- Acknowledge “No net loss”, yet aggressively seek new public space
- In general improve the bike and pedestrian environment – make it safe, friendly and include adequate parking area for bikes
- Create a civic center/community facility that connects east and west and serves as an indoor/outdoor gathering space
- Create a prominent public realm of connected parks, green space, paths, plazas and private open space – a legible green framework as the primary form giver
- Provide views within the district and maintain important viewsheds (such as the “grand view”) for public use
- Plan for a safe, comfortable pedestrian environment that links public and private destinations north south (neighborhoods, library, businesses) and east west (neighborhoods, businesses, commons, city hall)



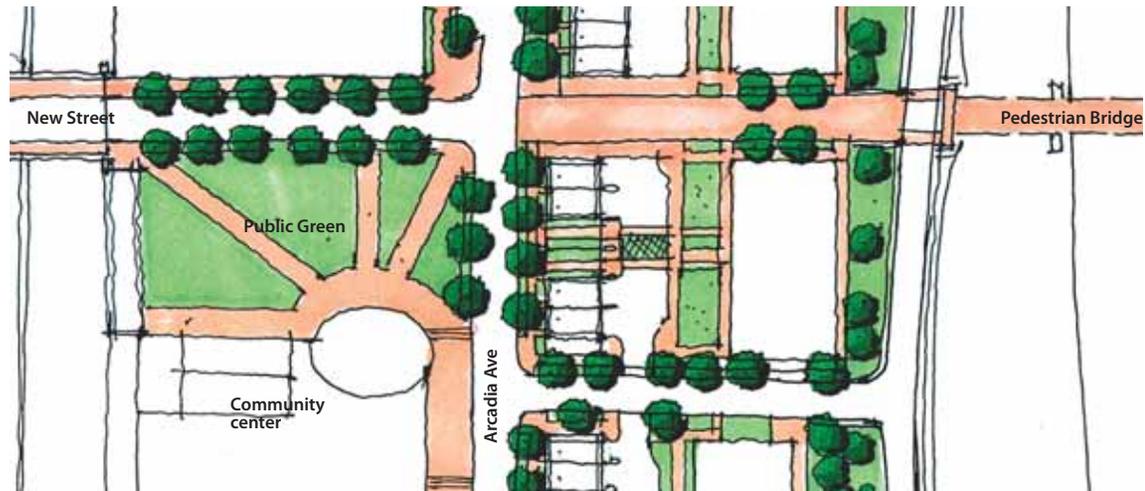
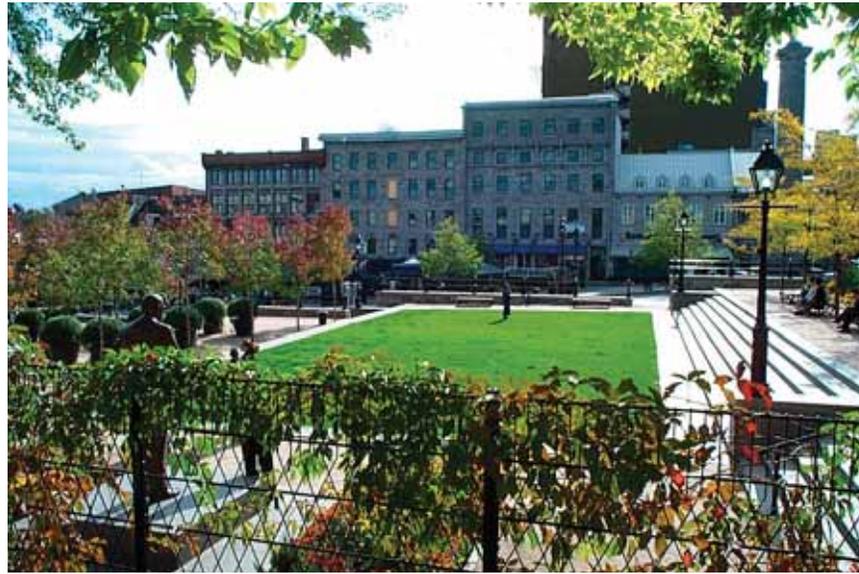
## Public Realm



## Public Realm

### GrandView Commons

For GrandView, the 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. And beyond that, an even greater opportunity exists then to continuously link the businesses and destinations within the district to the surrounding neighborhoods and the city in general. This can begin tomorrow by simply investing in a safe and connected public sidewalk network, increment by increment. The larger vision of the public realm includes a connected network of parks, plazas (some private), a new street (GrandView Crossing), sidewalk and streetscape improvements and an upgrade of bike and pedestrian facilities. This should including bridge enhancements on Eden over Hwy 100, a pedestrian and bike bridge connecting the Commons with City Hall, and the potential to connect Eden and Brookside with local a bike path within the CP Rail ROW.



## Public Realm

### Vernon , Eden, Sherwood, Library

The plan here is to focus on improving pedestrian connections between the Library/Senior Center and Jerry's via a more street-like character that extends north from GrandView Square street including a well defined pedestrian crossing at Eden. Sherwood is shown as a conversion for additional parking and may still allow movement through the area, though at a very reduced rate of speed. This conversion allows a small green space to connect the Library to Vernon.

- 1 – Conversion of Sherwood would provide 50 additional parking spaces
- 2 – A small green space connects the Library to Vernon giving the public facility an “address” on Vernon
- 3 – Pedestrian crossings are created or enhanced to provide safe and visible locations on Vernon and Eden to cross the street.
- 4 – The GrandView Square area is connected to Jerry's and beyond thru the use of a streetscape that provides a well defined pedestrian system as well as a more organized parking and circulation pattern.



## Public Realm



## Public Realm

### Vernon, Gus Young, Interlachen

The plan recommends a number of street and traffic improvements that will provide greater predictability for the management of traffic and thereby creating a safer environment for bikes and pedestrians. This is made possible by building a new street (GrandView Crossing) and bridge (over the CP Rail corridor) that will connect Vernon eastward to Arcadia and then paired with Gus Young to create a one way pattern. Anchoring the public realm is the GrandView Green, an approximately one-half + acre public space located on the north end of the public works site.

- 1 – New street and bridge connection (GrandView Crossing)
- 2 – GrandView Green, public space and outdoor gathering area
- 3 – Gus Young (westbound) and GrandView Crossing (eastbound) are combined to create a one-way pair
- 4 – Left turns from southbound Vernon to Gus Young are removed
- 5 – Improved pedestrian crossings
- 6 – Complete Streets principles application would transfer Vernon into a 3 lane section with bike lanes and pedestrian improvements
- 7 – Pedestrian plaza/bridgehead and future bike/pedestrian bridge connection over Hwy 100
- 8 – Public steps of Arcadia



## Public Realm

### City Hall

With the future addition of the split-diamond interchange for Hwy 100, the east side could see some significant changes with the public realm, land use and improved pedestrian/bike environments

- 1 – Frontage road associated with the split diamond interchange
- 2 – Excess land from MN DOT could be used for underground parking (with a green roof deck) and future community/civic use
- 3 – Strategy would provide an improved/expanded Frank Tupa park and setting for the historic Cahill School and Grange Hall
- 4 – Grange Road alignment is “rationalized” to provide a more efficient parking layout and allow for a small civic green (5) in front of City Hall
- 5 – Pedestrian/bike bridge connects to west side of Hwy 100
- 6 – Eden is shown as a “parking” street to provide additional supply for City Hall



## Transportation

The GrandView area street and movement network is primarily composed of Vernon/50th Street (reliever/augmenter arterial), Eden (local street, state-aid facility) and the multiple ingress/egress ramp system of Hwy 100 (designated a principal arterial). There are other local streets but most only provide limited service (such as Summit Avenue) or access that dead ends (such as Brookside off Eden). The Hwy interchange has a number of on and off ramps that according to MNDOT are redundant and/or unsafe. Vernon is a county facility that south of Interlachen has seen a reduction of average daily traffic over the past 10 years; Eden provides a secondary connection within the district east and west over Hwy 100. Eden is designated the primary bike route through the district; Vernon/Interlachen are designated as a secondary routes.

There are two major recommendations that support the overall movement and transportation goals of the plan. One, propose that the Hwy 100 interchange be reconfigured into a split-diamond interchange to better manage through traffic and provide improved local access/circulation via frontage roads east and west of the highway. Overtime, this would provide a more connected local system (i.e., more local streets) tied into direct access to Hwy 100 via the frontage roads. Second, propose a new east-west street be built along the north property of the public works site (spanning the CP Rail corridor) connecting to Arcadia from Vernon that would be paired with Gus Young to provide a one-way circulation pattern. The plan is based on one-way in (eastbound) from Vernon on the new GrandView Crossing and one-way out

(westbound) to Vernon/Interlachen on Gus Young Lane. This pattern would eliminate the left hand turn from Vernon (southbound) into Gus Young Lane.

Bike improvements would focus on more lane area and identification along Vernon and Eden, consistent with Living and Complete Streets principles. Over the long term east-west bike and pedestrian access would also be improved with the addition of a new bridge over Hwy 100 that would connect the GrandView Commons to Tupa Park, City Hall and the Minnehaha Creek mill area. In addition to more bike parking facilities in the district the plan also recommends the potential to develop an at-grade bike path in the CP Rail ROW from Eden connecting to Brookside as an off road option within the district.

### Functional Class:

- Highway 100: Principle Arterial
- 50th St: A Minor Augmenter
- Vernon Ave: B Minor Connector
- Interlachen Blvd: Major Collector
- Eden Ave: Local Street

### Traffic Volume:

- 13,000 – 23,000 AADT along W 50th St / Vernon Ave
- 4000 – 8000 AADT along Eden Ave

### Goals

- Support a more efficient, compact and safe interchange access to Hwy 100 from Vernon and Eden

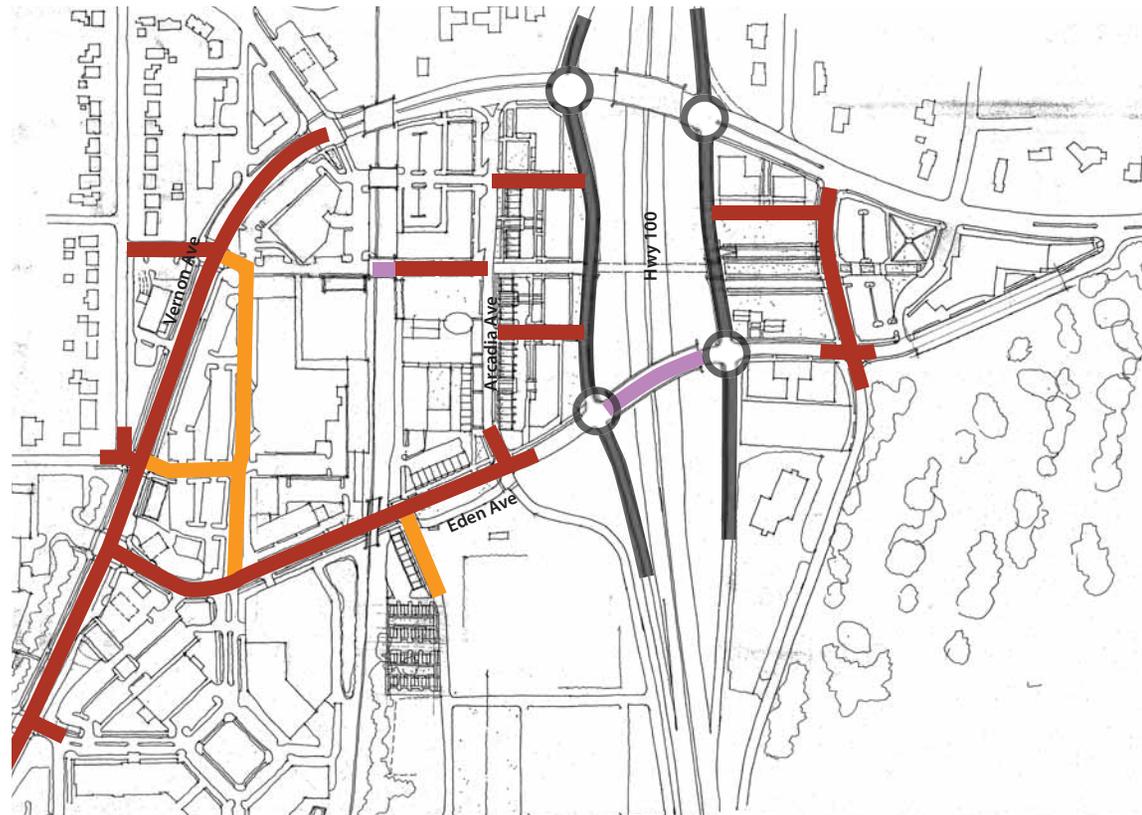
- Create a more bike and pedestrian environment by applying Complete Streets and Living Streets principles to Vernon, Eden and the local street network
- Create an improved circulation and access network between public streets/parcels and private development/destinations
- Create an enhanced parking environment that, in part, depends on shared district parking supplies centrally located
- Partner with Metro Transit to implement a community-scale Park-n-Ride in the area
- Complete the historical transition of Vernon from old Hwy 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, circulation in the short term for convenience, retail, and service uses
- Complete the pedestrian/bike system...make bikes and pedestrians a priority and allow for a safe crossing over Hwy 100
- Take leadership related to highway 100 interchange...build the “reason platform” for multi-modal access and gateways
- Reserve 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.

## Transportation

### District Framework

The movement framework for the district begins with addressing policy issues like the adoption of the Living Streets principles and applying Hennepin County’s Complete Streets policy as well as considering larger and more long term ideas like reconstructing the Hwy 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 as part of the one way frontage road system. Traffic would be controlled at four signalized intersections.

In the shorter time frame there is the opportunity to begin implementing streetscape, bike and pedestrian improvements. Another important recommendation is to implement the GrandView Crossing/Gus Young one way pairs that will help manage traffic access and circulation in the upper core of the district.



- complete / living streets improvements
- private streetscapes
- split diamond interchange
- new / improved bridges

## Transportation

### District Framework Before and After



Existing



Proposed

## Transportation

### Parking

- Consider the use of the current city parking ramp (located behind Jerry's) to accommodate future park and ride patrons and general parking district parking supply; increase the capacity of this structure in the future if economically possible/practical
- Locate the identified Metro Transit park and ride facility on the public works site as a way to provide approximately 200 spaces to weekly commuters and additional parking supply at nights and weekends. 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 to provide better service access to the loading area and provide additional parking supply



- parking beneath buildings
- new access to existing
- surface lots
- P** existing ramp

## Transportation

### Park and Ride Options

Metro Transit operates the #587 Limited stop route through the GrandView district before turning north on Hwy 100 for the trip to downtown. They have a well documented market that they serve, 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 the potential to locate on the public works site. The city ramp is currently undergoing a construction project (new water treatment plant on the ground floor) and according to the city, this would make adding any additional levels problematic. Access will also be an issue as well when the new GrandView Crossing is built. The city does think additional parking could be located over Brookside behind and east of Jerry’s.

The public works site could be converted into a park and ride lot literally tomorrow if the conditions were right and some minor improvements were made. This would be an interim solution (a similar scenario involving the site as an interim use for the Edina School bus garage could also be considered). An advantage to the public works site is it a fee simple site that could be improved in the short term. The park and ride could provide a surplus of parking during the nights and weekends as well as act as overflow in the district.

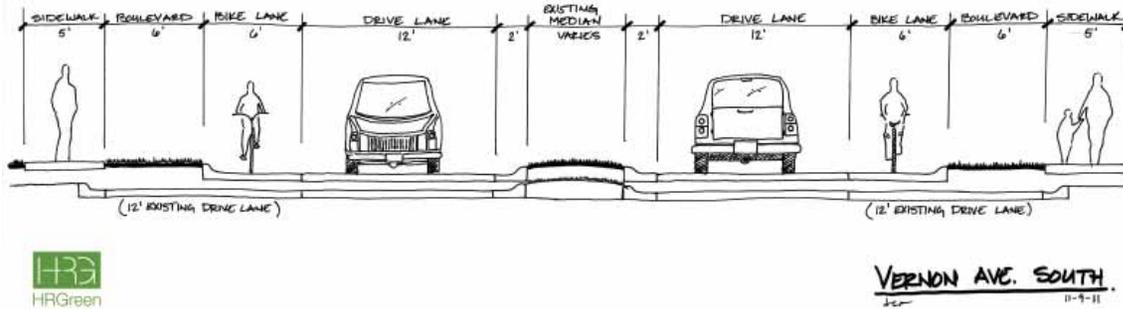


|   | location                      | spaces | notes         |
|---|-------------------------------|--------|---------------|
| A | use existing ramp             | 244    | access issues |
| C | new ramp in “cloverleaf”      | n/a    | long term     |
| B | new ramp on public works site | 200    | fee simple    |
|   | 587 Limited Stop Route        |        | long term     |
| ● | Existing bus stops            |        |               |

## Transportation

### Vernon Avenue Right-Sizing

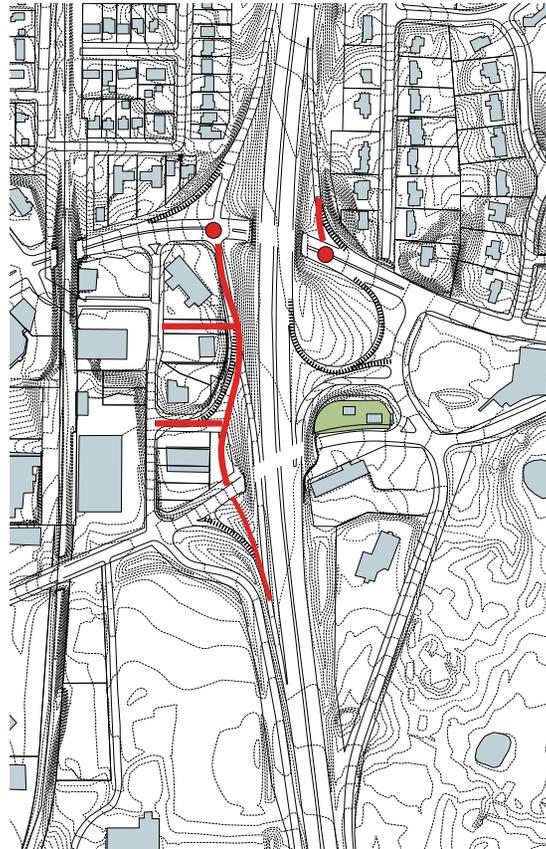
Vernon, south of the Interlachen intersection, would be reconfigured into a three lane, divided section that would better accommodate local traffic movement, provide a dedicated bike lane, and capture some of the ROW for pedestrian improvements and street crossings.



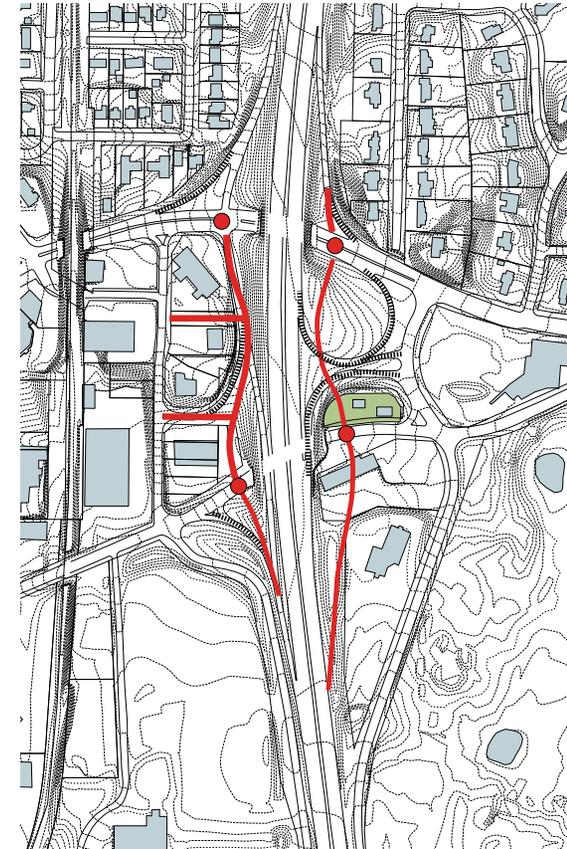
## Transportation

### Highway 100 Improvements

A major proposal involves both the short term and long term configuration of the Hwy 100 interchange. The plan proposes a “split-diamond” arrangement that would management access on and off the highway at signalized intersections at Vernon and Eden and be connected with parallel, one-way frontage roads. This configuration would allow regional traffic to clearly and safely access the highway and still move into the district with greater predictability and safety. Long term prospects might include the transfer of unused MNDOT ROW for local and community uses such as civic building sites, future bus rapid transit support, parking and open space.



Short Term Improvements



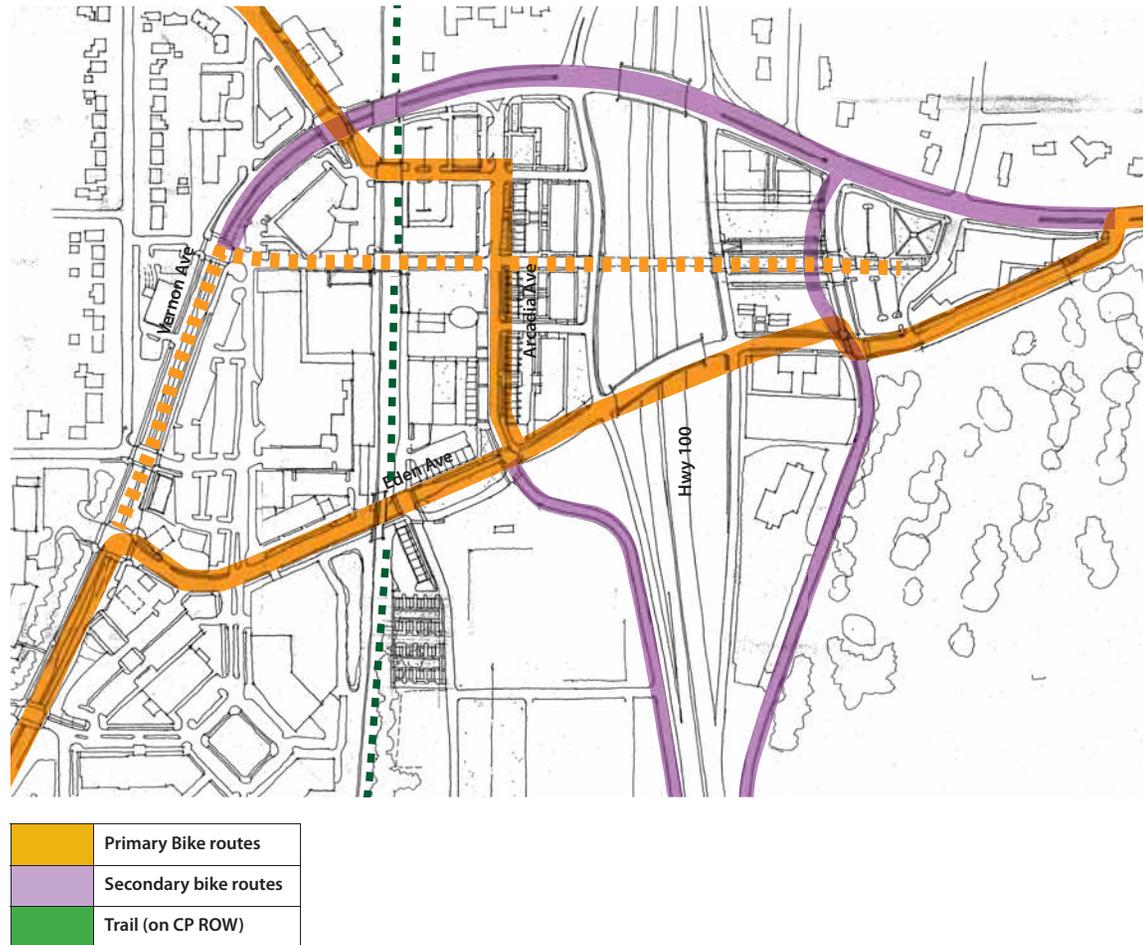
Long Term Improvements

|   |                  |
|---|------------------|
|   | new ramps        |
|   | eliminated ramps |
| ● | signal           |

## Transportation

### Bicycle Improvements

Bike lanes are shown for Vernon, a secondary bike route, and Eden, a primary bike route, through the district. The lanes are shown with enhanced paint and striping as well as additional lane area. A potential bike facility using the CP Rail ROW could connect Eden, at grade, to Brookside, thereby providing an off-road option to move thru the district.



## Transportation

### Bicycle Improvements

#### Eden Avenue



Existing



Proposed



Precedent

#### Vernon between Eden and Interlachen



Existing



Proposed



Precedent

#### Vernon south of Eden



Existing



Proposed

## Sustainability

One dictionary defines sustainability as:

- the ability to be sustained, supported, upheld, or confirmed.
- the quality of not being harmful to the environment or depleting natural resources, and thereby supporting long-term ecological balance

For GrandView sustainability is concerned with how the natural and manmade environments co-exist (certainly in a way that limits and/or prohibits harmful impact on the environment now and for generations to come). But it also has meaning for how the community and businesses will be sustained, supported and upheld. Interestingly enough one is not isolated or independent from the other - a comprehensive, long term definition of sustainability should guide how the district and the community move forward with goals, recommendations and actions.

### Recent Activities

Sustainability is a broad and deep subject that is being constantly refined from principles and policies to products and practices to financing and implementation. Perhaps so much so that it may seem difficult about where to begin and what next steps should be taken. For GrandView it seems practical to review some of the recent decisions and actions the city has taken that will provide a foundation for how the district will grow, change and redevelop.

- **Edina Energy & Environment Commission:** Solar/wind ordinance amendments task force. City staff is reviewing proposed ordinance.
- **PACE Financing:** The Edina City Council unanimously adopted the Edina Emerald Energy Program Nov. 15, 2011 making it the first Minnesota city to take advantage of Property-Assessed Clean Energy (PACE) legislation. PACE, which was approved by the state Legislature in 2010, allows property owners to have the cost of energy efficiency and conservation improvements assessed to their property and paid alongside property taxes. GrandView Tire & Auto, 5415 70th St. W., used the tool for the necessary financing to install a 27-kilowatt solar panel system on the already green auto shop's roof.
- **New Public Works Facility:** The public works building was built with sustainability in mind. It has geothermal heating and cooling and used recycled materials, and its landscape was designed to minimize the development's impact on the environment. A rain garden at the corner of 74th and Metro Boulevard holds and infiltrates water from sloping parking lots with curb cuts to direct the water to native grasses and plants.
- **City Hall:** Installation of solar panel project in Fall of 2011
- **City Council Living Streets policy:** Recommendation of the Edina Transportation Commission (ETC) to establish a comprehensive Living Streets Policy that integrated all modes of transportation and addressed issues such as: traffic calming, stormwater management, promoting active living, community feel, improving walking and biking, and enhancing urban forests. If approved by the Council, the ETC would work in collaboration with staff

to prepare the policy for the Council's future consideration. Mr. Sullivan reported a \$15,000 grant was available to initiate the creation of this policy, which may cost \$60,000-\$100,000 to complete.

- **Adoption of Minnesota GreenStep Cities program, 2011:** On January 18, 2011 Edina passed a council resolution becoming a member of the Minnesota GreenStep Cities program. Minnesota GreenStep Cities is a voluntary challenge, assistance and recognition program to help cities achieve their sustainability goals through implementation of 28 best practices. Each best practice can be implemented by completing one or more specific actions from a list of four to eight actions. These actions are tailored to all Minnesota cities, focus on cost savings and energy use reduction, and encourage innovation.

## Sustainability

### Greenstep's 28 Best Practices:

#### Buildings and Lighting

1. Efficient Existing Public Buildings: Work with utilities and others to assess and finance energy and sustainability improvements of existing structures.
2. Efficient Existing Private Buildings: Work with utilities and others to assess and finance energy and sustainability improvements of existing structures.
3. New Green Buildings: Construct new buildings to meet or qualify for a green building standard.
4. Efficient Building & Street Lighting and Signals: Improve the efficiency of public and private lighting and signals.
5. Building Reuse: Create economic and regulatory incentives for redeveloping and repurposing existing buildings before building new  
Land Use
6. Comprehensive Plan and Implementation: Adopt a Comprehensive Plan and tie regulatory ordinances to it.
7. Efficient City Growth: Promote financial and environmental sustainability by enabling and encouraging higher density housing and commercial land use.
8. Mixed Uses: Develop efficient and healthy land patterns.
9. Efficient Highway-Oriented Development: Adopt commercial development and design standards for highway road corridors.
10. Conservation Design: Adopt development ordinances or processes that protect natural systems.

#### Transportation

11. Complete Green Streets: Create a network of multimodal green streets.
12. Mobility Options: Promote active living and alternatives to single-occupancy car travel.
13. Efficient City Fleets: Implement a city fleet investment, operations and maintenance plan.
14. Demand-Side Travel Planning: Implement Travel Demand Management and Transit-Oriented Design

#### Environmental Management

15. Purchasing: Adopt environmentally preferable purchasing policies and practices.
16. Urban Forests: Increase city tree and plant cover.
17. Ecologic Stormwater Management: Minimize the volume of and pollutants in rainwater runoff.
18. Parks and Trails: Enhance the city's green infrastructure.
19. Surface Water Quality: Improve local water bodies.
20. Efficient Water and Wastewater Facilities: Assess and improve drinking water and wastewater facilities.
21. Septic Systems: Implement an effective management program for decentralized wastewater treatment systems.
22. Solid Waste Reduction: Increase waste reduction, reuse and recycling.
23. Local Air Quality: Prevent generation of local air contaminants.

#### Economic and Community Development

24. Benchmarks & Community Engagement: Adopt outcome measures for GreenStep and other city sustainability efforts, and engage community members in ongoing education, dialogue, and campaigns.
25. Green Business Development: Document the use of assistance programs for green business and job development.
26. Renewable Energy: Remove barriers to and encourage installation of renewable energy generation capacity.
27. Local Food: Strengthen local food and fiber production and access.
28. Business Synergies: Network/cluster businesses to achieve better energy, economic and environmental outcomes.

## Sustainability

### Goals

- Take a position on sustainability; be a model for city wide sustainability
- Define incentives to attract “Best-in-Class” development that deliver highest levels of sustainable design
- Take advantage of “free” resources: wind, rain and sun
- Reduce heat island effect and create a pedestrian environment that is pleasant, shaded and visually interesting
- Address stormwater runoff in all phases and facets of the district
- Build on existing infrastructure
- Take advantage of available partnerships / funding
- District (not separate site) solutions
- Application of the GreenStep Best Practices

### Recommendations

A number of recommendations should be considered for the District and emerge from what is being done by the City Council, Energy & Environment Commission, Transportation Commission, Planning Commission, other boards/commissions and various stakeholders. The GreenStep Cities best practices are an obvious start to how these apply to the District. Beyond that that it will be important to define the District in an organizational manner so that roles and responsibilities can be defined and actions coordinated. A good example would be how a district committee on sustainability could begin

to define the “GrandView Works” – a sustainable practices approach for how water, waste and energy are addressed from a district point of view.

For GrandView there are three levels of approach and opportunity that build from what is being done today in the district (in some cases by individual businesses or owners) and lay the groundwork for a sustainable strategy:

#### 1 – Work from existing strengths and build the foundation

- Respond to existing plans, policies and best practices already in place (local, county and regional policies)
- Educate the district stakeholders about best practices, case studies, etc.
- Establish a general communications structure and forum for what is being done
- Consider new policy to focus on redevelopment areas like GrandView with sustainability guidelines
- Stormwater management policy at the district level (works with both watersheds)
- Pilot project(s) for solar light installation (pedestrian and parking areas)

#### 2 - District Systems

- Stormwater strategy – under parking collection/ storage/treatment/reuse
- Recycle/reuse building materials (after demolition)
- Grey water use
- Trash collection and recycling within the district

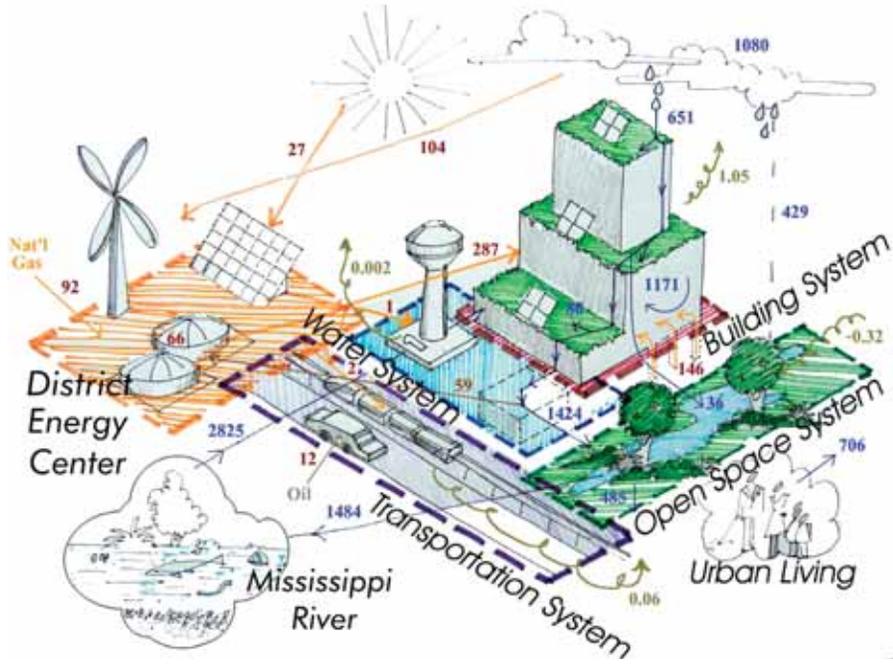
beyond what is currently required by the city

- Consolidated organic recycling focused on restaurants in the area
- Generate alternative power for specific uses/ needs
- Green and white roofs

#### 3 - Closed Loops

- Recycled stormwater into drinking water supply
- Recycled grey water into drinking water supply
- Off -the-grid
- Green buildings – zero carbon

## Sustainability





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## 4. Moving Forward with a Purpose

## Implementation

Implementation is organized into three broad categories:

1. Organizational – “Who is moving the ball forward?”
2. Policy and Regulation – “What tools do we need in the toolbox?”
3. Phasing, Development & Finance – “How to line up the dominoes and when do they fall?”

### 1. Organizational

This category includes the Steering Committee, the public sector stakeholders and the private sector stakeholders. The immediate issue is what is the role of the Steering Committee (with the assumption that its current role and function will sunset in early 2012)? There will need to be a transition of roles that should ensure an orderly transfer of leadership from the process. It may be reasonable to expect the Executive Committee to meet on a quarterly basis to maintain an “ambassador” role over the next year. And issues such as policy, finance, sustainability and programming may need additional input from the Executive Committee.

Public stakeholders would focus on responsible parties of the City including Plan Commission, City Council, the Housing and Redevelopment Authority and City Staff. It should be the responsibility of the HRA and/or its representative to lead the redevelopment plan

and implementation process. This strategy and the resources needed to deliver this role should be identified before the plan is adopted. Other important public stakeholders include the Edina School District, Metro Transit, Hennepin County, Three Rivers and Nine Mile Creek Watersheds, and MN DOT that all have a major investment/influence in the area and will need to be involved at each successive step.

Private stakeholders include most of the business and property owners in the district. It will be imperative to facilitate understanding and feedback from all of them – in many cases recommendations affect private parcels. More work and information is needed to continue engaging this group of stakeholders, which will most likely require some sensitive negotiations.

### 2. Policy and Regulation

The Plan recommends (consistent with the Comprehensive Plan) that the district evolve into a well defined mixed use center. However the Plan also suggests a vision that may not be completely consistent with current zoning including how use, built form and parking may be regulated and entitled. Zoning revisions, including the use of a form-based code, design guidelines and public/civic building use/programming/feasibility will all need to be addressed in some way in the next 12 months.

## Implementation

### 3. Phasing, Development & Finance

The following graphic begins the discussion about how to best arrange and prioritize the public land parcels (public works and school bus garage) so that new investment and redevelopment can occur in a timely manner and in response to market and community forces. Central in this discussion is the school bus garage site which, when a new garage site can found, then new development on the site could include new commercial/office uses, replacement of existing uses, expansion of businesses in the district currently in need of more space (such as the municipal liquor store) and parking. This could help set the stage for how next steps could be accomplished including initial investment on the public works site, parking and circulation enhancements/additions and Eden Avenue improvements.

#### Generalized Phasing

A generalized phasing plan is shown that organizes phasing into three simplified increments with the understanding that a variety of conditions will influence actual investment and implementation.



Generalized Phasing Plan

## Implementation

### Major Recommendations

#### Immediate < 1 year

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- 1 Small Area Plan approval
- 2 Policy for implementation/finance
- 3 Create sustainability guide from GreenStep
- 4 TIF District
- 5 Design Guidelines
- 5A Form-based code for mixed use center
- 6 Green building standards required for district

#### 1-5 Years

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##### Land Use

- 7 Bus Garage site redevelopment
- 8 Townhouse units on public works site
- 9 Residential on Warner site/OLG

##### Public Realm

- 10 GrandView Green over parking structure
- 11 Arcadia Steps/and streetscape
- 12 CP Rail bike path from Eden to Brookside
- 13 Library green space fronting Vernon

##### Transportation/Infrastructure

- 14 Park n ride structure/green roof@public works site
- 15 Additional parking south of Jerrys
- 16 Grandview Crossing bridge & street
- 17 Eden Living Streets/streetscape /3 lane section
- 18 Eden Living Streets/Arcadia/Normandale
- 19 Reconfigure Sherwood as parking street
- 20 New access from Eden to city ramp parking
- 21 Jerrys parking Streetscape
- 22 Implement one-way pairs/remove left to G. Young
- 23 Reservation on public works site for rail transit use

##### Sustainability

- 24 GrandView Works/Organics recycling center
- 25 Stormwater reuse & management policy
- 26 Solar pilot project for public lighting

## Implementation

### Major Recommendations

#### 5-10 Years

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##### Land Use

- 27 CSM site redevelopment/include pocket park
- 28 Apt/condo units on public works site
- 29 Residential on Warner site/OLG/Phase 2

##### Public Realm

- 30 Small civic green at City Hall
- 31 Arcadia streetscape improvements

##### Transportation/Infrastructure

- 32 Vernon Living Streets/streetscape/3 lane section
- 33 Dedicate right turn from Vernon to Interlachen
- 34 Reconfigure Eden as parking street@City Hall
- 35 Eden bridge pedestrian/bike enhancements
- 36 Vernon as primary bike route to GrandV Crossing
- 37 Consider 'turn-back' of Vernon from County

##### Sustainability

- 38 Stormwater collection/treatment system
- 39 Grey water reuse/irrigation, etc.
- 40 GrandView Works/geothermal at OLG fields

#### 10+ Years

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##### Land Use

- 41 Perkins site redevelopment
- 42 Civic development on excess MNDOT land

##### Public Realm

- 43 Hwy 100 pedestrian/bike bridge
- 44 Green roof/space over underground parking
- 45 Add green space to Tupa Park
- 46 Include gateway walls/landscape w/interchange

##### Transportation/Infrastructure

- 47 Hwy 110 split diamond interchange
- 48 Realignment of Grange Rd/Eden
- 49 Add Gus Young extension to frontage road

##### Sustainability

- 50 Closed loop water supply system
- 51 GrandView Works/Alternative energy sources

# Implementation

**DC - Downtown Core Standards**

**(2) Siting**

**(3) Height**

**A. Façade**

- On each lot the building façade shall be built within 5 feet of the front property line for at least 75% of its length. This requirement applies to the building's first two storeys and to all parts of the lot that abut a street and public sidewalk.
- Within 10 feet of a block corner, the ground storey façade may be pulled away to form a corner entry.

**B. Usable Open Space**

- A minimum of 40 square feet per residential unit shall be provided. This space may be shared among units, or may take the form of balconies, roof decks, usable portions of green roofs or other above ground amenities.
- Open space created in front of the building shall be designed as semi-public space, used as a forecourt, outdoor seating or other semi-public uses.

**C. Garage and Parking**

- Parking garage openings visible from the sidewalk shall have a clear maximum height of 16 feet and a maximum width of 22 feet.
- Parking shall be located behind the parking setback line

**A. Building Height**

- The buildings shall be at least 2 storeys in height but no greater than the heights as designated on map \_\_\_\_\_. Upper storey step backs are also designated on map \_\_\_\_\_.

**B. Ground Storey Height: Commerce Uses**

- The average ground storey floor elevation within 30 feet of the front property line shall be
  - Not lower than the front sidewalk elevation.
  - Not higher than 18 inches above the sidewalk.
- The ground storey shall have at least 15 feet of clear interior height contiguous to the front property line for a minimum depth of 25 feet.
- The maximum ground storey height is 22 feet, measured from the sidewalk to the second storey floor.

**C. Ground Storey Height (residential uses)**

- The average finished floor elevation shall be no less than 3 feet above the sidewalk at the front property line
- The ground storey shall have an interior clear height of at least 9 feet and a maximum sidewalk to second storey floor height of 22 feet.

**d. Upper storey height**

- The maximum clear height (floor to ceiling) for upper storeys is 12 feet.
- At least 80% of each upper storey shall have an interior clear height (floor to ceiling) of at least 9 feet.

1

CUNNINGHAM GROUP

Example of form-based code standards in a downtown setting

**Result**

**Maximum Height**

**Minimum Height**

**Public realm / Private realm**

**Properties**

A form based approach is organized to code development that defines the public realm

## Implementation

### Financial Feasibility

Feasibility of financing would include: (1) projections of anticipated costs associated with an initial phase 1 plan and (2) options for revenues to pay those costs. This includes items such as street improvements, streetscape improvements, parking infrastructure, property acquisition (i.e., the bus garage), and community space (both potential “commons” or “public realm” space and “programming” or “community/civic center” space). At this point six potential pools or “buckets” of revenue have been identified:

1. TIF, Abatement, and other statutory economic development tools;
2. Special Assessments;
3. Enhanced Property Tax revenues generated by private property development;
4. Other Public Sources of funds;
5. Non-Profit or Philanthropic Fundraising; and
6. City Tax Revenues.

#### 1. TIF, Abatement, and Other Statutory Economic Development Tools.

Access some portion of existing TIF Funds; there may be an opportunity to use existing TIF funds. Determine the circumstances under which that is possible and the consequences of doing so.

Create a new TIF district. TIF and Abatement tools provide opportunities to “capture” increased value and use it to finance some parts of redevelopment. Determine a sense of the potential numbers associated with these options and any

limits on how the funds generated by these mechanisms can be spent.

#### 2. Special Assessments and Related Tools.

The City may assess properties that “benefit” from public improvements for the costs of these improvements up to the value of the benefit conferred by the improvements. Determine what types of costs are eligible to be recovered using this tool and on related tools that permit the creation of special districts to spread the ongoing costs of maintenance or other improvements. The 50th and France area may provide a model for this.

#### 3. Enhanced Property Tax Revenues Generated by Private Development.

This idea overlaps to a certain extent with #1 above (to the extent the enhanced value will be “captured” via TIF or Abatement). Obviously, the greatest increase of this type would be new development on parcels (like the Public Works and School Bus Garage sites). And consider the prospect of enhanced value emanating from redevelopment of sites (e.g., CSM, Eden 100, etc.) that are already on the tax rolls; having some models of what is reasonable to expect in this category is important.

#### 4. Other Public Sources of Funds.

Consider the potential partnerships with other public entities that might be able to help with funding. The planning activities in this phase of

the process have been funded by the Met Council; there might be a prospect of additional funds as planning and implementation move forward. Met Council representatives have also been clear in expressing interest in park and ride facilities. In addition to the Met Council, there are prospects for partnership with MnDOT (related to Highway 100) and Hennepin County (related to Vernon Avenue). To the extent that housing is a part of future redevelopment, there may be Regional, State, and/or Federal funds available to support those efforts. These any other prospective sources of “Other Public Funds” should be summarized and estimated.

#### 5. Non-Profit and Philanthropic Fundraising.

Consider that private contributions could help with funding. These potential sources of revenue fall into two categories – (1) funds from existing non-profit organizations interested in supporting particular development initiatives (e.g., housing, arts, etc.); and (2) fundraising campaigns created specifically for this effort. Determine what is reasonable to expect from each “bucket” and be able to determine whether the “gap” remaining after all other “buckets” are utilized can be filled by some kind of capital campaign.

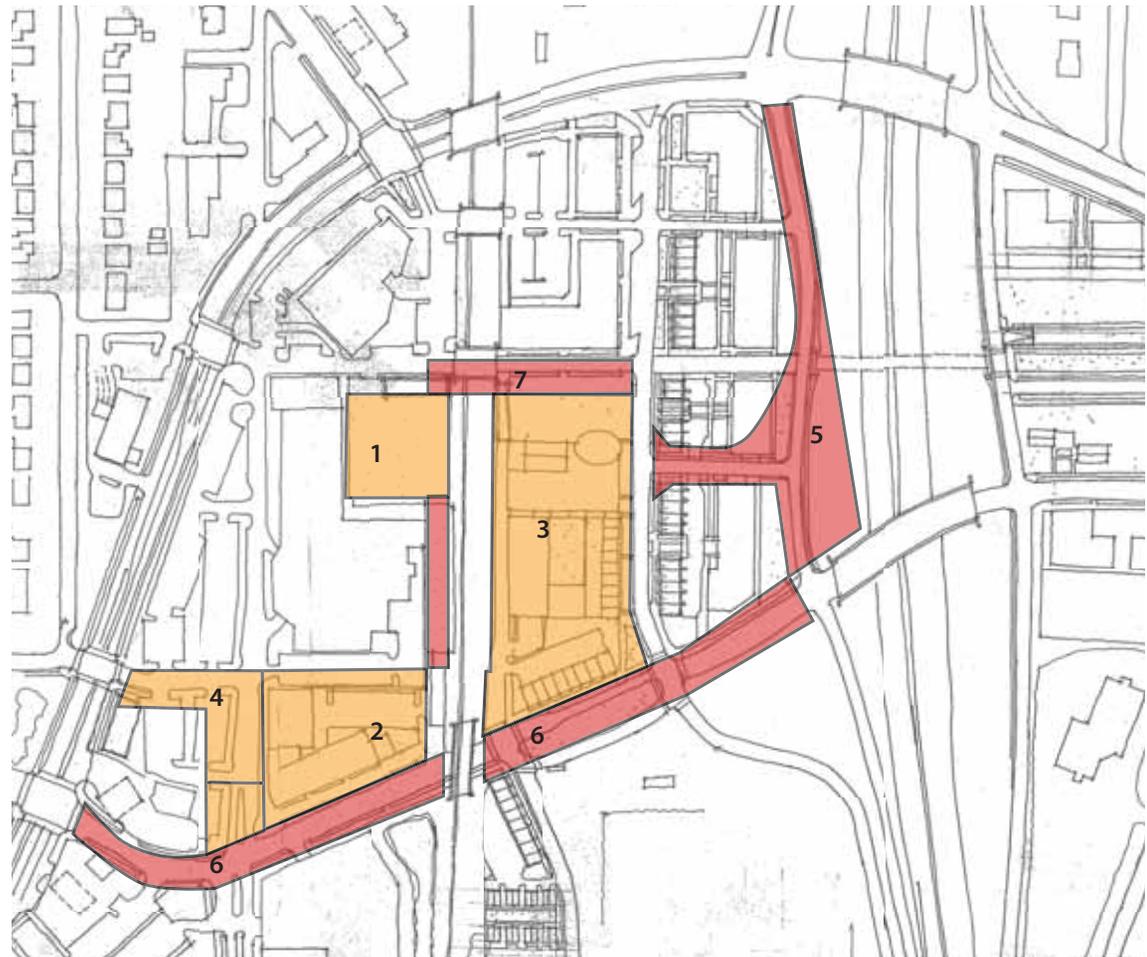
#### 6. City Tax Revenues.

The other way to fill any remaining gap is with City tax revenues. Obviously, this is a decision for the City Council to make. It will be important to identify the size of the gap (if any) that will likely need to be filled by such funding.

## Implementation

### Potential Staging

1. Interim use. Designation of City parking ramp for park and ride?
2. Disposition of School Bus Garage Site. Can City negotiate control? If so, when and what are the next steps? RFI? RFP? Negotiate existing user in the District to acquire and invest.
3. How can public works site be utilized in the interim? As temporary (2-3 year) school bus garage operations? As surface park and ride until structure is built? RFI? RFP? Interim use could allow time for community building use / need to be determined.
4. How to leverage adjacent parcels with timing of bus garage site redevelopment?
5. What is timing/ feasibility of west side frontage road / southbound ramp configuration? How to advance that agenda in the short term (1-5 years)
6. Eden could / should be programmed for Living Streets improvements consistent with initial phases of development.
7. Feasibility of timing of street, bridge and deck improvements.



## Implementation

### Phase 1

#### A. Public Works Site

- Community Commons and greenspace
- Arcadia Steps
- Community Civic building
- variety of residential building types
- structured parking
- park and ride structure

#### B. Bus Garage Site

- multi-level parking
- retail / service office use
- possible drive - thru use

#### C. Warner Site

- Townhouses fronting the OLG open space

#### D. Eden Avenue Streetscape

- Bus stop integrated
- boulevard organizes intersection alignments

#### E. Jerry's Streetscape



Phase 1

## Implementation

### GrandView Small Area Plan

| <i>Development Program - Bus Garage Site</i> |        |    |    |       |            |                 |        |        |              |         |
|--|--------|----|----|-------|------------|-----------------|--------|--------|--------------|---------|
|  | SF     | Ac | LF | Units | Prk Spaces | Const \$        | Mkt \$ | Tax \$ | sf/\$        | unit/sf |
| <b>Non-residential</b>                       |        |    |    |       |            |                 |        |        |              |         |
| commercial                                   | 5,000  |    |    |       |            | \$ 950,000.00   |        |        | \$ 190.00    |         |
| office                                       | 25,000 |    |    |       |            | \$ 4,750,000.00 |        |        | \$ 190.00    |         |
| ramp parking                                 |        |    |    |       | 75         | \$ 937,500.00   |        |        | \$ 12,500.00 |         |
| surface parking                              |        |    |    |       | 75         | \$ 112,500.00   |        |        | \$ 1,500.00  |         |
|  | 30,000 |    |    |       | 150        | \$ 6,750,000.00 |        |        |              |         |

## Implementation

### GrandView Small Area Plan

| <i>Development Program - Public Works Site</i> |        |    |    |       |            |                  |        |        |        |         |           |
|--|--------|----|----|-------|------------|------------------|--------|--------|--------|---------|-----------|
|  | SF     | Ac | LF | Units | Prk Spaces | Const \$         | Mkt \$ | Tax \$ | sf/\$  | unit/sf | unit cost |
| <b>Residential</b>                             |        |    |    |       |            |                  |        |        |        |         |           |
| townhouse                                      |        |    |    | 16    | 46         | \$ 8,832,000.00  |        |        | 160    | 1200    | 192000    |
| small house                                    |        |    |    |       |            | 0                |        |        | 150    | 1200    | 180000    |
| apartment                                      |        |    |    | 42    | 64         | \$ 6,426,000.00  |        |        | 170    | 900     | 153000    |
| condo  |        |    |    | 24    | 48         | \$ 5,472,000.00  |        |        | 190    | 1200    | 228000    |
| Total  |        |    |    | 82    | 158        | \$ 20,730,000.00 |        |        |        |         |           |
| <b>Non-residential</b>                         |        |    |    |       |            |                  |        |        |        |         |           |
| commercial                                     |        |    |    |       |            |                  |        |        | 150    |         |           |
| office   |        |    |    |       |            |                  |        |        | 150    |         |           |
| community                                      | 50,000 |    |    |       |            | \$ 10,000,000.00 |        |        | 200    |         |           |
| parking  |        |    |    |       | 200        | \$ 3,500,000.00  |        |        | 17,500 |         |           |
| park n ride                                    |        |    |    |       | 200        | \$ 3,500,000.00  |        |        | 17,500 |         |           |
| Total  |        |    |    |       | 400        | \$ 17,000,000.00 |        |        |        |         |           |

## Implementation

### GrandView Small Area Plan

| <i>Development Program - Infrastructure and Streets</i> |     |    |            |                 |        |        |       |         |           |
|---|-----|----|------------|-----------------|--------|--------|-------|---------|-----------|
|   | LF  | Ac | Prk Spaces | Const \$        | Mkt \$ | Tax \$ | sf/\$ | unit/sf | unit cost |
| <b>Infrastructure</b>                                   |     |    |            |                 |        |        |       |         |           |
| Vernon(*)   | 950 |    |            | \$ 332,500.00   |        |        |       |         | 350       |
| crosswalk   | 5   |    |            | \$ 25,000.00    |        |        |       |         | 5000      |
| roadway   |     |    |            | \$ 1,500,000.00 |        |        |       |         |           |
| Eden West(*)  | 385 |    |            | \$ 134,750.00   |        |        |       |         | 350       |
| Eden East   | 200 |    |            | \$ 70,000.00    |        |        |       |         | 350       |
| crosswalk   | 3   |    |            | \$ 15,000.00    |        |        |       |         | 5000      |
| roadway   |     |    |            | \$ 1,500,000.00 |        |        |       |         |           |
| Jerrys street   | 875 |    |            | \$ 306,250      |        |        |       |         | \$ 350    |
| Gus Young ext(*)  | 150 |    |            | \$ 52,500       |        |        |       |         | \$ 350    |
| OLG road  | 150 |    |            | \$ 52,500.00    |        |        |       |         | 350       |
| Bridges(EST)  |     |    |            |                 |        |        |       |         | each      |
| G-View Crossing   |     |    |            | \$ 750,000.00   |        |        |       |         | est       |
| CP Rail   |     |    |            | \$ 750,000.00   |        |        |       |         | est       |
| subtotal  |     |    |            | \$ 5,488,500.00 |        |        |       |         |           |
| <b>HWY 100</b>  |     |    |            |                 |        |        |       |         |           |
| Split diamond (est)                                     |     |    |            | \$10,000,000    |        |        |       |         |           |
| Ped/Bike (est)  |     |    |            | \$ 1,500,000.00 |        |        |       |         |           |



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## 5. Appendix

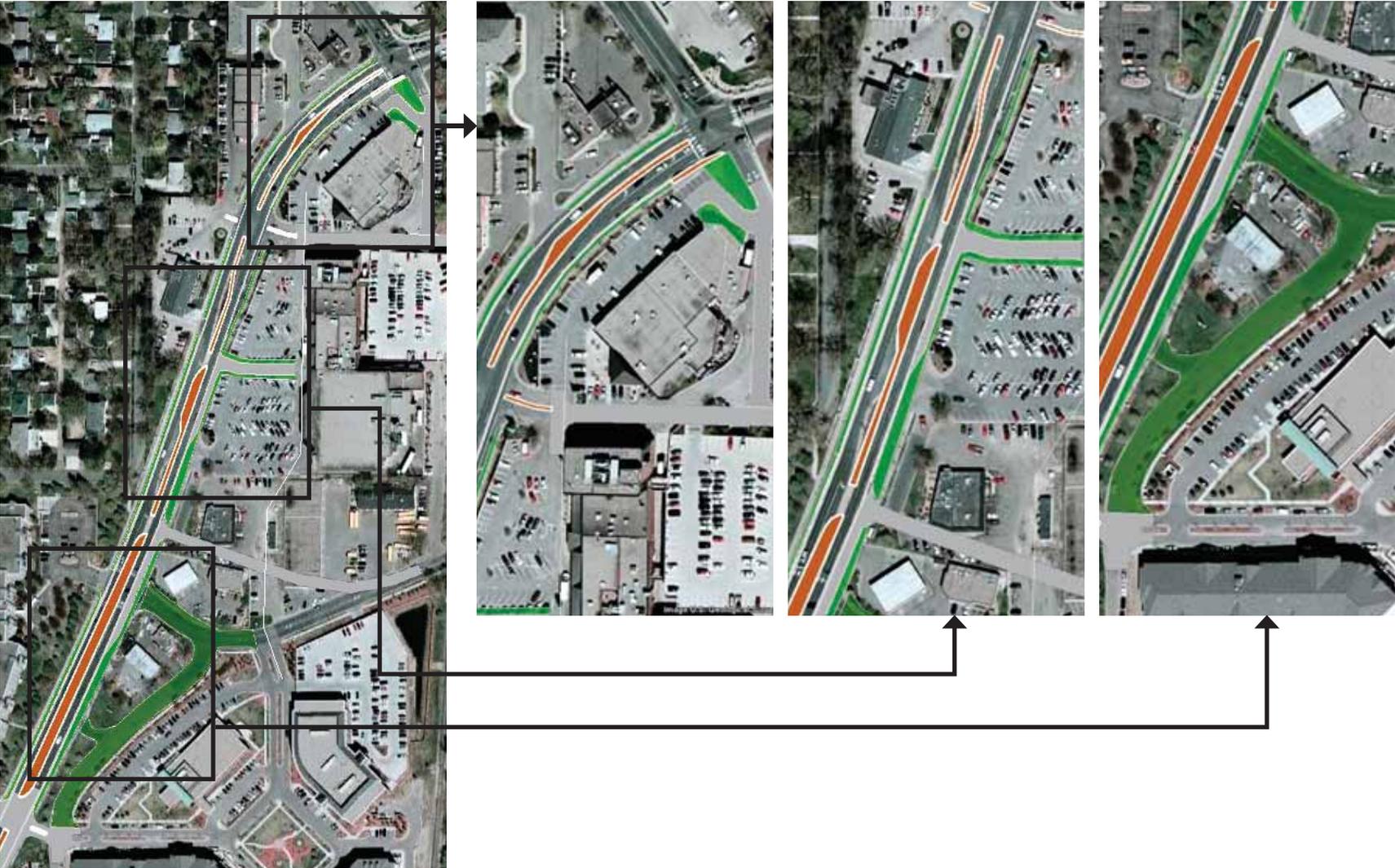
# Transportation

Vernon and Interchange



# Transportation

Vernon



# Transportation

## Split Diamond



Transportation

Split Diamond

