

## **8. Appendix**

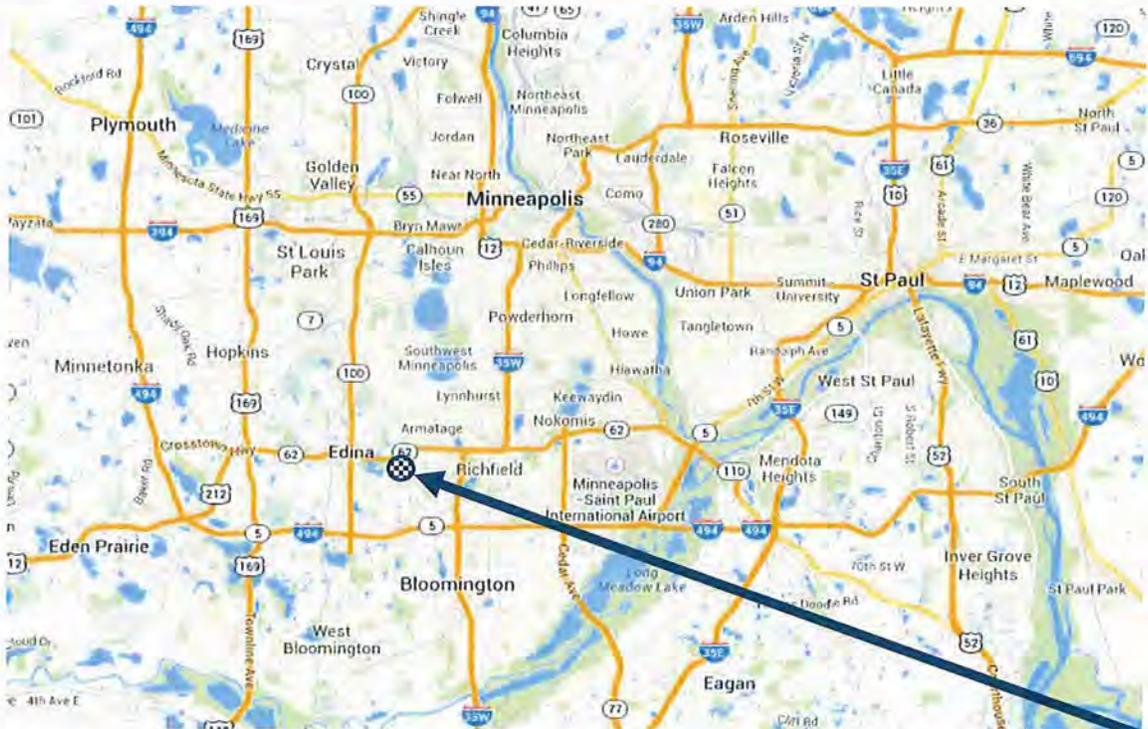
### ***A. Figures 1-4***

### ***B. Traffic Counts***

### ***C. Capacity Analysis Backup***

- AM Existing
- PM Existing
- AM 2015 Build
- PM 2015 Build

## Figure 1 Location Maps



↑  
North  
No Scale

Study Area

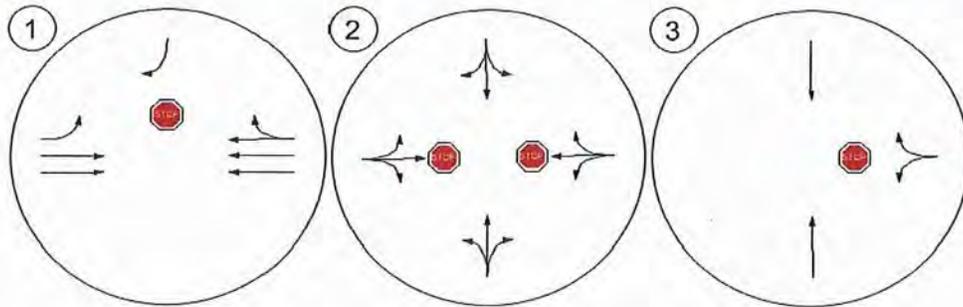


Site Location



A51

**Figure 3**  
**Existing Lanes & Traffic Control**



Appendix A - Figures



**Figure 4  
Existing Parking Data**

Occupied Vehicles (counted after 10pm)

Date		Beacon Counts			Spack Consulting Counts		
		Lydia Apartments	Nicollet Square	Cedar View	Lydia Apartments	Nicollet Square	Cedar View
Monday	6/9/2014	7	7	3	7	5	3
Tuesday	6/10/2014	6	7	3	--	--	--
Wednesday	6/11/2014	5	6	3	--	--	--
Thursday	6/12/2014	6	7	3	5*	9*	3*
Friday	6/13/2014	5	7	3	--	--	--
Saturday	6/14/2014	5	10	2	--	--	--
Sunday	6/15/2014	5	2	3	--	--	--
<b>Maximum</b>		<b>7</b>	<b>10</b>	<b>3</b>	<b>*At 11 am</b>		
<b>Number of Units</b>		<b>40</b>	<b>42</b>	<b>10</b>			
<b>Max Parking Demand</b>		<b>0.18</b>	<b>0.24</b>	<b>0.30</b>			

AGI



# Traffic Data Inc Appendix B - Traffic Counts

PO Box 16296  
St. Louis Park, MN 55416

File Name : 1 - Barrie Rd & 66th St, 6-10-14, 630-930am, 330-630pm  
Site Code : 1  
Start Date : 6/10/2014  
Page No : 1

Barrie Rd & 66th St  
Edina, MN

Groups Printed- Cars + - Trucks

Start Time	Barrie Rd Southbound						66th St Westbound						Barrie Rd Northbound						66th St Eastbound						Int. Total
	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	
06:30 AM	0	0	0	2	1	3	0	0	96	13	1	110	0	0	0	0	0	0	0	4	36	0	0	40	153
06:45 AM	0	0	0	7	0	7	0	0	132	22	0	154	0	0	0	0	0	0	0	5	56	0	0	61	222
<b>Total</b>	0	0	0	9	1	10	0	0	228	35	1	264	0	0	0	0	0	0	0	9	92	0	0	101	375
07:00 AM	0	2	0	5	2	8	0	0	138	11	1	150	0	0	0	0	0	0	0	10	60	0	0	70	229
07:15 AM	0	0	0	5	4	8	0	0	239	19	0	258	0	0	0	0	0	0	0	12	82	0	0	94	361
07:30 AM	0	0	0	9	4	13	1	0	288	28	0	317	0	0	0	0	0	0	0	7	88	0	0	95	425
07:45 AM	0	0	0	15	6	21	0	0	293	35	0	328	0	0	0	0	1	1	1	15	82	0	0	98	448
<b>Total</b>	0	2	0	34	16	52	1	0	958	93	1	1053	0	0	0	0	1	1	1	44	312	0	0	357	1463
08:00 AM	0	2	0	9	1	12	0	0	282	23	0	305	0	0	0	0	0	0	0	12	89	0	1	102	419
08:15 AM	0	1	0	9	0	10	0	0	246	27	2	275	0	0	0	0	0	0	0	9	100	0	0	109	394
08:30 AM	0	0	0	18	2	20	0	0	234	26	1	261	0	0	0	0	0	0	2	6	110	0	0	118	399
08:45 AM	0	1	0	17	3	21	0	0	220	26	0	246	0	0	0	0	0	0	0	11	98	0	1	110	377
<b>Total</b>	0	4	0	53	6	63	0	0	982	102	3	1087	0	0	0	0	0	0	2	38	397	0	2	439	1599
09:00 AM	0	0	0	19	2	21	0	0	164	16	0	180	0	0	0	0	0	0	1	12	106	0	0	119	320
09:15 AM	0	0	0	26	2	28	0	0	148	16	0	164	0	0	0	0	0	0	0	11	91	0	0	102	294
<b>Total</b>	0	0	0	45	4	49	0	0	312	32	0	344	0	0	0	0	0	0	1	23	197	0	0	221	614
03:30 PM	0	0	0	26	4	30	0	0	166	17	1	184	0	0	0	0	0	0	2	16	211	0	0	229	443
03:45 PM	0	0	0	25	3	28	0	0	211	22	0	233	0	0	0	0	0	0	0	19	248	0	0	267	528
<b>Total</b>	0	0	0	51	7	58	0	0	377	39	1	417	0	0	0	0	0	0	2	35	459	0	0	496	971
04:00 PM	0	1	0	28	2	31	0	0	172	18	3	193	0	0	0	0	0	0	1	11	238	0	0	250	474
04:15 PM	0	0	0	22	3	25	0	0	193	26	0	219	0	0	0	0	0	0	0	16	236	0	3	255	499
04:30 PM	0	0	0	24	4	28	0	0	171	11	0	182	0	0	0	0	0	0	1	13	242	0	1	257	467
04:45 PM	0	0	0	20	0	20	0	0	231	27	0	258	0	0	0	0	1	1	0	9	226	0	0	235	514
<b>Total</b>	0	1	0	94	9	104	0	0	767	82	3	852	0	0	0	0	1	1	2	49	942	0	4	997	1954
05:00 PM	0	1	0	28	1	30	0	0	225	19	1	245	0	0	0	0	1	1	1	9	244	0	1	255	531
05:15 PM	0	1	0	22	3	26	0	0	188	33	1	222	0	0	0	0	0	0	0	15	226	0	0	241	489
05:30 PM	0	0	0	17	1	18	0	0	196	15	0	211	0	0	0	0	0	0	0	7	230	0	1	238	467
05:45 PM	0	0	0	18	4	22	0	0	204	25	1	230	0	0	0	0	0	0	1	9	228	0	0	238	490
<b>Total</b>	0	2	0	85	9	96	0	0	813	92	3	908	0	0	0	0	1	1	2	40	928	0	2	972	1977
06:00 PM	0	1	0	10	5	16	0	0	176	13	1	190	0	0	0	0	0	0	0	5	205	0	0	210	416
06:15 PM	0	1	0	8	3	12	0	0	166	13	0	179	0	0	0	0	0	0	0	8	185	0	0	193	384
<b>Grand Total</b>	0	11	0	389	60	460	1	0	4779	501	13	5294	0	0	0	0	3	3	10	251	3717	0	8	3986	9743
Approch %	0	2.4	0	84.6	13	0	0	90.3	9.5	0.2	0	0	0	0	100	0	0	0	0	0	0.2	0	0.2		
Total %	0	0.1	0	4	0.6	4.7	0	0	49.1	5.1	0.1	54.3	0	0	0	0	0	0	0.1	2.6	38.2	0	0.1	40.9	
Cars +	0	11	0	383	46	440	1	0	4651	492	13	5157	0	0	0	0	0	0	10	247	3710	0	6	3973	9570
% Cars +	0	100	0	98.5	76.7	95.7	100	0	97.3	98.2	100	97.4	0	0	0	0	0	0	100	98.4	99.8	0	75	99.7	98.2
Trucks	0	0	0	6	14	20	0	0	128	9	0	137	0	0	0	0	3	3	0	4	7	0	2	13	173
% Trucks	0	0	0	1.5	23.3	4.3	0	0	2.7	1.8	0	2.6	0	0	0	0	100	100	0	1.6	0.2	0	25	0.3	1.8

Traffic Impact Study

B1

66 West Apartments

AG2

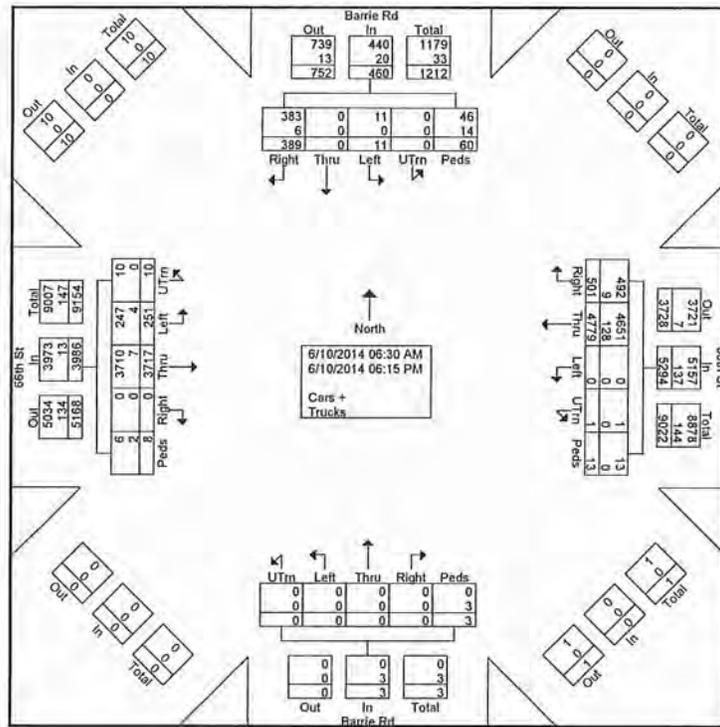


# Traffic Data Inc. Appendix B - Traffic Counts

PO Box 16296  
St. Louis Park, MN 55416

File Name : 1 - Barrie Rd & 66th St, 6-10-14, 630-930am, 330-630pm  
 Site Code : 1  
 Start Date : 6/10/2014  
 Page No : 2

Barrie Rd & 66th St  
Edina, MN



AG3



# Traffic Data Inc. Appendix B - Traffic Counts

PO Box 16296  
St. Louis Park, MN 55416

File Name : 1 - Barrie Rd & 66th St, 6-10-14, 630-930am, 330-630pm  
Site Code : 1  
Start Date : 6/10/2014  
Page No : 3

Barrie Rd & 66th St  
Edina, MN

Start Time	Barrie Rd Southbound						66th St Westbound						Barrie Rd Northbound						66th St Eastbound						Int. Total
	UTm	Left	Thru	Right	Peds	App. Total	UTm	Left	Thru	Right	Peds	App. Total	UTm	Left	Thru	Right	Peds	App. Total	UTm	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 06:30 AM to 12:30 PM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 07:30 AM																									
07:30 AM	0	0	0	9	4	13	1	0	288	28	0	317	0	0	0	0	0	0	0	7	88	0	0	95	425
07:45 AM	0	0	0	15	6	21	0	0	293	35	0	328	0	0	0	0	1	1	1	15	82	0	0	98	448
08:00 AM	0	2	0	9	1	12	0	0	282	23	0	305	0	0	0	0	0	0	0	12	89	0	1	102	419
08:15 AM	0	1	0	9	0	10	0	0	246	27	2	275	0	0	0	0	0	0	0	9	100	0	0	109	394
Total Volume	0	3	0	42	11	56	1	0	1109	113	2	1225	0	0	0	0	1	1	1	43	359	0	1	404	1686
% App. Total	0	5.4	0	75	19.6		0.1	0	90.5	9.2	0.2		0	0	0	0	100		0.2	10.6	88.9	0	0.2		
PHF	.000	.375	.000	.700	.458	.667	.250	.000	.946	.807	.250	.934	.000	.000	.000	.000	.250	.250	.250	.717	.898	.000	.250	.927	.941
Peak Hour Analysis From 12:45 PM to 06:15 PM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 04:15 PM																									
04:15 PM	0	0	0	22	3	25	0	0	193	26	0	219	0	0	0	0	0	0	0	16	236	0	3	255	499
04:30 PM	0	0	0	24	4	28	0	0	171	11	0	182	0	0	0	0	0	0	1	13	242	0	1	257	467
04:45 PM	0	0	0	20	0	20	0	0	231	27	0	258	0	0	0	0	1	1	0	9	226	0	0	235	514
05:00 PM	0	1	0	28	1	30	0	0	225	19	1	245	0	0	0	0	1	1	1	9	244	0	1	255	531
Total Volume	0	1	0	94	8	103	0	0	820	83	1	904	0	0	0	0	2	2	2	47	948	0	5	1002	2011
% App. Total	0	1	0	91.3	7.8		0	0	90.7	9.2	0.1		0	0	0	0	100		0.2	4.7	94.6	0	0.5		
PHF	.000	.250	.000	.839	.500	.858	.000	.000	.887	.769	.250	.876	.000	.000	.000	.000	.500	.500	.500	.734	.971	.000	.417	.975	.947

AGP



# Traffic Data Inc Appendix B - Traffic Counts

PO Box 16296  
St. Louis Park, MN 55416

File Name : 2 - Barrie Rd & Southern Driveways, 6-10-14, 630-930am, 330-630pm  
Site Code : 2  
Start Date : 6/10/2014  
Page No : 1

Barrie Rd & Southern Site Access  
Edina, MN

Groups Printed- Cars + - Trucks

Start Time	Barrie Rd Southbound						Driveway Westbound						Barrie Rd Northbound						Driveway Eastbound						Int. Total						
	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total							
06:30 AM	0	0	2	0	0	2	0	0	0	0	1	1	0	6	10	1	0	17	0	0	0	0	0	0	0	0	0	0	0	0	20
06:45 AM	0	1	7	0	0	8	0	0	0	0	0	0	0	8	18	1	0	27	0	1	0	0	0	0	0	0	0	0	0	0	36
Total	0	1	9	0	0	10	0	0	0	0	1	1	0	14	28	2	0	44	0	1	0	0	0	0	0	0	0	0	0	0	56
07:00 AM	0	0	7	0	1	8	0	0	0	0	1	1	0	9	11	1	0	21	0	0	0	0	0	0	0	0	0	0	0	0	30
07:15 AM	0	0	5	1	0	6	0	0	0	0	0	0	0	10	19	2	0	31	0	0	0	0	0	0	0	0	0	0	0	0	37
07:30 AM	0	0	9	0	0	9	0	0	0	0	2	2	0	8	25	2	0	35	0	0	0	0	0	1	0	0	0	0	1	1	47
07:45 AM	0	0	13	0	1	14	0	0	0	0	0	0	0	14	33	3	0	50	0	1	0	2	1	4	0	0	0	0	2	4	68
Total	0	0	34	1	2	37	0	0	0	0	3	3	0	41	88	6	0	137	0	1	0	2	2	5	0	0	0	0	2	5	182
08:00 AM	0	2	9	1	0	12	0	0	0	0	0	0	0	12	22	1	0	35	0	0	0	0	2	0	0	0	0	0	2	2	49
08:15 AM	0	2	9	0	2	13	0	0	0	1	0	1	0	12	22	2	1	37	0	0	0	0	1	0	0	0	0	0	1	1	52
08:30 AM	0	2	17	2	1	22	0	0	0	1	1	2	0	9	23	0	0	32	0	2	0	1	0	0	0	0	0	0	0	0	59
08:45 AM	0	0	18	3	0	21	0	0	0	0	0	0	0	13	21	3	0	37	0	3	0	0	0	0	0	0	0	0	0	0	61
Total	0	6	53	6	3	68	0	0	0	2	1	3	0	46	88	6	1	141	0	5	0	4	0	0	0	0	0	0	0	0	221
09:00 AM	0	1	15	1	0	17	0	2	0	0	1	3	0	7	14	7	0	28	0	1	0	2	0	0	0	0	0	0	0	0	51
09:15 AM	0	5	22	1	0	28	0	3	0	1	2	6	0	4	19	4	0	27	0	4	0	1	0	0	0	0	0	0	0	0	68
Total	0	6	37	2	0	45	0	5	0	1	3	9	0	11	33	11	0	55	0	5	0	3	0	0	0	0	0	0	0	0	117
03:30 PM	0	5	15	1	0	21	0	2	0	0	0	2	0	2	24	7	1	34	0	4	0	9	0	13	0	0	0	0	0	0	70
03:45 PM	0	4	19	1	0	24	0	3	0	2	2	7	0	8	27	6	1	42	0	1	0	3	0	4	0	0	0	0	0	0	77
Total	0	9	34	2	0	45	0	5	0	2	2	9	0	10	51	13	2	76	0	5	0	12	0	17	0	0	0	0	0	0	147
04:00 PM	0	3	21	0	0	24	0	2	0	6	1	9	0	4	17	8	0	29	0	5	0	6	0	11	0	0	0	0	0	0	73
04:15 PM	0	5	13	2	0	20	0	5	0	1	0	6	0	4	29	9	0	42	0	1	2	4	0	7	0	0	0	0	0	0	75
04:30 PM	0	4	14	0	0	18	0	2	1	3	2	8	0	4	16	4	1	25	0	5	0	8	2	15	0	0	0	0	0	0	66
04:45 PM	0	5	15	0	0	20	0	2	0	4	0	6	0	5	26	5	0	36	0	2	0	3	1	6	0	0	0	0	0	0	68
Total	0	17	63	2	0	82	0	11	1	14	3	29	0	17	88	26	1	132	0	13	2	21	3	39	0	0	0	0	0	0	282
05:00 PM	0	7	22	1	0	30	0	2	0	3	0	5	0	2	22	4	1	29	0	7	1	5	1	14	0	0	0	0	0	0	78
05:15 PM	0	4	17	0	0	21	0	4	0	5	3	12	0	12	30	6	1	49	0	4	0	2	1	7	0	0	0	0	0	0	89
05:30 PM	0	0	14	1	0	15	0	1	0	1	5	7	0	4	15	3	0	22	0	0	0	2	2	4	0	0	0	0	0	0	48
05:45 PM	0	2	15	0	0	17	0	2	0	1	2	5	0	1	28	5	1	35	0	0	0	1	2	3	0	0	0	0	0	0	60
Total	0	13	68	2	0	83	0	9	0	10	10	29	0	19	95	18	3	135	0	11	1	10	6	28	0	0	0	0	0	0	275
06:00 PM	0	2	7	0	0	9	0	1	0	0	4	5	0	1	15	2	0	18	0	0	0	3	0	3	0	0	0	0	0	0	35
06:15 PM	0	0	9	0	0	9	0	0	0	1	3	4	0	0	18	3	0	21	0	0	0	0	2	2	0	0	0	0	0	0	36
Grand Total	0	54	314	15	5	388	0	31	1	30	30	92	0	159	504	89	7	759	0	41	3	55	13	112	0	0	0	0	0	0	1351
Apprch %	0	13.9	80.9	3.9	1.3		0	33.7	1.1	32.6	32.6		0	20.9	66.4	11.7	0.9		0	36.6	2.7	49.1	11.6		0	0	0	0	0	0	
Total %	0	4	23.2	1.1	0.4	28.7	0	2.3	0.1	2.2	2.2	6.8	0	11.8	37.3	6.6	0.5	56.2	0	3	0.2	4.1	1	8.3	0	0	0	0	0	0	
Cars +	0	54	314	14	4	386	0	31	1	30	27	89	0	158	504	89	6	757	0	39	3	54	13	109	0	0	0	0	0	0	1341
% Cars +	0	100	100	93.3	80	99.5	0	100	100	100	90	96.7	0	99.4	100	100	85.7	99.7	0	95.1	100	98.2	100	97.3	0	0	0	0	0	0	99.3
Trucks	0	0	0	1	1	2	0	0	0	0	3	3	0	1	0	0	1	2	0	2	0	1	0	3	0	0	0	0	0	0	10
% Trucks	0	0	0	6.7	20	0.5	0	0	0	0	10	3.3	0	0.6	0	0	14.3	0.3	0	4.9	0	1.8	0	2.7	0	0	0	0	0	0	0.7

Traffic Impact Study

B4

66 West Apartments

AGS

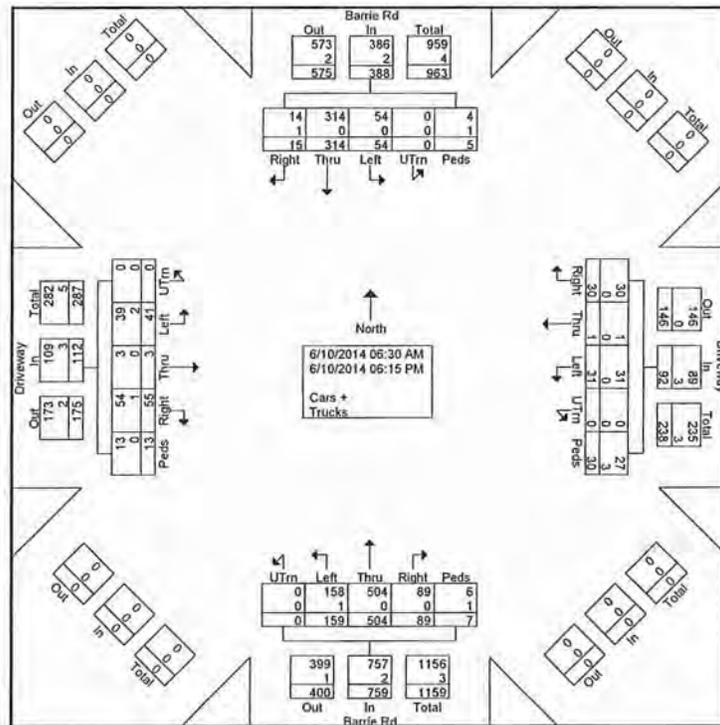


# Traffic Data Inc Appendix B - Traffic Counts

PO Box 16296  
St. Louis Park, MN 55416

File Name : 2 - Barrie Rd & Southern Driveways, 6-10-14, 630-930am, 330-630pm  
 Site Code : 2  
 Start Date : 6/10/2014  
 Page No : 2

Barrie Rd & Southern Site Access  
Edina, MN



AGG



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Site Code : 2  
Start Date : 6/10/2014  
Page No : 3

Barrie Rd & Southern Site Access  
Edina, MN

Start Time	Barrie Rd Southbound						Driveway Westbound						Barrie Rd Northbound						Driveway Eastbound						Int. Total
	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 06:30 AM to 12:30 PM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 08:30 AM																									
08:30 AM	0	2	17	2	1	22	0	0	0	1	1	2	0	9	23	0	0	32	0	2	0	1	0	3	59
08:45 AM	0	0	18	3	0	21	0	0	0	0	0	0	0	13	21	3	0	37	0	3	0	0	0	3	61
09:00 AM	0	1	15	1	0	17	0	2	0	0	1	3	0	7	14	7	0	28	0	1	0	2	0	3	51
09:15 AM	0	5	22	1	0	28	0	3	0	1	2	6	0	4	19	4	0	27	0	4	0	1	0	5	66
Total Volume	0	8	72	7	1	88	0	5	0	2	4	11	0	33	77	14	0	124	0	10	0	4	0	14	237
% App. Total	0	9.1	81.8	8	1.1		0	45.5	0	18.2	36.4		0	26.6	62.1	11.3	0		0	71.4	0	28.6	0		
PHF	.000	.400	.618	.583	.250	.786	.000	.417	.000	.500	.500	.458	.000	.635	.837	.500	.000	.838	.000	.625	.000	.500	.000	.700	.898

Peak Hour Analysis From 12:45 PM to 06:15 PM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 04:30 PM																									
04:30 PM	0	4	14	0	0	18	0	2	1	3	2	8	0	4	16	4	1	25	0	5	0	8	2	15	66
04:45 PM	0	5	15	0	0	20	0	2	0	4	0	6	0	5	26	5	0	36	0	2	0	3	1	6	68
05:00 PM	0	7	22	1	0	30	0	2	0	3	0	5	0	2	22	4	1	29	0	7	1	5	1	14	78
05:15 PM	0	4	17	0	0	21	0	4	0	5	3	12	0	12	30	6	1	49	0	4	0	2	1	7	89
Total Volume	0	20	68	1	0	89	0	10	1	15	5	31	0	23	94	19	3	139	0	18	1	18	5	42	301
% App. Total	0	22.5	76.4	1.1	0		0	32.3	3.2	48.4	16.1		0	16.5	67.6	13.7	2.2		0	42.9	2.4	42.9	11.9		
PHF	.000	.714	.773	.250	.000	.742	.000	.625	.250	.750	.417	.646	.000	.479	.783	.792	.750	.709	.000	.643	.250	.563	.625	.700	.846

AG7



# Traffic Data Inc Appendix B - Traffic Counts

PO Box 16296  
St. Louis Park, MN 55416

File Name : 3 - Barrie Rd & Northern Driveway, 6-10-14, 630-930am, 330-630pm  
Site Code : 3  
Start Date : 6/10/2014  
Page No : 1

Barrie Rd & Northern Site Access  
Edina, MN

Groups Printed- Cars + - Trucks

Start Time	Barrie Rd Southbound						Driveway Westbound						Barrie Rd Northbound						Eastbound						Int. Total						
	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total							
06:30 AM	0	0	2	0	0	2	0	0	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	12
06:45 AM	0	0	8	0	0	8	0	0	0	1	0	1	0	0	19	0	0	19	0	0	0	0	0	0	0	0	0	0	0	0	28
Total	0	0	10	0	0	10	0	0	0	1	0	1	0	0	29	0	0	29	0	0	0	0	0	0	0	0	0	0	0	0	40
07:00 AM	0	0	6	0	0	6	0	1	0	0	0	1	0	0	11	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	18
07:15 AM	0	0	5	0	0	5	0	1	0	1	0	2	0	0	19	0	0	19	0	0	0	0	0	0	0	0	0	0	0	0	26
07:30 AM	0	0	8	0	0	8	0	1	0	1	0	2	0	0	25	0	0	25	0	0	0	0	0	0	0	0	0	0	0	0	35
07:45 AM	0	0	12	0	0	12	0	1	0	0	0	1	0	0	34	0	0	34	0	0	0	0	0	0	0	0	0	0	0	0	47
Total	0	0	31	0	0	31	0	4	0	2	0	6	0	0	89	0	0	89	0	0	0	0	0	0	0	0	0	0	0	0	126
08:00 AM	0	0	12	0	0	12	0	0	0	3	0	3	0	0	22	0	0	22	0	0	0	0	0	0	0	0	0	0	0	0	37
08:15 AM	0	0	10	0	0	10	0	1	0	1	0	2	0	0	23	0	0	23	0	0	0	0	0	0	0	0	0	0	0	0	35
08:30 AM	0	0	21	0	0	21	0	0	0	1	0	1	0	0	26	0	0	26	0	0	0	0	0	0	0	0	0	0	0	0	48
08:45 AM	0	0	19	0	0	19	0	2	0	2	0	4	0	0	24	0	0	24	0	0	0	0	0	0	0	0	0	0	0	0	47
Total	0	0	62	0	0	62	0	3	0	7	0	10	0	0	95	0	0	95	0	0	0	0	0	0	0	0	0	0	0	0	167
09:00 AM	0	0	15	0	0	15	0	2	0	1	0	3	0	0	15	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0	33
09:15 AM	0	0	24	0	0	24	0	4	0	4	0	8	0	0	24	0	0	24	0	0	0	0	0	0	0	0	0	0	0	0	58
Total	0	0	39	0	0	39	0	6	0	5	0	11	0	0	39	0	0	39	0	0	0	0	0	0	0	0	0	0	0	0	89
03:30 PM	0	0	19	0	0	19	0	2	0	1	0	3	0	0	28	0	0	28	0	0	0	0	0	0	0	0	0	0	0	0	50
03:45 PM	0	0	22	0	0	22	0	2	0	5	0	7	0	0	30	0	0	30	0	0	0	0	0	0	0	0	0	0	0	0	59
Total	0	0	41	0	0	41	0	4	0	6	0	10	0	0	58	0	0	58	0	0	0	0	0	0	0	0	0	0	0	0	109
04:00 PM	0	0	19	0	0	19	0	5	0	0	0	5	0	0	28	0	0	28	0	0	0	0	0	0	0	0	0	0	0	0	52
04:15 PM	0	0	16	0	0	16	0	4	0	1	0	5	0	0	31	0	0	31	0	0	0	0	0	0	0	0	0	0	0	0	52
04:30 PM	0	0	13	0	0	13	0	5	0	2	0	7	0	0	24	0	0	24	0	0	0	0	0	0	0	0	0	0	0	0	44
04:45 PM	0	0	16	0	0	16	0	4	0	0	0	4	0	0	32	0	0	32	0	0	0	0	0	0	0	0	0	0	0	0	52
Total	0	0	64	0	0	64	0	18	0	3	0	21	0	0	115	0	0	115	0	0	0	0	0	0	0	0	0	0	0	0	200
05:00 PM	0	0	24	0	0	24	0	6	0	3	0	9	0	0	32	0	0	32	0	0	0	0	0	0	0	0	0	0	0	0	65
05:15 PM	0	0	19	0	0	19	0	2	0	1	0	3	0	0	39	0	0	39	0	0	0	0	0	0	0	0	0	0	0	0	61
05:30 PM	0	0	14	0	0	14	0	1	0	0	0	1	0	0	16	0	0	16	0	0	0	0	0	0	0	0	0	0	0	0	31
05:45 PM	0	0	15	0	0	15	0	2	0	3	0	5	0	0	29	0	0	29	0	0	0	0	0	0	0	0	0	0	0	0	49
Total	0	0	72	0	0	72	0	11	0	7	0	18	0	0	116	0	0	116	0	0	0	0	0	0	0	0	0	0	0	0	206
06:00 PM	0	0	9	0	0	9	0	0	0	2	0	2	0	0	15	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0	26
06:15 PM	0	0	9	0	0	9	0	0	0	2	0	2	0	0	19	0	0	19	0	0	0	0	0	0	0	0	0	0	0	0	30
Grand Total	0	0	337	0	0	337	0	46	0	35	0	81	0	0	575	0	0	575	0	0	0	0	0	0	0	0	0	0	0	0	993
Approch %	0	0	100	0	0	100	0	56.8	0	43.2	0	82	0	0	100	0	0	100	0	0	0	0	0	0	0	0	0	0	0	0	0
Total %	0	0	33.9	0	0	33.9	0	4.6	0	3.5	0	8.2	0	0	57.9	0	0	57.9	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars +	0	0	337	0	0	337	0	46	0	35	0	81	0	0	575	0	0	575	0	0	0	0	0	0	0	0	0	0	0	0	993
% Cars +	0	0	100	0	0	100	0	100	0	100	0	100	0	0	100	0	0	100	0	0	0	0	0	0	0	0	0	0	0	0	100
Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Traffic Impact Study

B7

66 West Apartments

AGS

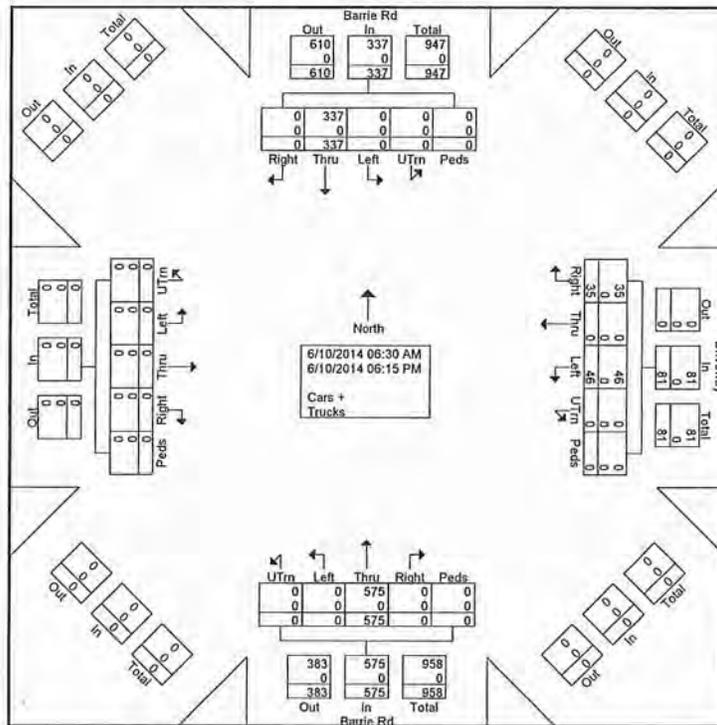


# Traffic Data Inc Appendix B - Traffic Counts

PO Box 16296  
St. Louis Park, MN 55416

File Name : 3 - Barrie Rd & Northern Driveway, 6-10-14, 630-930am, 330-630pm  
 Site Code : 3  
 Start Date : 6/10/2014  
 Page No : 2

Barrie Rd & Northern Site Access  
Edina, MN



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# Traffic Data Inc Appendix B - Traffic Counts

PO Box 16296  
St. Louis Park, MN 55416

File Name : 3 - Barrie Rd & Northern Driveway, 6-10-14, 630-930am, 330-630pm  
Site Code : 3  
Start Date : 6/10/2014  
Page No : 3

Barrie Rd & Northern Site Access  
Edina, MN

Start Time	Barrie Rd Southbound					Driveway Westbound					Barrie Rd Northbound					Eastbound					Inl. Total					
	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left		Thru	Right	Peds	App. Total	
Peak Hour Analysis From 06:30 AM to 12:30 PM - Peak 1 of 1																										
Peak Hour for Entire Intersection Begins at 08:30 AM																										
08:30 AM	0	0	21	0	0	21	0	0	0	1	0	1	0	0	26	0	0	26	0	0	0	0	0	0	0	48
08:45 AM	0	0	19	0	0	19	0	2	0	2	0	4	0	0	24	0	0	24	0	0	0	0	0	0	0	47
09:00 AM	0	0	15	0	0	15	0	2	0	1	0	3	0	0	15	0	0	15	0	0	0	0	0	0	0	33
09:15 AM	0	0	24	0	0	24	0	4	0	4	0	8	0	0	24	0	0	24	0	0	0	0	0	0	0	56
Total Volume	0	0	79	0	0	79	0	8	0	8	0	16	0	0	89	0	0	89	0	0	0	0	0	0	0	184
% App. Total	0	0	100	0	0	100	0	50	0	50	0	50	0	0	100	0	0	100	0	0	0	0	0	0	0	100
PHF	.000	.000	.823	.000	.000	.823	.000	.500	.000	.500	.000	.500	.000	.000	.856	.000	.000	.856	.000	.000	.000	.000	.000	.000	.000	.821
Peak Hour Analysis From 12:45 PM to 06:15 PM - Peak 1 of 1																										
Peak Hour for Entire Intersection Begins at 04:30 PM																										
04:30 PM	0	0	13	0	0	13	0	5	0	2	0	7	0	0	24	0	0	24	0	0	0	0	0	0	0	44
04:45 PM	0	0	16	0	0	16	0	4	0	0	0	4	0	0	32	0	0	32	0	0	0	0	0	0	0	52
05:00 PM	0	0	24	0	0	24	0	6	0	3	0	9	0	0	32	0	0	32	0	0	0	0	0	0	0	65
05:15 PM	0	0	19	0	0	19	0	2	0	1	0	3	0	0	39	0	0	39	0	0	0	0	0	0	0	61
Total Volume	0	0	72	0	0	72	0	17	0	6	0	23	0	0	127	0	0	127	0	0	0	0	0	0	0	222
% App. Total	0	0	100	0	0	100	0	73.9	0	26.1	0	73.9	0	0	100	0	0	100	0	0	0	0	0	0	0	100
PHF	.000	.000	.750	.000	.000	.750	.000	.708	.000	.500	.000	.639	.000	.000	.814	.000	.000	.814	.000	.000	.000	.000	.000	.000	.000	.854

# Appendix C - Capacity Analysis Backup

Generated with **PTV VISTRO**  
Version 2.00-06



66 West Apartments

Vistro File: C:\...\66 West.vistropdb  
Report File: C:\...\IAM Existing.pdf

Scenario 1: AM Existing  
6/18/2014

## Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Barrie Rd & 66th St	Two-way stop	HCM2010	SBR	0.118	15.5	C
2	Barrie Rd & Southern Site Access	Two-way stop	HCM2010	EBT	0.000	11.0	B
3	Barrie Rd & Northern Site Access	Two-way stop	HCM2010	WBL	0.011	9.6	A

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value; for all other control types, they are taken for the whole intersection.

ATI

# Appendix C - Capacity Analysis Backup

Generated with **PTV VISTRO**  
Version 2.00-06



## Intersection Level Of Service Report #1: Barrie Rd & 66th St

Control Type: Two-way stop  
Analysis Method: HCM2010  
Analysis Period: 15 minutes

Delay (sec / veh): 15.5  
Level Of Service: C  
Volume to Capacity (v/c): 0.118

### Intersection Setup

Name	Barrie Rd		66th St		66th St	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration	↗		↖			
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	1	0	0	0
Pocket Length [ft]	100.00	100.00	125.00	100.00	100.00	100.00
Speed [mph]	30.00		35.00		35.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	yes		no		no	

### Volumes

Name	Barrie Rd		66th St		66th St	
Base Volume Input [veh/h]	0	42	44	359	1109	113
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	3.00	3.00	3.00	3.00	3.00	3.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	42	44	359	1109	113
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	11	12	98	301	31
Total Analysis Volume [veh/h]	0	46	48	390	1205	123
Pedestrian Volume [ped/h]	11		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

66 West Apartments

Scenario 1: 1: AM Existing  
Traffic Impact Study

C2

66 West Apartments

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# Appendix C - Capacity Analysis Backup

Generated with **PTV VISTRO**

Version 2.00-06



### Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	no		
Number of Storage Spaces in Median	0	0	0

### Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.12	0.10	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	0.00	15.46	12.96	0.00	0.00	0.00
Movement LOS		C	B	A	A	A
95th-Percentile Queue Length [veh]	0.00	0.40	0.32	0.00	0.00	0.00
95th-Percentile Queue Length [ft]	0.00	9.94	7.92	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	15.46		1.42		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	0.74					
Intersection LOS	C					

A73

# Appendix C - Capacity Analysis Backup

Generated with **PTV VISTRO**  
Version 2.00-06



## Intersection Level Of Service Report #2: Barrie Rd & Southern Site Access

Control Type:	Two-way stop	Delay (sec / veh):	11.0
Analysis Method:	HCM2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.000

### Intersection Setup

Name	Barrie Rd			Barrie Rd			Driveway			Driveway		
	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	⬅➡			⬅➡			⬅➡			⬅➡		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

### Volumes

Name	Barrie Rd			Barrie Rd			Driveway			Driveway		
	Base Volume Input [veh/h]	33	77	14	8	72	7	10	0	4	5	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	33	77	14	8	72	7	10	0	4	5	0	2
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	21	4	2	20	2	3	0	1	1	0	1
Total Analysis Volume [veh/h]	36	84	15	9	78	8	11	0	4	5	0	2
Pedestrian Volume [ped/h]	0			1			0			4		
Bicycle Volume [bicycles/h]	0			0			0			0		

66 West Apartments

Scenario 1: 1: AM Existing  
Traffic Impact Study

C4

A74

66 West Apartments

# Appendix C - Capacity Analysis Backup

Generated with **PTV VISTRO**  
Version 2.00-06



## Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			no	no
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			no	no
Number of Storage Spaces in Median	0	0	0	0

## Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.00	0.00	0.01	0.00	0.00	0.02	0.00	0.00	0.01	0.00	0.00
d_M, Delay for Movement [s/veh]	7.45	0.00	0.00	7.45	0.00	0.00	10.50	11.02	8.80	10.51	10.94	8.83
Movement LOS	A	A	A	A	A	A	B	B	A	B	B	A
95th-Percentile Queue Length [veh]	0.30	0.30	0.30	0.21	0.21	0.21	0.06	0.06	0.06	0.03	0.03	0.03
95th-Percentile Queue Length [ft]	7.38	7.38	7.38	5.15	5.15	5.15	1.58	1.58	1.58	0.73	0.73	0.73
d_A, Approach Delay [s/veh]	1.99			0.71			10.05			10.03		
Approach LOS	A			A			B			B		
d_I, Intersection Delay [s/veh]	2.21											
Intersection LOS	B											

# Appendix C - Capacity Analysis Backup

Generated with **PTV VISTRO**  
Version 2.00-06



## Intersection Level Of Service Report #3: Barrie Rd & Northern Site Access

Control Type:	Two-way stop	Delay (sec / veh):	9.6
Analysis Method:	HCM2010	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.011

### Intersection Setup

Name	Barrie Rd		Barrie Rd		Driveway	
	Northbound		Southbound		Westbound	
Lane Configuration	↑		↑		←↑→	
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	yes		yes		yes	

### Volumes

Name	Barrie Rd		Barrie Rd		Driveway	
	Northbound		Southbound		Westbound	
Base Volume Input [veh/h]	89	0	0	79	8	8
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	3.00	3.00	3.00	3.00	3.00	3.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	89	0	0	79	8	8
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	24	0	0	21	2	2
Total Analysis Volume [veh/h]	97	0	0	86	9	9
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

# Appendix C - Capacity Analysis Backup

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Version 2.00-06



### Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			no
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			no
Number of Storage Spaces in Median	0	0	0

### Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.01	0.01
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	9.56	8.85
Movement LOS	A			A	A	A
95th-Percentile Queue Length [veh]	0.00	0.00	0.00	0.00	0.06	0.06
95th-Percentile Queue Length [ft]	0.00	0.00	0.00	0.00	1.58	1.58
d_A, Approach Delay [s/veh]	0.00		0.00		9.21	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.82					
Intersection LOS	A					

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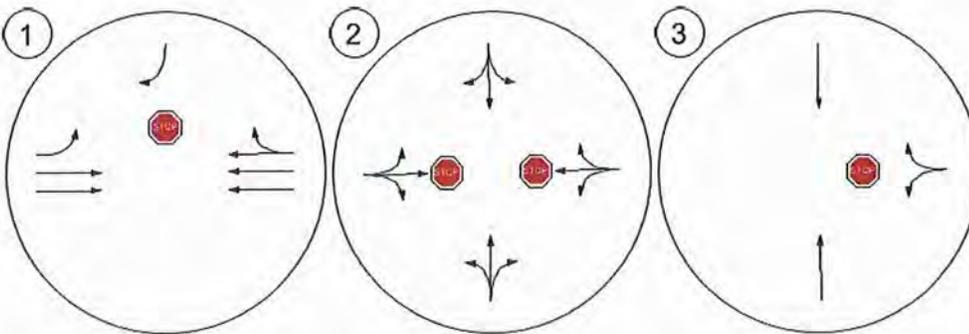
# Appendix C - Capacity Analysis Backup

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Version 2.00-06

## Lane Configuration and Traffic Control



A79

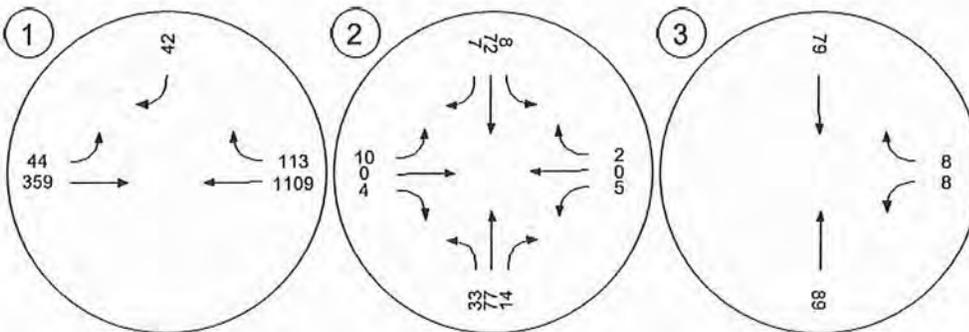
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## Traffic Volume - Base Volume



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# Appendix C - Capacity Analysis Backup

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66 West Apartments

Vistro File: C:\...\66 West.vistropdb  
Report File: C:\...\IPM Existing.pdf

Scenario 3: PM Existing  
6/18/2014

## Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Barrie Rd & 66th St	Two-way stop	HCM2010	SBR	0.200	13.8	B
2	Barrie Rd & Southern Site Access	Two-way stop	HCM2010	EBT	0.002	11.4	B
3	Barrie Rd & Northern Site Access	Two-way stop	HCM2010	WBL	0.023	9.8	A

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value; for all other control types, they are taken for the whole intersection.

ASD

# Appendix C - Capacity Analysis Backup

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Version 2.00-06



## Intersection Level Of Service Report #1: Barrie Rd & 66th St

Control Type:	Two-way stop	Delay (sec / veh):	13.8
Analysis Method:	HCM2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.200

### Intersection Setup

Name	Barrie Rd		66th St		66th St	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration	↗		↖		↗	
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	1	0	0	0
Pocket Length [ft]	100.00	100.00	125.00	100.00	100.00	100.00
Speed [mph]	30.00		35.00		35.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	yes		no		no	

### Volumes

Name	Barrie Rd		66th St		66th St	
Base Volume Input [veh/h]	0	94	49	948	820	83
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	3.00	3.00	3.00	3.00	3.00	3.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	94	49	948	820	83
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	26	13	258	223	23
Total Analysis Volume [veh/h]	0	102	53	1030	891	90
Pedestrian Volume [ped/h]	8		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

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# Appendix C - Capacity Analysis Backup

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Version 2.00-06

## Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	no		
Number of Storage Spaces in Median	0	0	0

## Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.20	0.08	0.01	0.01	0.00
d_M, Delay for Movement [s/veh]	0.00	13.80	10.71	0.00	0.00	0.00
Movement LOS		B	B	A	A	A
95th-Percentile Queue Length [veh]	0.00	0.74	0.25	0.00	0.00	0.00
95th-Percentile Queue Length [ft]	0.00	18.45	6.29	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	13.80		0.52		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.91					
Intersection LOS	B					

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# Appendix C - Capacity Analysis Backup

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Version 2.00-06



## Intersection Level Of Service Report #2: Barrie Rd & Southern Site Access

Control Type:	Two-way stop	Delay (sec / veh):	11.4
Analysis Method:	HCM2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.002

### Intersection Setup

Name	Barrie Rd			Barrie Rd			Driveway			Driveway		
	Northbound			Southbound			Eastbound			Westbound		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	⊕			⊕			⊕			⊕		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

### Volumes

Name	Barrie Rd			Barrie Rd			Driveway			Driveway		
	Northbound			Southbound			Eastbound			Westbound		
Base Volume Input [veh/h]	23	94	19	20	68	1	18	1	18	10	1	15
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	23	94	19	20	68	1	18	1	18	10	1	15
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	26	5	5	18	0	5	0	5	3	0	4
Total Analysis Volume [veh/h]	25	102	21	22	74	1	20	1	20	11	1	16
Pedestrian Volume [ped/h]	3			0			5			5		
Bicycle Volume [bicycles/h]	0			0			0			0		

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# Appendix C - Capacity Analysis Backup

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Version 2.00-06

### Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			no	no
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			no	no
Number of Storage Spaces in Median	0	0	0	0

### Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.00	0.00	0.02	0.00	0.00	0.03	0.00	0.02	0.02	0.00	0.02
d_M, Delay for Movement [s/veh]	7.43	0.00	0.00	7.53	0.00	0.00	11.04	11.45	9.00	11.03	11.27	9.06
Movement LOS	A	A	A	A	A	A	B	B	A	B	B	A
95th-Percentile Queue Length [veh]	0.33	0.33	0.33	0.22	0.22	0.22	0.17	0.17	0.17	0.11	0.11	0.11
95th-Percentile Queue Length [ft]	8.17	8.17	8.17	5.39	5.39	5.39	4.31	4.31	4.31	2.86	2.86	2.86
d_A, Approach Delay [s/veh]	1.26			1.71			10.06			9.91		
Approach LOS	A			A			B			A		
d_I, Intersection Delay [s/veh]	3.32											
Intersection LOS	B											

# Appendix C - Capacity Analysis Backup

Generated with **PTV VISTRO**  
Version 2.00-06



### Intersection Level Of Service Report #3: Barrie Rd & Northern Site Access

Control Type:	Two-way stop	Delay (sec / veh):	9.8
Analysis Method:	HCM2010	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.023

#### Intersection Setup

Name	Barrie Rd		Barrie Rd		Driveway	
	Northbound		Southbound		Westbound	
Approach	↑		↓		←→	
Lane Configuration	↑		↓		←→	
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	yes		yes		yes	

#### Volumes

Name	Barrie Rd		Barrie Rd		Driveway	
	Northbound		Southbound		Westbound	
Base Volume Input [veh/h]	127	0	0	72	17	6
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	3.00	3.00	3.00	3.00	3.00	3.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	127	0	0	72	17	6
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	35	0	0	20	5	2
Total Analysis Volume [veh/h]	138	0	0	78	18	7
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

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# Appendix C - Capacity Analysis Backup

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Version 2.00-06



## Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			no
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			no
Number of Storage Spaces in Median	0	0	0

## Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.02	0.01
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	9.82	9.11
Movement LOS	A			A	A	A
95th-Percentile Queue Length [veh]	0.00	0.00	0.00	0.00	0.10	0.10
95th-Percentile Queue Length [ft]	0.00	0.00	0.00	0.00	2.40	2.40
d_A, Approach Delay [s/veh]	0.00		0.00		9.62	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]				1.00		
Intersection LOS				A		

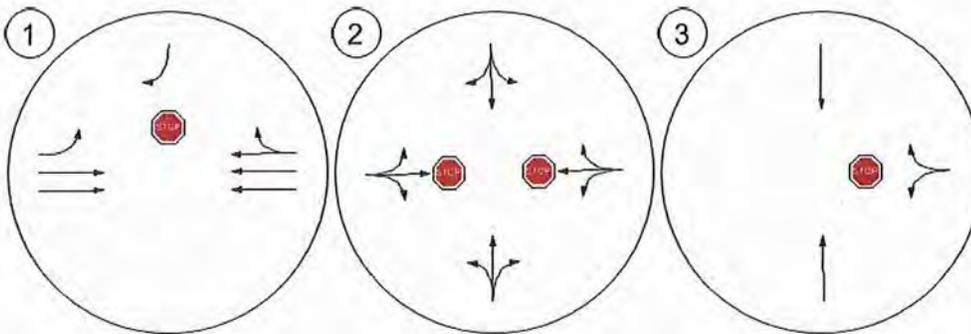
# Appendix C - Capacity Analysis Backup

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## Lane Configuration and Traffic Control



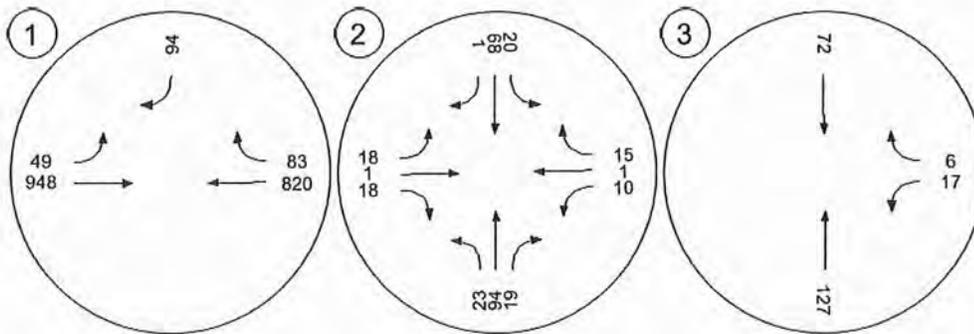
# Appendix C - Capacity Analysis Backup

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Traffic Volume - Base Volume



# Appendix C - Capacity Analysis Backup

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66 West Apartments

Vistro File: C:\...\66 West.vistropdb  
Report File: C:\...\AM 2015 Build.pdf

Scenario 2: AM 2015 Build  
6/18/2014

## Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Barrie Rd & 66th St	Two-way stop	HCM2010	SBR	0.098	15.3	C
2	Barrie Rd & Southern Site Access	Two-way stop	HCM2010	EBL	0.015	10.1	B
3	Barrie Rd & Northern Site Access	Two-way stop	HCM2010	WBL	0.009	9.5	A

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value; for all other control types, they are taken for the whole intersection.

# Appendix C - Capacity Analysis Backup

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## Intersection Level Of Service Report #1: Barrie Rd & 66th St

Control Type:	Two-way stop	Delay (sec / veh):	15.3
Analysis Method:	HCM2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.098

### Intersection Setup

Name	Barrie Rd		66th St		66th St	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration	↱		↶		↵	
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	1	0	0	0
Pocket Length [ft]	100.00	100.00	125.00	100.00	100.00	100.00
Speed [mph]	30.00		35.00		35.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	yes		no		no	

### Volumes

Name	Barrie Rd		66th St		66th St	
Base Volume Input [veh/h]	0	42	44	359	1109	113
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	-3.00	3.00	3.00	3.00	3.00	3.00
Growth Rate	1.00	1.01	1.01	1.01	1.01	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	6	1	0	0	2
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	-13	-5	0	0	-9
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	35	40	363	1120	107
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	10	11	99	304	29
Total Analysis Volume [veh/h]	0	38	43	395	1217	116
Pedestrian Volume [ped/h]	11		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

# Appendix C - Capacity Analysis Backup

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Version 2.00-06

## Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	no		
Number of Storage Spaces in Median	0	0	0

## Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.10	0.09	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	0.00	15.27	12.91	0.00	0.00	0.00
Movement LOS		C	B	A	A	A
95th-Percentile Queue Length [veh]	0.00	0.32	0.28	0.00	0.00	0.00
95th-Percentile Queue Length [ft]	0.00	8.07	7.05	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	15.27		1.27		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	0.63					
Intersection LOS	C					

# Appendix C - Capacity Analysis Backup

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Version 2.00-06



## Intersection Level Of Service Report #2: Barrie Rd & Southern Site Access

Control Type:	Two-way stop	Delay (sec / veh):	10.1
Analysis Method:	HCM2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.015

### Intersection Setup

Name	Barrie Rd		Barrie Rd		Driveway	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration	←		→		←→	
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	yes		yes		yes	

### Volumes

Name	Barrie Rd		Barrie Rd		Driveway	
Base Volume Input [veh/h]	33	77	72	7	10	4
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	3.00	3.00	3.00	3.00	3.00	3.00
Growth Rate	1.01	1.01	1.01	1.01	1.01	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	3	6	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	-8	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	33	81	71	7	10	4
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	22	19	2	3	1
Total Analysis Volume [veh/h]	36	88	77	8	11	4
Pedestrian Volume [ped/h]	0		1		0	
Bicycle Volume [bicycles/h]	0		0		0	

# Appendix C - Capacity Analysis Backup

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 THE TRAFFIC STUDY COMPANY

Version 2.00-06

### Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			no
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			no
Number of Storage Spaces in Median	0	0	0

### Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.00	0.00	0.00	0.02	0.00
d_M, Delay for Movement [s/veh]	7.45	0.00	0.00	0.00	10.06	8.78
Movement LOS	A	A	A	A	B	A
95th-Percentile Queue Length [veh]	0.27	0.27	0.00	0.00	0.06	0.06
95th-Percentile Queue Length [ft]	6.72	6.72	0.00	0.00	1.47	1.47
d_A, Approach Delay [s/veh]	2.16		0.00		9.72	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	1.85					
Intersection LOS	B					

# Appendix C - Capacity Analysis Backup

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## Intersection Level Of Service Report #3: Barrie Rd & Northern Site Access

Control Type:	Two-way stop	Delay (sec / veh):	9.5
Analysis Method:	HCM2010	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.009

### Intersection Setup

Name	Barrie Rd		Barrie Rd		Driveway	
	Northbound		Southbound		Westbound	
Approach						
Lane Configuration	←		→		←→	
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	yes		yes		yes	

### Volumes

Name	Barrie Rd		Barrie Rd		Driveway	
Base Volume Input [veh/h]	89	0	0	79	8	8
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	3.00	3.00	3.00	3.00	3.00	3.00
Growth Rate	1.01	1.01	1.01	1.01	1.01	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	3	1	0	6	10
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	-2	0	0	-8	-8	-8
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	88	3	1	72	6	10
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	24	1	0	20	2	3
Total Analysis Volume [veh/h]	96	3	1	78	7	11
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

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## Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			no
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			no
Number of Storage Spaces in Median	0	0	0

## Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.01	0.01
d_M, Delay for Movement [s/veh]	0.00	0.00	7.42	0.00	9.53	8.85
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh]	0.00	0.00	0.17	0.17	0.06	0.06
95th-Percentile Queue Length [ft]	0.00	0.00	4.20	4.20	1.54	1.54
d_A, Approach Delay [s/veh]	0.00		0.09		9.11	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.87					
Intersection LOS	A					

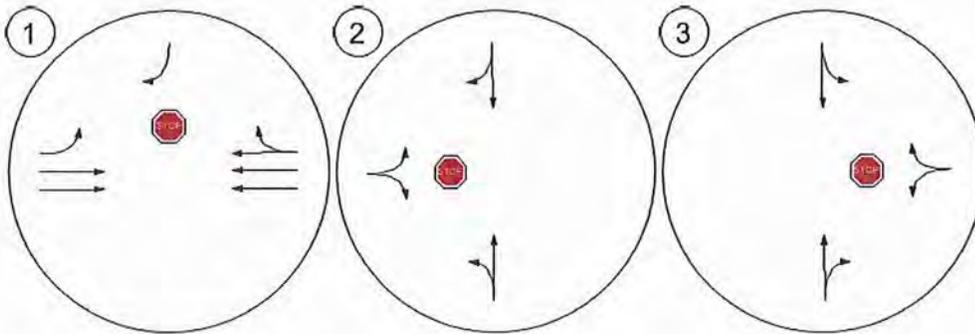
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## Lane Configuration and Traffic Control



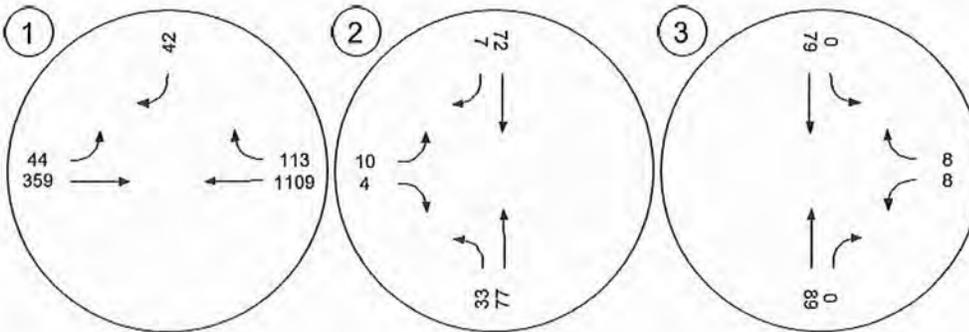
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Traffic Volume - Base Volume



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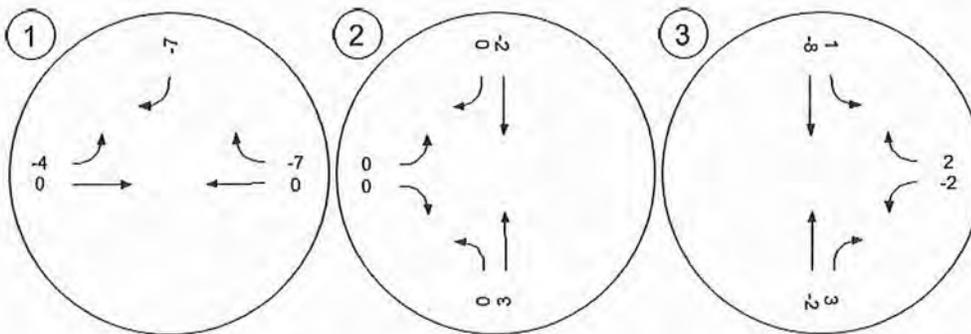
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Traffic Volume - Net New Site Trips



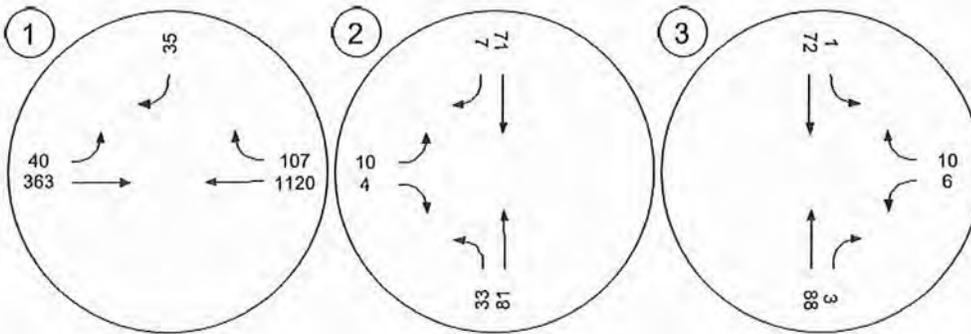
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Traffic Volume - Future Total Volume



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66 West Apartments

Vistro File: C:\...\66 West.vistropdb  
Report File: C:\...\PM 2015 Build.pdf

Scenario 4: PM 2015 Build  
6/18/2014

## Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Barrie Rd & 66th St	Two-way stop	HCM2010	SBR	0.151	13.3	B
2	Barrie Rd & Southern Site Access	Two-way stop	HCM2010	EBL	0.027	10.1	B
3	Barrie Rd & Northern Site Access	Two-way stop	HCM2010	WBL	0.004	9.6	A

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value; for all other control types, they are taken for the whole intersection.

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## Intersection Level Of Service Report #1: Barrie Rd & 66th St

Control Type: Two-way stop  
Analysis Method: HCM2010  
Analysis Period: 15 minutes

Delay (sec / veh): 13.3  
Level Of Service: B  
Volume to Capacity (v/c): 0.151

### Intersection Setup

Name	Barrie Rd		66th St		66th St	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration	↗		↖		↗	
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	1	0	0	0
Pocket Length [ft]	100.00	100.00	125.00	100.00	100.00	100.00
Speed [mph]	30.00		35.00		35.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	yes		no		no	

### Volumes

Name	Barrie Rd		66th St		66th St	
Base Volume Input [veh/h]	0	94	49	948	820	83
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	3.00	3.00	3.00	3.00	3.00	3.00
Growth Rate	1.00	1.01	1.01	1.01	1.01	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	3	4	0	0	6
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	-27	-6	0	0	-13
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	71	47	957	828	77
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	19	13	260	225	21
Total Analysis Volume [veh/h]	0	77	51	1040	900	84
Pedestrian Volume [ped/h]	8		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

# Appendix C - Capacity Analysis Backup

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### Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	no		
Number of Storage Spaces in Median	0	0	0

### Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.15	0.07	0.01	0.01	0.00
d_M, Delay for Movement [s/veh]	0.00	13.32	10.71	0.00	0.00	0.00
Movement LOS		B	B	A	A	A
95th-Percentile Queue Length [veh]	0.00	0.53	0.24	0.00	0.00	0.00
95th-Percentile Queue Length [ft]	0.00	13.22	6.05	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	13.32		0.50		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.73					
Intersection LOS	B					

# Appendix C - Capacity Analysis Backup

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## Intersection Level Of Service Report #2: Barrie Rd & Southern Site Access

Control Type:	Two-way stop	Delay (sec / veh):	10.1
Analysis Method:	HCM2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.027

### Intersection Setup

Name	Barrie Rd		Barrie Rd		Driveway	
	Northbound		Southbound		Eastbound	
Approach						
Lane Configuration	←		→		←→	
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	yes		yes		yes	

### Volumes

Name	Barrie Rd		Barrie Rd		Driveway	
	Northbound		Southbound		Eastbound	
Base Volume Input [veh/h]	23	94	68	1	18	18
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	3.00	3.00	3.00	3.00	3.00	3.00
Growth Rate	1.01	1.01	1.01	1.01	1.01	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	10	3	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	-17	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	23	105	55	1	18	18
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	29	15	0	5	5
Total Analysis Volume [veh/h]	25	114	60	1	20	20
Pedestrian Volume [ped/h]	3		0		5	
Bicycle Volume [bicycles/h]	0		0		0	

# Appendix C - Capacity Analysis Backup

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## Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			no
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			no
Number of Storage Spaces in Median	0	0	0

## Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.00	0.00	0.00	0.03	0.02
d_M, Delay for Movement [s/veh]	7.40	0.00	0.00	0.00	10.08	8.87
Movement LOS	A	A	A	A	B	A
95th-Percentile Queue Length [veh]	0.30	0.30	0.00	0.00	0.15	0.15
95th-Percentile Queue Length [ft]	7.52	7.52	0.00	0.00	3.72	3.72
d_A, Approach Delay [s/veh]	1.33		0.00		9.47	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	2.35					
Intersection LOS	B					

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## Intersection Level Of Service Report #3: Barrie Rd & Northern Site Access

Control Type:	Two-way stop	Delay (sec / veh):	9.6
Analysis Method:	HCM2010	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.004

### Intersection Setup

Name	Barrie Rd		Barrie Rd		Driveway	
	Northbound		Southbound		Westbound	
Approach						
Lane Configuration	↷		↶		↷↶	
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	yes		yes		yes	

### Volumes

Name	Barrie Rd		Barrie Rd		Driveway	
Base Volume Input [veh/h]	127	0	0	72	17	6
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	3.00	3.00	3.00	3.00	3.00	3.00
Growth Rate	1.01	1.01	1.01	1.01	1.01	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	10	6	0	3	5
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	-15	0	0	-20	-17	-6
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	113	10	6	53	3	5
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	31	3	2	14	1	1
Total Analysis Volume [veh/h]	123	11	7	58	3	5
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

A105

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## Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			no
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			no
Number of Storage Spaces in Median	0	0	0

## Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	0.00	7.50	0.00	9.64	8.96
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh]	0.00	0.00	0.14	0.14	0.03	0.03
95th-Percentile Queue Length [ft]	0.00	0.00	3.53	3.53	0.70	0.70
d_A, Approach Delay [s/veh]	0.00		0.81		9.21	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.61					
Intersection LOS	A					

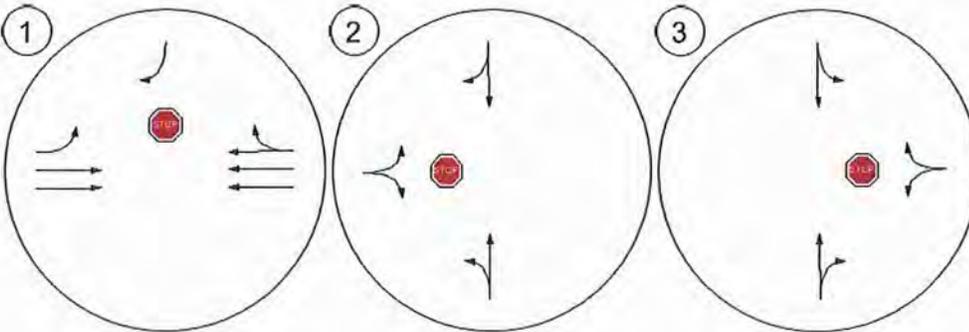
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## Lane Configuration and Traffic Control



A107

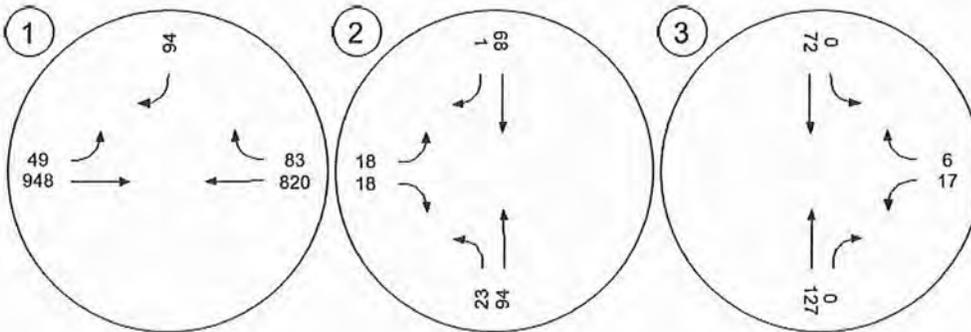
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Traffic Volume - Base Volume



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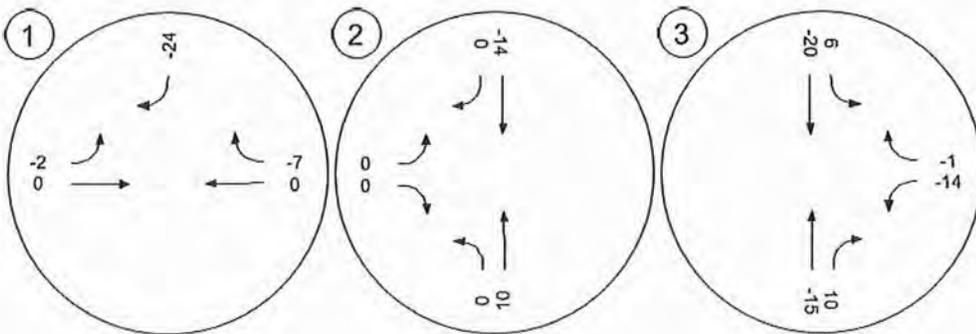
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Traffic Volume - Net New Site Trips



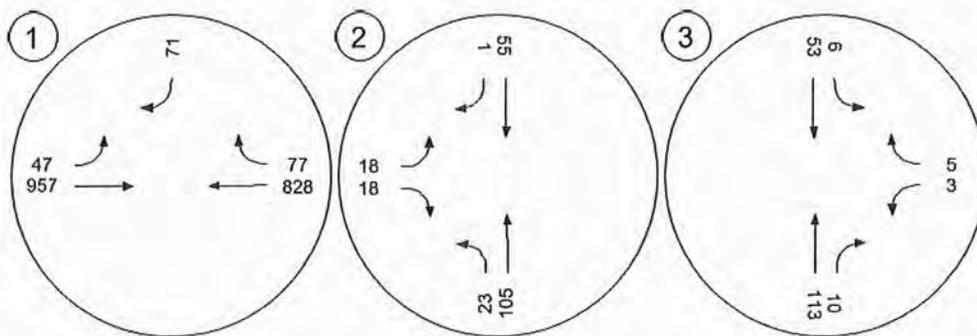
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Traffic Volume - Future Total Volume



*AKO*

**MINUTES OF THE  
REGULAR MEETING OF THE PLANNING COMMISSION  
CITY OF EDINA, MINNESOTA  
CITY COUNCIL CHAMBERS  
APRIL 23, 2014  
7:00 PM**

**I. CALL TO ORDER**

**II. ROLL CALL**

Answering the roll call were: Schroeder, Olsen, Kilberg, Halva, Lee, Carr, Forrest, Potts

Members absent from roll: Staunton, Scherer, Platteter

**III. APPROVAL OF MEETING AGENDA**

Commissioner Carr moved approval of the April 23, 2014 meeting agenda. Commissioner Forrest seconded the motion. All voted aye; motion carried.

**IV. APPROVAL OF CONSENT AGENDA**

**A. Minutes of the Regular Meeting of the Edina Planning Commission March 12, 2014**

Commissioner Carr moved approval of the April 9, 2014, meeting minutes. Commissioner Olson seconded the motion. Acting Chair Potts requested a change to the minutes regarding his participation in the vote on the Xerxes/York project. All voted aye; motion carried.

**V. COMMUNITY COMMENT**

Chair Staunton asked if anyone would like to speak; being none, Commissioner Carr moved to close community comment. Commissioner Olson seconded the motion. All voted aye; public comment closed.

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**VI. REPORTS/RECOMMENDATIONS**

**A. Sketch Plan Review – 66<sup>th</sup> West Apartment for Beacon Interfaith Housing, 3360 West 66<sup>th</sup> Street**

## **Planner Presentation**

Planner Teague reported that the Planning Commission is being asked to consider a sketch plan request to remodel and expand the existing TCF Bank building, located at 3330 66<sup>th</sup> Street. The applicant proposes to remodel and expand the building into 39 units of small studio apartments for young adults who have experienced homelessness. The size of the units would range from 355-456 square feet. Each unit would contain a full kitchen and bathroom. The building would contain offices for on-site service providers and property management. There would also be a community area for residents; a fitness area; a computer lab and a laundry room.

Teague explained that the site is 39,204 square feet in size. The existing bank is 18,179 square feet. The proposed addition would be 11,888 square feet. The building would remain two stories. The remodel of the building would retain the existing brick, and the addition would be brick with metal panels.

Teague noted there would be 25 surface parking stalls. No enclosed parking is proposed. The applicants have indicated in their narrative that 16% of their residents would have cars. In similar Beacon projects in other cities, 7% of their residents have cars. Therefore, they believe they would have adequate parking. They would anticipate about 8 parking stalls needed for residents and 6 for staff. Residents are expected to utilize the Metro Transit bus service available across the street at Southdale Center. Teague stated a parking and traffic study would be completed with a formal development application.

Continuing, Teague said all of the 39 units would be considered affordable housing, and would apply towards the City and Met Council's goal for affordable housing. The Comprehensive Plan defines the site and area as RM, Regional Medical. The RM allows for senior housing on a case by case basis, however, does not allow other housing. Therefore, a Comprehensive Plan Amendment would be required.

Teague said to accommodate the request, the following would be required:

1. A Rezoning from POD-I, Planned Office District-I, to PUD, Planned Unit Development.
2. A Comprehensive Guide Plan Amendment to allow housing other than Senior Housing in the Regional Medical District.

Teague pointed out this property is located within an area of the City that is designated as a "Potential Area of Change" within the 2008 Comprehensive Plan. The Comprehensive Plan states that within the Potential Areas of Change, "A development proposal that involves a Comprehensive Plan Amendment or a rezoning will require a Small Area Plan study prior to planning application. However, the authority to initiate a Small Area Plan rests with the City Council." The City Council is therefore requested to determine if a Small Area Plan is necessary.

The Comprehensive Plan was amended to allow senior housing in the RM District adjacent to the Fairview Southdale Hospital, as part of the 6500 France project. If the project is found to be acceptable, this definition could be expanded for “specialty housing” as deemed appropriate by the City Council, when specific goals of the Comprehensive Plan are achieved.

Consideration for housing in the RM District and at higher densities includes: proximity to hospitals, proximity to low density uses, utilities capacity, level of transit service available, and impact on adjacent roads. Other desired items to allow greater density for senior housing would include: Below grade parking, provision of park or open space, affordable housing, sustainable design principles, and provision of public art.

Concluding, Teague stated a case could be made for allowing specialty housing in this location as it would reuse an existing building (sustainability); provide a 100% affordable housing development; be in close proximity to Metro Transit; be located on a high visibility arterial roadway; and be completely separated from low density residential. Traffic impacts, further consideration of sustainable design and public art would be considered with a formal application.

### **Appearing for the Applicant**

Lee Blons, Beacon Interfaith

### **Discussion**

Commissioner Carr asked Planner Teague where the concept of “specialty housing” derived from. Planner Teague responded it’s a term he suggested to allow flexibility and “use” limits. Continuing, Carr also observed parking is at odds with the ordinance; however, she believes it can be resolved.

Commissioner Forrest questioned if the zoning classification and comprehensive guide plan are at odds in this location. Planner Teague responded yes and no. He explained that the zoning classification for this property is POD-I; Planned Office District and it is guided in the Comprehensive Plan as Regional Medical. Office use and senior housing is permitted in Regional Medical; however, housing is not permitted in the POD-I, Planned Office District.

Acting Chair Potts commented that for the applicant to achieve this proposal the land use needs modification. Teague responded in the affirmative.

Commissioner Olsen asked Planner Teague if the Comprehensive Plan references affordable housing. Planner Teague responded in the affirmative. He explained the Met Council has established for Edina an “affordable housing” goal of adding 212 affordable housing units by 2020.

## **Applicant Presentation**

Ms. Blons addressed the Commission and gave a brief description of their mission statement and their effort in securing affordable housing for homeless teens. Blons explained that they believe the 66<sup>th</sup> Street location is excellent and they are using the concept model from their Nicollet Square development for this project.

Blons reported that the site is .9 acres and will incorporate the entire existing 18,179 square foot building to include an 11,888 square foot addition to accommodate the 39 proposed housing units. Blons told the Commission non-profits tend to work backwards they secure the approvals first and then the funding. Continuing, Blons said their emphasis is on providing safe living accommodations so teens can focus on their education and employment. Blons pointed out the 66 West location is excellent; it's located near multiple employment opportunities and is directly across from mass transit. Concluding, Blons introduced Bart Nelson, Urban Works to speak on the architectural components of the project.

Bart Nelson gave a power point presentation highlighting aspects of the project to include parking and proposed landscaping and screening features.

## **Continued Discussion**

Commissioner Carr told the Commission she thinks the building renovations and new addition are well done. She further asked Mr. Nelson if bike racks are proposed for the site. Mr. Nelson responded in the affirmative. Continuing, Carr asked if materials for the proposed fence have been chosen. Mr. Nelson said the materials for the fence haven't been finalized; however, he believes they may go with a cedar fence.

Commissioner Forrest stated she has a concern with regard to the proposed fence on the buildings south side. Forrest explained that a redevelopment goal of the Planning Commission (where appropriate) is to provide a pedestrian experience by engaging the building and street. She observed if a tall fence is placed in this area the site would be "cut off" from the streetscape.

Acting Chair Potts said in his opinion this redevelopment proposal is intriguing not only for its proposed land use but for reuse of the building instead of teardown rebuild. Potts added if the project proceeds as proposed he would suggest that the applicant consider other sustainable strategies with regard to the building. Concluding, Potts further suggested that the applicant work with City staff on finding the "right" parking number and if appropriate develop a proof of parking agreement to ensure adequate greenspace.

Commissioner Schroeder commented that he agrees a proof of parking agreement would work well for this site, adding he believes if a proof of parking agreement were drafted and the need arose for more parking the site could yield more parking spaces. Schroeder further stated in his opinion the two access points on Barrie Road are not needed; one is

adequate. Continuing, Schroeder agreed with the comments from Commissioner Forrest on engaging the street. He said the Commission has been working hard on the relationship between building to street and in this situation he believes more work could be done to accomplish that interaction. He further suggested that simple changes be made to the façade along West 66<sup>th</sup> Street to make it more inviting. Schroeder said he appreciates the desire for a fence, but suggested redesign of the front outdoor area to ensure street engagement while affording a buffer area. This would achieve the Commission's work on living streets.

Concluding Schroeder said he likes this proposal but stated he's not sure if this request brings the site to its highest potential. He noted no one knows how far the RMD zoning district may expand and if this site is eliminated from that potential some things are lost and some gained; whichever way the redevelopment precedes that point should be kept in mind.

Commissioner Lee asked Mr. Nelson if there are windows proposed for the basement level. Mr. Nelson responded in the affirmative. He pointed out each studio apartment would have a window and there would be a window in the common area for a total of four. Continuing, Commissioner Lee said she agrees with past comments that the south elevation needs more attention; either through landscaping or architectural features. Concluding, Lee asked how many outdoor gathering areas are proposed. Nelson responded "outdoor gathering" areas are proposed on the north and south side of the building. Nelson indicated the development team would re-review landscaping and screening to soften the site and engage the streetscape on the south elevation.

Commissioner Kilberg asked if Beacon contacted neighboring property owners. Ms. Larson responded Beacon has outreached to neighboring business owners and those conversations will continue as the project proceeds. She also noted Fairview Southdale Hospital is supportive.

Acting Chair Potts asked Ms. Blons to explain the "moving in and moving out" process the teens go through. Ms. Larson explained that the goal of Beacon is to "catch" the teens as early as possible. When a teen moves in a rent is established and each year the rent goes up until the teen(s) is ready to move out. Throughout their stay the teens are provided with services that counsel them on work skills, school and independence after they leave Beacon.

Acting Chair Potts thanked the applicants for their presentation and stated in summary the City needs to be mindful of the master planning of the area in their decision making process; however, the project as presented is intriguing, adding density without an increase in traffic and providing affordable safe housing for teens. Both are goals of Edina's Comprehensive Plan.

Minutes/Edina City Council/May 20, 2014

noted that when a PUD request comes forward, there would be a presumption of the underlying zoning district requirements.

It was acknowledged that the Council had an understanding that at some point in time, it would consider a broader application of PUDs. Concern was expressed that no such understanding was stated in the public record, this was being considered in response to a single development request and such a radical change should have included public notice and opportunity for comment. Mr. Teague stated the Planning Commission would be developing guidelines and specifics relating to sustainability.

Mayor Hovland opened the public hearing at 8:05 p.m.

Public Testimony

Carol Lansing, legal counsel for Lennar Corporation, addressed the Council.

Steven Schwab, 6740 Washburn Avenue S., Richfield, addressed the Council.

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

Ayes: Bennett, Brindle, Sprague, Swenson, Hovland  
Motion carried.

The Council indicated support for holding this discussion now as there had been several years' experience with PUDs and this review should have occurred regardless of the Lennar project. It was pointed out that Edina had never been known as a City that lacked flexibility but had been known for its flexibility in considering the needs of developers. Concern was expressed with lack of public notice and that the amendment would result in changing the character of the community too quickly, not providing balance or encouraging public trust. **Member Swenson made a motion to grant First Reading to Ordinance No. 2014-10, An Ordinance Amendment Regarding Planned Unit Development Applicability in an R-1, R-2, and PRD-1 District. Member Brindle seconded the motion.**

Rollcall:

Ayes: Brindle, Sprague, Swenson, Hovland

Nays: Bennett

Motion carried.

**VII. COMMUNITY COMMENT**

Jeff Solberg, 4508 Moorland Avenue, voiced his concerns and that of several residents relating to the safety of Browndale Bridge and requested extension of a centerline.

**VIII. REPORTS / RECOMMENDATIONS**

**VIII.A. SKETCH PLAN REVIEWED – 3330 66<sup>TH</sup> STREET**

Community Development Director Presentation

Mr. Teague presented the sketch plan to remodel and expand the existing TCF Bank building at 3330 66<sup>th</sup> Street into 39 units of small (355 to 456 square feet) studio apartments for young adults experiencing homelessness. In addition, the building would contain offices for on-site service providers, property management, a community area, fitness area, computer lab, and laundry room. Mr. Teague indicated that to accommodate this request, it would require a rezoning from POD-I, Planned Office District-I to PUD, Planned Unit Development, and a Comprehensive Guide Plan Amendment to allow housing other than Senior Housing in the Regional Medical District. He presented the site plan, issues identified, and stated the Planning Commission considered this sketch plan at its April 23, 2014, meeting.

Proponent Presentation

Lee Blons, Executive Director of Beacon Interfaith Collaborative, presented their mission statement and indicated they currently had 500 apartments in 15 buildings under management. Ms. Blons presented the

concept model to secure affordable housing with integrated services and adult guidance for homeless teens (18-19 year olds). She estimated that in the area of Edina, there were 250 to 300 young people in need of this type of housing and the requested 39 units was based on available funding.

The Council asked questions of Ms. Blons who assured the Council that they were committed to being the best landlord in Edina and if necessary, 24-hour staffing would be provided. She stated Lydia Apartments, built for chronically homeless adults with mental health and chemical dependent issues, provided 24-hour services and she would check whether any of their other buildings provided 24-hour service. Ms. Blons stated this would not be a shelter or drop-in facility. She answered questions of the Council related to Beacon's services and programming to successfully move young adults into the community.

Sarah Larson, Project Manager with Beacon, indicated the total development cost was estimated to be over \$10 million with an estimated per unit cost of \$250,000. It was noted that this estimated cost was similar to that of Nicollet Square (42 units) and most other projects submitted to Minnesota Housing. Ms. Blons assured the Council that this would be quality housing of which Edina would be proud. With regard to financing, she indicated they would address cost containment and were required to acquire a site prior to obtaining financing. Beacon believed there had been a high level of support for this Edina location.

Bart Nelson, Urban Works Architecture, displayed the location map, pointing out the abundance of parking, bus stops, and close proximity to the transit station. He described elements of the plan and how this project would meet the City's sustainability objectives. Ms. Larson indicated the funding for this project required compliance with the standards of Minnesota Green Communities which included exceeding the State's energy standard by 15%.

Following discussion of the 3330 – 66<sup>th</sup> Street sketch plan, the Council offered the following comments: creating an integrated streetscape and integrated fence design; change in topography to create more daylight into the three lower-level studios; providing proof of parking to address parking shortage; providing for outdoor bicycle parking; providing indoor bicycle storage during the off season; designing articulated building surfaces; exceeding State energy guidelines; consideration of affordable housing rather than specialty housing so the City had a higher level of control; and, providing best practice relating to 24-hour service. The Council expressed support for having this use in Edina, adaptive use of this site that was in close proximity to transportation, and meeting the School District's and City's core value of not leaving anyone behind. The Council indicated that a Small Area Plan was not needed in this instance as it was a good interim use and allowed the area to develop organically over time.

Ms. Blons stated they had been in conversation with the neighborhood and received a good response. The Council encouraged the proponent to continue working with the neighborhood to address their concerns.

#### **VIII.B. SKETCH PLAN REVIEWED – 7151 YORK AVENUE**

##### **Community Development Director Presentation**

Mr. Teague presented the sketch plan to build a four-story building with 100 units (70 units of senior housing with services and 30 memory care suites) of assisted living west of the Yorktown Continental Senior Living Apartments at 7151 York Avenue. The existing site was 5.85 acres in size with a density of 45 units per acre. With the proposed addition of 100 units, this density would increase to 64 units per acre.

Mr. Teague reviewed the Council's past consideration for a 76-unit senior housing project. He displayed the site plan, noting its orientation along York Avenue, surface and underground parking. It was noted that while the Comprehensive Plan described High Density Residential as 12-30 units per acre, density for senior housing might be increased. Mr. Teague presented site conditions that could be considered for higher density in this instance. It was noted the Planning Commission considered this sketch plan at its April 23, 2014, meeting. The Council asked questions of Mr. Teague relating to site plan revisions since the Planning Commission's consideration.

## Jackie Hoogenakker

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**From:** lbarnes3x3@gmail.com  
**Sent:** Wednesday, July 16, 2014 10:15 AM  
**To:** Jackie Hoogenakker  
**Subject:** Young Adult Home on 66th St

Dear Sir or Madam:

I'm a homeowner who lives on 65th St at the Colony of Edina and I have resided here for 27 years now.

The Beacon Interfaith housing Collaborative located in Edina would definitely bring the crime rate up in the area. Edina is known for having one of the safest communities in all of the Twin Cities area. I also think the property values for the homes west of France Ave and our property values would drop dramatically. I really think all the property values would drop in Edina. And I'm hoping the homeless young adults do not introduce illegal drugs to the school kids in Edina. Their parents will be outraged. Never mind promoting smoking cigarettes and pot to the school kids. And what about child pornography and the like? I really think there is a multitude of problems Edina doesn't need!

Sincerely,  
Laura A Barnes  
6423 Colony Way 2E  
Edina MN

Sent from my iPhone

*EDINA EAST LLC  
c/o Eberhardt Properties, Inc.  
333 Washington Avenue North #300  
Minneapolis MN 55401*

May 19, 2014

**Via email to:**

Mayor Jim Hovland &  
Members of the Edina City Council

**RE: Tuesday, May 20<sup>th</sup> Council Meeting**

**Proposed Redevelopment Plan – Sketch Plan Review  
TCF Bank Building – (“Subject Site”)  
3330 West 66<sup>th</sup> Street, Edina MN 55435**

Dear Mayor Hovland & Members of the Council:

We own the property immediately east at 3316 West 66th Street (the “Edina East Building”), which we purchased from the tax-exempt American Cancer Society in 2004 and redeveloped for medical and commercial use in 2006. Both our property and the Subject Site are located within the City of Edina’s prized and consistently growing Regional Medical District (the “RMD”).

Significant capital was invested to re-purpose the Edina East Building by ownership and our tenants, Dermatology Specialists, PA and Peoples Bank of Commerce. The magnitude of use was increased, the property was added back to Edina’s commercial property tax rolls and it is now a viable component the RMD.

These efforts in 2006 were only an initial step toward realizing the full re-development potential afforded by the zoning guidelines of the RMD as part of the City’s 2008 Comprehensive Plan. The guidelines allow for up to 12 stories of height to accommodate a variety of intense uses that have synergy with the RMD’s long standing anchor, Fairview Southdale Hospital and its ever expanding volume of surgery centers, medical office space, clinics, laboratories, general office and other supportive commercial uses. The district is zoned this way because represents an important part of Edina’s current and future reputation as a nationally recognized top tier community with the ability to attract the type of uses afforded by having a thriving RMD across the street from regional mall.

We oppose amending the Comprehensive Plan to allow for any non-confirming use that will dilute the full potential of the RMD’s zoning allowances. In particular we object because the Subject Site represents a small, but centrally located primary corner on one of only two north-south arteries through the RMD (Barrie Road). Allowing for a small,

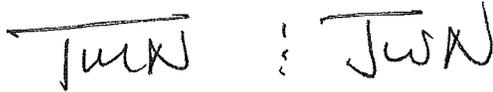
Mayor Hovland  
Members of Edina City Council  
May 19, 2014  
Page 2

non-conforming use on a key corner could negatively affect larger re-developments that may involve assembly of parcels and/or require these corners for proper access and visibility.

We further oppose as the City has an abundance of other districts where it could accommodate the proposed use where all involved could gain from its intended benefits without having to compromise the benefits of an important site within a thriving, well planned and dedicated Regional Medical District.

We hope that the City can work with the developer to identify these locations and that their project can continue to move forward.

Very truly yours,  
EDINA EAST LLC

Handwritten signatures of Thomas M. Nelson and James W. Nelson, separated by a vertical colon. Each signature is written in dark ink and appears to be a stylized 'TWN' and 'JWN' respectively.

Thomas M. Nelson & James W. Nelson  
Its Members

CC Scott Neal, Edina City Manager  
Carey Teague, Edina Community Development Director

## Cary Teague

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**From:** bascat@aol.com  
**Sent:** Thursday, July 17, 2014 8:41 AM  
**To:** Cary Teague  
**Subject:** fr Mary Yee and Paul Glewwe, for the Planning Commission

Dear Members of the Planning Commission,

We are unable to attend the meeting on the evening of July 23rd but we would like to express our strong support for developing housing at 3330 West 66th Street for currently homeless youth. The site seems ideal for the mission of this project and the entire Twin Cities community will benefit from providing supported housing to homeless youth. This is an opportunity for Edina to help improve the lives of young people and get them on the path to being independent citizens.

One of us, Mary, was a guardian ad item in Hennepin County courts for eight years. The human and economic costs of homelessness are all too evident there. The Beacon project can give many former foster care children the opportunity to mature in a supported setting where they will acquire the skills they need to navigate the world. The SW suburbs currently have no such housing for the homeless youth in Edina and surrounding communities. This is a gap that requires filling.

We hope you will support the building of this project.

Regards,  
Mary Yee and Paul Glewwe  
6704 West Trail  
Edina MN 55439



# Edina Community Lutheran Church

4113 West Fifty-Fourth Street, Edina, Minnesota 55424-1432

Phone: 952.926.3808 • Fax: 952.920.4418 • [www.eclc.org](http://www.eclc.org)

June 2, 2014

Beacon Interfaith Housing Collaborative  
2610 University Avenue West, Suite 100  
St. Paul, MN 55114

Dear Beacon Interfaith Housing Collaborative,

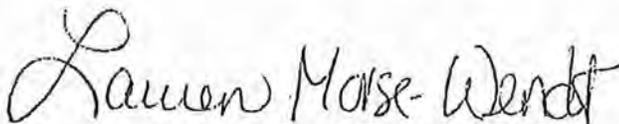
The congregation of Edina Community Lutheran Church is grateful for our strong partnership as we work together to create housing for homeless youth in the southwest suburbs. Over the past several years, our congregation has grown increasingly passionate about meeting the growing need to provide safe, stable housing for youth on their own. As a community of faith, we believe that all Children of God deserve a safe, stable place to call their own. We believe 66 West Apartments at 3330 W. 66<sup>th</sup> Street in Edina could become exactly that place.

Founded in 1948, Edina Community Lutheran Church (ECLC) is an open, energetic and inclusive congregation of over 750 members with an historical emphasis on social justice. ECLC is a community that has discerned a mission to respond to God's call for justice. We believe that to follow this mission, we must be advocates for everyone in our community, especially for the most vulnerable.

Today, this congregation is proud to work with you financially through a significant gift of \$80,000 from our Capital Campaign, with the significant time and energy of our Housing Task Force and staff, through advocacy to our civic leaders, and through educating our community about the need for this housing. We are committed to remaining strong partners once residents move in as well.

We believe 3330 W. 66<sup>th</sup> Street in Edina is an ideal location for supportive housing for youth and looking forward to obtaining the necessary funding to create housing that changes lives there.

Sincerely,

  
Lauren Morse-Wendt, Diaconal Minister



The Rev. Erik Strand, Pastor



# Richfield United Methodist Church

Mayor Jim Hovland and Members of Edina City Council  
4801 W. 50<sup>th</sup> Street  
Edina, MN 55424

The Honorable Mayor Jim Hovland and Members of Edina City Council,

On behalf of Richfield United Methodist Church we write in support of the development at 3330 West 66th Street. Having looked into the issue of homeless youth in the metro, we feel strongly that providing safe and appropriate housing for young adults and youth is a critical need.

Richfield UMC has active members who live in Richfield, Edina, South Minneapolis and numerous suburbs in the Southwest metro area. We have long been engaged in justice issues on behalf of those in need. We were one of the original twelve congregations who came together to create Volunteers Enlisted to Assist People.

Richfield has been in partnership with Beacon for some time now, and we feel blessed to be in community with Edina Community Church and other faith communities who are committed to the creation of communities in which all people have access to the most basic of human needs.

Surely our youth and young adults need safe and affordable places in which to live and create a future.

We ask that you support the project and write to let you know that we stand as community partners with you as you move into this exciting and innovative project to enhance the lives of young people in our area.

Thank you for your support.

Sincerely,



Rev. Elizabeth Macaulay  
Lead Pastor

Sue Restemayer,  
Administrative Council Chair



Pastor: Elizabeth Macaulay  
5835 Lyndale Ave. South • Minneapolis, MN 55419  
Phone: (612) 861-6086 • Fax: (612) 861-6332 • E-mail: [RUMC@richfieldumc.org](mailto:RUMC@richfieldumc.org)



5421 France Avenue South  
Edina, MN 55410

*Mark Shockey, Senior Pastor*  
*Norm Ruthenbeck, Visitation Pastor*  
*Faith Rattei, Community Outreach Director*  
*Tosca Grimm, Early Childhood Director*  
*Amy Solie, Assistant Early Childhood Director*  
*Jean Mattei, Ministry Operations Director*  
*Joan Harper, Hospitality Coordinator*

June 6, 2014

Commissioner Mary Tingenthal  
Minnesota Housing Finance Agency  
400 Sibley Street, Suite 300  
St. Paul, MN 55101

Dear Commissioner Tingenthal,

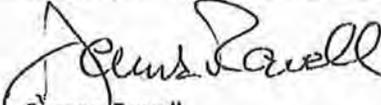
St. Peter's is a congregation that has served Edina since 1929. Being on a bus route, we see a fair number of homeless individuals who stop in for assistance. We see the need. Homelessness affects not just adults but a growing number of youth as well. Through the years we have been involved with Source, another ministry that works with youth homeless in Minneapolis and are thrilled with their success.

Now we have an opportunity to meet that need locally and hopefully help keep young people from the grip of human trafficking and drug marketing. I'm writing to express support for the advance work and proposal of the 66 West Apartments project in Edina by Beacon Interfaith Housing Collaborative. Beacon has successfully developing affordable housing.

The Edina area would be a great setting since so many opportunities and partnerships exist in the Southdale area including transportation and jobs. The community is very supportive of those who are troubled in our midst and new efforts have increased our ability to provide more services to homeless youth to make sure their future is promising.

Support from Minnesota Housing would help to provide a supportive housing development for homeless youth in Edina and urge you to assist Beacon in any way possible to make this a reality in our community. Our congregation stands ready to help as we are able.

Thank you for your service to Minnesota,

  
James Ravell  
President





May 15, 2014

Edina City Council  
4801 W. 50<sup>th</sup> Street  
Edina, MN 55424

RE: Yes to 66 West

Dear Council Members,

We are writing on behalf of the Social Justice Commission of the Church of St. Patrick in Edina to express our enthusiastic support for the 66 West Apartments project. The mission of our Social Justice Commission is to act with and through St. Patrick's parishioners to conduct various outreach ministries that directly support the poor and disadvantaged in our society and to engage in advocacy in support of initiatives that will provide pathways out of poverty or otherwise achieve the common good. In the course of our work, we have become increasingly aware of the extent of homelessness in our community and of the tremendous social cost that attends this issue.

Having heard a bit about an effort to address the growing numbers of homeless youth in Edina and the western suburbs, we met as a Commission with representatives of Beacon Interfaith Housing Collaboration and Edina Lutheran Community Church to learn more about the 66 West Apartments project and to address a number of questions and concerns we had. We emerged from that meeting very impressed with the careful thought that has gone into this planned housing project and the services to be provided to residents to help them move beyond their current circumstances to become valued, contributing members of the community.

We heartily endorse this project for Edina and hope that you will support it. This presents a great opportunity for the City of Edina to exercise leadership on the issue of youth homelessness and to help to remedy its consequences for the community.

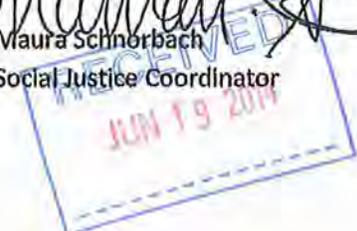
Thank you for your consideration.

Sincerely,

Fr. Tim Rudolph  
Pastor

Cc: Mayor Jim Hovland

Maura Schnorbach  
Social Justice Coordinator



Church of Saint Patrick  
6820 Saint Patrick's Lane  
Edina, Minnesota 55439-1631  
Phone 952-941-3164 Fax 952-941-7371



May 16, 2014

Mayor Jim Hovland and Members of Edina City Council  
4801 W. 50th St.  
Edina, MN 55424

The Honorable Mayor Hovland and Members of the Edina City Council,

As you well know, Colonial Church of Edina recently spearheaded a building project of our own, The Waters of Edina. I am writing to share from that experience and how it has strengthened our support for the development of youth housing at 3330 West 66th Street.

Colonial Church knows first hand there are obstacles in bringing a housing project to fruition and we were deeply disappointed we weren't able to negotiate for more affordable units for Edina's seniors living in The Waters.

The 66 West Apartments are an opportunity to provide housing for Edina's youth and it is a project that Colonial Church wholeheartedly supports. While it may be easy in Edina to not notice youth homelessness, once you become aware of the issue, it becomes impossible not to want to provide a solution.

Providing a solution requires a strong partner, and this project has that in the Beacon Interfaith Housing Collaborative. Colonial Church has a long and deep relationship with Beacon and can speak for their professionalism, dedication, and expertise in affordable housing. A person only has to tour one of their many successful projects – particularly the Nicollet Square site – and it is evident that the 66 West Apartments will be a positive addition to the Edina community.

Despite the past challenges, most people now believe The Waters is an incredible asset to our community. As the inevitable challenges arise with the 66 West Apartments, I encourage you to stand strong and do the right thing, which is to provide Edina's homeless youth with safe and professionally managed housing on a site that also gives them access to much-needed jobs and transportation.

Thank you so much for considering this important project.

Respectfully,

Brian Jones  
Minister of Mission, Colonial Church of Edina

952.925.2711  
PHONE

6200 COLONIAL WAY | EDINA, MINNESOTA 55436  
ADDRESS





May 5, 2014

The Honorable Jim Hovland, Mayor of the City of Edina  
Ms. Joni Bennet, Edina City Council Member  
Ms. Mary Brindle, Edina City Council Member  
Mr. Josh Sprague, Edina City Council Member  
Ms. Ann Swenson, Edina City Council Member

4801 West 50th Street  
Edina, MN 55424

RE: 66 West Apartments

On behalf of parishioners at St. Stephen's Episcopal Church in Edina, I am writing to express support for the proposed 66 West Apartments, which will provide much-needed affordable housing for homeless youth and young adults in the southwest suburbs.

Our congregation recently started an intentional journey to better understand the issue of youth homelessness and its root causes in our own neighborhood. We learned that youth homelessness is largely invisible in the suburbs. Yet, teachers, high school counselors, school board members, librarians, YMCA staff, and drop-in center volunteers serving homeless youth from Edina and surrounding suburbs know this issue well and have made us aware of this pressing need.

Edina has the resources and community passion to create a network of support that will launch these young people into successful futures. The location in the Southdale area will provide youth safe housing, access to first jobs with many employers, and multiple means of public transportation.

We have partnered with Beacon Interfaith Housing Collaborative to mentor families facing homelessness. We know the professionalism of Beacon's staff and the organization's commitment and expertise in developing supportive housing that will be an asset to our community.

The issue of youth homelessness in our neighborhood has quickly captured the hearts of many members of St. Stephen's, as evidenced by the signed petition attached. We urge you to work with Beacon Interfaith Housing Collaborative and approve the project proposed 66 West Apartments.

Thank you for your support,

A handwritten signature in black ink that reads 'Rena Turnham'. The signature is fluid and cursive, with the first name 'Rena' being particularly prominent.

The Rev. Rena Turnham  
Deacon, St. Stephen's Episcopal Church-Edina



April, 2014

Mayor Jim Hovland and Members of Edina City Council  
4801 West 50th Street  
Edina, MN 55424

We are parishioners at St. Stephen's Episcopal Church in Edina. We are signing this petition to express support for the proposed development of 66 West Apartments to provide much-needed affordable housing for homeless youth and young adults in the southwest suburbs.

We have become aware that youth homelessness is largely invisible in the suburbs, yet there is a pressing need to address this issue. Edina has the resources and community passion to create a network of support that will launch these young people into successful futures. The location in the Southdale area will provide youth with safe housing, access to first jobs with many employers, and multiple means of public transportation.

We urge you to work with Beacon Interfaith Housing Collaborative and approve the proposed 66 West Apartments.

*Janie Hansen*  
*Mary Margaret & Ken Liebman*  
*Ami Owens*  
*Lily Phelps*  
*William Bale*  
*Grace T. Taylor*  
*Sue & Mark Jordan*  
*M.A.*  
*Sarasphansa*  
*Chs S. McK*



April, 2014

Mayor Jim Hovland and Members of Edina City Council  
4801 West 50th Street  
Edina, MN 55424

We are parishioners at St. Stephen's Episcopal Church in Edina. We are signing this petition to express support for the proposed development of 66 West Apartments to provide much-needed affordable housing for homeless youth and young adults in the southwest suburbs.

We have become aware that youth homelessness is largely invisible in the suburbs, yet there is a pressing need to address this issue. Edina has the resources and community passion to create a network of support that will launch these young people into successful futures. The location in the Southdale area will provide youth with safe housing, access to first jobs with many employers, and multiple means of public transportation.

We urge you to work with Beacon Interfaith Housing Collaborative and approve the proposed 66 West Apartments.

<p> <i>Jacqueline Sullivan</i>  <i>Julie M. Baker</i>  <i>John [Signature]</i>  <i>Maren Christopher</i>  <i>Lyn [Signature]</i>  <i>Patricia [Signature]</i>  <i>[Signature]</i>  <i>[Signature]</i>  <i>Laqueine A. Skita</i>  <i>Doug + Ann Marie Lambert</i> </p>	<p> <i>Gail Frances</i>  <i>Kristine Helms</i>  <i>[Signature]</i>  <i>[Signature]</i>  <i>Tina [Signature]</i>  <i>Richard [Signature]</i>  <i>Keith Skerrett</i>  <i>Barbara Skerrett</i>  <i>John [Signature]</i> </p>
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April, 2014

Mayor Jim Hovland and Members of Edina City Council  
4801 West 50th Street  
Edina, MN 55424

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We urge you to work with Beacon Interfaith Housing Collaborative and approve the proposed 66 West Apartments.

Luz Woolwin  
Luz Woolwin

George Golub  
Sue Dine  
John & Lisa

Lisa Phipps  
David Phipps

Elizabeth Schwab

David  
Mike Walters  
Sarah Sullivan  
Pamela Johnson

David Phipps  
M. S. Paul  
Reggie Alexander

Linda J. Bracken  
The Phipps  
Ray Burns  
Allene R. Burns  
Mike Brehm

David Suddeth  
Kathia Langley  
John Phipps

Cheryl  


April, 2014

Mayor Jim Hovland and Members of Edina City Council  
4801 West 50th Street  
Edina, MN 55424

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We urge you to work with Beacon Interfaith Housing Collaborative and approve the proposed 66 West Apartments.

*[Handwritten signature]*  
*[Handwritten signature]*  
 Gretchen Faust  
 Katherine Zuel  
 Alf Norval  
 Dana [unclear]  
*[Handwritten signature]*

Anne K. Stebbins  
*[Handwritten signature]*  
 Cathlan R. Gossall



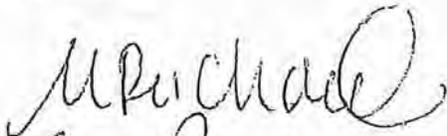
April, 2014

Mayor Jim Hovland and Members of Edina City Council  
4801 West 50th Street  
Edina, MN 55424

We are parishioners at St. Stephen's Episcopal Church in Edina. We are signing this petition to express support for the proposed development of 66 West Apartments to provide much-needed affordable housing for homeless youth and young adults in the southwest suburbs.

We have become aware that youth homelessness is largely invisible in the suburbs, yet there is a pressing need to address this issue. Edina has the resources and community passion to create a network of support that will launch these young people into successful futures. The location in the Southdale area will provide youth with safe housing, access to first jobs with many employers, and multiple means of public transportation.

We urge you to work with Beacon Interfaith Housing Collaborative and approve the proposed 66 West Apartments.

  
 The Reverend Lew Turnham  
 Rev. Rena Turnham, Deacon St. Stephen's - Edina  
~~Jana Anderson~~  
 Clem Dakenwald  
 Barbara Curry  
 Dr. Susan G. Hoyt  
 Jane & Larry  
 Peggy and George Crolich  
~~John Gutz Moller~~  
 Marie Jackson  
 Hazel  
 C. Koenig



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Katie Hardy  
 Jimmy McKhan  
 Just Henry  
 Todd Kelly  
 [Signature]  
 Sue [Signature]  
 [Signature]  
 Anne M. [Signature]  
 Candice Lake

Brad Banta  
 [Signature]  
 Tom Kimmel  
 Sandy Young  
 [Signature]  
 [Signature]  
 Mary E. Gates  
 David E. Lange



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Cathleen R. Goodell  
Lisa M. Tomala

Frank Koel  
Wendy Gehl

Steve Damb

Jan M. Peters

JYKald

Bill & Lois Clynes

Pete Vorbit

J. Basil

Dud S. Van Donge

Mike and Judy Seamon

Yvonne Thompson

Bob and Betsy Nelson

Murray

Debbie Belfry

Julie Weig

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*Clare Dempsey*

*Cathy Bauer*

*Daniel*

*Jean Larson*

*Debbie Bullen*

*Patrick Weston*

*Catherine Beringer*

*Lytle Selmer*

*Margaret Rind*

*Tim Harstved*



\$49  
postage  
required

Dear Edina City Councilmember,

The city of Edina can help young people find stable housing and end homelessness.

On any given night, it is estimated that between 200 and 300 youth are homeless in the suburbs of Hennepin County. 66 West is affordable and supportive housing which will serve approximately 39 youth and young adults.

**Please help suburban youth experiencing homelessness by supporting this project.**

*This is so very important*

Sincerely,

Name *Katherine Youngblood*

Address *5275 Grandview Sq.  
#3312  
Edina 55436*

Edina City Council  
4801 West 50th Street  
Edina, MN 55424

\$49  
postage  
required

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Sincerely, *Jacqueline M. Prentice*  
Name

Address *7200 York Aves. #602  
Edina 55435*

Edina City Council  
4801 West 50th Street  
Edina, MN 55424

*This will be a project that Edina will be proud of. I hope you will be a supportive partner.*

Dear Edina City Councilmember,

\$1.49  
postage  
required

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Thank you for your support!

Sincerely,

Edina City Council  
4801 West 50th Street  
Edina, MN 55424

Name Hannah Stephan (U of M student, EHS alumn)

Address 5100 Danens Drive  
Edina, MN 55439

Dear Edina City Councilmember,

\$1.49  
postage  
required

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Thank you!

Sincerely,

Edina City Council  
4801 West 50th Street  
Edina, MN 55424

Name Susan H. Stephan

Address 5100 Danens Drive  
Edina, MN 55439

RECEIVED  
JUN 19 2011

\$ .49  
postage  
required

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Sincerely,

Name *John Howard*

Address  
*5812 W. 61st St,  
Edina, MN 55436*

Edina City Council  
4801 West 50th Street  
Edina, MN 55424

\$ .49  
postage  
required

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Sincerely,

Name *Robert L. Hobbs*

Address *4708 Upper Terrace  
Edina, MN  
55435*

Edina City Council  
4801 West 50th Street  
Edina, MN 55424

RECEIVED  
JUN 19 2011

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Sincerely,

Name *Ben Crabtree*

Address *5428 Woodcrest Drive  
Edina, MN 55424*

Edina City Council  
4801 West 50th Street  
Edina, MN 55424

\$49  
postage  
required

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Sincerely,

Name *Sue Crabtree*

Address *5428 Woodcrest Dr.  
Edina, MN 55424*

Edina City Council  
4801 West 50th Street  
Edina, MN 55424

*Let's make this happen!*

RECEIVED  
JUN 19 2011

\$49  
postage  
required



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I believe in home. I am a 1972 grad of Edina High School. Not only is homelessness very Sincerely, real, it is also unexcusable and can be ended. I believe in home for all.  
Name Michael R. Beasley

Edina City Council  
4801 West 50th Street  
Edina, MN 55424

Address 128 7th Ave. S.  
Hopkins MN 55343-7659

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Sincerely,

Name Jen Augustson  
Address 5000 Arden Ave  
Edina MN 55424

Edina City Council  
4801 West 50th Street  
Edina, MN 55424

\$1.49  
postage  
required



\$1.49  
postage  
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Sincerely,

Name *Karen Boyum*

Address *5525 St John's  
Edina, MN  
55424*

Edina City Council  
4801 West 50th Street  
Edina, MN 55424



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*Everyone needs a safe secure place to grow & thrive*

Sincerely,

Name *Mary Rae Pratt  
Tom Kvaale + Mary Rae Pratt*

Address *4500 Nancy Ln  
Edina, MN 55424*

Edina City Council  
4801 West 50th Street  
Edina, MN 55424

